

April 2007

Alvic

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



Phillip Island
Historics

more pics inside

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.
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*Front page: The illusion of Trevor Eastwood, on the grass, heading for Tasmania IS just an illusion!
Very much on track and enjoying the racing.*

Alvivacity

Last month I wrote about the differences between replica, reproduction and fake motor cars now being "created" throughout the world with gay abandon. This month my hobby horse amongst other things is modifications, an interesting topic that will always conjure up much debate.

The other day I was seen entering a Holden wreckers yard in my quest to find a clutch fork for my 12/50 and this exercise alone was a eye opener having to deal with a different mind set and face up to the fact that my 12/50 contains parts from another more modern contrivance.

This set of circumstances didn't go un-noticed by a fellow member of this club who made rude comments about such things and so I'm now waiting for a replacement in the form of an original plate clutch!

It often amazes me the number of cars advertised in UK car magazines that are modified well and truly from their original specification.

I would have as a guess that there are more SP250 Dart overdrive units fitted to vintage cars than were ever produced by Daimler. Likewise, there is also a huge market in the fitting of power steering, electronic ignition, alternators and various other forms of creature comforts. I guess if you live in the UK, this modification package could be deemed "For Continental Motoring" as I'm sure it wouldn't be needed on UK roads.

I have no problems with this particularly when it means an owner can still enjoy his car even if age or a disability is a problem, but to fit these bits and pieces as a means of creature comfort only, I think is deplorable. Makes you wonder what the point is of owning a vintage car?

By the time you read this, you will either be on your way or would have returned from the National Rally. I trust you all had a most enjoyable time and look forward to hearing all the stories on your return.

Expressions of interest from our UK friends for the JNBC Memorial Tour 2008 now stand at 26 and further expressions will be put on a waiting list. The Tour is starting to take shape and there has been strong interest from Victorian Tourism and the RACV.

Even though numbers will be down at the April meeting due to the National Rally, its business as usual and if you feel like a meal beforehand, please let me know and I'll book you in at the pub.

Happy Motoring

Chester McKaige

SUPPER John White

Warrick Barnett

Our friends in Queensland have advised that Warrick Barnett is facing a significant health issue and will unfortunately miss the National Rally. We know how both Warrick and Jan look forward to National Rallies and our thoughts are with them when we wish Warrick a speedy recovery.

THANKS

To the members who responded to my cry for help and sent contributions for the newsletter. If yours is not in this month's it will be in the next.

But don't stop there! There are another 8 months to go this year.

JL

DINNER

There is an open invitation for anyone who would like to join those who have dinner together prior to a Club meeting. With the demise of Antonio's and the fact that Pizzatonio's, who took over their premises, is not to our liking, we will be having dinner at the Malvernvale Hotel at 1321 Malvern Rd from 6.00pm. The food is good and it's amazing the number of people who go for the Seniors Specials. If you are coming, please ring Chester on 0407 113 516, otherwise you might just have to sit on the floor.

COMING EVENTS

- APR 20 General Meeting
17-21 Travel to National Rally in SA
22-27 **"ALVIS in the Outback" 2007 National Rally**
28-2 May Return travel from National Rally in SA
- MAY 18 General Meeting
20 "Drive Your Car Day" promoted by the AOMC
Run to the "Thomas Hogan" Old Folks Home at Kyneton for BBQ—CANCELLED.
PLEASE NOTE THAT THE "THOMAS HOGAN" CENTRE FOUND THEY WERE
UNABLE TO ORGANISE IT ON THAT DAY & A REQUEST FROM THE
"DIANELLA" OLD FOLKS HOME IN KILMORE WAS INVESTIGATED AND
FOUND TO BE IMPRACTICAL DUE LACK OF PARKING & OTHER ISSUES.
A run is now being organised to the north & north west of Melbourne, through
some very interesting country with lunch at Romsey. DETAILS IN MAY
NEWSLETTER
PLEASE KEEP THE DAY FREE.
(organised by the Langs)
- JUN 15 General Meeting
- JUL 20 General Meeting
29 "Peninsula Ramble" (organised by the Hortons)
- AUG 17 General Meeting "Rough Red & Pie Night" (organised by the Parkies)
26 Day Run to take in Rob Roy Hill Climb (organised by the Tonkins)
- SEP 21 General Meeting
Day Run (organised by the McKinnons)
- OCT 19 General Meeting
- NOV 2 Camperdown Weekend Away
16 General Meeting
- DEC 2 Christmas Party at the Tonkins, Smiths Gully

"ALVIS in the OUTBACK"

*The ACCV would like to wish all participants in the
2007 National Rally a
Safe and Enjoyable event*



The McDougall SP20 Special & the Tonkin Crested Eagle at rest



Chester McKaige, Warren Brown and Bob Northey keep themselves occupied with the race guide.

KALORAMA

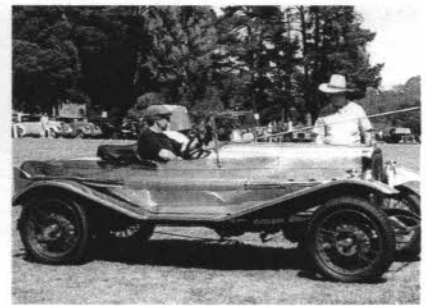
Photography & words by Bob Northey & Andrew McDougall



The Newells in the 12/50



Four 12/50s



Sir Lancelot aka Warren Brown prepares for the charge. Might have been more spectacular if Bob had worn the bucket!

Attending Kalorama 2007 were 12/50's of Chris Higgins, Chester & Sally McKaige, Ray & Ann Newell, Ken & Olivia Cuming and Bob Northey, together with the Tonkins' Mrs Simpson, the McDougal Speed 20 Special and the Calderwood TA14. The day was fine and cool, and a new route run from the normal Manhattan Hotel meeting place to Kalorama. This took in one Toorac Rd Upwey which included an ambitious hairpin into Hazel Vale Rd which needed full lock in a 12/50; together with all available road surface. A beautiful and spectacular 1926 RR hearse also got around in one bite according to the undertaker driving it: an amazing vehicle and lock! This must be one of the narrowest paved roads of significant length in Melbourne - quite marvellous... Amongst the many wonderful and unusual vehicles present were Paul Latham's very fresh and beautiful Bugatti and a recently purchased and magnificent AC.

The event was again rather well supported, with some gaps in the perimeter but not too many. Some exceptionally tame field events were run based on turning circles smaller than available in a 12/50, slow driving etc, Alvis pride being saved a little by a solid 2nd in a parking competition.

The event is a fund raiser for the Kalorama CFA, and they duly departed with sirens at speed partway through proceedings. This was a very pleasant leisurely drive and picnic day in perfect conditions, and no doubt enjoyed by all present.

Bob Northey



Chris Higgins & Andrew McDougall await their turn

The weather was wonderful. Bob Northey with his friend Warren Brown and I left from the Manhattan hotel for a beautiful circuitous run up to Kalorama through winding roads and stands of wonderful gum trees. Upon arrival we found other Alvi waiting for us - they having gone directly to Kalorama. Eventually, those Alvis present were: Ray and Ann Newell 12/50, Chester and Sally 12/50, Bob Northey and Warren Brown 12/50, Chris Higgins 12/50, Ken & Olivia Cuming 12/50, Richard and Pauline Tonkin Mrs Simpson David Caldwell TA14 and Andrew McDougall in the Speed 20 Special. Permission was granted on the day for field events.

Andrew McDougall

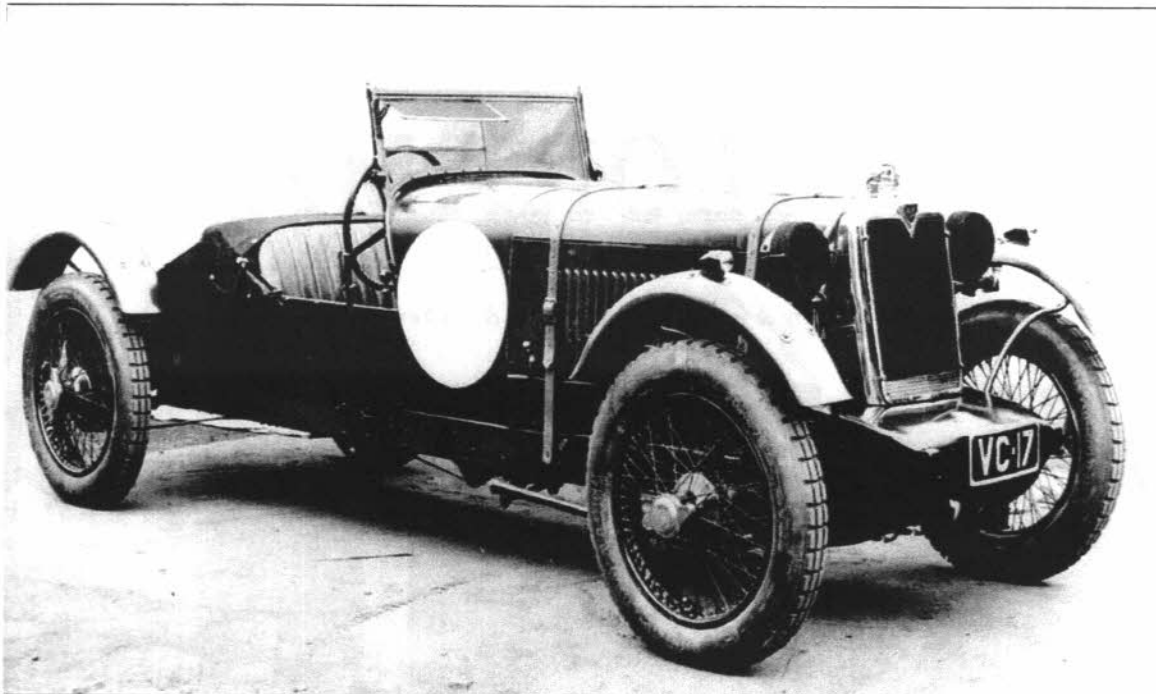
from the pen of Paul Bamford

I read Chester's article "Alvivacity" with great interest as the body style of my Front Wheel Drive is usually referred to, as a TT Replica. This is a term used by the 12/50 Register since long before I owned a Front Wheel Drive. I had never really thought of it as a "TT clever reproduction". Even though it probably is.

Tony Cox and Allen Stote in the UK have bought the only surviving traces of a Straight Eight Front Wheel Drive from Nic Davies. This car consisted of a 1927 chassis / body unit and a 1929-30 power/transmission unit that have been made to work, in a sort of a fashion. It is proposed to re-build the car as a 1929-30 TT car, rather than a hybrid of two different models

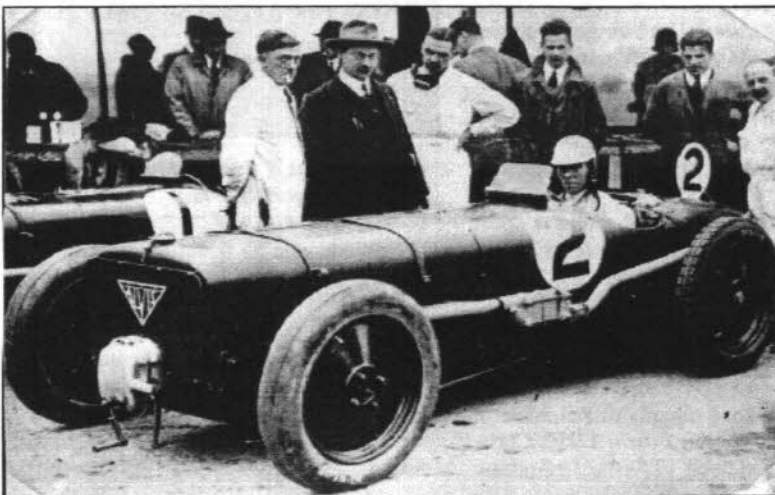
In Tony's own words;

"The best way to get an historically correct Alvis Straight Eight running in a reasonable time would be to reconstruct a 1929 sports car, probably a TT two-seater, using a replica chassis frame and other components from 4-cylinder FWD cars."



Period photo of 1929 TT two seater Straight Eight FWD

I believe that in the long term the 1927 chassis, parts, and body work, will be rebuilt into a complete car again. This would be a massive undertaking as it would require the manufacture of a new power / transmission unit.



1927 200 Mile Race, George Duller in car

This would bring back two unique cars from the dead. I personally have no problems with this. In fact, I think that this is a much better outcome than having the rarest Alvis on the planet, continue its existence as a "Special."

I know that this is different from reproducing a car from scratch right now. E.g., a Type 51 Bugatti replica built entirely in 2007.

However, this brings me to my next point. We all like to enjoy our cars and part of that enjoyment is driving them. I can remember when I joined the club in 1961 we were still wrecking complete 12/50's just for spare parts. Since then spares have become harder and harder to find, and there are now, many sources of new reproduction spare parts. (I have just made 7 FWD exhaust manifolds). If we want to continue driving our cars then they are going to get "diluted" with new parts such as heads, blocks, cranks, rods, radiators, etc. This means that we are heading in the direction of changing our original cars into "clever reproductions" anyway.

Will it come to the time when very original cars are sent away to be museum pieces, and people will use their reproduction car for driving.

Will someone with an original a Type 51 Bugatti keep it locked in his garage and use a replica built in 2007 just for driving about, so that they can keep their car original.

I have vintage car friends whose ideas of originality differ widely. To one, originality is important, to the point where he will build up worn parts such as a shackle pin, with weld and then machine it back to size, so that he can say, this is an original part made in the factory in 1926. Of course the pin made in 1926, when originally fitted to the vehicle, was not weld repaired, so is it really original?

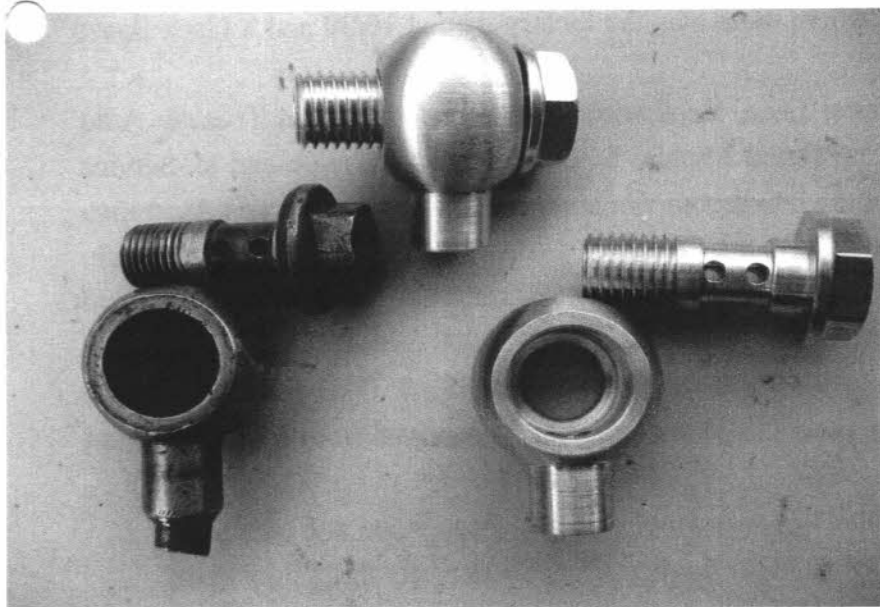
My other friend prefers to make a new shackle pin that is identical in every way to the original factory part that was fitted to the vehicle in 1926, but as it was made in 2007, it is not original, even though it closer to original than the original one that was repaired.

How bad should original upholstery or paintwork get before we have it replaced? For most of us, this decision has already been made for us, as few cars still have their original upholstery or paint. Assuming one still has a car with original leather upholstery that is 70 or 80 years old, that is very dry and fragile, should we risk further damage by driving it? Is it better to have a reproduction Smiths Speedometer if a real one can't be found, or should we just put in a modern "VDO speedo" or just leave a hole in the dash board.

It certainly is a delight when you see an original car that has never been painted or re-upholstered since it left the factory. Even if the paint is crazed and there are tufts of kapok protruding from the upholstery. I saw a Bentley in the 70's just like that, but if it has been driven for the last thirty years, there would be nothing left of that upholstery by now.

I think that original and reproduction cars are like the shackle pins. Most of our cars can no longer be classed as fully original. All have some degree of dilution. A "clever reproduction" Type 51 Bugatti may be more identical to what left the factory, than an original Type 51, that has seen more replacement parts than the proverbial "farmers axe."

The reproduction cars are marked as such on the chassis, adjacent to the chassis number, and the lack of provenance I would imagine would be reflected in the price. I guess that the really interesting thing is that after all these years, there is a demand for these cars. It proves that they are products that appeal to senses, and time makes no difference to that.



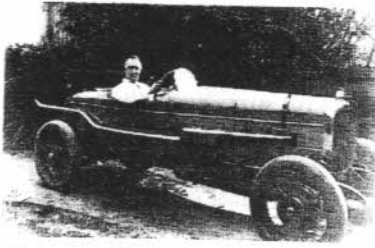
I recently made some carburetor banjos and banjo bolts. The original banjo bolt had the hex head filed down two sizes smaller than it was when new, although it is still an original part. I replaced it with a new one that was identical to the one that the car had left the factory with. So is it better to have original parts that no longer look original, or reproduction parts that are identical to the original. So which way is right? When is original, original. Is it the date of manufacture? Is the component specification? Does it matter if it no longer meets the design drawing? And what if no longer works efficiently.

Ah, what about replacement parts that were put on 1927 car in 1929 are they original?

Your editor needs your comments or we will have nothing to read next month!

Richard Williams found the following article while thumbing through the April 1979 Motor Sport magazine:

Bill Urquhart-Dykes in his best-remembered 12/50 Alvis - WM 47



Obituary - Bill Urquhart-Dykes

ANOTHER well-known personality from the vintage years has gone, with the death, peacefully, after a short illness, of Bill Urquhart-Dykes, at the age of 81. Known to most of us as a great 12/50 Alvis exponent, he commenced competition motoring in 1923, with an Eric-Campbell. Before this, after leaving his public school, Glenalmond, he had joined his father's Regiment, the Cameronians, but in 1916 had got himself seconded to the RFC. By the end of hostilities he had flown 330 hours, mostly over the front lines, on artillery observation duties. He then commanded a flight of No. 105 Squadron RAF, in the North of Ireland. Incidentally, or perhaps to those who knew the couple's devotion, not so incidentally, there he met his wife Ruth. He was the first person to spot the place where the trans-Atlantic Vickers Vimy had nosed over, after landing at Clifden at the end of its great flight from Newfoundland.

His first Alvis was a two-seater with dickey, used for trials and for racing. It was given a one-

off Shardeloe crankshaft on which the duralumin con.-rods ran direct, in its short-stroke engine. Fitted with a duck's-back body borrowed from the factory this car, MF 4557, was 3rd in the 1926 JCC Production Car Race. The Alvis was sans front brakes and had towed a caravan round Scottish Highlands the previous summer. Next came the best-remembered Alvis owned by this sporting pair - an SD 12/50 beetle-back, WM 47, which they got early in 1927. The previous owner had returned it to the factory because "it wouldn't go". It went extremely well, in the Dykes' care! During a long series of successes WM 47 lapped Brooklands at over 91 m.p.h., yet was used for local shopping, and as a practice car before the TT and Double-Twelve races. It was driven by Ruth at the 1928 Boulogne Meeting, where she was 3rd in the Georges Boillot Cup race, after which it towed home Harvey's broken-down works Alvis. Converted to dry-sump, this Alvis covered more than 976 miles during a record attempt and was placed in more than one race. It was kept in such sound condition that when sold to a Cambridge Don he used it for 30 years, carrying archaeological materials (in a special tray) between Turkey and England, without having altered the car's racing specification.

Dykes drove many of the works Alvis cars, at Le Mans, in the TT, and at Brooklands, partnered by his wife, one handicap being won at over 101 m.p.h. with the straight-eight single-seater Alvis on its first outing. He retired from the game to build up a successful Patent Agency. It is so sad that this great sportsman has died, at a time when his wife isn't well. I am indebted for some of these memories to Urquhart-Dykes' close friend, Peter Lord, and to fellow Alvis fanatic Hugh Torrens. - W.B.

MY VISIT to The ALVIS WORKS in 1979

In 1979 I went to England and of course I visited the Alvis works in Holyhead Road, Coventry. As I drove along Holyhead Rd in a north westerly direction I came to the railway bridge. This was painted sky-blue and adorned with the famous Red Triangle. I passed under the bridge and immediately on the left was the Aero-engine factory.

I parked my rented car out the front and approached the entrance where I was met by a uniformed commissionaire. I told him my story of being an Australian Alvis owner, whereupon he took me into the office. After a short wait, a young gentleman took me on a guided tour of the works. I can't remember all the details but I can recall going past literally dozens of capstan lathes (turret lathes if you are American). We eventually reached a closed-off section where there was the factory-owned 10/30 and a black Speed 25. That was the end of my tour.

The same day I proceeded to Common Lane, Kenilworth, where one finds Red Triangle Auto Services. I introduced myself and was met by David Michie, Director of Red Triangle and ex-Service Manager of Alvis. We had tea and biscuits in the boardroom while we chatted about Alvis and Australian Alvis. He was quite knowledgeable about the ACCV as he received a copy of our Newsletter each Month. I asked him about the rev. limit of the TA 14 engine and he replied 4500 rpm, I kept my mouth closed and didn't say my TA 14 and the TB 14 engines regularly went up to and over 6000 rpm. He took me on a tour of the workshop showing me about 20 Alvis being worked on, mainly TD, TE, & TF21 models. Then we went through the spare parts store, with many parts still in the wrapping as received from Alvis when Red Triangle was founded.

I think the most exciting moment of this day was driving up Holyhead Road and coming to the railway bridge and seeing the Alvis Red Triangle for the first time, I was really thrilled by being so close to the heart of my motoring world.

R Graham.

AERO-ENGINE FACTORY

Coventry

Flugmotorenwerk Alvis Ltd.

Lange (westl.Greenw.):—1° 31' 40" Breite: 52° 24' 40"
MIGweisung:- 11° 21' (Mitte 1940) Zielhöhe Ober NN 95 m
Maßstab etwa 1 : 6000

Lfd. Nr. 37
Genet.5.Abt. Dezember
1940

Karte 1:100,000
GS 23

Aero-engine
Factory



Original Alvis Factory

**Aerial Photo Before
the Air raid**

Luftbild 468 L 16
Vom 8, 9, 39
Vor den Angriffen

Holyhead Rd



After the Big Raid

Luftbild
1061 a/40/234
Vom 27.11.40
Nach dem
Großan Griff
■ Zerstörungen
etwa 9000qm
○ Bombeneinschläge
1) Sperrballone

TARGET 7314 ALVIS LTD

*LUFTWAFFE (German Air Force) photographs taken before and after the BIG Raid
It can be seen that the Aero Engine Factory is untouched.*

Some funny things arrive on my desk from time to time, many of them from Parky. Below is his latest contribution with an endorsement that Holyhead Rd would not have enjoyed. With acknowledgements to the Retired Police Gazette and thanks to our honorable or should that be honorary Treasurer!

JL

Wireless Patrol Vehicles: In July, 1938, Wireless Patrol vehicle were two 12 cylinder fluid drive Daimlers, two Alvis 3.8 litre (reputedly blown up to 4.2. litres), and two six cylinder Wolsley sedans. Both Daimlers had been sold by late 1939 following the introduction of six Ford Mercury V8 sedans with a 1940 model in that year by which time the Alvis and Wolsley's had been phased out.

The two green Wolsley's had no identification as Police vehicles and were spoken of as "Q Cars" (relating back the specific armed ships in WW1. They were equipped only with a receiver, tuned by the operator seated alongside the driver using a coin, nail file or similar to insert into a slot in the tune shaft, plus volume control. An aerial was built into the roof lining. A spotlight on a flexible cable located at foot level was also used as a safety aid to flash across intersections when traveling at speed. He also operated the POLICE sign fitted to replace the sun shade. The lack of a transmitter was a serious drawback to efficient patrolling and created problems when urgent assistance or information was required as to suspects or car registrations.

I was told the introduction of Q cars was on the direction of CCP Duncan, having been a senior officer of the Flying Squad, and he also removed the warning bells from the Daimlers. The Daimlers were excellent patrol cars, capable of carrying six person with speeds in the high nineties, plus the fluid drive to cruise extremely quietly at walking pace. These cars were fitted with a transmitter and receiver in a comparatively wide but slim metal box with hinged front for tuning purposes, attached to the rear of the drivers seat. It was no impediment to the operator entering or leaving his seat behind the driver. The morse key, volume control and plug in for headphones if required were in a small metal box on his arm rest.

Alvis motor cars were not common in Australia being accepted as expensive sports cars. Long and narrow with seating for four, back seat members described them as "knees above your ears and testicles on the floor". The suspension often bottomed out in deep road gutter especially around South Melbourne, and on two occasions, wheels collapsed when cornering.

10

Today long
Gazette.
just read this in the Retired Police
Parky.



RETIRED POLICE GAZETTE

No.256 - February, 2007

Newsletter of the Retired Police Association of Victoria Incorporated

Registered by Australia Post Publication No. 339581/000072

Mike Osborne, recently sent me a series of photographs taken by a spectator at last year's Burra to Morgan re-enactment of a run that took place in 1906.



Mark Burns and co-driver in the seriously prepared 12/50 Ducksback, receiving a lot of attention from spectators and the media.

Also from the April 1979 Motor Sport (courtesy Richard Williams)

DOES THIS CAR FEATURE ANYWHERE ELSE IN THE NEWSLETTER?



1973 Volkswagen based Bugatti replica. A lot of fun for little money. L.H.D. £3,250



Circa 1935 Spikins Bantam. Historic single-seater racing car. Blown engine, pre-selector box, pictured and documented in John Bolster's book of "Specials" £6,500

1956 Jensen 541 Manual, Q/drive, very nice condition £2,500

**IAN GRANGE,
HANDFORTH HALL,
HANDFORTH,
CHESHIRE.
TEL. WILMSLOW
527968**

The Story of Milly (part 1)

Alvis TA14 (Mulliner bodied) engine no 23637, chassis number 23637, body number M1607. Date completed 09/01/1950 shipped to Perth 10/01/1950

Having been a member of the Alvis club of Victoria for just over a year now I thought it was time I put pen to paper and told you all about my TA14. As I live in Perth WA it is a little tricky for me to get to meetings and attend any of the outings that are organised by the club. So I thought my contributions to the club can be via the Alvic.

The story starts back in November 2005. Each year, for the last few years my wife and I have been attending the Bridgetown show which is about a 3.5 hour drive south of Perth. I usually drive down with my wife in one of our classic cars on the Saturday prior to the show, which is on the Sunday, and stay with some good friends of ours (Mike and Molly Askew) at Boyup Brook. Mike is also an avid collector of classic British vehicles etc and has in his collection tractors, trucks and even a BSA Bantam as well as a number of cars. The show is a typical country town agricultural show. The local branch of the Veteran Car Club of WA organise a display there on the day in which we display one of our cars. This particular year we displayed our 1960 Morris Minor van, as I had just finished its restoration a few weeks earlier. During the course of the show Mike sidled up to me and asked if I would be interested in an Alvis to restore as he knew of one that was languishing, almost forgotten in a shed.

My father had always lusted after an Alvis since seeing them in his pre war boyhood days, but had never been in the position to afford one. He always believed them to be one of the finest cars on the road in their day. So at the mention of an Alvis in need of a restoration my ears pricked up, I wanted to know

more about the car. Unfortunately Mike knew very little about it except it was in a farm shed in Boyup Brook and had been there for many years and the owner was considering selling it. It turns out that the owner was the son of one of Mike's good friends and Mike had heard about its existence from him.

After the show we headed off to Boyup Brook which is about 40kms from Bridgetown. This year we were staying overnight at Mike and Molly's before heading back to Perth on the following day. By the time we were at Boyup Brook, Mike had gone ahead and had arranged for us to look at the Alvis, which was in an old barn at the edge of town. The owners father, Sandy, met us at the barn and knew some of the history of the car.

His son had bought the car when at university in Perth (I

think this would have been in the late sixties) The gentleman selling the Alvis TA14 (If I remember correctly lived in the Mosman Park area) at the time already had several Alvises and needed to sell one so that he would have the space for the latest model that he intended to buy. So he decided the TA14 was the one to sell. Sandy's son saw the car and decided to buy it. It had been hand painted black. He had the car resprayed back to its original maroon colour and drove it around for a number of years. The only problem he had during this time, was when the water pump failed. He found it very difficult to find a replacement unit. Eventually a replacement was installed and the car was driven without major problems until 1976. In 1976 the owner started working Interstate and his beloved Alvis was put on blocks in the barn until his return. The years ticked by and the son eventually returned to work in Perth. The old Alvis stayed in the barn on its blocks. Occasionally it was started but that was all. It seems that a few people knew of its existence but the owner had never been prepared to sell it. So there it stayed, with its only company being the local rat population. It seems it had also spent some time outside under canvas during this period of storage.

When we opened the barn door, (see photo below) it took my breath away a majestic sight even in disrepair nestled like a diva on a smoky stage amongst the billowing wood dust unsettled by our arrival. There it was jacked up on blocks, the rear passenger door had fallen off its hinges and was



laying on the floor next to the car. Termites had made short work of this door. Its timber frame had all but disappeared, the rear window had also fallen out and was not in sight anywhere. Rats, it seemed, had also had lots of parties in the old girl as she was full of rat droppings and much of the leather on the seats had been chewed away. Apart from these 'minor problems' the car seemed to be complete even to the extent of still

having its Jack and cranking handles still in their cradles.

The passion was ignited.....I wanted it!!! I must have it!! It all seemed to good to be true. Sandy gave me his sons phone number and asked me to call him to discuss the sale. The only condition was that I needed to call his son between 7.00 and 7.30 any morning to have a chance of catching him at home. After several weeks of trying I eventually managed to contact him.

He did not seem at all sure he really wanted to sell it. He was advertising it in the Alvis club magazine and was adamant he would only sell it to a club member and even then only if he had guaranteed it would be restored and not broken for parts I assured him I would join the club and that I would definitely restore it to its former glory. He said well call me in a couple

of months and if it hasn't sold he would consider selling it to me. I was so disappointed seemed like fate had shown me a dream car and then snatched it away again. I was certain someone else would buy it when they saw it. It seemed such an easy restoration .

The months ticked by. Mike called and asked whether I had managed to purchase the Alvis. I told him what had happened, he checked with Sandy and called me back to say it was still in the barn and hadn't been sold and that I should contact the owner again. So I did. After a couple more weeks of trying to catch him early in the morning, he confirmed no one else had shown any interest in buying it. He was off to Canberra for

a few weeks and to call him back then. I took this to mean stop bothering me. I almost did, but I wanted that Alvis so badly. I kept trying to get in touch again. Eventually in April 2006, I managed to contact him again. This time it was.....you know my father! talk to him about the sale. He wants it out of the barn for a party. So I called Mike he called Sandy, I called Sandy the deal was struck and the Alvis was mine. So within days I was on my way back down to Boyup Brook with the cash in my pocket for the Alvis. I was not going to let it escape after almost 6 months of trying to buy it.

How was I going to get it home? Mike came to the rescue. He had another friend with a car trailer which he could borrow and he would deliver it the following weekend to my workshop in Toodyay. He left early one morning and braving rain, 40km of gravel road and a 4½hr drive the Alvis was finally unloaded into my workshop where she will be lovingly restored to the condition she left the Alvis factory in.

So where are we at with it 12 months later?? Well she has a name now, Milly, after Mike and Molly because without them I wouldn't be her proud owner. We also thought that Millicent would be a fitting name when in proper company. Eventually the missing rear window was found in the boot under a heap of rubbish. Thanks to an add in the Alvic I have been able to get hold of a good rear passenger door to replace the termite eaten one...did I mention rats obviously have termites at their parties!

In between restoring a Morris Minor Convertible for Mike and a Ford Anglia 105E for another friend work on the Alvis has been slow. My wife and I are building a house on our land and so we are more and more living in our shed...I

wonder who else lives with an Alvis as a home decoration.....just next to the easy chair and in view of the bed. Some evenings Linda sits and reads and right next to her I tinker with the Alvis.



Since owning Milly I have met some other wonderful Alvis owners here in Perth. So if any of you West Australian Alvis owners are interested in an occasional get together please call me or email me.

brucelin@bigpond.net.au. A/H phone 08 9417 2317 or mobile 0448001072. If enough of us are interested I will arrange something.

To be continued.....

The
ALVIS
FOURTEEN
The Enthusiast's Motor Car

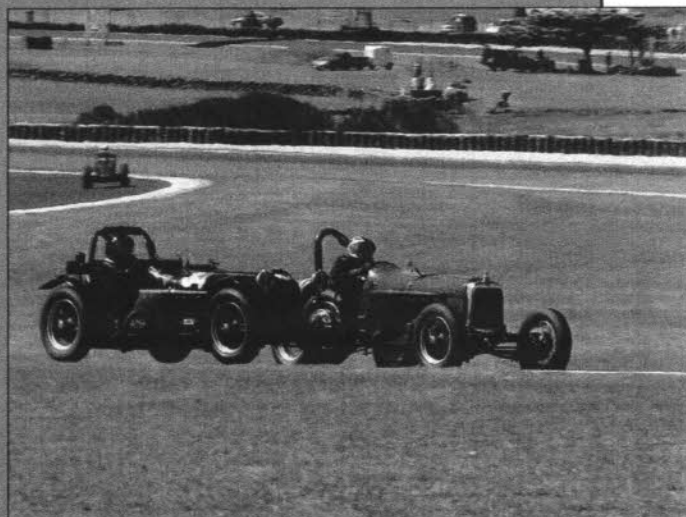


FOURTEEN

PHILLIP ISLAND HISTORICS

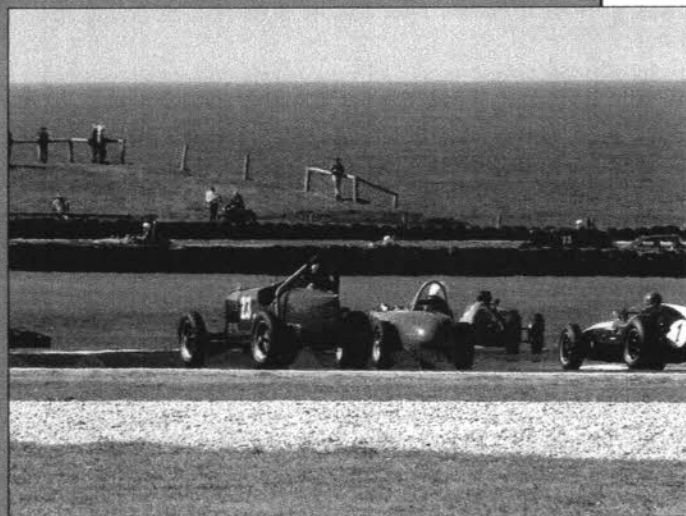
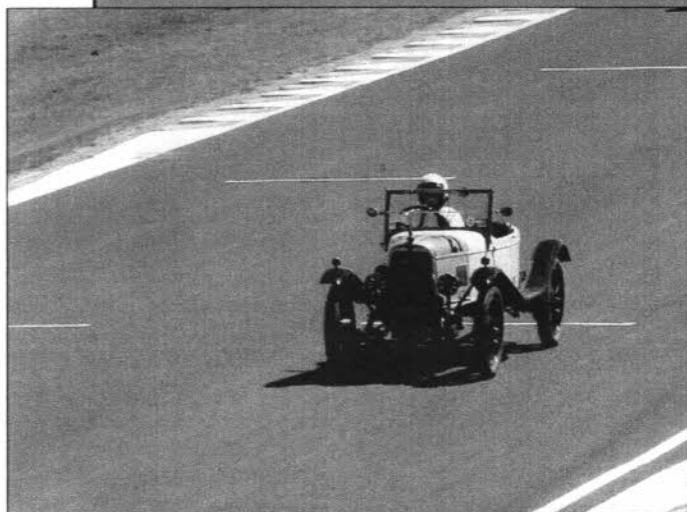


Above: Trevor Eastwood (4.3 monoposto) leads a gaggle



*Above: Geoff Hood in the 1250 race car battling with an Amilcar
and Below: in the pack*

Below: Mark Burns in the 12/50 Ducksback in the Regularity

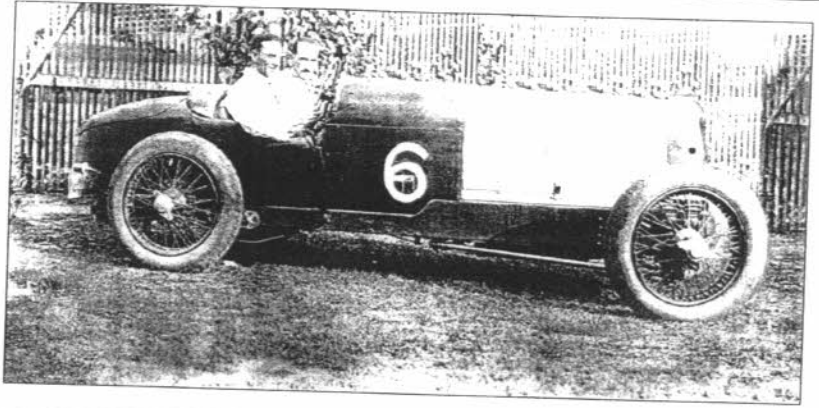


Photography by Andrew & Frances McDougall

SWAP, BEG, BORROW or STEAL

FOR SALE

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



THE ESTATE OF THE LATE LAURIE BUCKLAND

FOR SALE

TA21—partially restored
Contact - Clive Bucknal 5449 6127 or 0421 344 527.
(The 14.75 also part of the estate is thought to have been sold)

WANTED

Required for 1934 Silver Eagle SF 16.95
Coil type Rotax Q.12. Also used on Firefly type SA and SB
6 cylinder distributor type Rotax DF.6A. Also used on the Silver Eagle SG
Contact: David Head phone: 5276 1223

FOR SALE

Dear Sir,

Many years ago I owned an Alvis Grey Lady. After selling it in the 1960's and forgetting about it until I came to Australia in 1986, I found that I still had a few bits and pieces, namely a full set of Alvis hubcaps in perfect condition (no re-chroming necessary at all), plus a couple of rubber grommets bearing the Alvis logo (no idea what these are), two ashtrays (rear, I think) and a couple of small chrome key covers (could be from boot lid maybe). There is also an owner's manual in fair condition. I wonder if any of your members would be interested in making me a sensible offer for these items?

I remain, yours faithfully,

John Pellowe

email: johnpellowe@hotmail.com

WANTED

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

Contact Dale on 03 5968 5170 or 0428 832 126

FOR SALE

1936 3½ litre 25.63 Pillarless Sedan - rare Bertelli body

Car # 17827 Chassis # 13115 Engine # 13566

Price A\$200,000

Contact: David Caldwell

Phone: (03) 9729 5821



FOR SALE

Good home needed for chassis and body tub including doors from TA21 saloon serial no 24236. The chassis is in excellent order having been stripped, derusted and repainted. I am unlikely to ever get around to restoring the car due to the sheer economics, so if there is someone out there who can use these items, please contact Mike Osborne on 08 88373158 (Ardrossan, SA),
email: ozbornes@internode.on.net

FOR SALE

SPEED 25 ENGINE PARTS

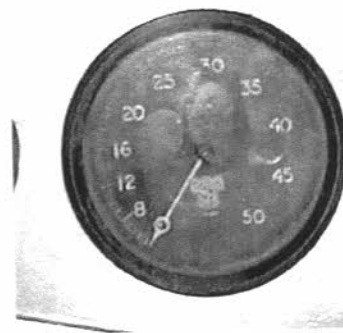
Crankcase / crankshaft / block / conrods & pistons / cam shaft & bearings / chain tensioner & sprockets / distributor drive shaft & casing / distributor magneto / generator / water pump / harmonic balancer / clutch housing / jack shaft / fly wheel / main bearing oil gallery / cylinder head—unserviceable \$8000

1936 3½ litre radiator / 2 brake drums / L & R hubs - rough but serviceable / left & right knock ons / 4 x 19" rims / Andre telecontrol shockers & gauges / 6 jelly moulds - offers invited

Frank Mornane (03) 9592 8320

WANTED SMITHS 0-80 mph speedo, black face, white figures, to use in my 1928 FWD Alvis. It would have to match my Rev counter which is shown in the photo. I have for sale (or swap) a 0-80 mph JAEGER speedo, beezel face, excellent condition.

Cheers Des Donnan 07-5445 9981



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