

March 2005

Alvic

Newsletter of the Alvis Car Club of Victoria (Inc)
A0017202F

VOL 44

ISSUE 2



2005

**NATIONAL
TOUR**

The Alvis Car Club of Victoria (Inc)

A0017202F

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

MARCH 2005

www.alvis.org.au

VOL 44 ISSUE 2

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Front cover: yet another Alvis returned to service. Frank Mornane's SP25 Car # 14487

The
Alvis Car Club
of

Victoria

*Welcomes you
all to the*

2005

National Tour

ALVIVACIOUS

Where would we be without corrosion in general and rust in particular? For starters we would all have much smarter and more reliable motor cars but most restoration businesses would be short of work. And I suppose that new car design would not be as far advanced as it is. When a car wears out – and corrosion is a major part of the wearing out – it has to be replaced. And it will probably be replaced with a new one which, as it leaves the show room, will be less corroded than the old one and will contain some advances in design since the old one was on its drawing board. All that is very fine and philosophical but what about the problems of living with corrosion on a daily basis? We all do it. All owners of old cars, that is. Sometimes it occurs in truly inaccessible and expensive-to-remedy places. Like cylinder heads. About once a week in recent times there has been the report of an Alvis in Victoria or certainly in Australia, sustaining water in the sump. Mayonnaise is lovely stuff but it belongs on salad, not in the sump. Most cases have involved cracked cylinder heads and/or leaking internal welsh plugs. Vintage and PVT cars are involved so there is nothing particular about “80 years.” Seventy years is as long as some can hang out! In years gone by not much attention was paid to adding anti-corrosion fluid to cooling systems. Few Alvises in Australia live in a climate where anti-freeze is necessary but anti-freeze mixtures commonly contain anti-corrosion additives so the benefits of such were lost. Tap water alone has done some terrible things to cooling systems but all is not well even when anti-corrosion agents are used as directed. On the Speed 20 the top (aluminium) transfer port is only a few years old but when it was off the car recently it looked very moth-eaten inside. I have used no glycol (the most common “antifreeze antiboil” agent because the water pump seal is absolutely incapable of holding it in but I have diligently used an anti-corrosion agent and replaced it according to instructions. Is aluminium a “sacrificial anode” in a system otherwise made of cast iron, copper and brass? Can a chemist or metallurgist answer that question? If it is true, can we fit another, disposable anode into the system? Until then it is “love 30, corrosion to serve”!

John Hetherington.

EVENT CALENDAR

March 13—19	Alvis National Tour
March 24	General Meeting (NOTE THE CHANGE) Supper—Northeys
April 10	Kalorama—Vintage & Classic Car Display & Motorkhana Assemble at the Manhattan Hotel, cnr Canterbury & Heatherdale Rds at 9.00 for a 9.30am departure on the “ <i>Mystery Scenic Route</i> ” to Kalorama. \$5 per person or \$10 per car, no limit to persons. Enquiries: Andrew McDougall 9486 4221 or Bill Eldridge 9798 8636 (BH) or 9798 1995 (AH)
April 15	General Meeting
April 17	Pub Run to Kilmore organiser: Richard & Pauline Tonkin 9710 1465
May 15	Smeaton Tuki Trout Farm A booking for 20 people has been made with final numbers a week before. A devious route will be planned. Details next month. Ring Chester for bookings 0407 113516
May 20	General Meeting
June 3	Meeting with the Riley Club
June 10-12	Weekend Away
June 17	General Meeting
July 15	General Meeting
Aug 14	Frostbite run with the VSCC
Sep 16	General Meeting
Oct 1—2	Ensay run. Commemorates the first car journey from Bairnsdale to Ensay. ACCV have intimated that 6 cars will attend. Entry forms available soon.
Oct 29-31	Camperdown
Nov 18	General Meeting
Dec 11	Xmas party at the Langs

LETTERS TO THE EDITOR

The Hon. Editor,
ALVIC Gazette

We are still alive! Jan, David and the TB21. This letter has been threatened for the past six months, better late than never. As most of you know we have moved to Clifton Springs, causing severe disruption in the hoarding instinct, that living on a farm, with virtually unlimited shed space, was a large slice of everyday life. The TB21 has its visit to the seriously ill ward and the surgeon's knife has not been spared.

The car was taken to the panelshop, Bodybiz at Ballarat where about 300 seized nuts and bolts of an amazing array of shapes and sizes, were cut out and the various sections removed.... handbuilt would be an understatement. All this was then stripped out and carefully garnet blasted and immediately primed. There are times when you wonder if this is the best thing to do; the result of all the tenderness resulted in a large amount of rather corrugated tin and aluminium and evidence of a large invasion of tin worm, mainly around the battery box area, sills and inner wings and other hard to get at areas. HOWEVER, battles commences 1st March and I have great confidence in Nick Corbett to do the right thing with all this tinware, but not, unfortunately to my bank balance. The American TA/TB21 register (of 1992) has the original colour as silver, however we can confirm that it was in fact ivory, which would make the car look too bulbous and ordinary. The new colour will be a very light silver/green (similar to the Ford and Camry colour) with what is described the 1950s as a pearlescent finish (metallic nowadays). Now to the chassis, this I handed over to Keith Roberts of Eddington. Literally every nut and bolt was removed, together with all bearings, bushes, in fact anything that could (and was) worn. A large Sterling cheque was forwarded to Red Triangle in return for a small parcel of kingpin bushes and a complete new wiring loom.

We were able to get all bushes and bearings off the shelf, many being Ford Falcon, and Bedford. The only change we had to make was to machine the front hubs by 1/16th. The head was removed and sent to M & W in Ballarat for inspection. Sure enough it had several small cracks and badly worn guides and valves. After handing over a cheque for just over twice the initial estimate, we refitted a better than new head. The rest of the engine was left well alone, as all appears in very good shape, other than the corroded aluminium casting which was refurbished. The chassis and all other mechanical bits were blasted and powder coated and when reassembled looked splendid.

The whole shooting match should be back together this winter and we certainly look forward to having a very attractive, long legged touring car out and about for next season (about time I hear you say).

We have also rescued the TA21 saloon and other sad bits and pieces from Kevin Bruce, which brings us back to what I said at the beginning, where on earth do I store them, Hey Ho!!

Regards, Jan and David Seath

I was very pleased to read the letter from Mike Menzies about the Robertson Screws. They were totally unknown to me until I read my little book.

I much appreciated the article by Chester about his favourite books. My small library contains LTC Rolt's "Isambard King Brunel" and "Thomas Telford." I would like to obtain more of Tom Rolt's books, he writes well, explains things well and links cause and effect. I also have Borgeson's "The Classic Twin Cam Engine."

No doubt the other books mentioned by Chester are eminently readable and enjoyable and I would like to add one (in my library) - "Georges Roesch and the Invincible Talbot" by Anthony Blight.

Rob Graham

Dear John

You may recall we sold a club badge to an alvis contact in Portugal. I have had some correspondence with him and he has just sent this which I thought might amuse.

Regards Dale Parsell

IME FATIMA PREZIME AYISHA KHOMEINI DATUM I MESTO ROĐENJA 02.12.1972. KIRKUK, IRAK JMBG 0212972335009 PREBIVALIŠTE ZAGREB DUBRAVA 27 PU ZAGREBAČKA DOZVOLU IZDAO U POTPIS 07.12.1995. DANA 06.12.2035. VRIJEDI DO 0309123 BRQJ POTPIS VOZAČA Fatima Ayisha Khomeini		KATEGORIJE VOZILA ZA KOJE VRIJEDI DOZVOLA: <table border="1"> <tr> <td>A Motocikli</td> <td>M.P.</td> </tr> <tr> <td colspan="2">datum polaganja</td> </tr> <tr> <td>B Vozila, osim vozila kategorije A, čija najveća dopuštena masa nije veća od 3.500 kg i koja nemaju više od osam sjedala, ne računajući sjedalo za vozača.</td> <td>M.P.</td> </tr> <tr> <td colspan="2">11.04.1991. datum polaganja</td> </tr> <tr> <td>C Vozila za prijevoz tereta čija je najveća dopuštena masa veća od 3.500 kg.</td> <td>M.P.</td> </tr> <tr> <td colspan="2">datum polaganja</td> </tr> <tr> <td>D Vozila za prijevoz osoba, koja, osim sjedala za vozača, imaju više od osam sjedala.</td> <td>M.P.</td> </tr> <tr> <td colspan="2">datum polaganja</td> </tr> <tr> <td>E Skupovi vozila čija vučna vozila spadaju u kategoriju B, C ili D, a priključna su vozila najveće dopuštene mase veće od 750 kg.</td> <td>M.P.</td> </tr> <tr> <td colspan="2">datum polaganja</td> </tr> </table>		A Motocikli	M.P.	datum polaganja		B Vozila, osim vozila kategorije A, čija najveća dopuštena masa nije veća od 3.500 kg i koja nemaju više od osam sjedala, ne računajući sjedalo za vozača.	M.P.	11.04.1991. datum polaganja		C Vozila za prijevoz tereta čija je najveća dopuštena masa veća od 3.500 kg.	M.P.	datum polaganja		D Vozila za prijevoz osoba, koja, osim sjedala za vozača, imaju više od osam sjedala.	M.P.	datum polaganja		E Skupovi vozila čija vučna vozila spadaju u kategoriju B, C ili D, a priključna su vozila najveće dopuštene mase veće od 750 kg.	M.P.	datum polaganja		VRSSTE VOZILA ZA KOJE VRIJEDI DOZVOLA: <table border="1"> <tr> <td>F Tramvaji</td> <td>M.P.</td> </tr> <tr> <td colspan="2">datum polaganja</td> </tr> <tr> <td>G Traktori</td> <td>M.P.</td> </tr> <tr> <td colspan="2">11.04.1991. datum polaganja</td> </tr> <tr> <td>H Radni strojevi i mopedi</td> <td>M.P.</td> </tr> <tr> <td colspan="2">11.04.1991. datum polaganja</td> </tr> </table> NAPOMENA:		F Tramvaji	M.P.	datum polaganja		G Traktori	M.P.	11.04.1991. datum polaganja		H Radni strojevi i mopedi	M.P.	11.04.1991. datum polaganja	
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A Short Novel in a Number of Parts

by Chester McKaige

No one knew when young Tim Jones became interested in vintage cars. His father was mechanically illiterate whilst his grandfather had shown a modicum of interest once owning a Harley Davidson Pea-Shooter during the war, followed by a large Minerva and then a host of rather mundane cars ending his days with a very much used and battle scarred Hillman Minx.

It could have been his uncle that sowed the first seed giving him a book for his fifth birthday on sports cars. Entitled "The Sports Car Pocketbook" this book as the name implied contained both text and black and white photographs of sports cars covering the vintage and classic period, a thoughtful present and one that was to later become a valuable asset.

Of all the pictures in the book, the one that appealed most to Tim was a photo of a 12/50 Alvis Ducksback with its unusual bodywork and highly polished aluminium panels. Whilst the book featured other great marques, it was always the Alvis 12/50 ducksback that attracted the most interest, an old tram ticket making a most suitable bookmark.

Tim's uncle John had been a mechanical engineer in heavy industry and whilst not an avid old car aficionado, had as a youngster a number of interesting old cars including a rather worn out and very tired Lagonda Rapier which took him to Melbourne Tech every day, a "J" Type M.G a present to himself for graduating, and during his courting days a Riley Pathfinder for the simple reason that it had four seats.

Modern cars didn't interest Tim. Although he knew all the makes and models and spent many nights looking out of his bedroom window matching headlight beams against the passing cars, it was vintage cars that captured Tim's imagination, particularly Alvis 12/50's. One day he was determined he was going to own a 12/50 ducks back.

At school, Tim was neither at the top of the class nor the bottom and at the end of every term his school report always said the same thing. "Tim would be a far better student if he stopped reading car magazines, drawing cars in his exercise book and staring for long periods of time, trancelike, out of the window."

At sport he was a disaster, always being the last to be picked for the cricket team, the football team and the swimming team. Although he tried hard, he just couldn't get his hand and eye co-ordination working together.

Girls didn't interest him much either and whilst they never bothered him, he never felt remotely interested in having anything to do with them.

Whilst most boys of his age were reading science fiction, espionage and the books approved on the schools reading lists, Tim indulged himself in "Old Motor", "Veteran and Vintage" and "English Motor Sport", the last a yearly subscription from his uncle for his twelfth birthday. Pocket money was spent at either Technical Bookshop or Tim the Toy-Man where he could peruse the large collection of model cars lined in single file rows upon their boxes on glass shelves built into the two front glass doors of the shop.

Lesney "Models of Yesterday" were his favorites and once a month he was allowed to purchase one model and have enough change to have a soda at Hillier's Soda Fountain next door before catching the tram and heading home.

By the time he turned fifteen, Tim had amassed a large collection of model cars, books and magazines most of which were acquired from doing a morning and afternoon paper round and running errands on his bicycle for the local chemist.

At around this time, Tim attended his first old car run. A family friend who owned a garage in the city servicing cars for customers and friends also shared the same passion for old cars as Tim.

It was Tim's uncle Graeme that suggested to Bill that Tim would like to go on a vintage car run. "The kid's old car mad said Graeme, put him out of his misery once and for all".

Bill Smythe was a founding member of the local vintage car club and had over the years restored some very magnificent motor cars including such makes as Bugatti, Sunbeam, and an 1898 Peugeot which he took to England in 1958 to compete in the London to Brighton Rally for cars up to 1904.

His garage was situated down a couple of rather narrow streets in the depths of the city, the site formally a Cobb and Co stables complete with hitching rails and bluestone floor.

The garage was dimly lit, natural light only coming from four reinforced glass windows set high in the roof and covered in a heavy layer of dust, dirt and cobwebs. Eight double fluoro tube battens hung from the roof suspended by chains each tube giving varied amounts of light depending on the wattage of the tube.

An old glass sided counter with brass edging that could have come out of Myer's in the 1920's, was situated near the main double doors, it piled high with paper work, invoices, catalogues, and assorted car parts and judging by the light covering of dust had been there un-touched for quite some time.

A single post hydraulic hoist sat directly opposite, the bluestone floor around its perimeter impregnated with years of oil and grease whilst a huge compressor sat at one end whistling away to itself before coming alive every so often with a deafening clatter.

Three 205 litre "tall-boy" rectangular oil drums painted green and each with its own hand pump sat next to the compressor whilst an old garage forecourt oil bottle stand had been converted to carry a collection of tins of grease, oil and other oil based products most of which had been opened, used and the lids loosely re-applied.

A mezzanine floor that always appeared out of bounds to anyone other than Bill was situated directly above, the stairs leading up to it covered on both sides by car parts, more manuals, boxes of assorted paraphernalia and other junk leaving only a set of stairs eight inches wide on which to climb.

The building could quite happily accommodate twelve cars although the main problem was that ten spaces were occupied by Bill's own cars leaving two spaces free to house customer's cars plus another car on the hoist.

Down one side of the building was a steel work bench whilst directly above it and bolted to the wall was a shadow board full of tools stretching nearly twenty feet in length. A lathe and milling machine were positioned on the other side of the bench. A row of old green Brownbuilt steel shelves containing spark plugs, filters and gaskets sat next to it.

A rear door led to a dingy toilet with an old style cast iron cistern complete with chain, the original timber pull handle replaced with a well used spark plug, was bolted to the wall, a timber seat and a toilet roll holder simply made from a piece of bent wire that hung from the back of the door. Back issues of "Modern Motor" neatly piled to one side provided the reading material.

At the rear of the garage in one corner sat an old timber hulled boat its trailer "A" frame covered with a stack of newspapers. An aqua coloured tarpaulin full of holes covered three quarters of the boat exposing its once highly varnished hull to the elements.

Also draped in shrouds not unlike a scene from Dickens's Great Expectations were the rest of Bill's collection of cars whilst upstairs it was believed was stored a collection of motorcycles, some still in their original packing cases, put away never to see the light of day again.

Bill Smyth was a tall man of slight build with a fine crop of black hair. He was in good shape for his sixty years and had reached a stage in his life where he could take things a bit easier. He wanted to get out more and use his cars particularly since his wife had passed away three years previously. Although he knew the family well enough, he had never met Tim before.

One of Bill's cars was a Frazer-Nash, a car Bill had restored many years ago. The body was dark green, the chassis and wheels, red. The engine was a Meadows 4ED engine and the car designated a T.T Replica.

This car was garaged at Bill's home, so Tim was dropped off on the appointed day and helped Bill to prepare the car for its first outing in more than three years. Tim was suitably impressed with the chain drives and asked a multitude of questions about changing gears, changing sprockets and all the other things a bright eyed youngster would ask.

Bill was suitably impressed with his new companion and answered all the questions with equal enthusiasm for he could see a bit of himself in Tim when he first started dabbling in old cars. Here in Tim he thought was the makings of a real old car enthusiast.

The rally comprised of what was referred to as a EMR or early morning run and ran its way around the back blocks of Melbourne before finishing in a park where someone had arrived earlier and got breakfast underway.

The Frazer-Nash behaved itself admirably and the new combination of driver and navigator saw the navigational aspect of the run completed without loss of any points.

Tim was in seventh heaven. Never before had he seen so many interesting old cars. It seemed that his "Sports Car Pocket Book" had suddenly come to life with such makes as Bentley, Alfa-Romeo, Lancia, Lagonda and Bugatti all together in one place and real!

But that was not all, for sitting amongst all the delectable machinery was an Alvis, aluminium polished 12/50 Ducks back, the car of Tim's dreams. It was a 1924 model, its chassis painted a deep red with matching red upholstery. The external stainless steel exhaust pipe shimmered in the early morning sunshine whilst its driver and passenger performed the well rehearsed method of alighting from the car through the passenger side door.

Tim stood there totally transfixed. Here he was face to face with the car of his dreams. What should he say to the driver? Would it be too much to ask for a ride? Should he ask the owner to show him under the bonnet?

Tim didn't have to wait too long for an answer. "Would you like to have a look at the engine" said the owner having extracted himself from the car whilst his wife was busily opening the dicky seat and retrieving the picnic hamper.

"Yes please" said Tim who by now was champing at the bit with excitement as the bonnet strap and catches were released and the bonnet raised to reveal its 1,496 cc overhead valve engine. The aluminium bits were highly polished to match the bodywork whilst the engine block was painted red to match the chassis. The Solex carburetor buried deep down in the depths of the engine was also highly polished, the crankcase left natural and unpolished.

"I haven't seen you before" said the Alvis owner closing the bonnet and walking around the car to lift the other side, "who did you come with".

"I came with Bill Smythe in his Frazer-Nash" said Tim. "This is my first old car rally and this is the first time I have seen a 12/50 in the flesh. I have read a lot about Alvis cars in particular the 12/50 so I appreciate you showing me your car."

The passenger side of the engine revealed a polished B.T.H magneto, its high tension leads neatly running to each spark plug, the leads held in place by a red fibre block. The starter motor was painted black and Tim could see the cone clutch housing behind the engine and the outline of the four speed gearbox.

"Is there a club for 12/50 cars" Tim asked apprehensively. "Not as such" said the owner, but there is a club based in Melbourne that

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The passenger side of the engine revealed a polished B.T.H magneto, its high tension leads neatly running to each spark plug, the leads held in place by a red fibre block. The starter motor was painted black and Tim could see the cone clutch housing behind the engine and the outline of the four speed gearbox.

"Is there a club for 12/50 cars" Tim asked apprehensively. "Not as such" said the owner, but there is a club based in Melbourne that caters for all Alvis cars. If you like to hang on for a sec, I'll give you the details. The club is always looking for young people and

you could be a fine candidate. My name is John Northly and this is my wife Carole." "Tim Jones is mine" said Tim shaking hands with his new acquaintance and giving Carole a nod and a shy smile. Here are the details of the club and we hold meetings once a month on the third Friday, just roll up at 8.00 p.m and you will be made most welcome".

"Looks like you made a new friend" said Bill hoeing into a burnt sausage in a piece of bread, the tomato sauce oozing out the other end and spilling down the front of his shirt.

"Yes" said Tim, "he has shown me over his car and given me some information about the club. I think I would like to join as Alvis cars particularly 12/50's are my favorite."

Bill handed Tim a sausage and a mug of tea that he produced from a battered thermos, at the same time motioning Tim to the milk and sugar. "So you would like a 12/50 Alvis when you get old enough to get your driver's license. How old are you now, fifteen or so, that means that you have a few years to go before you can get your driver's license, and the chances of getting a car then are pretty remote because a good one like that over there is probably worth around \$60,000 dollars. I don't want to quell your enthusiasm, but the best thing to do, is to look around for a car in bits and restore it yourself."

Tim hadn't thought of restoring a car himself, his mechanical ability whilst in theory may have been marginal, his practical skills were non-existent. He had helped his uncle replace the gearbox in a Morris Minor the year before and found the job interesting but that was about the sum total of his mechanical ability. To rebuild a complete car was just something that didn't enter his head. And another thing, he had no money to buy a car let alone a pile of bits.

"Never mind" said Bill, "at least you're keen and that's the main thing. Come on let's get going, I have a few things to do today and I want to have a word to your father".

Tim threw the dregs of his tea on the ground and placed the thermos, milk and sugar back in the old cardboard box whilst Bill went off to speak to a couple of people gathered around a 3 litre Bentley.

"That's a nice young chap you have there Bill, looks like a real enthusiast said one of the two men. Yes he is said Bill, he wants to get a 12/50 Alvis but being only fifteen, has a long way to go. Chances of him buying a car like John Northly's are pretty remote so I suggested that he look around for a kit of bits.

"What about the pile of bits you have in your workshop, that's a 12/50 isn't it." said the other chap leaning against the Bentley with one foot on the running board.

"Yes it is said Bill, and it certainly has got me thinking, although I don't want to tell him just yet that I have a 12/50, let alone one with its original Car Bodies body still intact and in good condition. I'll have to have a chat with his father to see what can be done. We certainly don't want to spoil the lad's enthusiasm".

"Has he got any mechanical ability?" said the first man. "Not that I know of" said Bill; "then it looks like you will have to teach him yourself" said the other man. "That way you may get some work done on your other cars. About time you got an apprentice."

To be continued

MILD STEEL

Mr Henry Bessemer designed and perfected the blast furnace in 1864 to produce low cost and extremely malleable mild steel. He benefited from the advice of Robert Mushet to add manganese to the melt, the manganese took up excess oxygen resulting in manganese oxide which was left as slag; and also from Sydney Thomas who suggested lining the blast furnace with dolomite (alkaline) which drew off phosphorous (acidic) in the pig iron. There is a story that he stole the idea from a German chemist/physicist but Bessemer is generally credited as the inventor.

A tiltable crucible is partially filled with molten pig iron and scrap while in the vertical position. Air is now blasted through a ring of holes at the bottom for about 30 minutes and the contaminants of sulphur and carbon are burnt out. The crucible is then tilted to pour the mild steel into suitable moulds.

Another method of producing mild steel is "The Open Hearth Process". This method has been developed in America mainly since 1910, primarily to produce basic open hearth steel for the ever expanding automobile industry.

Alexander Gustave Eiffel was a noted French engineer and bridge builder who built the Eiffel Tower for the Paris exhibition of 1869. I have heard the story, but can't verify it, that Eiffel used the newly developed mild steel to demonstrate to other engineers that this new material was suited for use in bridge building (and towers).

Rob Graham

HOW THINGS HAVE CHANGED IN 30 YEARS!

68

thoroughbred & classic cars september 1976

Michael Sedgwick went to Christies' Beaulieu Auction and wonders if THE SOUND BARRIER THEORY IS STILL VALID

YOU'RE getting cautious in your old age," said the man from Melbourne. "You used to rattle prices off. Now it's just one qualifying Pommy adverb after another."

Nothing's terribly certain any more. Geneva suggested a firm ceiling on Milestone prices: the Alexandra Palace suggested a boom in British sports cars sparked off by foreigners cashing in on a creaky pound. The small field at Beaulieu seemed to indicate some diffidence over auctions as a whole.

Two things were, however, apparent from the start. There was, if anything, more Dutch being spoken in the sale tent than in '75, and motorbikes are becoming very expensive. Everyone knows that Scotts are the bike-man's Bugattis (dare we say that a rare '30 single-cylinder Lightweight at £400 bids fair to be Shipley's Type 30?), but is even a mint Vincent Black Shadow really worth £1700? If so, the breed will soon be the Duesenberg of the motor-cycle auction world.

All three Veterans sold, but none of them made £4000, a clear indication that brass-age prices have made their level. Nobody expected much more than £2800 on the 1914 Stellite two-seater, though the ex-works Lagonda tricar (it featured in Staines' advertising way back in 1935) only made £400 more on the strength of rarity, and everyone knows that Argylls are a red flag to the Scottish bull. Had this grubby little 10hp twin been in better shape (we'd say it was 1909, and not the 1907 claimed by the catalogue), it could well have gone higher than £3800.

First Vintage car up was a 1919 four-cylinder Le Zèbre runabout, no starter and rear-wheel brakes only, a little too archaic for the keen driver; £2200 was fair, if a little on the low side for a pretty showroom centrepiece, while the next two lots seemed to vindicate our suspicion that nobody now stakes big money on less-usable Old Masters. None the less, Cyril Wadsworth's admirable reproduction (from the correct and sometimes actual parts) of a 1922 TT Bentley attracted a £16,000 bid, even if the absence of four-wheel brakes and the ponderous Maythorn limousine coachwork scared bidders off a superb '23 Ghost (dead stop at £8500 for maybe £15,000 worth of automobile). Also too expensive was a rare Green Label 3-litre Bentley four-seater (£11,000) though a less-good but more ordinary Red Label by Vanden Plas made the expected £7500, and a splendid 1924 DIS Delage boat-tail tourer on beaded-edge rims ("almost a shopping car", as someone put it) was fair value at £4800. Rather more of a surprise was the 1929 Graham-Paige Six sedan, very original but not mint, and the sort of thing that gets bought in off the chandelier for £600-700. It went to Holland for a respectable £1200, which suggests that the slump in Yankery observed at Geneva was a momentary pause.

Seventy-plus % sold so far, by our reckoning, but the starred lots were coming up, with bets on fourteen grand apiece for the '34 4CM monopo Maserati and the '35 500K Mercedes-Benz roadster, neither of them pieces you'll find in every specialist dealer's lot.

The Maser was a bit of a disappointment. Maybe it was the later addition of ifs and a '36 grille, maybe everyone knows that any good ERA will eat anything older than a 4CL for breakfast, but the high bid was £11,000, reputedly not enough. But then St. Chrysostom must have been thinking of Historic Racing Cars when he composed his Prayer: you want more than two or three gathered together to get a good price in this class.

Not so the Merc. It was almost certainly the only roadster left in England, but it wasn't going to stay here. There was an awful pause as the bidding went into five figures, but it was only the lull before the storm. An unnamed American went right up to £18,000 - not a record, but a return to the palmy spring of '74 in Geneva.

One three-pointed star does not, however, make a summer, and we were looking out for some brisk bidding in the under-£5000 class. We got it, and some of it went through the sound-barrier, too.

It was no real surprise, admittedly, to see Michael Scott's rapid and authentic-looking Type 135 Delahaye Competition replica depart for £6000 in the matter of seconds. The *marque* has been "in" for nearly two years now, and this was a first-rate specimen. American-car buffs will, however, be lamenting the day when they passed up eighteen feet of '37 90-series Buick (the big one, as supplied to the House of Windsor) at £400, for a clean Thrupp-bodied limousine was considered cheap at a straight grand. An only-fair '33 short-chassis Le Mans Aston 2/4-seater was also moving up-market at £5500, but why was the same money paid for a 1934 Type 290 Mercedes-Benz two-seater cabriolet? This one was in good mechanical shape, but cosmetics would be required, and they don't exactly go like greased lightning. Still, the going Swiss price of 25,000 francs suggests that it's not so crazy after all, and, like the Buick and the Aston, it is a usable piece of machinery.

Export-or-bust has applied to the motor industries of most countries at some time or other since 1945, so the better known Milestones are pretty widely distributed. Hence they tend to go to local customers. The English like rag tops and/or a bit of excitement, hence they gave the bird to a fair if poorly painted '50 Lea-Francis 14 saloon (£420), one of the nicest Siddeley Typhoons we've seen for many years (£550), and an only-passable 3-litre Alvis at £650 (what would have happened to a drophead in like condition?). The inevitable beam-axle AC saloon was pretty horrible, though it contributed £250 to a charity, and a high bid of £1900 was disappointing on a spotless Type 403 Bristol. AC and Bristol fans, however, are matrimonially inclined, since the good old power unit

from Filton raised £1100 on a good average 1956 Aceca, and a whopping £1900 on a rare Greyhound that was less than mint.

Other hardening stocks were a 1958 Ferrari California 250 (good mechanics, fair paint and trim) at £3800, and a superb late DB 2/4 Aston with the rare hardtop coupé body, which sold for the same amount, thus confirming our suspicion that these are on the move. As for the Triumph Roadsters - well, the Vanguard's a nice, easy engine to work on, and you've got the 100mph look, but is a top-condition one really worth £1800, or was the American buyer attracted by the low export sales (under 100 units)? Roadster No. 2 was not quite so good (wrong shade of grey, clattery top end), but it kept the underbidders busy up to a satisfying £1200, or almost enough to persuade some unscrupulous fellow to fabricate replicas out of tired razor-edge saloons.

Rolls and Bentleys were thin on the ground, and most of them reflected known form. The one-owner 1937 4½-litre Bentley saloon (£3000) was cheap thanks to a rather ugly H. J. Mulliner body, £3500 is fair for an average Phantom III touring limousine with no howling defects, and the same money bought a sound, drive-to-work 25/30 with stodgy saloon bodywork by Barker. It would seem that the depredations of special-builders are taking effect, too, since a fair, if slightly-rusted 1949 Standard Steel Bentley (£1600-£1700 on Ally Pally form) made a high £2000. In an entirely different class, however, were a freshly-restored 4½ VDP pillarless saloon, and a 1935 20/25 Park Ward limousine with a guaranteed 56,000 on the clock. Our estimates were £4500 and £5500 respectively. They made, however, six grand apiece, which in our book means a couple of new "English" class records.

So it looks like "middle cars for middle people", all round, with little interest in the cheap (why only £950 on the best MGA 1600 coupé we've yet seen) or the really expensive. This concentration on the middle sector might even force the old familiar sound barrier (not dead yet!) from £5000 to £6000. And watch those Austons. David Brown cars have appreciated a cool hundred % in two years, so now's your last chance to add one to your stable. ●

BEAULIEU AUCTION PRICES £.7.75.

DATE	MAKE	TYPE	BODY	EXP. CONC. PRICE	HIGH BID
1922	Royal Enfield	225cc	Motor-cycle	NG 200	280
1930	Sunbeam	347cc OHV	Motor-cycle	NG 280	200
1956	AJS	7R	Racing Motor-cycle	EX 1400	1100
1955	Vincent	Black Shadow	Motor-cycle	EX 1700	1700
1960	Matchless	G50	Racing Motor-cycle	EX 1000	1000
1962	Norton	Manx 350	Racing Motor-cycle	EX 1100	1400
1914	Scott	532cc	Motor-cycle	VF 700	700
1921	Wall	Auto Wheel	Scrubble Cycle	VF 175	300
1922	Economic	2hp	Motor-cycle	VF 300	300
1925	Ner-A-Car	248cc	Motor-cycle	F 350	280
1930	Scott	298cc	Motor-cycle	F 350	400
1937	Scott	Flying Squirrel	Motor-cycle	F 750	650
1906	Lagonda	12hp	Tricar	VF 2500	3200
1908	Argyll	10hp	2-seater	F 3200	2800
1914	Stellite	5hp	2-seater	G 3000	2800
1919	Le Zèbre	6CV	2/4-seater	G 2800	2200
1922	Bentley	3-litre	TT Replica Racing	EX 8000	16,000
1923	Rolls-Royce	Silver Ghost	Limousine (Maythorn)	EX 4,000	8500
1924	Delage	DIS	Sports Tourer	EX 5200	4800
1925	Bentley	3-litre Red L	VDP Tourer	VF 8000	7500
1925	Bentley	3-litre Green L	Sports 4-seater	VG 12,500	11,000
1929	Graham-Paige	621	Saloon	VF 1400	1200
1929	Riley	9	Treen Rep. 2-seater	EX 2400	1900
1930	Alvis	Silver Eagle	Saloon	EX 2000	1800
1932	Lagonda	3-litre	Sports Saloon	VF 1800	1700
1933	Aston Martin	Le Mans	2/4-seater	VF 5000	5500
1934	Maserati	4CM-1500	Monoposto Racer	VG 14,000	11,000
1934	Mercedes-Benz	280	2-seater cabriolet	VF 3000	5800
1935	Rolls-Royce	20/25	Limousine (Park Ward)	EX 5500	6000
1935	Mercedes-Benz	500K	Roadster	VF 4000	18,000
1937	Bentley	4½-litre	Sports Saloon (HJM)	VF 1300	1000
1937	Buick	90	Limousine	EX 6500	6000
1937	Delahaye	Type 135	Competition Replica	EX 4500	6000
1937	Bentley	4½-litre	Sports Saloon (VDP)	VF 3500	3500
1937	Rolls-Royce	Phantom III	Tour. Lim. (HJM)	VF 3200	3500
1938	Rolls-Royce	25/30	Saloon (Barker)	VG 800	550
1949	Armstrong Siddeley	16	Typhoon saloon	G 1600	2000
1949	Bentley	Mk. VI	SS Saloon	EX 1600	1800
1949	Triumph	2000	Roadster	VF 1000	1200
1948	Triumph	2000	Roadster	VF 600	420
1950	Lea-Francis	14	Saloon	NG 175	250
1951	AC	2-litre	Saloon	F 900	650
1951	Alvis	3-litre	Saloon	EX 2600	1900
1953	Bristol	403	Saloon	G 3800	3800
1958	Ferrari	250	Spyder California	EX 4000	3800
1958	Aston Martin	DB2/4 Mk. III	Hardtop Coupe	G 1300	1100
1960	AC	Aceca-Bristol	Coupe	EX 1400	850
1961	Daimler	SP250	Hardtop Coupe	EX 1400	950
1961	MG	A-1600	Coupe	EX 8500	6500
1964	Ferrari	500 Superfast	Coupe	G 2000	1900
1963	AC	Greyhound-Bristol	Saloon		

PERHAPS WE NEED AN AGONY AUNT COLUMN?

Knowing that it can be hard to get contributions to any club newsletter, perhaps we could introduce a feature whereby troubled Alvis owners bare their souls in an effort to ease their troubled minds. (We might have to restrict the baring of souls a little, judging by some of the photographs of social events published previously)

I will start the ball rolling with a problem that tends to trouble me in the early hours- no, not what you might be thinking!

A couple of years ago, I became involved in the purchase of an Alvis. The car was a TA21 saloon that was over in NSW and the details of the car were provided by email and some photographs that were not that clear. However, I rushed into the purchase of this unseen car and when it was delivered; I knew my problems had just begun. Imagine getting yourself a partner over the Internet and being just as disappointed.

It was not long before I speculated as to why the previous owner had taken his own life. The car had missing and burnt floorboards, upholstery was half stripped and the rest recovered in cheap vinyl. The engine had some cooling problems and so the list goes on. On top of it all, the sun roof had been bogged up with a steel sheet and enough filler so as to make the car top heavy. Generally, a car has some redeeming feature that means you will not be faced with one particular area to restore. I have not found it on TA21- 24236. Having got so far into Pandora's Box, I located two similar TA21 saloons in South Australia and thought about using one of them to combine with my car. One had the engine rebuilt and much panel work done but the owner did not wish to part with it, so it still lies there, exposed to much of the weather. The second car was combination of vehicles with a repaired chassis and was sold later any way.

So the now body is still off and the engine in pieces. The chassis has been really well stripped and painted but the task ahead to finish the car is a long and expensive one. Seeing what a job it was going to be, I quickly took the antidepressant of buying an MGB, followed by the stronger dose of the Ball's TA21 drop head.

Can anyone offer advice on what I should do with the car? On the engine side, the head is cracked and new pistons are needed. The gearbox needs a rebuild. Who put the third gear synchro in the wrong way round?

Seriously, I know that I could buy a very nice TA21 saloon for about half of what it might cost to restore the old car. I am tempted to break the whole lot up into usable spares but a fair number of cars have suffered a similar fate. It seems a shame to get rid of the good chassis after all the work put into repainting it. I am currently renewing the main wooden members in the frame. I have thought about having it rebodied as a "woody" wagon, as well as an open special, but the reality is that the return on the work involved is likely to be small. Perhaps if I could find a good transplant of engine and box, I would be able to concentrate on the body, as the wood work is something I think I can do. It might also allow me to learn how to weld, by practicing on the many panels that need repair.

Consolation can be found in the many articles on cars that have been restored by others over the years. However, these folk generally have a range of skills at their fingertips and to their credit are not simply cheque book restorers. I am not too frightened of the mechanical side or those requiring physical labour but with the drophead and the new TD21, I am not too inclined to pour a whole lot of money into a third car.

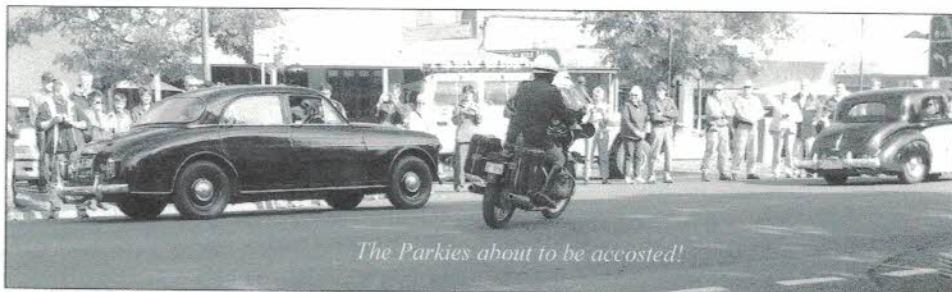
Anyone out there with advice, please? At the same time, my advice to anyone else tempted to rush put and buy a car unseen-DON'T. If you are unable to view it personally along with a knowledgeable person who will not become emotionally involved, then get the car viewed by an Alvis expert. It will cost you up to \$1000 for a car in the UK and far less here in Australia, but this will be small change compared to some jobs that might be needed. I worked for a man once who taught me a saying, "Remember, the lessons you learn best are those that cost you money". This is certainly a case of that being true.

Mike Osborne,
Ardrossan

The MACEDON RANGES GRAND TOUR

The MRGT was the first touring event on the club calendar for 2005 and I don't think any of the participants regretted their attendance. It was good value for money FOR A FUN DAY.

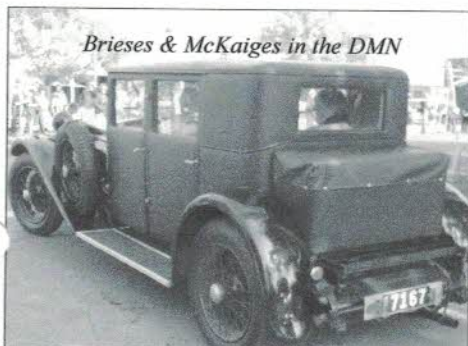
The early morning drizzle had a few people thinking seriously about putting up their roofs while the sedan owners sat smuggly in the comfort of a tin top. Hot breakfast in the Gisborne Mechanics Hall was followed by the flag off by legendary racing driver Norm Beechey.



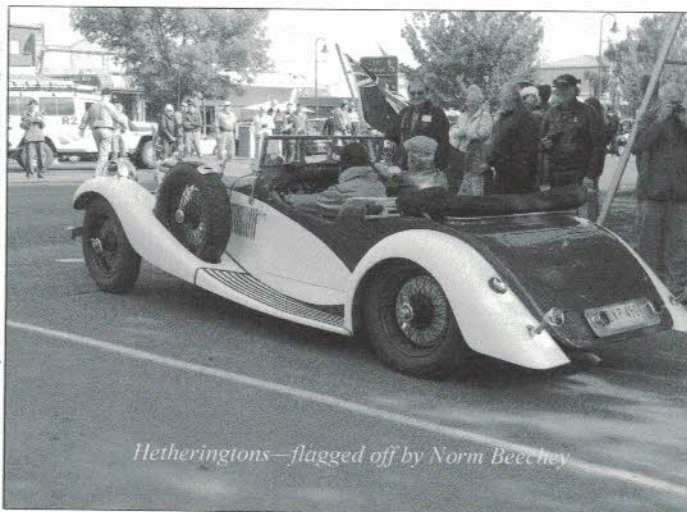
Following the Parky's flag off, the Police re-enactment group pulled them over on the roadside and an arrest took place for snowdropping. Pat remonstrated with the Police and a report of a woman chasing the coppers with an Alvis umbrella was made.

To avoid a procession of faster cars chomping at the bit behind a slower car, the 115 cars, one 1925 motorcycle outfit and one ex Queensland Fire Truck departed on two separate routes, predominantly, slow cars on the Vintage route and fast on the Classic route. The 12/50s occupied by the McKinnons and the Northeys saw fit to mix it with the faster group and were not in anyway compromised by their modest capacities.

The Tonkins arrived in "The Duke" as Mrs Simpson feigned a headache on the day and couldn't keep the appointment. The Hetheringtons SP20 arrived with crestfallen faces accompanied by spitting and backfiring and some concern about traveling arrangements for the day. The points gap was decreased from 45 thou to something more in keeping for the type and calm was restored.



To help celebrate the Centenary of the marque, the Brieses and McKaiges arrived in the ex Lord Casey DMN Delage and they traveled in state for the rest of the day.



Morning tea at Romsey saw the only complaint that there was insufficient jelly cakes to go round!

Paramoor Farm was the lunch venue, with entertainment from the "Celts and Cobbers" and many other things of interest. The setting was ideal and the Town Crier had to persuade people to get in their cars and continue with the run.



Afternoon tea was at the Macedon Ranges Motor Club at which Chester's 500cc race car was on display.

The Gala Dinner at Cope-Williams Winery was most enjoyable in the Royal Tennis Court, with live dinner music and buffet dinner.

The Police re-enactment group provided a prize for meritorious driving or notable cars, or similar, and 11 car numbers of which one was to get the prize. Parky's number was drawn out of a hat and the prize was a copy of a book entitled "Policing in Gippsland During the 50s and 60s." How appropriate for an ex copper who worked in that area during that period!!!!!!!!!!

Parky tells tale of a hoot down Mt Macedon with the McKinnons looking at the back of the 3 litre, until they happened on a modern, double parked on the roadside, chatting to another driver. On coming traffic caused both the 3 litre and the 12/50 drivers to caress their St Christopher medals in the hope they **he** was aware of his immediate and urgent responsibilities.

The tour took in about 220km of good driving and more than enough good food. Many thanks to those who again supported this annual event.

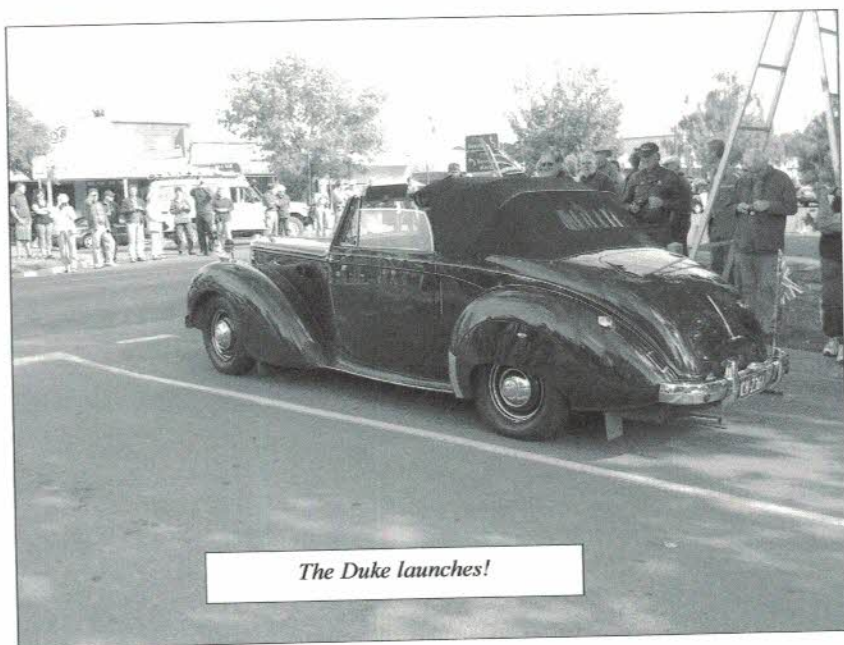
John Lang



Richard Tonkin asking Marg Lang to carry out a service for him



Lesley Northey dressed for navigator duties in the ducksback



The Duke launches!



The Vintage Route trophy

ALVIS OUT IN FORCE AT SOUTH AUSTRALIA'S ALL BRITISH DAY FEBRUARY 13th 2005

Entries for the 2005 All British Day at Uraidla, in the Adelaide Hills appeared to be better than ever. In order to fly the Alvis flag, we decided to take both of our cars; Alice, the TA21 drophead and her younger sister Alison, the TD21. As part of our ongoing crusade to convert some of our friends here on the Yorke Peninsula to good cars, we asked a couple of friends, Ken and Jeanette Heinrich, to drive the TD21 for the day. It would make a change from their Hupmobile and R series Valiant.

From Ardrossan to Uraidla is over 100 miles, so in order to make the planned breakfast stop in Adelaide Parklands, we made an early start. The forecast was for temperatures in the thirties, but at 7 AM, we were glad of the heater and bulkhead warmth.

Prior to the trip, I had done my best to ensure that both cars would perform without problems as our local club would have soon heard of these. The last couple of weeks had seen me fixing charging and handbrake items as well as a malfunction in the rev counter.

Arriving in Adelaide, we soon spotted the Mitchell's' TD21 and on arrival at Uraidla Oval, I was soon taking note of the other Alvis cars parked with the various club stands. The Sporting Car Club of S.A. was the featured club for the day, so joining the Mitchell's' TD21, were Don Bosanquet's FWD, Roly Forss' TA21 and Peter Godfrey's TA14 drophead. Elsewhere, there was reported to be an Alvis Saladin but I missed that. Duncan Scott would have brought his Speed 20 but had been asked to exhibit his Napier.

The "Peoples Choice" award went to an MGB. Last year it had been presented to a TR5, so I think there is some education needed. Yes, I own an MGB as well but I would never put them in the same class as many of the cars on show.

A goodies bag to all entrants included three publications on Morris cars which will come in handy for an English friend of ours, visiting shortly. If you are ever this way and like British cars, this is the show to attend.

Just after 3 PM, we made our way home with the temperature at over 30C. The optional electric fan on the TD21 looked to have been a good choice but both Alice and Alison cruised home, with their splendid exhaust notes producing a melody that turned heads as we headed back through Adelaide.

Mike Osborne (keen Alvisist & bird spotter)



Roly Forss TA21 & John Mitchell's TD21



"Nice front, nice rear"



The Bosanquet FWD

ALVIS PARTS AND REPAIRS DATABASE

As a service to members the ACCV Committee has decided to create a database of information on alternate parts for the various models. There is a huge fund of knowledge collectively held by us that would be of immense use to others.

How many people know for instance that certain International Harvester starter motor parts can be employed to repair 12/50 and Speed 20 starter motors? Anecdotally there are hundreds of these acceptable alternatives – we are seeking these.

The intention is to gather these pearls of wisdom in a (spreadsheet) database, which would be made freely available to members upon request. It will be able to be readily sorted and reported by model type (eg: “12/50”), and general area (eg: “front axle and hubs”).

There is no reason why simply-expressed repair hints might not also go into the same database in a comments field – although the intention is not to rival the wonderful *Vintage Alvis Manual* by Micky Radford!

This is a trial – if there is little response the idea will be abandoned within 12 months!

So have a think about it, and please provide your ideas to Bob Northey by email or note: contact details are on the cover of this newsletter. Please provide whatever details you can muster – Alvis part numbers are not required, but if known will be faithfully included in a separate field.

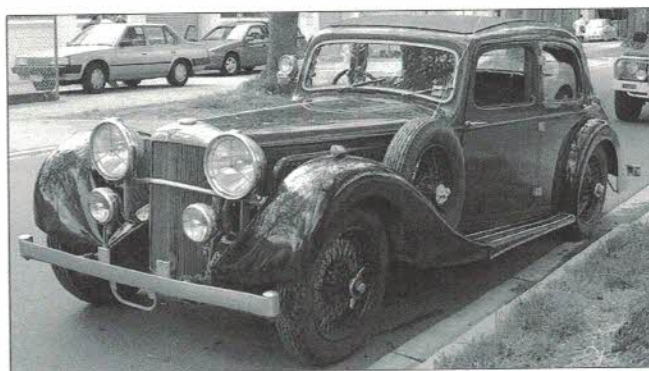
SWAP, BEG, BORROW or STEAL

FOR SALE

Jaguar crankshaft harmonic balancer—reconditioned & professionally engineered to suit SP25 shaft (or equivalent) at a cost of \$1582.08. New condition—any reasonable or unreasonable offer considered or swap for Amilcar C4 starter motor.
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
Contact Historic & Vintage Restorations (03) 9877 0666



FOR SALE

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

FOR SALE

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

FOR SALE:

1937 12/70 Alvis Sedan.

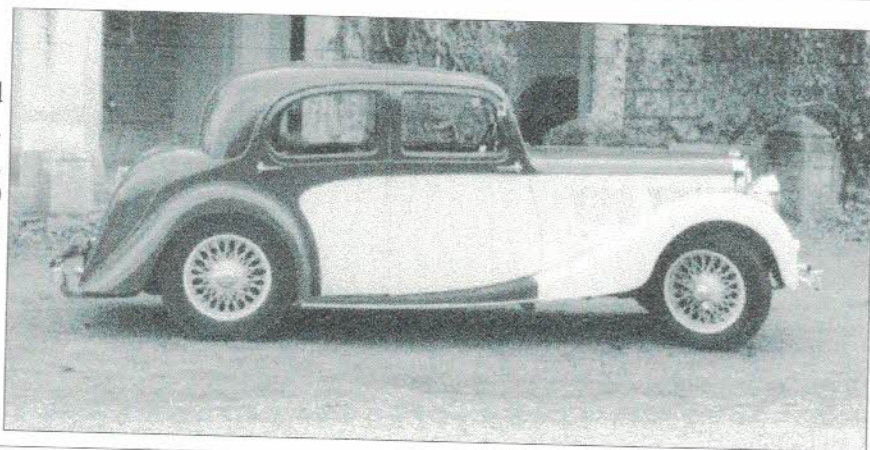
Grey and white. Mechanically checked over & in good order. New rings fitted. Fully registered, completely re-trimmed, re-painted and re-chromed. Under 1000 miles since work carried out. 12 months full Victorian registration

\$33,000 ONO

and

Good petrol tank for a 12/50 \$150

Contact Eric Nicholl (03) 9754 5412



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 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:

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 Langed

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Alan & Noeline McKinnon storm down Mt Macedon in
the 2005 Macedon Ranges Grand Tour