

Alvic

The Newsletter of the Alvis Car Club of Victoria

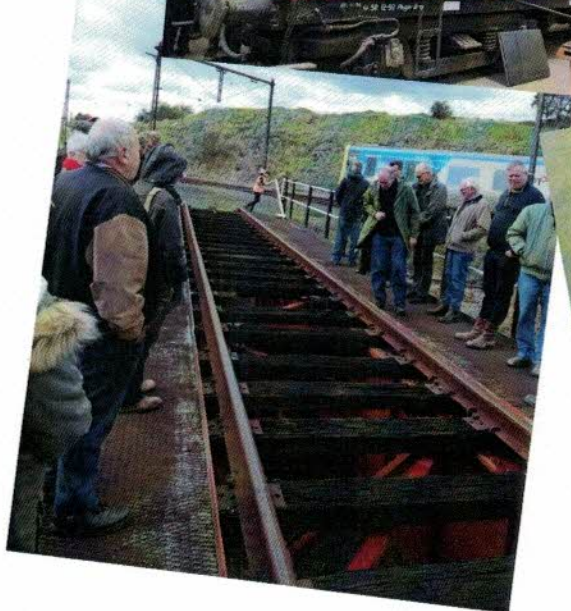
August 2018



PHOTOGRAPHIC JOTTINGS



*"Andrew's Hoist"
Before and after
Dale Anderson, Peter Miller, Andrew McDougall &
Geoff Ross. (See page 4)*



*The Railway Preservation Group—Newport
Melbourne.*



Alvis Car Club of Victoria (Inc)

A0017202F

AUGUST 2018
VOL 58 ISSUE 7

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.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au

PRESIDENT

Andrew McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

VICE PRESIDENT

Mark Weller
PO Box 5030, Hawthorn, Vic 3122
Tel 03 9818 4324
mark.weller@authenticage.com.au

SECRETARY & PUBLIC OFFICER

Dale Parsell 14 Symons Rd,
Avonsleigh, Vic 3782
Tel 03 5968 5170
dparsell@ozemail.com.au

TREASURER

Marg Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@netcon.net.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@bigpond.net.au

COMMITTEE PERSONS:

John Hetherington, 71 Hawkins St,
Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586
mrjfh@me.com

Alan McKinnon, 195 Lower Heidelberg Rd,
Ivanhoe, Vic 3079
Tel 03 9497 3414
alanm@antiquetyres.com.au

Richard Tonkin, 15 Rob Roy Rd,
Smiths Gully, Vic 3760
Tel 03 9710 1465
rtokin@tonkinlaw.com

Malcolm Ferguson, 250 Coombs Road,
King Lake West, Vic 3757
Tel: 0400 208 820

LIBRARIAN

Frances McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

2018 COMING EVENTS

- AUG 17** General Meeting
19 ROY 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 (details to follow)
- DEC 2** CHRISTMAS PARTY AT THE FERGUSONS, KINGLAKE

Front page: photo from Vic Round at a recent AOC outing. The photo recently featured on the front page of the March April AOC Bulletin with the caption "Reduce your car insurance premium by using Vulcan Security Services."

*Back cover: Tonkin's TA14 "Audrey"
Photo by Frances McDougall*

PRESIDENT'S REPORT

At last month's meeting we had a visitor by the name of Julian Smibert who has expressed interest in purchasing a TD21 Alvis Saloon. Since then I am pleased to report that Julian has become a new member of our Club and until he gets an Alvis it will be appreciated if you can keep him in mind if you have a spare seat in an Alvis when on our events. There was a nice TD21 for sale in NSW but unfortunately when Julian enquired he found that he had been pipped at the post. So if anyone hears of a car which is available please let us know so that Julian can follow it up.

I attended the Shannons car auction in July where there was a 1953 TC21 saloon for sale. I only had a brief opportunity to superficially inspect the car prior to the sale, which appeared to present quite well. I also placed inside the car some information about the Alvis marque and our Club. It was purchased by a local person, Roger Dupont.

Since then Roger contacted me seeking advice on obtaining a few parts to get the car roadworthy. I am pleased to say that guru Richard Wallach is now helping Roger out with information.

On the subject of 21s, Richard's excellent TA21 is still for sale and it will make an excellent car for a new owner.

Whilst we are always pleased to welcome new members, at times we have to say farewell to others. In this case, sadly I report that long term Adelaide member, Peter Mott recently passed away after an extended period of ill health. On behalf of the members I extend our condolences and best wishes to his wife Anne and family. We have great memories of Peter and Anne's company on national rallies in the ex Austin Top Speed 20 tourer.

Eric Nicholl has been in the wars when he took a fall whilst on a bus trip and broke some ribs. We wish him a speedy recovery and suggest when you're in your late 90s that this is something you should avoid.

Being a tall person and rapidly approaching 70, I decided that trying to work under low cars, especially speed model Alvises, is a mugs game. Knowing that Peter Miller has had a hoist for almost a decade and that Dale Anderson bought the same make 12 months ago, I decided to take some advice and so purchased a Tufflift 3.6 tonne hoist in kit form. I ordered it on a Tuesday and it was delivered free of charge to my workshop two days later. On the following Sunday the working bee in the form of Peter Miller, Dale Anderson and Geoff Ross arrived to assist and show me how to put it all together. It was just as well having experienced people assisting, as they had already mastered the "chinglish" instructions and knew the tricks in how to lay out the parts. From having a flat pack of bits to an erect and operating hoist took about 4 hours, which included time for a cup of tea, some lunch and hilarity. I am very grateful for their help and it is another demonstration of the comradeship you can have when you are a member of a car club, such as ours.

Besides using the hoist to work on vehicles I can store one on the hoist and park another underneath when additional space is needed. In addition, the hoist can be moved around on casters so that if I wish to work on particularly tall vehicles, I can move the hoist to a position between the roof trusses. The men delivering the flat pack hoist told me that over 2000 of these hoists walk out of the warehouse each year!

Last Saturday in what appeared to be very doubtful weather, 20 ACCV members joined the Armstrong Siddeley Car Club members on a visit to the Railway Preservation Group's

workshop at Newport. We were pleased to have some less seen members along in the form of Rob Sands and Julian, John and Annie Link and Paul and Lynn Bamford. Also we appreciated that Chris Higgins braved the elements and came in his Firebird saloon, so giving us one Alvis and a Bristol to match the two Armstrong Siddeleys. Following morning tea we were initially shown the outside yards with the myriad of tracks, whilst having to be careful as there were shunting engines at work near by. All the visitors stood on a turntable which was rotated by two boys in order to demonstrate the manual ease with which an engine can be turned. We were then split into two groups and taken through the restoration workshops to see steam engines and carriages being stored, serviced, maintained and restored. The oldest engine was built at the Phoenix Foundry in Ballarat in 1889. After restoration over 30 years ago it was undergoing some extensive refurbishment. We also saw engines manufactured in the adjacent Newport workshops, with one as early as 1903. Some of the restoration projects undertaken by the dedicated volunteers are absolutely daunting and make car restoration seem simple and quick. Unfortunately a few years back an arsonist set a fire going which destroyed some rare and unique rolling stock. Fortunately the Preservation Group found one example of a lost item being used as a shed. They are now embarking on a 10 year project to restore it so that at least there will be one surviving example of a turn of last century suburban motorised carriage. Upon inspection of some of the former machine shops it is sad to note all the lost capability we once had to make our own engines and rolling stock. We have lost a lot of manufacturing employment and skills but it is great to see remnants of these skills still being done by the volunteers who are preserving our railway heritage. It was a most interesting and informative visit and we thank the members of the Railway Preservation Group for showing us their work and collection and for feeding us. Thanks also to Richard Tonkin for inviting us to the visit.

We are looking forward to a great weekend away at St Arnaud on 7th to 10th September. So far we have 18 people, 9 Alvis and 1 Rolls Royce coming on the run. A couple of our regulars can't make it due to other commitments. Whilst there, we will be joined by David Vaughan of Wedderburn in his TA21 saloon and Alan and Heather Esmore of St Arnaud in their SB Speed 20 tourer. At the preferred motel (Country Road Motel St Arnaud, ph. 5495 2255) there are still 3 rooms available - three being available for two nights and two of the rooms for three nights. Therefore there is still an opportunity for more people to join us and if the preferred motel is over subscribed there will be room in the nearby Motel St Arnaud, ph. 5495 1755. If you do decide to come please make your accommodation booking directly with the motel, but please also let Frances and I know that you are joining in on the weekend. There is going to be a lot of good Alvis driving, many interesting things to see along the way and a couple of seldom seen Alvises.

Whilst on the recent Bellarine weekend away, Peter Miller noticed a few issues with his 12/50 engine - a reduction in oil pressure and a slight use of water. A strip down of the engine revealed a very good bottom end and rods, but a cracked head, a stuck oil pressure relief valve and a previously identified worn timing gear. So a replacement head has already been obtained from Mike Hirst in the UK, the bores have been honed and new pistons and rings ordered, a replacement timing gear made and repairs done to the oil pump drive shaft. Peter is confident that all the work will be completed and the engine reassembled in time for the St Arnaud weekend. An already superb 12/50 ducksback will be even better.

Chester McKaige has been making good progress in the rebuilding of the engine in his 1907 6 cylinder Napier. I have managed to arrange the manufacture of some new copper sealing rings for the valve caps and these should be with Chester later in the week to allow assembly to go to completion. In the mean time I will be in Launceston for part of next week so I am looking forward to seeing the high quality restoration.

Mac Hulbert has written a magnificent book about the Alvis Silver Eagle and his association with that model over many years. We will be obtaining a copy for our Club library. Mac is due out here in September/October and will bring the book with him.

A reminder, that subscriptions for the coming year came 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. If subs aren't to hand by the end of August we will have to consider people as being unfinancial.

I look forward to seeing those who can make it to the meal at

Hello,
Details below possibly of interest to Alvis vehicle owners with cars using the Marles steering boxes. I obtained from a very helpful NSW Alvis owner, Alan Bratt, a steering box, believed to be a TA/TC unit.
However it was identified as a TA14 unit by David Cornwallis. He is able to supply a wide range of parts for Marles boxes.

If anyone has need of a TA14 steering box, please contact me. Mike Osborne by email on ozbornes@intemode.on.net

MARKET WATCH

1934 SB SP20 Cross & Ellis tourer. Restored condition. Bonhams, Connecticut USA. 3 June. \$234,780. (The Americans tend to pay top dollar for quality Alvises - RT).

1959 TD21 Series 1 FHC. Body restored & repainted in 2015. H & H, 5 June. \$24,100.

Richard Tonkin

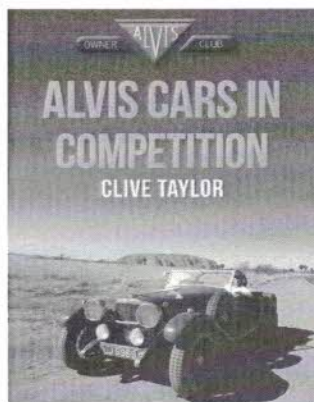
the Malvernvale Hotel prior to next Friday's meeting. Please let me (Frances is probably better as I will be in Tasmania until Friday midday) know if you are joining us, by Wednesday evening, so that I can reserve sufficient space.

Andrew McDougall

PLEASE NOTE ANNUAL MEMBERSHIP SUBSCRIPTIONS ARE NOW OVER DUE & PAYABLE

SUPPER
Richard Wallach

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



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

ISBN 978 1 4456 7516 9 (print)
ISBN 978 14456 7517 6 (ebook)

A very warm welcome to Julian Smibert, Roger Dupont and Greg Gibson who have joined the ACCV. Julian would like to purchase a TD21, Roger recently purchased a TC21 and Greg having recently purchased a well known Alvis.

VALE.
PETER MOTT.
6/10/1933 7/8/2018
Esteemed Member
of
South Australian Alvis Owners.
Also various other Car Clubs.

Sadly we lost Peter, who was not enjoying the best of health for some time, and with the winter chill not enjoyed, both Anne and Peter made the decision to venture to Cairns for added relief. "This was so", how-ever health issues worsened for Peter and he sadly passed away in a Cairns hospital on 7th August 2018 aged 84 years.

Peter was a member of several Car Clubs and enjoyed many occasions, travelling great distances, meeting many of you and gained many friends with like interests.

He owned several vehicles and enjoyed them all, 1934 Alvis Speed 20 SB Tourer, Jaguar MK4 DHT 3.5, MK4 Jaguar 2.5 Saloon, Jaguar S Type Saloon, 1971 MGB, and a Vintage Chenard- Walcker.

Peter was very supportive to all these clubs over many years and gave his best. In more recent times, "The Alvis National Rally", in Warwick Queensland. Peter was not well enough to take his treasured 1934 Speed 20 SB Tourer, yet soldiered on accompanying us, the Smith's, with Anne in a modern. He did not miss out on the pleasure of driving an Alvis as he enjoyed driving the Speed 25 in transit at times.

Apart from his motoring interests Peter enjoyed Jazz Music, Wood Carving, and Wine Making.

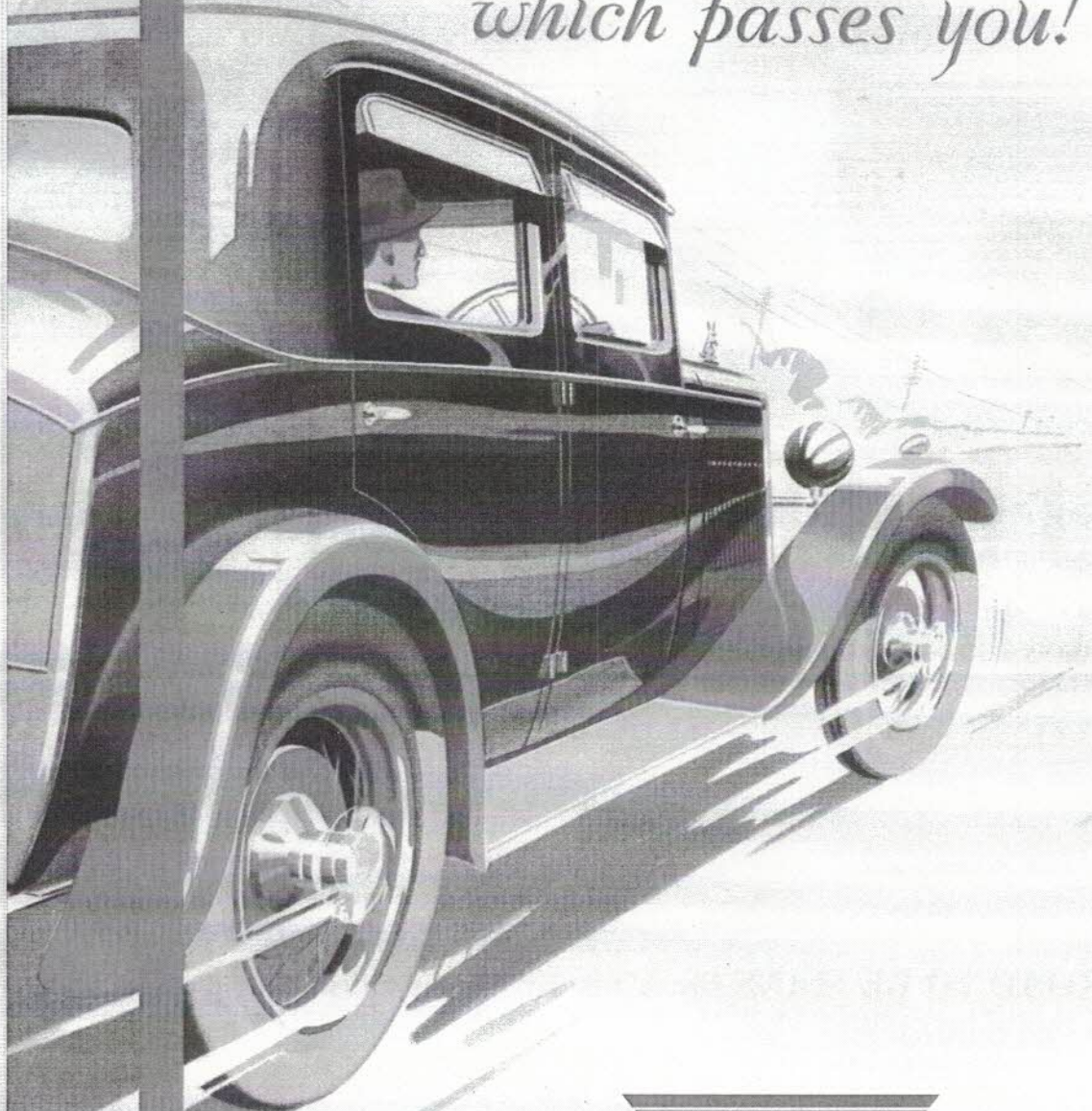
He is survived by his Wife Anne, Sons, Simon & Jeremy, Daughters Cassandra and Mellisa, 8 grand-children and 3 great grand-children.

We will surely miss his company and fondly remember these past happy occasions. Condolences to, Anne and Peter's Family.

Frank Smith



*The Car
which passes you!*



ALVIS

LE MANS CLASSIC



6-7-8 | 20 JUILLET | 18



THE ROAD TO LE MANS the Alvis 90th Anniversary

Mark Hayward

This road race was upgraded from just providing provincial races to a 24-hour event in 1923 and as you can imagine was dominated by French entries although a Bentley did come 4th in its inaugural year. Its popularity, as a show case for motor manufacturers, was a far cry from the traditional long-distance trials in demonstrating reliability and performance and as a result won favour among the many car manufacturers small and large.

Alvis had always seen competition as a marketing tool for their marque and had been involved in motorsport since the early 1920's. Capt. G.T. Smith-Clarke, Alvis' Chief Engineer and Works Manager W.M. Dunn came up with the front wheel drive concept in 1924 and produced a

racing car which competed at Cop Hill in 1925.

This light design was intended to corner faster and beat the traditional rear wheel drive cars. They then directed their resources into developing 1500cc 8-cylinder GP FWD cars until 1927. During that development overhead cams and superchargers were used and engineering success lead to incorporating such features in a simpler 4-cylinder production car for 1928. Where better to show case this new technology and promote sales, but Le Mans, and two unblown cars were entered in the June 1928 race, although the original idea was to enter 5 cars.

2018 was the 90th Anniversary of Alvis winning their Class

and coming in 6th and 9th overall with cars 3 times their capacity taking the first 5 places. Could we replicate that feat or at least put up a good show 90 years later? What a challenge. At least we had been allocated number 27 which was the Harvey/ Purdy car number.

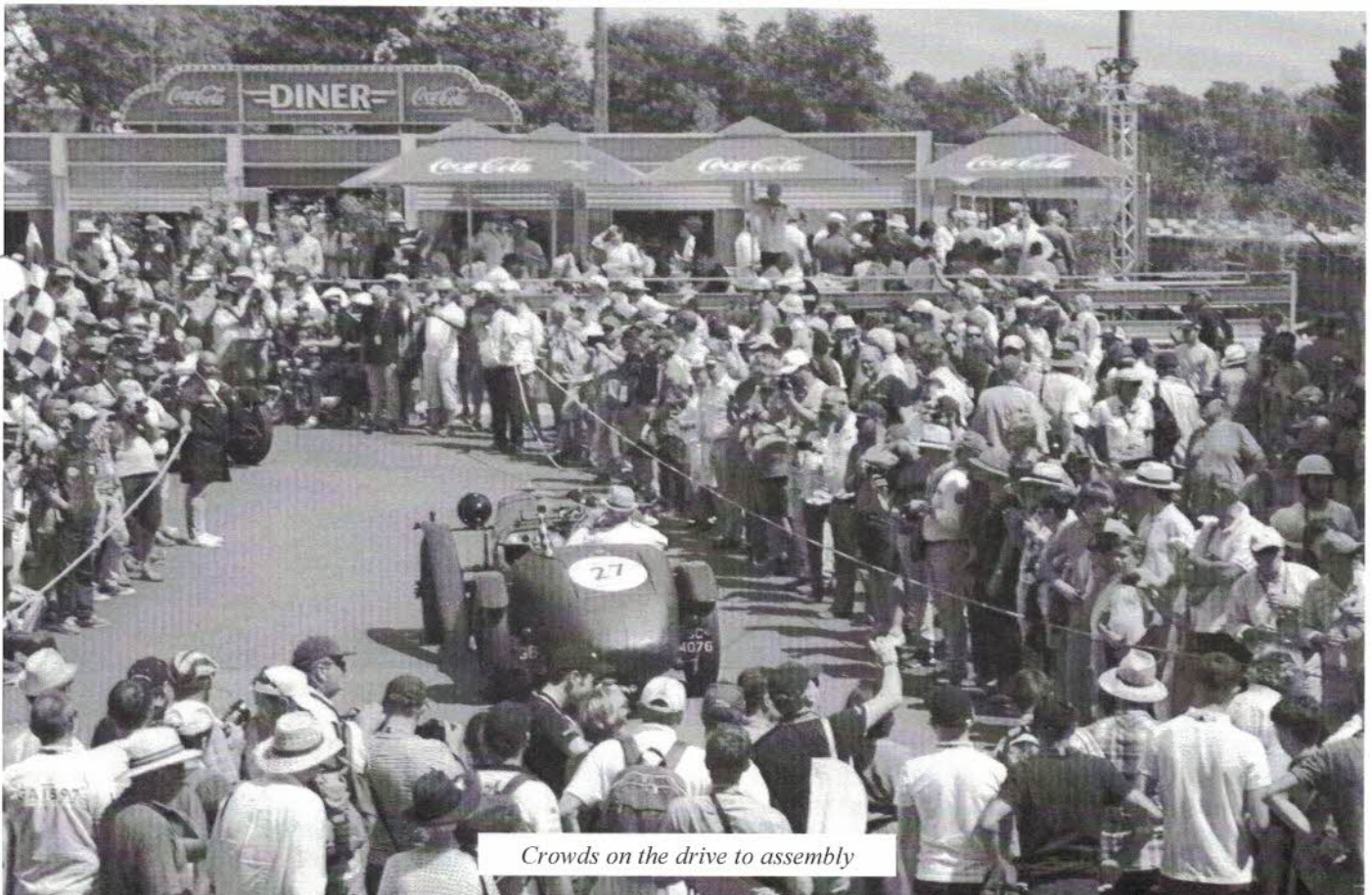
In 1928 Alvis had a new car with new components and all the resources of a major manufacturer and a team of trained mechanics behind them. We in 2018 were dealing with a 90-year-old car, limited personal resources but a lot of enthusiasm. However, we also have had the opportunity to develop these cars, which Alvis never did. Such simple things as adding Andre Hartford shock absorbers all round [a 1929 Alvis mod], twin rod brakes at the front, rear spring bump stops, close ratio gear box, Phoenix rods and crank with improved oil supply and rebuilt supercharger with sealed bearings and gears in an oil bath. A season on racing in the UK had shaken out any gremlins and we felt ready for the French challenge.

The first hurdle is to obtain an HTP [Historical Technical Passport] for the car, without which, no entry. Gone are the days when an inspector with vintage knowledge pitches up to review your car and determine if it is original or an impostor. Now a man with a clip board and camera turns up with the requirement to tick all the boxes on his sheet. One being to photograph the inside of both front and rear brake drums. Despite protesting that the engine would have to come out to facilitate this, that was the requirement. The car was despatched to Edwards Motorsports to undertake this and at the same time relined and set up the brakes, on their back plates, in a lathe.

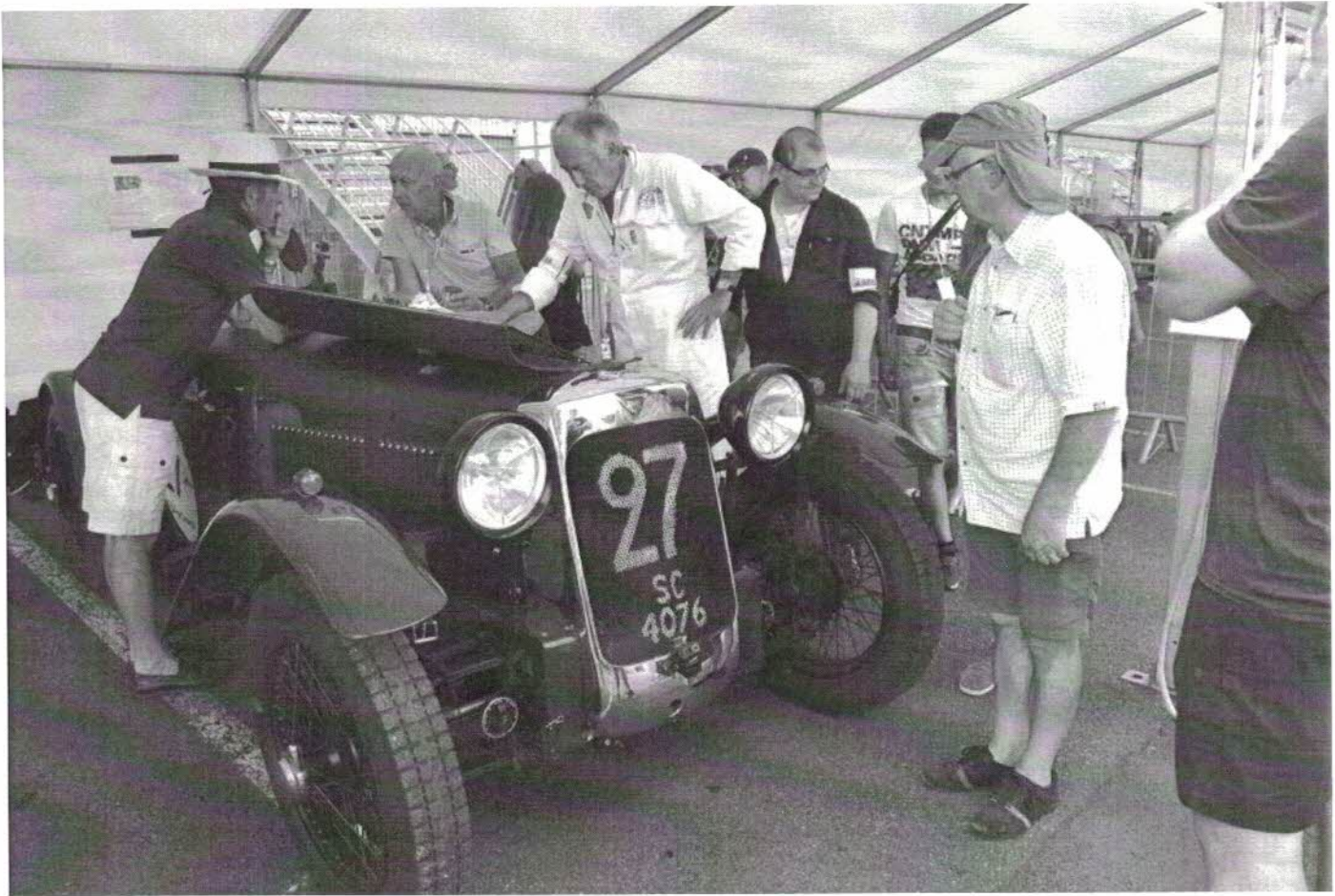
The HTP cost £1000, the garage bill somewhat more. Then you have to qualify for an International License, requiring more signatures on my upgrade car and a detailed medical. Then you apply to the Auto Club de l'Ouest for entry and pay your Euro 5900 entry fee and they will consider your application. For that you get two practice sessions and three 45-minute races, which is 5-6 laps each time including a pit stop. At £350 a lap is this value for money? Not sure but it is one hell of an event. Just arriving with motorhome and trailer you get an idea of how big this track and event is. The track is almost 8.5 miles round, The Classic has 550 cars entered, there are 1000 marshals over the weekend and 2 safety cars are deployed. There are bands, girls with number boards and all the fun of the fair plus hundreds of trade stands. It is 35 deg C and the track is well over 40 deg. The side roads to the camp site are melting. Luckily our camp site was under some shady trees. When I remove the car from its trailer, already the water gauge is showing 35 deg before I start the engine! Neither the car nor drivers have experienced such conditions before.

Scrutineering was about comparing the photos in the HTP with the car, not checking basics like throttle return spring, camera mount or rain lights, though considering the weather, not surprising. The Le Mans organisers wanted to charge me for using my on-board camera, as they own any photo rights, until I argued it was photographing the dash board instruments and not the track!

The first practice lap was fine. The engine was running at between 85-90deg, where in the UK it is around 75.



Crowds on the drive to assembly



Pulling 4500 rpm down the Mulsanne everything appeared to be going well, until the second lap, when the engine started to exhibit lean running and backfiring through the blow off valves. Coming into the pits Klaus-Peter Mutschler, my co driver took over and experienced the same problem and sadly returned on a low loader. We thought that maybe the plugs were breaking down so we fitted a set of colder plugs. We stripped the carb and checked fuel flow and that was fine. Back out again for night practice; K-P experienced the same.

This time we decided to remove the bonnet side and drill holes in the carb flame cover to get some fresh air in. Continual restarting the car, which was reluctant to start, because if the temperatures, soon drained the battery. Luckily, we borrowed a charger from the AM guys so we could be ready for the 4.00pm run across the track start. We had taken a jump start kit with us so had that placed on the Pit Wall so when the hooter sounded I ran over the track retrieved the jump start connected it up through the missing engine side panel and away the engine went. We were second to last away but then had to reassemble on the Mulsanne straight anyway, where the engine temp went steadily up to 95 deg, I dare not turn it off and luckily, we were released before we boiled but I decided to keep the revs to max 4000. First lap ok then on second we suffered the same fate. I had to stop at 4 separate marshals posts, be pushed off the track, with a couple of minutes then restart and blast off for another 500 yards eventually making it back to the pits. K-P went out but suffered the same problem, by which time our session was at an end.

The collective view in the Paddock was fuel vaporisation but as Ian Standing said to me "the problem with vintage cars is the fuel problems are always electrical and the electrical are fuel." The only thing we had not changed was the magneto. Now I have never changed a magneto and none of our pit crew had either. However, looking at it logically as long as you set the mag you are installing to EXACTLY the same position as the one you are removing it should be simple. Hendrik, who was in our crew and the first apprentice at Porsche managed this process. New mag installed by 10pm engine restarted and we hoped for the best. Poor old K-P had had enough and decided to retire leaving me to drive the whole of the night race at 1.00 am. In fact, this was the only race we finished completely. Racing at night is something else, seeing headlights in the distance and trying to work out if they will be upon you before the next corner, is quite something-then they are! cars either side all braking, you miss a gear change and Martin Bugler in his Lagonda is behind you and has run out of brakes and is willing you to accelerate. You find second gear, despite the reverse stop having broken off on the gear lever cover, then the FWD comes into its own dragging the back round as you accelerate away and out of the corner. Boy this is fun and hairy!

Having finished, the car was tucked up with confidence that K-P would have a full final session at 7.00 on Sunday morning. Getting some sleep at 3.00am with a blood stream full of excitement is difficult, then up again at 6.00. It was hot even in the early morning, again K-P was kept waiting in the assembly area where the temp crept up so we stopped the engine. Would it restart-no. No amount of

AA AB AC AD AE AF AG AH AI AJ AK AL AM AN AO AP AQ AR AS AT AU AV AW AX

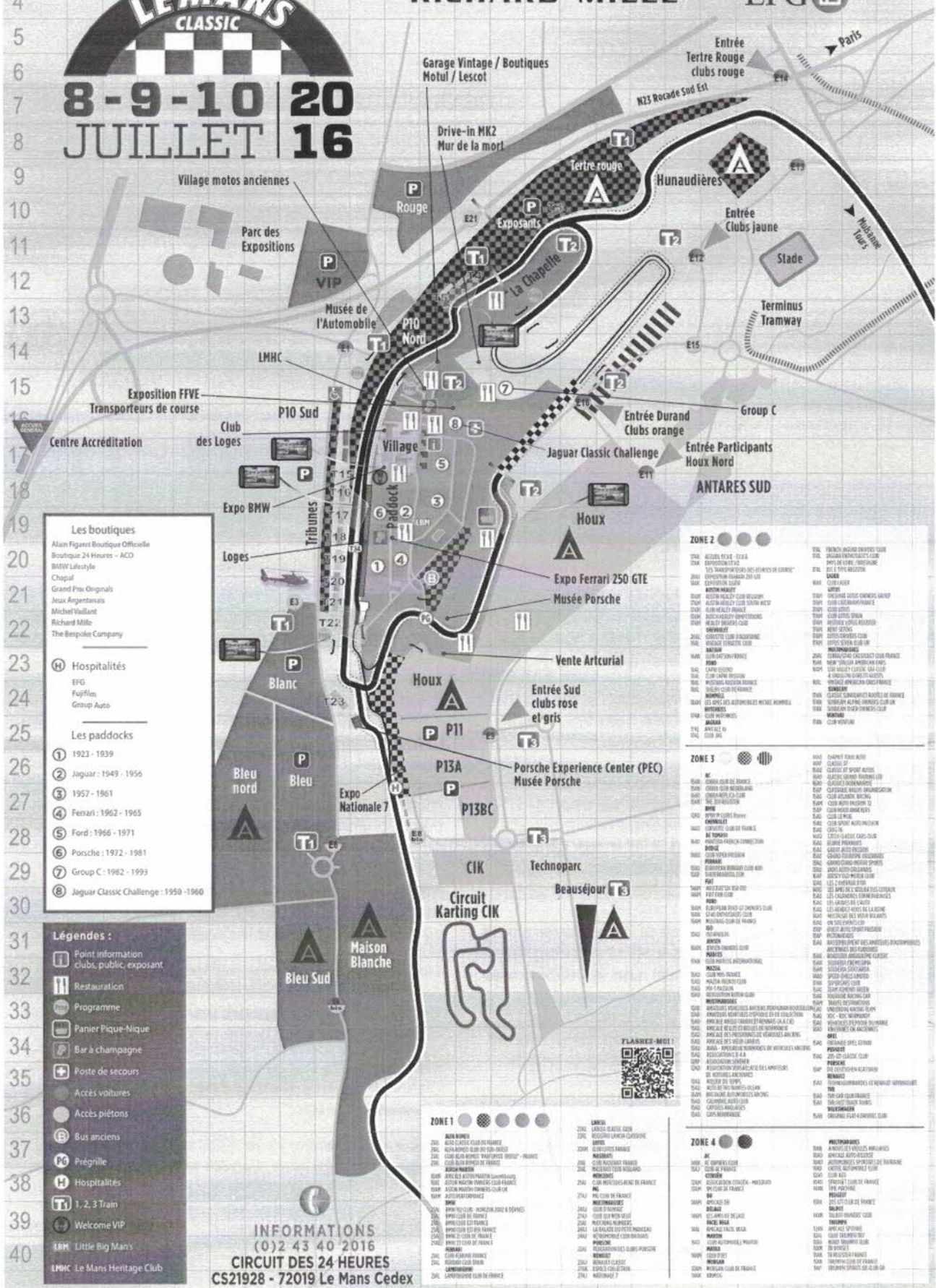
LE MANS CLASSIC

8-9-10 | 2016

JUILLET

RICHARD MILLE

EFG



- Les boutiques**
- Alain Fignard Boutique Officielle
 - Boutique 24 Heures - ACO
 - BMW Lifestyle
 - Chagal
 - Grand Prix Originals
 - Joux Argentaunts
 - Michael Vallant
 - Richard Mille
 - The Bespoke Company
- Hospitalités**
- EFG
 - Fujifilm
 - Group Auto
- Les paddocks**
- 1 1923 - 1939
 - 2 Jaguar : 1949 - 1956
 - 3 1957 - 1961
 - 4 Ferrari : 1962 - 1965
 - 5 Ford : 1966 - 1971
 - 6 Porsche : 1972 - 1981
 - 7 Group C : 1982 - 1993
 - 8 Jaguar Classic Challenge : 1959 - 1960

- Légendes :**
- Point information clubs, public, exposant
 - Restauration
 - Programme
 - Panier Pique-Nique
 - Bar à champagne
 - Poste de secours
 - Accès voitures
 - Accès piétons
 - Bus anciens
 - Prégnile
 - Hospitalités
 - 1, 2, 3 Tram
 - Welcome VIP
 - Little Big Mans
 - LMHC Le Mans Heritage Club

INFORMATIONS
 (0)2 43 40 2016
CIRCUIT DES 24 HEURES
 CS21928 - 72019 Le Mans Cedex

ZONE 2

2001	ALFA ROMEO CLUB
2002	ALFA ROMEO CLUB
2003	ALFA ROMEO CLUB
2004	ALFA ROMEO CLUB
2005	ALFA ROMEO CLUB
2006	ALFA ROMEO CLUB
2007	ALFA ROMEO CLUB
2008	ALFA ROMEO CLUB
2009	ALFA ROMEO CLUB
2010	ALFA ROMEO CLUB
2011	ALFA ROMEO CLUB
2012	ALFA ROMEO CLUB
2013	ALFA ROMEO CLUB
2014	ALFA ROMEO CLUB
2015	ALFA ROMEO CLUB
2016	ALFA ROMEO CLUB
2017	ALFA ROMEO CLUB
2018	ALFA ROMEO CLUB
2019	ALFA ROMEO CLUB
2020	ALFA ROMEO CLUB
2021	ALFA ROMEO CLUB
2022	ALFA ROMEO CLUB
2023	ALFA ROMEO CLUB
2024	ALFA ROMEO CLUB
2025	ALFA ROMEO CLUB
2026	ALFA ROMEO CLUB
2027	ALFA ROMEO CLUB
2028	ALFA ROMEO CLUB
2029	ALFA ROMEO CLUB
2030	ALFA ROMEO CLUB

ZONE 3

3001	ALFA ROMEO CLUB
3002	ALFA ROMEO CLUB
3003	ALFA ROMEO CLUB
3004	ALFA ROMEO CLUB
3005	ALFA ROMEO CLUB
3006	ALFA ROMEO CLUB
3007	ALFA ROMEO CLUB
3008	ALFA ROMEO CLUB
3009	ALFA ROMEO CLUB
3010	ALFA ROMEO CLUB
3011	ALFA ROMEO CLUB
3012	ALFA ROMEO CLUB
3013	ALFA ROMEO CLUB
3014	ALFA ROMEO CLUB
3015	ALFA ROMEO CLUB
3016	ALFA ROMEO CLUB
3017	ALFA ROMEO CLUB
3018	ALFA ROMEO CLUB
3019	ALFA ROMEO CLUB
3020	ALFA ROMEO CLUB
3021	ALFA ROMEO CLUB
3022	ALFA ROMEO CLUB
3023	ALFA ROMEO CLUB
3024	ALFA ROMEO CLUB
3025	ALFA ROMEO CLUB
3026	ALFA ROMEO CLUB
3027	ALFA ROMEO CLUB
3028	ALFA ROMEO CLUB
3029	ALFA ROMEO CLUB
3030	ALFA ROMEO CLUB

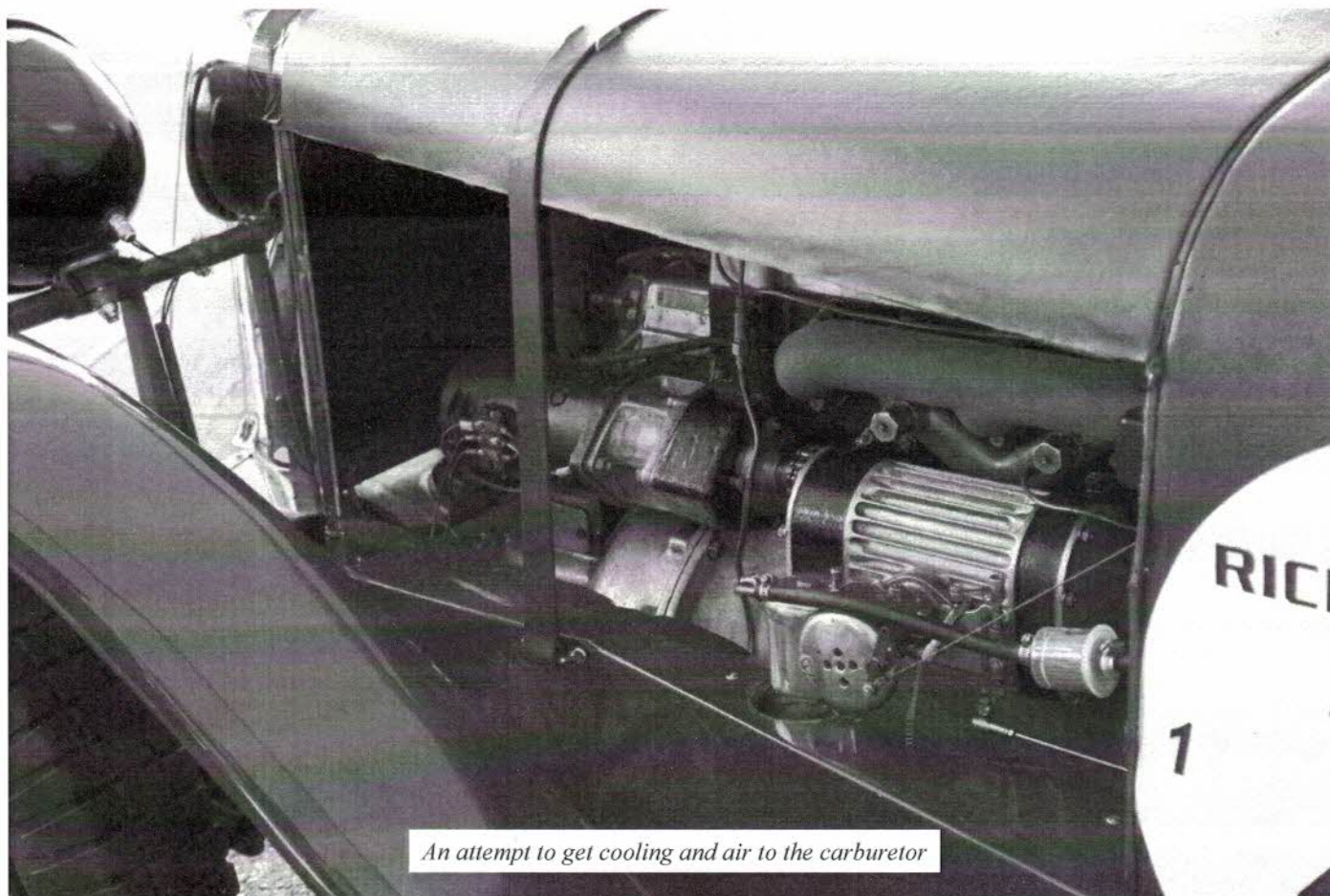
ZONE 4

4001	ALFA ROMEO CLUB
4002	ALFA ROMEO CLUB
4003	ALFA ROMEO CLUB
4004	ALFA ROMEO CLUB
4005	ALFA ROMEO CLUB
4006	ALFA ROMEO CLUB
4007	ALFA ROMEO CLUB
4008	ALFA ROMEO CLUB
4009	ALFA ROMEO CLUB
4010	ALFA ROMEO CLUB
4011	ALFA ROMEO CLUB
4012	ALFA ROMEO CLUB
4013	ALFA ROMEO CLUB
4014	ALFA ROMEO CLUB
4015	ALFA ROMEO CLUB
4016	ALFA ROMEO CLUB
4017	ALFA ROMEO CLUB
4018	ALFA ROMEO CLUB
4019	ALFA ROMEO CLUB
4020	ALFA ROMEO CLUB
4021	ALFA ROMEO CLUB
4022	ALFA ROMEO CLUB
4023	ALFA ROMEO CLUB
4024	ALFA ROMEO CLUB
4025	ALFA ROMEO CLUB
4026	ALFA ROMEO CLUB
4027	ALFA ROMEO CLUB
4028	ALFA ROMEO CLUB
4029	ALFA ROMEO CLUB
4030	ALFA ROMEO CLUB

ZONE 1

1001	ALFA ROMEO CLUB
1002	ALFA ROMEO CLUB
1003	ALFA ROMEO CLUB
1004	ALFA ROMEO CLUB
1005	ALFA ROMEO CLUB
1006	ALFA ROMEO CLUB
1007	ALFA ROMEO CLUB
1008	ALFA ROMEO CLUB
1009	ALFA ROMEO CLUB
1010	ALFA ROMEO CLUB
1011	ALFA ROMEO CLUB
1012	ALFA ROMEO CLUB
1013	ALFA ROMEO CLUB
1014	ALFA ROMEO CLUB
1015	ALFA ROMEO CLUB
1016	ALFA ROMEO CLUB
1017	ALFA ROMEO CLUB
1018	ALFA ROMEO CLUB
1019	ALFA ROMEO CLUB
1020	ALFA ROMEO CLUB
1021	ALFA ROMEO CLUB
1022	ALFA ROMEO CLUB
1023	ALFA ROMEO CLUB
1024	ALFA ROMEO CLUB
1025	ALFA ROMEO CLUB
1026	ALFA ROMEO CLUB
1027	ALFA ROMEO CLUB
1028	ALFA ROMEO CLUB
1029	ALFA ROMEO CLUB
1030	ALFA ROMEO CLUB





An attempt to get cooling and air to the carburetor

bump starting helped until we commandeered a small girl to sit in it. She started it but forgot the throttle was in the centre and slammed her foot on the middle pedal to stop the car and pushed the linkage over centre. With a little leverage and still keeping the engine going, we freed the linkage, K-P managed to start the race from the pit lane, albeit a little late.

Upon returning home the ignition timing was checked with a strobe and found to be at 60 deg advance when it should have been 36 deg so no wonder it would not start. I have been told, by a fuel man that BTH mags have a tendency to break down under heat and load so maybe that was the problem.

So how did we do, we came 54th out of 64 however would have been higher had I come in for a pit stop during the night so that session was disqualified. Our fastest lap was at 69mph, considering that Harvey/Purdy averaged 59mph we did pretty well. Could we have done better- yes if we could have identified the real problem or started with a brand-new car, but 90 years on getting to where we did was quite an achievement.

Maybe the development changes we made actually translated into performance improvements. Was this the right car for Le Mans-probably not as it is a long fast circuit demanding litres and my LG45 may have been a better bet, however the FWD is historically important and it developed a lot of interest. The fact that it was Porsche's 70th birthday rather overshadowed our publicity.

As an event it was a blast, with 135,000 spectators. If I start saving now should be able to compete again in 2 years.

The other question of course is, how much did the Alvis Class win 90 years ago influence sales, the answer probably 'not enough!' Production ceased in 1929 after only about 150 models had been produced. Its complexity and advanced nature was not really for the average motorist and Alvis curtailed production rather than develop what was a visionary concept. Shame some say, others - thank goodness!

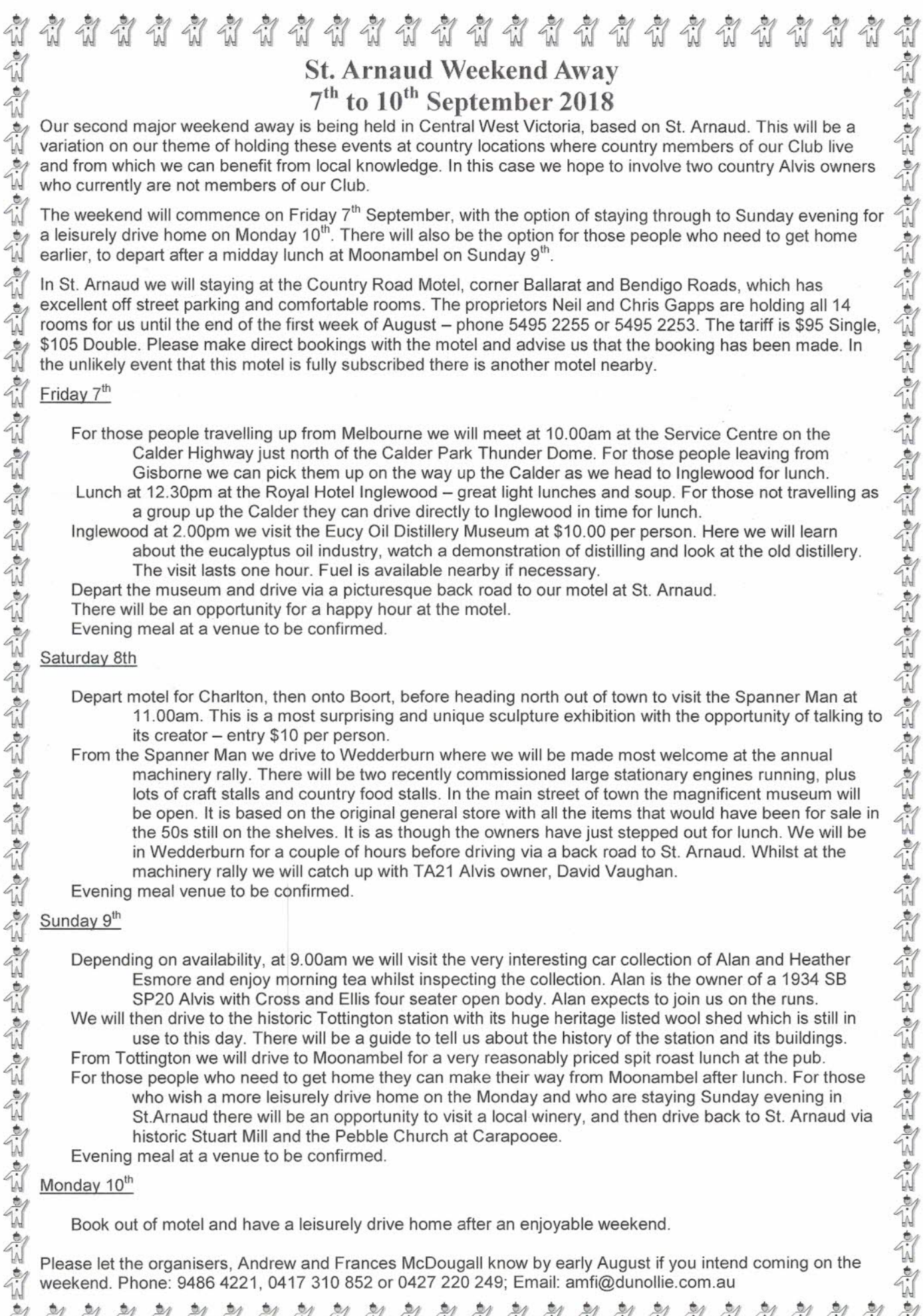
My thanks to K-P for his input and enthusiasm, my wife for her support, all our Pit Crew and the many visitors who pitched up to wish us well.

Many thanks to Mark Hayward for this contribution. He and Klaus-Peter Mutschler are to be congratulated on their efforts in the car that certainly provided them with thrills and some frustrations not helped by the extreme weather.

Mark comments that he might save up for the next Le Mans Classic. It will be interesting if the experience of this year makes his return any easier.

ACCV Club member Peter Miller assisted Mark with some technical help earlier in the year when the motor was converted from its original cam buckets to a more modern version.

..... ed



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.

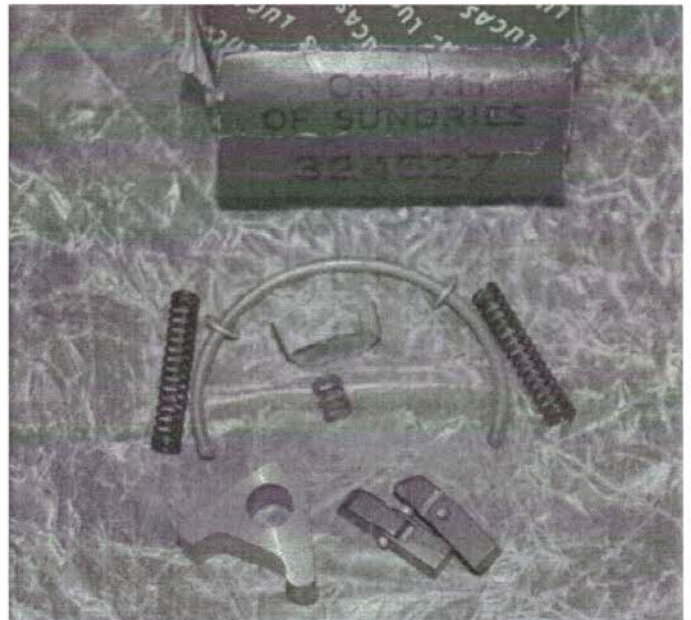
Please let the organisers, Andrew and Frances McDougall know by early August if you intend coming on the weekend. Phone: 9486 4221, 0417 310 852 or 0427 220 249; Email: amfi@dunollie.com.au

WORKSHOP

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

(Advertisement in The Motor 1952)

3 Litre TA21-TE21 Series – Direction Indicator and Horn switches.

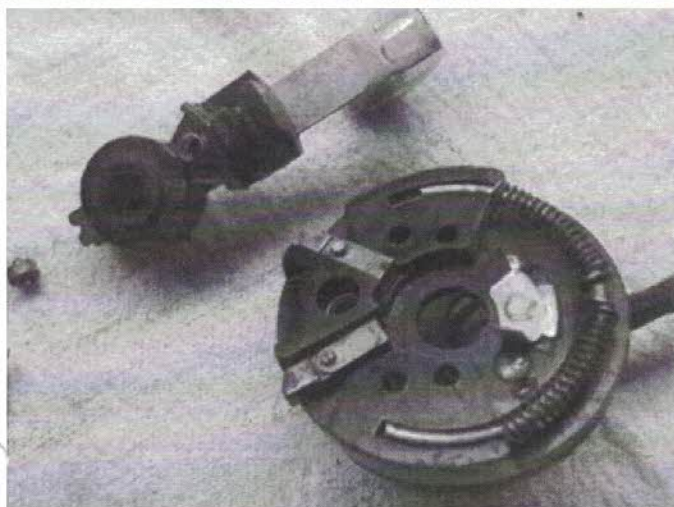
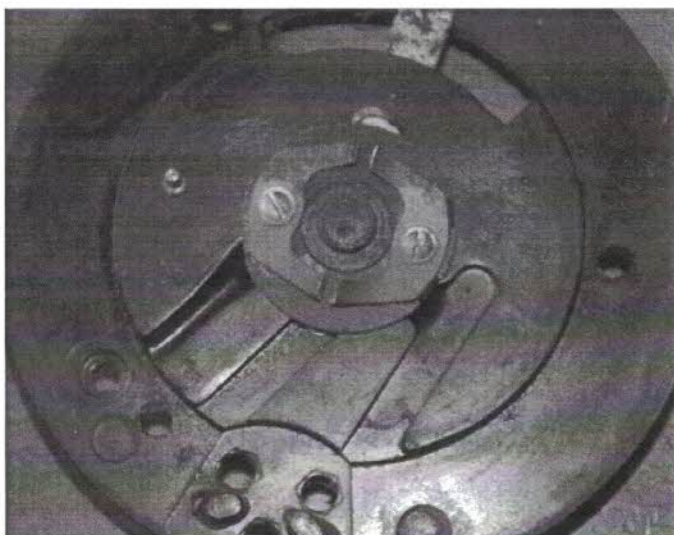


We are fortunate that both the Lucas trafficator/indicator switch and horn switch are of simple design and robust construction. That doesn't necessarily mean after all these years that they won't give some trouble due to either spring breakage or contact wear. To that end it is worth keeping a watchful eye on eBay for the Lucas Kit of Sundries number 324527 which provides a new contact and spring, cancelling arms, lever return springs with guide and if required "A" frame self-cancelling support for later variants.

The purpose of this article is to show visually what lies behind the Silver Eagle horn button and a few things we can do to remedy an ailing switch. The switch assembly is independent of the steering wheel and is connected to a long stator tube that runs down the length of the steering column and comes out at the base of the steering box. At this location the tube is clamped. Out through the end of the column are the wires for both horn and indicator circuits. The clamp needs to be loosened and the wires disconnected before any attempt is made to raise the tube in order to access the switch assembly. Whilst undertaking this work the wiring should be replaced due to age and the fact that the end section will have been oil soaked for decades. Four core flex is needed. It is worth seeing if trailer wiring harness will fit within the tube. This type of wire should carry the current loads. The Kit of Sundries components and a generic picture of the assembly are shown.

The above two pictures are of the simple horn switch. The activating spring tends to corrode and break. This part is not included in the kit. The Lucas part number for the spring is 322093. In terms of operation as the horn button is depressed electrical contact is made across both sides of the "w" shaped contacts thereby activating the horns. One of the contact rub points can be seen at the 6 o'clock position in the first picture. {The little peg on the LHS in the second picture mates with the elongated hole visible

on the LHS of the first picture. This prevents the "Silver Eagle" from rotating.} With a little searching a replacement spring can be fashioned. The more critical dimension is the "top" of the spring as it fits on to a locating spigot visible in the second picture. This spigot prevents the spring from moving sideways and causing a short circuit. That dimension is approx. 10mm. The spring base is approx. 15mm however 10mm should work if opened out a little. The uncompressed length is approx. 20mm. The various components of the kit can be seen in



the group of three pictures {minus the aluminium "A" post}. The little brass spring loaded trapezoid contact (with sides) on the trafficator lever makes electrical contact with the middle trapezoid block and either LHS or RHS buttons. This trapezoid contact can be seen in position and the all-important and easily lost spring can just be made out on the lever in the first picture. The other side of the quite worn contact can be seen in the middle picture. If necessary a little silver solder and careful filing can be used to rebuild them. Silver solder is recommended as ordinary solder is too soft.

In the same pictures the self-cancelling arms at the base of the switch and spring loaded activating "wheel" are visible and serve as a point of reference when reassembling. Unfortunately when dismantling the switch there is a tendency for all the parts to come away. This is particularly the case with the centre loaded spring and wheel. The spring is quite strong unlike the little one at the top of the lever that sits behind the trapezoid contact. Even this little one falls out.

Attention is now drawn to the lever return springs. It is not uncommon for them to rust and break. If a kit cannot be obtained then springs from click pens may just suffice with a little stretching, although the lever return action will tend to be weak. That said it is not hard to source compression springs from an auto parts supplier that will fit onto the horseshoe shaped guide.

With respect to the few TF cars made my understanding is that the power steering configuration necessitated a column mounted indicator stalk.

Richard Wallach
Melbourne
richardwallach@hotmail.com
Aug 2018

Last Saturday at the Newport Work shops, Paul Bamford and others were discussing the availability of slotted screws for car restorations. Paul reminded me that he had written an article back in 2012 on the subject and it is reproduced here for your general information.

..... ed

Slotted screws and how to find them

While working on the Speed 20 Drophead Coupe hood, which has copious numbers of chrome plated fittings, I found I needed to find new undamaged screws to hold all the fittings in place, but could only find screws with Philips or "Posi-Drive" heads.

What I wanted was Slotted heads as originally fitted. After much searching and paying exorbitant amounts from other suppliers, I have finally found a supplier of stainless steel screws at very reasonable prices. Their range of different screw sizes is amazing.



To give an example I needed some 5/32" Whitworth Countersunk "machine" screws with slotted heads 3/8" long to go in the rear window frame in the hood. I rang this company and they took my order for 100 screws over the phone, and I received them the next day with a bill for \$11.00 which included postage.

I like using stainless steel because the finish looks so much like the original Nickel plated screws. They also sell wood screws that look rather like "self tapers" but are usually called "long threads" because the heads go right up to the top, and they look like this.



Particularly useful for holding down Chrome bits are the "Raised head" wood screws that look like this.



All of their products are made of Stainless steel, either in 302 or 316 grade. Grade 302 is fine for cars, as 316 is used for harsher marine applications.

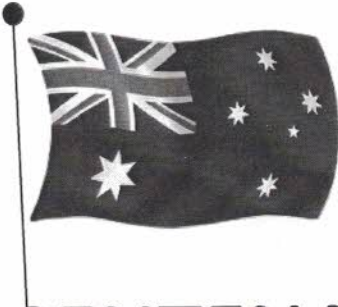
They also have Stainless Steel hinges that would be suitable for small vintage doors. I have no connection to this company other than that of a very satisfied customer.

They have a thousand other useful things on their website and they will send you a wall chart of all the different things they sell if you ask nicely.

The company is: just "Google" aznor stainless. It will be the first result

Anzor Fasteners Brisbane Branch
PO Box 5, Acacia Ridge
Brisbane, QLD 4110

Opening Hours Monday - Friday: 7:00am - 4:30pm
Contact Phone 07 3711 9977 Fax 07 3711 9777



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!

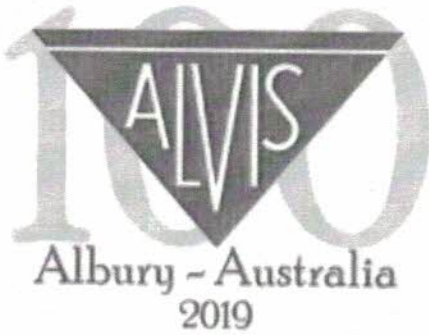
Australia is a very big place and doesn't have a very large population. Population density in England is 407 people per square kilometre compared to that of Victoria which is 27 (Australia as a whole is only 3 to give you an idea) and most of that is in the capital cities and a few centralised country 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.

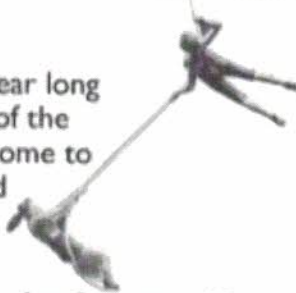
CONTACT

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.



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 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



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-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 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.

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.

Alvis People Behaving Badly

Readers of July ALVIC will recall the "Parable of the HAVES and the "HAVENOTS" in which the photograph below explains graphically the need to resurrect this old teaching.

One of the wise virgins found the need to search further in the scriptures and provides a greater insight into the wise words of the scribes.

The wise virgin, who shall remain nameless; although David Head might be able to provide a name has sent the document appended to the next page.

.....ed



"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!

And it came to pass that the scribe for the Book of T.G. John did receive word of a parable concerning Virgins. Verily this parable was a Trumped up version of the truth. So much so that the scribe, who is now charged with completing chapter XII of the Coming of the Alvic, has deemed it fakethed news.

The truth is that there were only three wise virgins at the communal table. And these virgins were indeed very wise for they had provisions with them for the arduous journey from Geelong to Oceanic Groves (guided by the star of Ablett).

As these three very wise virgins sat at the communal table they were wont to detect some seven unwise virgins returning from a food seeking mission without having obtained sustenance for the afore mentioned journey. They had, it seems, detected an Inn but it turned away their custom as the proprietor had borne a child and was otherwise engaged.

Having seen the unwise virgins approaching, with their begging bowls outstretched, the three very wise virgins did hide their caviar, foie gras and potted shrimp under the communal table.

But, being of a charitable disposition, they did then offer the unwise virgins pieces of their less desirable fare consisting of sandwiches of crusty bread, cheese, avocado and tomatoes fresh from their monastery kitchens.

But, as the yet to be born disciple Shakespeare hath stated, "Truth will out."

The unwise virgins did refuse the offer not once but thrice. The unwise virgins had clearly sensed the better fare that lay hidden. This was to be expected as they too owned Alvictus camels and were, by definition, sophisticated. but verily unwise.

The unwise virgins then sent in their Judas who is to be seen sitting on the left in the illuminated tablet which was laid before you. This Judas, given the sobriquet "Geoffrey the forever-hungry One", attempted to purloin the hidden delicacies but was detected and excommunicated from the table.

The very wise virgins were able to quell the unruly unwise virgins by directing them to another Inn which was opened and which had agreed to accept their dubious custom....but as another yet to be born disciple Wellington is misquoted as saying "it was a damned close-run thing."

Post script: the outing was a great success. Blessed by great motoring weather, congenial company (once the hunger of the seven unwise Virgins had been sated) and efficient organisation (except for the unheralded birth of a child that is).

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



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.

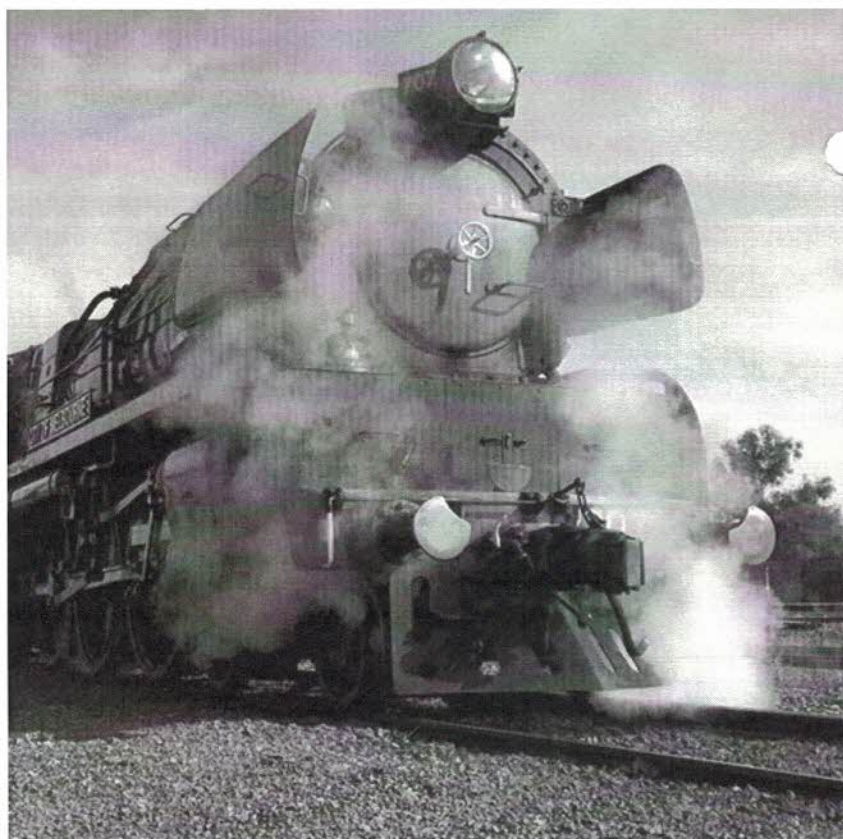
The plan is to arrive at the Centre by 11am for tea/coffee in their kiosk, then a guided tour of the depot followed by a starter-mains-desserts lunch served in their elegant, historic Dining Carriage at the depot, featuring proper linen tablecloths and original crockery. After lunch it is planned to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

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



N.S.W.
ANY-98K