



Alvis

The Newsletter of the Alvis Car Club of Victoria

July 2018





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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2018 COMING EVENTS

- JUL 20 General Meeting
- AUG 11 Visit the Newport train workshop - organiser Richard Tonkin - see flyer page 7
- 17 General Meeting
- 19 ROB ROY HILL CLIMB
- SEPT 21 General Meeting
- 7 -10 WEEKEND AWAY St ARNAUD, WEDDERBURN AREA (McDOUGALLS to
organise) see page 10 for details
- OCT 7 TRYDEL MUSEUM & LUNCH (RICHARD TONKIN TO ORGANISE)
- 27 Inter Club visit to the Seymour Railway Heritage Centre
- NOV 18 Petanque
- DEC 2 CHRISTMAS PARTY AT THE FERGUSONS, KINGLAKE

Front page: some of the cars at Drysdale.

Inside front cover: Terry Wills-Cooke's TD21 at Drysdale

Photos by Frances McDougall & Marg Lang

PRESIDENT'S REPORT

At last month's meeting we enjoyed the most interesting presentation from Sandy Cameron from the Armstrong Siddeley Club. Sandy's power point presentation was on Bert Hinkler's flying history and in particular about the Armstrong Siddeley car that was provided to him by the agents in Brisbane, in recognition of his achievements. This car was found some decades ago in a derelict state, but after changing hands a few times it has now been magnificently restored by enthusiasts from the Bert Hinkler Museum in Bundaberg and members of the Armstrong Siddeley Club. The car is now fully operational and takes pride of place in the Bert Hinkler Museum.

Last weekend was our visit to the Bellarine Peninsula, with the main focus being a visit to a large private collection of mechanical musical instruments. The event expanded with a number of us making a weekend of it by travelling down on the Saturday, to enjoy a short run and a night away before visiting the collection on Sunday. I am aware that our members on the Bellarine Peninsula are always happy when the Club comes to them.

We had a magnificent weekend away which was greatly enjoyed by all who came along. We had a very picturesque run early Saturday afternoon along the foreshore of the bay before arriving at Helen and Leigh Dwyer's home at Barwon Heads for a sumptuous afternoon tea. Many thanks go to the Leigh and Helen Dwyer who have been long term members of the Club. We were also able to see the progress being made by Leigh on his 8 cylinder Delage restoration and his TD 21 saloon, which was formerly owned by David Wischer. This was followed with a pleasant stay at Ocean Grove and a meal at the golf club. The Sunday morning visit to Don Taig's mechanical music collection was outstanding with everyone impressed by the extent of the collection, Don's skills, knowledge and enthusiasm. We very much appreciate Don allowing us to visit his unique collection and for him so willingly giving us his time. We finished an excellent weekend with a delectable lunch at the Flying Brick Restaurant. This was one of our better attended events with around 26 members and 11 Alvises. I particularly wish to thank Dale Anderson, John Lang and the Dwyers for their contributions towards making this such a successful and enjoyable outing.

Our next major event is our weekend away in St. Arnaud from 7th to 10th September. There will be some excellent Alvis motoring and plenty of interesting things to see and visit. A comprehensive description of the weekend has been provided in this edition of ALVIC. It will be appreciated if those intending to come provide notification to Frances or I and make their accommodation booking early.

I had been doing some adjustments to the ignition timing on Frances' 1913 Ladies Douglas when I noticed that there appeared to be some slack in the big end bearings. So the engine has been dismantled and is having a crankshaft grind and new white metal bearings machined, in preparation for the National Douglas Rally at Kingaroy in September. My 1928 Douglas has also been fettled in preparation for this event so we are both hoping for a good run. Whilst loading my 1914 Matchless motorcycle into the trailer for display at Historic Winton I noticed there was quite a lot of fore and aft movement in the front suspension. I thought it was loose bearings in the steering head, but it turned out to be worn pins and links in the girder forks. The upper and lower links are nickel plated, but on inspection I was surprised to find that the lower links had been cast in brass whilst the upper links were original and in steel. There was huge potential for the lower brass links to fail catastrophically and cause me serious injury. I have now milled

up new steel links. It just goes to show that when you purchase a vehicle restored by some one else, you cannot always be assured of the quality. In this case both upper and lower links were visually similar, however a magnet revealed the difference in material used. The lesson is beware!

I would also like to commend some more events to be held later in the year. On Sunday October 7th, Richard Tonkin has arranged for us to visit the magnificent Trydel private car and memorabilia collection at Upper Beaconsfield – please contact Richard and let him know of your intentions. On Sunday October 27th we have been invited to join the Jowett Car Club on a run to Seymour and a ride and meal in the dining car on the historic railway. This is a combined club run and we have been limited to a maximum of 16 people due to dining car constraints. So please let me know early if you intend coming. On Sunday 18th November the combined clubs will be holding their Petanque competition at Lynden Park in Camberwell. We would like a good roll up of members in order to win back the trophy for our Club. This is always a fun day where the Petanque rules are a little casual. Please let me know if you are able to come along and support the team.

Breaking News: - on Saturday 11th August we have been invited by the Armstrong Siddeley Club to join them on a visit to the Newport Railway Workshops. Besides morning tea and lunch being provided we will be treated to a conducted tour of the workshops which will include carriages, engines, upholstery, painting and all the trades involved in preserving the rolling stock. This is an opportunity not to be missed as it is not available to the general public. Please contact Richard Tonkin about your intention to come. More details of the day are elsewhere in ALVIC.

A reminder, that subscriptions for the coming year were due at the beginning of July. Our Treasurer looks forward to prompt payment. Also for those members who have vehicles on the club permit scheme through our Club, it is essential that you remain financial, otherwise your permit will become invalid and the Club is obliged to inform VicRoads if a member becomes un-financial,

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

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

SUPPER *The NORTHEYS*

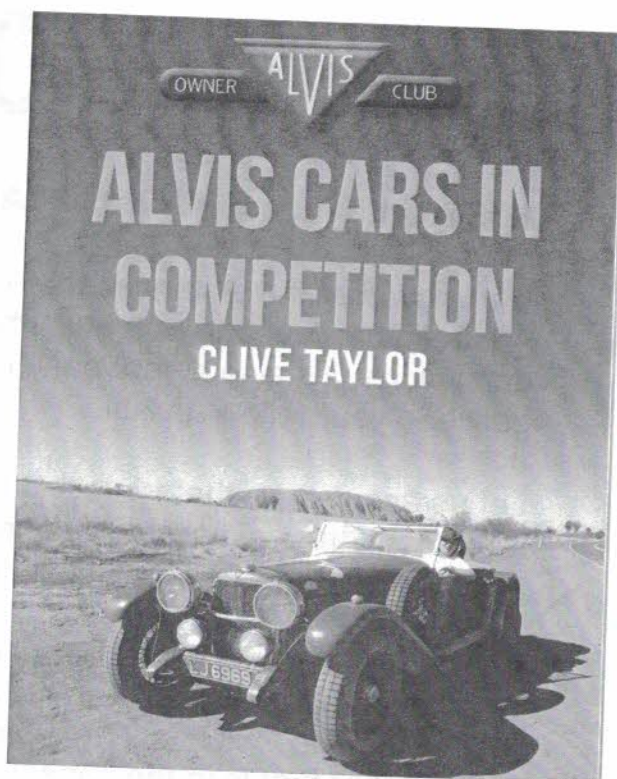
PLEASE NOTE

ANNUAL MEMBERSHIP
SUBSCRIPTIONS ARE
NOW DUE & PAYABLE

MARKET WATCH

- 1936 SP20 Charlesworth saloon, very good, older refurbishment. Anglia Car auctions, 14 April. \$45,430.
- 1961 TD21 Series 1 DHC. 5 speed ZF manual. 2 owners. 58,700 miles. "Absolutely stunning." Historics at Brooklands, 7 July. \$222,000. (This is an eye-watering price for a TD21 DHC even allowing for the ZF 'box & its condition - the market is certainly favouring Park Ward dropheads-RT).
- 1967 TF21 FHC. Auto. 95,736 miles. "Splendid condition." Historics at Brooklands, 7 July. \$64,000.
- 1953 TC21 Saloon, manual, fair condition \$15,000

Richard Tonkin



The image is a poster for an event called 'WHEELS FOR THE FIRIES'. It features a large, detailed image of a fire truck wheel. At the top left is the Research Fire Brigade logo, which includes a checkered flag and the letters 'CFA'. The text 'RESEARCH FIRE BRIGADE' is to the right of the logo. Below that, the title 'WHEELS FOR THE FIRIES' is written in large, bold, white letters. The event details are: 'SUN 14TH OCT 10AM-1PM' and 'ELTHAM COLLEGE SPORTS GROUNDS 1660 Main Road, Research'. At the bottom, it says 'Coffee & Food Available' and 'All proceeds go to Research CFA'. There are several logos at the bottom: Eltham College, Bendigo Bank, Bean Master, and Charles Lin Design. At the very bottom, it says 'Entry fee: \$15/show car, \$10/show bike, gold coin donation per spectator. Contact Andrew to reserve your place: 0400 962 795 | andrew@research.cfa.com' and a Facebook icon with the text 'Facebook: Wheels for the Firies'.



CENTENARY TOUR DOWN UNDER

AUSTRALIA is a VERY BIG PLACE

We know that the distances that you have to travel to get anywhere in Australia can appear a bit overwhelming if you haven't been down under, but don't worry, it's also a very easy place to drive around, and most days you will only see your fellow Alvistii.

Let us assure you that travelling in Australia is nothing like driving in England – but don't trust us, ask someone who has done one of our rallies and who, after the first one, has not hesitated to come back for more!

Australia is a very big place and doesn't have a very large population. Population density in England is 407 people per square kilometre compared to that of Victoria which is 27 (Australia as a whole is only 3 to give you an idea) and most of that is in the capital cities and a few centralised country towns. The areas we will mostly travel in, except of course Canberra, have a population of less than 5 people per square kilometre.

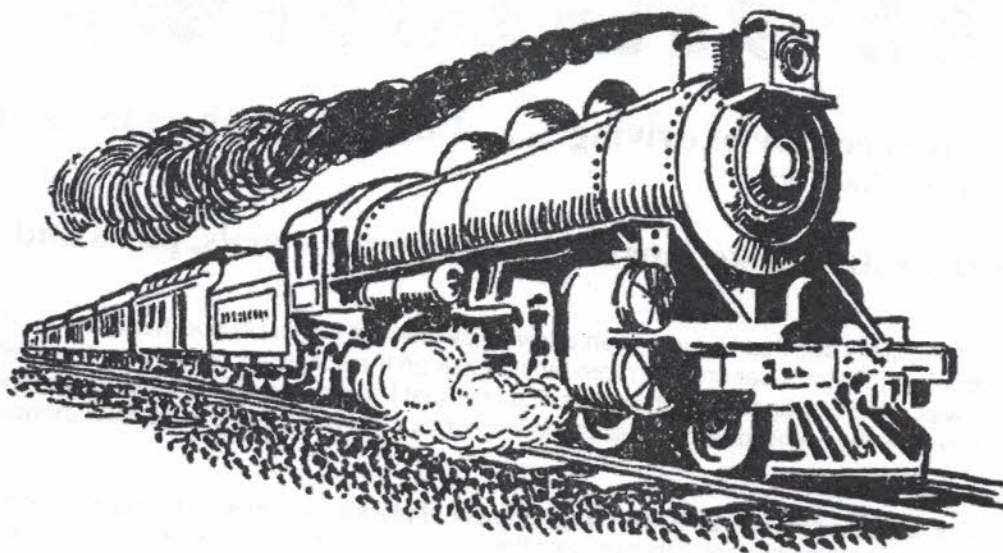
Our biggest day is 353 Km (220 miles), most are about 225Km, and don't forget this is every second day. This should easily be achieved in 4.5 to 5 hours at the most, 2.5 hours before lunch and then 2.5 hours to dinner, leaving plenty of time to enjoy the open roads and magnificent scenery. So get your entries in soon and come out and enjoy the great open spaces (not to mention the opportunities for friendly Alvis social contact) that we have to offer.

Register now for the CENTENARY TOUR DOWN UNDER and the National Rally.

CONTACT

Dale and Maritta Parsell via email: dparsell@ozemail.com.au
Alan and Noeline McKinnon via email: noeline@antiquetyres.com.au
For details or see previously distributed entry form.

Visit to Railway Preservation Group and tour of the former Newport Railway Workshops with the Railway



Preservation Group - Saturday, 11 August

We have been invited by the Armstrong Siddeley Car Club to join them on a tour of the former Newport Railway Workshops, hosted by the Railway Preservation Society, on Saturday, 11 August. My apologies for the late notice - there was some delay in being able to make the arrangements.

We should arrive by 10.15am. Proceed off Champion Rd, Newport into Shea St - head towards the clock tower. Melway map 55 J6. One of our Siddeley friends will be there to assist with parking.

The Preservation Group volunteers will serve us with morning tea at 10.30.

We will then be treated to a conducted tour of the workshops which will include carriages, engines, upholstery, painting - all the trades involved in preserving the rolling stock.

After the tour, we will be treated to a BBQ lunch, following which we are free to explore the site at leisure. We can stay for 3-4 hours if we wish. The volunteers will be happy to chat to us as they go about their preservation work.

Please be aware that this is a working site, not public museum, and observe the safety advice which I will circulate before the event.

There will be a charge of \$20 p.p, payable on the day,
which is excellent value for the food and the tour.

I need to know numbers by Wednesday, 8 August please, for the catering.

Richard. Tonkin
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rtonkin@tonkinlawcom



WORKSHOP

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

(Advertisement in The Motor 1952)

Lockheed 3 Litre brake repair –TA-TC series – tools, parts and courage

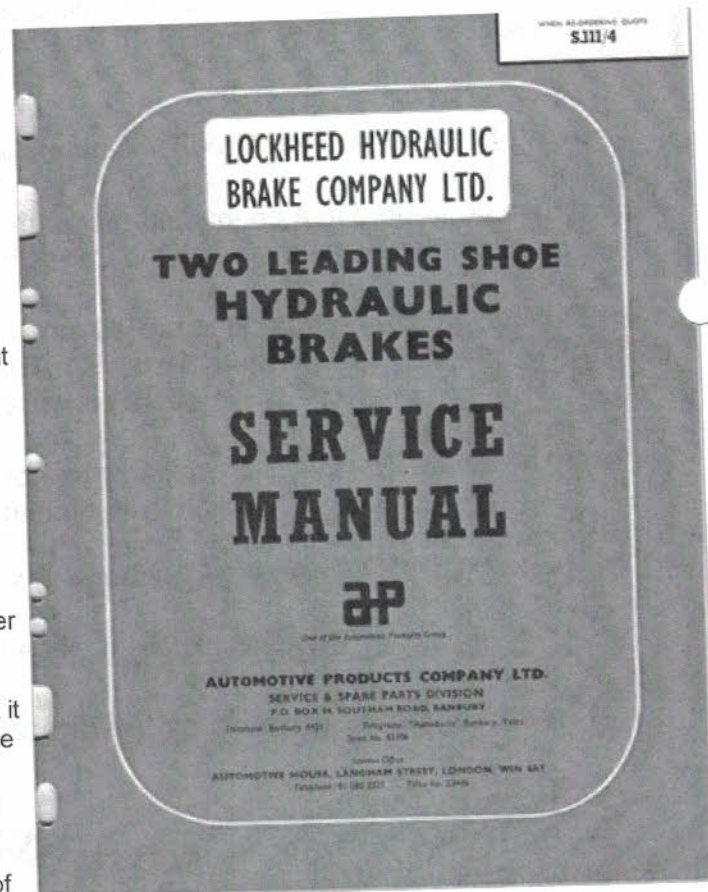
When I look back in my files I see that I have written a few articles on the subject of Lockheed brakes. The first, in 2015, focused on permitted brake drum wear and the more recent ones on the subject of brake rod adjustment and pull off springs. The latter was more courageous as it was the first time that I was prepared to venture into removing leaking wheel cylinders as well as their rebuild. Since that article was written I have replaced the master cylinder and brake stop lamp switch.

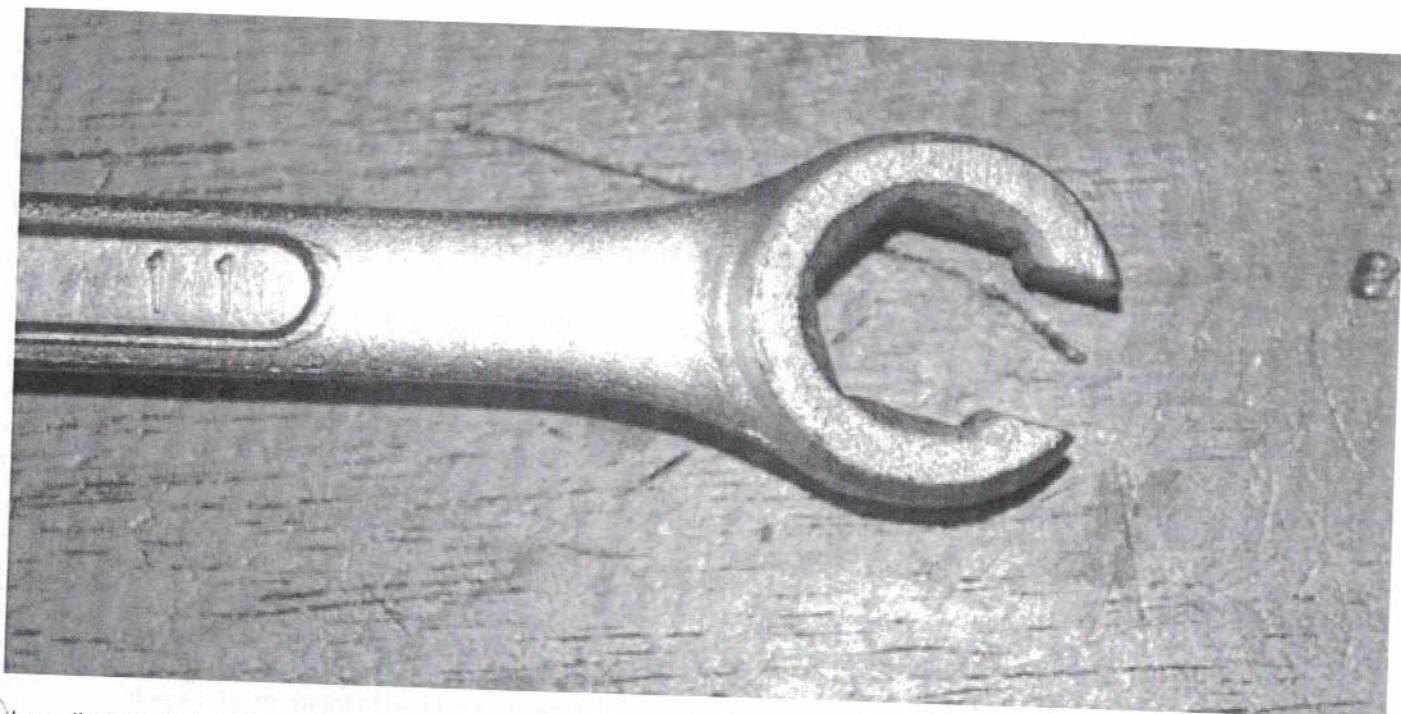
I chose the title for this article carefully as it really was a matter of plucking up enough courage, as this was holding me back from working on the braking system, other than adding a remote reservoir and replacing fluid. It was easier to leave it to my local garage to look after such matters. There was a sense of security in that decision. There is an old saying that “necessity is the mother of invention”. In my case necessity forced my hand so I decided that with a bit of research I too can work on the braking system. I think that knowledge gave me the courage to tackle the unknown. The next issue was to gather the necessary tools and parts. In essence the purpose of this article is to show that with a little courage, knowledge, the right tools and parts we can service and repair our own braking system. I have always held the opinion that as custodians of old cars we should understand the various component sub sets and their operation and repair. The primary source for my knowledge is the Lockheed manual S111/4 as pictured. This is available on the internet at <http://www.ttalk.info/Brake-Service-Manual.pdf> (or can be obtained from the author) and covers both operation, service and repair. Likewise the Alvis TA-TC Catalogue of Spare Parts provides an excellent pictorial relationship of the various parts.

That said both publications assume that the repairer has the necessary tools. This is to be expected in the 1950's but is not necessarily the case today. Four spanners are required. I prefer ring spanners but open ended spanners are quite satisfactory and are definitely the case for pipework and hose removal.

To remove the banjo fittings {see bottom image} a 3/8 BSW/7/16 BSF spanner is required. Along with a 5/16 BSW/3/8 BSF spanner, flexible hose removal and master cylinder mounting bolts removal can be undertaken. A 1/4 BSW/5/16 BSF spanner is required to remove the front wheel cylinder retaining nuts. Reproduction cylinders will probably have metric threads.

A specialist brake spanner **must** be used if the pipe nuts are to be undone. I have reproduced a picture of it below. As you can see it is an 11mm metric spanner. We are fortunate that it is a nearly identical fit to the Lockheed 7/16th UNF fitting. (Both a 3/16 BSW/ 1/4 BSF brake spanner are also nearly identical.) The spanner fits the bleed nipples as well. This tool is likely to be available at a specialist tool shop unlike the period spanners. Given that it is probably many years since the brake pipes were undone the likelihood of an ordinary spanner slipping off and rounding the hex head is quite likely and is to be avoided. Having got the tools sorted as well as the new cylinders, I thought it would be easy to source the brass washes necessary when the banjos are reassembled to the rear of



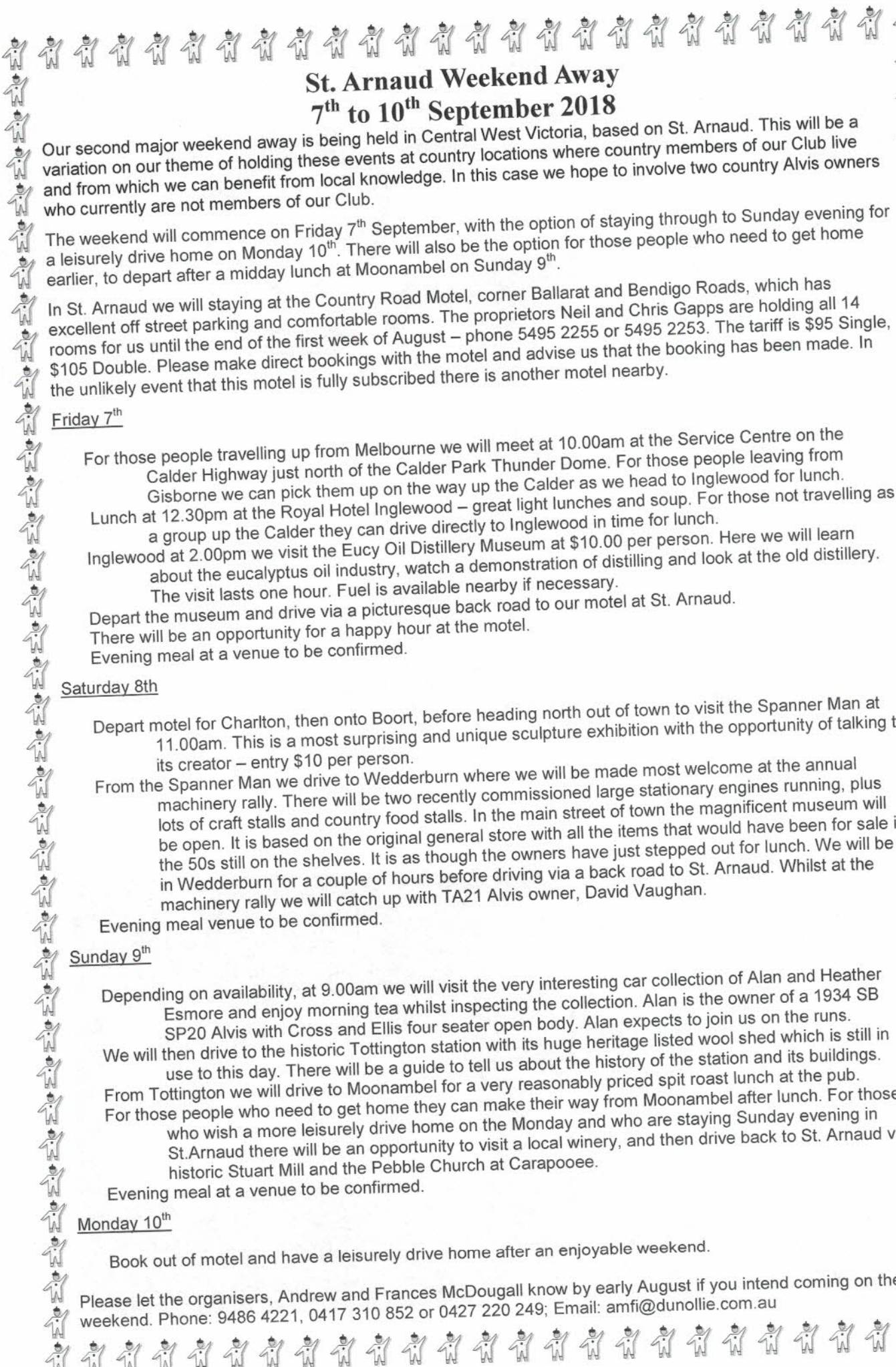


the cylinders. I am not one to reuse brake washers. Washers of a $7/16^{\text{th}}$ inch ID and $9/16^{\text{th}}$ inch ID are required both of which I found quite difficult to source here in Melbourne. Metric ones were available but their fit was sloppy and to that end I was uncomfortable with their use. As usual I resorted to eBay and I came across a brake business in America that supplies the exact part. What's more they were the better sealing crush washers, a picture of which is reproduced below. The proprietor was very helpful and despatched the parts promptly. I would recommend buying a few packets of each and putting them away in the spares box. These washers are also used when replacing the master cylinder.

It is also worth having a plentiful supply of brake fluid on hand. I found the one litre pack most convenient and best priced. In closing it would probably be a good idea to source a replacement brake light switch or two as I have found them temperamental. The Lucas number is 31082 (screw terminals and taper thread). The Lockheed part number is 106218. This is a straightforward installation and can be done prior to a full brake bleed.

Richard Wallach
richardwallach@hotmail.com
July 2018





St. Arnaud Weekend Away 7th to 10th September 2018

Our second major weekend away is being held in Central West Victoria, based on St. Arnaud. This will be a variation on our theme of holding these events at country locations where country members of our Club live and from which we can benefit from local knowledge. In this case we hope to involve two country Alvis owners who currently are not members of our Club.

The weekend will commence on Friday 7th September, with the option of staying through to Sunday evening for a leisurely drive home on Monday 10th. There will also be the option for those people who need to get home earlier, to depart after a midday lunch at Moonambel on Sunday 9th.

In St. Arnaud we will be staying at the Country Road Motel, corner Ballarat and Bendigo Roads, which has excellent off street parking and comfortable rooms. The proprietors Neil and Chris Gapps are holding all 14 rooms for us until the end of the first week of August – phone 5495 2255 or 5495 2253. The tariff is \$95 Single, \$105 Double. Please make direct bookings with the motel and advise us that the booking has been made. In the unlikely event that this motel is fully subscribed there is another motel nearby.

Friday 7th

For those people travelling up from Melbourne we will meet at 10.00am at the Service Centre on the Calder Highway just north of the Calder Park Thunder Dome. For those people leaving from Gisborne we can pick them up on the way up the Calder as we head to Inglewood for lunch. Lunch at 12.30pm at the Royal Hotel Inglewood – great light lunches and soup. For those not travelling as a group up the Calder they can drive directly to Inglewood in time for lunch. Inglewood at 2.00pm we visit the Eucy Oil Distillery Museum at \$10.00 per person. Here we will learn about the eucalyptus oil industry, watch a demonstration of distilling and look at the old distillery. The visit lasts one hour. Fuel is available nearby if necessary. Depart the museum and drive via a picturesque back road to our motel at St. Arnaud. There will be an opportunity for a happy hour at the motel. Evening meal at a venue to be confirmed.

Saturday 8th

Depart motel for Charlton, then onto Boort, before heading north out of town to visit the Spanner Man at 11.00am. This is a most surprising and unique sculpture exhibition with the opportunity of talking to its creator – entry \$10 per person. From the Spanner Man we drive to Wedderburn where we will be made most welcome at the annual machinery rally. There will be two recently commissioned large stationary engines running, plus lots of craft stalls and country food stalls. In the main street of town the magnificent museum will be open. It is based on the original general store with all the items that would have been for sale in the 50s still on the shelves. It is as though the owners have just stepped out for lunch. We will be in Wedderburn for a couple of hours before driving via a back road to St. Arnaud. Whilst at the machinery rally we will catch up with TA21 Alvis owner, David Vaughan. Evening meal venue to be confirmed.

Sunday 9th

Depending on availability, at 9.00am we will visit the very interesting car collection of Alan and Heather Esmore and enjoy morning tea whilst inspecting the collection. Alan is the owner of a 1934 SB SP20 Alvis with Cross and Ellis four seater open body. Alan expects to join us on the runs. We will then drive to the historic Tottington station with its huge heritage listed wool shed which is still in use to this day. There will be a guide to tell us about the history of the station and its buildings. From Tottington we will drive to Moonambel for a very reasonably priced spit roast lunch at the pub. For those people who need to get home they can make their way from Moonambel after lunch. For those who wish a more leisurely drive home on the Monday and who are staying Sunday evening in St. Arnaud there will be an opportunity to visit a local winery, and then drive back to St. Arnaud via historic Stuart Mill and the Pebble Church at Carapooee. Evening meal at a venue to be confirmed.

Monday 10th

Book out of motel and have a leisurely drive home after an enjoyable weekend.

Please let the organisers, Andrew and Frances McDougall know by early August if you intend coming on the weekend. Phone: 9486 4221, 0417 310 852 or 0427 220 249; Email: amfi@dunollie.com.au

“The Bellarine Thing”

This event began with a suggestion that we visit Drysdale on the Sunday to visit a private Mechanical Musical Instrument Museum, have lunch and go home again.

Mindful that possible attendees would be coming from far away places like Shepparton (280km), Smiths Gully (150km), Gisborne (120km), Clifton Springs (2km), it was thought that a short weekend away might be good and a Saturday overnight would split the travelling.

Alvis People Behaving Badly tells the story of our meeting place at Rippleside Park in Geelong and our departure for a tour of the Bellarine Peninsula and afternoon tea with the Dwyer's.

So lunch was rescheduled for Drysdale with the time approaching 2.00pm. Hunger was on the minds of at least half of those present, as I noticed that someone stood on Andrew McDougall's tongue as he rushed into the restaurant.

Having eaten, we left lunch in an untidy gaggle with us leading from the back; took a wrong turn (must have been the navigator) that took some recovering from to find that all the other cars were miles ahead. Still we knew the way as we had written up the route notes.

All alone in lands recently recovered from the original owners, we were alarmed at sighting Geoff Ross travelling in the opposite direction! Geoff who lived 2 kms away was the last one I expected to see going somewhere else.

However he decided to follow us and the upside of that was the view of his very pretty red and polished aluminium 12/50 in the rear vision mirror. Fortunately the driver was not readily observed as he had buried his face in what Americans would call a Beaver fur hat. I think it was more like road kill.

The route took us through Ocean Grove past our motel where we stayed back in 2003 when Big Red got its name.

On the way we passed the Alvis Saladin that accompanied us on a previous escapade on the Bellarine.

On to Dwyer's lovely home for an afternoon tea that the Queen would have enjoyed had she joined us.

Leigh's garage housed his 1926 Buick which he drives regularly. His TD21 which has been under major restoration for some time and his huge D8 Delage. He had some time ago managed to purchase a special body built specially for a similar Delage and then discarded.

His car will look a million dollars when the body is fitted and in my eyes, better than the original Martin & King body that it still carries. Martin & King made bodies for Victorian train carriages many decades ago and it is just possible that one of the carriages produced was put on the Delage chassis.

Dinner at the Golf Club was one of those great ACCV meals in which the joys of owning an Alvis were obvious.

Sunday's visit to the Museum provided a real eye opener regarding what instrument makers have been capable of during the last 3 Centuries. The oldest instrument was from 1815 and Don Taig had limited the collection to no later than 2000.

There were instruments that were the last of their kind in the world or in other cases one of only two or three. He mentioned the American interest if he ever had any thoughts of selling.

Don had obviously come from a musical family as there were instruments that had been handed down through his family.

The issue of patents was mentioned and the ingenuity of others to avoid infringing the patents by achieving the same outcomes in a different way, often leading now to the rarity of some instruments that the market did not take to, or, that they were taken over by monopolising companies and their name and products removed from sale.

The visit was so interesting that the lunch venue had to be contacted prior to our late arrival.

The Flying Brick was the lunch venue. Our parking was some distance from the building in case the name provided a portent of things to come.

A great weekend thanks to Dale Anderson's planning.

..... John Lang

Many Australian readers will be aware that the only remaining 8 cylinder Alvis FWD car spent some time in the 1960s, in Australia. This car is generally considered to be the most important remaining car of the 1920s competition cars, if not of the whole Alvis car production.

Nick Davies was the owner of the car, which consisted of the engineless Grand Prix car pictured below and an 8 cylinder engine that was from a sports car version of the type and not compatible for the low profile Grand Prix car.

Over a number of years, Nick's work required him to relocate around the world and the car followed his travels.

Eventually Nick relocated to the UK and he set about marrying the engine and the car. Due to the incompatibility of the engine it had to be mounted high in the engine bay with other modifications. This was done and eventually the car was advertised for sale.

Tony Cox and Alan Stote arranged to view the car and the engine was started however, unfortunately it was damaged during the run.

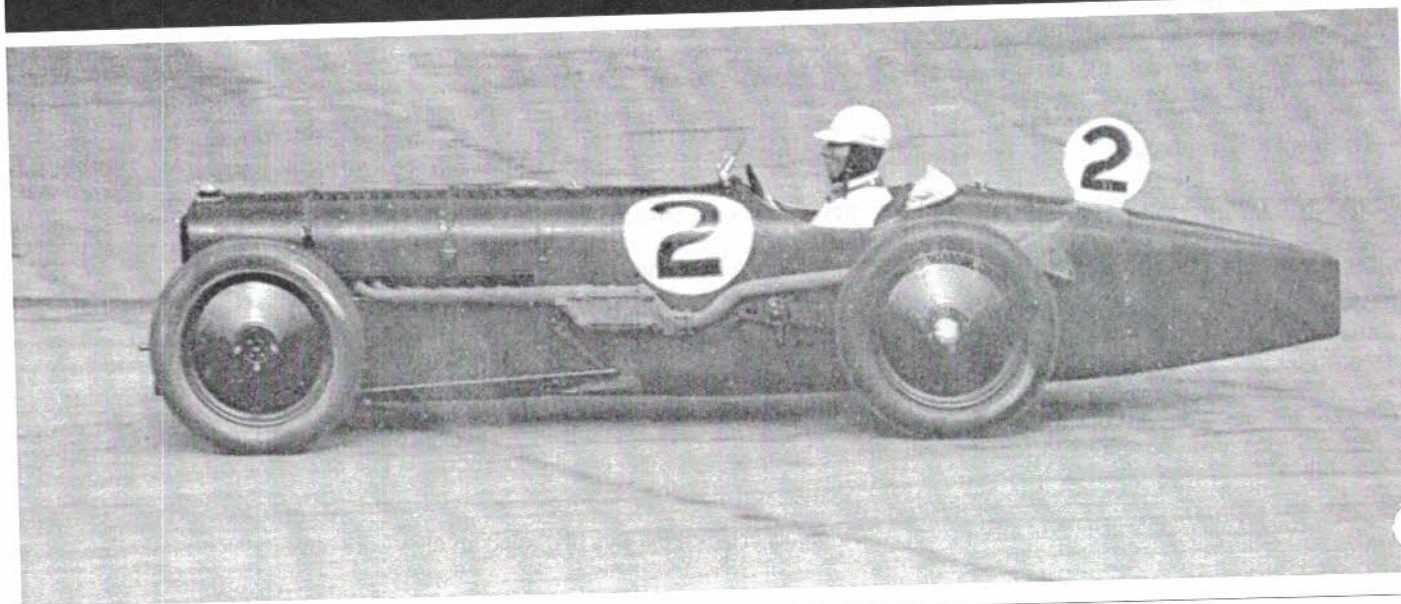
Tony and Alan purchased the car and following significant research and discussion, it was decided that a new 8 cylinder engine would be built for the Grand Prix car and a sports car would be replicated to accommodate the engine.

The project has been underway for several years which reflects the complexity of the task.

Tony recently made a presentation at the University of Bradford and I would acknowledge the Alvis Register's Calendar Editor Bruce Sandeman-Craik and VSCC member Mike Clark for permission to reprint Mike's brief report. Also to the Hells Confetti website and forum and its convenor, Tony Cox.

..... ed

The 8 Cylinder FWD Grand Prix Car



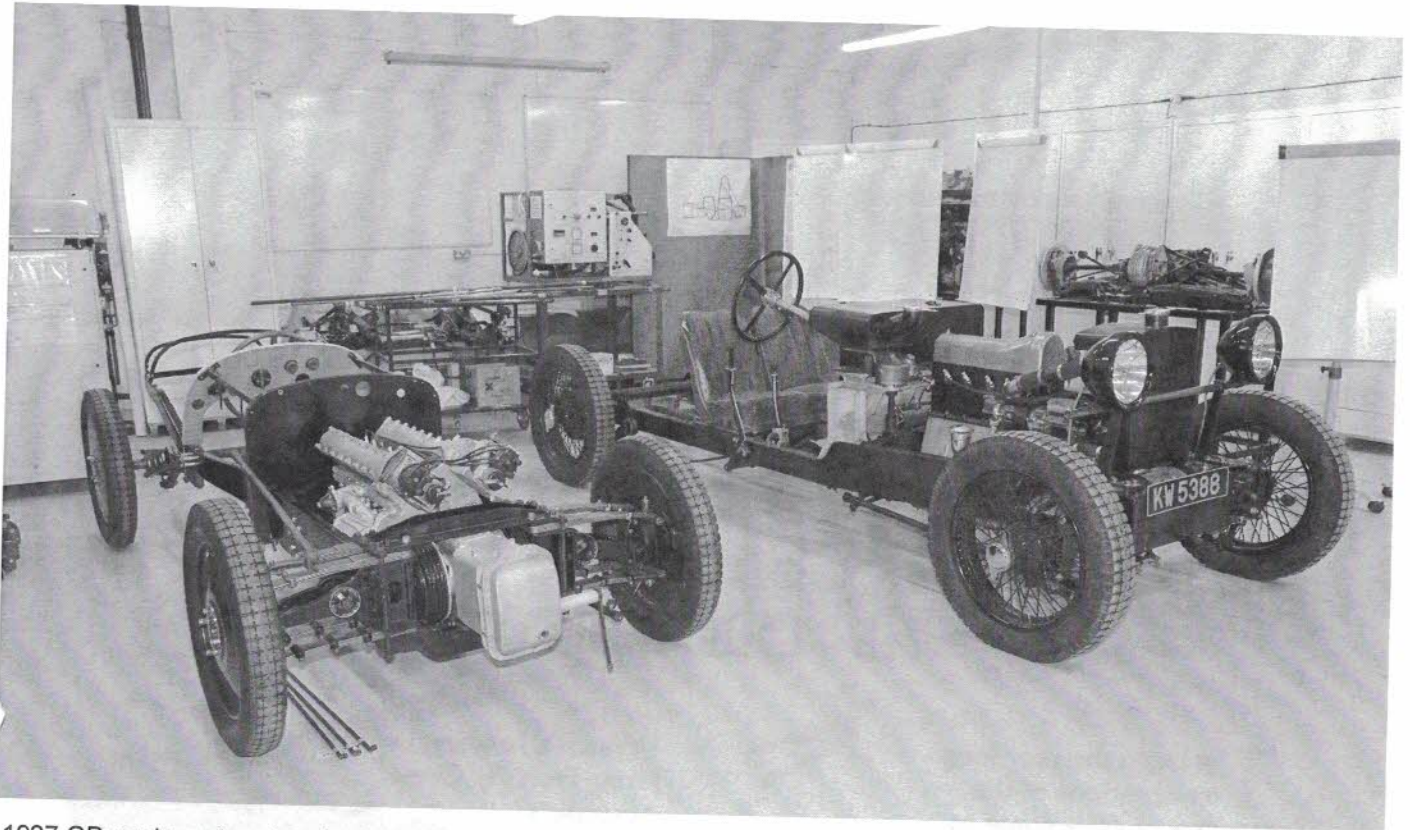
TONY COX'S UNIVERSITY OF BRADFORD MAY 22ND PRESENTATION; a report from Mike Clark, VSCC member and Salmson exponent.

"Tim Hallam and I went to the FWD Alvis talk, along with a couple of dozen VSCC members, some Alvis owners, members of the Institute and a few students. A really interesting session which brought home what an amazing technical effort went into the design of the 8 cylinder GP car, and equally into the revival of the car by Tony Cox and his crew. The revival has involved a fair amount of "reverse engineering" to re-create the correct gearbox, rear suspension and other parts. Much of this was done by painstakingly studying photos and the only surviving drawing, along with 3D CAD modelling and the latest aids to design.

A remarkable task but as was pointed out, the original Alvis team of ten draftsmen did all of this in 2D with a pencil; skills which have probably now been lost.

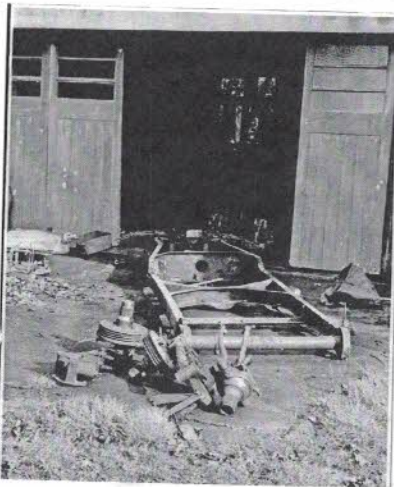
The two cars on display were the GP car and a normal FWD chassis which we greatly enjoyed crawling over. We hear that the GP car, and its companion the 8 cylinder FWD TT car which is also being restored by the same team will be deemed eligible for VSCC events and in time will be out there competing. Look forward to that.

Altogether a very rewarding presentation."

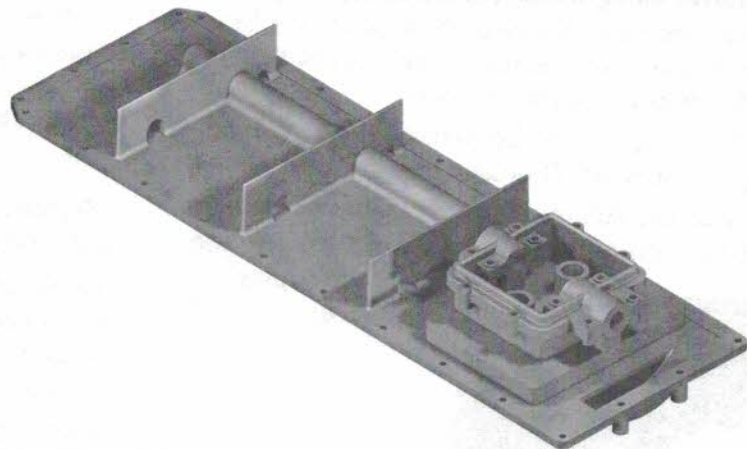


1927 GP car in part-restored condition on display at Bradford University 22 May 2018. Now with proper rear axle and disc wheels all round. Many new engine castings on display, one of which is the sump plate which incorporates 2 scavenge oil pumps and 2 delivery pumps.

1928 FB type tourer KW5388 running for the first time in over 50 years.



*KW5388 as it was in 1966.
KW5388 running first time in over
50 years*



Top: Many of the new engine castings

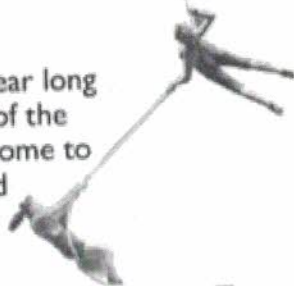
Above: The sump plate which incorporates 2 scavenge oil pumps and 2 delivery pumps.



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 Stoeuer 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 renown 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.

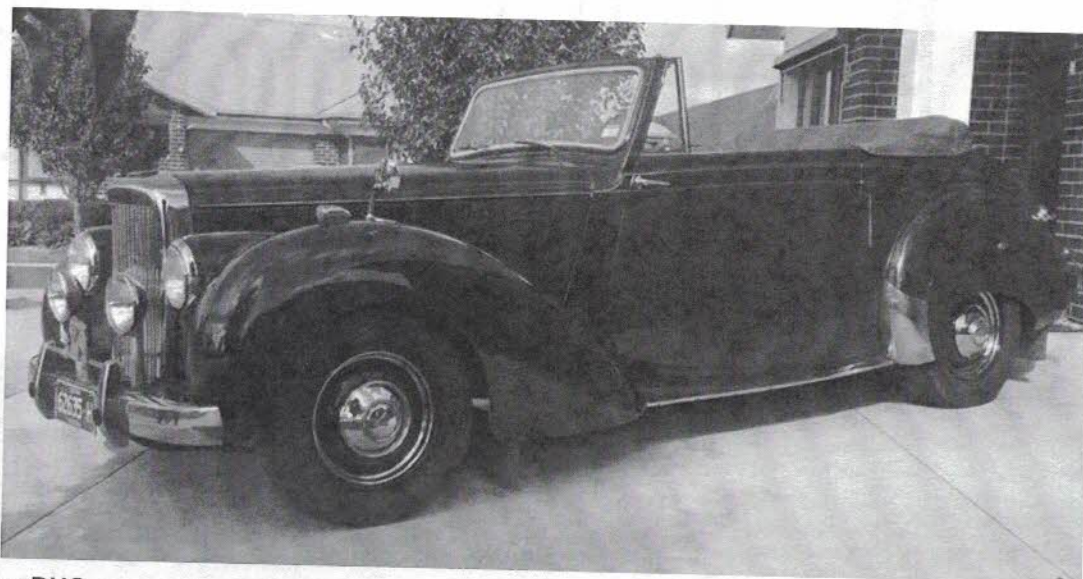


Watch a classic Australian silent movie, set in the times of early Alvis production.

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



ALVIS 3 litre DHC

Chassis 24639 Engine 24639

Colour: maroon (Glasco # 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-built 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 I 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 or for full registration.

\$85,000

Darrell Horton, Craigieburn 03 8364 0612

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

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Alvis People Behaving Badly



“The Parable of the HAVES and the HAVE NOTS!”

The “Bellarine Thing” as it was called by the chief organiser was to meet at Rippleside Park in Geelong for lunch and then tour the Bellarine Peninsula. The instruction sheet advised that you could bring a picnic lunch or eat at the restaurant.

The five wise VIRGINS (????) seen sitting at the table, had brought their sandwiches. The five foolish VIRGINS (?????) looking on; had not! The sign on the restaurant read “CLOSED. WE HAVE JUST HAD A BABY”

The editor is not able to vouch for those at or around the table, however the restaurant’s proprietor has played her hand!

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.

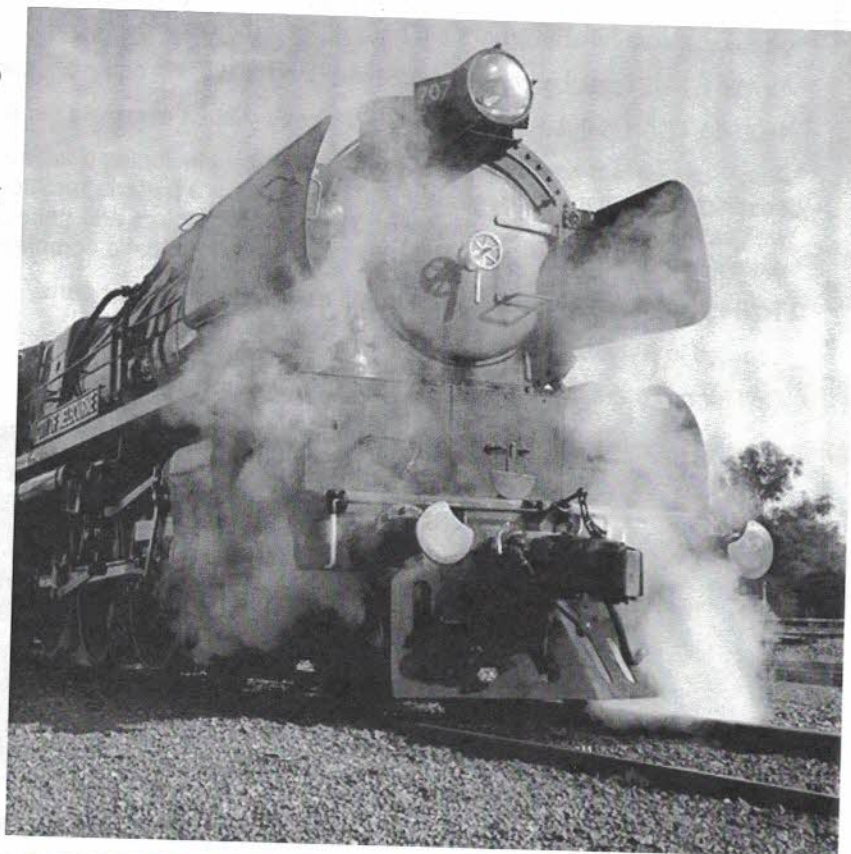
The plan is to arrive at the Centre by 11am for tea/coffee in their kiosk, then a guided tour of the depot followed by a starter-mains-desserts lunch served in their elegant, historic Dining Carriage at the depot, featuring proper linen tablecloths and original crockery. After lunch it is planned to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

Richard Tonkin.



FOR SALE 1951 ALVIS TA21

The much written about TA21 -24314 is offered for sale. The story of this cars comprehensive rejuvenation has been well documented in ALVIC and other publications over a period of years. It has been a wonderful journey of discovery and is now ready for someone else to enjoy and take further. A significant collection of new and restored parts along with literature is included. The original number plate XD-886 is also available. Asking price \$26,000.



Contact Richard Wallach at richardwallach@hotmail.com or 0431466615

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



Melbourne 1970

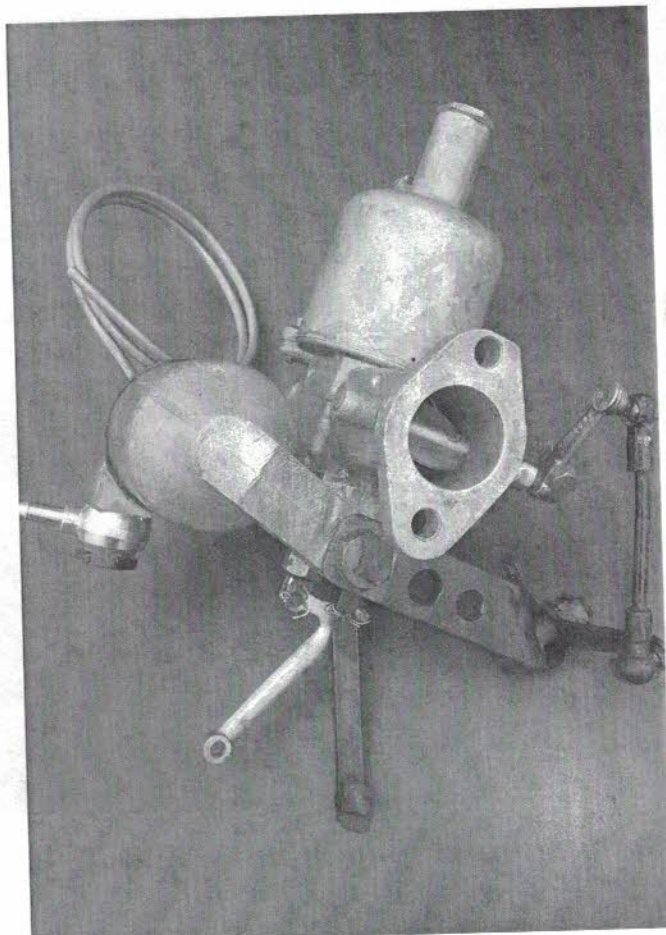


WANTED

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



A Cluster of 12/50s at Drysdale, belonging to L to R. Geoff Ross, Dale Anderson, Peter Miller & Alan McKinnon

Part of the magnificent collection of mechanical musical instruments at Drysdale

