

The Newsletter of the Alvis Car Club of Victoria

December 2006

Alvic



*The Alvis Car Club of Victoria
Wishes you all a Very Merry & Safe Christmas*

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



DECEMBER 2006

VOL 45 ISSUE 11

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Front page: **DAVID HEAD'S Silver Eagle Model SF 16.95, DOM July 1934. Car number 16587, engine number 12221, chassis number 11770. David has owned the car since 1961**

ALVISES IN AUSTRALIA CENSUS.

Please complete this form and return it with your membership renewal form. The data are being collected and collated to make it easier for ACCV and ACC members to contact other Alvis owners either when travelling or for technical help, or both. The opportunity is taken to collect other useful information about your car(s). The data will be available electronically and/or in hard copy form accompanying an issue of "Alvic" or "Alvibatics". It will be available to no-one except financial members of the clubs.

LAST NAME: FIRST NAME:
A/H PHONE: ADDRESS:
B/H PHONE: ADDRESS2:
FAX: CITY: STATE: P/C:
EMAIL:

ALVIS CAR CLUB OF VICTORIA (Inc. AO017202F) MEMBERSHIP RENEWAL

PLEASE RETURN THIS FORM TOGETHER WITH YOUR CHEQUE FOR THE
COMING YEARS MEMBERSHIP TO:
The Treasurer, ACCV, PO Box 634, Emerald 3782.

DATE NAME
ADDRESS PHONE NUMBER
EMAIL ADDRESS.....
CHANGES TO CAR DETAILS

TYPE OF MEMBERSHIP:
METROPOLITAN (Within 30km of Melbourne GPO)..... \$60
COUNTY - INTERSTATE \$60

OVERSEAS \$75
The club prints a membership list from time to time, if you do NOT want your details included please tick here rev020406

ackets - necessary
you wish.

President's Report

Wondering around Bendigo Swap meet last month with your Newsletter Editor in tow it occurred to me that this event has become more of a social event than a swap meet for the types of people we are.



Even those that are of the "black iron" faith are finding things rather bare in their cupboard whilst those with interests in later haberdashery and Chinese tools are wallowing in contentment.

Each year I notice a particular theme, and this year it was the humble Smiths eight day car clock in all of its variants. They were everywhere. Previous years have seen a surplus of concertina type luggage racks, running board mounted tyre pumps (with "correct" wooden handle) and a multitude of those plastic fuel hose siphoning devices that tend to leave the jiggler device lying in the bottom of the tank if you are over zealous with the jiggling.

I bought a couple of side lights that could fit anything. All I need are a set of Rotax, King of the Road or CAV badges to rivet on the top and instantly have the genuine article. Your Editor bought a hat of which I will say no more.

The Xmas party at the Mornane residence was a great success even though Santa had to send apologies as he was feeling rather off colour as was Mrs. Claus. I have been told that the golden sleigh is also suffering so get well quick all of you.

Well that is about it from me for year 2006.

On behalf of the committee, I want to wish you all a Merry Xmas and a Healthy and Prosperous New Year and we look forward to doing it all again in 2007.

Chester McKaige

A VERY WARM WELCOME TO RAY DALTON WHO REJOINS THE CLUB AFTER MANY YEARS OF ABSENCE

PLEASE NOTE 2007 MEMBERSHIP FEES ARE DUE AND PAYABLE

TO PRESERVE THE HISTORY OF THE ALVIS MARQUE IN AUSTRALIA, THE COMMITTEE HAS DECIDED THAT AN UPDATE IS REQUIRED. PLEASE ACTION THE CENSUS FORM AND RETURN TO THE SECRETARY.

COMING EVENTS

- | | | |
|-----|----|--|
| JAN | 19 | "Kick Off" the New Year - Moorabbin Airport Museum - much has changed since our visit 3 years ago. A spit roast will be catered at the cost of \$25 per head. If you say you are coming there is a commitment to the cost if subsequently you don't come. Names to Chester by 12th January. The museum is at the corner of Second Ave & First St, from 6.00pm. |
| JAN | 20 | YARRA GLEN FLY IN. At VSCC Invitation - commence Bulleen Park in Bulleen Rd at 10.00am & proceed to a private airstrip in Stag Lane, Yarra Glen. Large display of historic aircraft. BYO everything. |
| FEB | 17 | General Meeting |
| | 18 | Pub Run to Gordon (near Ballarat) |
| MAR | 16 | General Meeting |
| | 25 | Kalorama SEE FLYER |



OUT & ABOUT

Recently it was my pleasure to talk with Roy Henderson who many will know, joined the ACCV in the 1950s and is rehabilitating following a health problem earlier in the year. Roy was keen to hear about club activities and what cars members are driving. Roy is keen to talk to anyone who has a few minutes to give him a call. He can be reached on (03)9704 7549.

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Our illustrious President mentioned hats at the Bendigo Swap Meet. How 2 guys could be in so much trouble having purchased hats, as directed by their partners, is beyond belief! It has turned into one of those "don't mention the war" issues.

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We had the pleasure of Nola Morgan at the Christmas party, whose late husband Horry, features in much of the club's early history with his FWD. Nola in her 90's may not be as sprightly as she used to be, but mentally is as sharp as a tack. A photograph of Nola talking with Geoff Hood is included in this issue.

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I would like to wish all the readers of ALVIC a very Merry Christmas and a Prosperous New Year and with thanks to of all those who contributed to the newsletter by way of articles and pictures.

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President Chester McKaige is pictured here presenting our benefactor, Belle Bowes with a Christmas hamper.

Belle remains fit and well and the club owes her an overwhelming gratitude for continuing to provide us with our own club rooms, decades after the death of her husband Basil.

LETTERS

Dear John,

Last week it was a pleasure to entertain for lunch Chris Storrar, his wife Helen and daughter Harriet. Harriet is a "new chum" so Chris and Helen were visiting her – and Australia for the first time. Because of the family connection there are likely to be more visits in future. Chris is an active member of the AOC and a frequent contributor to "The Bulletin". He and his brother own five Alvises between them: four seater open tourer 12/50, Speed 20 SA saloon, 12/70 DHC, TA 14 DHC and TD 21. How's that for a stable? There is also a rare original Weymann six light saloon bodied three litre Bentley. He used to own the SB Speed 20 two door saloon that is now in NZ in the loving ownership of Joe Marsden. Many of us will remember the photo album that Joe brings with him when he attends our biennial rallies and some will have seen the car in NZ. Chris was very pleased to drive an Alvis in Australia, albeit only briefly my Speed 20 and it was my pleasure to mark his visit by presenting him with an ACCV car badge on behalf of our members – as the enclosed photo shows. Unfortunately they were flying out of Australia at the time of our Club Christmas BBQ, so could not accept an invitation to join in. They have promised to time future visits more suitably!

Cheers, John Hetherington.



A NIGHT TRIAL

During the sixties, Bev and I lived in Sydney and of course, I joined the ACC NSW. When the Alvis TA 14 became hors-de-combat, I bought a Peugeot 203 for my daily transport. I also used this car in ACC events, both competitive and social. I was not eligible for a trophy but at least I had the enjoyment of the drive.

This article concerns a Night Trial organised by the ACC which took place about October. Bev was navigator of course and we left the second control and headed for the other side of the Blue Mountains about 10-30pm. At a place called Lower Bowenfels (near Lithgow) the Peugeot broke a back axle. We were second last car out and I luckily managed to flag down the last competitor so that the organisers could be made aware of my predicament. This was about midnight, cold and dark, no other traffic coming or going and no street lights. It was going on for 3-00am when help arrived. I locked the Peugeot and Bev and I boarded the rescue car to be driven home. I remember, just after dawn, the fruit trees in an orchard were covered with cob-webs which were be-diamonded with dew. Beautiful!

The two organisers were Norm Adams and Barry Turner and these two chaps had been running events for years. Apart from our chit-chat these two old foxes told us of some of the tricks (sneaky tricks) they had bamboozled entrants with. Imagine a competitor reading this instruction: "Enter Control from the east while facing in an easterly direction.

Back in Sydney, I managed to buy a spare axle from a wrecker in Parramatta Road, and after a few mishaps, arrived at the Peugeot with a couple of mates in a borrowed car. It must have been about 9-00pm when the Peugeot was mobile again and we set off home to Sydney.

On the long, straight, flat road near the Richmond aerodrome I came up to a Morris Major. I flicked the headlights on to high beam to alert the other driver and started to overtake. As I was doing this, the Morris accelerated away. I pulled in behind and thought nothing of it. A bit further down the road I caught up with the Morris again, so I flicked the lights onto highbeam and started to overtake. Again the Morris accelerated away. I thought this was a bit strange but pulled in behind again. The third time I caught up with the Morris, his brakelights came on. I became a bit upset at this behaviour and it was't hard to pass the Morris, cut him off and force him to the side of the road. I leapt out of the Peugeot, raced back to the Morris, and shouted through the driver's window "You're the sort of bloody idiot who causes accidents." The driver said to his mate alongside "Come on, let's do this bloke."

While we were squaring up behind the Morris, two headlights pulled up at the back of us, two figures got out of the car and were silhouetted in the headlights. Keith is 6ft 3 or maybe 6ft 4 and Wally is only 5ft 7 but close to 3ft across the shoulders. Keith called out "Hey Rob, want any help?" The two chaps from the Morris scuttled off very, very quickly as though Beelzebub and all the fiends of Hell were after them! I told my friends of my adventures, had a bit of a chat and a bit of a laugh and then drove home without any further bother.

So that is my tale of a Night Trial with The ACC NSW. (The peculiar instruction to the trial entrants was to reverse off the road into a cul-de-sac to the Control).

With my interest in FWDs I tend to gather photographs as they come along. This is not a photograph I had seen before & may be of interest.ed



Hors de combat: C. M. Harvey, winner of the 1923 200 Miles race, was less fortunate in the 1926 event. His straight-eight front-drive 1½-litre Grand Prix Alvis was baulked on its 23rd lap by a slow 7 hp Fiat at one of the artificial turns. The Alvis spun wide and struck a telegraph pole and iron railings near the timekeepers' box in the finishing straight.

THE New SILVER EAGLE
ALVIS
EAGLE
SIXTEEN

ALIVACITY...even more fascinating than before.

Geelong Speed Trials "50 Year Celebration" Get Together Sunday November 19th

This event was held to not only recognise the fact that it was 50 years since the first trials were run, but also to demonstrate to the Geelong City Council that there is still overwhelming support for the event.

As my magneto was still undergoing tests in Melbourne and the fact that George of Hi Output Coils had been away on holiday, I rather expected not to be showing the Silver Eagle. However, early on the Friday morning George phoned to say that he had cured the misfire, that it was ready and he would like me to see it running on the test bed.

I did contemplate going to Melbourne later that day and then motoring round to the clubrooms for the monthly meeting. However, I really wanted to test the magneto in the car under cylinder pressure loads and temperature so decided to leave straight away.

I was back by lunchtime and, having fitted the magneto and timed it, I pressed the starter and the engine fired first time. A run through the local hills under load showed no misfire. In fact, the engine was running as well as ever.

So the decision was made to prepare the car for entry on the Sunday. Fortunately I had washed the car ready for the Otways event and, because the magneto misfire prevented it going on that trip, it had been under wraps ever since. So it was a question of a dust off, a polish of the body and of the chrome/brass/copper work and that was it.

Although the concours did involve putting your car on an elevated ramp for underbody scrutiny the judges were making allowances for the fact that most owners were under water restrictions and were somewhat limited to just how much cleaning was possible. In my case the chassis received a very limited wipe over and we were ready to roll.

In view of the low-key publicity given by the organisers, it was gratifying to see so many cars assembled on the green adjacent to the bathing pool at Eastern Beach. I counted over 150 cars and some 30 motorcycles assembled for the display and "Show and Shine" type concours.

Furthermore, the response from the public was very encouraging. There were masses of people on the waterfront and great interest was shown in the event and in the cars and motorcycles on display. I spent a lot of time explaining just who Alvis were and what they had designed and achieved in their 47year history.

If the number of spectators and their interest in the cars was all that was needed to convince those in the Town Hall that support for the event was still as strong as ever then the trials will be run again. However, the transportation and placement of the barriers is still a major issue, which is, as I understand it, still unresolved.

As it is, the Trials committee told me that they are pushing for a resumption in November 2007 and would be meeting with Council again soon to discuss infra-structure support etc. Lets hope that they can persuade them that the event is good for Geelong and that we, the enthusiasts, and the public want it.

Overall it was a splendid turnout and great to see many of the cars we love on display even if we were the only Alvis present.

Oh, yes! "Betty" presented well and looked rather good in the strong sunlight and she did win the "concours" for the 1930-1939 section.



2006 in Review

January's "Kick Off" barbecue was held on the banks of the Yarra, where we were introduced to the McDougall's "new" Speed 25. The current update on this car is that its 4.3 engine is being reassembled and many missing and worn parts have been sourced. Melbourne's interesting weather ensured everyone was rugged up for the barbecue.



February's general meeting provided a highlight with both the late Julian Collins and Mac Hulbert with us. Our outing saw us combine with the Bristol and Daimler Lanchester Clubs for an outing to Seville. It was also the event when it was decided that one barn find was not enough for McDougalls & their SP20 Special was buried in Winery garage.



March was Kalorama's 50th Anniversary at which there was a good showing of Alvi. It was one of those good days when we saw the Barber Silver Eagle Special on parade.



In **April** we met with our New South Wales friends for a weekend retreat at Echuca
And
Mrs Simpson turned 70.



May was a visit to the Pig & Whistle Restaurant at Arthurs Seat and a visit to the maze.
Most amazing the cameras didn't work and there is no photographic record of the event!
But the cameras were working at Historic Winton with both Geoff Hood & Trevor Eastwood driving.



Early **June** was a return visit to the Riley Club at which we learnt something of their marque and we left ours by providing the best supper they had ever experienced.
Our own run was to Blackwood on which Ross & Margaret Williams and Alan & Jan Willingham brought their newly acquired Alvises out for a first club run



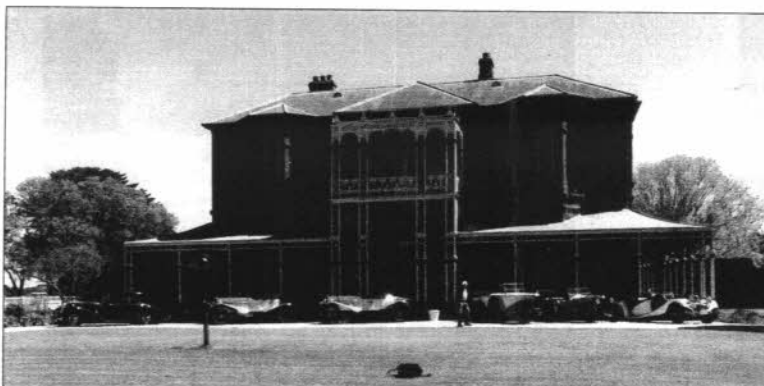
July's run was to Cockatoo and the Clematis Hotel where the best pub lunches are served in the whole of Victoria! The weather was fine for the trip to Cockatoo but the heavens opened on the way home and there were plenty of fishermen with wet bums and no fish! The cars were spread through the car park and surrounded by moderns & four wheel drives and all the clip trap that non Alvis dwellers love.



August provided the Great Kilmore Tram Run & famine, where the Northey record of withholding lunch until after 4.00pm was nearly broken. Pat Parkinson offered to cook at the Old Kilmore Post Office if it would help - the cook was coping! Wrong again! But who cares we have fun regardless of the adversities. The highlight of the day was seeing the McKinnon's newly restored 12/50 looking grand. Also present was one of the rare outings for the Cuming' 12/50.



The end of **September** was the Otway Odd-y-Sea with some of the best driving in the world and among other highlights, a visit to Barwon Park during which the 'President in waiting' practiced his first moves. We also discovered how many cheats the club harbours when it came to unarmed combat in the games room on Saturday night. You will all be held accountable!!



October was the run to Trawool, to an oasis in the middle of the bush. People came from all directions!



November—we all stayed home and cut the lawns!

December was none other than the Christmas Party held at the Mornane's home in Brighton.



Geoff Hood talking with Nola Morgan



AOMC Seminar Regarding Vic Roads Proposed Permit Changes

I attended an AOMC seminar in Ballarat on Saturday 25th August 2006 to hear about AOMC's position and its understanding of Vic Roads development of a revised permit system.

There was no one in attendance from Vic Roads and there has been no discussion between Vic Roads and AOMC since AOMC made its second submission in September this year. Vic Roads have held off having further discussions until the outcome of the elections is known. In reality further discussions are unlikely to occur until the new year.

Vic Roads continue to maintain that the modified scheme, when implemented will be log book based and is expected to be of 90 days duration per vehicle per year. This is due to pressure being brought to bear by the police who require a more transparent and enforceable system.

The AOMC's second submission was based on a distillation of the written responses received from the member clubs. 30% of the clubs provided written responses. Although there are slight differences in the figures for various component parts of the AOMC submission, generally the break up is as follows: 86% of clubs (95% of membership) support in principle the proposed Vic Roads changes, 9% don't support the change and 5% of clubs were unclear.

The specific issues addressed were as follows:

Number Plates:

- Fees: issuing of new plates will cost around \$27.20 – not retrospective for plates currently held. Vic Roads have the right to charge now and so this issue is separate to the proposed permit modifications. AOMC's position is one of acceptance.
- Reissue/Transfer: Vic Roads say it will not occur until the computer data base is revamped – about 2 years away. AOMC support retention of a car's plate when ownership is transferred within a club or when an owner retains the vehicle but changes club.
- CH plates: new 5 digit series plate implemented. Slim line plates at a charge of \$10 being considered – AOMC support.
- Collectable CPS plates: may be available in 2+ years time. AOMC support this but wants a system that allows genuinely interested people to have an opportunity of securing them whilst eliminating speculators.
- Transfer from full registration to CPS: AOMC have submitted that transference from full registration to a permit should not entail the need for a roadworthy certificate.

Log Book System: Club Response

AOMC supports the log book proposal

AOMC is still in discussion with Vic Roads regarding who issues the log books. Vic Roads wants to issue them. AOMC favours the clubs issuing them or in place of this having a watertight system that ensures applicants/renewers are financial club members before Vic Roads issues a new log book.

Log book fee – AOMC submits that this should be cost recovery charge only and no more than \$10.

Log book replacement in the event of damage/loss – to be difficult and only by statutory declaration and club endorsement – AOMC support.

Log book infringement penalty: \$500 fine and 3 demerit points – AOMC support.

Membership monitoring by clubs: Privacy legislation changes need to be made for Vic Roads to respond to club enquiries about members and possible inappropriate vehicle use – AOMC support.

Replica Vehicles: AOMC position is for the permit scheme to be available for 25+ year old vehicles but keeping heavily modified vehicles separate from the scheme. Having said this AOMC favours reasonably modified vehicles being able to participate in the scheme and club activities. If clubs are unhappy with a particular vehicle they have recourse to refer the vehicle to the VSI8 engineering inspection which is very rigorous and specific in its allowances.

It appears that Vic Roads does appreciate AOMC's professional approach.

A copy of AOMC's second submission to Vic Roads and a summary of the current status will be on AOMC's web

site in a couple of weeks time. Periodic reference to the web site will keep members up to date with negotiations.

Timing: it could be another 2 years before the new permit system is introduced.

General AOMC Issues:

- Clubs need to provide names and signatures of authorised club personnel for permitting authority to Vic Roads on an annual basis.
- AOMC now has, copy right, available registration records for vehicles dating back to 1910 – giving make of vehicle, date, owner. For further details refer to the AOMC website: www.aomc.asn.au
- AOMC are asking for support at the British and European motor show (Flemington Racecourse 4th March) and the American motor show at the same venue 1st April. Gates open 8.30 with cars on display from 10.00 until 3.30. \$15.00 entry cost for car and occupants. These are the main fund raisers for the AOMC and a major public spectacle.
- The Australian Historic Motoring Federation (AHMF) is proposing a National Motoring Heritage Day on Sunday 20th May, whereby 200,000 original and restored vehicles hold a run on this day. The AOMC and AHMF are asking the individual clubs to organise a run as part of making a statement about the significance of the historic vehicle movement. It is suggested that the events incorporate some charitable function/taking the elderly/disadvantaged children for a drive and that local politicians and National Motoring Association Officials be invited. The day is to be publicised nationally.
- The AHMF is still accepting responses to its survey which will be used for lobbying the authorities.
- RACV sponsored City to Cape Schanck run 28th October for vehicles up to 1955. They are hoping to make this the equivalent to South Australia's Bay to Birdwood.
- AOMC constitutional changes submitted to Corporate Affairs – accepted but not approved as Corporate Affairs require some more procedural changes as the “model rules” are continually being updated and modified – clubs need to be aware of this and keep their constitutions current.
- Rod Adler is new AOMC President. Still looking to fill the Secretary's position.

Andrew McDougall

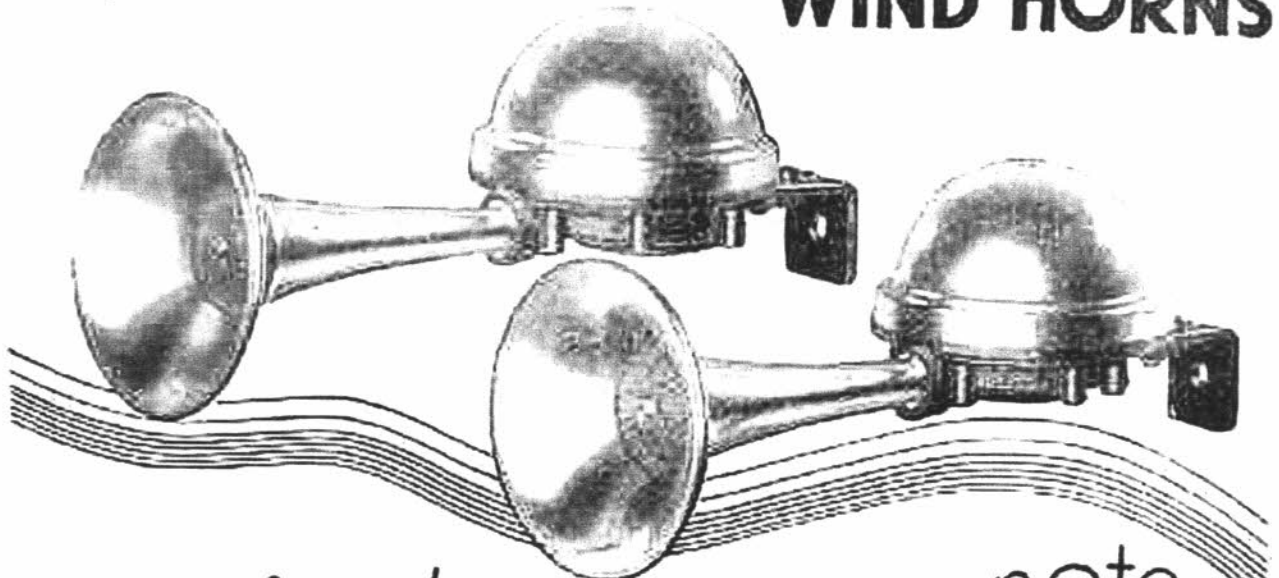
| For | Against |
|--|---|
| Resolves clarity of use. | Clubs would lose traditional control of vehicle use-however the permit is only available for financial club members |
| An unusually positive government change-the trend is for governments to become more restrictive as is happening in the EU and the USA. | Risk of abuse from the restricted log book use-already subject to abuse under the current system |
| More scope for recreational use and enjoyment | Insurance costs may rise-a survey of the 3 insurers indicates that there will not be an automatic rise in premiums-premiums based on accident statistics. Also there is strong competition for the insurance business and the 90 day log book system in SA has not led to increased premiums. |
| Potential for attracting new members as ownership of vehicles more attractive. | Clubs will lose reason for membership-not so as the permit is only available to financial members. It is up to the clubs to maintain their attractiveness to the membership. |
| Increased use contributes to higher maintenance standards. | Of little or no value to some owners of older cars- AOMC have made a submission for the availability of a 45 day permit for a correspondingly reduced price |
| | Log books too complex- AOMC are working with Vic Roads to simplify the requirements |
| | Permit costs likely to rise-Vic Roads propose retaining the current fee structure-ie around ¼ of full registration |

Speed

March

1936

LUCAS "MELLOTONE" ELECTRIC WIND HORNS



musical distinctive notes

"Mellotone" Wind-Tone Horns are something new in warning signals—electrically operated horns which are true musical instruments, with a note as distinctive as it is pleasing.

The sound is produced by the vibrations of the air column in the trumpet, just as in a concert instrument. It is very mellow and sweet-sounding, reminiscent of the old post-horns of coaching days.

The horns are supplied in matched pairs tuned to sound a harmonious chord, and they can give either a loud or soft signal. A special rocking push enables the driver to choose whichever note is needed—loud for country, soft for town use.

You add a touch of extra distinction to your car by fitting Lucas "Mellotone" Wind-Tone Horns. You will not only increase your own comfort and pleasure, but help to reduce unnecessary noise on the roads.



SOFT
FOR TOWN
LOUD
FOR COUNTRY
Warns yet!
never jars!



Price 5 GNS. per pair.

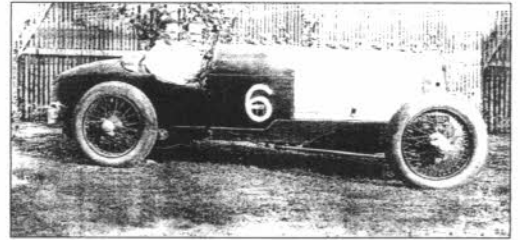
Complete with Acker and Jure Unit. Does not include push rod and 2-in. bolts, and all necessary cables, etc.

JOSEPH LUCAS LIMITED, BIRMINGHAM

SWAP, BEG, BORROW or STEAL

FOR SALE

1928 FA FWD. Engine # 7598 Chassis # 7035
Licence to build a serious car for serious money.
Ring Geoff Hood (03) 9842 2181



WANTED

Required for 1934 Silver Eagle SF 16.95
Coil type Rotax Q.12. Also used on Firefly type SA and SB
3 cylinder distributor type Rotax DF.6A. Also used on the Silver Eagle SG
Contact: David Head t) 52 76 1223

FOR SALE

Alvis TA14—Car / Chassis / Engine # 22158
Partly completed rolling chassis with some basic body
Parts including original bonnet. Has 4.3 to 1 rear axle ratio
Pair P100 lamps included. Buyer collects
\$5000
John Murray
1 Severn St, Gilberton, SA 5081
Phone 08 8344 8625 or 0400 308 500

WANTED

BTH CED6 magneto. Please contact
Joe Marsden,
11 Kotuku Place,
Matua,
Tauranga 3110, N.Z.
Member ACCV
Phone 00 64 75769416, e-mail janemar@e3.net.nz

WANTED

Wanted, Tall 12/50 or Silver Eagle radiator, core condition not important. Shell (measured at the back), 425mm wide x 675 high (core 370 x 548mm). Can swap for a standard 12/50 radiator if required (~25mm shorter).
contact Dale on 03 5968 5170 or 0428 832 126

FOR SALE

1936 3½ litre 25.63 Pillarless Sedan - rare Bertelli body
Car # 17827 Chassis # 13115 Engine # 13566
Price A\$200,000
Contact: David Caldwell
Phone: 9729 5821
(Following a lapse of 1 month it will be advert on the internet)
More details inside the newsletter



WANTED

WANTED - Pair of 8 inch 12/50 headlamps from 24 to 27 era preferably with pillar mounts. Pillars if available also matching side lights if possible.
Ken Cuming at watertec@bigpond.net.au or phone 03 9818 6013

ALVIS SPARES CONSORTIUM

FOR SALE

Several hundred spares for various ALVIS models are offered for sale to Australian owners. Most items have been used and their serviceability and price is listed in 5 catalogues.

Electronic catalogues by email are free.

Printed copies will be posted at cost.

Email requests to jdmelang@bigpond.net.au

Phone : John Lang (03) 5426 2256 for printed copy

(The ASC is a consortium of ACCV members who have secured these spares as a job lot with the intention of selling them at fair price, initially and briefly to Australian Alvis owners and then to the wider car community.)

WANTED

For TA14 Sedan.

2 D shaped tail light lenses. 2 side light lenses, front mudguard mounted
Left & right rear doors complete or timber frames for same

Ring Mr Bruce on (08) 9417 2317

ALVIS PARTS AND REPAIRS DATABASE

Newsletters over the past year have carried a note to the effect that your committee has offered to create a database of useful parts information, to capture those useful parts equivalents that most of us hear by word of mouth or discover ourselves. With the notable exception of a lot of 12/70 & TA14 items from Bob Graham the response to date has been modest, but continues to trickle in.

To recap the intention, we are seeking to record;

- Equivalent parts for specific Alvis models (examples might include alternate magnetos, radiator hoses, valve springs, pistons etc etc)
- Sources for various general items
- Parts repair hints or techniques

If and when this database starts to reach a critical mass it will be published on the internet – for now however there is not enough information to warrant it. Please think hard and see if you can contribute one or two gems...

Information please, to Bob Northey (northneys@westnet.com.au, or 2 Orrong Rd, Elsternwick, Vic 3185).

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