

# Alvic

*The Newsletter of the Alvis Car Club of Victoria*

*July 2006*

*The Blackwood Pub Run*

*Paul's FWD Restoration*

*Details about the  
"OTWAY Odd X-Sea"*



# Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)  
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
www.alvis.org.au



**JULY 2006**

**VOL 45 ISSUE 6**

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*Front page—Morning tea on the Blackwood Run  
top: Bob Northey's 12/50, Rex Robert's 12/40 & Ray Newell's 12/50  
lower: Allan Willingham's 12/50*

# "OTWAY Odd-Y-Sea"

## WEEKEND AWAY

*The name says it all!*  
OTWAY refers to the location  
Odd—refers to some of the people that are going  
Y—because it will be fun  
Sea—bring your Speedos

20 September - 2 October

Staying at the Lightkeepers Inn Motel  
Aireys Inlet

(at \$95 per night per couple incl Continental Breakfast)

Friday—Dinner at the Aireys Inlet Hotel

Saturday—breakfast in the dining room

Lunch at Apollo Bay

Dinner -BBQ at the Motel

Entertainment by Parkinsons & Langs Inc

Sunday—breakfast in the dining room

Tour the Lighthouse

Morning Tea at the Lighthouse Stables & Tea Rooms

Visit Barwon Park (Winchelsea)

Lunch at Winchelsea

(anyone needing to return home on Sunday could depart at this time)

Afternoon Tea at Lorne

Dinner at Aireys Inlet

Monday—lunch in Geelong enroute for home

*You Can Enjoy some of the Best Driving & Country that  
Australia has to offer & Be with some of the Nicest People!*

## "OTWAY Odd-Y-Sea"

Name: ..... Wife / Partner .....

Postal Address .....

Post Code .....

Email Address .....

I/We will require accommodation for  2 nights  3 nights (please circle)

Accommodation & Meals (except BBQ & Sun Morning Tea) at your expense on the day.

There will be a Rally Fee of \$30 per person to cover Sat BBQ, Sun Lighthouse Tour & Morning Tea & entry to Barwon Park

Please make your remittance payable to the ACCV

PLEASE RETURN THIS FORM with your remittance to J & M LANG, PO BOX 129, GISBORNE, VIC 3437

By 18 August



## ALVATICINATION

There is great discussion raging within the Alvis Owner Club at the moment, regarding originality, replicas, specials and especially saving saloons from being beheaded. It is all so familiar to members of this club – and I suspect every other old car club. These problems just won't go away. The beheading of saloons comes down to money. People are very good at counting money – not always good at counting, but good at counting money. (Albert Einstein's hobby was playing the violin; sometimes he was accompanied by his friend the virtuoso concert pianist Artur Schnabel. Once he was having trouble keeping time. This so exasperated Schnabel that he stopped playing and exclaimed "Albert, can't you count?"). Albert most certainly could count and would probably have counted the extra dollars of value in an open Alvis, should he have owned one, compared to a saloon car. Some folk will go to extraordinary lengths to save or make a dollar. Mrs. Prez and I have just returned from a trip to Alaska where we saw the scale and inhospitability of the country over which the Klondike gold seekers had to pass in order to maybe scratch up a few ounces. With forces like those in play tatty old saloon cars are always at risk of being converted into "drop-heads" – it is cheaper and the end result fetches more money in the market place. We have some delightful saloons in our club and we are thankful for their owners' efforts in restoring and/or preserving them. Sadly some have been beheaded. But in times gone by ideas and costs were different. It may well have been the case that either the saloon body went to the tip or the whole car went. We are certainly better off to have a replica tourer than no car at all. But there is general agreement now that saloons should be preserved as saloons. Perhaps we should look to the example set by the preservation of old buildings and have old saloons "Heritage Listed"? What a wonderful bureaucracy that would spawn! Keep it simple: keep the head on.

JOHN HETHERINGTON

## SUPPER - the HORTONS

### 2006 EVENT CALENDAR

\*PLEASE NOTE CHANGES

- 21 July    **General Meeting -**  
23         **Lunch at the Clematis Hotel**

#### PARADISE HOTEL - CLEMATIS

PUB RUN

SUNDAY 23 JULY

ALVIS CAR CLUB, VICTORIA.

**Lunch will be at the Paradise (Clematis) Hotel, Melways 127 A4**

Start from Brandon Business Park, FerntreeGully Road Brandon Park (Melways 71 C9).  
at 10AM for 10:30 start.

A short run is planned through the foothills to Clematis arriving for lunch at about 12:30.

- 18 Aug    **\*General Meeting—*Rough Red & Pie. Club Trophy Presentations***  
20         **Tram Museum & Lunch at the Old Kilmore PO—*Richard Tonkin & JFH***
- 15 Sep    **General Meeting**
- 29-2 Oct   **Weekend Away - "*The OTWAY ODD-Y-SEA*" organised by the Langs—*SEE ENCLOSED FLYER***
- 20 Oct    **Annual General Meeting**  
29         **Run to Trawool—*Ray Newell***
- 17 Nov    **General Meeting**
- 2 Dec     **Christmas Party at Frank & Pam Murnane's home in Brighton**
- 19 Jan    **Start of Year BBQ at Point Cook aerodrome**
- 18 Feb    **General Meeting**
- 25 Mar    **Kalorama**

### VALE

*Austin Tope is no longer with us as he passed away on Monday 19th June at the age of eighty.*

*Austin excelled at school, not only as a scholar and an athlete but was also an officer in the school cadet corps. He volunteered for the army during the second world war, serving as a sergeant at the Canungra Jungle Training Camp.*

*He studied at Melbourne University and RMIT Melbourne and qualified as a mechanical Engineer. He specialised in heavy mechanical equipment and was very proud of his design of a Three Bale Wool Press.*

*His hobby was vintage cars, owning quite a few, including the famous Ballot-Oldsmobile (made famous by Jim Gullen). Among his rebuilds and restorations, he constructed a very fine Alvis Speed Twenty special using a Speed Twenty chassis and a Silver Crest 20 horse power motor.*

*He was a keen supporter of the Alvis marque and for several years was Spares Registrar for PVT cars.*

*He was one of the nicest persons one could meet and was always ready to help others.*

*He will be sadly missed by his family, friends and colleagues.*

Rob Graham

### Laurie Buckland

*The death of club member Laurie Buckland, from Canberra, is noted. Laurie had been an accountant in the Public Service and then in private practice. He owned a 14/75 and had been a member of the ACCV for some years.*

*Our sincere sympathies to his family.*

### Ron Blanchett

*Ron Blanchett, a New Zealander, was not an ACCV member however was well known to some of our members and was considered a walking encyclopedia on 12/50s. Ron died recently and our sincere sympathies go to his family.*

## THE BOB MORROW TROPHY

The April newsletter flagged the results of a subcommittee whose task it was to produce a new formula for the Bob Morrow Trophy 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.*

Accordingly, nominations are sought from owners of cars that qualify. Nominations are sought from club members in relation to another member's car and will be considered by the Committee or Sub committee in their deliberations.

All nominations must be received by **21st July 2006** and directed to the President or Secretary.

**Lois White** recently had a fall and we hope that she is up and mobile again shortly

# LETTERS TO THE EDITOR

*Warrick Hanstead made contact through a work acquaintance with a family who owned an Alvis many years ago. The following is a response to his interest:*

Rev & Mrs D.V. Morey,  
8 Glenelg Drive,  
MAIDEN GULLY,  
Vic 3551

Dear Warwick Hanstead

Greetings. I am writing to you at the request of my daughter, Angela Henricksen. I was much impressed with the pictures of your Alvis. I used to call mine a ducks back, but there wasn't too much of it to identify it properly.

It was interesting to hear that you were an Alvis Car enthusiast. Yes, I was, once upon a time. I bought my 12/50 in 1953. It had belonged to a chap who was a crew member on a coastal vessel. He used to leave the car on the wharf at Port Melbourne while he was at sea and then go home in it when he was on land. It was almost derelict and had hardly any body on it. I paid 100 pounds for it. Anyway, I got to work on it and built a body, as shown in the photo. I then drove the car to Adelaide from Melbourne for Christmas with my fiancée. Beautiful to drive. No hood. Sat on about 100 kmh most of the way. In the hot weather the oil used to get very thin and the gauge sat on zero. Then in March 1954 I drove to Adelaide again, this time to get married. After the honeymoon, for which we used the family car, I then drove back to Melbourne, pulling a small trailer with all our worldly goods on board. I used the car throughout the year travelling from Gardenvale to the university most days of the week. On Sundays I drove to Deepdene where I was the assistant to the minister. The rather affluent members of the church used to smile at my bomb parked in front of the church usually in front of or behind a Daimler that belonged to one of the big wigs at the church.

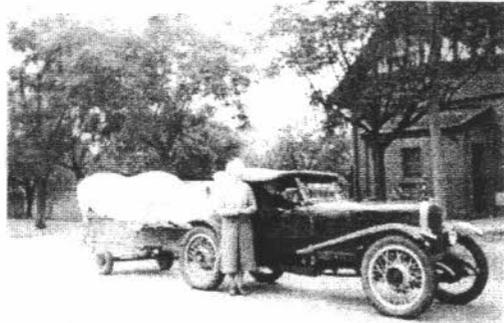
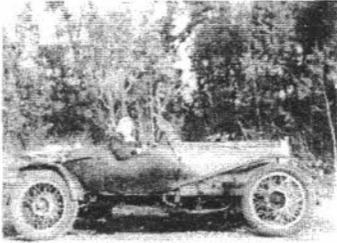
During the year I broke a half shaft on my way to the uni. Had to park the car at the end of the King Street bridge. Came back for it next day with my brother in his A Model Ford. Was able to find another half shaft and soon had things working OK. During the year I also acquired a 14/40 Vauxhall, much of an age with the Alvis. Didn't use it much as I spent a fair bit of spare time getting the motor re-juvenated. At the end of the year my wife and I set off to drive the Vauxhall to Millicent in the South East of SA. It took us two full days. The engine was great but the radiator was all clogged up so we couldn't go any distance without boiling it. A few days later we drove on to Adelaide where I handed the car over to a friend who sold it to a vintage minded friend. That car cost 120 pounds and I was pleased to get my money back. Having disposed of the Vauxhall, I then entrained straight back to Melbourne and got the Alvis which I then drove back to Adelaide. Another delightful drive. This time on my own. Paced a motor-bike at one stage and the chap on it couldn't keep up with me or take the bends the way I could.

My friend once more came to the rescue and sold the Alvis for me to one of his vintage friends. Got my 100 pounds back. That friend wanted the car for parts. He pulled the engine down and discovered that one of the pistons was cracked. I must have been sitting on a time bomb in my whizzing to and fro from Melbourne to Adelaide in the summer heat. Fortunately, the bomb didn't go off while I was present.

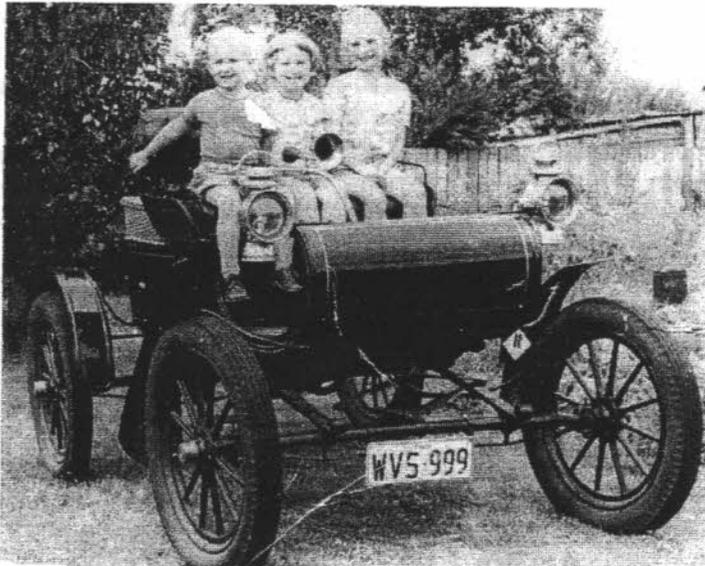
Trust the photos and talk will be of interest.

I'll post it snail mail as I don't trust the email to handle the pictures.

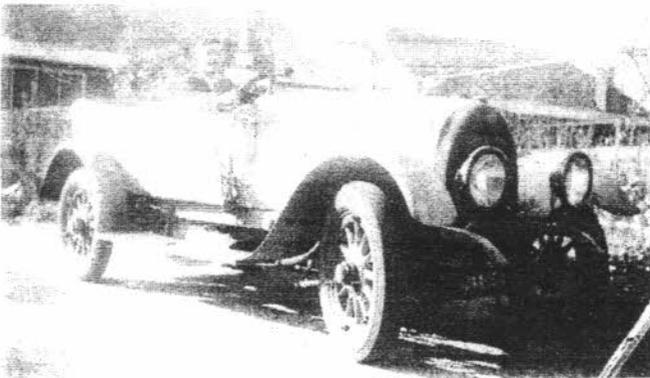
Doug Morey



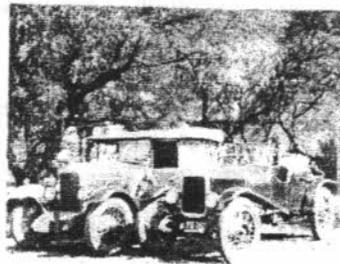
Planned to set off to Melbourne from Adelaide.



← a friend's redwood 1901 Oldsmobile with my 3 oldest children. (Tasmania)



My first car - a 1908 Clement Tally.



My stable - the Vanguard with the Pliers

Hallo John,

I read with interest the item from John Hetherington on the authenticity of some vehicles currently registered under the Victorian club plate scheme and it prompted me to make a few comments.

First of all, in the UK, vehicles made in 1972 or earlier are exempt from Road Tax, so there is a small number of "old bombs" used on a daily basis so as to save money. However, you should remember that the Road Tax has no third party insurance element.

At one time, some thought there would be a rolling forward of the age limit for cars and some folk got a surprise when it did not happen. There is no obligation to be a car club member and no limit on the days of use. There is no check, other than the annual RWC as to the integrity of the vehicle.

In South Australia, we have the Conditional Historic Registration Scheme which provides members of affiliated car clubs to register a vehicle for just over \$100 per annum, subject to a maximum use of 90 days per annum. Transport SA and the Federation of Historic Vehicle Clubs of SA have a Code of Practice that oversees the operation of this scheme, the aim of which is to preserve the historic vehicles in SA.

Prior to registration under this scheme, a vehicle has to be inspected by an authorised officer of the affiliated club, in order to determine it being true to type. Currently, no "hot rods" are allowed and there are rules to ensure that the vehicle is as near as reasonably possible to its original specification. That means no wide wheels or accessories that would be out of place.

For the general club, the authorised person has to have a pretty broad knowledge of what a car was like originally. So remember, no V8's in TD21's or disc brakes if they were not an original option. In the event of say a major item, such as gearbox not being available, dispensation can be sought, so there is a degree of flexibility.

One area that would perhaps affect some owners is the change of bodywork or the build up of replicas. Whilst it might be that a pre war saloon that had been reburied as a toured many years ago, might get accepted, the recent built up cars would probably be rejected. Cloning cars such as the Ford GT is a definite no no.

Overall, the scheme works well, although there are some who will try to push the rules to the limit. Some clubs appear tighter than others on the inspections, so it is always good to stay friendly with the Historic Registration Officer of your own club! Better still, buy an Alvis and he's hard pushed to find one to compare it with! It should also be noted that it is not unknown for someone with a non complying car to get "dobbled in", so the sooner I get the TA21 car radio changed from a transistor one to the old valve type, the better!

The SA scheme is positive in that it means more old car enthusiasts join clubs and the majority of cars are kept true to type. It does not set out to simply allow "old bombs" to be used as a cheaper alternative to the later and fully registered vehicle.

I believe that Tasmania has a similar scheme and that Victoria may also follow a similar policy. If so, I promise not to say anything the SA/ Victorian rivalry!

Mike Osborne

## Holbrook

Well, I learn something new every day. From Ron Wilson's article last month I now know that Holbrook was a Naval gentleman. Perhaps what Ron doesn't know is the importance of that particular Oberon class submarine to the defence of the nation. I used to have Dad & Dave (Dept of Defence to youngsters) as a customer. You will no doubt recall all the froth and bubble in the national press about the troubles which beset the building and commissioning of the Collins class submarines which were selected as the replacements for the Oberons? You recall smart remarks about the need for sump guards on the periscopes? (Think about it!). Well all the delays meant that the Oberons were required to be held in service far longer than planned, and they were truly well past their "use-by" date. So much so that at one point I am told a Naval engineering crew was sent to Holbrook to negotiate with the shire council to "borrow" some components (ballast pumps if I recall correctly) from the Holbrook one!

Incedentally, the media never reported what a succes the Collins turned out to be in the end. The DSTO (Defence Science and Technology Organisation) did a lot of splendid work at Maribyrnong, including finite element analysis on the crankshaft vibration in the Swedish Hedemorra deisel engines, which was addressed with some sophisticated balancing technology. The result of this and a lot of other work culminated in a successful "attack" on a US carrier, while fully protected by its escort fleet, during joint exercises in the Pacific. The Americans were decidededly un-amused! Needless to say a lot of this technology has now been heading to the US which makes a nice change. (I know none of this has nothing to do with Alvises, but I don't care!)

Steve Denner

## - PAUL BAMFORD'S FWD RESTORATION -

### The New Radiator Shell

The car came with a radiator shell but it was in terrible condition. Someone had cut extra one-inch holes in each side of it, and it was full of fatigue cracks. I spent a considerable amount of time some years ago trying to repair the damage with less than spectacular results. When I saw the new panels going on to my car I knew that this radiator shell would never be able to match the standard of the rest of the car. In desperation I took the shell over to my friend Geoff Hood

Whenever I get depressed or discouraged and feel that I have come to a dead end, or meeting an insurmountable problem, then I go and talk to Geoff. He always encourages me, and says that I am just getting worried about nothing. He tells me to just make a start and he gives me advice on where to start. I make a start and soon everything turns out right.

When I showed him the radiator shell and asked for his advice, he said, "That's stuffed! Get it out of my garage, it makes the place look untidy!" I said, "Thanks a lot! I just came over here for some advice; some sympathy; some help; some direction." He then said, "That shell is tip fodder, take it where it belongs." Sometimes he is less sensitive, than at others!

I then took the shell to Richard Stanley the man who was making my panels. If anyone could repair it, he could. I showed it to him and explained what I had done to repair it so far, and asked him if he would repair it for me. He said, "It's stuffed!" He continued, "the metal is all fatigued, and as soon as I try to hammer it, it will harden further and fall to pieces." Richard then explained to me, that I would need to make a "buck," which is a solid wooden version of the radiator shell made exactly to size. My brother offered to do the drawings required for the buck. He drew a series of parallel lines, 1 inch apart, all over the old radiator shell and using the profile of each line to produce a cross-sectional shape. I made these shapes in 1-inch timber and glued them together. They were then carved to remove most of the step between each piece of timber and then finished with sandpaper.



*"The radiator buck I had to make for fitting the shell."*

Richard told me that he would be able to make a radiator shell for me, in either copper or brass. I told him that the originals were made of "Nickel Silver." He said that nickel silver was too hard to work, but he would make me one in brass or copper. He gave me a quote based on making a shell in those metals.

I thought about it for some time, as I knew it would cost a lot of money to have a new one made. I contacted my non-ferrous supplier and got some prices on copper and brass. While I was on the phone; I asked, just out of interest, about their stock of nickel silver as I had seen some in their store a few years ago and wondered if they still had any. They did, but only in one millimetre

thickness. I told him that it would not be suitable, as I needed 1.5 millimetre thick. He said that he would phone their other store on the other side of the city and report back to me next day. When I picked up the phone the next day, he said that they one piece, 12 inches wide and 6 feet long, and asked did I want it. The word "yes!" leapt out of my throat with no conscious movement on my part. I quickly found myself driving to pick it up as if I was being operated by remote control.

Richard had said that he wouldn't make one in nickel silver; only brass or copper. What was I going to do with this very expensive piece of metal, if he refused to make my new shell from it? When I eventually took it to his workshop and showed him, and told him how nice it looked, and that a new shell just wouldn't look right in anything else, he changed the subject and talked about his Brescia Bugatti. When it came time to go home, I walked out and left the piece of nickel silver leaning against a set of shelves near his workbench.

Several days later I rang him on another matter, and he told that my radiator shell was almost finished and that it looked superb. He said that he had the devil of a time working with the nickel silver, but he had managed to make the whole top out of one piece of material. When I picked it up it was smooth but not polished. When I showed it to my brother he was so impressed that he volunteered to polish it with 600 grade "wet and dry" paper. Have you ever sometimes noticed when using abrasive paper that small patches of the grit surface fall off when you use it. Particularly if it has to bend at all.

Whenever a new sheet of this paper (or sand paper) is used for the first time you should always "break" it first. To do this lay it rough side up on the edge of the bench with about 1/2 an inch hanging over the edge. Hold one hand on top of the sheet and the use the other to pull the sheet over the edge of the bench and down towards the floor until the whole sheet has been pulled over the edge of the bench. Turn the sheet around 90 degrees (still rough side up) and repeat the process in this direction also. This will stop small flakes of grit coming away from the glued surface of the paper.

Abrasive paper is usually used with a cork block. When I use a cork block, I always fold and then tear the paper into four equal parts. These are just the right size for the job.

Never fold abrasive paper into four parts and then use it like that. Some of it will be sanding itself away while are using other parts of the sheet.

The next job that fell to me was to cut a hole about 3-inch diameter in the top of the shell for the radiator filler pipe to go through. After much detailed measuring, I marked out the circle with a pair of dividers and then made a circle of 1/8" inch holes just inside the scribed line. The holes were almost touching each other and were then joined up with a jewelers file, allowing the centre to fall out. The inside of the hole was then dressed to the scribed line with a half-round file. It fitted. Two holes for the headlight bar to go right through the shell from side to side were made using the same technique.

Performing "make or break" jobs on components that are so expensive and where any slip could be disaster is very nerve racking!

Sometimes I have to do a job that worries me. It may be because I am not be sure how I am going to go about it, or I expect to have a lot of difficulty in getting it completed. Sometimes I just have to "bite the bullet" and get on with it. I am often amazed that a job that I have been frightened of doing for a long time sometimes goes relatively smoothly with excellent results.

My brother sometimes phones me, and says what have you been doing today and I tell him I have been "slaying dragons." It is an expression I use to convey the feelings I have, when a difficult job that I have been too frightened to start, is conquered and then completed with excellent results.

The next step in the restoration of the radiator shell was to find and install some fake honeycomb core in the polished shell. I had made a Brescia Bugatti axle for a man in New Zealand and in one of my Emails I was telling him what I had been doing on the car and what I would be doing next. He emailed me back saying that he had used fake honeycomb from a "Morris 10" in one of his projects. I told him that I had seen more front wheel drive Alvises in the last 40 years than I had seen "Morris 10s." He said that he thought he would be able to find some for me. He not only supplied it, but also arranged to have it delivered as personal hand luggage, of a gentleman that was flying from New Zealand to Australia to visit my panel man, Richard Stanley. The honeycomb was made of sort of wavy strips of steel that were soldered together. Some had been rusted and the panels came in two pieces because the Morris had a chrome strip down the centre. It was necessary to unsolder some of the strips to take out rusty sections and then join all of the sound panels back together in one piece.

This was one of those jobs I was talking about. It took several days. It then had to be cut into the shape to match the hole in the front of the shell. Trying to cut through a lattice of steel that was made of 30 thou thick strips was difficult. Unbelievably I did it with an angle grinder.

All that was left to do was to put a permanent bend in it to match the front of the shell without springing any of the soldered joints. This was eventually done, and soldering the panel into place was relatively easy.

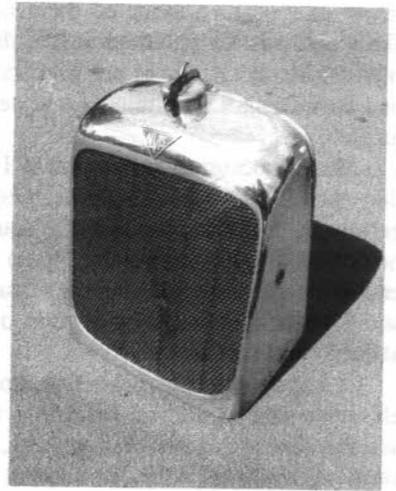
The next step was to punch the slots for the bonnet tape. To do this I carefully marked out where the slots would go and marked out a hole at each end. I then used a "Whitney" punch to make a hole at each end of each slot. A "Whitney" punch is like one of those plier type punches that you use to put extra holes in your belt when you put on weight, only it is much more robust and has a greater mechanical advantage.

Once I had a hole at each end of where the slot was meant to be, it was just a matter of joining the two together with a jewelers file. The FWD has a vertical radiator but a sloping shell and I found that there was room in there to fit an electric fan. They can be very useful in city driving and as I live in a city of 4 million people it seemed like a good idea. You can't see a fan from the front of the car, or from under the bonnet.

As I mentioned earlier the headlamp support bar goes through the radiator shell and it can be seen behind the fake honeycomb. I find it a bit of a give-away, to see a shiny bar going through the middle of a radiator. It makes the fake honeycomb look, ....well..... fake! To avoid this a thin copper strip was soldered across the inside of the shell just in front of the bar and painted matt black. The matt black strip is not really visible from the front of the car, so now the fake honeycomb looks more like real honeycomb!

The original bar would have been made of steel, and then chromed, or nickled. I find in these cases that it is easier

*The radiator shell finished*



and cheaper, to use stainless steel tube for things like steering columns and headlamp bars. Stainless steel is only marginally different in price to steel and you don't have to get it plated, which is huge saving. It never peels, pits, rusts or any of the things that always eventually attack plating and therefore you also save money later. When buying stainless ask for "316" which is a common marine grade, or its equivalent.

There are some stainless steels that will rust given provocation. The easy way to tell if you are getting a good quality stainless steel is to take a magnet in your pocket and test to see if it is magnetic. If it is magnetic then it may rust. If it is not magnetic then that's the one you want! Wherever I need to use nuts and bolts to bolt things to the chassis (remember none came with the car) I always use stainless steel as it makes servicing later so easy if every bolt comes undone without fuss. They also remain clean and bright and don't need to be painted. When you have to undo them the paint doesn't get chipped and damaged.

Another application that I found for stainless steel tube

was the radiator stay bar. That's the one that goes between the radiator and the firewall. Alvis used the same design for years from 12/50s to 4.3s. To make a new one in 1/2 stainless steel tube, drill a 1/2



*One end of the finished radiator stay*

inch hole through the centre of the

tube about 1 3/8 inches from the end. use a hacksaw to make two parallel cuts from the end of the tube to the edge of each hole.

Carefully flatten each of the ears that have just formed and splay them out at 45 degrees to the axis. Where they reach the original outside diameter of the pipe bend them back parallel. Drill a hole for the bolt and radius the end of the bar to match the hole. Repeat for the other end. If you can follow my instructions you will end up with an exact replica of the original Alvis bar. I know it can be done because I did it.

I am not suggesting throwing away original equipment, even though they look better in stainless, but if you don't have one at all then this is how you can do it.

### **New Timing Gears**

Timing gears, were one of the things that actually came with the car. They appeared to be in good condition (all

seven of them). I mounted them up to see how well they fitted and was disappointed to find that they had 1/32<sup>nd</sup> of an inch backlash. As there are 4 gears between the crankshaft and the camshaft my timing could be anywhere within 1/8 of an inch.

It also occurred to me that if I installed them like this they would continue to hammer themselves and continue to get worse. I think that this is the source of the characteristic noise that FWDs. make. It is quite possible that at certain engine speeds these worn gears could set up an oscillation and form a vibration period, as is often notice in 12/50s at about 35-40 mph.

I know from experience that properly fitted timing gears eliminate that period of harshness from 12/50 engines. I assume that worn-out timing gears, while perhaps not the cause of this harsh noise, do allow it to happen. To properly fit timing gears or any gears it is important to give the gear company the required centre distance between gears, accurately measured and specifying the tooth clearance of 1 to 2 thou. It is likely that the original centre distance would have been manufactured to a tolerance of about 5-8 thou.

To get the most accurate and also quietest gears, you need to give the person cutting the gears the most accurate centre distance you can. One of the centre distances on my FWD timing gears was almost 10 thou different to the others.

Buying a set of new timing gears "off the shelf" is convenient and will improve timing errors, but they may not be quiet, or tight enough to stop nasty engine vibrations. I machined all the gear blanks and sent them to the gear cutters to have the teeth machined on them. They should then be assembled into the engine and checked for clearances. When the clearances are found to be right, the gears can then be sent off for heat-treatment (hardening). The original Alvis gears were fairly soft, but I am concerned that they had worn so much.

The steering linkages were like new and the car was last registered in 1957. That makes 30 years of wear, but other parts of the car indicate that it had not had a lot of use. Most wear and destruction on the car seemed to have been caused not by use, but more by abuse. Hardening the gears will help to stop them wearing again so quickly, but I am not convinced that oil vapour is the best way to lubricate gears. No gearbox manufacturer that I know of recommends it.

When I first started work as a Trade Instructor teaching apprentices, some of the schools were still using lathes left over from the government munitions factories of World War II. There were some older lathes that had the old arrangement of interchangeable gears in the headstock and it was left to me to give them a squirt of oil occasionally. As the gear trains became noisy I would simply open the cover while the machine was running and give it a squirt of oil. I squirted it just where two gears were meshing and then closed the cover. Something that never failed to amaze me was that the gears instantly fell silent at that squirt of oil. The effect only lasted about 5 minutes in that application as I suppose the oil soon got flung off.

Drawing on this experience, I intend to provide in my engine, small low-pressure jets at the points where the gears mesh. This together with the hardening should ensure that the gears have a long, silent, and happy life.

### **The Headlights**

The car did not come with headlamps. The correct lights are Lucas RB 6.5 SC. I have not been able to find any in 15 years of looking but I still live in hope. They say you can always live in hope, even if you die in despair. These lights

have a "Y" shaped tripod in them and a large park globe in the top half of the reflector. I do have a nice pair of Lucas R.67.B lights that are compatible with the car and were fitted to Silver Eagles. When I got these lights they were quite battered, but only with small dents and no-one had tried to beat them out.

I stripped the lights down to their component parts and took them to the platers to have them de-plated. I then pushed the larger dents out with the tip of my fingers. It is surprising how easily the metal moves (that's why they dent so easily). Never hammer anything on a headlamp body as the metal will stretch and you will have a lump sticking out, and it would be very hard to shrink.

I found that the best way to remove the dents, was to lie the body of the light down on a hard smooth clean surface (eg. polished steel) and roll the dent out gently with the back of a tea spoon smeared with grease. While doing this, allow the teaspoon to push the light body down onto the surface so that the hard surface is always opposite the spoon. When it appears that all of the dents have been removed, lightly rub over the inside of the light with 400 grade "wet or dry" paper. It will be found that any parts that are still sticking up (dents on the outside) will be brightly polished and the rest will still be dull.

The bright shiny spots can then worked on until they no longer show. This should almost complete the job. It is permissible to use a jeweler's file on the outside to remove minor imperfections, but remember that the metal being dealt with is extremely thin and "unauthorized" holes in the lamp are not required!

When it is ascertained that the dents have been removed, the outside of the light can be polished with 600 grade "wet or dry" paper. I always polish them from the point at the back down towards the rim and back up again and continue all of the way round. The rim should be done in the same way where possible.

There will often be sharp nicks in the front of the rim and these can sometimes be removed by making a suitable metal punch and using it, by pushing down on it with your hands from inside the rim, until the dent is out. If it is found that there is a need to tap it with a hammer, then do it very gently. If you put your thumb between the hammer and the punch you won't over do it! Not Really! But start that gently. When the lights will stand up to un-merciless scrutiny, then I advise soldering the head of a short 3/16 screw to the inside of the lamp body if no provision exists for an earth lead. I then solder a short lead to the back of the reflector and attach the other end via a suitable terminal to the screw soldered into the lamp body.

Make sure that this lead is long enough to be able to attach to the screw, while its other end is still soldered to the reflector. When I wire up the lights, I take a lead from this screw back to a suitable earth contact. That is, a wire that is connected to the negative side of the battery. To have lamps that will give the best possible light, it is important that they receive all of the voltage that the battery has to offer. To make sure they do, there are things that can be done to help. The electricity has to get from the battery to the globe and back. Anything that can be done to make this path easier will produce more light. The resistance found in the wires is directly proportional to the resistivity and length of the wire, and inversely proportional to the cross sectional area of the wire.

Firstly we don't have to worry about resistivity because we will only be using copper wire and the resistivity of that is fixed; we can't change that. But we can change the length

and cross sectional area.

What the rule tells us in simple language is that the shorter and fatter the wire, the easier the electricity passes through it. Fatter wire is easy to do, but how to shorten it? Usually the electricity for headlamps has to go from the battery up to the switch on the dashboard and back down to the chassis, then up to the front of the car to where the headlamps are. It would be better if we could make it go straight from the battery to the lamps.

We can do this by putting an electrical switch (called a relay) in to this shorter path. The switch on the dashboard then just operates the electrical switch in the shortened line. Headlight relays are available from any auto shop.

I don't bother doing this for the other lights on the car because they are not trying to project light. Stop and tail lights work by having people look at them. The headlamps have to light up the road ahead. They are for the driver of the car to see by, but no one ever wants to look into them while they are driving. If you want your lights to be electrically dimable, then you will need to fit double filament globes.

If your lights don't have double filament globe holders and you want to fit them then this is the time to do it. A pair of double filament globe holders will need to be obtained and then the old holders need to be removed from the reflector. The globes that are intended for use in the holders should now be installed and connected up to a 12-volt power source. Slide the globe holder into the reflector and install the globe.

Find a dark place and turn on the globe. With the reflector up the right way up, establish which is high and low beam and make sure that the globe holder is the right way up in the reflector. With the light on high beam move the globe holder in and out in the reflector until you get a nice tight spot of light on a wall about 20 feet away. This is the focus point. Solder the new globe holders into the reflector at this point. When the lamps are at a satisfactory standard they can be sent away for plating. Remember that the reflectors must be silver-plated! not chrome or nickel. Silver reflects light, and chrome and nickel absorb it. I know that silver costs more, but this is not the place to save a "ha'p'orth of tar." There is no single factor that is more important for good light than to have well silver-plated reflectors.

Now that you have focused the lamps with well-silvered reflectors, you will have the best conditions to project light.

The next thing you need is a good light source. To facilitate this I use quartz iodine globes from Anthony Pearson.

Anthony manufactures a large range of Q.I. globes with traditional bases, so that you can simply take out your old globes and put in Q.I. globes. If it is desired to change back to original globes for a Concours then it's just a matter of changing globes. They can then be changed back to Q.I. globes at the end of the day to drive home that night. The Q. I. globes are up to 100% brighter than an incandescent globe of the same wattage.

They will supply the light and the new reflectors will project it! There is only one more thing that needs to be done to have great lights, and that's great lenses. The lights were focused to a spot. With clear lenses they will produce a great deal of light in two small spots straight ahead of the car. When it comes to bends in the road it will be difficult to be able to see round them until you have actually turned.

To prevent this situation, vertically fluted lenses need to be fitted. Original lenses of this pattern can be hard to find. Your local glazier can be of great help at times like this. Ask him to cut two circles out of vertically fluted shower screen glass. Doing it this way, my lenses cost less than a six-pack of beer. The result of this is that the spots of light have now become horizontal bars of light, which go from one side of the road to the other. The top of each beam cuts off flat, and doesn't light up the trees above the road, or shine in the eyes of on-coming motorists. All of the light produced by the lamps is concentrated where it is needed at road level, stretching out sideways to reach from footpath to footpath on both sides of the road.

Q.I. Globes are available from:

Anthony Pearson (in person)

82 Cumming Street,

Blackwood 5051

South Australia,

Ph/Fax 08 2990299

For more information visit: <http://www.classicandvintagebulbs.com/page8.html>

*The*

## ***"OTWAY Odd-Y-Sea"***

*The name says it all!*

*OTWAY refers to the location*

*Odd—refers to some of the people that are going*

*Y—because it will be fun*

*Sea—bring your Speedos*

**WEEKEND AWAY**

**29 September - 2 October**

**SEE THE FLYER**

# AN ALVIS MISFIRE

I recently bought a copy of the Bill Munro book, "Carbodies- The Complete Story."

Whilst there are several references to Alvis as regards the various bodies supplied to them, but the bit I liked was in another area.

Carbodies moved during their history to Holyhead Road, very close to Alvis.

Carbodies was run by a chap called Bobby Jones, described by one person as a tartar.

The book tells of several cases where the boss made his presence very firmly known, but also tells of how hard he worked himself. Apparently, he rose at 6am every day and was at work, before 8 am, dressed in collar and tie. The factory was near the rail line that brought in workers from other areas, alighting at the Coudon Road station.]

One morning, just after 8 AM, Bobby Jones saw a man walking through the factory, coat on arm and lunch box in hand. He stopped him and told he was late and that furthermore, he was sacked. The man replied, "You can't sack me!". Jones replied, "Why not? It's my factory. I'll sack who I like!" The man replied in turn, "Because I work for Alvis over the road and I'm using your factory as a short cut!"

Mike Osborne

Dale Parsell sent the following article and photographs of a recent AOC outing to Portugal.

The editor would be happy for anyone who is fluent in Portugese to please provide a translation of the article

.....ed

CLASSICOS Entusiastas da Alvis em Portugal

## Os pacientes ingleses



No dia 10 de Junho de 2004, a Alvis reuniu em Vila Viçosa, no Alentejo, os entusiastas portugueses da Alvis. O evento foi organizado por Dale Parsell, um inglês que vive em Vila Viçosa, e teve como local o espaço da Alvis Portugal, uma casa com 150 metros quadrados, onde se encontram os carros da Alvis. O evento foi muito bem sucedido e reuniu cerca de 100 carros da Alvis, incluindo modelos como o Alvis 12, o Alvis 15, o Alvis 18, o Alvis 20, o Alvis 22, o Alvis 24, o Alvis 26, o Alvis 28, o Alvis 30, o Alvis 32, o Alvis 34, o Alvis 36, o Alvis 38, o Alvis 40, o Alvis 42, o Alvis 44, o Alvis 46, o Alvis 48, o Alvis 50, o Alvis 52, o Alvis 54, o Alvis 56, o Alvis 58, o Alvis 60, o Alvis 62, o Alvis 64, o Alvis 66, o Alvis 68, o Alvis 70, o Alvis 72, o Alvis 74, o Alvis 76, o Alvis 78, o Alvis 80, o Alvis 82, o Alvis 84, o Alvis 86, o Alvis 88, o Alvis 90, o Alvis 92, o Alvis 94, o Alvis 96, o Alvis 98, o Alvis 100.

o acidente em Vila Viçosa, em 1998, que levou ao encerramento da Alvis. O evento foi muito bem sucedido e reuniu cerca de 100 carros da Alvis, incluindo modelos como o Alvis 12, o Alvis 15, o Alvis 18, o Alvis 20, o Alvis 22, o Alvis 24, o Alvis 26, o Alvis 28, o Alvis 30, o Alvis 32, o Alvis 34, o Alvis 36, o Alvis 38, o Alvis 40, o Alvis 42, o Alvis 44, o Alvis 46, o Alvis 48, o Alvis 50, o Alvis 52, o Alvis 54, o Alvis 56, o Alvis 58, o Alvis 60, o Alvis 62, o Alvis 64, o Alvis 66, o Alvis 68, o Alvis 70, o Alvis 72, o Alvis 74, o Alvis 76, o Alvis 78, o Alvis 80, o Alvis 82, o Alvis 84, o Alvis 86, o Alvis 88, o Alvis 90, o Alvis 92, o Alvis 94, o Alvis 96, o Alvis 98, o Alvis 100.



Os carros clássicos ficaram numa exposição de Inglaterra a Portugal, totalmente nova de 11 mil quilómetros de viagem por calçada à praia e mobilidade dos elegantes modelos britânicos e dos seus acessórios personalizados. O evento pretendeu dar a conhecer a Alvis.

## TA 14'S AND 12/50'S

First I would like to clear up a point about the 12/50 Beetleback I helped Andre Chaleyev tow from Paul Bamford's home. It was a Beetle back and it was David Muirden's car and if it wasn't at Paul Bamford's address it was somewhere in that area of Burwood.

What a beaut article Chester wrote in response to my article about the superiority of a TA 14 over a Ducksback. But I am so disappointed. Here I am stirring the possum and being an iconoclast and I generate only one reply! Apparently all the other Ducksback owners agree with me!

Now in answer to some of the points raised by Chester, I must agree that Hartfords are very good shockers but technical advances have been made in the field of shock absorbers. The Armstrong hydraulic shockers of the TA 14 worked a treat. When they eventually lost their oil, they simply were filled with EP 90, worked even better and stopped leaking.

Chester has an advantage, so he says, with a heater by his right arm, but in a TA 14 saloon, you don't warm the right arm, you are warm as toast all over.

I campaigned an open car - that lovely "little white car," the TB 14 for 10 years or so and I have a bit of experience with open car motoring. When it is threatening weather or heavily overcast, the open car driver must put on his wet weather clothing, remove the tonneau cover and then fold it up and stow it away. The driver of the saloon simply steps into his car, fires it up and drives off. By the time the open car is started, the TA 14 is five miles down the road and the driver is listening to Placido Domingo on the radio.

It was noticed that nothing was said by Chester about the better performance of the TA 14!

Thanks Chester, for you offer of a ride in the Ducksback, but I prefer to go in the Speed Twenty Saloon.

Rob Graham.

### IMPORTANT MESSAGE FROM YOUR COMMITTEE

## ROADWORTHINESS

### SAFETY and ROADWORTHINESS of CLUB CARS

When our cars are out on events, they are representing both the club and the Historic Car movement. This is especially so for cars on the Club Permit Scheme (Red Plates).

It is a members responsibility to maintain their cars in a safe and roadworthy condition, and in the majority of instances this is the case.

To ensure our right to use our cars is not legislated against, as is happening in Europe it is very important that we are seen in the best possible light

Please ensure that your car is roadworthy and presents well.

Dale Parsell for the Committee ACCV

## WANTED Speakers

### on any interesting subject under the sun.

If anyone knows of an articulate speaker on any subject which might interest members (eg cutting double-herringbone gears, homing pigeons, making plasma TV screens, Japanese cooking or fitting those-things-whose-name no-one-can-never-remember-on-the-ends-of-shoe-laces-which-allow-you-to-thread-them), would they please get in touch with the Prez. The committee's idea is to have a guest speaker as often as possible at our general monthly meetings. The speech should be short (10 - 20 mins) but not necessarily upon a specifically motoring topic.

**THE PREZ'S EAR IS READY TO  
BE BENT.**

# BLACKWOOD PUB

As is always the case in Melbourne at any time of the year, the day dawned sunny and bright, just right for any outdoor activity!

Twelve Alvises met at the Calder Park Raceway for a run to the Blackwood Pub for lunch.

Chester & Sally McKaige had created a devious route via Sunbury, Riddells Creek, New Gisborne to the foot of Mt Macedon for morning tea.

Along the way, the Caldwell's TA14 made smoke, fit for a destroyer protecting the merchant shipping during the last war. With John White's help and the U-Boat threat no longer apparent, the issue was resolved and morning tea was completed uneventfully.

It was great to see two new cars and meet Allan & Jan Willingham and Ross & Margaret Williams. Also to be joined by Rex Roberts and partner Judy. We had not seen the 12/40 for some time.

The route to Blackwood took us to the outskirts of Woodend, through Trentham and some real Alvis country - light to non-existent traffic, sweeping bends, good roads, pretty country.

We were met at Blackwood by the Heads and the Seaths.

Food and drink was good at Blackwood, lots of interest in the cars from the Ulysses Motor Cycle Club who were also visiting the pub.

*Ross & Margaret Williams*

*Allan & Jan Willingham*

*David & Carole Head*

*Rex Roberts & Judy*

*The Northey Clan*

*David & Margaret Caldwell*

*John White*

*Frank Mornane & Doug Stewart*

*Ian & Pat Parkinson*

*Speed 20*

*12/50 Ducksback*

*Silver Eagle*

*12/40*

*12/50 & modern*

*TA14*

*TA14*

*Speed 25*

*TA21*

*Ray & Anne Newell*

*Thorpe & Carol Remfrey*

*Chester & Sally McKaige*

*Richard & Pauline Tonkin*

*Andrew & Frances McDougall*

*Alan & Noeline McKinnon*

*Simon & Aileen Ramsay*

*David & Jan Seath*

*Langs & Williams*

*12/50 Ducksback*

*Riley Special*

*Speed 25*

*TE21*

*12/50*

*MGA*

*modern*

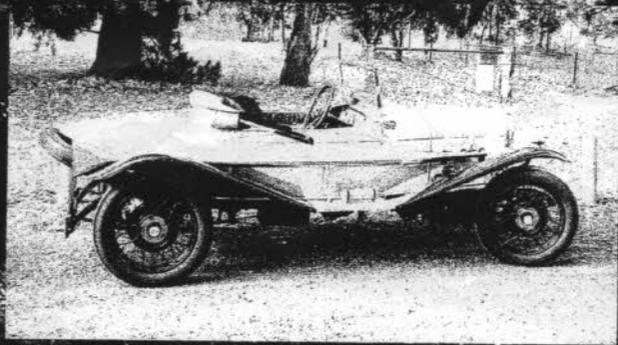
*modern*

*modern*

*Below: far too busy talking motor cars to smile for the camera*

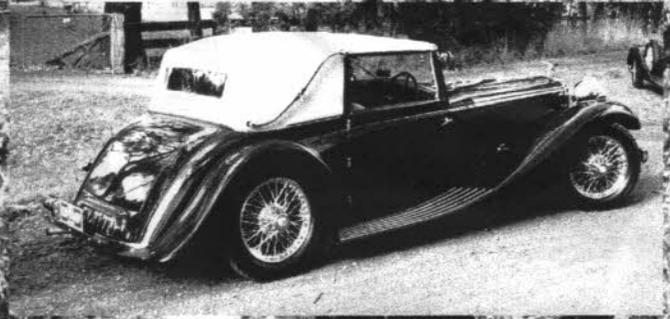


*Allan & Jan Willingham on their first outing with the club in the well documented ex Brian Hemmings 12/50 Ducksback*



*On their first outing with the club, Ross & Margaret Williams in their recently imported Charlesworth DHC at Blackwood*

*See next page for details*



Ross received the following history from Wayne Brooks the AOC representative in America:

Mark Hyman first bought the car at Bonhams "Pebble Beach" auction in August 2003. I spoke with him at Hershey the following October. Apparently the car had been maintained, but seldom if ever used, by Bob Hood, the previous owner, who kept his cars at his place of business. Mark told me he had the car serviced and sorted out by his shop. Said he liked the car, enjoyed driving it and was keeping it at his home rather than in his showroom, so he could use it. He later told me he sold it to a man in Mississippi. He reacquired it in 2005. I don't know the owners, if any, between the original and Jim Betterton. Jim Betterton is still at the County Durham address below. He may be able to tell you more more. I saw GY 7177 at the Amilia Island Concourse in 2004. It sure looked good to me.

**1935 Speed 20 SC Charlesworth 13668 DHC chassis 12772, engine 13222, car 17738, registration GY 7177**

Known to me former owners include:

The original, A. Freeman, Bitworthy, Western Esplanade, Herne Bay, Kent, 28 November 1935 -

Jim Betterton, 115 Roman Road, Linthorpe, Middlesborough, Yorkshire & Later Startforth Manor House, Startforth, Nr. Barnard Castle, County Durham DL12 9AF, 01833 638194, 1960 - 1965.

Milton A. Miner, 1785 Westridge Road, Los Angeles, CA 90049 & Milton Miner Investments, P. O. Box 24770, Los Angeles, CA 90024 213 208-1718 & Later 2762 North Los Pinos Circle, Camarillo, CA 93012, 805 491-5806, 1965 - 1993

Robert Hood, Weims, Inc., Inglewood, CA 90311, 1993 - 2003

Bonhams Quail Lodge Auction, August 2003

Mark Hyman, Hyman, Ltd., 325A Paul Avenue, St. Louis, MO 63135, 314-524-6000, Mob 314 422-5058, e-mail: mark@hymanltd.com, web site: www.hymanltd.com, in 2003

Robert Jenkins, 845 Pearidge Road, Grenada, MS 38901 USA, 662 226-3445, bjlazyl@msn.com, 2003 - 2005

Mark Hyman, Hyman, Ltd., 325A Paul Avenue, St. Louis, MO 63135, 314-524-6000, Mob 314 422-5058, e-mail: mark@hymanltd.com, web site: www.hymanltd.com, in 2005

Car Record: SC 19.82 Chassis 12772 Car 17738 Engine 13222 D.H.Coupe Charlesworth 13668 Silver, wings & wheels silver, hood grey, leather brown. Despatched 28 November 1935 to Charles Follett, Ltd. 18 Berkeley Square, London W.1. Pistons + .030 supplied 28 November 1960.

Guarantee Card: 28. 11. 35. Follett. SC 19.82 17738 D. H. Coupe Charlesworth 13668 chassis 12772 engine 13222. 28. 11. 35. A. Freeman, Bitworthy, Western Esplanade, Herne Bay, Kent

Registration GY 7177 is an earlier registration than 1935. Possibly transferred from a previous car by the owner. GY 7179 was issued to Speed 20 SA 9827, which was dispatched 26 April 1932. In the UK Registration GY 7177 has now been returned to a Speed 20 SA.

Ads for August 1965: '35 Speed 25 unusual Charlesworth coupe concours condition and prize winner, etc, etc. Sensible offers invited. A. J. Betterton, 115 Roman Road, Middlesborough, Yorks, Tel 86537

Milton Miner purchased Speed 20 SC 12772 from Jim Betterton, in England, in 1965, for \$1500, when Betterton was being Posted to the USSR.

Ads for October 1966: Wanted handbook for 1935 Speed 20, any condition considered. M. Miner, c/o Mr. G. Speed, Brownline-Europe, Green Lane, Hounslow, Middlesex.

In the mid 1980's Milton Miner had Speed 20 SC 12772 restored in Australia by Max Houston. Returned to California in January 1987.

CCCA Grand Classic July 1987, 2nd in class, 96 points, Speed 20 SC 12772 appeared at Pebble Beach Concours 1988.

27 April 1999 Milton told me he sold all his Alvis because he was too old to drive. Said Speed 20 GY 7177 went to a California collector who wished to remain anonymous. Turned out to be Robert Hood.

After his friend and restorer / curator, John Lumkin, aka John Swaislan, died, Bob Hood consigned his collection of cars to the Bonhams Quail Lodge Auction, August 2003 (Pebble Beach week). Mark Hyman purchased Speed 20 SC 12772 there.

Hyman, Ltd. web site, September 2003: 1935 ALVIS SPEED 20 GREEN w/ TAN int. 6 CYLINDER 4 SPD., This extraordinary automobile has undergone a complete ground up restoration to concours standards & was awarded a CCCA National 1st place award. The coach built body by Charlesworth is finished in British racing green & is fitted w/ salmon leather. Superb \$85,000 Stock No. 2536 (314-524-6000)

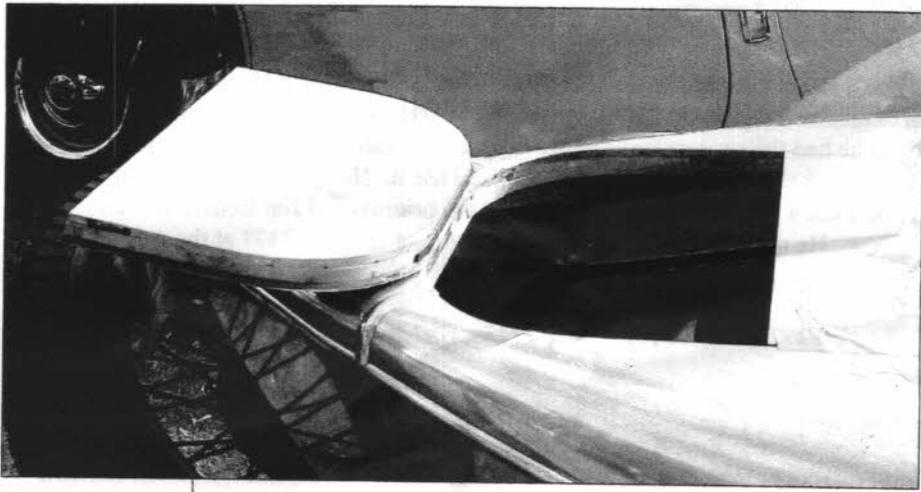
Amilia Island Concours March 2004.

That's all I have on your car.

Yours for longer bonnets,

Wayne Brooks

North American AOC Representative



*Who said men don't leave the seat up???????????????*

*Photograph by The Bob*

# THE

# &



*"In my childhood, I always knew Biggles drove an Alvis."*

*Photograph by Mike Osborne*

# ABOUT

*Left: Ian Parkinson—one of the paid stirrers at Blackwood!*

*Photograph by The Bob*



## e - ALVIC

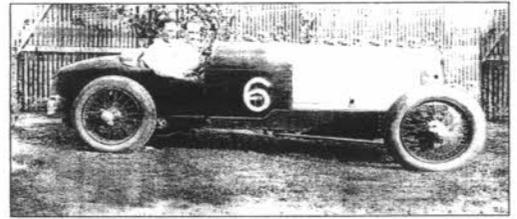
35 lucky members are now receiving their newsletters by email.  
You can too!  
Notify the newsletter editor on [jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)

*The cost saving to the club is about \$900 per year*

# 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



## 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

## FOR SALE

For TA21

Headlights—one complete with chrome trim, rubber seal & globe. One as above, without rubber seal. One bare - with globe.

Petrol filler cap—with rubber grommet to guard. Chrome fair.

Tail Lights—2 complete units, excellent chrome & glass. One needs minor work.

Parking Lights—2, c//w "Throaties" original chrome, good.

Hub Caps—4. Varying scratches and / or dings on good chrome. All respectable at normal viewing distance.

Horns—good working order. One pair need paint, other pair good.

Trays—4 excellent

Spark Plug / Distributor Cover?—aluminium—needs some repair

Wheel—one with as new recap.

Instrument Panel—(incomplete no gauges, choke cable, or reserve fuel switch) Has speedo, all remaining switches.

Bonnet Side panels—complete, no damage, require refurbishing.

Boot Lock & Handle—good, no key.

Wheel Brace.

Handbrake Cable—inner & outer, good.

Timber dash capping—poorly restored, sound, restorable.

Other: voltage regulator, coil, steering box parts, body & some components, no high wear bits. New suspension bits, 1 set of seat rails, demister ducts, Smiths heater parts, Bakelite fan housing, fan, motor (condition unknown)

Contact TK Maltby, 34 Dorothy St, Leopold Ph (03) 5250 1789 or [tomcat7@dodo.com.au](mailto:tomcat7@dodo.com.au)

## FOR SALE

**1929 Alvis Silver Eagle 16.95 h.p.** Good fast vintage tourer on full Victorian reg. Recently rebuilt magneto, starter, and petrol tank. Regretful sale, but must be done due to lifestyle change. \$65,000.

Warrick Hansted. tel: (03) 9 555 0463 (pre 7 July 06), or (03) 55 75 8260 (post 7 July 06).

## 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)

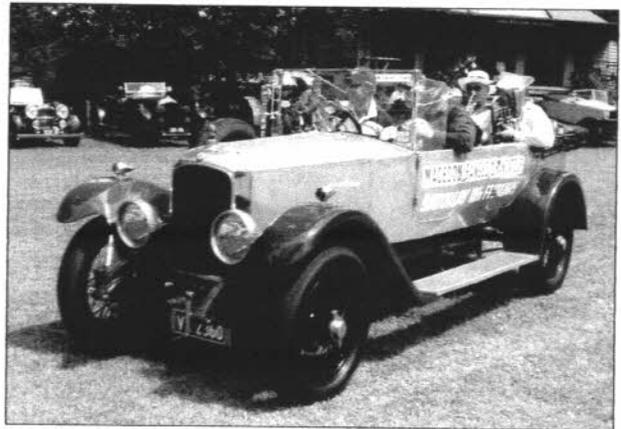
## FOR SALE

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](mailto: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 ( [northeys@westnet.com.au](mailto:northeys@westnet.com.au), or 2 Orrong Rd, Elsternwick, Vic 3185).

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