

THE ALVIS CAR CLUB OF VICTORIA (Inc)

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NEWSLETTER

ISSUE 10

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 month.
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NEW MEMBER

A very warm welcome to Ian Barber, the son of Marcia and the late Bill Barber

Friday 19 November General Meeting

Followed by: JFH's "In The Footprints of The Nazis & The Cold War".

Sunday 21 Nov Wings & Wheels—Lilydale

Aerodrome—11.00am There is a lot of interest in the event. It is suggested that you arrive by 10.30am at the latest. Look for the ACCV banner. Melways Map 274 J11. ACCV space for 10 cars. Chester McKaige organiser 0407 113 516

Sunday 5th December. Xmas Party at the Parkies

38 Nobelius St, Emerald. Melways map 125 G9. No 38 is shown on the map. Look for signs. From 11.00am. BYO meat & drinks. Desert provided.

Friday 21 January. Jan BBQ at the National Aviation

Museum, Moorabbin Airport. Entry is from **Second Avenue** and the museum is on the right hand side at the end of the street. A spit roast along with the choice of two desserts, tea and coffee. BYO wine etc. Time: 7.00 pm onwards. For catering purposes, Chester will need to know numbers no later than Monday 17 Jan. Chester 0407 113516 or after hours on 95571134.

See & hear the Rolls Royce Merlin running!

Saturday 12 February. Macedon Ranges Grand Tour—see brochure inside

DOUGLAS BRIESE

It is with great regret that we note the tragic death of Douglas Briese during his participation in a recent rally in New South Wales.

Douglas was a great supporter of motor sport and campaigned his Speed 20 Special in Historic events at many venues.

To Bev and Peter and his family, we offer our sincere condolences.

ALVALACRITY

"Its brutal but it works" is a description of the 'Bendix' starter motor mechanism. But it doesn't always work. I have recently had two Alvises with dud Bendix drives. On the 12/50 the leading corners of the teeth on the pinion finally became so worn and burred that it would only engage in a sector of the ring gear which never normally was assaulted and which therefore had perfect teeth. I sought advice about having the teeth built up but was advised that no building up and re-hardening would produce satisfactory result. One accidental press of the starter button while the engine was running would produce enough fallen teeth to keep the tooth fairy happy for a week. The answer was a replacement pinion. The Speed 20 had a different problem. Wear of the spline allowed the little spring loaded steadying pin to sometimes find its way into the groove, thus jamming the pinion in mesh. That was sorted out by replacing the pinion and spline with one from an International Harvester truck from the fifties.

But I also took the opportunity to replace the previously-broken-and-welded nose cone of the starter motor with a new casting from the club spares. Unfortunately the new nose cone was about one centimetre longer than the old one so allowing the Bendix spring to stretch further. That spring having been previously tortured by the pinion jamming in mesh, spat the dummy and fractured. Where does one turn to for a replacement Bendix spring for one car and a replacement starter pinion for another? At this point in the narrative it is necessary to ban the Hon Treas. from reading any further. It is essential that he never finds out what is about to be revealed; if he finds out his pride will be insufferable. The awful truth is that both parts came from the one starter motor which came off a Model A Ford.....In a way I guess it is comforting to know that there is out there a gigantic quarry from which it is possible to obtain parts for proper cars! Seriously, though what a pool of knowledge there is. Take a broken bit from an Alvis to an experienced bloke and he will likely say "never heard of it - but, wait a minute, that looks very like a Ford part to me..... come back later after I've had a chance to look in the back shed." No amount of computerization of spare parts data will replace that knowledge and it should encourage us all to tell the editor when we find a "mis-fit does-fit".

JOHN HETHERINGTON

Editorial

I very much appreciate the calls and letters of support in relation to my role as newsletter editor. I accepted a nomination from the floor at the AGM and again assume the role.

It is most appropriate that I thank all those who have contributed to the newsletter in the last year, I have enjoyed my contact with you either in receipt of your articles by mail, phone or face to face, may you continue with the good work.

With the exception of a committee annual revue of the newsletter in November, the issue is now laid to rest and I publish Eric Cunningham's letter to the editor for its comment on recent newsletter articles.

Best regards
John Lang

PRELIMINARY EVENTS CALENDAR FOR 2005

21 Jan	BBQ at the National Aviation Museum at Moorabbin Airport
12 Feb	Macedon Ranges Grand Tour
18 Feb	General Meeting
13-19 Mar	National Rally
24 Mar	General Meeting (<i>note change</i>)
15 Apr	General Meeting
17 Apr	Pub Run to Kilmore
10-13 Jun	Weekend Away
17 Jun	General Meeting

2005 ALVIS National Tour

Date: Sunday 13 March – Saturday 19 March 2005

Only FOUR MONTHS to go!!

Tour Victoria's magnificent high country from the historical township of Beechworth (2 nights), traveling south through the beautiful Kiewa Valley, over Mount Hotham to the thriving village of Dinner Plain (1 night) where we have organised a *thigh slappin, toe tappin, high country* Bush Dance. After a bit of a sleep in, we head off via the Great Alpine Road to the gold rush township of Omeo, thru Cassilis and Bruthen to the bustling seaside township of Lakes Entrance (3 nights). Come prepared for lots of fun and frivolity.

We have had an overwhelming response from near and far.....

BUT...if you haven't signed up yet and still want to come along please contact the organisers ASAP.

The costs are:	per double	per single
Deluxe	\$2000	\$1600
Standard	\$1600	\$1250
Budget	\$1500	\$1200

Please note: The only difference in the levels listed above apply to accommodation, all other activities are the same for everyone.

You will also need to let the organisers know of any special dietary requirements.

NEWFLASH:

Special advance warning for those coming along, we are planning a "pink night" so be warned:

"If you're not wearing pink there'll be a hell of a stink..."

You are only limited by your imagination.

If you have any queries or would like further information please do not hesitate to contact us.

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LETTER TO THE EDITOR

PO Box 105N
CAMPBELLTOWN NORTH
NSW 2560
26th October, 2004

Mr John Lang
Editor, ACCV Newsletter
PO Box 129
GISBORNE VIC 3437

Dear John,

It was with much disquiet that I read your Editorial in the October Newsletter in which you indicated that you were prepared to step aside from the Editor's chair. It was also somewhat ironic that your intentions appeared in a particularly good edition of the Newsletter.

I enjoyed Mike Osborne's description of his Bay to Birdwood involvement in his TA21 drophead coupe (and he has today advised me that his Series 2 TD21 closed coupe, Car No. 26961, has arrived safely from England and, to judge from the photo sent, looks splendid.)

Bob Graham's historical articles on engineering are always interesting and the latest one, on Maudslay, was particularly so as the subject of fasteners is something one takes for granted until it is realized that we would not have any structures without carefully designed screws, bolts, etc. I thought Bob might have concluded his article with a mention of Maudslay's engineering firm branching out into motor car manufacture with a 20hp 3-cylinder car in 1902. This first effort by the Maudslay Motor Co. Ltd. was notable in that its engine had a single overhead camshaft and drove via a 4-speed gearbox to a double chain drive. According to Georgano's encyclopaedia, the next Maudslay was still a three-cylinder but rated at 25hp. The firm continued production until the First World War. In 1923 a prototype 6-cylinder, twin OHC model, the 15/80, was displayed at the Olympia Motor Show but it did not go into production.

Chester McKaige's article on the Buckingham cyclecar was particularly interesting because it made specific mention of "Chota", a car which had me puzzled when I heard of a car called "Chota" being put up for auction in Melbourne after the death of its creator, Bob Chamberlain. "Its creator" may raise some eyebrows, so I shall hasten to explain.

A brief mention was made in the Newsletter for May 1979 that Bob Chamberlain had a Buckingham "in his collection of motoring exotica at Mt. Eliza." But nothing more was heard of this car until his death and the collection was put up for sale. Meanwhile, the late Peter Hull wrote an interesting article on Buckinghams and their successful participation in motor sport in the VSCC Bulletin (No. 173 for Spring, 1987.) All of this fragmented information did not explain how Bob Chamberlain came into possession of what was clearly a very rare car and one with an early association with Alvis.

It was not until John V. Hazelden's book, "The Chamberlain – an Australian Story" came out last year that the puzzle was solved for me. This "Chota" is a replica and this revelation was, at first, a great disappointment until I stopped to consider what a marvellous achievement it was for this amazing engineer to actually create this car to be a driveable replication of the original. I shall let Bob Chamberlain explain in his own words:

Chota Cycle Car

Bob tells the story:

The 1913 Chota Cycle Car is a replica using an original 1913 Buckingham engine. We owned one of these cars when it was new and I learned to drive on it in 1914. At an auction sale of early cars and parts some years ago, I recognized a Buckingham engine as either the one from our early cycle car or at least it is a similar engine. Not many of these 1913 models were built. The engine I brought is number 39 but as registration records do not go back far enough, I can not be sure that it is actually our old engine – it probably is. After buying the engine I decided – perhaps for sentimental reasons – that it would be interesting to build a replica of the original cycle car. A very detailed description and good photos were available from motor journals of the period and the machine is of simple construction using chain and belt drive. The original cycle car was built without a differential and had a poor design of gearshift. I decided to get the maximum enjoyment out of driving my replica car and I improved these features. In all other respects the machine is similar to the original 1913 car. Road performance is very good and this little car is very pleasant to drive except when it is cold or raining.

This explanation, by the builder of this replica "Chota", is at odds with the statement made at pages 65/66 of the second edition of Hull & Johnson's "The Vintage Alvis" wherein it is stated, "In 1987 the Australian owner of the surviving Chota described the transmission as 'crude beyond description.'"

By an extraordinary coincidence, another of Bob Chamberlain's remarkable creations, the Napier racing car, "Samson", is featured in the current issue of "Unique Cars" (No.240) and, like "Chota", is now housed in Peter Briggs' museum in Western Australia.

Both of these Chamberlain cars serve to inspire one that it is possible, given that the brains, money and perseverance are available, to bring to life again important motor cars of the past. If all the bits are not present, but there is sufficient on hand to replicate the necessary parts to complete the whole car, it is feasible to bring to life again a racing car, especially a famous one, for present and future generations to marvel at.

My thanks to Chester McKaige for his timely article and my hope that you continue in the role of Editor of the Club's Newsletter.

Eric Cunningham

THE STEAM ENGINE

Thomas Newcomen was a Derbyshire man who invented the steam engine (or atmospheric engine) in 1712—I think. It was a most inefficient device, but coal miners in Wales used many of them to pump their deep shafts dry. It consisted of a steam boiler, a large diameter cylinder with a neat fitting piston, a rod from the piston to one end of a rocking beam and from the other end of the beam, more rods and chains went down to the pump.

It functioned by introducing steam under the piston which was raised to its top position while the pump rods were lowered. With the piston held at the top, the steam supply was shut off and water was introduced into the cylinder to condense the steam to water, so creating a vacuum. Atmospheric pressure then pushed the piston and rod down and the pump rods up etc. And so on.

Now James Watt comes into the picture. James Watt was a very clever man, largely self taught who worked at the Glasgow University calibrating instruments. About 1763 he obtained a working model of the Newcomen engine and set it to work. He soon saw its short comings but it took him over a year to work out how to overcome these which he did by exhausting the Newcomen cylinder to a separate condenser in order that the cylinder and piston were not alternatively heated and cooled.

This was a huge improvement in efficiency. Watt went further by introducing steam on the top of the piston on the down stroke so that it became double acting. The next step was to introduce a crankshaft above the piston to obtain rotary motion. This engine was the driving force of the Industrial Revolution.

James Watt joined Mathew Bolton of Birmingham in 1775 as a partner and for a quarter of a century they had almost a monopoly supplying about 500 engines to the rapidly growing industry in England. This was when Mathew Bolton made his famous remark to King George III "I sell, sire, what the whole world wants, POWER."

Bob Graham

MORE ON MAUDSLAY...

Bob Graham's piece on Henry Maudslay prompted me to put together a few lines on one of Britain's lesser-known marques, produced by Henry's grandsons.

At a motorists' lunch in the UK recently, the arrival of an Edwardian roadster was accompanied by a very un-Edwardian rorty exhaust note and a flurry of stones as it was flung around the last corner. Its large circular radiator announced that it was a Maudslay. On further inspection it proved to be a 1910 "Sweet Seventeen", so named for its sweet-running overhead camshaft four cylinder motor. Displacing 3308 cc, the "17" featured an overhead cam that was mounted on a platform which could, with the removal of one bolt at each end, be swung downwards to allow access to valves and valve springs, without disturbing the timing. Clever!

This engine also featured full pressure lubrication to all crankshaft and camshaft bearings, installed in Maudslay cars from 1900 when most were still relying on drip feeds, sight glasses and Divine intervention for lubrication.

To carry on where Bob Graham left off, Henry Maudslay's company extended themselves from making precision machine tools to the manufacture of steam engines at their works in Lambeth, London, one of which was installed in a steam carriage of their design in 1835. They also built many internal combustion marine engines.

Under the control of Henry's son, Walter, Maudslay Son & Field ceased steam engine manufacture in 1900. From 1903, and joined by sons Cyril and Reginald, Maudslay built passenger cars of very high quality and with glimpses of novel design – although the cars were to retain final drive by chains long after most others were using shafts and differentials. The first car, a 20 hp 3-cylinder designed by Alexander Craig, featured pressure lubrication and an overhead camshaft.

The range was expanded to include a vast 9.6 litre 60 hp "six" which sold from 1904 to 1909, when most likely its sales were eroded by the "Silver Ghost" Rolls-Royce, despite its adoption from 1906 of the distinctive circular radiator made famous by the highly-regarded Delaunay-Belleville marque.

The "17" which so impressed me was driven off at the end of the get-together with great verve, its exhaust crackling off into the distance as each of its high gears was engaged. Its owner declared the car still good for 80 mph, with or without his belly full of Riesling.

Maudslay devoted themselves to building quality commercial vehicles after WW1. A handsome bus made in 1936 served as transport for the entire wedding party at the recent marriage of motoring historian and writer Nick Baldwin, who enthuses over the marque. The name disappeared from the list of manufacturers as recently as 1957.

Bruce Lindsay

The Missing Edinburgh Police Car
Chassis No. 14487, Registration No. BSC310
by Frank Mornane Part 1

After owning a 4.3 Alvis several years ago I changed marques, acquiring a vintage Bentley, but still found myself hankering after another Alvis.

While talking to Dale Parsell on a VSCC rally to Tasmania in 2000 he told me of a Speed 25 for sale in Sydney. This interested me and I asked my son-in-law, who resides there, to look at it. After his inspection he commented "You won't like it -it's awful!"

On a subsequent visit to Sydney I looked at the car myself and fell in love with it, recognizing it as a Cross and Ellis 4 door tourer-a real "barn find".

The body was complete and the guards looked OK but the car had been out in the weather for years and all the timber needed replacing. The hood frame was visible in its curved recess over the back seat while the windscreen and radiator shell were sitting inside the car. The upholstery was missing, exposing the inside of the aluminium doors and it was there that I sighted the Cross and Ellis body number-31025. The doors themselves looked fine but the rear of the car and boot lid were damaged and the internal plywood lining of the car was water damaged.

The wheels looked to be in good order, but there was no spare or spare wheel cover. The car possessed a complete set of instruments but these were also damaged.

The engine had been dismantled and the crankcase, block, cylinder head, crankshaft, rocker gear, flywheel and manifolds were all that remained. These components were on the ground in front of the car and were rusty and in a sorry state.

Missing parts included the clutch and housing, sump, rocker cover, distributor, oil pump, water pump, generator and starter motor.

Items missing from inside the engine included pistons, rods, camshaft, valves, timing chain and gears. Also missing were the carburettors, air silencer and fan assembly.

This looked like a real challenge so I bought the car and had it transported to Melbourne.

I then faced the daunting task of trying to find either another Speed 25 engine or the missing components. One evening at the monthly Alvis meeting I asked Bob Graham his thoughts on my chances of getting a Speed 25 engine. He replied "Buckleys". As luck would have it, six months later Peter Briese attended Winton Historic Race Meeting and met Roger Ealand from northern N.S.W. Roger is an Englishman who settled in Australia and bought a property at the foot of Mt. Warning near Murwillumbah which he runs as a luxurious 5-star resort. He brought his Speed 25 racing car out from the U.K and races it regularly and also organizes the annual "Speed on Tweed" event.

While talking to Peter, Roger happened to mention that he had a spare Speed 25 engine for his racing car. Peter contacted me and gave me Roger's details and I then telephoned Roger and explained my predicament. When he heard that I had an original Cross and Ellis bodied car he agreed to sell me the engine.

Without delay I jumped into my ute and drove the two and a half day journey to Roger's property, situated in a stunning location adjacent to Mt. Warning National Park, a World Heritage park of tropical rainforest. I wished I had more time to spend there but after loading the engine onto my ute with the help of Roger's crane, I drove straight back to Melbourne, arriving in time to attend the Alvis meeting and show the engine to the stunned members.

This engine was still incomplete. It was missing the cylinder head, carburettors and fan assembly

so I still had a job ahead of me. I combined the parts from the purchased engine with the original crankshaft and crankcase. I purchased triple carburetors from David Rodd from his 3.5 litre which he had supercharged (article in AOC Bulletin No.475, May/June 2002 pg 212). I obtained a starter motor and spare wheel from people in Caulfield who had previously owned a Speed model and I acquired various parts from Paul Chalayer, Dale Parsell, Bob Graham and from the Club Spares.

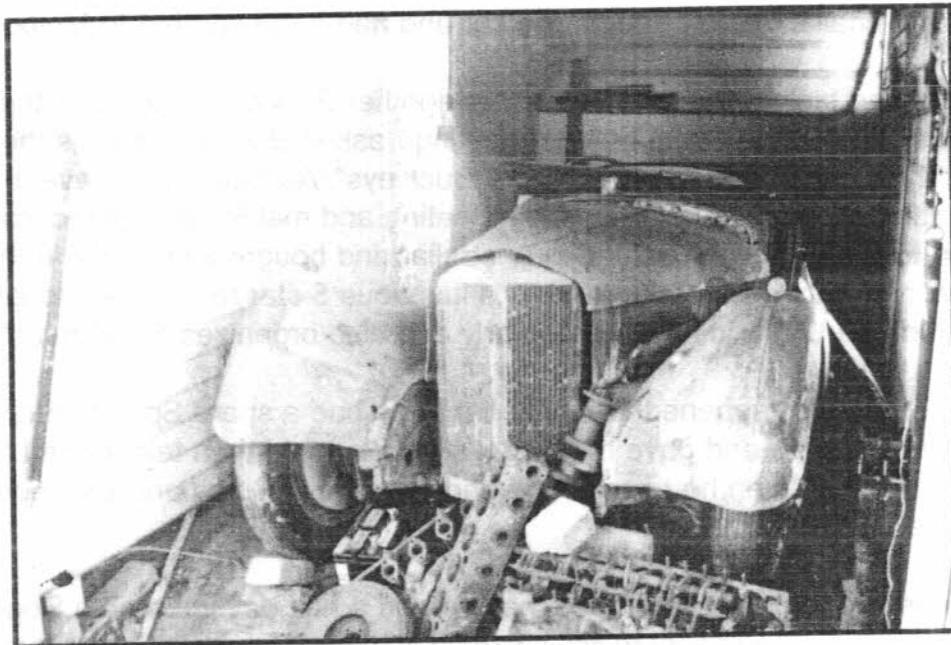
I knew the engine number of the car (14950) and the body number and was keen to discover the chassis number and original registration number. I had a copy of "Alvis Speed Models in Detail" so I wrote to the British author, Nick Walker, asking if he could help me. He contacted Nick Simpson from Earley Engineering in the U.K who wrote me a very helpful and enthusiastic reply in which he suggested that my car was the missing one from the batch supplied to the Edinburgh Police Force in 1938. He told me where to find the chassis number on the car (on the bulkhead). It was 14487 and confirmed that this was the missing Edinburgh Police Car. There is a picture of it in Kenneth Day's book "Alvis, The Story of the Red Triangle" 1st edition on pg 229. The registration number was BSC 310.

Chester and Sally McKaige visited the "Red Triangle" in December 2003 and obtained a copy of the car record for me . It was "despatched to Messrs. J.H.Galt Ltd of Glasgow on 20th November 1937 (for the Edinburgh Police)".

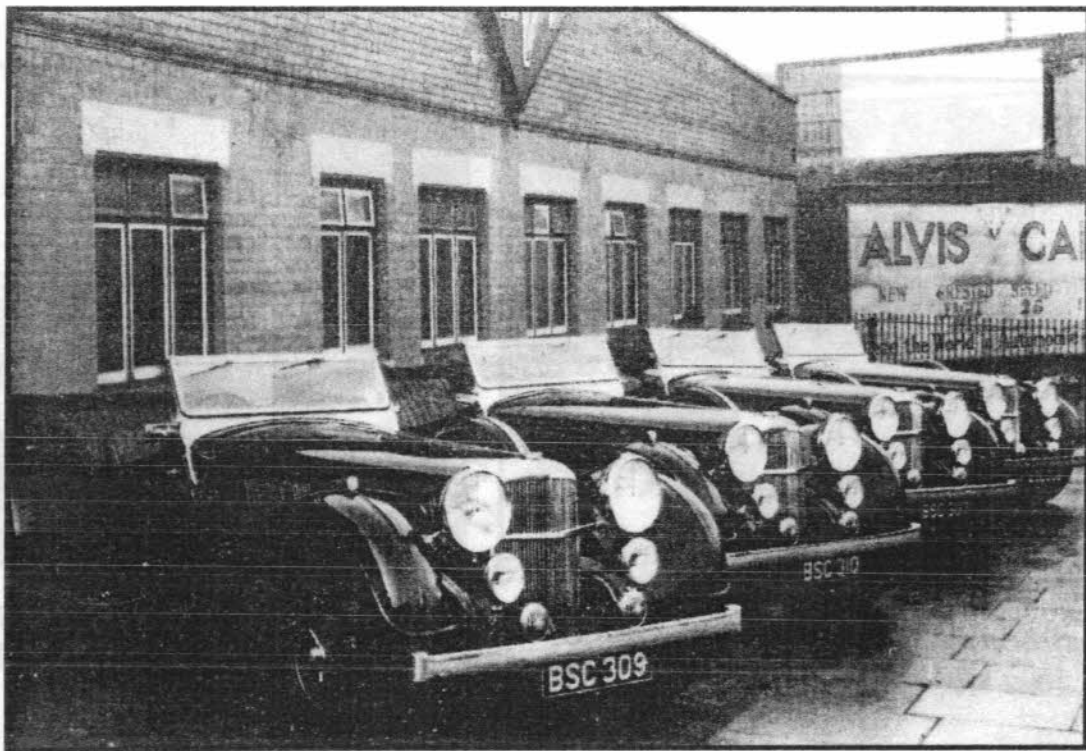
The car went out of circulation and probably came out to Australia in the 50s. It changed hands a few times and was known in this country as the "Andrews" car as this family owned it for 20 odd years but did nothing with it.

Armed with the car, the parts, and this information, I was now ready to begin the restoration.

Part II "The Restoration" to be Continued.



The car as I found it in Sydney.



My car is the second one, registered BSC 310

CAR RECORD

MODEL S.B.25/63 CHASSIS NO. 14487 CAR NO. 19014
 WHEELBASE 101 4" FRAME PART NO. N 16210 LIST NO. 777 SPRINGS LIST NO. 779
 FRONT SPRINGS O.S. PART NO. N 14558 COUVE LETTER A MAKE Woodhead
 FRONT SPRINGS N.S. PART NO. N 12193 COUVE LETTER C MAKE "
 REAR SPRINGS O.S. PART NO. N " COUVE LETTER " MAKE "
 REAR SPRINGS N.S. PART NO. N " COUVE LETTER " MAKE "
 SHOCK ABSORBERS TYPE Luvax STEERING MAKE IZOMIRIA MAKE NO. 17/218184
 RADIATOR PART NO. N 18074 MAKE NO. C/95988 METROL TALK. PART NO. N 14195
 LUBRICATING SYSTEM TYPE Luvax Rijur SILencers MAKE Blundell-F, No. Burgess-R 791

Steering Make Marles.

ENGINE NO. 14950 LIST NO. 772 LAMBERTS MAKE S.U. TYPE 14790 (3)
 DYNAMO MAKE Lucas TYPE C.5.H.V. STARTER MOTOR MAKE Lucas TYPE K.45
 MAGNETO MAKE B.T.H. TYPE JD6.D5. NO. 7H535906 CABLE MAKE TYPE
 DISTRIBUTOR MAKE TYPE CLIFTON LIST NO. 756

GEAR BOX NO. 1927 LIST NO. 766
 SPEED GEAR DRIVEN N 12845 TYPE 14 DRIVEN N 12878 TYPE 24
 FRONT AXLE LIST NO. 675 TRACK 4' 8" REAR AXLE LIST NO. 703 TRACK 4' 8"
 PENION & DIFF. UNIT PART 4.1. LIST NO. 761 PROPELLOR SHAFT MAKE Hardy Length 34.2"
 WHEELS MAKE Dunlop SIZE 19 x 3.25 TYPE OF RIM Spicer Central Nut
 TYRES MAKE Dunlop SIZE 19 x 5.5. INSTRUMENT PANEL TYPE K.16611.
 BATTERY MAKE Lucas TYPE SLTR15E PETROL PUMP MAKE S.U. TYPE L.

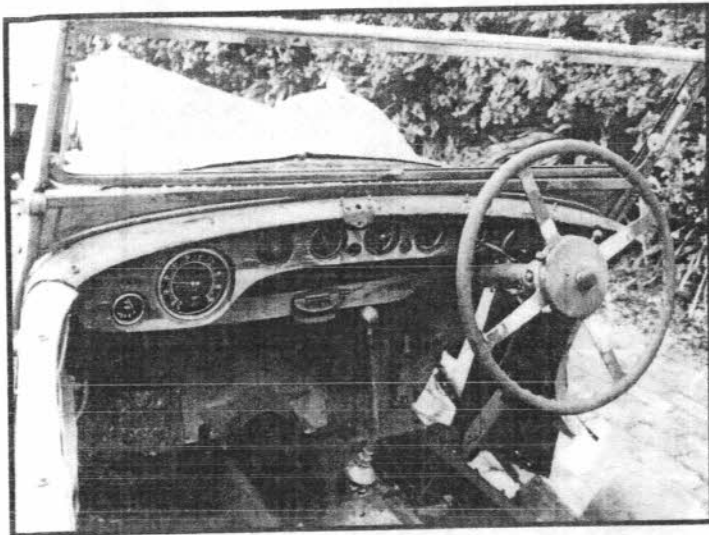
BODY PARTICULARS

TYPE OF BODY "SPEED 25" FOUR STR. SPORTS COLOURS BLACK
 MAKE CROSS & ELLIS LTD. KEYS NO. 31025 SAFETY GLASS MAKER
 PAT. LAW NO. SCREEN DRIVING WINDOW REAR DOOR
 OTHER BODY PARTICULARS STANDARD DARK GREEN LEATHER 12/38.
 WINGS, WHEELS & HOOD - BLACK.
 LATEST TYPE BRAKE DRUMS FITTED (LARGE).
 THE SERVO MECHANISM NOT REQUIRED.
 NUMBER PLATES B.S.C. 310 SUPPLIED AND FITTED.
 (CORNERCROFT - REAR) (ALVIS - FRONT).

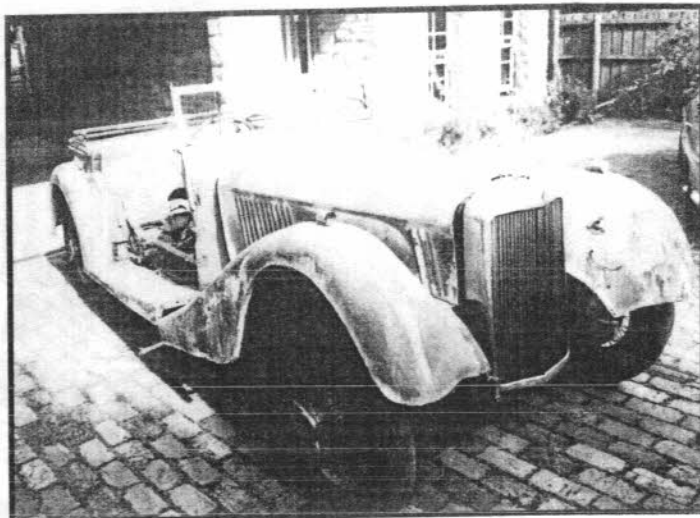
REMARKS

DESPATCHED TO MESSRS. J.H. GALT LTD OF GLASGOW ON THE 20TH. NOV. 1937.
 (FOR THE EDINBURGH POLICE).

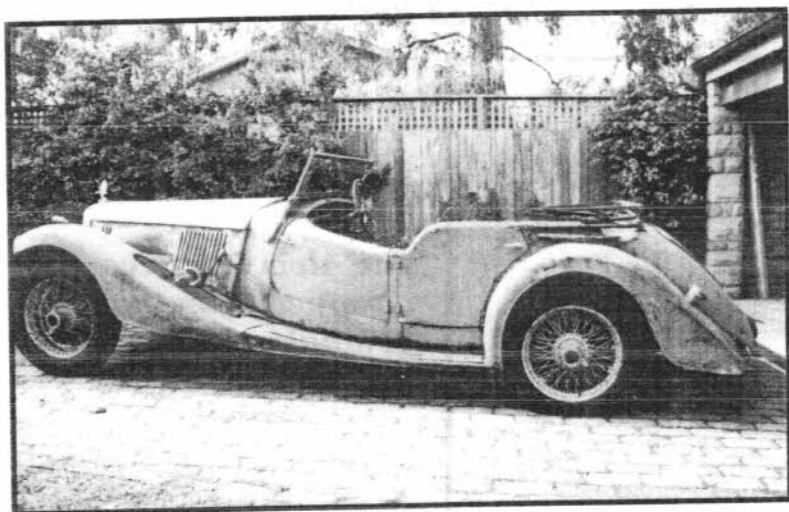
**The Alvis Car Record
 obtained from the Red
 Triangle.**



The dashboard. All the instruments were in a sad and sorry state.

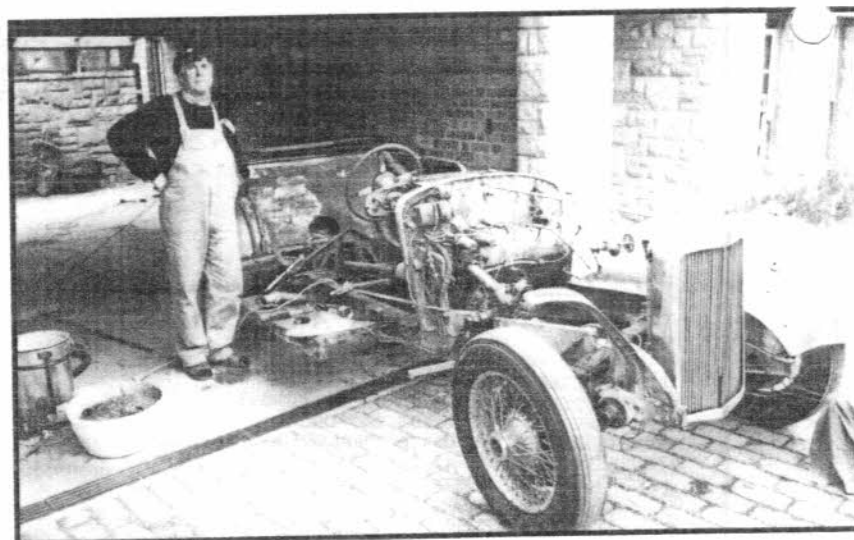


The Alvis at home after having it delivered from Sydney.



A loose fit to see that all is complete prior to removing the body.

The day the body was removed. Note the amount of dirt that has been collected in the bucket.



THE "BILL BARBER PRIZE"

To all the contributors to the newsletter and to all who in the next twelve months will contribute to the newsletter, you will be in the running for the "Bill Barber" Prize.

Marcia Barber is delighted with the idea as it is a fitting ongoing tribute to Bill who was renowned for his quit wit and turn of phrase.

The newsletter editor eagerly awaits your contribution.

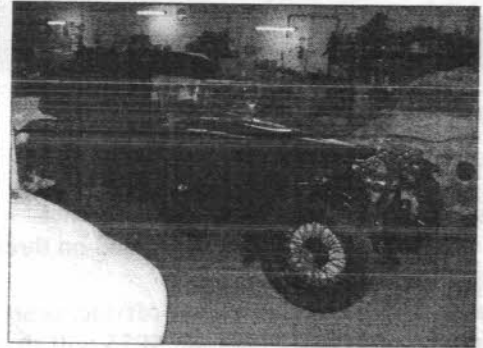
Please note:

The last membership renewal form asked you to tick a box if you did not want your name on a membership list to be distributed within the club. No one ticked the box. Shortly the membership list will be published and circulated.

SWAP, BEG, BORROW or STEAL

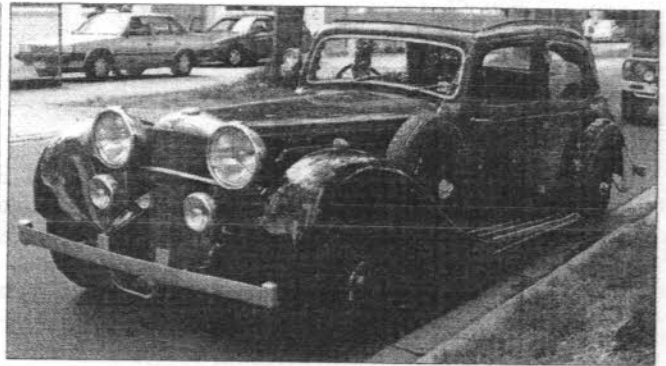
FOR SALE

1932 SA Speed 20 drophead. Full ground up restoration.
Around \$200,000
Contact Historic & Vintage Restorations (03) 9877 0666



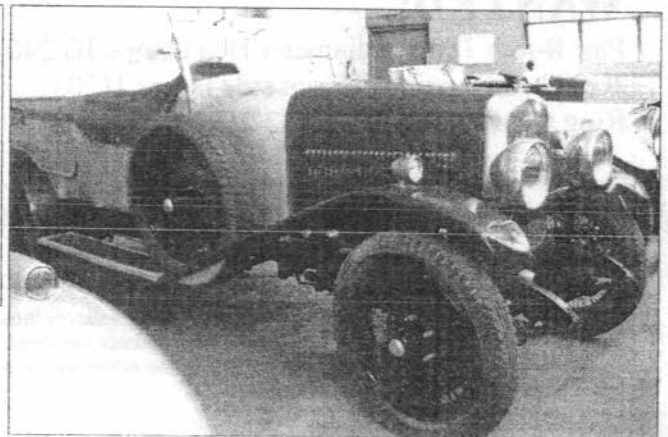
FOR SALE

1937 SA 4.3 litre Saloon by Martin & King
Car # 18890
\$90,000
Ring Paul Chaleyzer (03) 9877 0666



FOR SALE

1928 Silver Eagle
Chassis # 7462 Engine # 7966
Well known club car, properly sorted.
\$65,000
Ring Geoff Hood (03) 9842 2181



FOR SALE:

1937 12/70 Alvis Sedan.

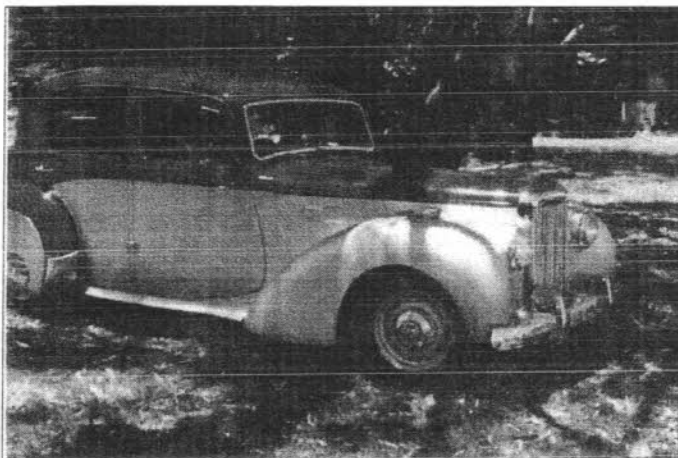
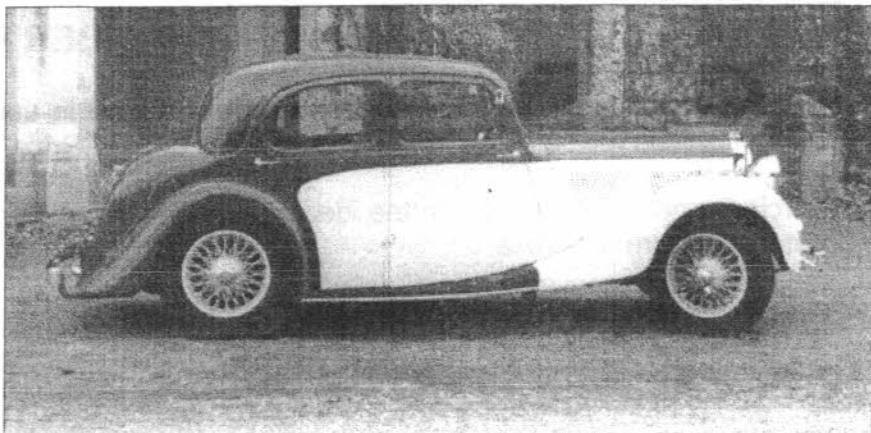
Grey and white. Mechanically checked over & in good order. New rings fitted. Fully registered, completely re-trimmed, re-painted and re-chromed. Under 1000 miles since work carried out. 12 months full Victorian registration

\$33,000 ONO

and

Good petrol tank for a 12/50 \$150

Contact Eric Nicholl (03) 9754 5412



FOR SALE:

TC 21 formerly owned by Barry Turner as featured in October 2003 Alvibatics. Rego ADD45V. Red over silver \$20,000 ONO. Patricia Turner 02 6361 7739 or mob 0404 466 881

WANTED:

Rear brake cross shaft for a late 12/50. Can swap for an early two wheel brake car.

Dale Parsell Tel (03) 5968 5170

or dparsell@ozemail.com.au

WANTED:

SP 25 Hand Brake lever arm

Generator louvred band to cover brushes

2 x 1/2 Ball and wing nut as located on threaded brake rods

Pass light Glass--2 of

Gear Box mounting brackets--offside, nearside and rear

Likely, models other than the SP25 will share the componentry.

Cheers, Michael Lavender, NZ Alvis Club

Call Collect 0064 33255704 (New Zealand)

FOR SALE:

1928 Alvis SWB FWD supercharged. Car # 11982 Engine #7653 . Rolling chassis.

Engine restored some years ago. Front splines worn. No Body, radiator surround or bonnet.

Originally carried a Le Mans 2 seater.

\$30,000

Call Graeme Cooke (03) 51271401

FOR SALE

ALVIS TD21 2-door saloon by Park Ward. Chassis & Engine # 25996. Body # 18025. One of 783 built. 11 in Australia. Car suitable for restoration, straight body, good interior, pretty polished woodwork. Very original. Factory extras include sun roof, front disc brakes, wire wheels, original radio. Engine, gearbox, radiator, brakes & tank not fitted but with car. A/H manual gearbox. Comes with new water items, extra 4 outstanding Alvis wire wheels and most history since day 1. Unfortunately, spinal problems dictate selling. Price \$9500. Contact Robert Penn Bradley, phone (02) 6386 4348 or fax (02) 6386 4349

WANTED:

Pair Bosch 10 inch diameter Headlamps JG 240 or JG280 and a pair of Bosch side lamps J120.

Ring Geoff Hood (03) 9842 2181

WANTED:

For a 12/50

Crown wheel and pinion 4.55 ratio.

Ring Rob Sands (03) 9534 5957

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

John Langed

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