



# Alvic

JULY 2005

THE NEWSLETTER OF THE ALVIS CAR CLUB OF VICTORIA (Inc)



*Not satisfied with sporting a normal radiator mascot. The Tonkin's Mrs Simpson is seen here with super hare keeping his feet warm. A group of school girls were most impressed when they saw it. Actually it's a new GPS antenna that was supposed to help Richard not to get lost!*

# 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  
www.alvis.org.au

**JULY 2005**

**VOL 44**

**ISSUE 6**

## **PRESIDENT**

**John Hetherington**, 71 Hawkins St, Shepparton, Vic 3630  
Tel 03 58216 422 Fax 03 5831 1586  
jfh@mcmedia.com.au

## **VICE PRESIDENT**

**Andrew McDougall**, 424 Wellington St, Clifton Hill, Vic 3068  
Tel 03 9486 4221  
macily@tenex.com.au

## **SECRETARY**

**Dale Parsell** 14 Symons Rd, Avonsleigh, Vic 3782  
Tel 03 5968 5170  
dparsell@ozemail.com.au

## **TREASURER & PUBLIC OFFICER**

**Ian Parkinson**, 38 Nobelius St, Emerald, Vic 3782  
Tel/fax 03 5968 2927  
parky@alphalink.com.au

## **CLUB CAPTAIN**

**Alan McKinnon**, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079  
Tel 03 9497 3414  
alan@antiquetyres.com.au

## **NEWSLETTER EDITOR & DISTRIBUTION**

**John Lang** P.O.Box 129, Gisborne, Vic 3437  
Tel/fax 03 5426 2256  
jdmelang@netcon.net.au

## **SPARES REGISTRAR & Committee**

**Bob Northey**, 2 Orrong Rd, Elsternwick, Vic 3185  
Tel 03 9528 6767  
morthey@melbpc.org.au

## **TA14 SPARES & Committee**

**John White** 30 Lyndhurst Cres, Box Hill, Vic 3129  
Tel 03 9890 7066

## **PVT SPARES & Committee**

**Eric Nicholl**, 17 Ternes Rd, Upwey, Vic 3158  
Tel 03 9754 5412

## **VINTAGE SPARES**

**Geoff Hood**, 37 Thomas St, E.Doncaster Vic 3109  
Tel 03 9842 2181

## **3 LITRE SPARES**

**Ian Parkinson & John White**

## **LIBRARIAN & Committee**

**Frances McDougall**, 424 Wellington St, Clifton Hill, Vic 3068  
Tel 03 9486 4221  
macily@tenex.com.au

## **COMMITTEE PERSONS**

**Richard Tonkin**, P.O.Box 280, Greensborough, Vic 3088 Tel 03 9710 1465  
rtonkin@austarmetro.com.au

## **Chester McKaige**,

129 Tucker Rd, Bentleigh, Vic 3204  
Tel (03) 9527 8423  
mckaige1@bigpond.com.au

## ALVIVACIOUS

The Prez and Mrs Prez are presently "on tour". Initially our travels, westwardly, took us across northern Victoria and then across South Australia to pass through Burra and later, Port Augusta. This journey naturally evoked memories of driving to the Clare Valley for the last South Australian National Rally. (We were allowed to call them "Rallies" in those days!) That trip was done in the Speed Twenty and in the company of about another half dozen Alvises. I remember that as a very enjoyable journey despite the long distances involved. We maintained about 50 – 55 mph, which seemed to suit most cars; we stopped every couple of hours or so and we enjoyed the company when we did stop. And the overnight staging stops were fun as well. Curiously, the distances seemed to be greater this time, in a modern car – perhaps because we did not stop as often and there was no-one to talk to when we did. As well as evoking memories of events past, this journey concentrated the mind upon the forthcoming 2007 South Australian National Tour, which is to start in Port Augusta. Even in a modern car the bum gets a bit numb after 500 miles, which is the distance from Shepparton to Burra and Port Augusta is another 150 miles further. As before, there will need to be a couple of "pre-tour tours" to get us all there with cars in good order. It looks like three days from Melbourne and probably five from Sydney. I don't do Queensland maths so I will have to leave it to them to work out a timetable, but I know it will be a long journey. Did anyone at the Alvis ever conceive of such distances being covered at such high continuous speeds? I doubt it. During the phasing out of leaded petrol we were told that valve recession would only occur if we ran our engines at high speed for long spells. Is 3000 rpm a "high speed"? Is two hours at a time a "long spell"? Who knows? I suppose most of these sorts of questions have been answered for modern machinery but it costs multi-million bucks to do so. No-one has the time, need or money to provide the answers for our funny old cars. So we just have to "suck it and see". When something does break in one of our cars, there are so many variables in play that it is difficult to extrapolate a preventative measure for another like machine. Most of the bits likely to break did so long ago and have been replaced with new bits with likely different metallurgical properties. All of our engines are burning petrol which is a different chemical from the one which the cars were designed for. All of our cars have spent some of their lives being abused and some of their lives being cossetted. What all this adds up to is that each car is unique – as is its owner. And that could be cause for worry .....

JOHN HETHERINGTON

## SUPPER—THE TONKINS

### EVENT CALENDAR

|             |   |
|-------------|---|
| July 15     | General Meeting   |
| July 16-17  | 24 Hour Team Trial— <i>see details inside</i>   |
| Aug 14      | Frostbite run with the VSCC   |
| Aug 19      | General Meeting—Rough Red & Pie night   |
| Sep 3 & 4   | VSCC 60th Anniversary 2 Day Rally   |
| 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. <i>Contact John Hetherington for details</i> |
| Oct 22 & 23 | Mt Tarrengower  |
| Oct 21      | General Meeting   |
| Oct 29-31   | Camperdown  |
| Nov 12 & 13 | VSCC 60th Anniversary   |
| Nov 18      | General Meeting   |
| Dec 4       | Christmas party at the Langs (PLEASE NOTE THE CHANGE OF DATE)   |

## INVERLOCH WEEKEND 10—13 JUNE

The threat of inclement weather did not dampen the enthusiasm for what turned out to be an excellent weekend – a good mix of time to relax, to socialise, to drive and take in the scenery of the general locality - not to mention the usual indulgences in fine foods washed down with palatable beverages.

Eric Nichol accompanied me in the Silver Eagle, having met at Sal and Chester's abode we followed them down in their Speed 25. Eric provided a seemingly endless supply of butterscotch for the trip as we bowled along yarning about this and that, solving the problems of the world and perhaps creating a few more. The weather held nicely, the cars loped along well, and Inverloch was reached in about an hour and a half. Feeling elated, we made haste to the local bakery to sample the local pies – very tasty. Chris Higgins arrived on our heels in his Cross and Ellis 12/50, and afterwards we all walked off the results of the bakery visit along the foreshore and surrounds.

The accommodation was a very comfortable and spacious motel run by a bubbly and personable lady called Jenny who, incidentally, cooked a sumptuous breakfast each morning served in the motel dining room where we could observe her rather novel method of dealing with an idiosyncratic smoke alarm by using a flyswat on it.

Various others assembled during the Friday afternoon and pre-dinner drinks were imbibed in the Parkinson's rather large room (which I believe, despite its size, on the Mc.Kinnon Official Scale of Rooms would have equated to the size of a bathroom). Parky was presented with a cake to celebrate his birthday – he blew out most of the candles but some just wouldn't extinguish for some reason which may or may not have been associated with some good natured skulduggery – who am I to say? Friday night dinner was then partaken at Café Tsunami – top-notch tucker and much hilarity ensued, usual tall stories, etc.

The hood had been erected on my Silver Eagle to afford some protection from the rain which set in Friday night and continued steadily Saturday morning. Yours truly, getting softer as the years progress, opted for protection from the elements on the Saturday run and enjoyed the comfort of the Mc.Kaige Speed 25 saloon – Parky may never forgive me for taking the easy option! Nevertheless, the Speed 25 is superb and was a delightful way to travel and see the sights. First stop to look at a craggy outcrop of rock (which reminded me of my late grandmother's nose), then a very scenic tour which saw us end up at Kongwak reserve (south of Korumburra) for morning tea, after which Wonthaggi for lunch.

More pre-dinner drinks that evening, this time in Hetheringtons' room I think it was, or perhaps I've got it all mixed up, the champagne must have worked well. No matter, it was followed by a wonderful repast at the Inlet Hotel.

Sunday dawned fine, down with the hood on the Silver Eagle and a couple of passengers for the day, fellow VSCC member Peter Dayble (12/32 Darracq owner who lives in the area) and his mate Don. Both gentlemen intimated that they were impressed with the

cars and the club. Peter was making noises about a TA 21 after spying the Parkinson Noddymobile (for which, I attempted to explain, the Latin term is *Alvistii NoddyParkii*) so perhaps if a car can be found our number might be swelled by one more car and one more member. A lovely blast around the back roads saw morning tea at Fish Creek where some of us bought the odd tome at the secondhand bookshop there – after all, it seems impossible (at least as far as I'm concerned) to walk away without a few treasures from such an establishment. Lunch at the Fish Creek pub was up to the standard of the weekend, but too much iron from the all red meat I consumed in the mixed grill must have caused a chemical imbalance; I completely missed the turn off to Port Franklin and travelled for quite some miles in the wrong direction. No matter, it was a very pleasant road and I had it completely to myself. When it ran out I simply turned around and came back again. Port Franklin and the club eventually found, then return via the highway up to Koonwarra, where Dale and Marita took over the Silver Eagle for the run back to Inverloch and I drove their MG B. That brought back some memories and gave me a new perspective on MG B's, I've had two of them over the years and neither as tight, or ran as well, as the Parsell's. Sunday afternoon was spent comparing different cars, I experienced the Hetherington Speed 20 and Mc.Dougall Speed 20 special, both of which I thoroughly enjoyed – and for which, many thanks.

Festivities wound up with dinner at the local Chinese restaurant which was also fun. After a push start Monday morning due to a flat battery (thanks to those who pushed) Eric and I followed the Mc.Kaiges home, and I arrived at Moorabbin before the rain set in again. Many thanks to Sal and Chester for organizing a terrific weekend away, one of the best I've had in a long time, and thanks to all who attended for making it so.

If there was a hard luck award I guess it would go to the Parkinsons who started off in their newly rejuvenated Speed 20, but due to a wiring problem had to return home and retrieve their TA 21 instead. Parky reports that the problem is fixed, so we can look forward to seeing the car very soon.

Those present were (in no particular order):

|                    |               |
|--------------------|---------------|
| Mc.Kaiges          | Speed 25      |
| Hansted and Nichol | Silver Eagle  |
| Hortons            | modern        |
| Higgins            | 12/50         |
| Mc.Kinnons         | modern        |
| Tonkins            | Crested Eagle |
| Mc.Dougalls        | Speed 20 Spl  |
| Langs              | Speed 25      |
| Williams           | modern        |
| Parkinsons         | TA 21         |
| Hetheringtons      | Speed 20      |
| Northeys           | Speed 20      |
| Parsells           | MG B          |

Warrick Hansted.

# CAN SOMEONE PLEASE HELP PARKY ?????

He wants to know why when he is driving his 3 Litre "Noddy", why do PVT cars namely Speed 20's and Speed 25's, suddenly start behaving erratically. They appear to be traveling normally until he approaches then they begin to wander from left to right.

1. Is it they like the look of the front of a 3 Litre filling their rear-vision mirrors, or
2. Is it a slight nervousness as their driver signaling 1 or 2 beers as you pass.

I would appreciate some indication of what goes through the minds of such driver's of these cars.

P.S. I think I might have worked it out! They don't like the look of the rear of a Noddy Car.



## DRIVING IMPRESSIONS FROM INVERLOCH

One of the delights of our clubs "laid back" weekends away is the opportunity to sample other members cars and the recent event at Inverloch was no exception. Quite a few attendees managed to sample cars other than their own.

Having our two Alvii temporarily indisposed meant that Maritta and I attended in our MGB, however, in spite of my current reputation of being able to cause the instant demise of an Alvis, three owners where kind enough to let me out in their steeds.

Warrick Hanstead, being the owner of the only mobile pre 1930 Silver Eagle in the country at the moment was courageous enough to let me drive his car not once, but twice. Getting out of the MG with its somewhat direct steering requiring a strong grip to keep it on the black stuff, it took a few minutes to develop the loose gripped approach to the Eagle. It was interesting to compare Warrick's Eagle to my own. Both cars have a very light feel compared to the 12/50's I have driven. So much so that at times you might wonder if they are actually touching the road. Having said that, Warrick's showed no signs of ever misbehaving and unlike my own gave no indication whatsoever that it wouldn't go where you pointed it. The flexibility of the 6 cylinder motor is quite amazing, not even complaining when I selected top gear instead of second in the main street of Inverloch. I quickly went back to second but got the feeling that it would have happily pulled away in top if I'd requested it.

Andrew McDougall let me out in his SB Speed 20/ Silver Crest Special. This is a magnificent looking car and went as well as its looks suggested. The currently fitted Jaguar gearbox, although not a problem to use, is no match for the Alvis item which Andrew hopes to refit in the future. Acceleration is quite good given that the Silver Crest engine is not that big at 2.8l, however the gearing gives the impression that a lower ratio would be more suitable making better use of the engines torque and providing a higher road speed. I expected the car to be light and twitchy on the road, however, although having a much lighter feel than other speed models I've sampled, it is a very well mannered car.

My final drive for the weekend was in the dowager of the club, Richard Tonkins Crested Eagle 6 Light Saloon. Although definitely not a sports car this is a delightful car to drive and is quite happy to cruise along at 55mph. Its performance is quite acceptable given the size of the coachwork which is carried about and it provides almost palatial comfort for the passengers. Once again the impressive flexibility of the 6 cylinder engine is apparent, allowing either a relaxed take off using the low down torque or gear changes higher up the rev range for a slightly faster get away.

I would like to thank the owners for allowing me to take control of their motors and look forward to my next adventure in Alvis motoring.

Dale Parsell

### Two Items of Note:

*Warrick in his resume of the Inverloch weekend, failed to mention two happenings:*

*Firstly on Friday afternoon a posse arrived at the licenced supermarket to prepare for Pre dinner drinks and Post dinner drinks—there was a wine tasting happening! Little imagination is required to understand that the event was hijacked by Alvisti. When the hostess slipped out for a minute, up stepped Warrick who proceeded with a commentary on the wines and which side of the hill the grapes had been grown on etc etc. So convincing was Warrick that on return the hostess stood back and let him run the show for the other customers who had rolled up. Not satisfied with that, she decided that if Warrick was a bachelor he could team up with one of her mates—at about this time Warrick slipped out of the bottle shop never to be seen again!*

*Chester McKaige driving the Silver Eagle on one of its test runs is stopped by the local copper for a breathe test. All that was missing was my camera to capture the event. Copper said I won't ask you to shut it down, because I'll probably have to crank start it.*

.....ed



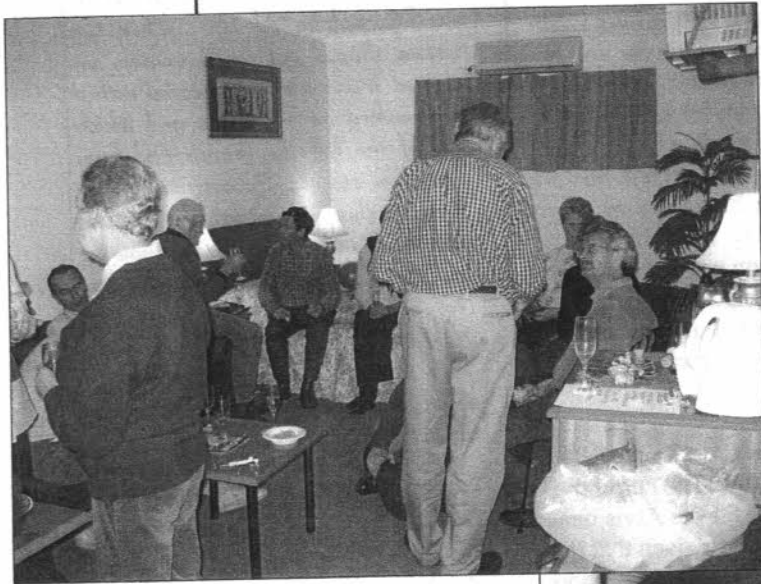


# INVER 20



*How many people does it take to fold a car cover?  
Normally one!*

*How many Alvisti does it take to fold a car cover?  
Obviously more than five!*

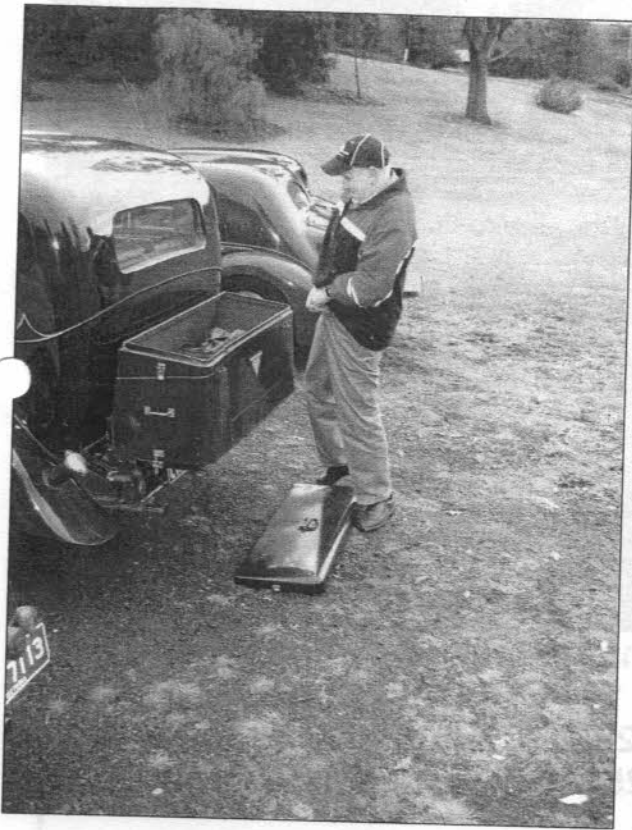


*Above: Pre dinner drinks*

*Right: Post Dinner drinks*



# LOCH 05



*Parky is about to compare his trunk with Mrs Simpsons'*



*The local Council at Port Franklin wanted to decorate the local park. The cars look good but I'm not so sure about the rabble in the background!*



*Morning tea at Kongwak  
(why would you call anywhere Kongwak?)*



*Is there an urgent need for a parking officer in the motel car park or is something else happening?  
(see next page)*



The men (and women) and their vintage machines are Ian and Pat Parkinson, who own the Alvis TA 21, 1940 model; Bob and Lesley Northey, with the green-colored Speed 20, 1933 model; and John and Margaret Lang, who own the red Speed 25, 1939 model. In the middle of it is Jenny Villante with her pet dog Lilly.

## This is an Alvis of a different kind

NOT to be confused with the late Elvis, this Alvis is still alive and happily driving along.

The Alvis Club and its fleet of vintage cars descended on Inverloch last weekend, staying at Jenny Villante's Mark's Villa in A'Beckett Street.

A dozen club members

from Melbourne and country Victoria had driven down for a bit of a spin in the old British sports cars, while enjoying South Gippsland hospitality and its picturesque coastal and country roads.

Alvis cars were made in Coventry, England, between 1920 and 1967, club member Keith Williams said.

During World War Two, Alvis made military vehicles, tanks and armoured personnel carriers. Later, it also made aeroplane engines and medical equipment.

Although it continued making military vehicles, manufacture of consumer cars stopped in 1967. It made about 21,000 Alvis cars.



Alvis in the Outback 2007.  
South Australia.

A reminder.....

We are almost ready to start sending out statements and the first circulars to the 35 who have so far entered.

We intend to make the call for the first instalment to be paid by the 1<sup>st</sup> of December.

Early entries from those who intend to be part of this great event will help the organisers immensely. Please enter ASAP!

More entry forms are available from your club or from the Duncan Scott 'phone 0883384129 [dcscott@optusnet.com.au](mailto:dcscott@optusnet.com.au).

**APOLOGY**

*I have been reminded that since November, I have not acknowledged and welcomed new members. Accordingly, my apologies to:*

Roger Cameron    Peter Fleming    Paul Latham  
Bernie Mack    Richard Molesworth    Duncan Scott    Bob Ward

**Ron & Gwen Wilson** would like their Alvis friends to know that they now reside at unit 15/562 Burwood Hwy, Vermont South phone 9801 8004

**VSCC 24 HOUR TEAM TRIAL – 16<sup>th</sup> and 17<sup>th</sup> July 2005**

Every two years the Vintage Sports Car Club run a 24 Hour Team event in the traditions of the types of trials conducted in the 1920's and 30's. Unlike the events of the past, the current events require a team of at least 4 cars so that drivers can have a rest between outings. The competition comprises of the major VSCC runs, Night and Day Navigation, Economy and Treasure Hunt. Some novelty events are also included to add some spice, Gatehouse Gaieties (based on the fundraising events held in the VSCC clubrooms in the 70's), and this year a bicycle relay race will be held.

The Alvis Car Club has been well represented at all the Team Trials held recently, both as organisers and competitors, and it is hoped that this year will be no exception and maybe we will win (the best we have done in the past has been 2<sup>nd</sup> twice and 3<sup>rd</sup> once). At least one team will be organised by Mark Burns and if we get enough interested members we might be able to field two teams.

The event will be centred at the Derby Hill Blue Light Youth Camp, Pheonix St. Maldon, and for those not competing, you will be more than welcome to drop in and look at the cars (or even help with marshalling, I'm sure Peter will appreciate the help). For a real laugh, the Bicycle Relay Race will take place around 8am on Sunday.

Peter Fleming 9729 3440

Mark Burns 9735 0940

Dale Parsell 5968 5170

## MORE STEEL

Mild Steel has one major drawback! It goes rusty! However it also has some big advantages. It is stronger than wrought iron with a tensile strength of 28 - 33 tons per square inch as against 22 tons. It can be alloyed with nickel, vanadium, tungsten, cobalt and other elements to provide different valuable properties.

Ship builders and boilermakers soon took advantage of the properties of mild steel. There were stronger and lighter hulls of ships and fewer riveted joints. Boiler pressures rose as a result of using mild steel. Railway lines were rolled from mild steel and the stressed parts of locomotives such as coupling and connecting rods and crank pins and axles were produced from this new material. Higher boiler pressures added to the efficiency of the steam engine, but wet steam was still introduced into the cylinders, which caused problems. Steam pipes of wrought iron and copper soon failed when "super heating" of the steam was attempted. Heat resisting pipes of alloy steel overcame this problem and mineral oil lubricators fixed the lubrication problems caused by super-heated steam and new gland packing fixed the steam leaks from piston rods and valve rods. With the use of super-heated steam the reciprocating steam engine was given a new lease of life extending into the 20th century.

These new steel alloys were more difficult to machine and needed better cutting tools than the carbon steel which was in use at the time. High-speed steel was developed in England and America, while Germany followed with tungsten-carbide cutting edges. Incidentally, Germany initially developed tungsten-carbide cutters for armour piercing artillery shells.

These new cutting tools brought about a revolution in the machine shop. Machine tools everywhere had to be redesigned with stronger, more robust frames with much more powerful motors to be able to take full advantage of the new cutting tools.

Rob Graham

## **WOODY WAGONS**

Before we purchased our current Alvis cars, we owned a couple of AC's in the UK.

No, not the speedy Cobra's or Ace's but the post war Two Litre Saloon and drophead. Subsequently, I always make a note of details that come my way on these models.

In a recent publication edited by Leo Archibald, dealing with the AC 2 Litre, there are a couple of Alvis items of interest.

It seems that in 1946, AC Cars purchased two

Alvis TA 14 chassis, numbers (21130 and 21307?), from Brooklands of Bond Street, London. Woody estate bodies were fitted by AC or their body builder, Buckland Body Works. The cars were sold to Fairey Aviation in 1947. Timber for the body was of oak and the cars were unusual in having one offside door but two on the nearside. There is also mention of two other chassis, 20662 and 20675 being built as estate cars by the Buckland company in rural Hertfordshire.

Most of you will know that the peculiar tax system in the UK gave some concessions to the utility and estate type of body but this was later changed, so if you bought a van and put windows in it, plus a rear set, you ended up paying a hefty tax bill. In just a few years,

woody bodies were to be fitted to such cars as Lea Francis, Alvis and AC, some by a company that specialised in horse boxes!

Talking of prices, in 1952, an AC 2 Litre sold for 1889 Pounds, a Rover 75 for 1487 Pounds and a Wolseley 6/80 for just 1121 Pounds. For just 1597 Pounds, you could have a TA21 saloon. As an ex AC owner, I do not wish to appear disloyal to my old cars, but the Alvis has a 3 litre engine and independent front suspension. The AC with its beam front axle though, does handle a lot better than you might imagine, but cooling was never the best in a UK climate, let alone Australia.

From an engineering point of view, the Alvis appears to have been better made from my experience. Ask any AC owner who has had to remove cylinder head studs about the task and they may break down into tears. Whilst the parts for the AC are reasonably easy to obtain, they are nowhere near as easy accessible as we have with the Red Triangled cars.

So I have gone from AC to Alvis and my wife was worried that I was working my way through the alphabet of British cars, but I have assure her that Armstrongs and Aston Martin are not on a hidden agenda- but another Alvis could be!

Mike Osborne

## Alvis Cars in Australia

Over the years, much has been written and discussed about the possibility of producing a book on Alvis Cars in Australia.

Whilst researching the history of the ACCV, I came upon a number of articles in our newsletter referring to such a book.

At that stage, Bob Graham had gathered a lot of information that I have since collected and read through. From then it died a natural death.

In 1976, Darian Cassidy produced a register of known cars in Australia and recently I obtained from Dale Parsell, Cassidy's original notes and correspondence. He did an excellent job although there were a few small errors and I believe such an undertaking should be done again that will then form the basis of producing a hard backed book.

I believe now is the time to review such an undertaking and I'm quite happy to do the hard slog. First of all, I would like some feedback from you the members as to whether you think this is a good idea because, if it is, I will be relying on all of you to provide the necessary information.

Please feel free to contact me on the numbers below if you think this is a worthwhile exercise.

If I get some good support, I'll go to the next stage.

Kind regards

Chester McKaige

Phone Home 03 95571134    Office 03 95278423    Mobile 0407 113516    email [mckaige1@bigpond.com.au](mailto:mckaige1@bigpond.com.au)

# SWAP, BEG, BORROW or STEAL

## FOR SALE

"For Sale one Grey Lady Saloon 1954 number 24583. This is a real 21/100 with wire wheels and SS window surrounds. I have owned this car since 1981 and it has travelled to at least four National Rallies quickly and reliably. This has been an outstanding car but I cannot look after four old cars so it needs a new owner. Haggle from \$25000.

Dean Prangley 28 Blackstone Street, Indooroopilly Brisbane 4068



## FOR SALE

### 2005 NATIONAL TOUR on DVD

The 2005 National Tour DVD is almost ready for release (sounds impressive), so if there is anyone out there with video we could utilise please forward it to me as soon as possible.

The DVD will be available for \$10 per copy (to cover media, packing and postage). We can provide it on VHS if you prefer.

If you would like a copy please let me know. Please be aware this is NOT a professional production but does include some excellent footage of the event.

Dale Parsell ([dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au))

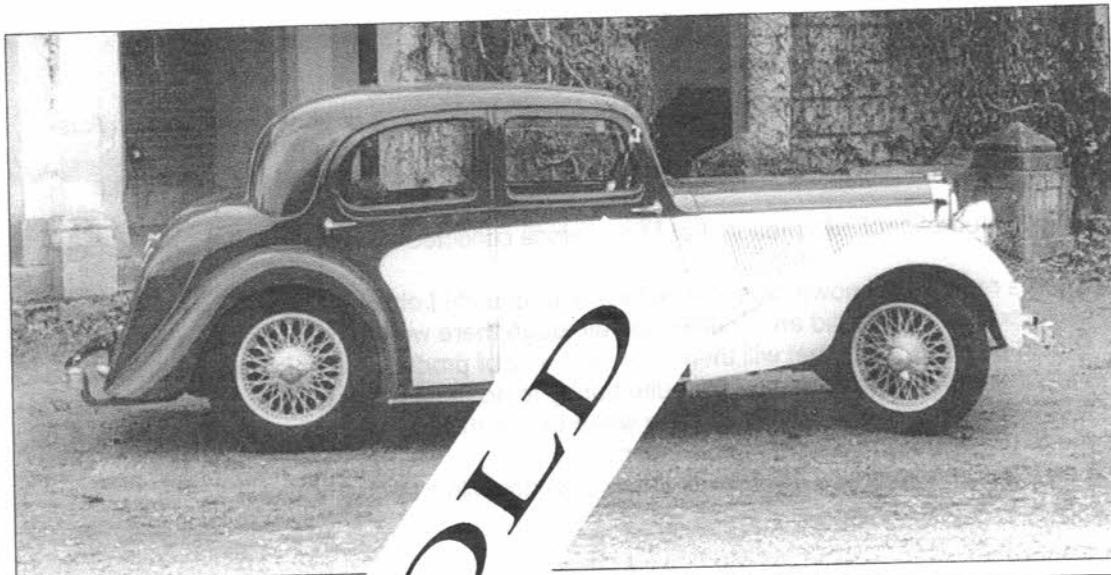
## INFORMATION REQUIRED on TA14

Hi, my name is Terry Quelch. Around 1968 ish, I owned an Alvis TA14 DHC. Reg. GGB 333.

This was sold to an Australian naval guy for the princely sum of £100. (had to pay the gas bill).

With the car went a pack of break down photos that showed the car in pieces with each part labeled. Is there any member that still has my old car. Cheers and happy motoring. Terry Q

If anyone has information that could help Terry please forward it to Dale Parsell ([dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)) and I will pass it on



**FOR SALE:**

1937 12/70 Alvis  
 Grey and white.  
 over & in good  
 Fully registered,  
 painted and re-chromed.  
 \$33,000 ONO  
 and  
 Good petrol tank for a 12/50 \$150

**SOLD**

Sedan.  
 Mechanically checked  
 order. New rings fitted.  
 completely re-trimmed, re-  
 Under 1000 miles since work

**WANTED:**

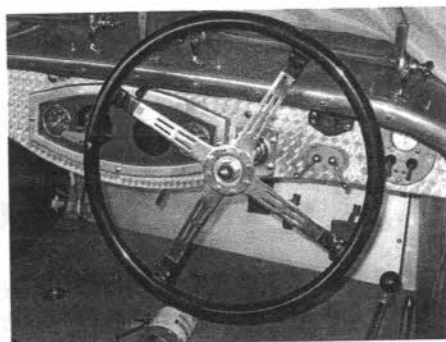
3 litre TA-TD  
 Flywheel & clutch assembly  
 Flywheel housing  
 Manual gearbox  
 Clutch pedal & linkage hydraulic or  
 manual.  
 GarryDalliston (07)5546 1998

**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.  
 Michael Lavender, NZ Alvis Club  
 Call Collect 0064 33255704 (New Zealand)

**WANTED**

For FWD—Steering wheel- 4 blade- without  
 central hand controls- not sure of diameter but  
 reasonably large. (see photo)  
 also Solex 40 MOHD carby  
 Des Donnan 07-5445 9981



**WANTED:**

ALVIS radiator badge for 12/50.  
 Bob Blackett

**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:**

Bonnet catches for 14/75  
 Eric Nicholl 03 9754 5412

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

*John Lang .....ed*

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), it's officers or it's editor. Whilst all care has been taken, neither the Club nor it's Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuiness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.