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**42<sup>nd</sup> HISTORIC WINTON**  
**26<sup>th</sup> 27<sup>th</sup> MAY 2018**  
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Presented by The Austin Seven Club and HMRAV  
Enquiries 03 5428 2689  
Austin Seven Club Inc. ABN107906117 (Photo: Peter Emberton)

# Alvic

*The Newsletter of the Alvis Car Club of Victoria*

*June 2018*





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Tooborac Hotel & Brewery  
AVENUE, TOOBORAC, N.S.W.

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# Alvis Car Club of Victoria (Inc)

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CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris  
(MELWAYS 59 F8)  
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm.  
Newsletter Deadline - first Friday of the month.  
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**JUNE 2018**  
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## 2018 COMING EVENTS

- JUN 15** **General Meeting. Guest Speaker** Sandy Cameron of the Armstrong Siddeley Club who will talk about Bert Hinkler and the Armstrong Siddeley car that he owned and which has now been restored. (this supersedes a visit to Moorabbin Airport Museum)
- JUL 20** **General Meeting**  
**15** A visit to a magnificent private collection of mechanical musical instrument in Drysdale on the Bellarine Peninsular. More details forthcoming.
- AUG 17** **General Meeting**  
**19** **ROB ROY HILL CLIMB**
- SEPT 21** **General Meeting**  
**7 -10** **WEEKEND AWAY St ARNAUD, WEDDERBURN AREA (McDOUGALLS to organise)**
- OCT 7** **TRYDEL MUSEUM & LUNCH (RICHARD TONKIN TO ORGANISE)**  
**27** Inter Club visit to the Seymour Railway Heritage Centre
- DEC 2** **CHRISTMAS PARTY AT THE FERGUSON'S, KINGLAKE**

*Front page: Steve Denner at Winton*

*Inside front cover: two of the Cameleer's 12/50s, Peter Miller's & Geoff Ross with the Tonkins' TE21*

*Photography from Frances McDougall*

# PRESIDENT'S REPORT

Frances and I again enjoyed the historic racing weekend at Winton, on the last weekend of May. We took three motorcycles for display: 1913 Ladies Douglas, 1914 V twin Matchless and a 1928 Douglas. I had the pleasure on Sunday, with many others in their vehicles, to ride the 1928 Douglas on three long circuits of the track. I was keen to test the bike out in preparation for a Douglas national rally in Kingaroy in September. For some years the bike had been in disgrace as it would only run on one cylinder. Recently after inspecting many things I found that it had a leaking gasket where the inlet manifold attaches to the rear cylinder – all is now well. The weather for this year's Winton was superb and I am sure the two Alvis representatives of Steve Denner and Andrew Green had a great time circulating in the regularity events in their 12/50s. All in all it was a great weekend of historic racing and the cars and motorcycles in the car parks also provided a great spectacle. It is a highly recommended event.

Unfortunately Margaret Hetherington has had to undergo a serious operation. On behalf of the Club members we wish her a speedy and full recovery.

Our guest speaker at the May meeting, Stan Bone, again provided a most interesting visual presentation of his restoration and raising from the dead, of a veteran FN car. Stan was able to provide an interesting history of the car, the amazing collecting of all the components from diverse places and then a description of the restoration, almost all of which he did himself in his shed with his own machine tools. The car has since and continues to win many awards. It was noted that over supper many members continued discussions with Stan in order to learn more about Stan's self taught capabilities. At the June meeting our guest speaker will be Sandy Cameron of the Armstrong Siddeley Club who will talk about Bert Hinkler and the Armstrong Siddeley car that he owned and which has now been restored.

It is with pleasure that I welcome new members to our Club; Lynda and Howard Morey and John and Trudy Mudge. Lynda is the daughter of members Warren and Pamela Bonning. Lynda has been keenly interested in the work that Warren has been doing to get the ex Caldwell TA14 Saloon back on the road. By all accounts Warren is making good progress. It is great to see Warren keeping stimulated and his skills honed, even at the age of early 90s. John and Trudy Mudge live in Mount Gambier and have recently purchased the ex Bob Eglington/ex Eric Nicholl SB 12/70 Saloon. This vehicle has been languishing for a few years since the passing of Bob Eglington. We are pleased that it has found a new appreciative home and I am sure that Eric Nicholl will be happy to know that the car he restored is back on the road.

On the Sunday prior to the Winton Weekend, John Lang organised a National Motoring Heritage Day run to the historic Tooborac Hotel. A number of us met at New Gisborne for a coffee to get us charged up for a most picturesque 80 km run on superb vintage roads, to our lunch venue. We found that we weren't the only ones on the road as we came across some lost VSCC members on a day trial. Upon our arrival at Tooborac our Alvis numbers swelled as the VSCC day trial participants were also dining at the pub. Many thanks to John for organising the most enjoyable event and for arranging the weather so that we were able to get home just prior to the rain coming.

We were pleased to have Don and Jill Bosanquet join us from

Adelaide at last month's meeting and then for the drive it day on the following Sunday. Our pleasure at having the Bosanquets join us, extended to enjoying the supper that they provided. An off the cuff comment has now lead to Don and Jill purchasing the well sorted 12/50 of Ken and Olivia Cuming. The Bosanquets have had an Alvis in their ownership for most of their married life, including going on their honeymoon in a 12/50 ducksback. With the sale last year of the front wheel drive there was a hole to be filled. It will necessitate them parting with another vintage/veteran vehicle, however they and their grand children look forward to secure vintage motoring with four wheel brakes to assist them in meeting the demands of driving in modern traffic. Their visit to Melbourne resulted in a great outcome all round, with Ken Cuming happy that his much loved car has gone to a good home.

Quite a number of our members have recently been travelling overseas and particularly to the UK where they came together at the International Alvis Day in the picturesque Lakes District. There was a sub branch of our Club in attendance: Mark Weller, Chester and Sally McKaige, Dale and Judy Anderson and Alan and Noeline McKinnon. And residents, David and Kay Webster, Norm and Clare Blundell. Mark Weller presented the ALVIC trophy to the best contributor/organiser for the IAD event. Most of the travellers have now returned, however the McKinnons have been experiencing an extended dose of Alvis motoring, with the Websters, by driving David's 12/60 to the Scottish Highlands and to the Shetland Islands. By all accounts they have been having a great time in good weather. We look forward to hearing about their experiences at up coming club meetings and in ALVIC.

We are currently organising a visit to a magnificent private collection of mechanical musical instrument in Drysdale on the Bellarine Peninsula. One of the instruments was so tall that a special room had to be built for it. We will be visiting the collection on Sunday 15<sup>th</sup> July, with the visit lasting a couple of hours, prior to going to a nearby lunch venue. We are also arranging for those members who wish to have a more leisurely run, to come down to the Bellarine Peninsula on Saturday 14<sup>th</sup>, stay the night and enjoy a meal prior to going to Drysdale the next day. Both options will work for those who wish to have a mini weekend away or for those who wish to only visit on the Sunday. Details for both options are currently being worked out and will be provided to members by email/mail in due course. The important thing at the moment is to reserve the weekend and to let me know via email/phone call of your interest in attending.

By the time you read this, Frances and I will have been to St Arnaud to plan our weekend away on 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup> and possibly 10<sup>th</sup> of September this year. This is part of the programme of having weekends away in the country, where Alvis owning members reside. In this case there are a couple of Alvis owners in the district, who are not members of our club, but they have expressed interest in joining us on the runs. Also we can benefit from their local knowledge. Details for the weekend will be provided in due course, so please reserve the weekend.

In respect to the submissions made to the Federal Government for the abolition of Luxury Car Tax (LCT) on vehicles 30 years and older, there has been partial success. Since the introduction of the LCT in 2000 it has been applied to imported second hand vehicles which exceed the LCT threshold value. The LCT has also been applied to Australian owned vehicles which have been re-valued following overseas

restoration and which are now deemed to be valued more than the LCT threshold, when re-admitted to Australia. In the last budget the Federal Government has agreed, from 1<sup>st</sup> January 2019, that temporarily exported Australian owned vehicles, which have been restored overseas, will be able to re-enter Australia without the imposition of the LCT, no matter the restored value. This decision has been a long time in coming. The Federal Government currently has no intention of scrapping the LCT, even though the Australian car industry it was designed to protect, no longer exists. A government committee is scheduled to look into the case for exempting imported vehicles over 30 years old, however it is unlikely to result in a rapid decision to grant the exemption. It is important that people, in the historic car movement, continue to lobby parliamentarians about the absurdity of the tax on historic cars and to alert them to the detrimental effect it is having on Australia's motoring heritage.

The AOMC is again holding a restoration seminar on Saturday 21st July. These are always popular and good value. This one will be bigger and better than ever, with trade stalls, as it is being held at a new venue at the Jaguar/Austin Healey clubrooms in Rosalie Street Springvale. As soon as I know the topics and list of presenters I will pass the information on. However it will be best to look at the AOMC website if you wish to register attendance on the day.

I look forward to seeing those who can make it to the meal at the Malvernvale Hotel prior to the meeting. Please let me know if you are joining us, by Wednesday evening so that I can reserve sufficient space.

Andrew McDougall

## JOTTINGS

Margaret Hetherington would like to thank everyone for their phone calls, cards & flowers & especially the beautiful orchid which John brought back from Tooborac. Now three weeks post op. and slowly getting back to normal and hoping to be at the next meeting and catch up with all.

Richard Wallach is thinking seriously about selling what must be the best of the best TA21s in the country. Non-car options are in the wind.

Mike Williams has had his FWD off the road for several months to tidy up a few of those items that are always less important than mechanical issues. He reports that he has fired it up again in the last few days and looking forward to the adrenalin rush that only FWD owners can experience!

The Bosanquets have recently purchased Ken Cuming's 12/50. It is difficult to get Alvis blood out of your system when it has been there for many decades. Well done. Commiserations to Ken on a difficult decision to hang up his driving gloves having driven the 12/50 as a Monday to Friday daily driver for many years.

We welcome the following new members:

Lynda & Howard Morey of Donvale, who have the ex-Caldwell TA14. (Lynda is member Warren Bonning's daughter) Trudy & John Mudge of Mt Gambier, the 12/70 saloon that Eric Nicholl restored some years ago.

To both couples we are happy to welcome you into the Club and hope to see you soon and that you get as much enjoyment from your cars as we do with ours.

## PLEASE NOTE ANNUAL MEMBERSHIP SUBSCRIPTIONS ARE NOW DUE & PAYABLE

### MARKET WATCH

1935 SD SP20 Vanvooren DHC. Artcurial (France), very good, older restoration, historically interesting. \$366,480.

1961 TD21 Series 1 saloon, partially restored. Brightwells. \$17,600.

1961 TD21 Series 2 saloon, major restoration required. Historics. \$4000.

Richard Tonkin

Good to hear Darrell Horton is recovering well from recent heart surgery.

### SUPPER *The LANGS*

*The Editor would like to thank all contributors of text and photographs in this month's ALVIC*

# TOOBORAC PUB RUN

John Lang

"Keen" is a grossly underrated word to describe Chris Higgins' effort to join us on the Tooborac Pub Run. Nearly two hours of driving to reach the starting point at New Gisborne in his trusty Firebird. More than an hour of driving to the pub for lunch. More than two and a half hours to drive home again after lunch.

Chris you are a legend!

We met at the Baringo Coffee Shop for morning tea and then set off for a drive through some brilliant country of rolling hills, tree lined roads and very little traffic.

We made our own traffic with the Tonkins' TE21, McDougalls' Speed 20 special, Chris' Firebird, the 12/50s of Peter Miller and Geoff Ross, the Bosanquets and Lesley Northey in a modern and the Langs "Big Red." We should have met the Balls in their TD21 in the main street of Lancefield, but the duffer organiser had forgotten and didn't plan the route through the main street! Black mark number 1. Apologies to the Balls. Their only consolation was that they didn't have the traffic created by all the other Alvises. Sorry again! And we met John Hetherington at Tooborac in the Alvis Mini.

Not long after leaving New Gisborne we noticed 3 vintage Vauxhalls on the roadside with several people pouring over documents - very pretty - most unexpected. Seems they needed the "DO NOT OPEN UNLESS TOTALLY LOST" envelope to find that it was the afternoon run's documentation.

However on route to Tooborac; in that sort of country which always seems to be up hill - even when you are going home again, we caught up with a Prince Henry Vauxhall. I noted that the two 12/50s were chomping at the bit looking for a chance to overtake.

However, there was a modern driver in a red V8 Commodore who decided that the word patience was not in his dictionary and he would have a go in spite of two 12/50s, a 4WD towing a horse float and little chance of seeing on coming traffic, would make a name for himself. It nearly did. In Monday's Obits!

We had a table for 15 and a most enjoyable lunch.

The VSCC joined us or we them and it was great to look at their cars; mainly Vauxhalls. Particularly an oil rag 30/98 saloon recently featured in the Automobile Magazine.

Following lunch we went our own separate ways.

*Below left & right. Happy Alvises. The table didn't stay empty for long!*

*Photography by Frances McDougall & Marg Lang*





*The Ball's TD21*

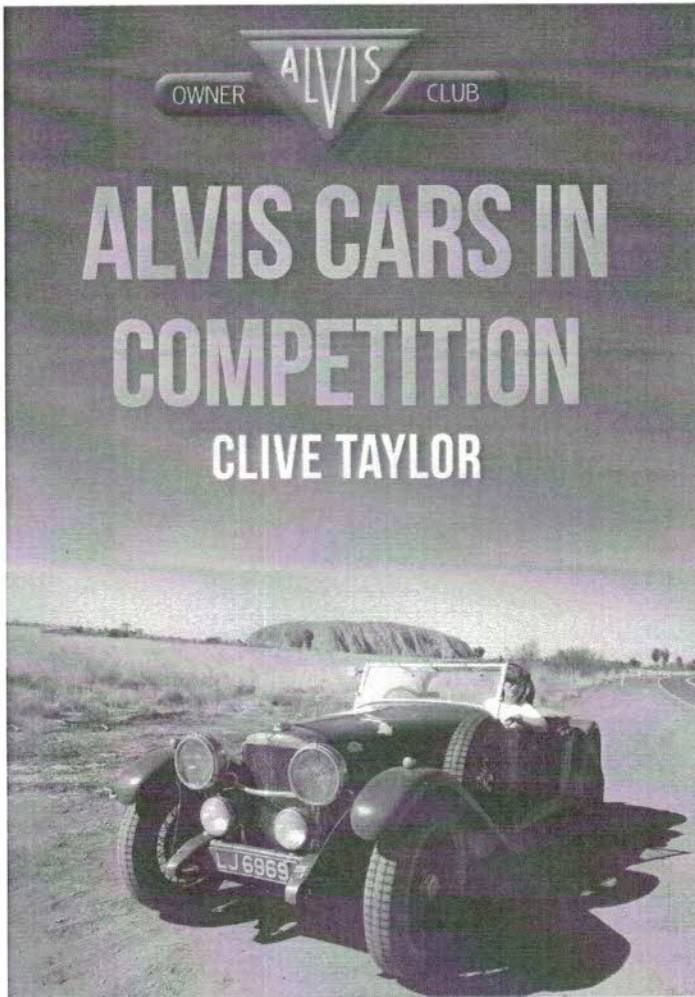


*Chris Higgins Firebird*



*Lang's Big Red*

## BOOK REVIEW



The hard work that Clive Taylor has put into gathering information for "Alvis Cars In Competition" as part of the upcoming Centenary Celebrations, has been vindicated.

Many people responded to his request and this book is a good read.

It is generally considered that having a competition history in a car's resume is an advantage in both an appreciation by the custodian and also when finally that custodianship is passed to a new owner.

Alvis, through initially the efforts of the Company and subsequently the recognition of the competitive edge the marque held by the owners, had an enviable competition reputation.

Clive has created three sections; the Vintage Period 1911 to 1931, the Post Vintage Period 1932 to 1940, the Post War Period 1945 to 1967.

In reading the histories, it is interesting to note the number of normal "touring" cars that have a competition history rather than it being confined to just the out and out racers.

The Book was published on 15th May 2018 and is available from several sources, including Amberley, Amazon, E-Bay, Blackwells UK, and Booktopia.com.au

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*Members may be aware that we are affiliated with both the Association of Motoring Clubs & the Federation of Veteran, Vintage & Classic Car Clubs.*

*The AOMC provides a monthly report on matters of interest and the 3 items below have been extracted from their latest communication.*

..... ed

### Association of Motoring Clubs

**VicRoads/CPS:** Iain Ross reported that VicRoads have been sending out surveys on the CPS to vehicle owners, and the AOMC knew nothing about the survey or what was in it.

Several delegates reported on issues with VicRoads over renewals. Daryl Meek reported that he has spoken to a VicRoads manager who is frustrated with the data system, as CPS is separate from the main database and needs a double entry to note the payment of renewals. He suggested stapling your current receipt in your logbook as proof of payment for the previous year.

Keith Mortimer encouraged all Delegates to remind their club members to treat VicRoads staff respectfully, as usually problems are due to incorrect information and an imperfect system.

**Luxury Car Tax:** Iain Ross reported that the Federal government has decided not to repeal this tax at this stage. They have agreed for it not to be levied on cars exported solely for the purpose of restoration and then imported back into the country post restoration. This will apply from January 1<sup>st</sup> 2019.

**VACC.** Iain Ross reported that this year is the 100<sup>th</sup> year of the VACC and to celebrate they are holding a rally from Melbourne to Bendigo and are looking to have one vehicle representing each of the past 100 years (1918 to 2018). Iain is looking for vehicles from the early 1920s and also from the 40s and 50s. He asked clubs for assistance in sourcing vehicles for those years.



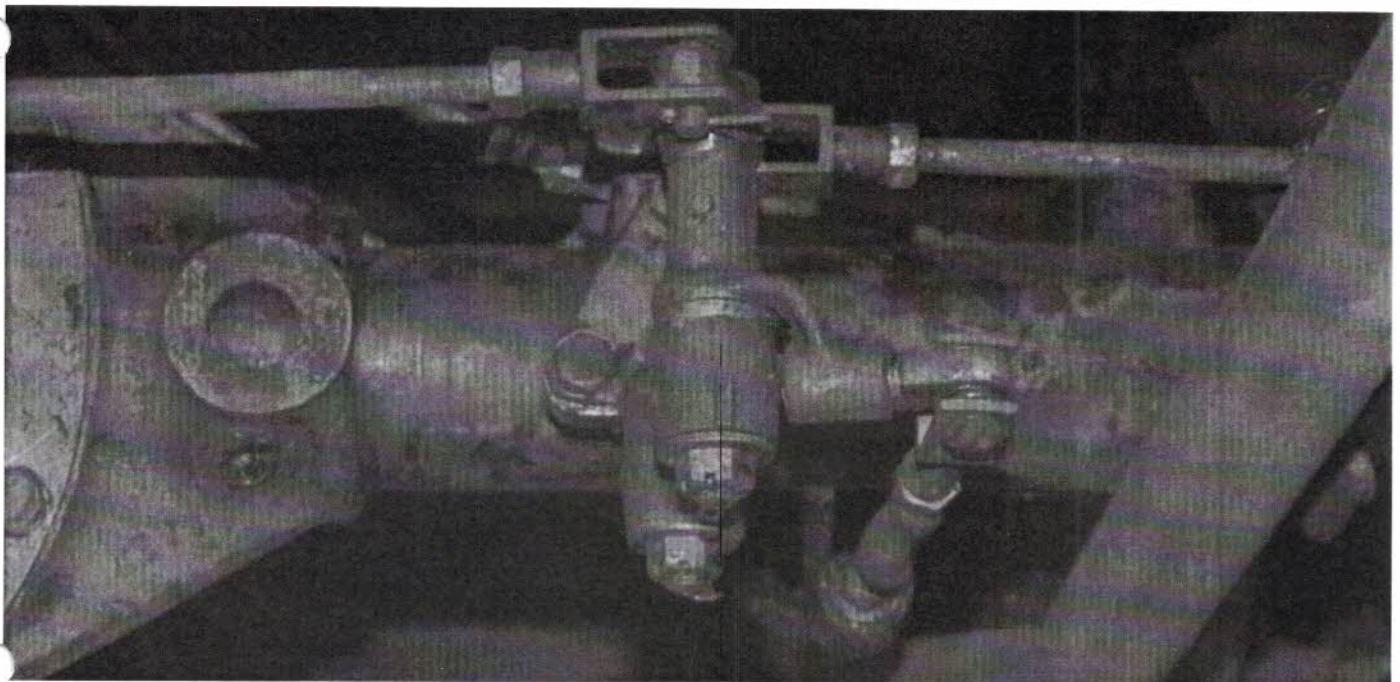
# WORKSHOP

**“For the sheer joy of driving ..... I’d like to go there in an Alvis”**

(Advertisement in The Motor 1952)

## **TA14 – TF21 Handbrake Compensator wear**

I have used the term “out of sight out of mind” in various articles and in this case it fits the bill perfectly. You’re probably thinking what is it and where is it? To answer the second question first, it is bolted to the rear axle casing and what it does is to transmit the handbrake pull equally to both rear brakes. Figure one should help with identification. The Works used the same compensator on their post-war cars.



*Figure 1 – compensator unit*

No provision was made to lubricate it as it was designed to last the life of the car. The unit comprises a horizontal arm, bracket and “T” lever. (See Fig 5 -38) Pressed within each end of the arm are two stout phosphor bronze bushes. To quote from Wikipedia, “Phosphor bronze is used where resistance to fatigue, wear, and chemical corrosion are required.”

Phosphor bronze bushes unlike the sintered type do not retain oil and if there is no provision for either oiling or greasing they will eventually wear. You can imagine the amount of wear over a period of 70 or more years in the case of a TA14. Naturally this would not have been in The Works contemplation but it does need to be in ours. When I first obtained TA21- 24314 the compensator was so covered in road dirt that it was obvious that it had not received lubrication for years. See Figure 2.



*Figure 2 – 1951 TA21-24314 back in 2007*

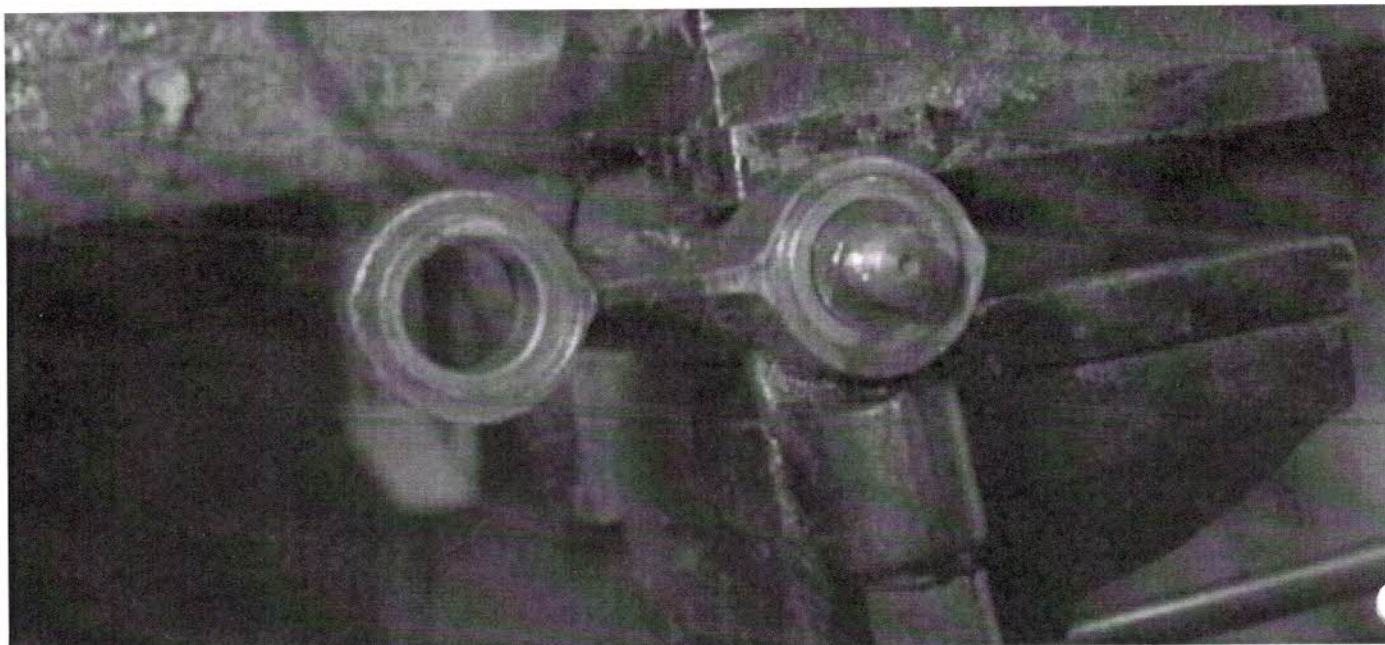


Figure 3 – Compensator arm TA21-24314 (41 in Fig 5)

Having stripped it down you can see the wear on the right hand bush in Figure 3. It mightn't look much but it was very evident in situ and lead to increased slack in the handbrake mechanism. Facing this situation a solution would be to fit new bushes hoping that there is not a lot of wear in either the bracket and/or pin. See 39 & 45 in Fig, 5. The part number for the bushes has stayed the same since inception with the TA14. They are C1831 and C1832 as they are of unequal size. Red Triangle has these in stock.

In my case I had a compensator unit in my spares collection. Luckily the amount of wear was negligible so it could be put into service. A previous owner aware that the unit can't be lubricated decided to fit a pair grease nipples, one for each bush. {This may account for the lack of wear.} A groove was also made from the top to bottom in each bush with the nipple in the centre in order to provide a path for the grease to disperse. See Figure 4 below.



Figure 4 - Replaced (and painted) compensator unit with added grease nipples.

This is a solution to an issue that affects us today. A clear picture of the compensator components is found in each models Catalogue of Spare Parts. The TA21 picture is reproduced in Figure 5.

It is also worthwhile to inspect all fork pins for wear as well as to ensure that each handbrake rod is well screwed into each fork at both ends. See 48, 49 & 50 in Figure 5.

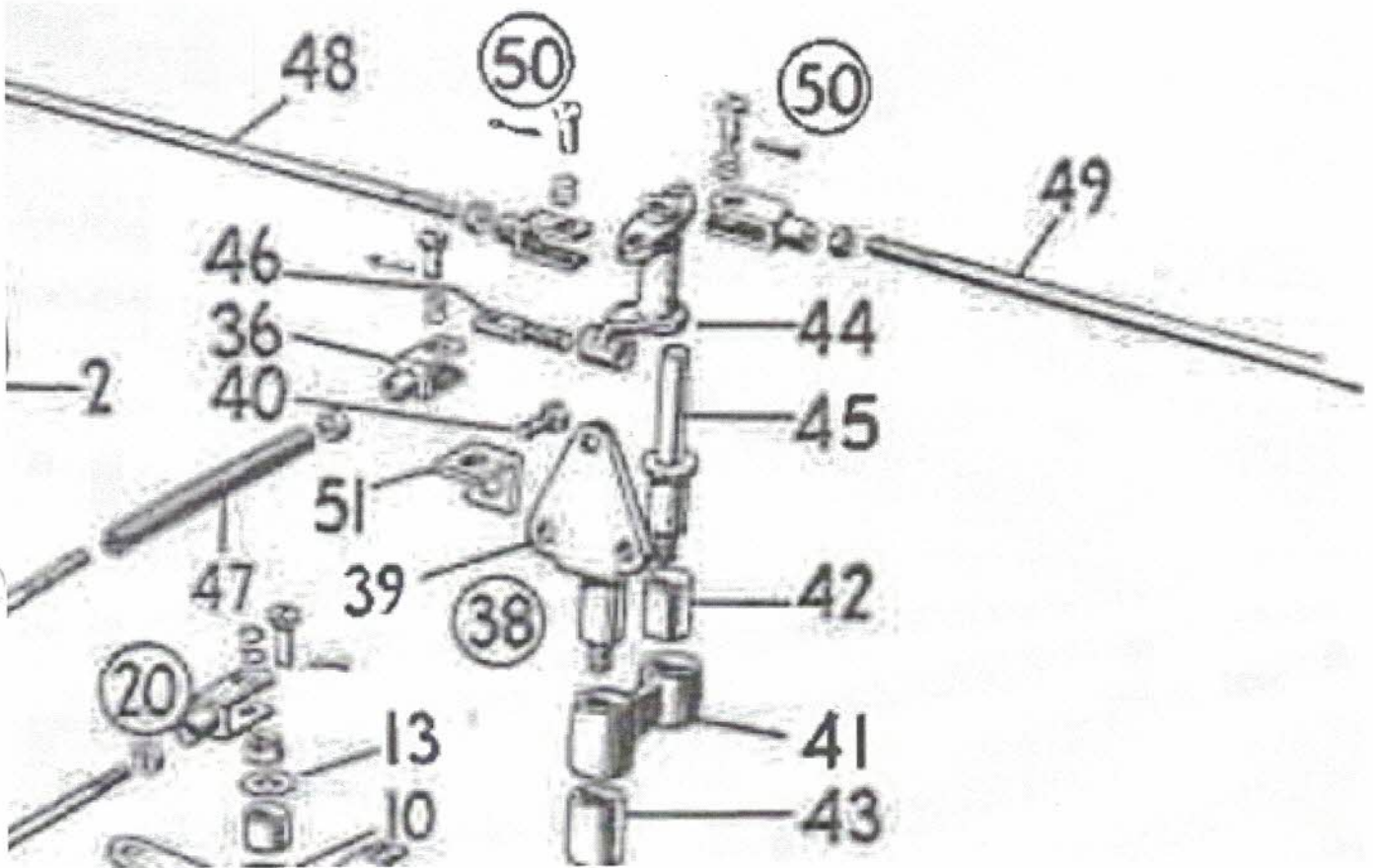


Figure 5- TA21 Catalogue of Spare Parts - page 56

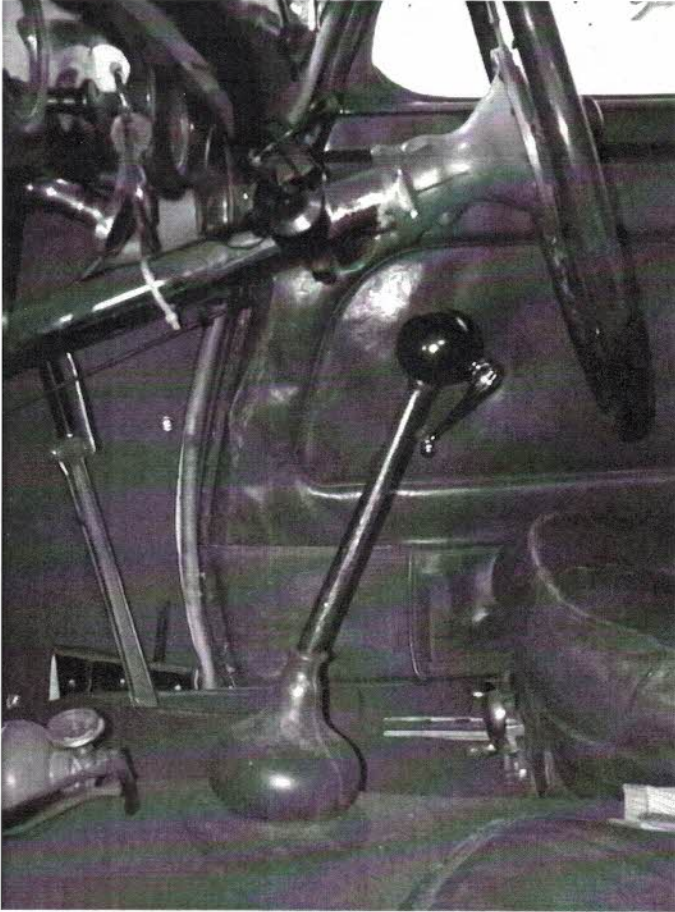
Check also the eye piece that it is fully screwed in, its threads not damaged and the eye itself is not fractured. See Figure 5- 46. Likewise any slack in the cables also needs to be removed. There is a grease nipple for the cable casing and it is well worth disconnecting the cable and pulling it through as far as it will go in order to clean the cable and in particular remove hardened grease. I lightly oiled the casing section of the cable prior to repositioning it. I also applied graphite to the handbrake lever.

Besides being a park brake the handbrake is our **emergency** brake unlike today's cars where the equivalent may be foot operated and serves only as a parking aid.

Richard Wallach  
 Melbourne  
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 June 2018



# *Pride & Passion: Driving Stick is Becoming a Lost Art*



It's no secret that manual transmissions are going away, a piece of quaint technology considered by most as antiquated as crank-up windows and drum brakes. Only about 3 percent of new automobiles, trucks and SUVs sold in the U.S. require their drivers to shift for themselves. Just about a year ago, Ferrari announced that it no longer would offer stickshift on its sports cars, joining the chorus of exotic and supercar builders humming the same automatics-only tune.

**Porsche keeps the faith by providing a manual option** in most of its sports car lineup, but who knows how long that will last. There are still other sports and performance cars with sticks, ranging from Mazda Miata and Fiat Abarth to Chevy Corvette Z06 and Ford Mustang Shelby GT350. But if you want to buy a regular family car or crossover SUV with manual, the choices are few and far between,

and three pedals are mostly found only on the bargain-basement models.

**The majority of drivers seem to view automobiles as mere transportation tools** whose only job is getting them there and back, at various levels of luxury, status and convenience. For them, the act of driving does not entail any sort of enjoyment or engagement, and the coming tide of self-driving cars is a welcomed trend.

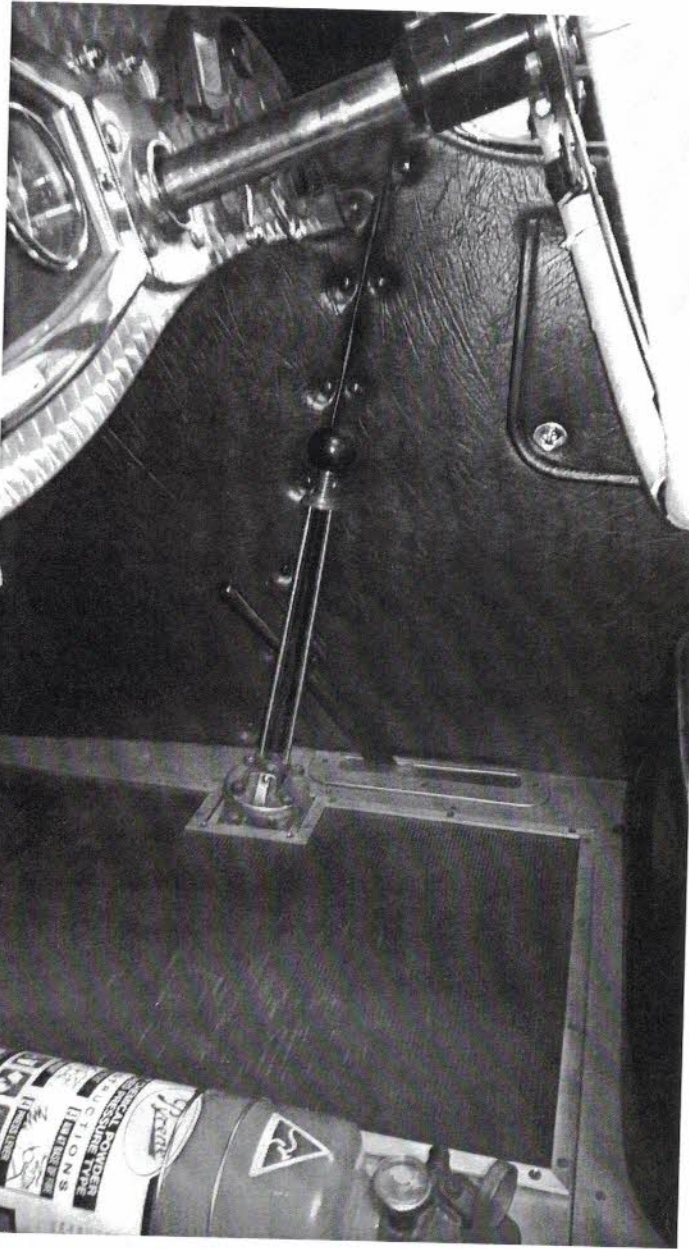
Not me. I like driving and I like driving stickshift (my cohort, Larry Edsall, hates that term for some mysterious reason). Even the most-mundane runabout is vastly improved in character and drivability with the addition of shifting gears.

For great cars, especially sports, performance cars and, in my view, off-road vehicles, a manual transmission so much enhances response and control, and the overall driving experience.

Sure, most of today's vehicles have some sort of provision for self-shifting an automatic, whether it's via an easy-going console lever or an aggressive paddle shifter, and in some respects, those can provide greater performance capability than a clutch-operated standard transmission. The dual-clutch automatic transmissions on many high-end exotics can't really be beat by a mere human.

But as a bona fide 3 percenter, I want the feel of a clutch, giving my left foot something to do as I happily shift through the gears, heel-and-toeing for downshifts on curvy roads while eyeing the tachometer, and coming out of the corner with a sharp rush of second gear. Sports cars are made to have manual transmissions, but so are Jeeps, performance cars and compact runabouts.

**I'm fortunate enough to have a wife who also prefers manual**, stating unequivocally that it makes her feel superior to other drivers on the road. I agree. Both my 30-something boys drive stick with relaxed skill.



Although for many of those new vehicles, only the lowest-trim and least-powerful versions can be had with stick.

So, if you want the ones with the latest features, you have to settle for automatic. It's like an insult

So, there's another reason to love classic cars, whether it's manipulating the double-clutching and stubborn gears of an antique flivver or grooving through the shift pattern of a '60s sports car. An original 4-speed manual is a selling point on a vintage muscle car, and most collectors appreciate the fun of piloting an old pickup truck with three on the tree.

**But time and technology march on, and I don't want** to be the old codger wagging his finger and spouting things like, "Why, back in my day, we had ignition points and carburetors that worked perfectly well, and if you didn't know how to drive stickshift, you didn't drive."

The only thing, as the current generations of collectors age and die off, and the new crop of Millennials, etc., take over the stewardship of automotive history, how many of them will even know how to drive a manual-transmission classic?

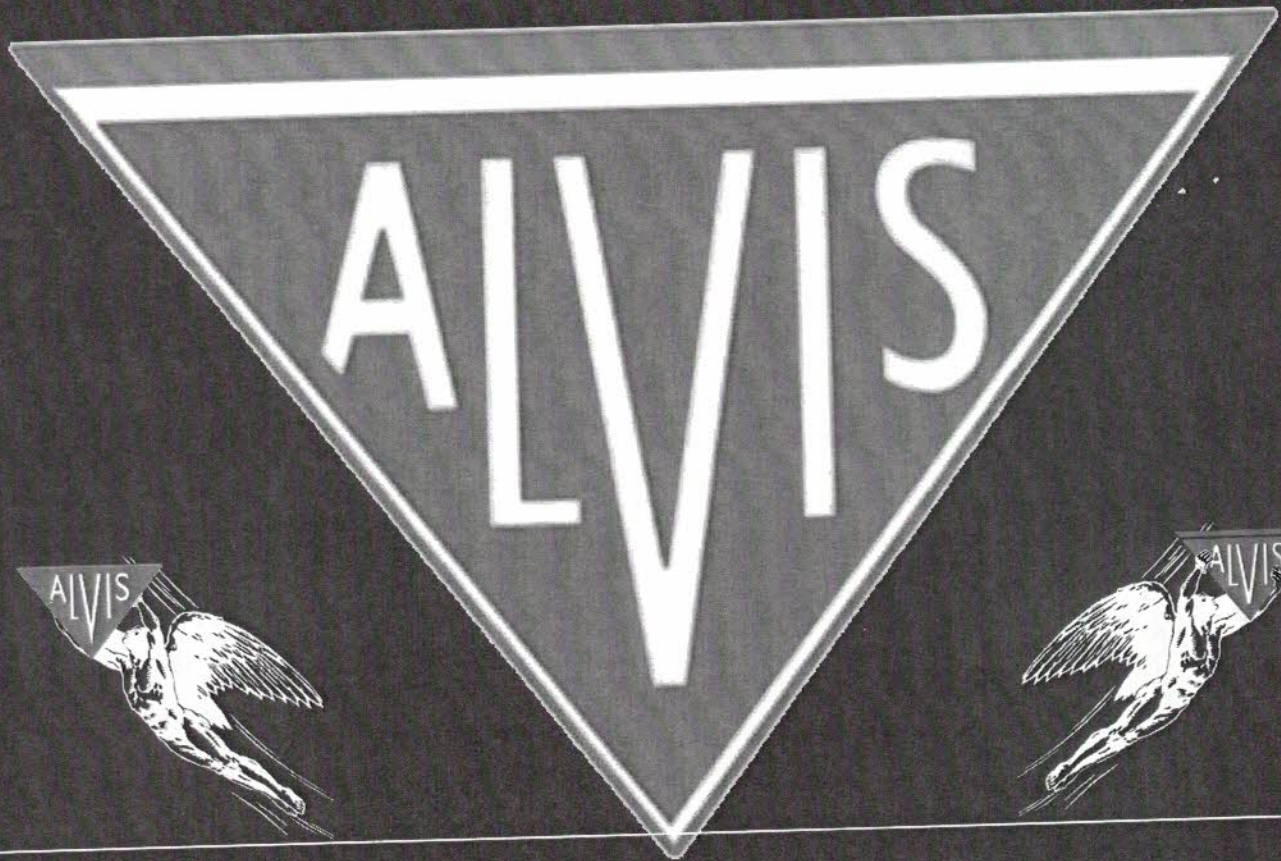
As collector car enthusiasts, it is up to us to help engender in the younger generations the passion for vintage vehicles that drives us in our fun hobby. Part of that is their knowing how to use a clutch and shift gears, so that once manual transmissions are dead as the dodo on new cars, those who want to enjoy old cars and trucks will still be able to do so.

But sadly, the tide is flowing against motoring purists. One reason is that automatic transmissions have got so good and so fuel efficient that it's hard to justify driving stick, unless like me, you just prefer it.

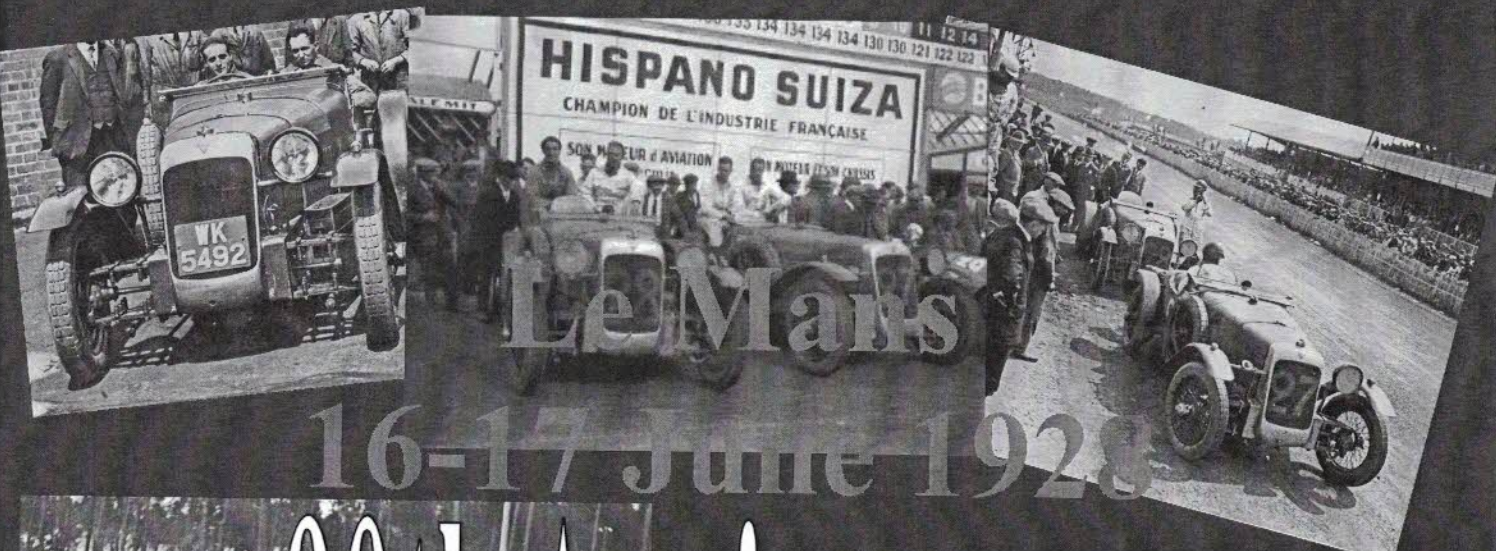
Why go through the hassle of shifting for yourself when the car will do it for you? And how about resale? Cars with automatics are much easier to find buyers for.

**Yes, we are bucking the trend, fellow three-pedal travelers,** and I feel like the end is near. Yet, there are those manufacturers, such as BMW, Subaru, Ford, Honda, Volkswagen, Mini, Mazda, Hyundai and Nissan, that still seem committed to offering stickshift in at least a number of their popular cars and crossovers, despite flagging sales.

*With acknowledgement to the editor Bob Golfen of the ClassicCars.com Journal*



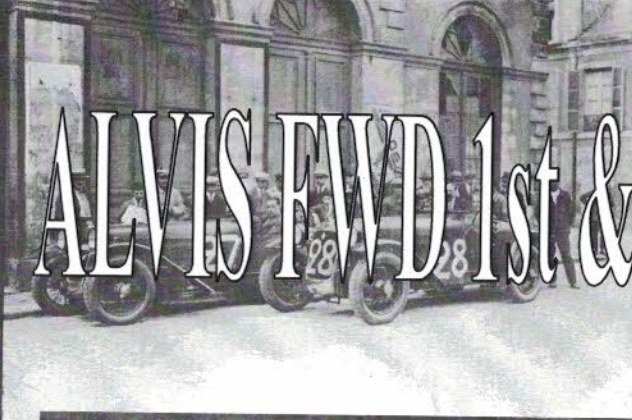
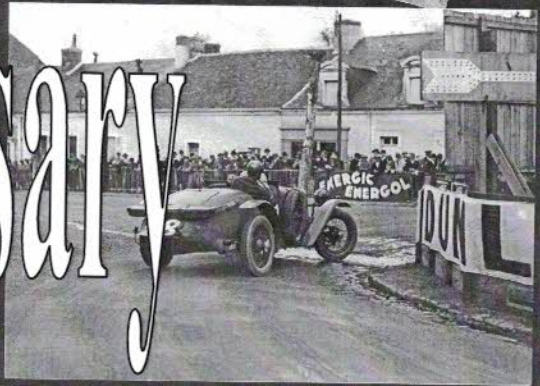
FRONT WHEEL  
DRIVE



Le Mans

16-17 June 1928

# 90th Anniversary



ALVIS FWD 1st & 2nd (1500 cc Class)





# Be part of history

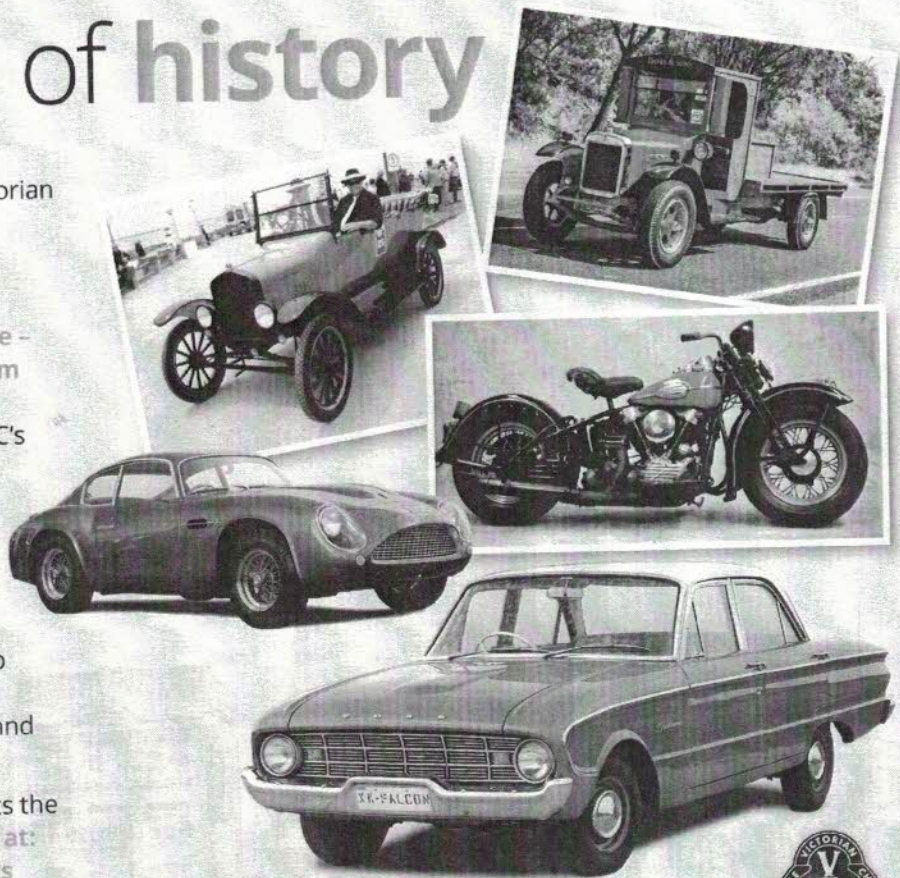
In September 2018 the Victorian Automobile Chamber of Commerce turns 100.

To mark the occasion, the VACC Centennial Cavalcade - featuring '100 vehicles from 100 years' - will travel from Melbourne to Bendigo, VACC's birthplace.

It's a feat never attempted before and you can play an important part.

VACC is seeking significant vehicles dating from 1918 to 2018 to participate - cars, motorcycles, commercials and trucks of all marques.

So, if your special vehicle fits the bill, register your interest at: [vacc.com.au/News/Events](http://vacc.com.au/News/Events)



Powering automotive for 100 years







**ALVIS 3 litre DHC**

Chassis 24639 Engine 24639

Colour: maroon (Glasso # 227226)

Trim: brown leather

Hood: black duck

Date completed: 12 May 1952

Date delivered: 16 May 1952

The owners handbook carries an undated entry stating "JUJ 200" has been modified at the Alvis Works by the installation of twin carburettors and a 3.7 / 1 rear axle and is now a TC21. The TC21 superseded the TA21 in the mid 1950s.

**FOR SALE**

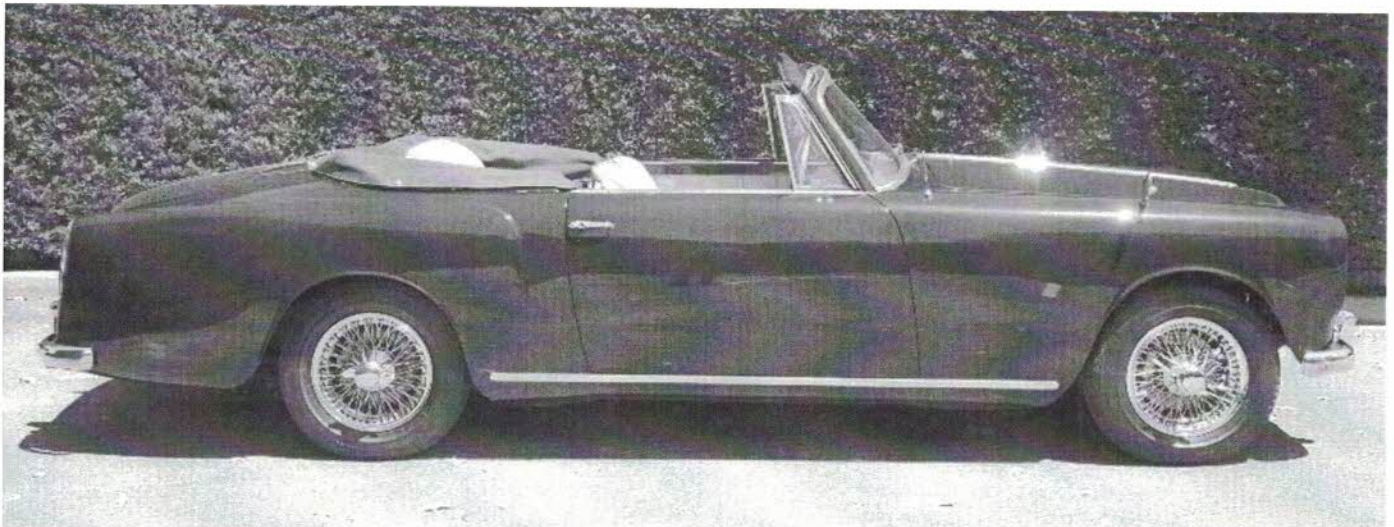
This sound and delightful example of a classic hand-build English motorcar (Tickford of Newport Pagnell Ltd, UK) has undergone a mechanical rebuild at Vintage and Historic Restorations of Blackburn in Victoria to complement earlier work on the engine and interior. Consequently, it is now ready for a new life offering many years of trouble free motoring by a discerning new owner.

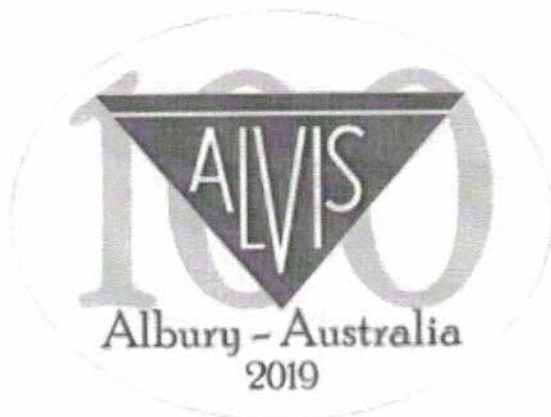
The work undertaken by HVR exceeded \$60,000 and was completed in 2015 and carried out to original Alvis specification. Not surprisingly, the engine performs as new and the car presents as a high speed touring machine capable of covering long distances in total comfort and will be sorry to see it depart to another keeper.

The car has been in its present ownership for some 12 years and all receipts for work carried out by HVR together with other material assembled by previous owners, will be passed onto the purchaser.

It is currently on Victorian Club plates and the new owner will have to obtain a roadworthy certificate for entry to the Victorian Club Plate scheme of for full registration.

**FOR SALE** on carsales.com.au **\$134,777**





## Alvis Centenary Rally 7th - 13th April 2019

To begin the year long celebrations of the centenary of Alvis come to Albury Australia and join in the fun.



After the Down Under Centenary Tour organised by the ACCV, the Alvis Car Club NSW will host six days of entertainment and adventure centred at Albury City, a major regional centre in Australia.

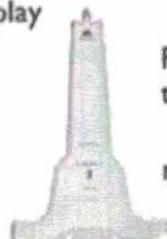
Stay at the Hovell Tree Inn, Albury's premier motel, on the banks of the Murray River, opposite Hovell Tree Park, and just a 5 minute walk from Albury CBD.



Drive along scenic Kiewa Valley Hwy to see the Australian Stoeber Museum at Mt Beauty and return via the tourist centres of Bright, Myrtleford and Beechworth.

Dress up in the 'Centenary' theme for our gala dinner on Thursday night.

Visit the Albury LibraryMuseum to view an exhibition of the Centenary of Alvis and see our Alvis cars on display at QE2 square.



Watch a rehearsal of the Flying Fruit Fly Circus, Australia's internationally renowned circus school.



Visit the Bandiana Army Museum, the largest Australian Military Transport Museum, and the Bonegilla Migrant Experience.

Have lunch on Monday at Kinross, a woolshed converted into a charismatic pub and on Friday at All Saints Estate, a heritage listed venue surrounded by ancient vineyards and award winning gardens.



Visit Brad Jones Racing, the V8 supercar racing team headquartered in Albury.

Enjoy a pizza evening using the wood-fired ovens in Hovell Tree Park.



Watch a classic Australian silent movie, set in the times of early Alvis production.

Drive up Monument Hill for a look at the First World War Memorial and a view over the city.

Visit the many historic buildings in Albury reflecting the important role that this region played in Federation. ▼

For details contact Heather Goldsmith email: [Alvibatics@optusnet.com.au](mailto:Alvibatics@optusnet.com.au)

Alvis Down Under Centenary Rally March 20th - April 7th 2019  
Alvis National Rally April 7th - 13th 2019



*To join us in celebrating 100 years of these magnificent cars.*

Don't miss this special opportunity to enjoy  
the best of ALVIS motoring through some of  
our most picturesque countryside

Dale Parsell - [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au) 0428 832 126

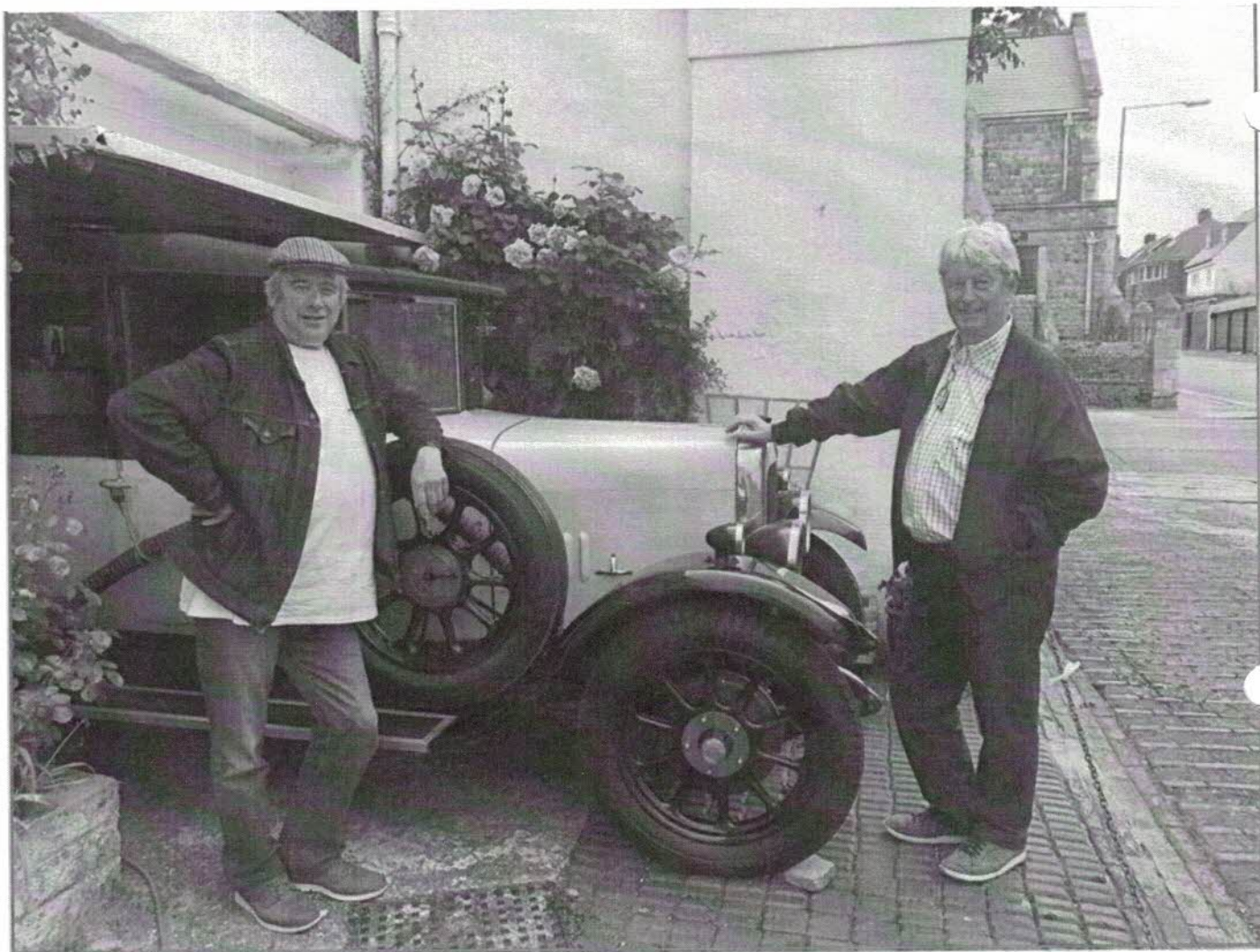
Noeline McKinnon - [noeline@antiquetyres.com.au](mailto:noeline@antiquetyres.com.au) 0421 213 449

*Aware that several of our members were recently in the UK for the International Alvis Weekend, it is understandable that some of the undesirables managed to catch up with some of the resident undesirables!*

*A string of emails with the subject "Cavorting with Alvics" arose and the photo below rightly is appropriately listed as Alvis People Behaving Badly!*

*The culprits are Dale Anderson and Bruce Sandeman-Craik. The last communication from Scotland is listed below.*

# Alvis People Behaving Badly



*Hmmm...Cavorting is not a word that springs to mind when describing these two stately-sized Alvis aficionados.*

*Nor should the attributes of a hare - lightness, strength and speed - (chosen for the Alvis) be used in the same sentence as Dale and Bruce.*

*But they probably both have an affinity to Jugged Hare which of course is marinated in red wine.*

*What you will notice in the attached photo of the two gentlemen is a similarity to the way in which men lean on a bar...sadly, the bar staff were on the other side of the camera....*

*..... Bruce*

# Day Run to the Seymour Railway Heritage Centre

Saturday 27 October

The Jowett Car Club of Australia has invited the Alvis and the Armstrong Siddeley Clubs to join them on a visit to the Seymour Railway Heritage Centre on Saturday, 27 October.

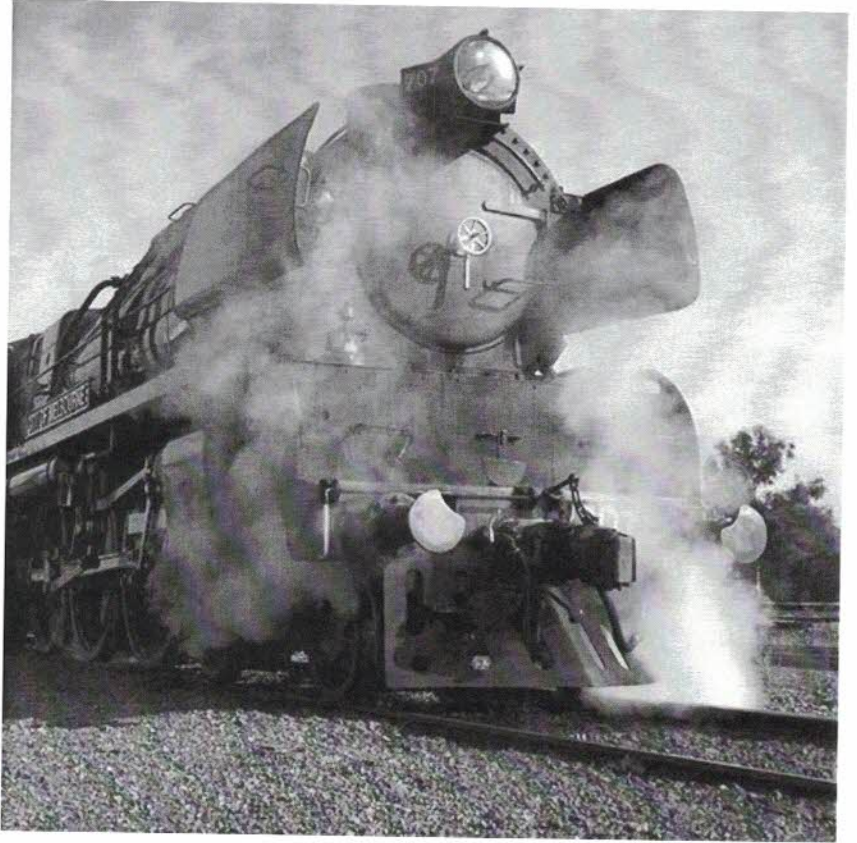
The plan is to arrive at the Centre by 11am for tea/coffee in their kiosk, then a guided tour of the depot followed by a starter-mains-desserts lunch served in their elegant, historic Dining Carriage at the depot, featuring proper linen tablecloths and original crockery. After lunch it is planned to visit the historic Seymour Station, built in 1875.

The cost is \$40 per head, payment on the day, with 2 choices of wine by the glass, at members' expense.

The Dining Carriage is limited to 48 seats, so we are allowing for 16 from each of the 3 Clubs – first in best dressed.

Please contact me on 0407 944 987 or [rtronkin@tonkinlaw.com](mailto:rtronkin@tonkinlaw.com) to book.

Richard Tonkin.



## ON OFFER

Margaret Caldwell advises that she has 2 leather hides that were purchased some time ago and never used.

If you would like to inspect them and make an offer, please ring Margaret on

**03 9729 5821**



*If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.*

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## FOR SALE

1 x 1928 TA16/95 Silver Eagle, car no 12006. Complete car in need of full restoration, complete with some spares including spare cylinder block and cylinder head. Reco-gearbox with John Needham gear set and original gear set also available, spare diff housing and diff centre.

1x 1951 TA/21 saloon chassis no 23864 body # M2047, complete car.

1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

Also included is a host of spares for the 51/53 cars including a full set of doors, guards and bonnets in excellent condition as well as spare guards that are good for a pattern, radiator shell, 2 spare motors and gearboxes as well as a host of parts including lights, trim, starter motors and generators. Too much to mention. This is a quite extensive collection of spares for these cars and is almost a complete car's worth.

To be sold as a complete collection will not separate cars or parts.

Located in Kyneton, Victoria

Call for more details - 0439 320 496 Andrew Twomey

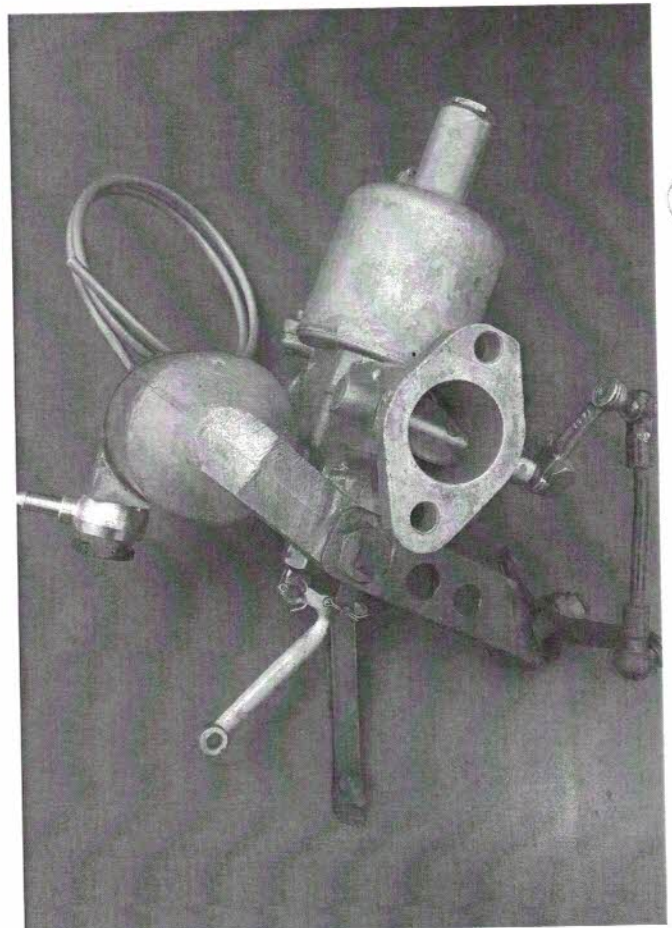


## WANTED

An SU D3 carburettor for a recently acquired Alvis 12/70

Phone John:

**0438 254 571**





## **FOR SALE**

SG Silver Eagle Sports Tourer

12,000 miles since complete restoration including new body & full weather equipment & tonneau.

Chassis No. 12684 Original books & full history available

Restoration details available on request.

\$82,500 negotiable

Murray Fitch Telephone: 03 5766 2529



*Gladys' McDougall's Sp20 Special*