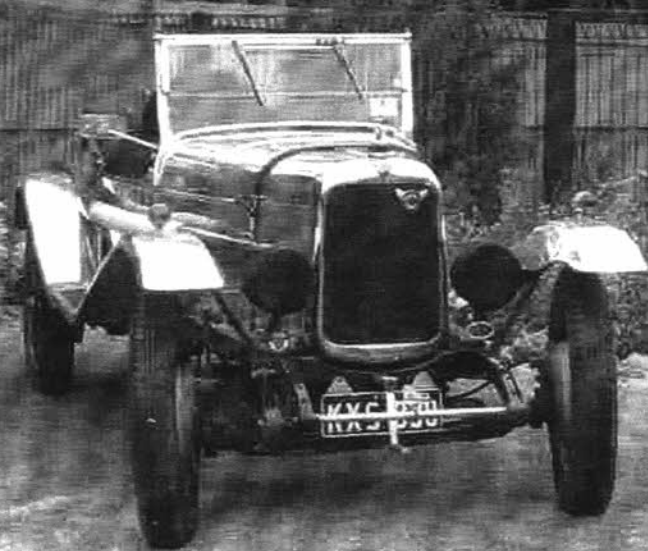


The Newsletter of the Alvis Car Club of Victoria (Inc)

Alvis

November 2007



This Month

McDougalls in USA
The BELLARINE BETTER RIPPER FUN RUN

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



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VOL 46

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Front page: Chester McKaige's 12/50 Ducksback parked on the hill, clear of the puddles at Pt Lonsdale

Presidents Report:

As we wind down towards the end of the year, I cannot help but reflect on the last twelve months with some pride and a feeling of achievement.

The last outing we had to Point Lonsdale is a typical example. We had around sixteen people, (the usual suspects and I firmly believe that if we had a weekend away to watch grass grow, we still would have had a great time.

To John and Marg Lang, a big thanks and another to David and Jan Seath for their good work especially as hosts at the Queenscliff Yacht Club.

Most people join clubs and form acquaintances, and I feel this is the where our club differs largely from others. In our club we develop friendships which no doubt will last long past the use by date of many driving licences or when it is time to stop driving and sell the beloved Alvis.

Our last run for the year is the Xmas party at the Tonkins and it would be good to see you all there particularly those that have never been to a Alvis Xmas party before. They are a lot of fun.

At our last committee meeting, we planned the first six months of 2008 and there is still some space available if you would like to come forth and plan a day run or even a weekday run, all you have to do is notify your intentions with one of the committee and it will be arranged.

Plans are also coming together for the JNBC Tour in October of next year and I urge you to put in a expression of interest or ring Marg Lang if you wish to come and do a stage or stages.

If you don't think you can take the time off work, and you want to participate, then it maybe worth coming to Ballarat for the 80th anniversary bash for the Front Wheel Drive which John Lang is organising. There will also be a large collection of interesting trailers to view.

Well that's enough from me for the moment and look forward to seeing you all at the next meeting. If you would like to join us for a meal before the meeting, please give me a bell and I'll put you on the list.

Happy motoring
Chester

SUPPER THE WILLINGHAMS

APOLOGY To David Muirden

It has been brought to the attention of the committee that the 50th Anniversary History Book did not acknowledge David's life membership. Please note the error and again our apologies to one of the Club's early members.

CONGRATULATIONS

*Dale Parsell has been made a Life Member of the Alvis Car Club of Victoria
For his service and 17 years as the secretary
Well done*

SUNDAY 2ND DECEMBER

CHRISTMAS PARTY

AT THE TONKIN ABODE (9710 1465)

15 ROB ROY RD, SMITHS GULLY (Melways Map 264 K7)

The house number 15 is marked on the Melways page

From 11.30am til stumps

BYO everything - gas barbecue supplied

EVERYONE WELCOME!

COMING EVENTS

- NOV 16 General Meeting
- DEC 2 Christmas Party at the Tonkins, 15 Rob Roy Rd, Smiths Gully
Melways 264 K7 - #15 is marked on the page at location
- JAN 18 Opening BBQ - SURREY PARK—Box Hill Melways 47 B11—more detail
December newsletter
- FEB 16 General Meeting
- MAR 20 General Meeting (NOTE THURSDAY EVENING - due Easter)
22 Lake Goldsmith Steam Rally - overnight Ballarat
- APR 18 General Meeting
19 Visit Como Gardens & Car Museum
27 VDC 50th Anniversary Celebration - Vehicle Display at Ballarat.
- MAY 16 General Meeting
17 TABILK WINERY

The JULIAN COLLINS MEMORIAL TOUR 7 Oct - 25 October 2008

Planning for the **JNBC Memorial Tour** is continuing and it is expected that total and stage costs will be finalised towards the end of the year.

There are 22 entries from the UK and varying numbers of Australian participants across the tour, peaking at Beechworth where it is expected that there will be more than 50 Alvis present.

The closing date for expressions of interest may have passed, however there is a degree of flexibility for new starters.

JNBC Memorial Tour
IS COMING!!!!!!

in just **11** months

ALVIS CAR CLUB OF VICTORIA (Inc)**TREASURER'S REPORT FOR THE FINANCIAL PERIOD 1/7/06 TO 30/6/2007**

I have pleasure in submitting the Financial Report to the members after another great year for our club.

We have returned a healthy net profit of \$1065.84, but when taking into account a temporary loan to the JNBC rally account of \$1500.00, our gain is actually \$2565.84.

The temporary loan has been repaid and will reflect in the next financial report. The cost of the newsletter keeps reducing due to its electronic distribution, a great saving indeed.

Membership fees will not increase, our investment shows good returns, and the Club is in a very healthy state financially. The JNBC Rally account is being attended to by Carol Remfrey and her report will be attached to next years financial report.

Our financial matters have again been audited by Susanna Hazelden, accountant, and her report is attached.

The Club is registered with the A.T.O. our ABN is 36 118 172771, and the annual financial summary has been completed and forwarded to the Consumer Affairs Office, as required by the Public Officer.

We have three unfinancial members and their newsletters have been withdrawn.

Ian Parkinson TREASURER.

CASH BALANCES**2007**

General Account	\$ 6,200.89
WZ Term Deposit	\$15,052.43
ANZ Rally Account	\$11,705.29

INCOME

Interest from ANZ 9847-60431	\$ 465.96
General A/C 3082-11381	\$.38
Subscriptions	\$ 5,970.00
Subscriptions in advance	\$ 270.00
Suppers	\$ 338.00
Souvenirs Sales	\$ 181.00
Donations	\$ 50.00
Federation Refund	\$ 40.00
Sale of Spares	\$ 394.00
Refund from SA Sporting Car Club	\$ 500.00
Moorabbin Meeting	\$ 925.00

TOTAL INCOME**\$ 9,134.34****EXPENDITURE**

Newsletter	\$ 1,617.56
Newsletter postage	\$ 1,014.20
Australia Post	\$ 104.65
Trophies/Shields	\$ 171.30
Auditor fees	\$ 200.00
Rent (Mrs Bowes)	\$ 800.00
Public Liability Insurance	\$ 538.00
AOMC Membership	\$ 148.50
Stationery	\$ 83.85
Website	\$ 69.00
Post Office box rental	\$ 65.00
Temporary loan to JNBC Tour A/c	\$ 1,500.00
Rough Red & Pie night	\$ 243.14
Moorabbin Air Museum meeting	\$ 989.80
Consumer & Business Affairs	\$ 37.60
Federation Fees	\$ 40.00
Otway Weekend Refund to J.Lang	\$ 304.20
Picture Frames	\$ 14.70
Xmas Hamper	\$ 127.00

TOTAL EXPENSES**\$ 8,068.50****RALLY ACCOUNT****2007****INCOME**

Deposit from ACCV	\$ 50.00
Deposit from ACCV	\$ 1,000.00
Deposit from ACCV (SASCC)	\$ 500.00
Deposit from ACCV	\$ 1,500.00
Offshore Telegraphic Transfer	\$12,000.00

TOTAL INCOME**\$15,050.00****EXPENDITURE**

Deposit for Latrobe at Beechworth	\$ 500.00
Deposit for Settlement Motel	\$ 500.00
Deposit for Morrison's Winery	\$ 500.00
Gisborne office Supplies	\$ 342.48
Australia Post	\$ 57.80

TOTAL EXPENDITURE**\$1,900.28**

Avonsleigh 4th September 2007

To Whom it May Concern

I Susanna Hazelden of 145 Phillip Rd, Avonsleigh, find the books of the Alvis Car Club of Victoria (INC), being kept in accordance with accepted accounting principles. The recorded information presents a true and fair view of the income and expenditure for the financial year ended 30th June 2007.

*Original signed by
Susanna Hazelden
Batchelor of Business (Accounting)*

USA ALVIS EXPERIENCES

Andrew McDougall



Photography by the McDougalls

In a previous article I wrote about the fantastic Alvis International Weekend we attended in July whilst in England. However, our recent trip overseas concluded with a three and a half week visit to the USA and as a bonus we had a couple of wonderful Alvis visits and experiences.

The principal reason for visiting the USA was to attend the 100th anniversary celebrations for the Brush motor car, of which I have a 1910 Model D. We did not have our Brush with us but we did enjoy having rides in other people's cars and looking at original cars, a couple of which were still in the original family's ownership and with original purchase documents to hand. We flew into Chicago as the Brush celebrations were held in Michigan, halfway between Chicago and Detroit. We also flew back out of Chicago and having a hire car we drove for the intervening period around the north east of America and to Washington to stay with Frances' cousin. As the drive to Washington was taking us through Pennsylvania we had previously contacted Wayne Brooks, the North American Representative for the Alvis Owners Club, to see if we could pay him a visit. I had previous email correspondence with Wayne, following the purchase of our Speed 25 saloon, as Wayne is also the AOC's model secretary for 4.3L Alvises and has a large data base of

information for Alvises with longer bonnets. He had been able to provide me with build and history details of my car.

Wayne lives in the small country town of Bainbridge, not far from the city of Hershey, the location of the famous swap meet and also near the infamous Three Mile Island nuclear power station. We arrived at Wayne's place around 11.30am and were made most welcome as we were ushered into his study. It was easy to see his enthusiasm for cars and the Alvis marque in particular, as his bookshelves were full of Alvis books, car books in general, magazines as well as memorabilia, mascots, models etc. He has had a long association with Alvis cars, having been introduced to them as a young man and at a time when such cars were fairly cheap to purchase. Over the years he has had many Alvis cars, 30 plus, mainly speed models and has kept tabs on the whereabouts of speed and other models in the USA. On his desk is a large computer monitor which has an Alvis screen saver and on which he can view the vast amount of Alvis data and photos he has stored on his computer. He took the opportunity to scan photos of our 12/50 and Speed 20 special into his database. He is constantly receiving and sending emails regarding Alvis cars and events. Whilst talking to him he suggested that we make contact with Jim Sprague the only



Wayne Brookes in his study

Alvis owner who lives in Washington.

We then went out into Wayne's garage and had a look at his "barn find" Speed 25 Charlesworth Saloon, the same model owned by Chester McKaige. There is a vast difference between the condition of Wayne's barn find car and ours. The car had been in storage for a few decades but must have had a sheltered and low use life as the body work is very presentable and is structurally sound. From memory it has only covered around 71,000 miles. It did have cylinder head problems and Wayne has recently fitted a new head. The car was not running at the time of our visit, as Wayne was part way through installing a new wiring loom.



Wayne's "Barn Find" Speed 25

He also has another restoration project, a TB 21, but this will be long term as the car is completely dismantled. Following the garage inspection we took Wayne to lunch at a nearby café and discussed Alvis and the state of the nation and then bid him farewell after having a most enjoyable and informative visit. From here we had a 2 to 3 hour drive into Washington.

Once we had settled in Washington I rang Jim Sprague, an eye specialist, to see if we could arrange a time to visit him and to look at his 2 Alvis cars. At that time, Jim was having to spend a lot of time out of town, but he very kindly said that

he could make time for us on the Sunday morning and that we would be most welcome. We duly arrived at his place in

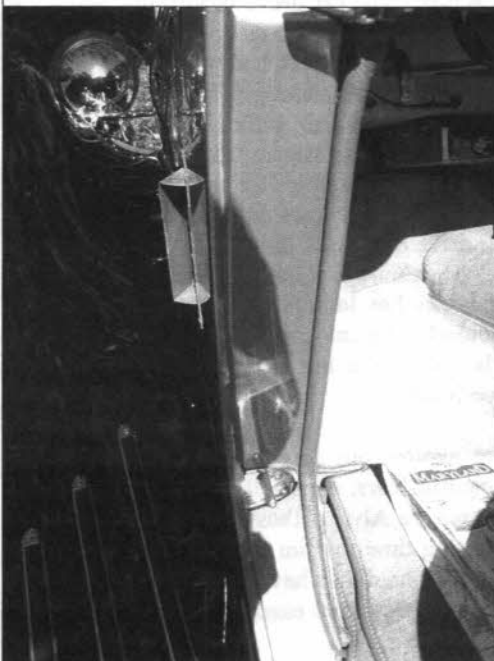


a pleasant tree filled undulating suburb, much like parts of Melbourne and found a most magnificent 1938 SC Speed 25 parked in the driveway in front of his garage. This car is fitted with a two seater open body, the only one built by

Offord. It has beautiful lines and is in superb condition. Jim purchased the car as a running concern but was unhappy with the colour so he decided to respray it. As so often happens with



old cars one thing leads to another and Jim decided that the structure of the body and some blemishes should be fixed at the same time, so the body was reframed, panels trued up and the upholstery replaced. As the doors are front opening and



potentially dangerous if inadvertently opened whilst the car is in motion, Jim had some electric solenoid actuated pins installed in the body's door jambs and which when activated push a pin into a corresponding hole in the door structure. This is a very good safety measure and hopefully some

idea of installation can be gained from the accompanying

photos. Having done a full restoration of the body Jim felt that the mechanicals could do with some attention in order to provide a good reliable car. So a full mechanical rebuild was undertaken, including the engine and suspension. Since restoration the car has been exhibited and awarded prizes at Pebble Beach. The car has an interesting early history. During the 2nd World War the car was on the Channel Island of Jersey, which was subjected to German occupation. Immediately following the war the car was found hidden away, but by this time was missing its original engine. Alvis was contacted in 1946 and amazingly a new 4.3L engine was supplied and installed. Even more curiously the engine was assigned engine #15366, which is the same number as the 4.3L engine which was fitted to my Speed 25 Charlesworth saloon in 1950. Here we have an error in record keeping, whereby two 4.3L engines were assigned the same number, by Alvis and notably both engines have ended up in Speed 25 cars.



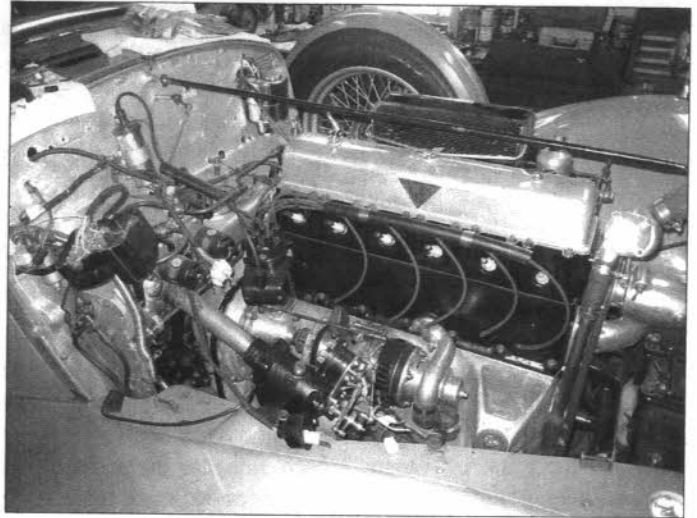
Jim's TE21 drophead

Jim's other Alvis is a TE21 drophead which is also in very good condition. This car is fitted with an automatic gearbox and is left hand drive. After many photographs were taken, Jim very kindly said that Frances and I should take the Speed 25 for a drive and that we would head out of town, following him in the TE21. We drove through tree lined streets, past grand homes and then onto quiet motorways and out to the Naval Wave Testing Facility. The car drove beautifully, just as you would expect a car to behave when received new from the works. It was very smooth, rode well, had powerful even brakes and there was no sign of wandering. The body was tight with no signs of rattles. The only difficulty I had was with Jim being of somewhat smaller stature, the car was set up for him and my height put my head in line with the top of the windscreen. We then swapped cars for the return trip which gave me my first drive of a TE21 drophead. This also was a very nice car to drive, although it has to be said that the actuation of automatic boxes has improved over time. The TE21 would be a particularly pleasant car to drive in built up areas and traffic snarls. It was a hot day but neither car showed any signs of overheating.

We particularly wish to express our appreciation to Jim for trusting us with his beautiful cars, especially as he did not know us, other than that we are Alvis enthusiasts. Also it has been a very busy and testing time for Jim and it would have been easy for him to say that he didn't have the time to meet us. We hope that life's pressures have eased and that he has more time to enjoy his wonderful cars.

Our time with Wayne and Jim serves to demonstrate and

reinforce the strength and camaraderie associated with the interest in old vehicles. We invited both Wayne and Jim to come out to Australia for the JNBC tour, however for various reasons they said that they won't be able to come at that time. We certainly hope that there will be an opportunity in the future for us to be able to reciprocate their hospitality and for us to introduce them to a vibrant Alvis community in Australia.



Above & below: Wayne Brooks' Speed 25



The duplicate engine number

The
Bellarine Better Ripper Fun Run

or

Let's make hay while the sun shines, for tomorrow there will be a puddle on your seat!

Having in mind that south eastern Australia has been gripped in drought for some time there was no serious consideration given to the Australian Bureau of Meteorology warning of impending rain on the very weekend of our trip to Point Lonsdale. Many of the forecasts emanating from the BOM suggests that they are still using the same piece of string that was being used when I was air traffic controlling all those years ago.

If the string is wet, it is raining! If the string is pointing to the left, the wind is blowing from the right etc etc.

But this time they got it right!

Friday was a fabulous day for driving old motor cars. Blue sky, light winds, not a care in the world, an hour and a half to Point Lonsdale and the same bird on the top of lighthouse I remember in the 1950s.

A bottle of red and the best fish and chips in Lonsdale for Friday dinner - matter of fact the only fish and chips in Lonsdale! The other shop was for pizzas!

Even the birds thought the chips were good as there was this little sparrow that kept flying past the patrons to the chip tray and grabbing a chip and rushing out with the owner after him. Not sure what the owner would have done with the chip if he had managed to recover it!

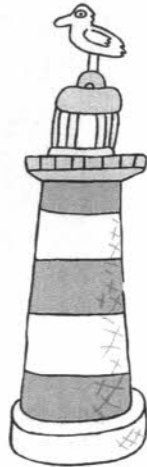
The former Terminus Guest House was in the shadow of the light house and brought back many memories for Chester who spent many of his childhood holidays in this very establishment. (in fact he felt that in consideration of his birthday he may well have been conceived in room 7)

It was quaint and old wordy with a staircase that creaked in the tradition of all old staircases.

A photograph of the dining room showed that only the length of the table legs had changed to accommodate the varying undulations in the floor.

The Saturday run had been organised by David & Jan Seath with an interesting run to Breamlea to the Minya Winery. David said he was not coming as he had duties at the Queenscliff Yacht Club in preparation for Sunday lunch. Being a yachtie from way back I think he had a twinge from his old war injury suggesting that just may be Met were right for once.

Minya Winery was for morning tea only, but a wait for the Northeys who had car trouble suggested that the pleasant surroundings by the billabong and the chef's



ability to provide pasta for lunch were good reasons to stay.

Following lunch we belatedly set out on the allocated run and saw some beautiful country on some virtually deserted roads. A decision was made that we would truncate the route as the sky was threatening and the time was running out.

We were leading in the Speed 25 with Marg Lang, the master navigator in charge and once again I need to comment on the ability of the 12/50s to match the superior handling and

speed of the Speed 25????? I must also say that on some of the less well bitumened roads, I was again reminded that the Luvacs on my car need to be rebuilt with some urgency.

By this time light rain was falling and as it got heavier, the 12/50s and Thorpe Remfrey in the 12/70 Special were pushing even harder, not knowing where they were going.

Once on the Queenscliff Rd and the Guest House was in sight, there was no stopping them.

Following Saturday dinner in the dining room, we had organised a few activities that were related to the



Above: one of the dinner tables

Melbourne Cup on the following Tuesday. While the rain belted on the roof, contestants were given jockey hats and names. Running lanes were set up along the dining room. The speed of the races progressed according to the rate with which the numbered balls could be extracted from the bucket. The running times suggested a heavy track.

The stewards met on many occasions to discuss the interference that took place when the leading horse had to turn and proceed back down the lane into the teeth of those who were struggling in the wet conditions.



Above: one of the heats

Prizes were awarded as depicted in the photographs and the Cup Capers trophy was awarded to Carol Remfrey for her solid performance.



Marg Lang presents the Cup to Carol Remfrey

No cup celebration would be complete without a "Fashions in the Field." The men were asked to borrow a ladies hat and parade before Jan Seath for judging. The results were evident!

Various other doubtful activities took place ending in team creations of horses from uncooperative balloons.

Several trips to the car park showed that there were in fact puddles on seats and even the saloons were taking water.



Lesley Northey does battle with a feral horse

David Seath rang on the following morning suggesting that the cars be left where they were and other arrangements made to get to the yacht club.

The Club House was buffeted by howling winds



*Fashions in the Field with the emphasis on field!
Richard Tonkin & Darrell Horton share all day suckers.*

and the rain bucketed down but nobody inside cared! There were about 150 people served with lunch and the interaction between yachties and Alvisti was most enjoyable.

The weather cleared on Monday morning and stayed fine for the drive home.

The end result of the weather was that our Saturday destination, the Otway Ranges, received about 140mm of rain in the 12 hour period. Other areas of Victoria even more!



*Chris Higgins dressed to kill or to be killed!
Chris had one of those weekends to forget! On Friday, the 12/50 didn't get very far before it failed to proceed with a seized magneto and on Monday, the RR would not start. The RACV must now be reviewing his policy*

Many thanks to the Seaths for their organisation. The McDougalls for their photography and everyone who participated

John Lang



Eric Nicholl looking like Biggles after a night at the pub



The boys and the girls in the band



Northey's Speed 20 complete with dive brakes!



The Z team with their minimalist horse

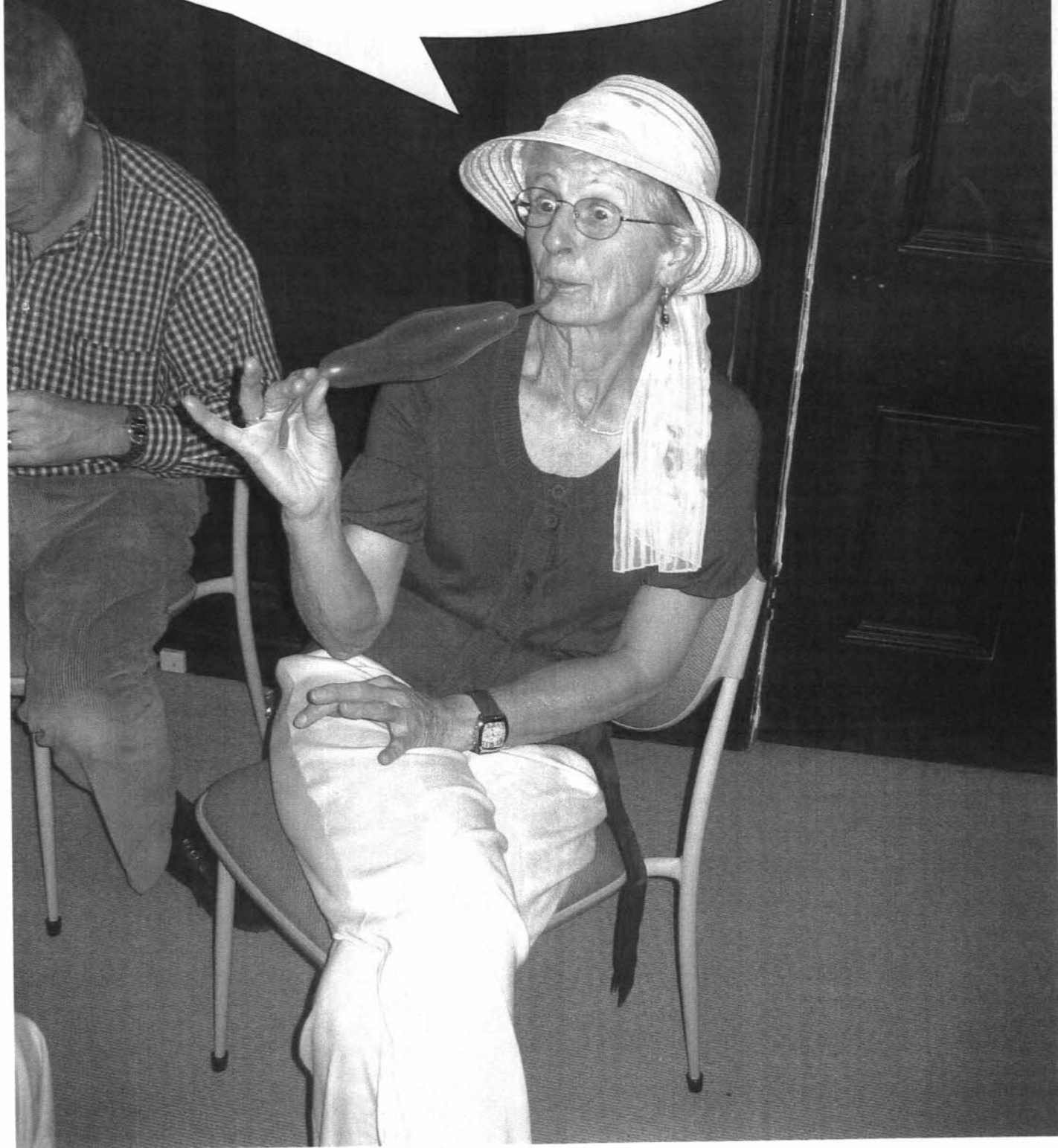


The Race Stewards



Sally McKaige & Carol Remfrey

*Whoops!
I think I've had
an accident*



Above: Jocelyn Coates with a problem!

FAMOUS in a SEASON

... the performance of a Racing Car
with the docility of a Town Carriage

The ALVIS' SPEED TWENTY has set an entirely new standard among high class cars. No other car can offer such brilliant performance allied with such effortless control and real driving comfort. From rest to a cruising 90 miles per hour in 37 seconds—a genuine 90 m.p.h. when you need it—brakes that pull up from 90 m.p.h. in less than twice its length—an entirely new thrill in motoring.

Superb steering, matchless suspension, an engine docile at low speed despite the tremendous surge of power at open throttle, are other reasons why the ALVIS' Speedy Twenty has been received with such acclamation by all the leading motoring critics of the day. The demand for this model by far exceeds the supply, and it will therefore be continued unchanged.

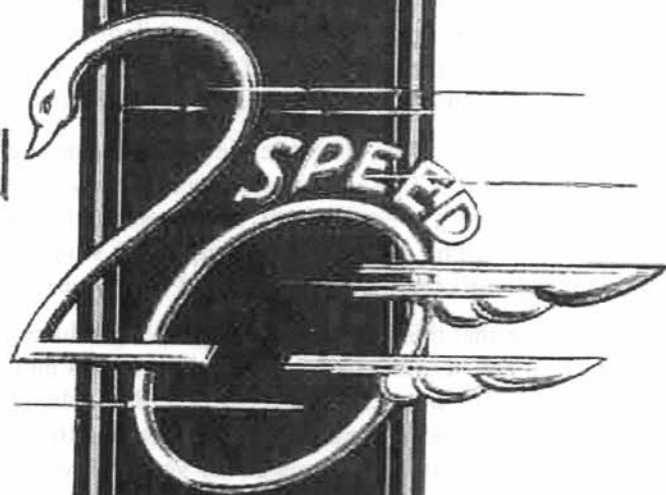
Among a host of brilliant mechanical features are a 6-cylinder 75 m.m. x 100 m.m. Engine (200 Tax—2517 c.c. capacity) with camshaft and auxiliary drives at the rear and frictional vibration damper—the smoothest running high performance engine ever built. The four speed "silent third" gear box is of special design giving remarkably easy changes by short stiff "remote control" lever. A double dropped chassis frame with special road springs ensure superlative road-holding, and the self-energising brakes (an ALVIS Patent) are a revelation—soft as velvet yet definitely decisive.

Altogether a car to rouse enthusiasm, and by its remarkably long life and low running costs, maintain the confidence it inspires.

Sports Saloon (as illustrated) £825

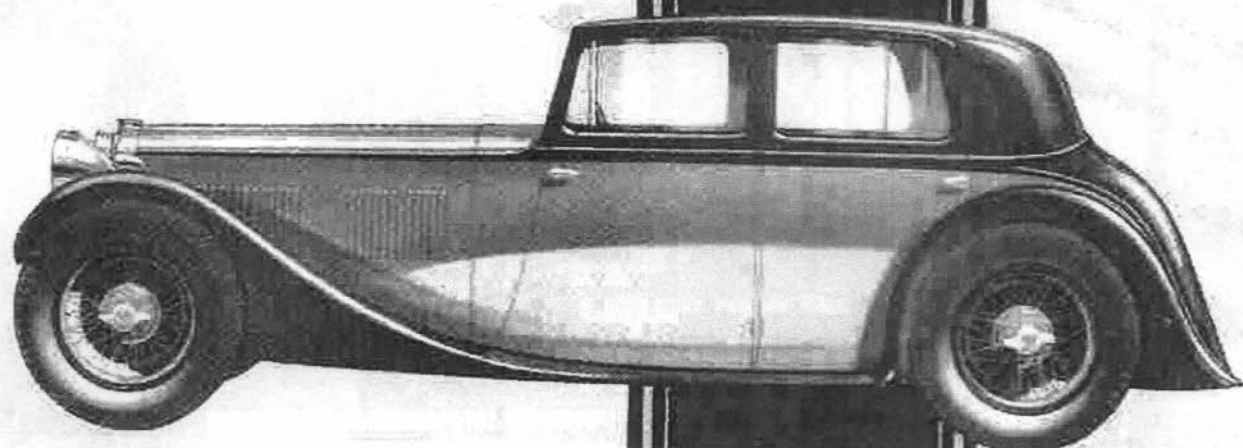
Sports 4-Str. (illustrated on inside page) £695

(All Prices ex Works)



ALVIS

Speed
Twenty



12/50 SUMP PROJECT

Several 12/50 owners here and overseas have expressed interest in new cast aluminium sumps for these cars to complete restorations and to replace cracked and damaged items, which have proved difficult to repair. Accordingly we have looked at the possibility of making them locally, and Keith Dodge has obtained quotes for pattern making, casting and machining from specialist sub contractors, and we are now able to give an all up selling price.

The price is volume dependent, because the one off pattern cost would be amortized over the number in the production run, and there is a high initial set up cost on machining the first sump but after this subsequent sumps can be processed more cheaply. For a run of **5 sumps**, the ex store Auckland selling price will be **\$1554.00** each, for **7 sumps** selling price will be **\$1320.00** each, but for **10 sumps**, this will reduce to **\$1142.00** each. It would obviously be best for all if we can obtain sufficient orders to produce 10.

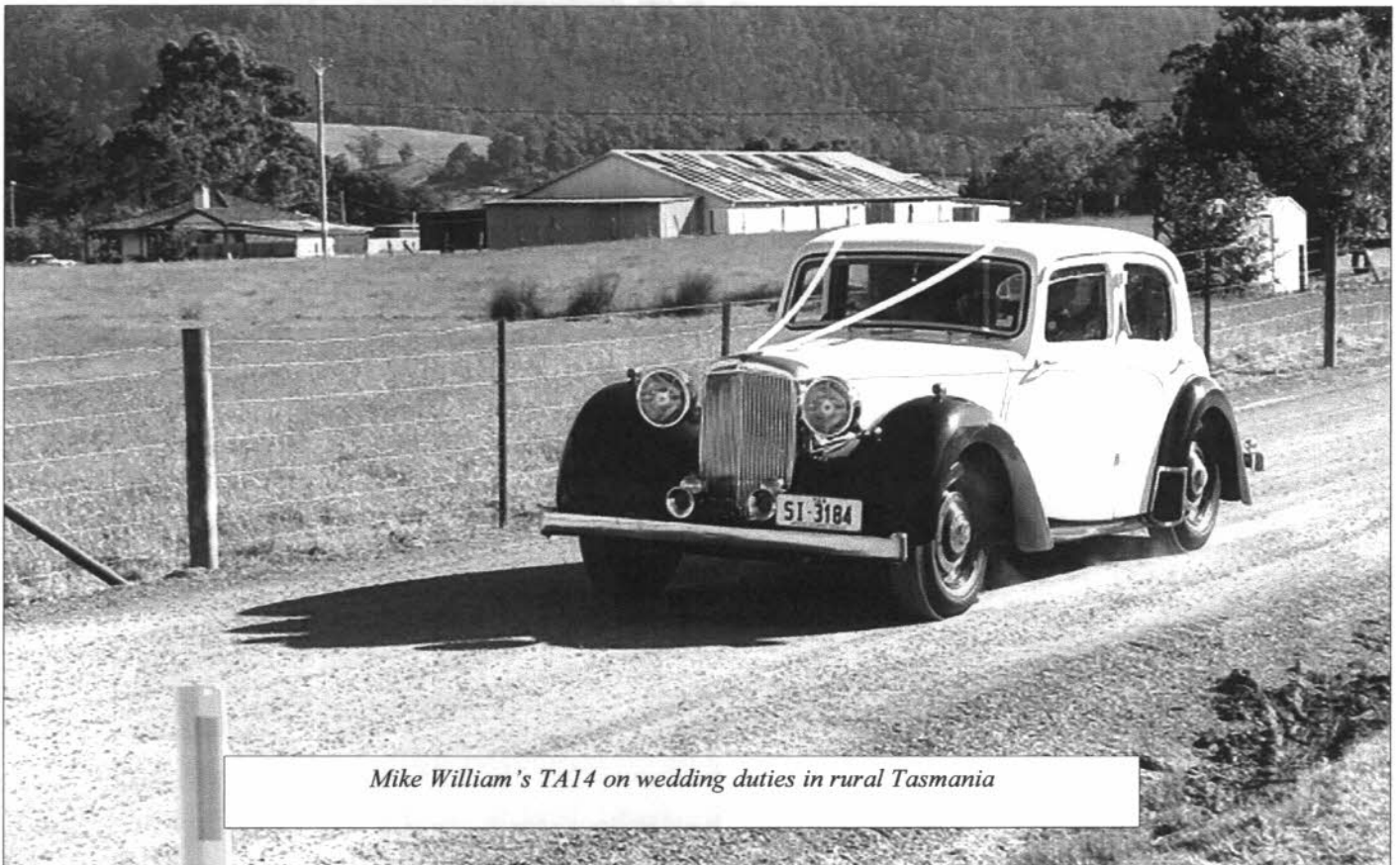
We must emphasise that this will be a **one off** bulk production run, which is the only way to undertake the project economically. It is not feasible to produce these in dribs and drabs, as any subsequent one off cost, even with the pattern cost written off, would be in excess of \$2800, should we be able to interest the foundry and machinist to make one only. We will not be making any for stock on the off chance of orders, as we cannot afford to have funds tied up in stocks which may remain unsold for years. Therefore production run size will be based only on firm orders received. If you don't get in with this run, you will miss out.

The Club cannot afford to finance the entire production run. A few sums will show that a run of 10 would more than clean out our spares account. Therefore we will be asking for a 50% deposit with order, remainder to be paid on delivery. We see the sequence as being :-

- All interested in ordering a sump contact Keith Dodge in writing or by e mail - no airy fairy verbal "I might be interested" stuff.
- Once we know the production run size, we will advise the deposit value
- Once all deposits have been received we will go. We will only order as many as we have deposits for.

Sump fits the second generation 12/50 models (1926 - 29) and the third generation 12/50 models (1930 - 33) only.

If you are interested, contact Keith Dodge now on glenidle@free.net.nz or write to PO Box 12 271, Penrose 1642 Auckland NZ



Mike William's TA14 on wedding duties in rural Tasmania

PROJECT NEWS

MIKE WILLIAMS

I'm making good progress on renovating the ex-John White TA14 DHC. Activities to date include:

- re-plumbing the dual petrol pump set up and fitting transistorised points to the pumps (I don't know if the latter has had a positive effect though)
- replaced two door handles with (nearly) correct saloon-type fittings
- resetting the bonnet (requiring the removal of the windscreen washers)
- resetting the radiator cap (by fitting a correct gasket)
- straightening and re-installing the rear bumper
- rewiring behind the dash up to the voltage regulator
- building a new dashboard and re-doing the remaining woodwork
- replacing the indicators and mirrors with more appropriate equipment (double filament fittings in the front sidelights, wing mirrors a la Kendall McSkimming's mounting brackets)
- removing the seat belts which were causing me some safety concerns
- removing the wedges between front axle and springs that had effectively reversed the caster in the front end (handling is dramatically transformed and the car now tracks beautifully and the steering weighting is excellent). At the same time replaced the securing bolts and checked, tightened and pinned all the suspension components.
- installing correct ignition and ancillary switches

Underway or on the forward log of work are:

- building a rear number plate/tail light box from scratch (90% complete)
- replacing the coach bolts retaining the boot lid and filling the holes in the body work
- filling body work holes made by seat belt, roof and tonneau fittings
- constructing a replacement firewall (80% complete)
- minor body repairs and repaint to black (apparently the original colour although that's not the main motivation)
- replacing the alternator with a generator
- simplifying the engine plumbing

And eventually:

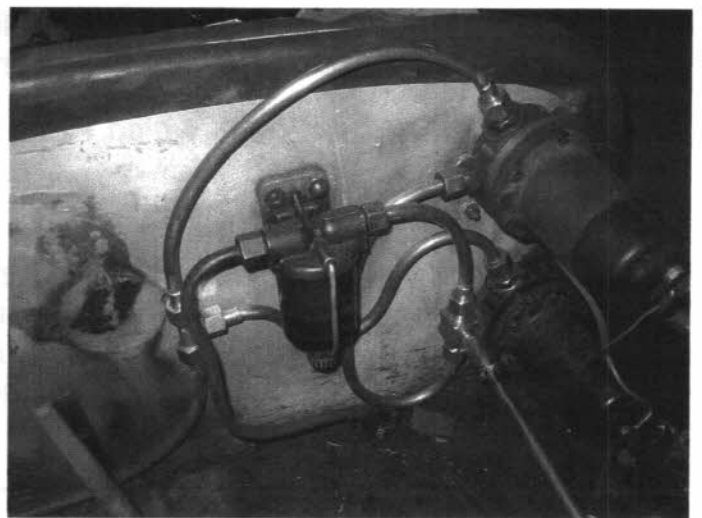
- replacing the hood to the correct pattern
- reupholstering in leather.

As of last weekend I've taken the car off the road (quite a wrench as it drives

beautifully but I need to take the body apart to do a comprehensive job of repairs and repainting) and started to strip it. I'm currently endeavouring to remove 60 years of paint, primer, putty and filler from one of the front guards. Removing the rear bumper mounts was a bit of a trick – I ended up attaching them to a small hand winch anchored to the concrete wall and pulling while trying to rotate them with a very large wrench and copious quantities of WD40 after initially unseizing them .

Hopefully the car (probably without new upholstery) will be ready for the Julian Collins run next year.

- *Top left:* the new dash installed (the indicator repeater light and petrol pump switch are in the lower right edge almost concealed by the steering wheel rim)
- *Top right:* the petrol pumps showing the control rod allowing switch-over from the cabin (the electrical switch has been relocated as well)
- *Bottom left:* the new dash prior to staining and varnishing – it was made from an old piece of form-ply with blackwood veneer which came up almost perfectly in colour with a little staining.
- *Bottom right:* the two TA14s



SWAP, BEG, BORROW or STEAL

FOR SALE

FOR SALE

1951 ALVIS TA21 partly restored.

Original 3 litre engine. Body newly sprayed silver. Red seats and interior lining. Gearbox, radiator etc. Car located in Maiden Gully, engine in Queanbeyan awaiting head gasket for completion of total rebuild. \$12500 or offer

Clive Buckland, 9 Patricia Court, MAIDEN GULLY 3551 Victoria, Australia.

Ph: +61 (0) 354496127 Mobile: 0421344527

WANTED

Wanted for 1926 Alvis 12/50-----Rear Gearbox Cover part G6 or N3675. I am restoring a 12/50 DB replica and am short of many pieces. This for the moment. Brendon Neilson Phone 64 9 2364506[NZ] or e/mail fiddlersgreen@paradise.net.nz

Thanking you Both Brendon Neilson

WANTED

TA21

2 bumper bars & aprons

2 headlight shells & reflectors

John White (03) 9890 7066

WANTED

For SP20 SC

2 plates for the gearbox sump, each with 10 stud holes

Transmission shaft flexible coupling x 2

Stub axle (Near side) or LHS, including the associated part that the king pin bushes are pressed into and with top yoke for suspension spring, and with bottom yoke for the outside of the wishbone or radius arm

Stuart Paton phone (07) 5441 5437 or fax (07) 5441 4292

ALVIS SPARES CONSORTIUM

The ASC still has a significant number of Alvis parts for sale.

Shortly the remaining parts will progressively be offered for sale on the internet.

If you have any interest in any of the remaining items, now is the time to act.

Ring Chester McKaige on 0407 113 516

WANTED

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

Contact Dale on 03 5968 5170 or 0428 832 126

FOR SALE

1925 TE 12/50 ALVIS DUCKSBACK.

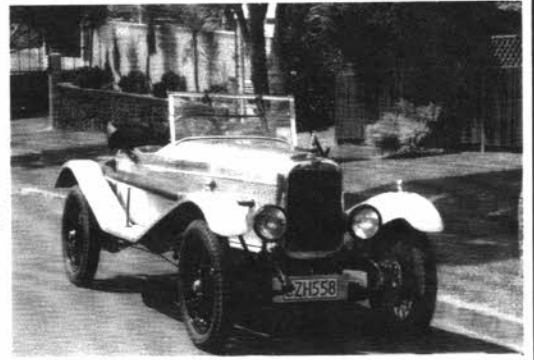
The car has been built from a ground up restoration over the past 4 years. The following work has been completed.

New Radiator core, all Alloy pipes and housings are new, mag. overhauled, motor has been fully reconditioned including the head. full flow oil filter. new clutch components flexible joints all new bearings and close ratio gears in the gearbox, fully balanced driveshaft new bearing in the diff and new crown wheel and pinion high ratio, all new wheel bearings and new wheels (centres and rims) new wooden body and skin. New upholstery. and windscreen.

This car was on the ALVIS NATIONAL RALLY IN APRIL in Sth. Australia and went well. the car has travelled 1350 miles since being restored. I am selling the car as I have bought another 12/50

Price: \$70,000

Contact Derek Dixon on (07) 5443-4320 or on email d_g_dixon@bigpond.com



FOR SALE

1938 Alvis 12/70 SB - engine #15694, chassis #15208, body Mulliner A42591

Down to chassis and awaiting restoration. All parts except exhaust & muffler. Engine was reconditioned and has done only 100 miles. New upholstery. Body off due rust & needs some re-wooding. Unable to continue due ill health. Needs good home, have owned since 1964.

Make an offer to PETER HARVEY, BURRA SA (08) 8892 2766

FOR SALE

2 SILVER EAGLES

1928 Silver Eagle, rough fabric tourer body, part mechanically restored, complete car. Engine # 7940

Silver Eagle Beetleback. Has travelled 9,300 miles since restoration. Registered VN0973. Engine # 7409, chassis # 7046. Both cars \$70,000 including some spares.

Stuart Paton (07) 5441 5437 Fax (07) 5441 4292



ALVIS SPARES CONSORTIUM

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