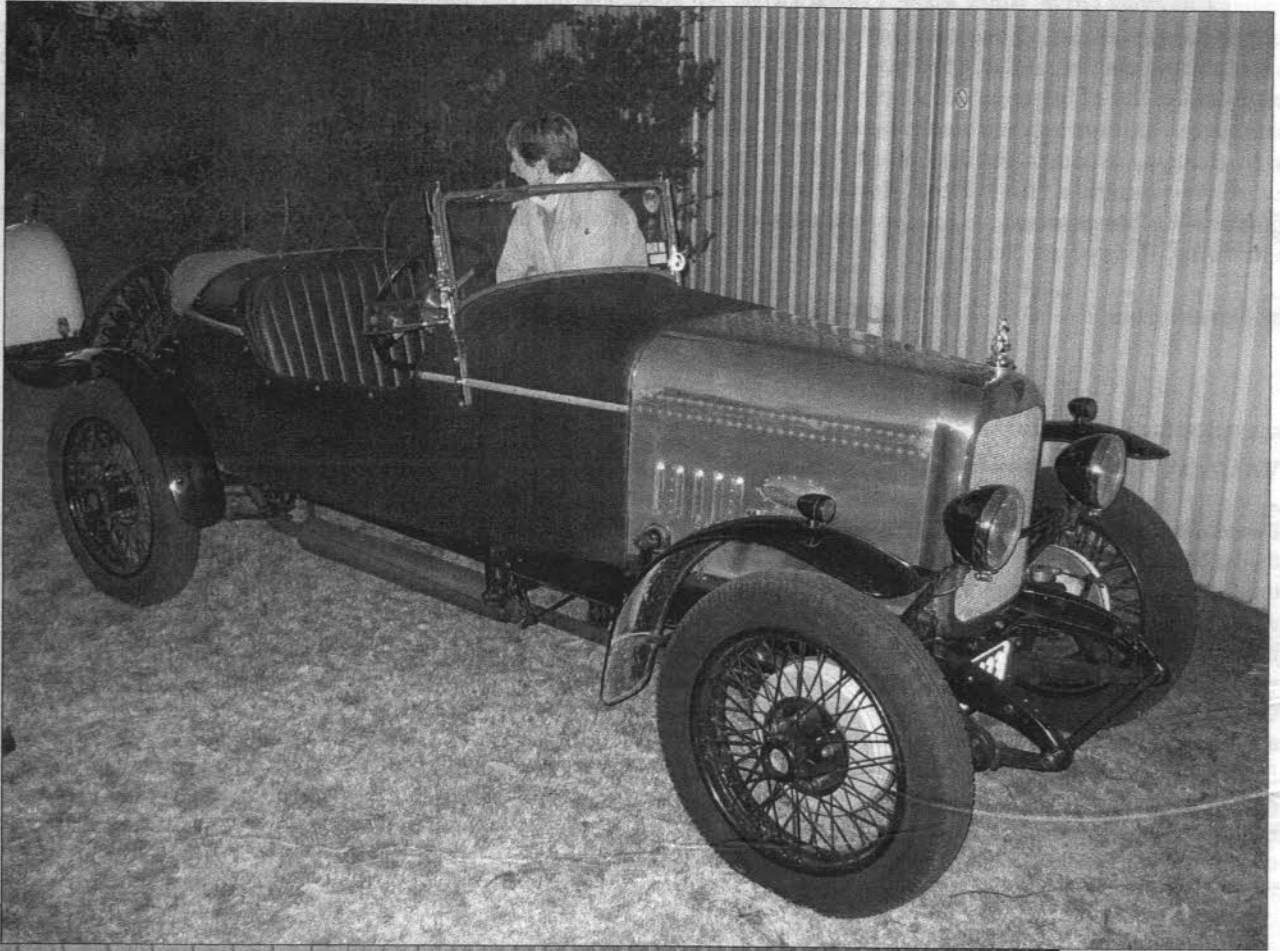


# *The Alvis Car Club of Victoria*

## *February 2005*



*Ken Cumings' 12/50 on its first ACCV Run at Moorabbin Airport*

## ALVIVACIOUS

It is a new year so this column gains a new name. What is there in a name other than the herald of a new year? The orchard opposite our house (the Presidential Palace!) has been subdivided into residential blocks. The works were completed about six weeks before Christmas but no actual house building has started yet, presumably because it takes time to obtain title and then a building permit. During this interval of inactivity the street signs have been stolen three times and replaced twice - the last theft occurring just before Christmas, when even one of the poles went as well! The fascinating factor in this is the names themselves: Pontiac Avenue, Chevrolet Drive, Buick Place, Cougar Drive. All gone. The only remaining unmolested sign indicates Jaguar Place. This could be interpreted that no-one cares for Jaguar or it could indicate that Jaguar owners and those with an interest in the marque are law abiding citizens. If that's the case what does it say about Pontiac, Chevrolet, Buick and Cougar aficionados? I hate to spell it out for fear of litigation but simple observation shows that not many hoons attend "Spring Nats" and "Summer Nats" to watch Jaguars do burnouts and smoke outs. I might suggest to the council that they will be able to save money and ease navigation by changing to names less theft prone - like Riley, Lagonda, Jowett, Trojan or even Alvis. Come to think of it a sign above the shed door naming it "Alvis Place" does have its appeal.....! The Club had a great start to Alvis 2005 with the visit to the Moorabbin Air Museum and we have several exciting events coming up soon so fix up that Alvis, pump up the tyres and enjoy the motoring. Happy New Year!

John Hetherington.

### VALE DAVID ELDER

David died, aged 68 years, in Benalla on 26/11/04 six months after being diagnosed with cancer. There was a private burial then a Memorial Service was held on 10/12/04. That the church was full and full of people with diverse interests is a reflection of the many roles there were in his life as well as the respect accorded to him in each of those roles. After early training as an accountant he followed an uncle into farming and remained a farmer for the rest of his life. Farming for David was not just working his property; he became involved in every aspect of agriculture and community life. Of particular interest to us was that he joined ACCV in 1954 and was Secretary of our Club in 1957 whilst owning a 12/50. At that time he met Barry Gomm and those two, with four others founded the Morris Car Club, which soon became the Vintage Drivers Club. Within a short time David left that club but maintained an interest in Alvis and vintage cars in general, having in his shed a 12/50, a Bull Nose Morris, an Austin 7 and a Bentley. Latterly the 12/50 was "Albert" - the ex Ron Wilson four seater tourer and it gave David so much pleasure to see the again-resplendent car at Benalla Hospital a day or two before he died. The car was beautifully presented at the church for the Memorial Service. David's death severs a link with the origins of our club. We offer our condolences to Mary and to Tom, John, Kate and David.

John Hetherington.

Have heard said that **Chris Higgins** is well on the way to recovery having had a quadruple heart bypass. Anyone in need of advice on any plumbing issue should call on his expertise.



An issue almost forgotten but now recalled. The editor had occasion to sit in the back of Parky's A Model Ford before it was sold, with our illustrious president driving through leafy Emerald. At every roundabout the rear tyres let out a shriek suggesting they were under some stress. Bystanders thought it was spirited driving. From my vantage point I knew we were just out of control!

Parky reports some minor problems with the re-upholstery of the SP20. The back seat, newly fitted with centre arm rest, now requires both back doors open to accommodate the extra width and the new front seat requires a sunshine roof to be fitted to allow tall people to drive the car. You can't see the instruments but the view is great!



# THE ALVIS CAR CLUB OF VICTORIA (Inc)

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## NEWSLETTER

### ISSUE 1

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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### PLEASE NOTE THAT ANNUAL MEMBERSHIP FEES ARE DUE & PAYABLE.

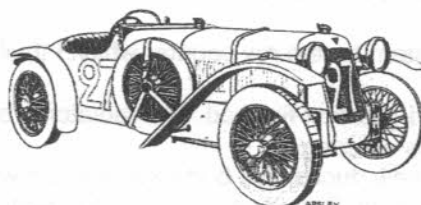
**\$45 - Country Members**

**\$50 - City Members**

**\$65 - International Members**

Australian members please use the enclosed envelope

18 Feb	General Meeting
13-19 Mar	National Rally ( <i>Summit to Sea</i> )
24 Mar	General Meeting ( <i>note change</i> )
10 Apr	Kalorama ( <i>see flyer</i> )
15 Apr	General Meeting
17 Apr	Pub Run to Kilmore
10-13 Jun	Weekend Away
17 Jun	General Meeting



## LETTERS TO THE EDITOR

Dear John

My name is David Gregory and I can be found in Hampshire England.

I have a 1923 12/50 ducksback and have a quest which you may be able to help with.

She has 21" well based open hub wheels which I think look a little small and are not original in that 23" split rim or beaded edge wheels were used way back.

I am aware that the favoured rim in the Southern Hemisphere was split rim and am on a hunt for either old rims or wheels or I am told there is a possibility that new rims are made "down under"

The tyre which fits the old rim is a 31x4 Goodrich or similar straight sided.

Do you have any tips or advice that may help.

David

Dear John

With regard to the short article by Rob <sup>Graham</sup> in Decembers ALVIC, I remember seeing Robertson screws for the first time in Vancouver many years past. I was struck with the thread profile - you would never be able to pull one out once put in place. It is far ahead of the 'normal' threads one sees.

I was planning on building a traditional wooden yacht at the time, but the number of screws I needed would preclude the 747 getting airborne at Vancouver without an extension to the runway!.

Funnily enough, a friend of mine here in the Southern Highlands showed me his small collection of Robertson screws a few weeks ago, and the special drivers required, and it turns out he gets them from Melbourne. So, if you have some timber framing to make for the Speed 20 bodywork, or are constructing new chairs for the dining room, contact Sachys Industries.

03 - 9803 - 2370 for your Robertson screws and drivers.

cheers Mike Menzies.

Dear John,

Happy New Year and much vintage motoring. I would like to thank Paul Bamford for reminding me about the ability of molasses to clean off rust. As it happened I had a rusty interior of my petrol tank of my latest 12/50 restoration project which is a 1924 SA 12/50 DB. A \$7-20 purchase of 4 litres of molasses made enough of the brew to fill my tank and after 7-8 days of brewing, it is much cleaner than before. I've washed it clean and coated it with a little diesel to stop further rusting.

As part of this project I'm missing a couple of bits and wonder if members could help.

I need the engraved brass (usually nickel plated) plate which sits at the top of the steering column.

Also I need the starter motor saddle which holds the starter in place. It's different from the flange frame saddle and is unique to subframe cars. Please..?

Can anyone do me a drawing of the drive system for the rev counter which I think is driven from the Sims coupling of the magneto via a small pulley and belt?

Progress is good so far with the engine in and gearbox finished. The radiator is being re-cored using a NZ honey-comb. Back and front axles are complete as is steering.

Henry Anderson is kindly going to build be a new ducksback body frame and it will be skinned in Caloundra. I'm forever amazed by the variety of skills available in the Sunshine Coast area to restore old cars.

Best wishes for 2005,

Des Donnan Ph 07-5445 9981 Fax 07 5478 8375 or donnan1@powerup.com.au

## UNDER WINGS WE DINED

Chester McKaige organized a brilliant night out at the Moorabbin Air Museum on Friday 21<sup>st</sup> January. We turned up at seven to find many members there already and many in proper cars. Not only were there plenty of people there, 37 in all, but plenty of noise as well, for David Chudley had his trailer mounted RR Merlin aero engine all fired up. It is a beautifully restored piece of machinery and of course 12 cylinders on song sounds fabulous. What must it be like to sit in a Lancaster bomber with two of those on either side? Of course, we owners of Speed model Alvises are not really in awe of such a machine; it must be relatively easy to tune having only two SU carburettors compared to our three. That the Merlin has five inch throats to the SUs and a two stage supercharger is a minor difference! Graham Malcolm, Chairman of the museum society gave us a fascinating guided tour of some of the exhibits. He had a mine of information, not only about the machines but about the people who used to fly them – as well as a gentle presentation that was a pleasure to listen to. And what an amazing collection of machines there is. Of especial interest to Alvisists is the Leonides engined Bristol Sycamore helicopter but there are several other radial engines as well including a fourteen cylinder one from a Super Constellation. And there is a pair of Armstrong Siddeley straight six engines sitting side by side but geared to concentric prop. shafts to power the contra-rotating props of the Fairey Gannet. All great stuff and well worth another visit. As well as all of this there were the members themselves and some guests. It was a pleasure to see for the first time the very pretty looking fabric bodied 12/50 which Ken Cummins imported last year from England and to meet his wife, Livvie. As could be expected in this small Alvis world David Head knew the vendor of Ken's car, they having a common Silver Eagle interest. Richard Tonkin was in heaven but he did not know which team to barrack for, there being so many Bristol machines in evidence. Fortunately he did turn up "correctly dressed" in the TA 21. As well as all that to see there was more! We had a good quality two course dinner at tables set among engines, under wings and surrounded by propellers, air scoops and roundels. A few years ago Margaret and I had dinner on a railway station platform – at the York Railway Museum in England. That was lot of fun, too. Who in the club will arrange for a roast dinner and guided tour to be held on the slipway of the Williamstown Naval Dockyard? Just so that we can complete the "trains and ships and planes" triad. Great night. Well done, Chester.

John Hetherington

### THE SS GREAT BRITAIN

Isambard Kingdom Brunel was one of the great engineers of the Victorian era. He helped his father Marc construct the tunnel underneath the Thames at Deptford. (Henry Maudslay built the tunnelling shields used in the enterprise).

Brunel built the Saltash Bridge connecting Devon and Cornwall and the Victorian Suspension Bridge over the Avon at Bristol. (completed after his death.) He built the Great Western Railway between London and Bristol and also three famous steam ships. The Great Western to the Great Western Railway to America, the Great Britain and the Great Eastern.

The Great Western was a wooden ship, while the Great Britain was all iron. It had a steam engine and was also powered by sails, carried on six masts. The first engine (built by Henry Maudslay) was an inverted Vee 4 with a bore of 88 inches and a stroke of 72 inches developing 1500 HP driving a six bladed 15 foot six inch propeller. Its weakness was perhaps the chain drive from the engine (designed to suit paddle-wheels) to increase the RPM to suit the propeller.

During its working life, the Great Britain made seven return voyages to New York, seven return voyages to Melbourne (coaling at Cape Town on the way out and the Falkland Islands on the way back) and two voyages to Crimea and India, with troops. She ended her life at the Falkland Islands as a hulk storing wool and coal for 50 years. She was scuttled in 1937, resting on the sea floor until she was refloated in 1970, carried to England on a pontoon and now rest in the very same dock where she was built in 1843.

The amazing thing that after all that time immersed in salt water is that she has not rusted away. The reason is that the material of construction was wrought iron.

Bob Graham

### EDITORIAL

*Many of us are the sort of people who make others aware of what we are doing and how we are doing it, either subtly or less so. One of the exceptions is a club member who goes about the business of being very active without a fanfare of trumpets and who will be embarrassed about this reference.*

*Over the last three years of membership, Chester McKaige has organised a number of highly successful outings, donated books and other material to the club library, been present at most if not all functions, rarely without a proper car and has made a significant contribution to many newsletters in that period.*

*His recent production of a hardbound book of his father's photographs was done quietly and without fanfare and quickly sold all of the first edition. There are three more volumes in the pipeline.*

*And further, my recent SP25 problems saw Chester offering help at a significant compromise to his own activities to get the car mobile again for the National Rally. Aply backed up by Sally, this is what I see as the very best of the Alvis Fraternity at work.*

*Thanks mate!*

JL

## The February Barbecue

*If anyone thought that 2005 was not going to be a good year for the ACCV, rest easy!*

Generally it takes members a couple of meetings to dust off from Christmas and get back into the swing of monthly meetings and Alvis activity.

Well thanks to Chester & Sally McKaige, the year is off to a cracker start as a result of our visit to the Moorabbin Air Museum where upward of 40 members and friends got together under the wings of several of our Heritage aircraft and shared a spit roast meal.

Among the many highlights of the evening was the running of a Rolls Royce Merlin mounted on the back of a trailer. (We joked about the fact that the tow car was the only Merlin powered Ford Falcon in Australia). Some of us came prepared for the sound of nearly 30 litres of unmuffled aero engine running. While others of us were happy to listen to the music and risk being deafened for life, "sorry dear what was that?"

The commentary about the collection was extremely interesting as it became obvious how many of our fighting aircraft had been built in Melbourne. The Bristol Beaufighter, the Fairey Firefly, the De Havilland Meteor, Vampire



*Richard & Pauline Tonkin ready for anything!*



and Sea Venom. The Avon Sabre, Dassault Mirage 3 and

many others.

Tucked away near the door was a yet to be restored Bristol Sycamore Helicopter powered by an Alvis Leonides engine. My first helicopter ride in the 50's was in such an aircraft.

Our guide, who had obviously found how difficult it was to get in and out of a Percival Proctor offered us the opportunity to sit in the cockpit and enjoy the view. Who volunteered? The two tallest among us, Messrs McDougall and Lang.



*All smiles having got in*



*A different story getting out!*



Very many thanks

Chester and Sally for a fantastic opening event for the year. Geoff Hood told me that this was the first February barbecue he had ever been to.

Alvii present were the Northey & Graham SP20s, McKaige & Cuming 12/50s, Tonkin TA21 drophead, White & Caldwell TA14s. The Mornane 3 litre Bentley and a visiting Riley special and any others that were hidden behind buildings on the airfield.

## Desert Island Books by Chester McKaige

One of my compulsions in life apart from the joys of vintage cars, is collecting books. My interests in book collecting go back many years and was something I inherited no doubt from my father who was also an avid book worm. His interests were mainly cars and aeroplanes whilst mine encompassed cars, aeroplanes and military history, the latter spurned from tramping around the Somme and Flanders in the early 1990's.

Having recently catalogued my book collection, I'm now in a position to identify ten of my books that I would take (if the need ever arose) to a desert island or some other place where the joys of being able to be left in peace to indulge in a good book without interruption only happens to a very few lucky people.

My list is not in any order but represents ten books that I have thoroughly enjoyed and could re-read over and over again.

### **1. Isambard Kingdom Brunel by L.T.C.Rolt**

One of my favorite authors and one whose books I always look for in any second hand book shop are those written by Tom Rolt. Rolt was a foundation member of the VSCC UK, his father and himself campaigning Alvis 12/50's. He was also actively involved in canal boats and various railway preservation societies throughout the U.K. He was a prolific writer particularly in his writings on biographies of notable engineers, which also included George and Robert Stephenson, Thomas Telford and James Watt. His tome on Brunel, I believe is one of his best.

Rolt writes in a rolling flow that keeps the reader in attention from the very first page. The book tells the story of both father and son, Marc the father an engineer in his own right and his son Isambard who has often been described as the greatest engineer of the 19<sup>th</sup> century. Such achievements include numerous bridges, the building of the Great Western Railway, the Steamship Great Western and the even greater Steamship great Eastern a venture directly responsible for Brunel's financial ruin and death at the early age of fifty-two.

First published in 1957, this book is a must for anyone interested in industrial engineering of the 19<sup>th</sup> century.

### **2. Not Much of an Engineer by Sir Stanley Hooker.**

Anybody interested in aviation history would certainly have this book on their shelves. Hooker writes with a sense of humour yet at the same time possessed a meticulous mind when it came to solving engineering problems. He almost fell into his first job by accident at Rolls-Royce when he discovered that the superchargers used on the then current Merlin engines were not providing full efficiency the problem being a miss match between rotor and diffuser. By mathematical equations, he discovered that with a few subtle changes he could improve the efficiency of the supercharger by a further 30%. On giving this information to his superior, he was immediately appointed manager in charge of supercharger development, the fact that prior to joining Rolls-Royce a few months earlier he had never seen a supercharger let alone work on one.

From working on Merlins, he progressed over the years with jet engines in association with Frank Whittle developing such engines as the Nene, Avon and Derwent engines. He will also be remembered for his work on the Harrier Jump Jet and the engines used for the original Concorde.

This is quite a technical book, but is written in such a way that any novice with a slight interest in aviation will find most rewarding read.

### **3. The Photographs of Henry Lartigue.**

This book takes the form of a photo album first published in 1966 and details the early works of French photographer Henri Lartigue.

Lartigue was given his first camera in 1901 at the age of six. The camera was a present from his very wealthy father and the many thousands of photos he took, show the day to day activities that a wealthy French family could indulge in. His father and older brothers were interested in motoring and aviation and a large number of photos depict early motor races and various attempts of flying with home made aircraft.

Whilst this particular book has French captions, the photos speak for themselves including those where trick photography has been used, one of Lartigue's little pleasures. When you consider that these photographs were taken by a box camera by a child of less than twelve years old, one can certainly marvel at the quality of the pictures and the subject matter. I never tire of looking at this book.

### **4. Men Women and 10,000 Kites by Gabriel Voisin.**

This book should have been entitled Men, Kites and 10,000 Women as a lot of the story concerns the vigorous social life that Voisin enjoyed when not designing aeroplanes. The story covers his aeronautical days prior to his involvement with motor cars. He built gliders for Bleriot and built the plane for Santos Dumont to become the first person to fly in Europe. Voisin's brother Charles, was also regarded as the first person to build and fly a plane of own design in Europe. The thought that he did most of design work in the bath probably stands correct. The last chapter is probably the best one as it tries to refute the Wright Brothers claim to be the first to fly a heavier than air powered device.

### **5. The Other Bentley Boys by Elizabeth Nagle.**

This book was first printed in 1964, the author a great friend of my late father. So much has been written about Bentleys over the years and out of the many books produced, about three have stood the test of time.

One of these books is the above which chronicles the lives of four men who worked and shaped Bentley Motors in the early days.

The book tells the story of "Nobby" Clarke foreman and Works Superintendent, Walter Hassan, traveling racing specialist (and later Chief engineer with Jaguar), Leslie Pennal, racing, experimental and service mechanic, and Wally Saunders also a racing mechanic.

The book covers the early days of the company right through to racing at Brooklands and of course Le Mans.

These four men had a great time and the book recalls the many experiences that they were subjected to including the many wild parties and practical jokes.



Much has been written about the wealthy "Bentley Boys" such as Birkin, Barnato, Kidson and Benjafield, but the "behind the scenes" chaps were the catalyst of the company.

You don't have to be a Bentley aficionado to appreciate this book, it will appeal to all old car freaks.

#### **6. Racing Voiturettes by Kent Karlake.**

This and "Motoring Entente" also written by Karlake should appear in all good book collections as both are well written, informative and easy to read.

Whilst Motoring Entente mainly covers Sunbeam, Talbot and Darracq cars, Racing Voiturettes covers the early days of motor racing from the Paris-Marseilles-Paris race of 1896 through to the early 1920's. Each chapter describes a make of vehicle and then gives an account of its racing history. Makes mentioned include Decauville, Darracq, Peugeot, Delage and Bugatti.

Racing Voiturettes published in 1950 was one of the first publications that concentrated on early motor racing and is now quite a rare book.

It is also a very handy reference book as it contains a very good index and detailed charts of race results.

#### **7. Touch Wood by Duncan Hamilton**

This book was first published in 1960 and has since been re-printed and remains one of my favorite biographies.

Duncan Hamilton is best known for winning Le Mans in 1953 partnered by Tony Rolt in a C Type Jaguar but in fact competed at Le Mans no fewer than eight times in either works cars or privately owned cars such as C and D Type Jaguars, Ferraris and Austin Healey.

Hamilton cut his teeth on pre-war racing cars particularly with a Type 35 Bugatti and M.G before graduating to a Maserati 6CM and Lago Talbot.

During the war he flew aircraft for the Fleet Air Arm at one stage nearly drowning an American Admiral.

Hamilton was a larger than life character who lived life to the full and partied hard. In 1956 he got himself fired from the Jaguar team for winning the Rheims 12 Hour race and promptly joined Ferrari as a team mate to Fangio before hanging up his helmet in 1958.

The book is full of hilarious incidents: to quote Earl Howe...."some people are a little larger than life; Duncan is one of them....no-one who had known him would express any surprise to learn that his dog ate a set of documents and so prevented the a fleet from sailing for several days. It would seem so natural for Duncan to own such a dog".

"And who else but Duncan could be stopped for speeding while on his way to take part in a television programme on road safety".

This book is full of such stories and sits well on the shelf next to another biography of yet another colourful gentleman and racing driver Innes Ireland.

#### **8. Black 6 by Russ Snaddon**

For something completely different, this book tells the story of a nineteen year restoration by a group of dedicated enthusiasts of a Messerschmitt BF 109.

When it made its maiden flight in 1991, it made aviation history. It was the first time since the war that a BF109 had been airborne and also it became not

only the sole example of its type airworthy , but also the only genuine German combat aircraft from the war flying anywhere in the world. The book is well written and gives a full account of all the trials and tribulations that beset the team of restorers. It contains many fascinating pictures and goes into great depth about researching the aircrafts history and that of the pilot that originally flew her. If you think restoring a car is hard, then one should read this book!

What makes this book more interesting for me was that I had the opportunity of seeing this magnificent plane do a flying demonstration at Hendon in 1992.

### **9. Life In The Fast Lane by Steve Matchett**

Whilst living in England I became interested in “the behind the scenes world of Formula 1”.

Steve Matchett was a mechanic for the successful Benetton team in 1994 and gives a detailed account of his life during the 1994 season from a mechanic’s viewpoint. This was the year that Senna was killed and also the fire at Hockenheim which engulfed Matchett whilst refueling the Benetton of Jos Verstappen.

An interesting comparison would be to first read the biography of Alf Francis Racing Mechanic (Stirling Moss’s mechanic) and then read this book to compare the life and times of a mechanic in the 1950’s and again in the 1990’s. I don’t know who would have been in a better position.

Matchett has written a further two books one covering his complete Formula One career and another on his views of the ultimate Formula One car, all three books well worth reading if one is interested in this sort of thing.

### **10. Speed Six by Bruce Carter**

This is the book that started it all for me as it was the first book I ever read that dealt with cars. Carter wrote both for adults and children and Speed Six was aimed for the “young person’ with an interest in cars.

It tells the story of three young lads who discover a Speed Six Bentley in a shed, restore it, and eventually enter it in Le Mans where it competes against some rather suspect villains. The car wins the race and things return once more to normal.

It is typical of the stories one would read in a “Boys Own Annual ” of the 1940’s, but will always remain one of my all time reads.

Well, that completes my list but I have left out so many good books. How could I have not included *Sigh for a Merlin* by Alex Henshaw and its shelfmate *Spitfire A Test Pilot’s Story* by Jeffrey Quill or *The Classic Twin Cam Engine* by one of my favorite authors Griffith Borgeson.

I have omitted military books of which I have many, *The Boiler Plate War* by John Foley is highly recommended if interested in the development of the tank in WW1 and *Life in a Loc Works* by Charles Taylor if interested in steam. Then there is the story about the Halifax Bomber crew in Tom Sawyer’s gripping book *Only Owls and Bloody Fools Fly at Night* and I can go on.

I would be interested to hear if anybody else has a “Desert Island” book collection waiting to be put in print.

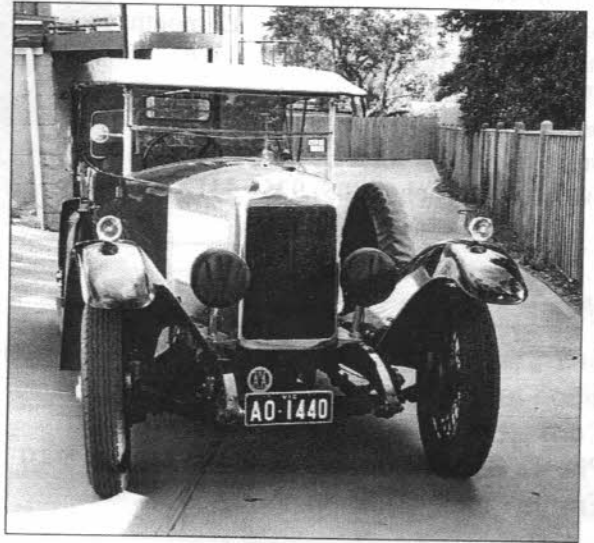
# SWAP, BEG, BORROW or STEAL

## FOR SALE

1926 Vauxhall 14/40 Princeton  
Tourer.

Excellent condition with matching engine & chassis numbers. 12 months registration. Excellent tyres, an Auster screen, full set of tonneau covers, hood & side curtains.

Ring Darrell Horton (03) 5983 2016



## FOR SALE

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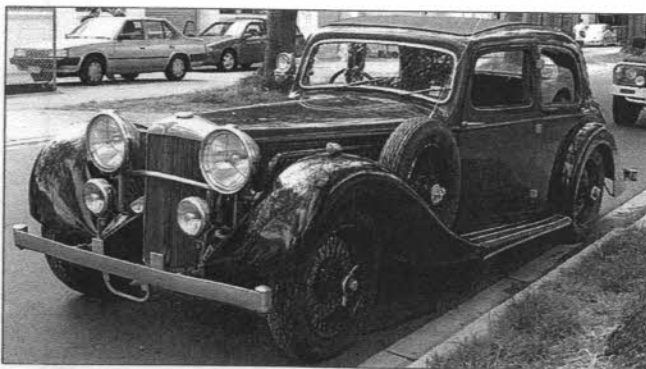
6 used pistons with gudgeons pins in good usable condition. Ex SP25 sized 83 mm + 20

Enquiries Brian Hemmings on (02) 9484 7491 or (02) 9484 7857

## FOR SALE

1932 SA Speed 20 drophead. Full ground up restoration.  
Around \$200,000

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## FOR SALE

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Car # 18890

\$90,000

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## FOR SALE

2 X Bendix drives for 12/50. Ring John Kent (03) 5721 4393

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1937 12/70 Alvis Sedan.

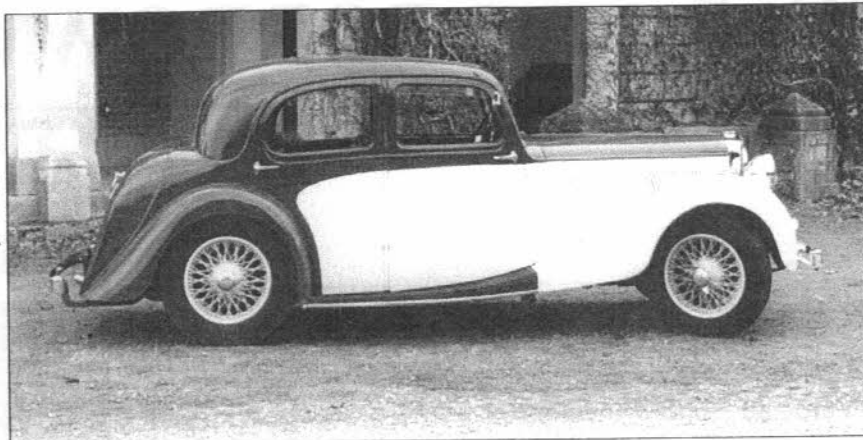
Grey and white. Mechanically checked over & in good order. New rings fitted. Fully registered, completely re-trimmed, re-painted and re-chromed. Under 1000 miles since work carried out. 12 months full Victorian registration

\$33,000 ONO

and

Good petrol tank for a 12/50 \$150

Contact Eric Nicholl (03) 9754 5412



## Wanted

Small port 12/50 cylinder head in good condition to suit a 1926 TE 12/50.

Contact: Andrew McDougall

Ph: 03 94864221 or mobile 0427 220 249

Email: macily@tenex.com.au

## 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

## WANTED

At least three, wire wheel hubs or complete 23" wire wheels to suit a 1924 model Alvis 12/50 but will take whatever I can get. If wheels, whatever I can get but preferably a complete set.

Brian Watt Tel: 02 62958540 (ah) Mobile: 0412 813387 Email: info@fulton.com.au

## 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 Lang .....ed*

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