

AUTUMN



1999

[Incorporating The Newsletter Volume No. 38 Issue No 2 March 1999]

THIS MAGAZINE  
is published quarterly, in March,  
June, September and December.

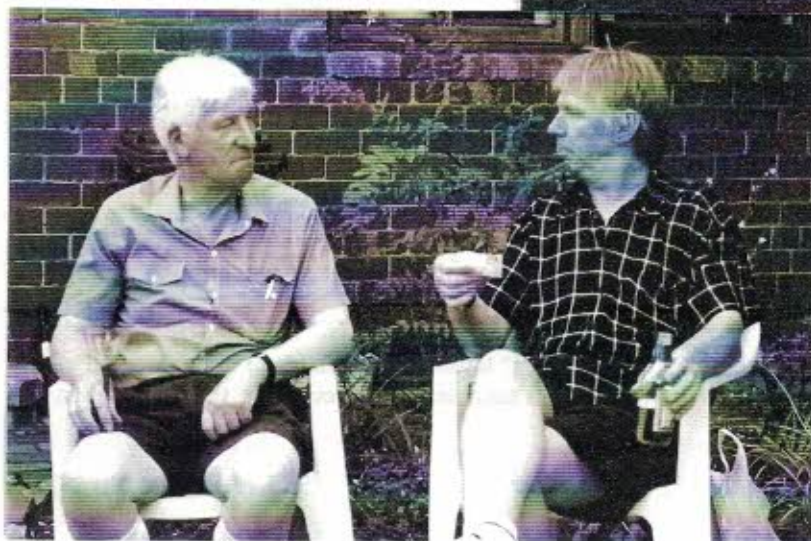
THE NEWSLETTER  
is published separately in February,  
April, May, July, August, October  
and November



IN THIS ISSUE:-

- Local Alvis Nostalgia
- For Sale & Wanted
- More on Bas Bowes and his Trophy
- Looking after Leather
- Newsletter format
- Ghostly Members

*Neil Burns ( R ) looks  
Justifiably proud of his  
12/50. Peter Fleming  
looks as though he has  
just shot the blighter and  
is proud of that.  
(Photo Dale Parsell)*



**CAPTION NEEDED!!**

*Frances McDougall suggests "How's your Alvis going?" But I think that David Caldwell ( L ) might have said something objectionable to Colin White, or vice versa. "Choose your weapons... .."*  
(Photo FM)

## TORQUE OF TONKIN

This month I want to talk about absent friends. Well, more specifically, Absent Members. You know, those ACCV Members that we never see at Monthly Club Meetings, who never come on events or outings, but who reliably renew their memberships every year (for which we are truly thankful), and who, one assumes, avidly read the Newsletter and Alvic. I worry about them. Well, I don't actually lie awake at night, tossing and turning, wracked with anxiety, but I do worry about them.

I worry about why we never see or hear from them. What are we doing wrong? Did they come to a Meeting ten years ago and were bored to tears? I hope not. Were they put off by one of the (then) Old Guard? Hmm...possibly. Do they have some gripe about the Club, but haven't said anything? If so, the committee members and my phone numbers are on the front cover - better still, send the Editor a letter - he loves getting letters. Are our Absent Members motor sport enthusiasts and they think we are only a social club? The good news is that the Bas. Bowes Trophy has been revived this year for competitive events.

Are their cars "laid up in dry storage for the last 26 years" as the U.K. magazines are wont to say? Are they without an Alvis? No matter. Many of our active members have long ago passed their Proper Cars on to others, but still enjoy the Club. Are they getting past coming out at night or to weekend events? Well, that's what wives, sons, daughters, favourite nieces and nephews, even friends, are for - to provide nocturnal and weekend transport.

But seriously, it's a shame that we only see about a quarter of our membership at the Monthly Meetings - even less if partners are not counted. We are missing the sparkling repartee, the memories of Alvis days gone by, the companionship of Members old and new, if we never see them.

I realise that a lot of people are probably content to get the Newsletter/Alvic and keep in touch that way, but it's a bit like having a shower in a raincoat - you don't get the full experience.

I have little doubt that the Absent Members would enjoy the Club more if they participated, even if only occasionally. I have no doubt that the Club would be enriched by their presence. So, how about it? Why not give it a try? You will be made very welcome.

RICHARD TONKIN



Dear John,

Gaye has just given me a copy of your Newsletter with the very sad news of John Twomey. I have always been delighted to see John's name appear on articles and though he was right, so this was a very unpleasant surprise. Please pass on Gaye's and my deepest sympathy to June and family. We hope that we will see them on one of the national Rallies.

Please say "Hi" to everyone at the next get together. Hope to see you all in May at the Clare Valley.

All the very best to you all.

DEREK & GAYE DIXON, Auckland, 15/2/99

*Thank-you, Derek. A copy of your fax was passed on to June Twomey, when it arrived. ED)*



Dear John,

Apparently the Committee, has decided to resurrect the "BAS Bowes Trophy" and award it to a winner or winners of "events" this year that are organised and conducted by another Club.

This plan is far removed from the original concept of the award and should not be proceeded with.

The Trophy was to be awarded to - as, it has-been since its inception - a winner on points from events organised by THIS Club - the Alvis Car Club of Victoria.

To call the three events" nominated on the Calendar. "Bas Bowes Trophy Events" lowers the standards of the award and denigrates the efforts and successes of past winners. If this Club can't organise a suitable event or events by themselves then it's time to put the Trophy back to sleep again.

RON WILSON.

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**NEWSLETTER  
DISTRIBUTION**

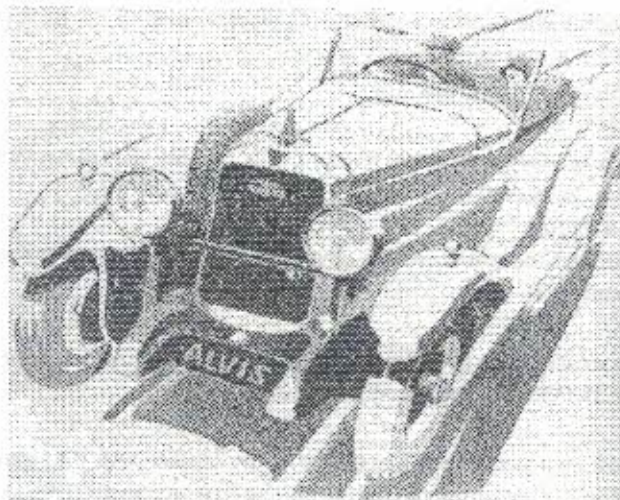
John & Kay Ball  
Address as Above



(INCORPORATED IN VICTORIA - NO. A0017202F)

General Meetings are held at 8.00 pm on  
the third Friday of every month (except  
December & January).

Club Rooms:- Rear of "Alvista", 21 Edgar  
Street, Glen Iris. (Melway p 59 F 8)

**COMING ATTRACTIONS**

**MARCH** Sunday 7th. Australian Grand Prix  
at Albert Park.

Friday 19th. Club General Meeting.

Sunday 21st. Kalorama. There have  
been some difficulties with the  
arrangements, this year but **it is  
definitely on**. Further details form  
David Caldwell. 03 9729 5821.

Saturday 27th. Edington Sprints. The  
first event of the new **Bas Bowes**  
series.

**APRIL** Friday 16th. Club General Meeting.

**MAY** Sunday 2nd - Saturday 8th.  
Alvis National Rally at Clare.  
"If you're not at Clare, you are  
nowhere. Be there"!

**SPARES  
REGISTRAR &  
THREE LITRE  
SPARES**

John Ball

**TA 14 SPARES**

Bob Graham  
15 Clarke Avenue  
Caulfield  
Vic 3162  
Tel 03 9571 3886

**PVT SPARES**

Austin Tope  
8 Wimba Avenue  
Kew  
Vic 3101  
Tel 03 9817 5163

**VINTAGE  
SPARES**

Geoff Hood  
37 Thomas Street  
E. Doncaster  
Vic 3109  
Tel 03 9842 2181

**LIBRARIAN**

Alister Cannon  
PO Box 54  
Sassafras  
Vic 3787

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Heathmont  
Vic 3135  
Tel 03 9729 5821

Andrew McDougall  
424 Wellington Street  
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Vic 3068  
Tel 03 9486 4221

Colin White  
29 Middleton Street  
Highett  
Vic 3190  
Tel 03 9555 8119

John Lang  
PO Box 129  
Gisborne  
Vic 3437  
Tel 03 5426 2256



## THE GOOD OIL.

There are a number of leather conditioners and leather treatments on the market, and whilst some of these, particularly those with silicones added, give a shiny wet look to the leather with little effort, they do not nourish the leather sufficiently and ultimately the leather will dry out and crack. They also cost a lot !

The product I have found very effective is Neatsfoot Oil, which is available from saddlery shops such as Goodwoods for less than \$10 for a 500ml bottle. The trick is to get the maximum benefit is in the application as follows:-

1. Wait until full summer (January to March)
2. Select a weekend or two days you do not need to use the car
3. One evening park the car where it will be exposed to full sun the following day
4. Generously apply Neatsfoot Oil using a soft cloth, particularly to the front seat bases where your sweat has leached nourishment from the leather
5. Do not forget the handbrake and gearlever gaiters, the leather cover to the front passenger grab handle, the sides and headrests of the front seats, and the sides of the armrests.
6. Shut all windows and leave until next evening
7. Next evening reapply more Neatsfoot Oil to where the shine has gone because the oil has been fully absorbed. On cars whose leather is in reasonable condition it will probably be only the front seat bases, but on very dry leather a second full application may be needed
8. Leave again until next evening
9. On the final evening buff off the leather with a clean soft cloth to get rid of the residue
- 10 Repeat the following summer!

The end result will leave your leather well nourished with a semi gloss finish and no residue left to stain your clothes. It also does not make the leather slippery like the silicone based products do.

The proof of the pudding is in my own car. When I acquired it the leather was dull and dry and showing signs of early cracking on the front seat bases. The leather drank the oil during the first treatment, less so a year later and even though it is coming up for another treatment, the leather still has a healthy shine from the treatment last January.

A little laborious but it will keep your leather in good order, maximise the resale value of your car or prevent a \$5,000 retrim!

*(Tony Cope writing in the Rover Owner's Club's "Freewheeling" Feb 1999. Thanks for permission to reproduce this material. The Ed. can vouch for the effectiveness, relative cheapness and ease of use of Neatsfoot Oil.)*



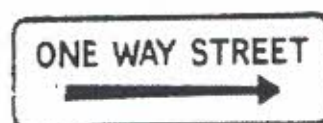
## THE CLUBROOMS

Those who attended the February Meeting would have relished the improvements to the Clubrooms, including the new, user-friendly kitchen. Thanks again to those who made it happen.

At the February Meeting, Alister Cannon introduced the new books he has purchased for the Library, including titles on Alvis, Lea Francis, Morgan, Austin-Healy (a fascinating story on the life of Donald Healy, which I am currently reading, but which I shall return at the March Meeting), and others. These, as well as the many other books in the Library, are available for borrowing by Members.

The February meeting also approved the expenditure of up to \$300 on a second hand television set and video cassette player, so we can watch my home movies and other professionally produced docudramas. Hopefully, these innovations will be installed by the March Meeting. Please Consider coming along.

RICHARD TONKIN.



## CLUB MEETING 1

The general meeting held on Feb 19<sup>th</sup> was the first in the newly re-furbished Club Rooms. Congratulations to all concerned. New kitchen, broken windows fixed, ceiling made possum-proof, junk sorted out and the whole lot painted all for \$164 charged to the Club. Now that is what being a member of a club is all about.

## LONG SERVICE

After more than 20 years in harness **Bob Graham** has retired as our Club's representative on the AOMC. Thanks, Bob, for a job well done. **Richard Tonkin** is taking over but whether that is a temporary or a permanent arrangement is not yet certain.

## LEFT OFF

My apologies to **John Lang** whose name did not appear on the list of Committee Persons until this issue. John joined the Committee in October 1998 and has already worked hard for the Club.

## ALVIS AGNITIONS

### CLUB MEETING 2

It was a pleasure to see **Gharre Dalliston** who is not often able to attend meetings, living as he does, in Queensland. He has recently finished a Speed 25 engine but I can't remember whether or not he said he has got another Alvis engine on the go. Another member present, who is not often able to visit, because of distance, was **Kevin Bruce**, who cannot travel up from Gippsland every month

## MEMBERSHIP

The stamped addressed envelope plan instituted by the late **John Twomey** and continued by present money bags, **Ian-Bound-for-South-America-Parkinson** seems to work well. There were 21 paid up members only one month into the New Year. If you have not paid please do so soon. With costs rising your membership will have to lapse if you remain unfinancial. And then you will miss out on your Newsletter and Alvic!

## TYRANNY OF DISTANCE

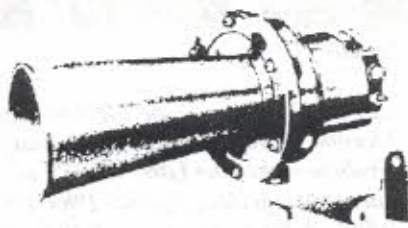
The Andy Hannam Trophy is awarded to the Club Member who attends the greatest number of Club Events during the year in a proper car. Should there be bonus points available to members who have to travel a long distance to attend? Before you answer that remember that politicians get an "away from home allowance". No, on second thoughts, don't remember that. Forget it! But the point is that greater effort should be better rewarded than lesser effort.

## KALORAMA.

MARCH 21<sup>st</sup>

## DON'T FORGET!

We have passed the months of **McDougall** and **Singer** and are already in the month of **Tope**. Keep turning!



Dear John,

The new format of the Newsletter is now twelve months old. Four editions of Alvic and seven single A3 sheets of Newsletter. I have not broached this subject with you before but I always intended to do so following a 12-month trial of the new format. I think I am being fairly objective (not just sour grapes) when I say the seven Newsletter sheets are not what is desired. There are not enough pages to perform a newsletter function particularly seeing that three of the four are taken up with i) the front page, ii) the Presidential address and iii) the back page with the spares ads. etc. I think I am still being objective when I say the reproduction of the colour photos is not good while the reproduction of the black and white photos is top class. Therefore my proposal is that the two colour issues be changed to black and white (making a total of four black and white issues) and the money saved be used to double the size of the seven Newsletters

To summarise, I do not complain about "Alvic" but it is obvious that the seven Newsletter issues need improvement with the funding for that improvement coming from a change to black and white from colour photos (of which the reproduction is not good in any case).

**BOB GRAHAM.**

*(Thanks for your comments, Bob. One at a time and not in your order: Colour vs b & w: I prefer the b & w but the Club members seem divided on the subject. May I remind you that it was you who led the movement to restore the coloured masthead to the Newsletter and thereby increased its cost by 66%! The N/L is not big enough: Hmm. You, Bob, are an Editor's friend with your frequent contributions, but if you look carefully you will see that even some of the four page publications contain non-Club padding. In my opinion the February N/L was a "good" one in that its contents were all home grown. Everything was pertinent and nothing was left out for lack of space. Is that not what is needed? You are unfair to dismiss the front and back pages of the N/L - half of the material and then complain that what remains is only half big enough! What appears on pages 1 & 2 is surely just what a Club Newsletter is all about. BUT - what do others think? Please have your say. Send in mail bags full of material and I'll publish bigger and better issues. What you write is what you get. ED.)*

**STOP PRESS!** ACCV members are invited to the **Daimler Lanchester Club** of Victoria's Annual Concours/Display Day. Sunday 18/4/99 10.30 am. Deepdene Park Deepdene. (Melway p46 A8)



Maritta Parsell and the Firefly rest after their efforts at the MG Rob Roy Hill Climb, 1998 (Photo Dale Oarsell)



Scenes from  
Honour  
ABOVE



Bird's eye view of Rex Roberts' 12/40 VSCC Jan 1999 (Photo Dale Parsell)



LEFT TB 14 next to the ED's beautiful Morgan. Beverley-Sugar-Plum-Fairy-Graham makes the Little White Car attractive! Geelong Sprints 1984. BELOW LEFT. Bob Graham's Speed 20 in 1987 when it needed a little attention to the door locks.. (Photos R.G.) BELOW. The late John Twomey, June Twomey and the Speed 25. Barmah Forest 1991. (Photo John Ball)



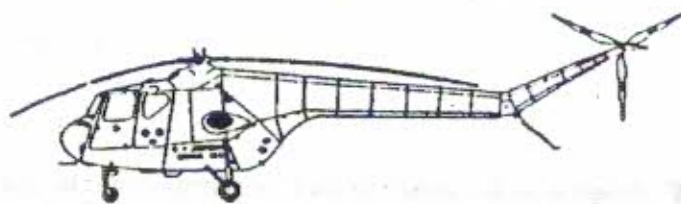


at a BBQ at the McDougall's home 2/2/99. ABOVE (L) Margaret Lang, John Lang & Ian Parkinson. ABOVE Guest of the Editor, Geoff Geoghegan talks 4.3 into the editor's right ear while Geoff Hood talks 4.3 into his left one. 8.6 silences the Ed. (L) John White looking for a drink. (Photos FM)



More scenes from the BBQ. (L) Pat Parkinson asks "Camelot, Oh, Camelot! Wherefore art thou?" ABOVE Mesdames Tonkin & Caldwell fix up the world. ABOVE(R) Bob Graham (L) grabs the interest of Austin & Margaret Tope.

# ENTRE SPREAD AUTUMN 1999



BELOW. Whatever deep and meaningful thing the Prez said to Mrs. ED did not impress Geoff Hood but Andrew McDougall was amused.



BLAST FROM THE PASTby DAVID MUIRDEN.

(Musings from a decade of Alvis ownership 1957-1967.)

Summary of 1959 Financial year: (50 odd members in 1959)

Income		Expenditure:	
Subs etc.	£57	Secretarial	£45
Suppers	16	Suppers	10
Events	—8	Events	—5
	£ 76		£60

*Net gain for the year £ 15*

(NOTE: Club assets in spares, equipment etc: - Virtually NIL)

Summary of 1968 Financial year: (60 odd members - 32 financial)

Income	\$733.96	Expenditure	\$719.95
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*Net gain for the year: \$14.01*

Summary of 1978 financial year: 90 members - 55 financial)

Income	\$1815.12	Expenditure	\$1531-19
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*Net gain for 1978: \$ 283-93*

(NOTE: According to Dec. 1979 Newsletter, spares and stocks had built up to an approx. value of \$10,000).

Summary of 1988 financial year:

Income	\$4330.60	Expenditure	\$4708-76
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*Net deficit for year: \$378-16*

I thought a quick summary of the Club's finances over the past 40 years might be worthwhile. Starting in 1950 with resources of 'an oily rag and much enthusiasm', the Club was fortunate to gain a permanent home at Edgar Street at first for nothing, and later for peanuts. Limited Club funds could thus be put to good use, and this enabled the Club to survive the difficult first decade. Remember that at this time Alvis disappeared off the Australian market and new members could not be relied upon from the sale of new cars.

Imagine the effect on the 1959 financial report if market-price rental of premises had been included. I feel that the Club would not have made it through its infancy. We owe a great debt to Basil Bowes, which should never be forgotten.

And what about Bas? He was the focus, the hub of the fledgling Club although he steered shy of taking official office. He was nearly always there at the Clubrooms at night (it was at his home after all) and he would be there often until the wee hours. The resources of the Club (physical) were all his doing. There was no stock of spare parts as we know it now, although some members had left assorted parts (mostly broken) in his care "in case someone could use them". Others dumped wrecks outside his house. Basil was the Spares Registrar who ordered new spares from Alvis Ltd. as special orders for individuals, and would even scour Melbourne parts warehouses at length for needed parts. He always had time to attend to other people's problems (while his own garage-full of automobile exotica languished) but not many people helped him to fix his cars.

And I'm sure that the membership of the early Club would not have reached the numbers it did without him. Take my own case. I had owned my first Alvis (3½ Litre) for over a year and had never heard of the ACCV (or the ACCA). I had needed some parts from England, which I had imported through Devon Motors (very efficiently I might add), and performed my own servicing. It happened one dark winter night that I attended a function at my old primary school, Gardiner Central, which was one street away up Kent St. I had parked in Kent Street at the corner of Edgar Street, which turned out to be opposite the Bowes' front gate. Rushing down the street in the cold much later I jumped in the car and was away in almost no time. I glimpsed a dark figure rush across the road in my direction, but thought nothing much about it and continued home. By fluke, a few weeks later I had to pick someone up from the Harold Holt pool and parked in almost the same spot. This time the figure was better prepared. There he was on the nature strip rugged up in overcoat, scarf and a pipe installed in a garden chair beside



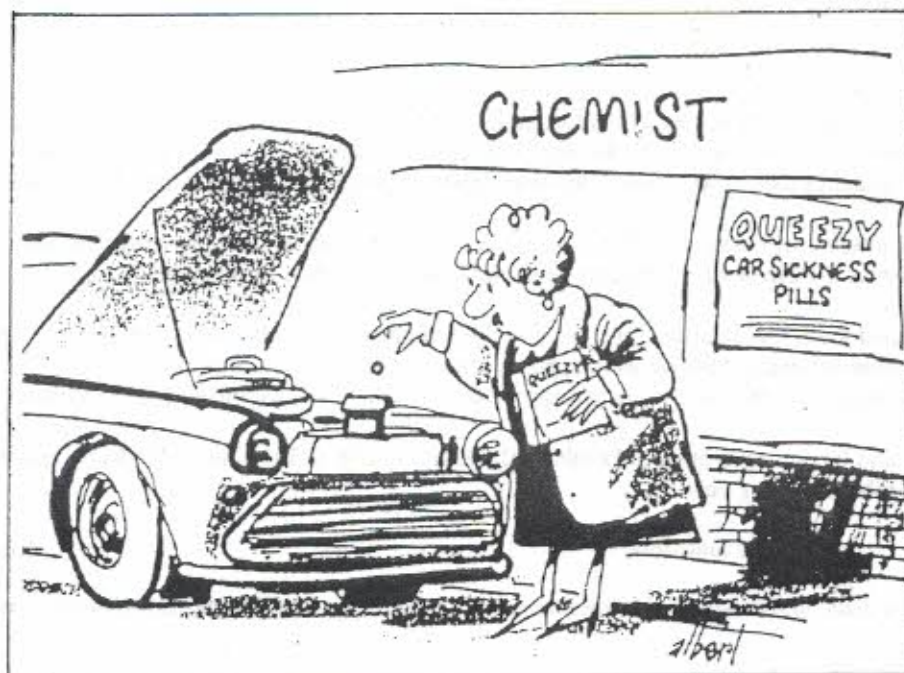
my car. He quietly informed me that the ACCV was holding its next meeting that Friday and perhaps I would like to attend. If so I should arrive at the vacant block of land across the road at 8 o'clock. With that he stated that he was now too cold and stiff to hang around and wished to retire to his bed. So off he went. The seed had been planted, and I arrived at the meeting to find an assortment of weird and wonderful vehicles parked on the grass, with odd bods chatting away around the cars, some vociferously. I thought, at first, that the meeting was to be held in the open air (very cold) and in the dark. It was not until 9 p.m. that everyone moved into the garage shed which opened on to the vacant block and, behold a small (then) narrow room was reached after clambering over dark and mysterious automobiles and assorted junk. To this day I cannot work out how so many people crammed into the space, but they certainly did. Ray Henderson took the chair and the meeting proceeded (despite a noisy group who had no patience with procedural matters and who only wanted to drink and natter). Eventually, introductions were effected and I found myself in a new social group who were welcoming and genuinely interested in the well-being of myself and my car. Then, as is the nature of meetings, the crowd magically dispersed sometime between 10 and 11 p.m. and I found myself alone with Basil, who was discussing (mainly with himself) some matter of minor interest. I politely listened on and found difficulty in finally removing myself. I was staggered to find the time was 3 a.m.! Thank goodness I only lived about a mile away in Glen Iris.

At the next meeting, I noticed Basil had latched onto another-new member and I was able to leave at a reasonable time. In this way, Basil made new members welcome and virtually talked them into becoming Club Alvists. And he made it clear that he was available to help. In between meetings he was usually to be found in his beloved rocking chair, with his pipe and kerosene heater amusing himself and anyone who cared to drop by. And they did just that, mostly to ask for something or sometimes just for a chat, for which Bas was already ready.

The best time for me was to get Basil on to the subject of inventions, for you see, Basil was an inventor himself. I'm sure that they're now long lost, but there used to be two old exercise books with Bas's sketches and drafts of ideas to help win the war. Some of these seemed brilliant to me at the time, although the armed services took no notice, I remember he had a device for attaching to Spitfires for releasing a myriad of aluminium foil squares into the path of pursuing German fighters to confuse them (shades of radar decoys later). Another device ejected primed grenades from the tail which would explode some 8 - 10 seconds later in the area of a following attacker. Likewise, ejector-nets to foul the propellers of pursuers. In discussions, he came up with some great additions to a James Bond car - at that time a Bentley 3 Litre.

Possibly his best idea was the simplest. In the thirties he devised a self-locking nut, which consisted of an angled slot almost half-way through a standard nut. When tightened hard, the slot would close up and nip the nut into the stud threads and the nut could only be released by cutting right through it later. It would never loosen. Basil would not patent the idea, which appeared commercially much later (in the late 40s or 50s) under someone else's name. Similarly, he anticipated the Simmonds and Nyloc nuts by about 20 years with his 'double nut in which a fibre washer was sandwiched into a slot cut almost completely through a standard nut. This fastener could be released but only with great torque.

With all of this you might imagine a trained engineer, but I think he was self taught and a man of little formal education. He was a Tramways bus driver when I knew him, and he seemed content that this was a suitable role in life for him. But he had a great asset - an enquiring mind. He would sit quietly for hours mulling over some problem, and then announce five or six possible solutions, in prioritised order. He even sent to Alvis Ltd. some criticisms of later designs with full drawings of possible alternatives. They wrote back to say that they had taken some ideas on board, but that the low production numbers of the Graber cars did not allow them to follow through on the rest. And so, there was even a little Bowes in some Alvis cars. We owe him much.



ALVIS IN MELBOURNE

*(In 1977 Bob Graham wrote to Mr. Lionel Spencer, previous owner of Regent Motors, Alvis Agents, in Melbourne and asked several questions. Here is Mr Spencer's reply, dated 17/8/77. By then Mr. Spencer would have been in his eighties. ED.)*

Dear Mr.Graham,

I must apologise for not answering your letter previously but my wife and I have been away on extended holidays in Queensland. However, while we were away. I did set out a few points which I am attaching herewith.

With regard to your questions on the first page of your letter:-

- 1 I am a little vague about the history of the Company. As far as I know, it was formed by Mr.(J?) John. According to my information he knew a Norwegian girl whose name was "Alvis", and that is how the name originated. A Mr. Percy Joseland was on the sales side with Alvis in England and came to Australia. He was appointed Sales Manager at Regent Motors. His wife had a daughter, born in Melbourne and he christened her "Alvis". My wife and I met her again in England last year.  
There were several models we handled:-
  - (i) The 12/50 side valve 4 cyl.
  - (ii) The 12/60 O.H.V. 4 cyl.
  - (iii) The Silver Eagle 6 cyl.
  - (iv) The Speed 20.
  - (v) The 4 litre.
- 2 My company secured the agency from Tozer, Kemsley Milbourn Ltd., who had an office in Melbourne, the manager being Norman Marshall.
- 3 We won a great number of sporting and reliability events, i.e. hill climbs, flying miles, etc.
- 4 I do not know any Alvis owners except yourself. Regent held the agency from 1924 to after World War II. Only Sydney distributors and Regent as, far as I know controlled the franchise.  
The first Alvis cars were sold at £695 in England and £695 in Victoria.  
The proportion of cars imported complete was approximately 80%, chassis unassembled 20%.  
Martin & King, in Malvern, carried out body building and built the first fabric bodies in Australia, known as "Alvista". All the iron work came from the Alvis factory. The Pullman body people were very annoyed about this.  
Notable sales:- Victorian Police.  
Front wheel drive cars were imported 1926 (?).  
A very comprehensive stock of spares was carried, which passed to Devon Motors.  
The agency was relinquished because of the high price and also because Regent secured the distribution of Rover cars for Victoria and the Riverina.

Mr. R. G. Hancock was factory representative only and was appointed after Regent secured the distribution. He was a very good friend of mine. He is not still alive, he died about 23 years ago.

I do not know any Devon Motors people. Percy Rodgers was the managing Director, but the company was wound up about 30 years ago.

Referring again to sporting matters, we raced a front wheel drive supercharged Alvis at the Philip Island Grand Prix. The pits were manned with any necessary spares, but unfortunately whilst leading, the car broke down on the furthest part of the track from our pit. As soon as the race ended, the foreman hurried across and replaced the magneto - the make and break spring had broken. In about 5 minutes the car was driven down to ship for transport to the mainland.. That was the only fault.

I trust this lengthy missive will assist you, but I must confess my memory of this very delightful period in my business life is rather vague. However if I can be of any further help, please do not hesitate to 'phone me.

Of course we handled the DKW (German) just prior to the war and did good business with Rover, importing around 1000 cars and 1200 Land Rovers annually. Also we were appointed Australian distributors of Volkswagen; afterwards holding with Sydney 49% of the manufacturing at the newly acquired factory where we assembled 20,000 Volkswagens a year.

I sold my holding and that of my brother to Lombard Banking Co. Ltd. of England, in 1959 and retired as Chairman and Managing Director the following year.

Kind Regards,

Yours Sincerely,

LIONEL R.V. SPENCER.

*(There is a separate page of Alvis-in-Victoria memories of Mr Spencer. It will be published in the next edition of "Alvic". ED)*

## CARS & PARTS FOR SALE AND WANTED

THE CLUB CARRIES A SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

*Enquire about spares to the appropriate SPAREPERSON listed on p.3.*

### CLUB

**CLUB FUNDRAISING VIDEO OFFER.** Scott Goddard, (OneSun Productions, 4/14 Kareela Ave., Noosa Heads, Q.land. 4567, Tel 07 5474 9201 Fax 07 5474 9621 email onesun@email.tc) offers for sale a video showing the 1998 Inaugral Noosa Hillclimb involving 120 cars. \$29.95 plus \$3.00 p&p. He accepts Visa, Mastercard & Bankcard. If you quote "ACCOV" on your order the ACCV receives \$5.00

Three litre and TA 14 spares have been listed and are in the process of being catalogued. Thanks to Alister Cannon, John Ball and David Caldwell. Other models to be completed soon. The Committee has to decide how best to use and disseminate the information.

TD 21 Radiator Grille and surround. Pristine.

TA 14 Headlamp Glass. Worth \$50.00. Kindly Donated by Barry Gough.

### PRIVATEERS

**FOR SALE** Front bumper bar from circa 1949 Humber Hawk. Suit early Alvis 3 litre. \$100. FrankSmith Tel (Adelaide) 08 8264 3488

**FOR SALE** BIG PORT CYLINDER HEADS FOR 12/50. 2 off. As produced by Alvis 12/50 Register, UK. Not machined. Price & details on application to John Newell, 15 Blackett Street Rangiora, N. Canterbury. NZ. Tel/Fax +64 3313 8505.

**FOR SALE** ALVIS 4.3 LITRE DHC. 1936/37. This is chassis 13157 that has been finely rebodied in the Charlesworth DHC design by the people at Vintage Motor Garage. It has done a few hundred kilometres since its extensive restoration. As illustrated in Alvibatics and Alvis Owner Club Bulletin. Full documentation and restoration pictures available for inspection. Serious offers to Sean McSharry: Tel. 02 9958 2765. Fax. 02 9958 0661.  
E mail : seanmcs@ar.com.au

**FOR SALE** ALVIS TA 14.75 BEETLEBACK 1928. Rare car. Concours condition. See Sept. 1998 "Alvic" for an article about the car and its restoration. Fully reconditioned and balanced 6 cyl. OHV engine. Metalled, bronze shells to all bearings. Full flow oil filter. Aluminium flywheel. Cam reground etc. New tyres. Body re-wooded and re-panelled. Full leather upholstery and new carpet. Under 8,000 miles since restoration. Best offer over \$45,000. Interesting unrestored car up to approx \$15,000 taken in part payment  
Eric Nicholl. Tel 03 9754 5412

**FOR SALE** ALVIS 12/70. 1938. Family car for over 30 years. Garaged and in excellent condition. Black duco, red interior. Vehicle is complete with very little work to do. Engine No. 15656 \$15,000 ono. Contact Maxine or Chris Koop. Tel. 03 9783 5698 or 0414 998 618

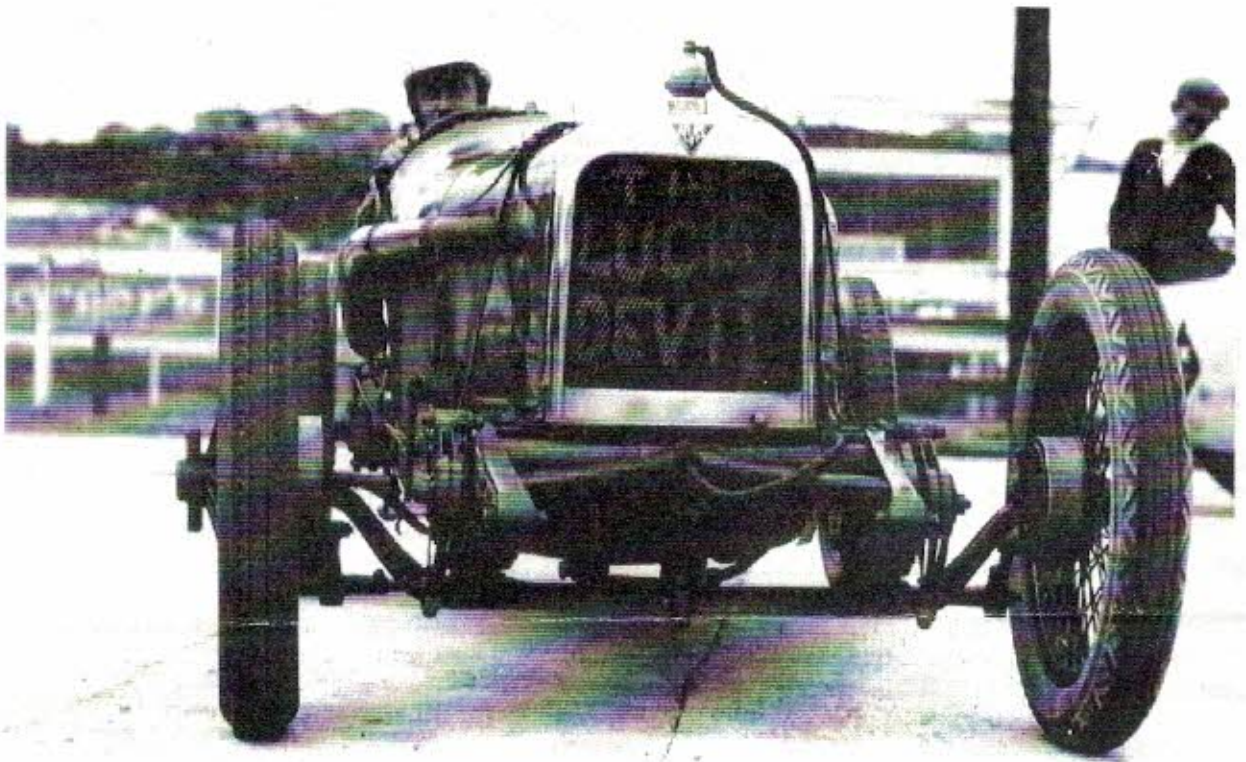
**GETTING IT STRAIGHT** David Caldwell is having trouble rectfying the worn worm and sector gear in the steering box of the 3½ litre and asked at the recent general meeting if it is possible to have the worn sector built up. Bob Graham thought that, in practical terms, that is not possible but considered that the inside of the box itself could be modified in a way that takes up the wear. Any other comments? Letters to the N/L please or comments to David. Tel 03 9729 5821

APRIL NEWSLETTER  
COPY DEADLINE

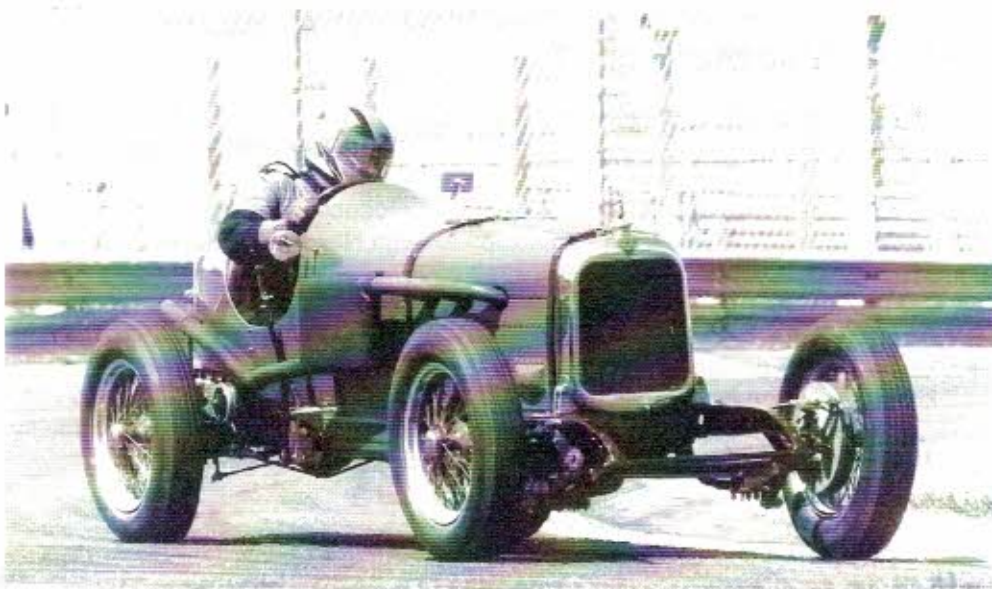
WEDNESDAY

24th MARCH 1999

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*(ABOVE) Phil Garlick's S/C Alvis winning at Maroubra 6/2/26. Phil himself was known as "The Lucky Devil". Photo sent in by FM. From "Half a Century of Speed: Great Australian Motor Sport Photographs from 1905 to the 1950s." by Barry Lake. Distributed by 'Bookworks', Tel 1800 252 116 \$95.95*



*(ABOVE) Geoff Hood's S/C 12/50 racing in 1997 or 1998. Geoff was given the print but can't remember by whom and he does not know the event. Who dunnit?*

*(RIGHT)*

*Bob Graham's famous "Little White Car" (TB 14) under power up Templestow Hill.*

