

The Newsletter of the Alvis Car Club of Victoria

April 2006

Alvis

Katorama

Above: from left to right—the Newell's 12/50 Ducksback, Frank Morlane's SP25 C & E Tourer, Chris Higgins 12/50 & the McDougall's 12/50. In the background Chester McKaige's 3 litre Bentley disguised as a medieval castle.

Below: from the left—David Caldwell, Des Donnan, Ian Barber, Chris Higgins and Frank Morlane



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

APRIL 2006

VOL 45 ISSUE 3

PRESIDENT

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

VICE PRESIDENT

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

SECRETARY

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

TREASURER, PUBLIC OFFICER & 3 Litre Spares

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@bigpond.net.au (note new email address)

SPARES REGISTRAR & Committee Person

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

PVT SPARES & Committee Person

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

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

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

Chris Higgins, 41 Cootamundra Ave, West Rosebud, Vic 3940
Tel 03 5986 1510

VINTAGE SPARES

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

TA14 & 3 Litre SPARES

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

ALVICINATION

There are a few bits of information in this issue of Alvic which are important to all. The question of what to do with the Bob Morrow Trophy taxed not only the collective minds of your committee – a subcommittee had to be set up to work out a fair way of recognizing effort in bringing newly restored and newly acquired Alvises back on to the road! It is impossible to answer the recurrent question about what represents greater “value” to the club – the “dirty hands” or the “cheque book” restoration. It is also impossible to justify passing over a car during a given year just because there is also a “better” one making its appearance during the same twelve months. Your committee believes that by taking a step sideways from the insoluble we will be able to appropriately reward that which is deserving. There is an explanation of the “new rules” in this issue.

As you know only too well, subs. rose this year. The decision was easily reached at the AGM but the recommendation put to that meeting had been long and tortuously debated by the committee. For several years it has been the case that reserves have been used to subsidise the contemporary activity of the club. During 2005 those activities were exaggerated by our celebration of our fiftieth anniversary but I don't believe any member believes we should not have done that. But spending more than you earn always ends in tears. To avoid crying, which grown men don't do, we increased income and sought ways of reducing costs. Please examine the “Alvic by Email” flyer in this issue and if you are plugged in, switched on and electronically connected, go for it.

It is widely known that a large quantity of Alvis spares became available a few months ago. Part of the remit of the committee of the ACCV is to further the interests of the Alvis marque in Victoria so naturally consideration was given to the purchase of the spares. In the event the consideration was short-lived because the asking price exceeded the club's available funds. That was that. However the possibility of the cache of spares going off shore and becoming lost to Australia remains. It is pleasing to report that negotiations are well advanced for a group of individuals to purchase the spares with the intention of making them available to Alvisists on a retail basis. Keep your ear to the ground!

Before you receive the next issue of Alvic we will have had our “country week-end away” at Echuca from 28/4 to 1/5. There are lots of interesting venues and things to do and see so if you have not made up your mind there is still time to book in. Contact Chester McKaige asap. Hope to see you there.

JOHN HETHERINGTON

SUPPER—THE CALDWELLS

**PLEASE NOTE
MEMBERSHIP FEES ARE NOW OVERDUE & PAYABLE**

2006 EVENT CALENDAR

- 21 Apr **General Meeting**
28/4-1/5 **Weekend Away, Echuca - info in this newsletter**
- 6 May **VSCC Newstead Racecourse (invitation event) - details from Peter Fleming**
19 **General Meeting**
21 **Lunch at the Pig & Whistle, Arthurs Seat - meet at the Pig & Whistle Restaurant, Purves Rd, Main Ridge Melways 171 G8 at 12.00pm**
- 27-28 **Historic Winton 30th Year Celebration - a run on Thur 25th from Benalla. Street display on Fri 26th. Free entry for display vehicles Sat & Sun (with prior notification to secretary Dale Parsell)**
- 2 June **Visit to the Riley Club - details May newsletter**
16 **General Meeting**
18 **Point Cook RAAF Museum—Chester McKaige**
- 21 July **General Meeting - Rough Red & Pie Night. Club Trophy Presentations**
23 **Lunch at the Clematis Hotel**
- 18 Aug **General Meeting**
20 **Tram Museum & Lunch at the Old Kilmore PO—Richard Tonkin & JFH**
- 15 Sep **General Meeting**
- 20 Oct **General Meeting**
- 17 Nov **General Meeting**
- 3 Dec **Christmas Party**

LETTERS TO THE EDITOR

Dear Editor,

Congratulations on the March newsletter.

I particularly liked the article by Steve Denner on "Mother Goose." I like his attitude to the restoration of this famous car and how he carries out the work himself and gets his hands dirty.

One of the golden rules he espouses towards the end of the article - "having spent two days fashioning a complex shape, be prepared to throw it away" tickled my fancy. I know only too well what he means. When I was cutting the timbers for the Speed 20 body, I would make two parts to the half finished stage, then finish one off as a left handed part and the second as a right handed only to find that the two sides of the body were not a mirror image. I even made two left hand parts: oh well!

Just for interest I helped Andre Chaleyzer tow a beetleback 12/50 from Paul Bamfords to Andre's place in Toorak. This would have been back in about 1982 I think and about 10 years too late to have been "Mother Goose." I have no idea what happened to that car.

Cheers

Bob Graham

Dear John,

Reading John Hetherington's reflections on externally mounted rear view mirrors, prompts me to advise you of the current option available on new Bentley saloons.

The front door mounted binnacles contain a mike and a speaker so that the enclosed occupants of the car, may, without having to open either front window, communicate with lesser mortals outside.

Fascinating isn't it??????/

Regards

Robert Peel



ALVIS SPARES CONSORTIUM

The March newsletter editorial mentioned that the committee was investigating the bulk purchase of the Alvis spares that had been advertised by a NSW member.

At an Extraordinary Committee Meeting, it was determined that the finances of the club could not support the purchase price of the spares and that no further action would be taken on the matter.

Following the committee meeting, those present voiced concerns regarding the possible loss of some or all of the spares outside Australia and it was agreed that in the best interests of the marque and Alvis owners in Australia, to form a consortium and offer share holdings to interested members. Mindful of the work required to catalogue, label, uplift and maintain the spares in Melbourne, a prerequisite for shareholding was that there would be a sharing of the workload, and as such would be offered to active members within the general Melbourne area.

A steering committee of Messrs Tonkin, Northey and Lang was elected to put in place the administrative and logistical arrangements required to make the project happen. Once sufficient shareholdings were secured a formal elected committee would assume control of the project and see it into operation.

The purchase will be complete by the 21st April and an uplift of the spares will occur following cataloguing and labeling.

Secure premises have been gained and are co-located with an office that one of the shareholders maintains.

At an appropriate time, catalogues will be available to Alvis owners with parts set at fair and appropriate prices.

The project has a life of 3 years at which time it will be wound up or further decisions made on its future.

It must be stressed that the "Alvis Spares Consortium" is not an ACCV activity, but is separate in all aspects of its operation and will benefit Alvis owners and promote the longevity of the Alvis marque.

Richard Tonkin
Bob Northey
John Lang

The Library

Would you please note the importance of carding any books that you borrow from the library and then signing them in on return.

It is suggested that if the librarian is not at a meeting at which you return a book, it should be listed in the minute book as having been returned.

Also, it would be appreciated if books are returned promptly on completion as it saves the librarian from having to follow up unreturned books.

THE BOB MORROW TROPHY

In order to provide clarity around the awarding of the Bob Morrow Trophy, the ACCV Committee appointed a sub committee to make appropriate recommendations. This subcommittee comprised Bob Northey, Dale Parsell and Eric Nicholl, and the recommended guidelines were presented to the February 2006 ACCV Committee meeting and subsequently approved. These are below.

ACCV Restoration Award (Bob Morrow Trophy)

Summary:

The Bob Morrow Trophy is not a concours award. The award is open to Alvis cars that are either professionally restored and potentially technically excellent, or refurbished by an Alvis enthusiast.

Guidelines:

1. The ACCV Committee or a nominated sub-committee will determine which, if any car is to receive the Bob Morrow trophy for "Best Restoration".
2. As a basic requirement, candidate cars should be roadworthy and presentable. In addition, credit may be given for:
 - The owner's effort applied to the task.
 - The scope of the task
 - Unusual facets of the restoration or history
 - The excellence of the final result
3. A car can only win it once (per restoration), but a car that is passed over in one year could win it in a future year.
4. The decision on "when it is restored" should be up to the owner. That is, a 'rolling restoration' would become a candidate when indicated by the owner as essentially complete.

Alvis Car Club of Victoria Echuca Rally Friday 28 April - 1st May 2006

1. **Accommodation:** 30 rooms have been booked at Nirebo Motel, Echuca, It is up to you to book your own accommodation and state any requirements that you may have. There are upstairs and downstairs rooms available.

Tariff is \$120.00 per room with extra for breakfast.

Phone number is 54822033 or fax 54825322

Please advise staff at Motel that you are attending the Alvis Rally.

2. **Meals:** There are three main meals that we need to know numbers attending.

- They are:-
1. Saturday night dinner which is a catered barbeque situated in Echuca.
 2. Sunday lunch at Morrison's Winery at Moama.
 3. Sunday dinner which is a carvery on board the paddle steamer Canberra.

Cost of **meal 1**, is \$34.00 per head + drinks, **meal 2**, \$27.50 per head + drinks, **meal 3** \$28.00 per head BYO drinks.

The rally will begin with a Happy Hour on the Friday night between 5.00 -7.00 pm followed by dinner.

Saturday will include a morning run along some good Alvis roads and the opportunity to view a number of attractions that Echuca has to offer. Another run is proposed in the afternoon followed by BBQ dinner at the Bridge Hotel.

Sunday will see us in Moama where we will tour a military museum followed by lunch at Morrison's Winery situated on the banks of the Murray. Dinner will be on board P.S.Canberra where we have booked a two hour cruise up and down the Murray.

Organisers: Chester & Sally McKaige, 129 Tucker Road, Bentleigh, Vic 3204 . 0407-113516

COUP *Radio announcers went for a row*



Left: Marlowe "Kidnappers" carry struggling Ron Cadee from 3KZ, wrapped in a sheet. When they tossed him out of the "getaway car-an ancient Alvis-he left behind a sample of trouser-cloth on a piece of metal.

Above: One minute later, in an identical Alvis, Manion of 3AW, bound and gagged, is whisked to 3KZ.

Marlow Society coup successful

The Marlowe Society this week pulled off one of the best planned and most successful publicity stunts for some time.

To capture public attention for the staging of Arthur Miller's "All My Sons", they made two Melbourne radio stations their targets.

Early morning patter and porridge sessions on 3KZ and 3AW were invaded on Tuesday.

The previous afternoon a member of the Marlowe Society rang one of the stations saying he was Arthur Miller, and he would be in the next morning with all his sons.

Came the dawn, and at 7.45 Ron Cadee of 3KZ's "Chicken and Champagne" was blindfolded, gagged and dragged from his microphone to a waiting car. Five minutes later he arrived at 3AW.

Meanwhile 3AW's Manion was "kidnapped" in an Alvis sports car and thrust into Cadee's program.

Manion valiantly read several commercials, then asked the turn-table operator what the name of the program was.

Announcing the name as "Chicken and Champagne" he said that all listeners would receive a dozen bottles of the former.

During the third recording of the half hour Ron Cadee having escaped from 3AW, returned to his program breathless, and almost literally pantless.

In the melee of his departure he had torn one trouser and said he now had a built in air vent.

Neither announcer was sure whether to take it as a joke or not.

Cadee had a vague idea the University was mixed up in it somewhere.

He suggested that they "hop along to their show and sit in the front row" to which

Manion added, "with a bazooka".

When Cadee arrived at 3AW his first thought was to ring 3KZ, but the 3AW staff told him what had happened to Manion.

Later Ron Cadee said the "uni boys are a nice mob. They only damaged my trousers."

He said he would visit the University one day armed with a shanghai and suitable ammunition.

Manion meanwhile, rushed back to 3AW to make sure Biggles wasn't grounded.

He said studio manager Mr. Myles Wright was probably having a fit.

Nevertheless, the valiant Manion delivered an inspiring commercial with full details of where to see, and where to book for Arthur Miller's "All My Sons."

REMEMBER WAYBACK WHEN!

Who can identify the 12/50 & tell us more about the escape?



The hapless Ron Cadee is whisked away from 3KZ

KALORAMA

Those of you who have read our Alvis Club history book would know that one of our founding fathers, of the club was Graham Thorley, a leading light in establishing the annual Kalorama event originally known as the Kalorama Floral Festival. Apart from a couple of years, when it was postponed due to bushfires and insurance problems, the event has been staged every year for the last 50 years, 2006 marking its fiftieth anniversary.

Originally a group of vintage car enthusiasts were asked by the Kalorama floral committee to exhibit a few cars on the oval as a added attraction, but things grew and before long a Council of Combined Car Clubs was formed to turn Kalorama into a major event. The clubs represented were Alvis, Bentley, Riley, Rolls-Royce, VSCC and VDC.

Each club were given special tasks to do, the Bentley Club to organise the start from Lansdowne Street in the city, later to change to the shopping centre car park at Forest Hill, the Alvis Club to look after collecting fees at the gate and the Riley Club to make sure that the toilet block was nice and clean.

My relationship with Kalorama began in 1963 when I was given the opportunity to have a ride in a 38/250 Mercedes followed in 1964 in a 4½ litre Bentley. In 1966, I traveled there in our own 3 litre Bentley.

In the late 1970s, my father represented the BDCofA on the Kalorama committee and he and I used to go and organise the start usually with a V.I.P in tow to flag off the cars. Malcolm Fraser was one I can remember along with Reg Hunt, Phil Irving and Bob Chamberlain.

When father retired from his role, I was duly elected along with Warrick Hansted and we both did the start for another three or four years.

In 1990, I was appointed Chairman of the Kalorama committee, a position I held for six weeks but had to step down as we went to live in England for two years.

Since then I have attended probably two events and over the years one has seen a steady decline in the number of cars attending and also the events which because of insurance problems are no longer what they used to be. Having said that, it is still a good event to attend. The atmosphere is still there and the picnic atmosphere is just as it was all those years ago.

It would be a great shame to see the demise of Kalorama.

Chester McKaige

KALORAMA - Sunday March 26th 2006

Kalorama comes around about the same time that you are told to change the batteries in your smoke alarm and when daylight saving ends, so one can be safe in saying that it is quite possible that all three scenarios could happen on the same day unless someone interrupts the system with some funny games and a funny car race.

This was the case in the running of the 50th annual Kalorama, which I had noted with great enthusiasm on the "special events calendar" on the kitchen wall.

Having served on various Kalorama committees over the years, mainly organizing the start and then going home, I thought that being the 50th event, I should do the right thing and make an appearance thus reliving the heady days of Kalorama in the 60's.

To do this one needed three things which didn't include the yellow banana lounge and the green tartan car rug long ago thrown on a past council garbage collection.

The first requirement was to have an egg and bacon pie for lunch, or if not, then an Aberdeen sausage which my mother used to do rather well.

The second requirement was to have the right car, and as we used to attend Kalorama in the Bentley, it was the Bentley that was chosen as the conveyance.

The third requirement was a real disappointment and now takes the form of a take away chicken shop. In its heyday and situated in Burwood was the American Made Ice Cream Parlor the main stopping point on the return journey. A plum pudding ice-cream was always something to look forward to!

Following the first tradition, Sally made the egg and bacon pie the day before, and a little piece sampled

just to make sure all was well. A couple of salads, a drop of something red and eating utensils were packed in the car. The one major requirement forgotten was the tomato sauce.

As usual, we left home earlier than required with all the same questions being asked along the way. "What noise is that" and "is that us making that ticking sound" when pulled up alongside a traffic light omitting its tick-tick-tick sound for the vision impaired.

The start of the Kalorama events used to be at the Forrest Hills Shopping Centre car park but over the years it is now from the Manhattan Hotel and a jaunt around the Dandenongs arriving at Kalorama oval around 11.00am.

We decided we would do our own thing and head straight to Kalorama and with a bit of luck would be there in time for a nice hot cup of coffee and a piece of cake courtesy of the fire brigade.

When we reached Canterbury Road, we were confronted by a large group of the Mercedes Benz fraternity also traveling to Kalorama taking up both the left and right lanes and traveling in a rather tight convoy. This sight reminded me of a particular story regarding one of the Bentley test driver's who was on loan to Tim Birkin to test drive his supercharged 4½ litre cars. The story was related by the man himself, George Hawkins over Xmas lunch in 1991.

George was out testing one of Birkin's blowers on a straight public road that was often frequented by other manufacturers also testing their products and as he was minding his own business, he heard the distinct howl of the supercharger of a SSK Mercedes that was hurtling down the road towards him at a great rate of knots.

George realized that the supercharger on the Merc could only be used for a short period and this chap was obviously showing off. George thought "I'll have him" and turned the blower around and gave chase which then led to a ding-dong battle between Bentley and Mercedes on a public road.

The next morning he was summoned to the office of W.O. to explain what he had been doing, someone no doubt tipping off W.O. about two cars involved in a car race along one of England's major carriage ways.

After George gave his account of the story, there was stony silence for what seemed to be ages before W.O. looked up from his desk and replied in almost a hushed matter of fact way. "We demonstrate our products on the track, not on a public highway, I ask you to remember that Hawkins and incidently, can you recall how long the Mercedes ran its supercharger for?"

This story has absolutely nothing to do with Kalorama but I thought I'd put in as we also were subjected to not one, but at least 20 Mercedes cars and being in a Bentley at the time, it brought back the story.

It is nice to own a car with a bit of grunt and bags of torque particularly when one is confronted with convoys of cars traveling at 30kms/hr. One does just get the urge to pass and pass we did and before long we were burbling up the hills towards Kalorama oval.

When we arrived, there were a few cars already parked and we made particular use of a couple of shady trees which meant we either parked next to a bit of black iron and a yappy dog, or next to a chap with another bit of black iron in the shape of a T Model Ford and a record player blasting out jazz using the equivalent version of a 1920s ghetto blaster. We chose the yappy dog.

It is very handy sometimes to have a vet on board in cases such as this, one only has to mention the word vet to the owner of a dog or a cat and they will usually sprout forth all the animal's ailments and cures while you can walk off into the distance and go and look at other things or in my case get two cups of coffee. On my return it was quite noticeable how the dog had settled down to a whimper and only gave trouble once or twice during the rest of the day. A good glare from a vet seems to fix all problems, well some anyway!

By 11.30am, more cars appeared, some I had not seen before. Richard Tonkin also appeared having to park Claudia next to the children's swings his car being too young to compete which come to think of it is probably why he parked next to the swings.

Alvi began to gather in abundance including the McDougall 12/50 conveyance it's owner then proceeding to graffiti every car entered with a number from a bottle of something that resembled sunburn cream. I

Andrew McDougall & Ian Barber on board the 12 50



must say he was very good at this and did the job with great aplomb.

Before long, we had a good gathering of cars, the club represented by the cars of McDougall, Mornane, Higgins, Northey, Caldwell and Newell. Other makes also with a good representation were the Riley and Austin Seven clubs.

By half past twelve it was time for lunch and to sample the delights of the egg and bacon pie which were enjoyed in the company of fellow Bentley enthusiasts Graham Miller and Max Bacon.

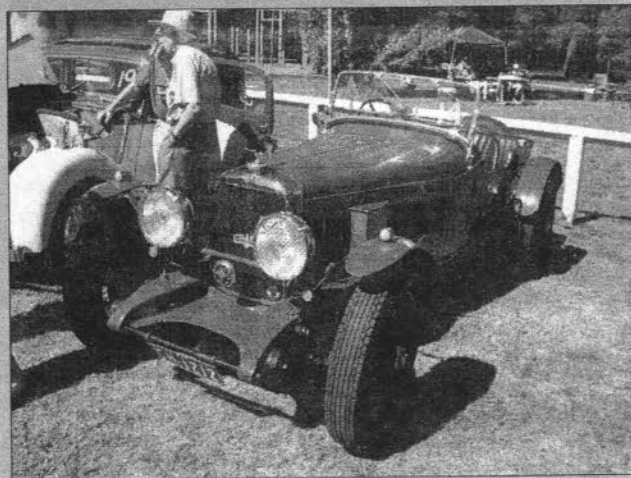
After lunch I had been chosen along with Ray Newell to do a parade lap around the oval while commentary was applied by Don Kinsey. My car, a 3 litre Bentley the last time I looked had grown a extra ½ litre in capacity thus becoming a 3½ Bentley which was slightly better than last year when I took the Speed 25 it being referred to as a Silver Eagle! I must have a word to Don about that sometime!

The rest of the afternoon was spent (for those inclined) playing games around witches hats and doing things with hoops and poles a rather tamed down version of the events that we used to partake in.

By 3.00pm, it was time to head for home and a nice drive back to suburbia was undertaken in company for part of the way with a white barrel bodied 20HP Rolls-Rolls and a La Salle.

All in all it was a good day with well over 100 cars in attendance, the day only spoilt by the lack of a plum pudding ice-cream.

Chester McKaige



Ian Barber brought his late father's Silver Eagle special

The Northey's Martin & King bodied SP 20 SA Saloon



TA 14 and 12/50

I bought my first TA 14 in 1959 when I was living in Elsternwick. I attended a couple of meetings of the Club before the clubrooms were built and the meetings were held in the garage. The centre piece was a 44 gallon drum with holes punched in the side which performed its function as a brazier. There were some old car seats to sit on and a mudguard or two to lean on and the meetings were pretty informal—and smokey!

I went to Sydney for five years and was welcomed as a member. I enjoyed myself in my Alvis going to the meetings and entering various events.

In 1967 I returned to Melbourne and immediately joined the Club. Nothing was ever said directly but I often felt that it was implied that the TA 14 wasn't a "real Alvis" and the only real Alvis was a 12/50, preferably a ducksback.

Well, I have never owned a 12/50 but I have driven a couple and been a passenger in one many times.

Let me tell you a bit about my TA 14 saloon. About 1980, there was an informal sort of meeting at Sandown run by the Light Car Club. One event was a short standing start sprint. I was in the TA 14 and pitted against Bill Barber in the 12/50 ducksback now owned by Chester McKaige. Bill was a keen competitor, with his pipe clenched between his teeth and his motoring cap turned backwards, he beat me at the start, the tail of the ducksback drew level with the bonnet of the TA 14 before I got moving and try as I might, that was the way it finished. I consoled myself with the thoughts that the TA 14 was half as heavy again as the 12/50, it had considerably more frontal area but only about 400 more cc's.

After that, I can't remember ever being beaten again by a 12/50 in any sporting event.

I realise that the TA 14 doesn't have the glamour of a 6 cylinder Speed car but I found it to be a very good car with good road manners, good handling, reliable, smooth and comfortable. I drove a TA 14 to and from Adelaide many times and on the long, flat, straight sections of the Western Highway, I have timed myself against the mileposts of doing 4 miles in 3 minutes — yes, 80mph — for mile after mile. The nominated top speed of the TA 14 was 72mph which I assume is 4500rpm. So there we were, me and my TA 14 motoring without any fuss at 5400rpm.

The times I have been a passenger in or driven a 12/50, I have found them cramped in the bodywork, harsh, rough, noisy and with heavy steering!

So there is an iconoclast's point of view! Now it is up to you to refute my claim that a TA 14 will eat a 12/50 anytime.

Robert Graham

Hi John,

I am just writing to say how much I enjoyed the articles by Chester McKaige and Steve Denner.

Chester's article shows just how much good work is being done on cars in local Alvis circles, and I knew that Julian was an avid "book worm" but I had no idea just how avid he really was! It was great to catch up with Julian again as he pushes a bow wave of enthusiasm ahead of him, and I usually manage to surf ahead on it until his next visit.

As Chester, subtly points out there are a lot of restorations happening around Melbourne but I never see any articles in the newsletter of what people are doing to their cars. So why is all this work is going on in secret. I personally would love to see articles about cars, and as a Car Club I think more of these articles would be great. I know that members enjoy the social side of the club, but I would enjoy seeing and hearing of other peoples trials and tribulations while restoring their cars. Steve has sent in a great article on what he is doing with his car and I have just sent off an article to John about what I have been doing on mine, so please let's hear what you are doing on your car. It's a car club so I suppose everyone must have one.

What's that? "Your car is perfect and needs no work?"

So let's hear about that polish you use; and why did you changed brands?

What about starting an "Agony" column? All it would take is for someone to write in a question and that will generate responses that could well be worth reading and give the answers to everyone. The questions are short, the responses can be short, but enough of them will make lots of good reading

For example; I am going to put a thermostat in my front wheel drive. I have never done this to a vintage car, and it will be at least another 12 months before it is on the road and then I will know if it works and how well. If you take one out of a new car, you void your warrantee, so they seem to be important. Has anyone already done this? If not why not? And, if so why?

Responses please!

Chester seemed to take a fancy to the FWD and who could blame him, they are magnificent cars. I must point out however that the new radiator shell is made of *solid* German Silver and *not* German silver plated. Which begs another question. Does any body out there in Alvis land, know if German silver (aka. Nickel silver) can be electro-plated onto another metal as I would like to have the quick action radiator cap plated to match the radiator shell.

Hey, here's another for the "Agony" column!

Responses please!

What about a COMPETITION for better name for the column than "Agony"; maybe Whinger's column?.naahh. How about Bleeding knuckles column? (we've all had them)

Responses please!

Steve's article was of great interest to me because it was about the first Alvis I ever owned. I purchased the car when I was sixteen and spent two years tidying it up so that I would have something to drive when I was eighteen. I do remember it being

parked in the Bove's back garden at one time, before I bought it, but it was owned by David Muirden It was never used as a pool car to my knowledge. However my Front Wheel Drive car was parked outside the front garage door in the late 50's and a picture of the chassis of it appears in Chester's excellent ACCV Anniversary Book. The picture is just a shot of how the car park looked in those days and no mention of the chassis in the foreground is made. This was part of a club restoration project at one stage, but it was eventually abandoned and the parts sold to Horrie Morgan as spares for his car. There may have been some misunderstanding about which car I was talking about.

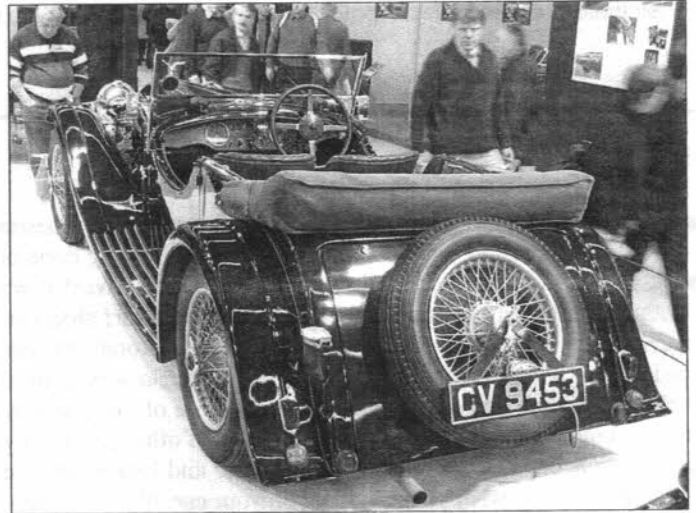
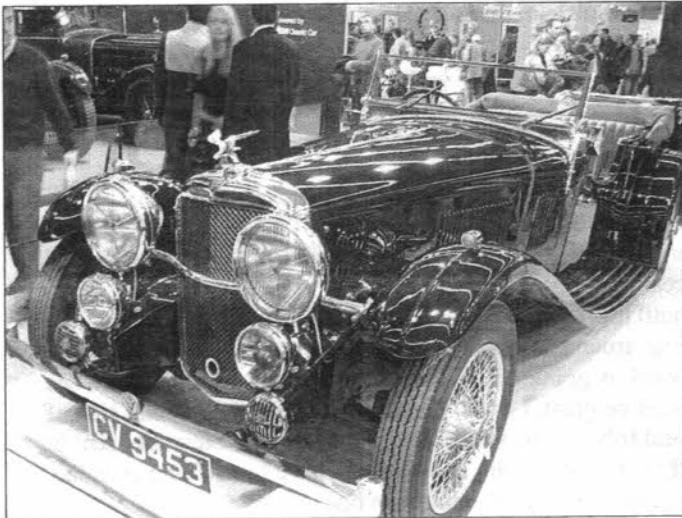
I can understand Steve's liking for the Beetleback as even as dilapidated as it was when I bought it for £70, (\$140) it was a great car to drive. I also think that the Beetleback is much under-rated and is, in my humble opinion, a nicer looking body than the Ducksback. Having said that, I don't think they should be put on SA 12/50's and Ducksback bodies shouldn't be put on TJ 12/50's. Everything looks best in its logical place.

Now if you look back at what I have written, you will see that it is just the thoughts of an ordinary man, and it doesn't take much to write an article. Ok, maybe its not much of an article, but I still want to know about Thermostats, and Plating Nickel-silver, so put pen to paper, or fingers to keyboard and lets hear your thoughts as people will be tired of mine by now.
Cheers Paul.

.....oooOOooo.....

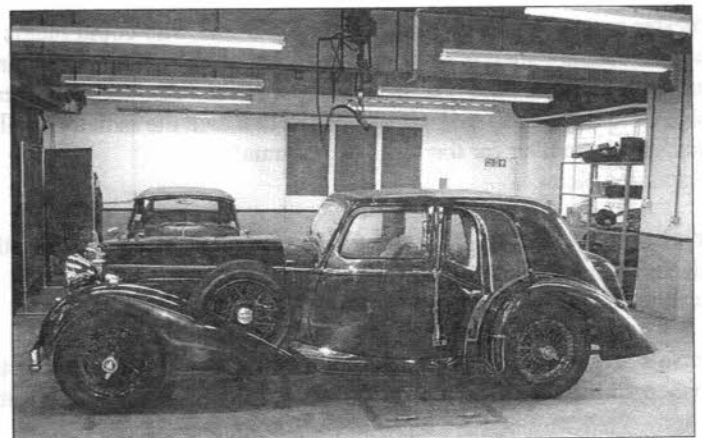
Andrew McDougall fresh back from overseas provides the following information on an SB Speed 20 for sale at Retromobile

The SB Speed 20 chassis # 10933 car # 15771, for sale at Retromobile for 110 k Euros - it looked good but wasn't pristine and I was surprised to see it had a right hand accelerator pedal as I thought the SB's had a centre pedal. For it to have a right hand pedal it would have had to have the bulkhead modified or it has one from a later car which would change the chassis number.



Andrew also reports on

SP 25 Charlesworth Saloon, car # 19841, at Red Triangle Services - restoration, almost complete after 18 years on and off - the owner passed away before it was completed and now it will go up for auction, hoping for between 30k and 50k sterling, preferably nearer to 50k. The restoration appeared to be first class. The moral of the story is don't leave your run too late or make sure you have more money than you estimate will be necessary if the restoration is to be done in a timely manner.



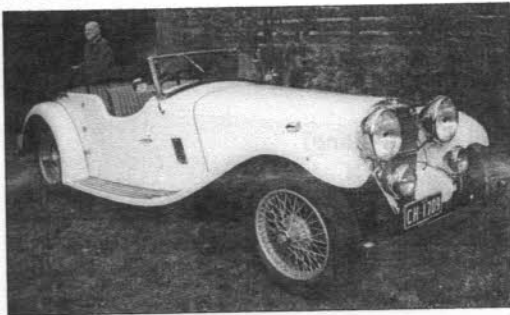
The following article written by Paul Bamford was highly acclaimed following its publication in the AOC Bulletin and with Paul's kind permission it will be serialised in Alvic over the next few months. Don't discard your newsletters having read it, the information contained might have a major reference to Paul's FWD but his common sense approach to the many challenges are valid for any restoration project now or in the future.

.....ed

PAUL BAMFORD'S FWD RESTORATION

Background

In the beginning (when I was 14 years of age) here in Melbourne, I had never heard of Alvis. That was until my brother joined the Vintage Sports Car Club in the late 50's. They were holding an event, which was to promote the public profile of the club and wanted the maximum number of cars to attend. The President, at a club meeting, asked that any member who owned more than one vehicle, should get other members (who had no car to drive) to drive their second vehicles to the rally. To set an example, he said that he would be driving his Hispano and that he had a Speed 20 Alvis that he would like someone else to drive. My brother who was about 18-19 years old at the time raced forward to volunteer. The President suggested that he take it home for the week before the rally to clean and polish it and get it ready. When I saw that car in the driveway, I became an Alvis enthusiast for life. It was an SB Speed 20 with a lovely local body on it; something like a two door Cross & Ellis body, but built by Terdich Bros. who were a well known body building firm in Melbourne in the thirties.



The car as it looks today

My father recognized the Alvis immediately as we had migrated from England to Australia in 1952 and we used to pass the Alvis factory on our way from Coventry to Birmingham each day. I had passed it many times without knowing, because I was all of seven years old in 1952.

As luck would have it the car happened to be for sale, but my brother being a poor (impecunious) university student could not afford such a luxury. I pointed out to my father what a wonderful investment the car would be, as my brother and I could work on it together. My brother and I have an age difference of five years, and our father had seen us squabbling for years, and the thought of seeing his two sons doing something useful together must have moved him. He lent my brother the money to buy the car.

It soon became apparent to me, that what I really needed, was an Alvis of my own.

I used to attend Alvis car club meetings with my brother and after several months a 1926 12/50 TE beetle-back, (that I could afford) came up for sale. I now owned my first Alvis. The bodywork would have been described as "tatty", had it been much better, but it wasn't. It had four pound oil pressure cold and zero hot. Later work revealed that the engine did not even have two matching pistons. All pistons were of a different make and style. One had steel struts, one had a solid

skirt, one a split skirt and so on. All were wildly different in weight. The radiator had been chrome plated but a truck had then backed into the top of it just to the right of the Alvis badge. This ensured that it blended in with the general condition of the rest of the bodywork, but, at the age of sixteen, I could see potential!

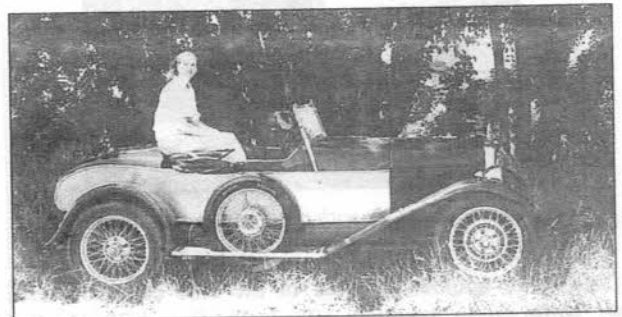
The one thing that it could do really well was to drive up through the hills behind Melbourne, so fast, and handle so well, that my father could not keep up in his four litre 1939 Chevrolet.

From that time in 1961 I became an Alvis Car Club of Victoria (ACCV) member.

It wasn't long before the lack of oil pressure made its mark on a big end bearing, which precipitated new bearings and a re-bore and a general engine build. My father was a Toolmaker by trade and I was still doing my Toolmaking Apprenticeship. He made new king pins and bushes for the car, and much other work was done over the next two years.

The day I turned 18 I passed my driving test and received my driver's licence. I had, by that stage, a fairly respectable 12/50, complete with a good amount of bodywork restoration, and a paint job.

It was about at this time that I took on another interest.



My old interest and my new interest

She didn't like having the top down because it messed up her hair and she didn't like it up, because she had to get out of the car before me, having no door on the drivers side. One day we attended a vintage car meeting at Kalorama, a small town in the hills behind Melbourne. The car seemed to be running on three cylinders and a group of Alvis Car Club members had gathered to offer advice. They were ably assisted by "herself" in the front passengers seat. Have you checked the magneto? Have you checked the plug leads? Is the fuel getting through? I told you to check that last week!

One of the club members looked at me and said with a wink "you're car seems to have a persistent Miss!" This was a statement from Horrie Morgan, the man from whom I would purchase my Front Wheel Drive Alvis 6 years later.

It was at about this time that the "flying fickle finger of fate" struck again!

David Muirden who I purchased the 12/50 from, thought that it was looking good, and he wanted to get back to a

12/50, after driving a very beautiful 1936 SC Charlesworth Drophead Coupe that was known in the ACCV as "The Immaculate".

"She" thought that two doors were better than one and that the Speed Twenty had an elegance that she could get used to.... given time. As I could not afford the changeover myself without her financial help, a partnership was entered into, that has lasted till this day.

So a swap of cars, with a cash balance, was negotiated.

People brag about the desperate acts that young men committed to be able to purchase a Bugatti, but I think Alvis could be right up there with them.

The 12/50 was sold on a couple of years later to Steve Denner, who took the car back to England with him and so I thought I would never see it again. However the "fickle finger" had not finished with me yet. Several years later Steve drove the car overland (and sea (not in the water!)) from London to Australia (see "The New Vintage Alvis" page 450.) A group of ACCV members drove about 60 miles out of Melbourne to welcome him home (ibid. page 453 illustration No. 238)

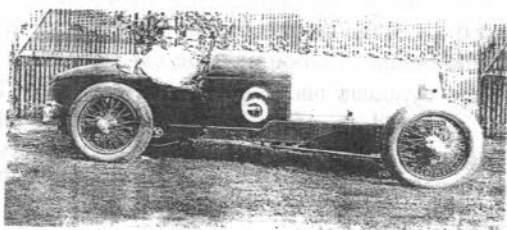
This illustration shows the car much as it was when I owned it and on the left a happy Steve Denner with a beard. To his right is Ron Wilson ...an Alvis stalwart (No pun intended) and then President of the ACCV, and on the far right is yours truly, sporting a moustache, which has become an embarrassing image with the passage of time.

The 12/50 is still active here today and running very well.



This is the car as it looks today with cycle wings and "frameless" screen.

I was talking to another member of the club called Horrie Morgan, while on an interstate rally in the Speed 20. Horrie owned a front wheel drive Alvis. It was an FA saloon, which looked quite pretty on the short chassis. This car was an Australian Grand Prix car in the early thirties. (See photo in New Vintage Alvis p 397.)



"Horrie's car in racing trim"

The Front Wheel Drive cars were rare here and I had only ever seen one, and that was Horrie's Saloon saloon. I had never really taken much notice of FWDs. That was all about to change. You see I had never driven one, and that was the difference! Horrie's car was one of only two I knew of. After talking for a while, Horrie offered me a drive and the "finger of fate" struck again. As I drove that car, I thought, I have to

have one of these!

I knew of only two, and neither was for sale. Even if they had been I couldn't have afforded one with my wife pregnant with our first child. As I told Horrie this, he said that he actually had the remains of a spare car at home. After some discussion regarding price, he said he would like to buy an air conditioner. Enquiries among the other members on the rally soon gave us an average air conditioner price. That amount changed hands and I then became the proud owner of a three-dimensional jigsaw puzzle with no picture on the lid to indicate how it should go together.

The last registration sticker that the car had been dated 1957, so it had not been on the road since then.

As I looked at the trailer load of bits of Aluminium, cardboard boxes, and rust, I began to wonder what have I done?

The chassis had been kept leaning up against the back fence of his property and then covered with plastic to keep the rain off. This proved a disaster as the condensation from the grass produced a hot steamy environment for the chassis, which had become riddled with rust.

The other annoying thing with jigsaw puzzles, is finding that pieces of it are missing. It is really hard when you find that the missing pieces have been replaced by pieces from another puzzle, and that other pieces that have been so badly chewed by the dog, that they can't be used.

The missing and chewed parts of my jigsaw were,

Missing in action,

- Inlet manifold
 - Exhaust manifold
 - Supercharger
 - Solex Carburetor
 - Solex choke (dash fitting)
 - Brake drums
 - Backing plates
 - Brake shoes
 - All brake levers, cables and cams
 - Magneto
 - Pistons
 - Valves
 - Valve caps
 - All instruments (although the original dash surround was there!)
 - Lucas switch-plate and starter button
 - Radiator
 - Headlights
 - Tail-lights
 - Side-lights
 - Shock absorbers
 - Bodywork of any kind
 - Pedals and pedal cross shaft assembly (given to Nic Davies when he was in Australia)
 - Cruciform chassis member (ditto for Nic's Straight 8 FWD)
 - One Rudge-Whitworth knock-off wheel-nut.
- #### Chewed and unusable (but suitable for copying)
- Chassis (needed vast repair, but not total replacement)
 - Crankshaft, (cracked and irreparable)
 - Water pump (came in two halves)
 - Water transfer ports, (looked just like the originals, but made of aluminium oxide!)
 - Gearbox gears (in search of a good dentist)
 - Crown-wheel (broken tooth)

Timing gears (all seven were worn and needing replacement)

Several castings involved with the gearshift were broken

No usable wheels

Rear suspension (Horrie had the FE suspension on his FA and gave me his FA suspension)

The rear end problem

Horrie was using the rear end of my car in his car and gave me the rear end from his. Changing the later rear suspension onto an earlier car is a modification that has been around a long time. Alvis Ltd. used this modification on their car.

There is actually nothing wrong with the original design of the early car's rear suspension. The early models had the rear swing arms pivoting on bronze bushes and the later cars pivoted on ball bearings. Problems will arise when owners neglect the routine maintenance of their vehicles. Bronze bushes will need to be replaced more often than ball bearings. Both designs work equally well when they have no wear. Stories of the rear suspension of these cars leaping around on hard cornering tell more about the maintenance habits of their owners, than they do about the car.

Having said that, I should also say that the design of a Front Wheel Drive is much less forgiving of wear than a 12/50. The ability of 12/50s to run (and run quite well) when in a very worn state has been largely responsible for their famed reliability. Front Wheel Drives are far more complex, and far less tolerant of poor maintenance. They are the difference between a thoroughbred and a hack. They are far more reliant on all things being right. This had given FWDs a "black sheep of the family" reputation among many 12/50 drivers here in the 60's and 70's. Alvis enthusiasts, who don't know them or find them too complex, still make derogatory remarks about these cars. The website of a prominent U.K. club devoted to Vintage Alvises gives a run-down on each model, but when it comes to the FWD it makes the following, curt, disparaging statement. "*Front-wheel-drive cars were produced from 1928 to 1931. There are some 35 survivors out of a total production of about 150. They are probably an acquired taste*" This is the voice of an organization that promotes Alvises.

My problem was, that while it is possible to change a late rear suspension to an early chassis it is not possible the other way round. The problem of having the wrong rear suspension held up progress for many years. Today I would simply make a new rear suspension (to original design) but in those days, such things were thought to be too difficult and expensive. At that time I had no idea how well the car would turn out. I didn't think I could justify a large outlay on it, but over the years the standard of restoration has just become better and better as I have been able to find the missing parts. The other interesting thought is that had I have known at the time of the existence of "WK8045" then I would have solved my lack of rear suspension by making a replica of rear suspension used on that car. "WK8045" was a four cylinder FWD with a transverse leaf rear suspension that was later fitted to the straight-eight cars. It would have been lighter and easier to make. The rear suspension on a standard FWD is a very heavy piece of equipment. The radius arms are about 2-inch diameter solid steel and they are ably supported by a spring pack of 17 leaves! The rear suspension from one side of the car with just a bare stub axle (No brakes) weighs in at 70 pounds. Both sides together weigh a hundredweight.

Sadly, Horrie Morgan passed away before I had much

work done on the car. He had earlier taken his car apart to do some work on it. After his passing I was asked by the club member, (who had been charged with putting it back together to rolling stage so that it could be sold), to give him a hand as he hadn't much experience with FWDs. I mentioned to him that the rear suspensions had been changed over between the two cars. As this was an original Australian Grand Prix car, with a documented history, he was keen for it to have its original suspension back and I was quite happy to have a rear suspension that fitted my car.

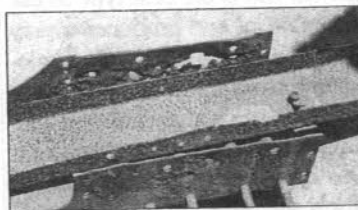
Having the right suspension for the car really precipitated the beginning of the restoration in earnest. The first requirement was a chassis.

Horrie's car was sold to a local club member called Geoff Hood. Geoff lived even closer to me than Horrie had, so I still had access to the car to check details. Geoff Hood is well known in Alvis Car Club and Vintage racing circles in Australia, and makes many parts for Vintage cars such as cranks, blocks, conrods, diffs etc. He served his time as a Marine Engine Re-conditioner and applies the strict procedures of that trade to automobile engines. He has the reputation of an excellent engine builder. As one of Australia's leading vintage-racing drivers said. "When Geoff puts an engine together, they tend to stay together." Geoff and I talked about the FWD and I told him that I had to start making extensive repairs to the chassis, and was looking for a place to get some steel folded into the correct channel sections. He asked me to give him a list of what I needed, and so I did. A few days later he drove into my driveway with all of the new folded channel sections that I needed tied to the roof of his car. And so the restoration started. Six weeks later, (I worked on it all through my annual leave) the chassis was finished.

The chassis

As I have mentioned, the condition of the chassis was such, that much of it needed to be replaced and all the missing parts needed to be fabricated to make the chassis complete.

The original chassis was very badly rusted to the point where a chassis rail could be folded in half by hand. The only spare chassis in Australia had been sent to the tip some years previously. The owner told me that it was of no use, because it was cracked! Oh to have a cracked chassis! Twelve FWDs were imported into Australia and eleven still survive.



The rot had set in.

Making chassis rails is not all that hard once you figure out how to do it. All you need is:

An arc welder

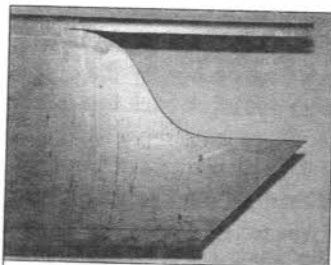
Try Square

A scriber

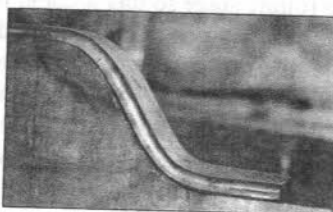
A hacksaw

One hacksaw blade.

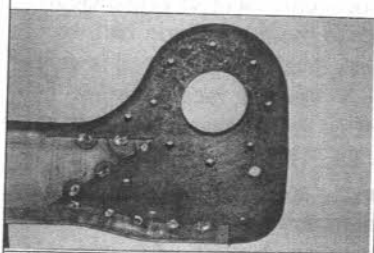
Yes that's right, one hacksaw blade. Yes, it was getting blunt by the time I had finished. The secret to making curves in chassis rails is not to weld along the folded edge. Where the rail is folded, make a cut about 1/2 inch away from the edge and bend the edge down using heat until the gap is



closed.



These pictures show how the curves in a chassis can be made from start to finish.



Never weld straight across chassis rails, always join with a diagonal scarf.

A good scarfed joint (tacked and ready for welding) spreads the load over a large area of chassis.

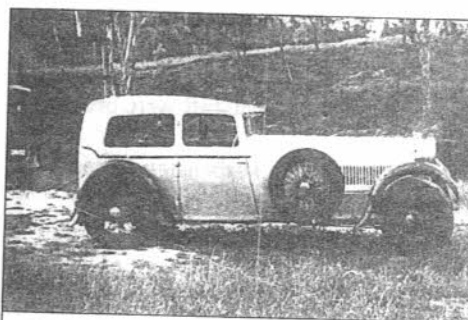
Tack all welds first and double check alignment before further welding. Avoid welding in one long run. When you are ready to weld, start in the middle. Weld 2 inches and leave 2 inches, working your way on alternate sides of the centre until you have finished the run. Remove all slag and then come back along the run in the opposite direction filling in the un-welded sections. This reduces stress in the welds. Repeat the process on the other side of the metal. Grind the excess weld off with an angle grinder taking care to grind only the excess metal; do not to touch the parent metal. Then finish with a single cut file (i.e. teeth cut in one direction only) and then with a fine sanding disc. If you have done it right there will be no evidence of a join showing in the bare metal.

Heating the whole area to a dull red heat after welding and grinding reduces the stresses even further. (just let it cool in air don't put water on it)

If you are a confident welder, then there is really nothing difficult in it.

As an aside, I find a single cut file is the best type to use on delicate parts, as it is easy to control and produces a very smooth finish. Another tip is to always save your new single-cut files for brass and bronze and swap them to steel when they seem to wear out. You will find that they are still like new on steel, but once used on steel, they no longer bite into bronze or brass and just seem to slip over the surface like it's covered in grease. This may form the basis for a PhD. thesis one day. I can offer no explanation of why it should be so, but 40 years of experience proves that it is.

The chassis, although originally long, was re-built as a short chassis. Pictures of TT cars had seduced me and as the original chassis was un-useable as it was, I thought it wouldn't matter if I committed a bit of heresy in "re-birthing" the car as a short chassis. If I had my time over again, knowing what I know now, then the car would have almost certainly been left as a long chassis. The two main reasons for this are; I have since seen pictures of the original saloon body that my car had, and I have learnt to appreciate some of the bodywork put onto long chassis cars. I particularly like the



tourer body on the 1929 straight eight car (see illustration number 52 of The Alvis car 1922-1966 by Ken Day).

The original saloon body of

my car looks rather racy, as the top seems to be much lower than other saloons.

Pics of my car as it originally was

Re-Spoking the wheels

My car, as purchased, came with only 4 rims and hubs with just enough spokes to hold them together. There would not have been enough spokes to lace one wheel! One of the rims had four inches of the bead missing due to rust. The best looking rim (which had no rust), had a little three quarters of an inch "vee" section hack sawed out of the rolled tyre bead to ascertain the amount of rust inside. Presumably they wanted to see if the wheel was safe to use. After taking the section out they would have found that it was safe to use, except that a section of the bead was now missing! Aaaaagggghhh!!!

That wheel was eventually reclaimed by taking a good section of bead from the rim with rusted section and welding into the good wheel. With the help of friends, better rims were located until I had 5 good rims and hubs

Lacing spokes into wheels is not difficult but it is tedious. I ordered spokes from "The Spokesman" in the U.K. He was very helpful. When they arrived I started to lace the first wheel. That's when I discovered "Rule number one" of re-spoking a wheel. Always take a picture of the wheel with the spokes still in it before you remove all of the spokes from all of the wheels. A photo is a great help to get the pattern established and from then on it gets easier. As a rough start, get the same amount of spoke sticking through the rim all the way around. Then mount the wheel on a free wheeling hub and put a marker across the tyre beads, at about wheel centre height. I used a tyre lever sitting on top of a chassis stand. I pushed the tyre lever up against the rim and slowly turned the wheel. Because it was not concentric it pushed the tyre lever away showing where the greatest eccentricity was. When the wheel was turned 180 degrees the gap showed how much adjustment was needed.

To start adjusting use only the spokes attached to the rear of the hub. Slacken off the spokes next to the gap and tighten up the ones opposite where the rim had touched the tyre lever. Do this until half of the gap has been taken up. Then repeat the process until the wheel runs very close to concentric and all of the spokes to rear of the hub are nipped up firm. At this stage your wheel may run out axially (i.e. it may wobble from side to side as you spin it). Move your chassis stand and tyre lever around to the inside front face of the wheel and do the same as before, but this time using the spokes that are laced to the outer end of the hub. Where the gap forms, tighten the spokes at the gap until half of it has gone and then reset your marker again. Keep doing this till the wheel runs true axially.

Then go back and make sure that the radial setting is still

OK. If not, adjust again until it is. Then go and check the axial run-out. Keep doing this until all spokes are tight and the wheel runs true in both planes.

It is important to work to the inside surface of the wheel where the tyre makes contact because it is the tyre that needs to run true and some wheels being slightly damaged may not have rims that are parallel inside and out.

Never try to do both planes at once. Each time you move from one plane to the next and back again, you will find less and less error so keep going until the wheel runs true.

If you find that your wheel is still wobbling and that two opposite points on the rim are "high" and the opposites at 90 degrees are "low" then your rim is buckled and beyond the scope of this article.

Actually a little bit of buckle can be pulled out by adjusting the spokes, but not much. A damaged rim is a damaged rim

Next month Paul continues the story with a badly cracked crankshaft!

John Hetherington reports that the RACV "Fly the Flag" tour lunched in Shepparton during the week. On it were David & Jennifer Horrocks of Leura, NSW in their 1965 TE 21 DHC Auto. The car was immaculately and I mean immaculately restored in Edinburgh, Scotland and has travelled about 3000 miles before arriving in Australia 10 days ago.

Both Richard Tonkin & John Link (both 3 litre owners) were on the tour & would no doubt have had much to talk about with the Horrocks (pictured below).



SWAP, BEG, BORROW or STEAL

FOR SALE

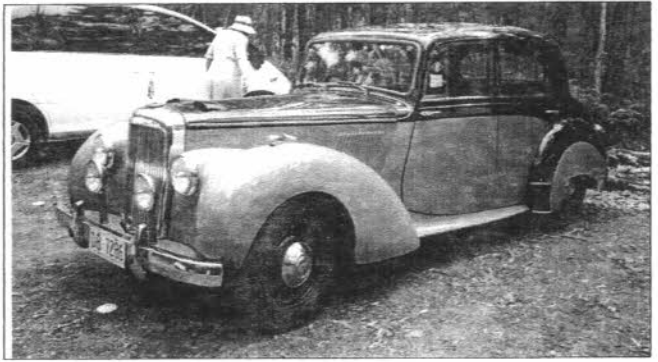
1928 FA FWD. Engine # 7598 Chassis # 7035
Licence to build a serious car for serious money.
Ring Geoff Hood (03) 9704 7549

FOR SALE

2005 National Rally Car Badges. Limited number available \$25 each plus postage
Contact Ian Parkinson or Dale Parsell (see page 2 for numbers)

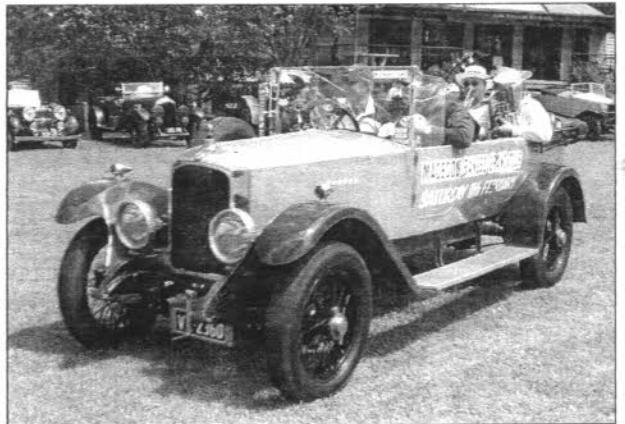
FOR SALE

Alvis Grey Lady TC21-100, 1954, Car # 25638.
Fully registered (Tas DB7286) & going beautifully.
Bare metal respray in 2 tone scheme. New leather upholstery, carpet & hood lining. Needs window rubbers & the heater needs attention. Eventually will need a set of new tyres. Selling price \$24,000.
Contact Willy Schneider, Box 380 Margate PO Tasmania 7054 or ring (03) 6267 2740



FOR SALE

Sadly, all good things come to an end! Need to make way for the SP20 project.
1923 Vauxhall 23/60 (OD568)
Very original car. Full Vic registration VX2360.
RWC for Victorian buyer
\$50,000
Contact John Lang (03) 5426 2256



WANTED:

Cross & Ellis or Charlesworth Tourer or Charlesworth saloon body to cutdown to tourer to suit SP25 chassis.

Ring David Caldwell (03) 9729 5821 or
email caldwell08@optusnet.com.au

WANTED:

Old copies of the Automobile or similar magazines.

Keith Williams
(03) 5426 4178

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 (northey@westnet.com.au, or 2 Orrong Rd, Elsternwick, Vic 3185).

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

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 genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.