

# *The Alvis Car Club of Victoria (Inc)*



*July 2004*



## *Sensational!*

*Another new car in the club!*

*Ian Parkinson has bought the ex Dale O'Sullivan SP20*

## ALVALACRITY

We need not go into detail as to why Donald Rumsfeld is currently often in the media spotlight; this is after all, a family publication. But one of his recent sayings is a (non political ) gem: "As we know, there are no known knowns. There are things we know we know. We also know there are known unknowns. That is to say we know there are some things we do not know. But there are also unknown unknowns, the ones we don't know we don't know." I suppose he could have said "we don't know what the future holds" but he would never have been quoted if that is all that he had said! I wonder whether his need to labour the point says something about his inability to foresee what may lie ahead, whether it displays a certain lack of imagination..... It is difficult to think that someone with all the abilities of, say, Capt. G. T. Smith-Clarke would have got bogged down in such a tortuous sequence of words. His address to the Automobile Division of the Institute of Mechanical Engineers, reproduced in full in Ken Day's "The Story of the Red Triangle" is the product of much greater clarity of thought. An Engineer needs to have the imagination to see where the products of his efforts fit into the greater scheme of things and to recognize the boundaries of his creation. But he also has to acknowledge that segments of the boundary are rigid and other parts more flexible. He will never know in advance in which direction he at a later date or someone else may develop his idea and design. He must provide certainty now while allowing for flexible future development along perhaps untrodden paths. Ken Day has it that Smith-Clarke's first contact with T. G. John was to tell him that the 10/30 was "a badly designed car". The story may or may not be true and the bad design may or may not be true but Smith-Clarke's abilities as designer, inventor and engineer qualified him to make such a comment and it is understandable that such stories would surround a creativity such as his, even when he was young. In later life of course S-C showed that he was a near genius in his design of the magnificent six cylinder Alvis cars of the thirties but it was not just in automotive engineering that he excelled. He was interested in and designed equipment for use in astronomy and radio broadcasting then in the forties he turned his attention to matters medical, designing an "iron lung" with which to keep alive polio patients unable to breath spontaneously. Then there was the respiratory ventilator whose direct descendents are in daily use today in every operating theatre and every intensive care unit in the world. He designed a mechanism to permit rapid sequence X ray pictures to be taken. His machine, moving heavy glass plates each the size of an A3 sheet and shrouded in lead envelopes, reached a speed of 12 pictures in and out of the machine in 12 seconds which is slow by the needs of today's CT and MRI scanning. The high speed machines that produce detailed modern pictures require mechanisms working to the same principle though they move receptors of much smaller mass. Fifty years on and the "known knowns", have encompassed the "unknown knowns" and are knocking on the doors of the "unknown unknowns". That distinguishes a true engineer from the mechanics and Rumsfelds of this world.

JOHN HETHERINGTON

PS Why do the drive pins on my Speed 20 wear out so quickly? Is it a Rumsfeld design?

## OUT & ABOUT!

**Stuart Macdonald's** knee operation has been delayed for a few weeks. The nurses have time to plan their defence!

**David Seath** advises that his TB21 is under a full restoration and will be sometime before it is seen back on the Castlemaine roads.

**Roy Henderson** is in Cabrini having consulted the hospital's plumber. Will be back on his feet soon.

Was good to catch up with **Ron Allen** at Maldon during the Castlemaine Capers.

**Rob Graham** advises that the Peugeot Car Club is about to produce a calendar and commented that once again we in the Alvis Club as with The Alvis set the trend.

Rob's gem is:

*I once thought I had a friend,  
Who turned out in the end to be in the end  
The southern most part  
(as I feared from the start)  
Of a horse with a northerly trend*

# THE ALVIS CAR CLUB OF VICTORIA (Inc)

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VOLUME 43

July 2004

## NEWSLETTER

### ISSUE 6

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.

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

## SUPPER the HETHERINGTONS

**16 Jul** General Meeting

**18 Jul** Rob Roy Hill Climb  
Morning tea at the Tonkins 10.00am, Rob Roy Rd, Smiths Gully, please ring 9710 1465 by 16 July if you are coming.

**17 Oct**  
Day run to Yaringa Harbour, Sommersville  
17 October 2004.  
Meeting place Wattle Park Golf Club,  
Melways ref Map 60 J3.  
Time: 8.30 am for 9.00am start.  
Morning Tea is at The Berwick Old Cheese Factory.  
Devonshire Teas  
Cost: \$6.60 per head.  
Lunch: Yaringa Cafe situated in the Yaringa Marina,  
Sommerville.  
Lunch is from the restaurant's ala Carte menu.  
If you wish to come, could you let Chester McKaige  
know by 10th October  
Phone: 0407 113516 or after hours 95571134

**5 Dec** Xmas Party at the Parkies

A very warm welcome to new member  
**Bruce Lindsay**, who does not yet have an  
Alvis but is looking.

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## THE CAR'S THE STAR

Motor cars figured in cinema films from the earliest times with the big names such as Laurel & Hardy, Charlie Chaplin starring along side of "Tin Lizzies" or other early vehicles. Post WW2, car chases made famous films such as "Bullet" ( Steve McQueen in Mustang) and "The Italian Job" ( Numerous stars and Minis). However, one earlier film that was to create a great deal of interest in older cars was the 1952 production, "Genevieve" made by Elstree Studios, England. The film personified the idea that individual cars had character as well a simple use as transport.

The two legged stars were John Gregson and Dinah Sheridan with a 1904 Darracq joined by Kenneth More and Kay Kendall in a 1905 Spyker. The two drivers were a contrast; the quietly spoken Gregson for ever being upstaged by the flamboyant and supposedly successful ladies man, More. The two cars were just as different with the diminutive two seater 12 HP Darracq contrasted against the 4 seater, 4 cylinder Spyker.

Our stars were part of the annual London to Brighton Rally, commemorating the abolition of punitive speed limits on motor vehicles over 50 years earlier. Would you be happy if you had to have a man walking in front of your car with a red flag? The early part of the film sees our cars, plus over 30 more veteran vehicles, making their way on the 80 km trip down to Brighton. Close co-operation with the Veteran Car Club and use of real live footage of the 1952 rally produced an authentic setting to the story as the two couples travel to Brighton, where hopefully they will party and make an easy trip back the next day.

Gregson's Darracq is not without problems, so he arrives late and his wife has to discard her special outfit. Added to this, they can only find accommodation in an attic room— directly across from a clock tower! The rivalry between the two men is not restricted to the interest in their motor cars. Gregson suspects that More has enjoyed more than just a successful rally prior to his marriage. As it turns out, More's exploits on the female front have all been unsuccessful!

The evening dance features a scene in which the shapely Kay Kendall takes up the trumpet to play with the band, much to everyone's surprise. After two numbers, she collapses due to her alcohol intake, so that spoils yet another More night in Brighton.

The following morning sees the two men entering a wager over which car will get back to London first. Gregson, strapped for cash, unwisely stakes his beloved "Genevieve" on the race. The contest was eventful and becomes a question of "no holds barred" as the two drivers try to outwit one another. Two Police motorcyclists figure in half a dozen incidents

More's Spyker looks to be the winner as the two cars enter the approach to Westminster Bridge, the finishing point. Gregson loses his advantage by allowing an elderly man, an ex Darracq owner, to engage him in conversation at traffic lights. However, the positions were reversed as the Spyker gets boxed in by traffic. Within sight of the finish, Genevieve blows a tyre, loses a rear wing and discharges a variety of parts and oil on to the roadway. All looks lost until the Spyker's tyre gets caught in a tram rail, taking the car off the proper route. As John Gregson and his wife stand by their stationary car, Genevieve assumes a spirit of her own and rolls the remaining 50 yards on to Westminster Bridge. Their opponents join them in celebrating the conclusion to their totally illegal run.

In real life, Genevieve was owned by a Ford dealer, Norman Reeves and I can recall seeing the car displayed in the company showroom in Watford. An offer of about \$5000 saw the car going to a new owner in New Zealand but I do not know if it remained there.

Much of the filming was done in the South West Hertfordshire district where I lived. As a result I can say that many of the scenes supposed to be on the London to Brighton Road were filmed on the other side of the capital, so as to be close to the actual studios. Incidentally, Gregson did not possess a full driving licence and the Police turned a blind eye to his car lacking L plates. Neither car actually broke down throughout several weeks of filming.

Watching a video copy of the film recently, it was still as good as ever: no sex, no swearing and no violence. Only the delectable Kay Kendall came anywhere near to challenging the real star, Genevieve.

Mike O

L to R;

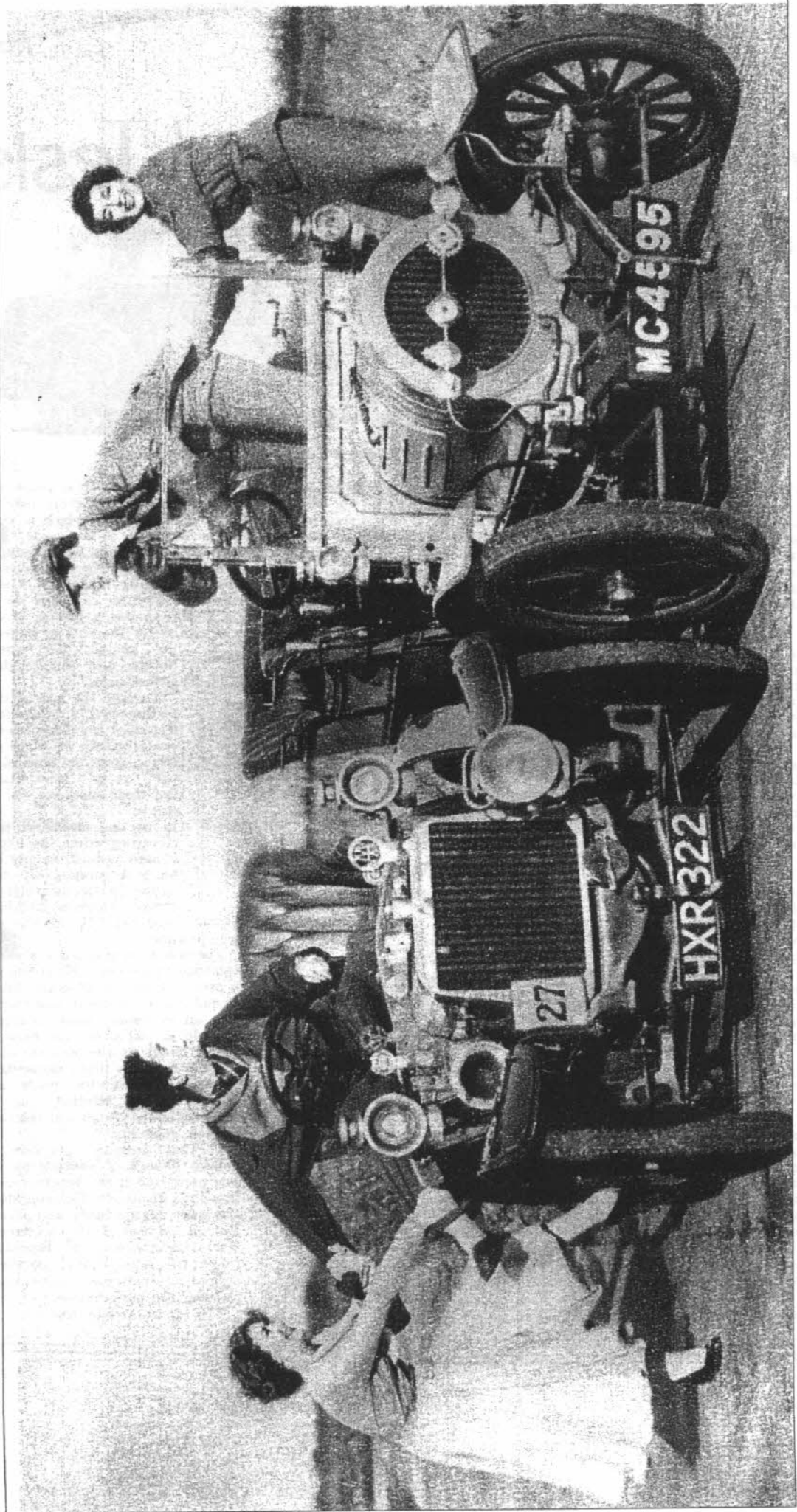
Dinah Sheridan, John Gregson,

Genevieve,

Spyker,

Kenneth More,

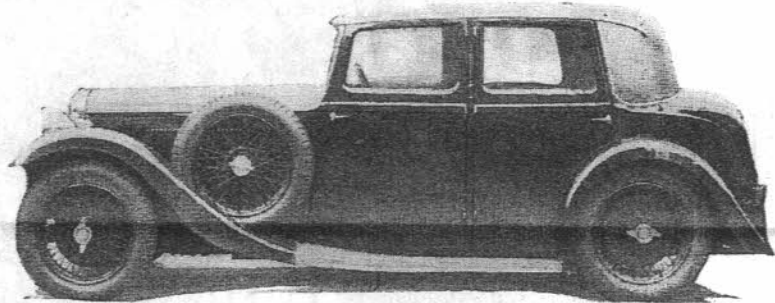
Kay Kendall



# The Autocar Road Tests

No. 866 (Post-War Series)

## ALVIS SIXTEEN FOUR-LIGHT SALOON



*Well-built and Comfortable Car With the Performance of Its Breed*

CERTAIN cars there are with which one associates the phrase, "There's good stuff in a So-and-so," and the Alvis has every claim to be included in the list. Their models have been evolved through the fire of testing on road and track, but, even more than most, the standard cars have allied performance with sturdy build, efficiency with tractability and long life.

The Alvis Sixteen is the latest development of the range, a model introduced since the last Olympia Show, and it is well up to the front of modern design in employing a relatively large engine in a relatively small chassis. The Firefly chassis is used, with a 9ft. 10in. wheelbase and a 4ft. 4in. track, which yet gives ample scope for a roomy and comfortable body, and basically the Silver Eagle 2,148 c.c. six-cylinder engine, which is too well known to need any introduction. Refinement is added by the adoption of the gear box used on the Speed Twenty models, a unit employing a synchromesh mechanism for all four gears, and with double helical pinions for second, third, and constant mesh gears.

Thus is the basis laid for a car of uncommon merit, and so it proves itself on the road. The first thing which makes itself apparent in manoeuvring out of a narrow street is the excellent driving position. The steering box is mounted in such a manner that a raked column does not bring the steering wheel into close proximity with one's thighs, but there is plenty of room all round.

The seats are, of course, instantly adjustable, and the seat backs are high enough to provide just the right amount of support. It might be mentioned that the steering column is not central in relation to the driver, a point which worries some people, but which to others, indeed to the driver in question, proves not at all obtrusive. The

steering is reasonably high geared, and it is possible to swing the steering on to full lock without more than the initial shifting of one's grip on the wheel—which is by no means as easy on many modern cars as it sounds.

The visibility from both the driving and the passenger's seat is also at once noted to be better than the average. The driver can see both wings easily, and even a short passenger, by leaning forward slightly, can also see the full width of the car. This promotes a feeling of confidence in traffic, soon enhanced by the willing power of the engine, the smooth brakes, and the delightful gear change.

To take the last of these features first, a rapid change if desired has always been a characteristic of Alvis gear boxes, from the days of the old "12-50" (and what a car that was—nay, is) onwards. A clutch stop used to be one means of rapid changing, while the expert, if hard pressed, merely held his foot permanently down on the accelerator pedal and moved the lever with lightning rapidity to the next gear position.

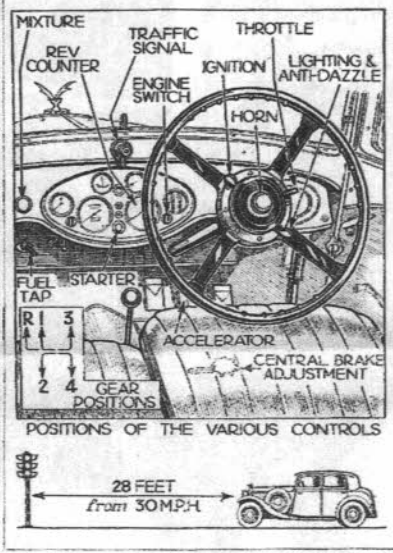
The new Alvis gear box is a worthy successor to the old. No clutch stop is provided, but on all gears, first to second, second to third, and third to top, an extremely rapid change is possible, as fast as one can move the lever, though on the occasion of the test the foot was lifted momentarily from the accelerator while such changes were effected, in the interests of the clutch and the transmission generally.

For all ordinary purposes the normal change. "waiting for it" was used, and if the synchromesh is brought into use for changing down, the gears engage easily and silently. But in certain of the acceleration tests undertaken on Brooklands track, the rapid change possible if desired was extremely useful for increasing the performance.

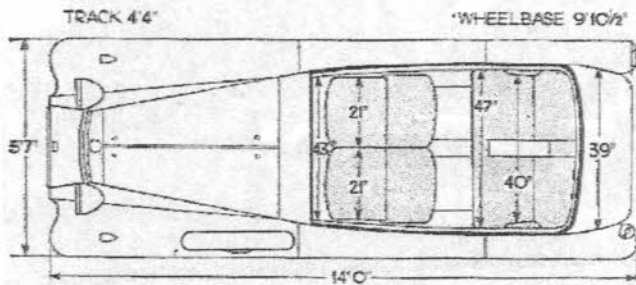
The gears, while quiet on the

### ALVIS SIXTEEN FOUR-LIGHT SALOON DATA FOR THE DRIVER

16.95 h.p., six cylinders, 67.5 x 100 mm. (2,148 c.c.). Tax £17.  
Tyres: 5.00 x 20in. on knock-off wire wheels.  
Engine—rear axle gear ratios  
10 to 30 20 to 40 30 to 50  
m.p.h. m.p.h. m.p.h. over 1 mile.  
16.45 to 1 6½ sec.  
10.60 to 1 8½ sec. 9½ sec. 10½ sec. 75.00 m.p.h.  
7.49 to 1 12½ sec. 12½ sec. 13 sec.  
5.22 to 1  
Acceleration from rest through the gears to 50 m.p.h., 20 sec.  
Acceleration from rest through the gears to 60 m.p.h., 27½ sec.  
Speed up Brooklands Test Hill from rest (1 in 5 average gradient), 16.45 m.p.h. (on first gear).  
Acceleration up 15 yards of 1 in 5 gradient from rest, 4½ sec.  
Turning circle: 40ft.  
Tank capacity 14½ gallons, fuel consumption 18-22 m.p.g.  
12-volt lighting set cuts in at 17 m.p.h., 8 amps. at 30 m.p.h.  
Weight: 29 cwt.  
Price, with four-light saloon body, £595.  
(Described in "The Autocar" of November 17th, 1933.)



**"THE AUTOCAR" ROAD TESTS—(continued)**  
**ALVIS SIXTEEN FOUR-LIGHT SALOON**



drive, created a certain hum on the overrun, and the constant mesh gears when the oil was hot and the car stationary set up a whirr, but these are small disadvantages in an excellent gear box. Speeds on the gears at 2,000 r.p.m. are approximately: 13 m.p.h. on first, 18 on second, 25 on third, and 35 m.p.h. on top. The speedometer fitted erred a little on the optimistic side, though in any case performance and to spare is available.

The brakes are of the type used on the Speed Twenty, that is to say, a semi-servo self-wrapping action takes place as one shoe pushes the other on, but in addition a special Alvis feature is a compensated floating cam which itself pushes on both shoes. The foot-brake is adequate enough, with no sensation of snatch, and in effecting a really rapid stop in 28 feet from 30 m.p.h. the hand-brake was used in addition. Dunlop wheels with knock-off hub-caps are fitted.

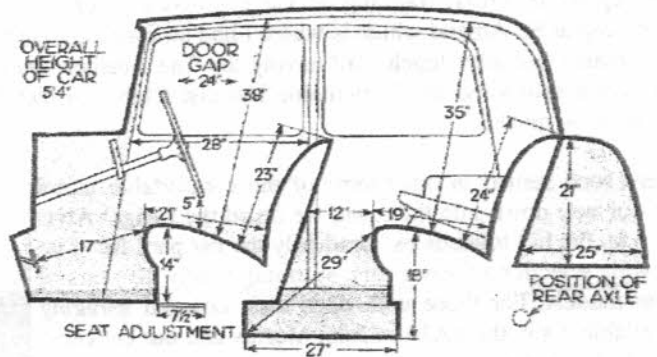
The hand-brake lever, definitely not of the "bent wire" variety, is accessibly placed on the right of the driver, and the gear lever equally accessibly in the centre. Owing to the separate construction of engine and gear box no remote control is necessary.

Starting from cold is a great feature of the Alvis Sixteen. Three horizontal S.U. carburetters are fitted, and the rear carburettor has a self-starting device of special Alvis pattern—not the usual S.U. mixture control which raises

or lowers the jet—in which an auxiliary jet passes a rich mixture direct to the balancing pipe between the three carburetters, and may be cut out by a valve as soon as the engine is started and sufficiently warm.

A strip-type accelerator is curved in such a position as to give a comfortable angle for the foot, but it is not possible to carry out "heel and toe" gear changes. The acceleration is good, especially when gears and ignition control are employed. The operation of the clutch pedal is perhaps on the heavy side, though engagement is quite sweet.

Mention has already been made of the comfort of the front seats, and the rear seats are equally satisfactory. Upon one occasion four large men were carried in the car without anyone being cramped for room, and reports of smooth riding from the back seats, where there is a folding armrest, were excellent. The sunshine roof works in an easy and positive manner, and admits plenty of light and air. There are pockets in all four doors, and two cubby holes in the instrument board, where a rev counter as well as a speedometer is provided. An extremely roomy but well-shaped luggage container is provided at the rear.



**LUCAS APHORISMS**

- Lucas—Prince of Darkness
- Lucas—inventor of the first intermittent wiper
- The three position switch—Dim, Flicker, and Off
- Or the other three settings—Smoke, Smoulder and Burn
- The British drink warm beer because they have Lucas refrigerators
- I have had a Lucas pacemaker for years and never had any trou.....
- How to make AIDS disappear—give it a Lucas part number
- Lucas actually use AC current, it just has a random frequency
- It is not true that Lucas tried to Parliament to repeal Ohm's law. They withdrew their efforts because they met too much resistance.
- QA called and told the engineer they had trouble with his design shorting out—so he made the wires longer.
- Recently Lucas won out over Bosch to supply the electrical equipment for new Volkswagons. So now cars from the Black Forrest will come with electrics by the Lord of the Darkness.
- Alexander Bell invented the telephone.  
Thomas Edison invented the Light Bulb.  
Joseph Lucas invented the short circuit.
- Recommended procedure before taking on repair of Lucas equipment. Check the position of the stars, kill a chicken, walk three times sunwise around your car chanting *Oh mighty Prince protect your unworthy servant.....*

## CASTLEMAINE CAPERS

Having had our Alvis for nearly two years, we decided it was time for us to meet up with other owners from the Alvis Car Club of Victoria, (ALVIC), and to venture further a field on one of the runs in Victoria where the marque is more plentiful. Originally it had been intended to organise a 3 day event over the Queen's Birthday weekend at Yarrowonga, but the venue was changed to Castlemaine when numbers were less than hoped.

The Langs organised our accommodation at the very elegant Campbell St. Motel. This features nice furnishings, high ceilings and is a far cry from the usual anonymous motels that are the norm. Group meals were available at three different restaurants in the town, just a short walk from the motel.

Having spent some time in the previous days checking over "Alice" for her long run close to where we had bought her, we set off with Jim and Jean Sewell and a pretty full boot load. Spares and tools were tucked away, just in case of a problem.

We had decided to break the trip with an overnight stop at Horsham, going via Gawler, Williamstown and Murray Bridge. The weather was not warm enough for Alice to go topless but she purred along at 55-60 mph, reaching Horsham by mid afternoon. A quick recce of the town showed that the Sports and Community Club was good value for meals and drinks.

Fuelling up on the Friday morning we came across a group of Sunbeam owners on their way to a rally in Victoria. We took a leisurely stop at St. Arnaud which is where I had swapped my cash for the car with John and Kay Ball, back in 2002. We arrived in Castlemaine just after lunch, still having the fine weather. On the way into the town, we saw a sign which we thought said "Road Watch sponsored by Castlemaine Naturist Club". In fact it read "Castlemaine Naturalist Club", so we had to put our clothes back on quick!

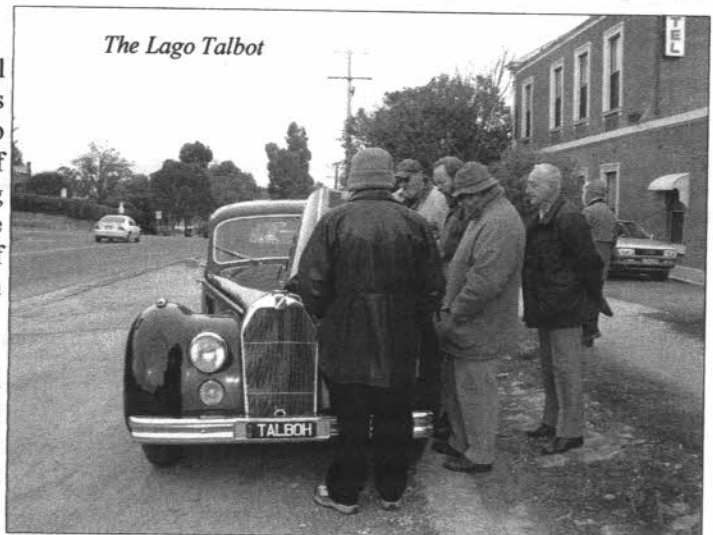
We were soon settled in our rooms of the comfortable motel and on our way down into the town, we heard the Langs' Alvis burbling up the hill towards us. Gradually the car park filled up with a wide selection of Alvis cars, spanning nearly 40 years of different models. For those with open cars, covered garaging was available. Only the TA14 of John Murray and our car came from outside Victoria. We came across the Lago Talbot of Simon Ramsay in a side street and it was good to see him joining us on the day trips.

Group meals were organised for the three days at local restaurants, generally preceded by drinks in one of the members' rooms. These preludes seemed to get noisier over the weekend. Luckily, we were only a short walk from all the eating places- and the bottle shop!

Our Saturday run took us out to the historic towns of Maldon and Clunes. My brother in law, Jim was offered a ride in the open 12/50 car belonging to Chris Higgins and whilst our club president, John Hetherington was not the initial leader as we left the starting point, he soon showed how to lead from the front, as the TE12/50 weaved its way past the rest of us! "Just what is the legal speed limit in Victoria?" asked one certain lawyer member who was driving a 1964 car. "I was doing an easy 100 when you went by me." he continued. Quickly, others asked, "Yes, but was that miles per hour?"

The line up of cars in Maldon and Clunes made a fine display and we found both towns worthy of a good inspection. In Maldon, we were approached by a lady demanding to know who owned the blue TA14 drophead belonging to John and Lois White. It turned out that her husband had owned a similar car and had abused it by pulling out tree stumps. Well, if he only abused the Alvis, she got away lightly. Ron Allen joined us in the TE21 and the only problem seemed to be that Chris Higgins had a water leak on the 12/50, but was able to fix the car for the next day. Food seems to be an important part of being an Alvis owner and we were well fed with stocks of cakes and biscuits.

The day's motoring was done at a reasonable pace and it was good to see so many of the pre war cars just using their power and road holding along some fine roads. Don't forget, we come from SA where the roads are not so good. On the way home, we came across the Caldwell's TA14 Alvis with an unplanned stop. Jim and I soon diagnosed this as blocked fuel filter on the SU







*McDougall SP20 Special, Gough SP20  
& White TA14*

fuel pump. Fortunately, we had all the tools required to effect a repair. Meanwhile, the ladies went off with the Tonkins in the TE21 but that gave my wife, Mary, a taste of what superb motoring she will be enjoying when our TD21 arrives from the U.K.

Sunday morning saw the end to the previous fine weather as the cars headed off to a trip to Mt Alexander. Fog and rain reminded us of days back in Wales and Scotland. Despite some problems on following the route, we actually made it to Mt Alexander but the view was like that inside a Turkish bath, due to the mist. The route there had been fairly demanding and there were only a few kilometres of gravel road.

For lunch, we found our way to the Northey's weekend retreat, up in the wooded slopes, where a glowing wood stove fire and smell of cooking greeted us. Our bottle of Stones ginger wine was soon emptied. The stone building was lined with light timber with views of the bush and forest available through the many windows. Clusters of our cars added to the scenery, especially as they featured some new acquisitions such as the Mc Dougall's SP20 Special and the Northey's SP20 in a very pleasant dark green.

Richard Tonkin asked to exchange vehicles on the drive back, so this gave us a chance to see what a similar car to our new purchase drives and rides like. The impression was that it was very quiet and had lots of visibility. It was easy to think the engine had stalled when in fact it was just ticking over. Disc brakes were a definite benefit.

Our final meal together was a banquet at a nearby Chinese restaurant.. By then, everybody had got pretty jolly and we had some real laughs— and we had to remember these folk were Victorians and we came from SA! I think I went on record as saying I could even live in Victoria. Marg Lang and I decided that Richard Tonkin looks like Richard Chamberlain of Dr



*The Northey Paddock*

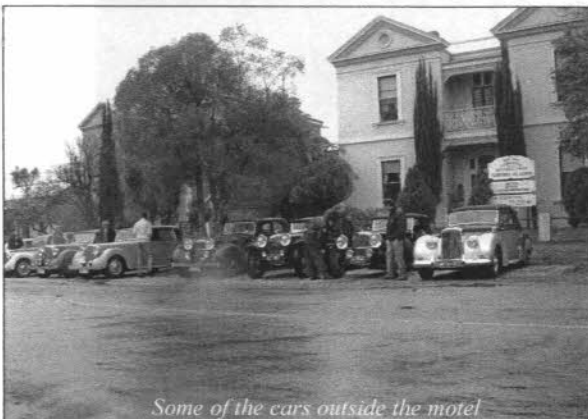
Kildare fame. We had met so many new friends whose names had appeared in the monthly newsletters posted out to us. Now we could see the reason behind so many jokes and the balloon captions.

We said our farewells on the Monday morning having had such fun with folk who have a common bond of enjoying the use these highly individual cars. We decided to make for home via an overnight stop at Mildura. After Renmark and Morgan, we stopped at Eudunda, on to Auburn and the YP.

We had travelled 1220 miles, fully laden at a cruising speed of 55 –60 mph, with bursts well above that at times. Fuel consumption was just under 21 mpg. The only checks needed were on oil and coolant and the tools only used on another car. We had been made welcome by so many folk and we look to meeting up again soon.. In the meantime, perhaps some of our SA members would like to think about having a get together over this way? Up here on the Yorke Peninsula, there is a strong need for a mission to convert the heathens with their American based iron. EH, XW and FJ's somehow never seem to come anywhere any Alvis.

So after all the excitement, Alice our TA21, being the lady she is, behaved herself faultlessly— but then she is an ALVIS.

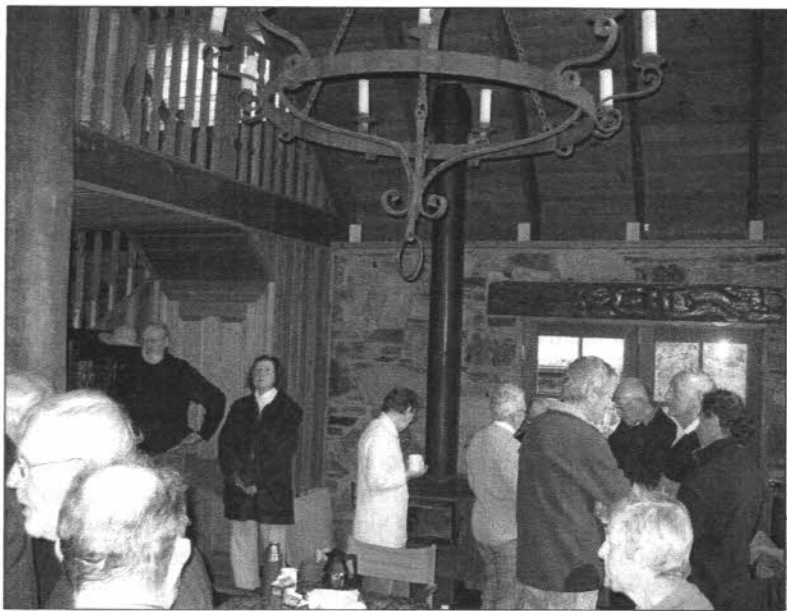
### Mike and Mary Osborne



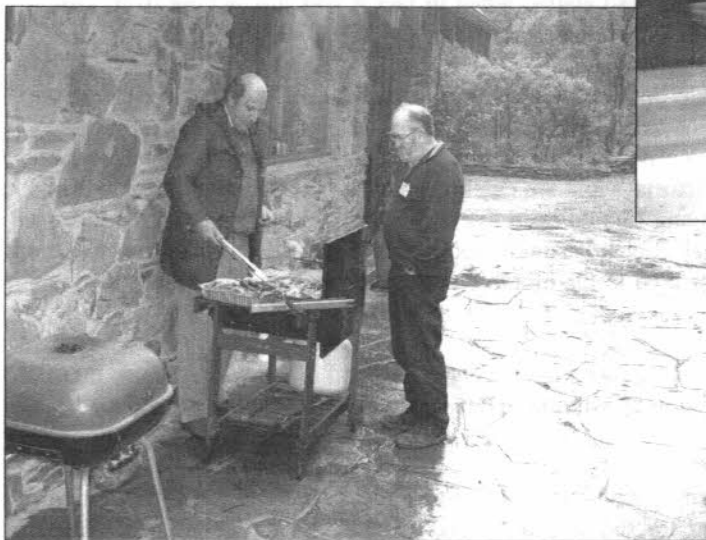
*Some of the cars outside the motel*



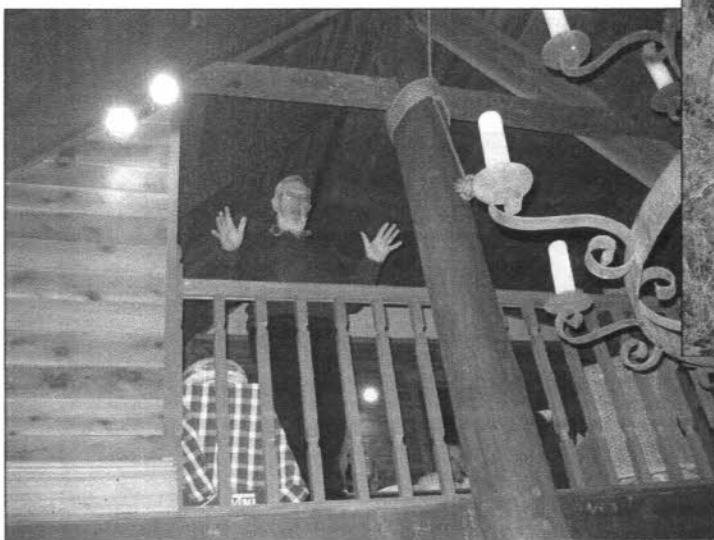
*Chris Higgins & Jim Sewell in the 12.50 TJ*



*Left: Alvisti doing what they are best at!*



*Left & above: Chester & Chris doing all the work while the ladies look on!*



*Above: Bush walking at the Northeys*

*Left: JFH giving the sermon on the mount.*

## Calendar 2005

You are invited to submit photographs for the year 2005 calendar. The theme for the year will be the **Ladies Dressed Appropriate to the Period of the Car.**

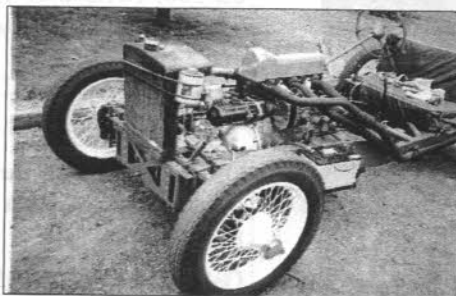
Photographs would need to be in the landscape format i.e.  in colour, in sharp focus and against an appropriate background.

Please send your entry to John Lang, PO Box 129, Gisborne, Vic 3437 or by email to:

## SWAP, BEG, BORROW or STEAL

### 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



### SWAP:

SP25 for 12/70  
Call Dale Hanley (07) 3219 1141

### WANTED:

For a TA14  
C2860 Exhaust manifold—later type (part number moulded on casting)  
C1500 Lever for clutch pedal  
C2256? Clutch pedal (earlier type with solid rod stem (not tube))  
C2055 Radiator tie rod (scuttle to radiator)  
C2233 Hub Caps  
? 4 X Brass hollow terminals for spark plugs—screw onto ends of plugs—  
original TA14 equipment  
John Murray 08 8339 4746

### WANTED:

Steering box or worm for a TA14.  
Ring John White (03) 9890 7066

### 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:

#### Speed 25

Hand Brake lever arm  
Generator louvered 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

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

## FOR SALE:

1937 12/70 Alvis Sedan.

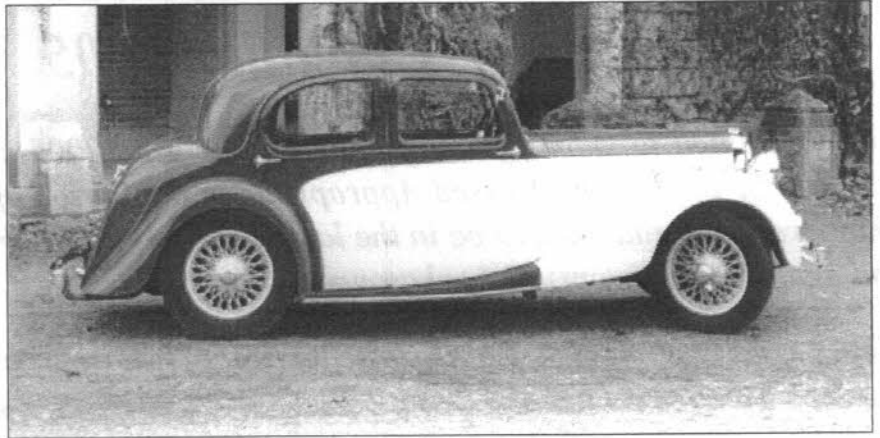
Grey and white. Mechanically checked over & in good order. New rings fitted. Fully registered, completely re-trimmed, re-painted and re-chromed. Under 1000 miles since work carried out. 12 months full Victorian registration

\$38,000 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 Alvicatics. Rego ADD45V. Red over silver \$20,000 ONO. Patricia Turner 02 6361 7739 or mob 0404 466 881

## WANTED:

Differential centre carrier or any parts for a mid 30's six cylinder car. Crown wheel and pinion condition not important.

Dale Parsell Tel (03) 5968 5170  
or [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

## FOR SALE:

1 pair steel front mudguards and valance panels for mid 1920's 12/50 sports tourer and 1 pair steel rear mudguards for 12/50 beetleback, all require work - the lot for \$250 or near offer. Frank Corbett (AH) (07) 3378 7280; (BH) (07) 3228 6200; E-mail: [f.corbett@peddlethorp.com.au](mailto:f.corbett@peddlethorp.com.au)

## FOR SALE:

1951 TA21 Saloon. Black with tan sunroof, period radio. Excellent interior. Previously owned by Richard Tonkin for 20 years. \$19,000. Phone John Willey (07) 5543 3929

## WANTED:

Head light reflector for a 14.75  
Eric Nicholl (03) 9754 5412

## WANTED:

SOLEX 30mm Carburetor for 12/50  
Butterfly type required, not the barrel type  
Ring Chester McKaige 0407 113 516

## WANTED:

TA 14 Petrol tank. TA14 Temperature Gauge.  
Bob Hudson (07) 493280787  
[ahud3488@bigpond.net.au](mailto:ahud3488@bigpond.net.au)

## FOR SALE:

*(from the Coota Hoota, the journal of the Cootamundra Motor Club)*

1950 Restored TA21 Sedan. Metallic Silver. Unregistered. Chassis # 24303. Imported and sold by Harden & Johnson of Sydney. \$15,500.

Contact Derek Whitcombe (02) 6230 2812  
RMB 154 Woodgrove Close, via Walaroo Rd, Hall ACT

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

*John Lang .....ed*

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