

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

*October 2008*

# Alvis

# It's On!

KX 0100

 **JNBC** MEMORIAL **TOUR**  
**VICTORIA**

*7th October to 26th October*

# 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: Looking like the Salvation Army brass band—Chester McKaige's 12/50 in regalia ready for the JNBC*

## PRESIDENT'S REPORT

As I sit typing this Pres report in our motel at Warrnambool on the JNBC Tour, I can't but think about the great people that have joined us for this event.

I think Julian would be absolutely chuffed at the thought of what we are doing. As they used to say about Brooklands, "the right crowd and no crowding."

Those of you who are joining us later will certainly meet some very interesting people and I feel sure that many friendships will have been made by the conclusion in Healesville on the 25th October.

Please remember that the November meeting will be our AGM and the perfect opportunity for you to have your say in any direction you think the club should take.

Well that is about all I'm going to say. We have another 20 odd days to go and hopefully all of will make it around Victoria in one piece.

See you in November.

Cheers  
Chester



Ben Lenthal is the new AOC Newsletter Editor and we welcome him to our worldwide readership

## APOLOGIES

**Sorry if ALVIC seems a bit scrappy this month. The JNBC workload has caught up with your editor. Promise to make up for it next month with more news of the JNBC Tour.**

## EVENT CALENDAR

OCT	7-26	JNBC Memorial Tour
NOV	21	ANNUAL GENERAL MEETING
DEC	7	Christmas Party at the Langs - <i>details in November ALVIC</i>

## VALE

### ROLAND COMFORT

On behalf of the committee and members of the Alvis Car Club of Victoria, we offer our sincere condolences to Roland's family on his passing.

For many of us who new Roland, they would remember a truly fine gentleman with a great sense of humour and who could forget that smile.

We all enjoyed his company on National Alvis Rallies and he will be great loss to the NSW Alvis fraternity.

We were looking forward to seeing Roland on the Beechworth stage and his absence will be missed by all.

### The Sick List

Clare Fitch recently had a heart attack and is recovering slowly.

Pat Parkinson is recovering from another bout of pneumonia.

Bob Graham is in Cabrini Hospital in Melbourne having had a stroke and several bad falls with resulting fractures. His recover will be long and uncertain.

We wish you all a speedy recovery

Dear All,

The Kalorama Committee has decided to change the format of the event and do away with the "competitive events" and replace them with a Club Concourse and a Show and Shine. It will be open to vehicles 25 years and older, in line with the eligibility for the Club Permit Scheme. There will still be the mystery run from the Manhattan Hotel, meeting at 9.00am for a 9.30 start. There will be no entry form and program this time, which cuts down on administration effort and costs. The run from the Manhattan is for those people and vehicles which turn up on time on the day. There is no entry charge for the run. There will still be the awarding of the Kalorama trophy, for which eligibility will be for those participating in the run from the Manhattan and will be for the best presented car, not necessarily professionally restored or concourse, and will take into account how it has been maintained and used over time.

It is expected that the cars should arrive and go on display at the Kalorama ground from 11.00am. It will make it much easier to set out the parking if those entrants from the individual clubs arrive at the same time or the numbers attending are known, so that grouping and parking space around the oval can be allocated.

The Kalorama Committee will appreciate each of the supporting clubs making an effort to have their members attend and to use this occasion for the running of individual club concourses. This way it is hoped to get a good array of interesting vehicles on display to compliment the picnic atmosphere. Proceeds for the day go to the local CFA who is most supportive.

Following the running of next years event, if the Kalorama Committee feels that the event has not been well supported by the clubs and that there hasn't been a sufficiently good spectacle, then it will give consideration to calling it quits and winding up the event.

Andrew McDougall

Last month's ALVIC carried an incorrect date listed on the Notice of Annual General Meeting.  
It is November 21st.

YOU ONLY NEED TWO TOOLS IN LIFE - WD-40 AND DUCT TAPE. IF IT DOESN'T MOVE AND SHOULD, USE THE WD-40. IF IT SHOULDN'T MOVE AND DOES, USE THE DUCT TAPE.



## THE OCTOBER 3 GENERAL MEETING

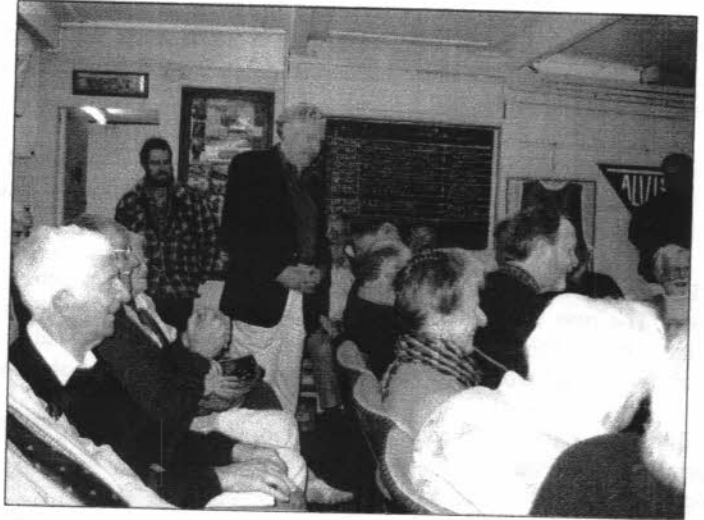
An open invitation was made to all members to come to a non schedule monthly meeting at the club rooms to meet some of the early international arrivals, here for the JNBC Tour.

Most met for an informal dinner at the Malvernvale Hotel and onto the clubrooms for a meeting. It was standing room only for some and many of our guests had arrived that morning at about 5.00am and in most cases did a marvelous job of staying awake. The meeting was classic ACCV fun with the usual nonsense being directed at all and sundry. Our guests included, Alan & Thelma East, Nic & Pat Simpson, Bryan & Elin Pooley, Mike Hirst, Bill Rankin & Terri Alder, Jes & Jenny Jarvis, Peter & Susan Holmes, Iain & Jane Galloway, Sarah & Karen Tonkin.

Apologies to anyone I have missed.



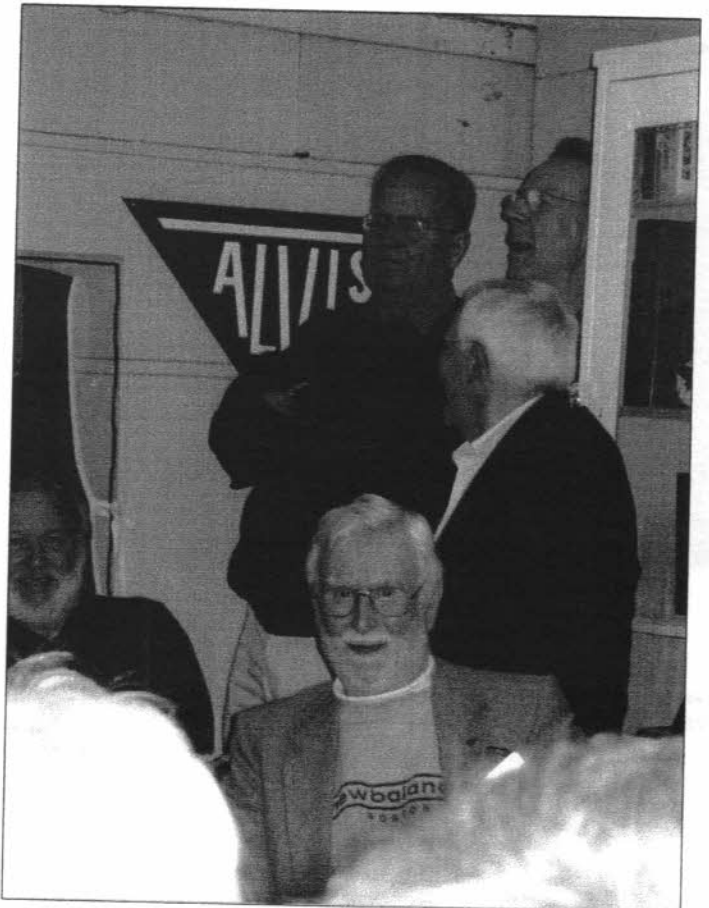
*Bryan Pooley takes his turn at introductions*



*Alan & Thelma East are renewing old friendships, having been ACCV members in the 1960s*



*Peter Webster introduces himself and his wife Susan*



*Mike Hirst (with red collar) arrived with Steve Denner*

# JNBC MEMORIAL TOUR 2008

The Tour commenced with the Opening Dinner on Tuesday 7th October at the RACV Club in Melbourne, with John Hetherington in charge of proceedings.

The event was brilliant and the company even better.

The success of the night allowed the memories of some of the dramas leading up to it, to fade into history.

The Pooley and Little TA21s arrived with some problems that emerged on the run to Southampton and obviously were of concern to their owners. The cars were trucked from the docks to Dale Parsell's Historic & Vintage Restorations and one required an engine out repair. Full credit to all the troops at H & V as one car was delivered back to its delighted owner on the 6th and the other on the 7th.

Tuesday afternoon saw some frantic work in the RACV basement with Steve Denner's 12/50, on loan to Phil Diffey, with the flywheel and clutch in pieces on the floor. At 5.30pm, it looked like drinks and dinner were going to be served to Mike Hirst and Phil, down in the basement.

When Ruth Hirst and Janet Diffey arrived, Mike grabbed some grease and dabbed it on his forehead looking for a sympathy vote. The ruse was successful and Ruth cleaned his furrowed brow. All jokes aside, both Mike & Phil were sporting head injuries from sitting up too quickly under the cars and the ladies soon got over the fact that the clothes their husbands were wearing that had previously taken pride of place in the wardrobe, would now be relegated to the work clothe status.

Following departure from the RACV Club, to start the event, the 12/50 required another couple of clutch adjustments and then performed admirably for the rest of the day. The two 12/50s were seen dicing with the trucks on the Princes Highway to Geelong and arrived safely at Queenscliff.

The following photographs are a snapshot of the opening dinner and arrival at Williamstown.

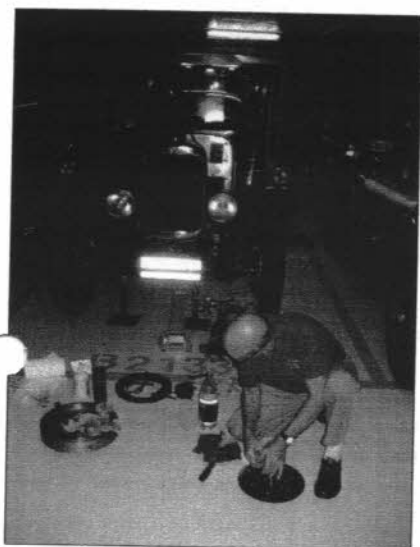


*Guests enjoy the company and the food at the RACV Club. John Hetherington in charge of proceedings*





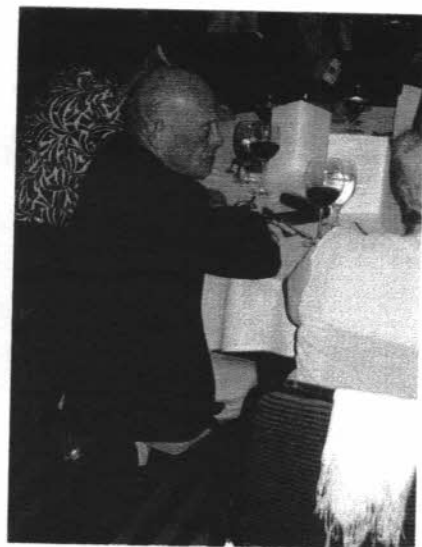
*Above: some of the Melbourne city skyline behind the cars at Williamstown*

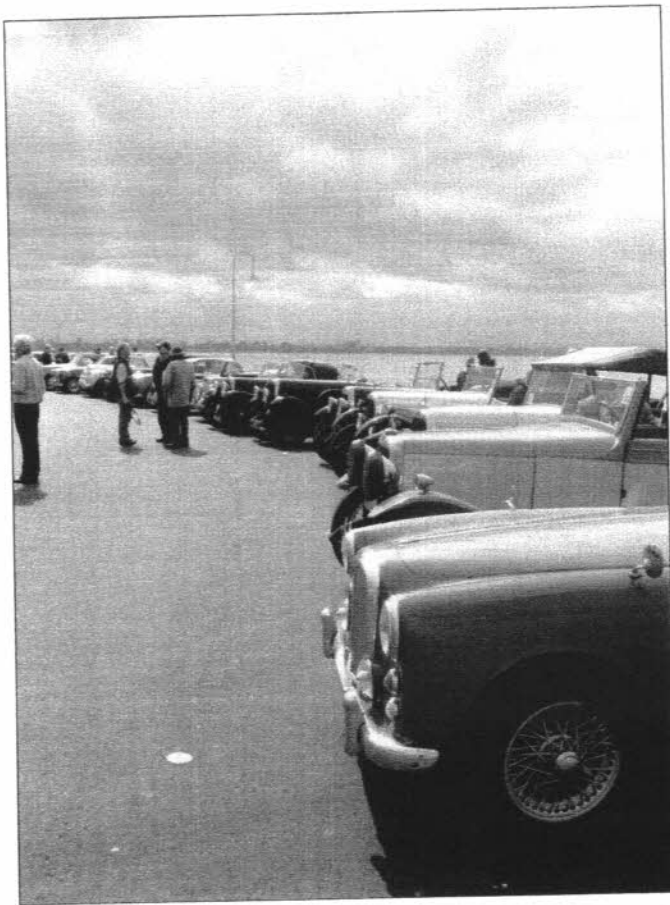


*Left: Phil Diffey at work in the RACV basement.*

*Right: cleaned up and enjoying dinner*

*Below: in trouble again!  
The Police Historical & Re-enactment group were invited to appear and be part of the event. They arrived in their Wolseley 6/90 complete with bell and blue light to compliment drivers on their cars.*





*Below: a laid back Richard Day listens to Mr Plod*



*Above: Pat Simpson plays tea lady!*



Queenscliff was the lunch stop and the Yacht Club was the venue.

The Club is on Swan Island, a military establishment and security clearance was required for all to enter. David and Jan Seath had arranged a wine tasting on local wines and an enjoyable lunch was had by all.

The most difficult part of lunch was negotiating the 300degree turn onto the Yacht Club drive on the way in and out again.

The SP25 with its 40 foot turning circle needed a hard right turn and a back up the service road to make the grade. Remind me never to enter an underground car park!

A trip back to Geelong and a most enjoyable dinner at the Empire Grill completed the first day of the event.





## The "IVORY" TB14

A couple of shots of my rather sad TB14 getting a breath of fresh air for the first time in many a year. Its in my nice new toy shed at Laidley, where we have moved to from Brisbane recently. Laidley is half way between Brisbane and Toowoomba.

I bought the car over the phone from Townsville from an advert in *Restored Cars* in 1980, the price was \$450.

When the car arrived in Brisbane, it was pretty well as described over the phone, ie sound chassis, mechanically complete, but rusty body. No exaggeration there! The state of the body meant that the TB14 went on the back burner, and it has languished in various dark corners since 1980. But I did put oil in the cylinders back then and the engine still turns.

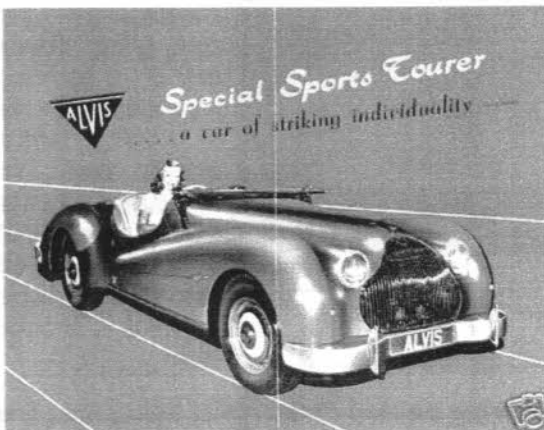
With the car accessible again I've been able to study the body more closely, and in the right hands the shell is probably salvageable, but a major project all the same.

The TB14 is the ivory one of the three (red green and ivory, you've all seen the advert) consigned to Markwell's in Brisbane. It was sold to a Fred Ward, no relation, who ran a fish mongers in West End, Brisbane. The car was used to sell fish around Brisbane in the late 50s early 60s, the boot lid had been removed and a fish box was mounted in the boot space.

By the mid 60s the boot lid had been refitted and the car was in Townsville and was associated with Ward's Fish Shop on the Strand. The car was still a familiar sight around Townsville in the very early 70s up until cyclone Althea struck Townsville in December 71. The shed in which the TB14 was kept collapsed in the cyclone, and the car sat under the remains of the shed, undamaged by the collapse, but exposed to the weather for the next few years. Apparently the elderly owner, who may have still been Fred Ward, always used to say when approached about the car that he was going to get it out and fix it up one day.

Eventually a Townsville car enthusiast persuaded the owner to part with it, but who decided after a year or two that it was too big a project for him and placed a For Sale ad in *Restored Cars*.

Bob Ward,  
Laidley



"Gongoozler" recalls the defining occasion of

## THE SUMMIT ON THE MOUNT

In sparkling spring sunshine, traffic was streaming towards Bathurst on Saturday, 4th October 1958, in what was expected to be the biggest Bathurst race meeting ever with a record number of entries. On this first day of the Eight Hour Day holiday weekend, the excitement and anticipation of a great three days of motor sport was palpable as the city of Bathurst was entered and the crowds in the main street were in an obvious carnival mood which was quite infectious. Out on the Mount Panorama race circuit, there was an even greater frenzy as cars were being tested during practice and some found wanting, including Tom Sulman's DB3 Aston Martin which was already scratched with a broken crankshaft.

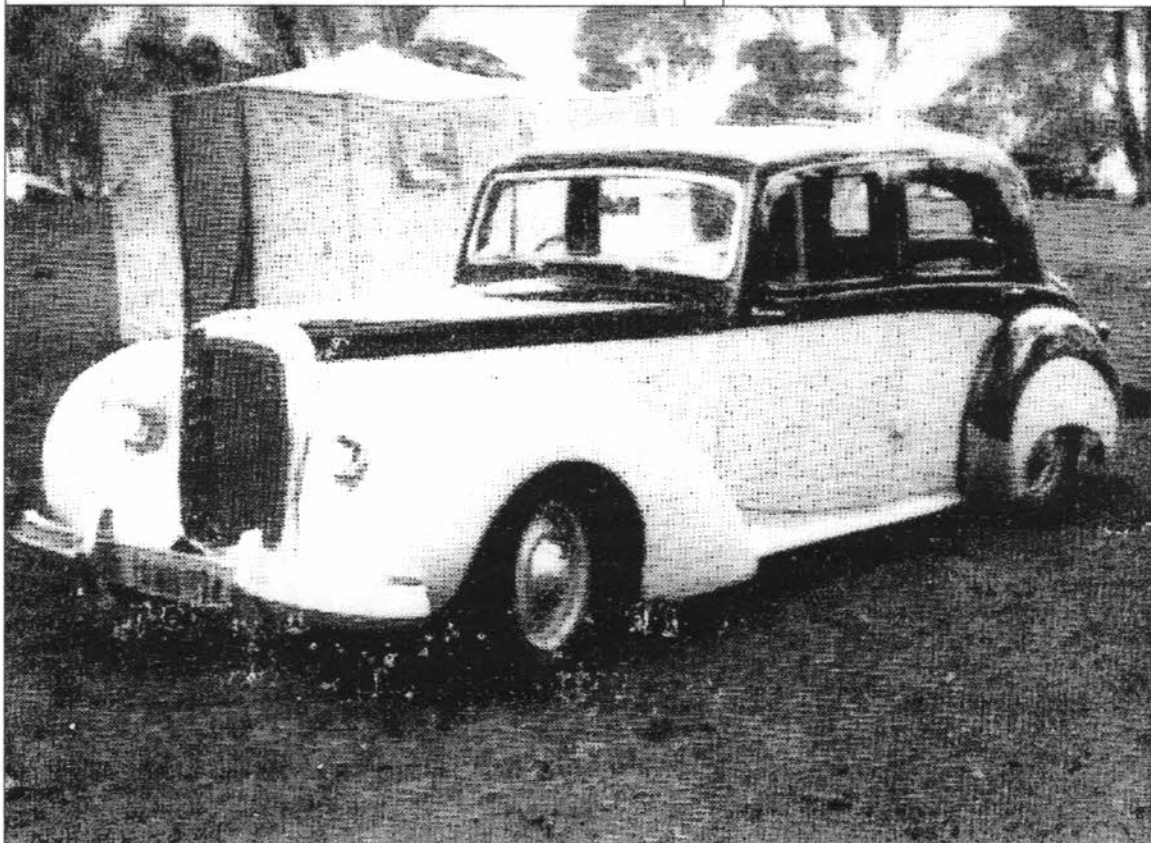
Meanwhile, vintage cars were arriving in response to the efforts of the Vintage Motor Club in promoting, with the cooperation of the race meeting organisers, the Australian Racing Drivers Club, a Vintage Car Rally at the circuit. This idea was enthusiastically supported by the Vintage Sports Car Club of Australia and to a more modest degree, by the Alvis Car Club.

At the same event the Alvis Club had also planned a "summit" meeting, on the Sunday evening, to be held in Reid Park at the top of the mountain with the aim of

A similar meeting of delegates from both clubs had already been held earlier in the year at Gundagai. That midwinter get-together was held in freezing weather with nine Victorian and 16 NSW delegates braving the elements prevailing during the Queen's Birthday long weekend in June. It was decided at that meeting to form a federal committee "whose duties would include the publishing of *Alvibatics*, maintenance of a register of cars, etc., the co-relation [sic] of spare parts and the handling of affiliation with CAMS or similar bodies."

As the sun started to set on Saturday afternoon, there was a mixture of elation and disappointment in the pits at Mount Panorama where Ted Gray's Tornado, Derek Jolly's Lotus XV and Leo Geoghegan's Holden had made times better than existing records in their respective classes, while despondency prevailed in the pits of Arnold Glass (Ferrari Monza's gearbox mainshaft broken), Peter Manton (dropped valve in his Morris Major) and Bill March whose Holden racer had crashed during a practice session. To add to everyone's worries were the clouds gathering as the sun set.

The ever-cheerful John Tuffy had brought with him in his TA21 Alvis saloon, a tent which was erected in



Reid Park, atop the mountain, to serve as a **c a n v a s** conference room for the meeting of Alvis delegates. Around much of the race circuit other tents had been pitched and their camp fires glowed as **d a r k n e s s** descended while the spectators prepared their evening meals.

Then thunder accompanied the now black clouds and soon lightning preceded a deluge of rain which doused fires and flooded tents which had not been prepared with drainage trenches around them.

*John Tuffy's TA21 in front of the tent he had brought to Mt Panorama for the Alvis Clubs' conference.*

bringing together delegates from both the Sydney-based club and the Alvis Car Club of Victoria.

Sunday morning dawned drearily with heavy mist and occasional drizzle until about 11 o'clock. ARDC officials

were concerned about the mud washed by the night's rain across most of the corners of the circuit, while spectators were hampered in moving around as access roads were virtually impassable, making it difficult for late arrivals to access MacPhillamy and Reid Parks from the entrance gate below. The officials decided to leave the circuit closed for a further half-hour to allow the mud to be swept off the circuit's corners, and this time was exploited by allowing the 40 or so vintage cars to parade around the circuit for an exhibition lap. The vintage Vauxhalls made up the most outstanding marque as the 30-98s, 23-60s and 14-40s made an impressive assault up the mountain. At the following concours d'elegance Rick Eaton's superbly preserved 1928 40hp Fiat tourer was awarded first prize.

Meanwhile, the Alvis contingent was relieved when the Victorian delegates arrived tired but cheerful after their epic ride from Melbourne in Terry Plummer's 4.3-litre Alvis tourer. The 4.3 had been driven at a hectic pace and clouted some sheep and skimmed a fence during the rushed journey. The other three delegates from the southern city who travelled with Terry were Dr. Jonnan, Bas Bowes and Peter Fraser. They were greeted by the Sydney representatives: Norm Adams, Charles White, Rob Gunnell and Eric Cunningham.

The Sunday race program commenced at noon with a parade of the competing cars after which spectators were kept on their toes watching Leo Geoghegan winning his sedan scratch race from start to finish in record time. This event was followed by a program of very satisfying motor racing which was now running to schedule and included the heats for the Australian Grand Prix.

As the sun went down the motor-racing crowd were looking forward to the next day's program but with an apprehensive eye on the weather which by now had turned wet again but without the lightning and force of the Saturday night's thunderstorm.

While spectators were settling down for the night and the motor-racing teams were working on preparing their cars for Monday's racing, the Alvis Clubs' delegates adjourned into the cramped confines of the Tuffy tent to discuss the ways and means of bringing the two Alvis clubs closer together. (The Sydney-based Alvis Car Club, incidentally, had tacked the word "Australia" on to its title three years earlier.)

The most discussed topic at the Sydney Club's meetings since the June convention at Gundagai was the manner by which the Melbourne-based club and its Sydney counterpart could work towards a merger. Matters such as (1) allowing the ACCV to extend its membership area to embrace Tasmania and South Australia as well as Victoria, whilst ACCA would cover the rest of the country; (2) consideration for the Federal body to become a limited liability company to which all subscriptions would be paid and (3) the question of financing and managing *Alvibatics* were discussed.

The meeting on the evening of 5th October 1958

appointed Charles White as chairman who then advanced several ideas on behalf of the ACCA for merging the two clubs into one body, but these proposals were turned down by the Victorian delegates who felt that under any of those schemes the Melbourne Club would lose its independence and despite "any advantages which may be gained, this loss of independence would not be countenanced by the majority of the Victorian Club", it was later reported in *Alvibatics*.

The report in the November 1958 issue of *Alvibatics* continued: "What the Melbourne chaps wanted was a pooling of resources of both clubs so that the formation of a limited liability company could be formed in the name of the new Federal club which would become affiliated with CAMS [the Confederation of Australian Motor Sport]. However, in the absence of definite ideas on where this new club was to be situated and who was to manage it, negotiations broke down, and it was finally announced that the two Clubs, for the present at least, should remain as they are; but it has been recorded that both Clubs will cooperate with each other as much as the vast distance between them will allow." The Victorian Club confirmed this opinion in a letter it wrote to the ACCA.

As *Alvibatics* editorialised in its October 1958 issue, "Although not successful in bringing closer together the Alvis Car Club of Victoria and this Club, the small convention held at Bathurst early this month by delegates representing each Club, did result in some constructive thinking by Committeemen on the real and possible shortcomings of this Club in the light of its present set-up."

That editorial continued: "Some disappointment was expressed during 8-Hour Weekend that we were unable to unite the two Clubs at present but it is felt that the obstacles in our path are not permanent [and] the way should be cleared for further negotiations."

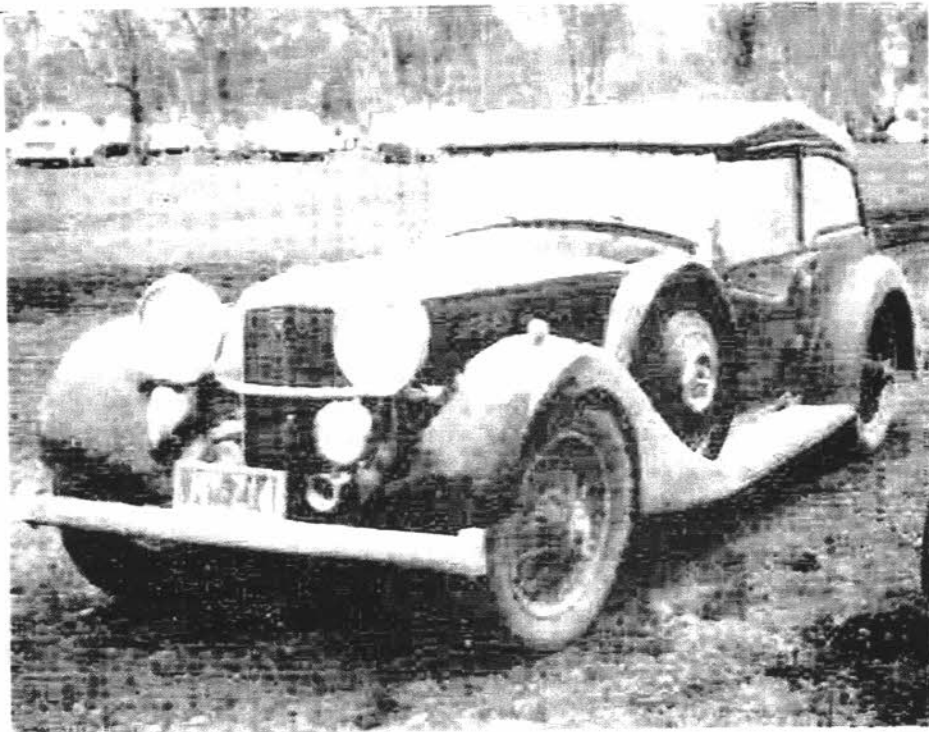
Fifty years later and those "obstacles" seem to have become permanent.

Monday, Eight Hour Day, produced sunnier conditions but the poor weather of the previous two days kept many of the expected record-breaking numbers of spectators at home, but at least they were able to watch the motor racing on television for the first time.

At noon the first race was started and after ten laps the sports car scratch race was won by South Australian Derek Jolly in his Lotus with Bill Pitt, driving Mrs Anderson's D type Jaguar from Queensland, in second place. This race was followed by another 10 lapper -- this time a handicap race for "sedan and touring cars" which set off from a massed start and resulted, after several dramas (one of which involved the indefatigable Ted Ansell surviving the rolling of his 500cc Fiat Arbath), in a Peugeot coming first and a Vauxhall (2nd) in the handicap section, while David McKay won the scratch section in a 3.4 Jaguar with John French in a comfortable second place.



The 23rd Australian Grand Prix brought the meeting to an exciting close but its start was delayed while oil was cleared off the track. After a drama-filled 30-lap race the chequered flag was waved at the Ferrari of Lex Davison who was followed by Em Seeliger's Chev Corvette-engined Maybach while Tom Hawkes in his Cooper Holden filled third place. Ted Gray made fastest lap for the race.



*Terry Plummer's 4.3 litre Alvis on arrival at bathurst after a very hurried drive from Melbourne in October 1958.*

Thus ended the three-day holiday weekend on a satisfactory note for the spectators attending this Bathurst meeting. For those who were able to watch the telecast races back home there was even more excitement at the innovation of the Australian Broadcasting Commission's TV coverage using three strategically placed cameras around the course. The broadcasts were so well received that the ABC's telephone switchboard was jammed for hours after the AGP with complimentary calls, it was reported later. A magazine stated that "Altogether a new standard has been set for Australian Grands Prix." So confident were the organisers of this meeting that plans were immediately put in place to open future meetings to top racing teams around the world.

The high standard of entertainment afforded to the Alvis contingent by the excellent motor racing at the Mountain offset their disappointment with the inability to reach satisfaction at the Sunday evening's interstate meeting.

## EPILOGUE

As the crowd of spectators dispersed from Bathurst the Alvises, too, made their way home: the 4.3 litre tourer returning its four delegates to Melbourne and the Sydney contingent making their separate journeys home. A TG series 12/50 tourer with its three occupants left the Great Western Highway at Lithgow and proceeded at a steady 50 miles an hour to descend the Blue Mountains via the Bells Line of Road on which traffic was virtually non-existent in contrast to the congestion on the main road to Sydney through Katoomba. Darkness had fallen by this time and the old Alvis was humming along with its copper exhaust pipe emitting a most satisfying cackle, when the nine-year old son of the family called out from the back seat, on which he was kneeling so as to peer through the rear window, that a big car seemed to be closing in on the Alvis. Soon afterwards the lights of what appeared to be a largish vintage car appeared in the rearview mirror of the 12/50 and as they passed through the village of Bilpin the shape of a 30-98 Vauxhall with its hood furled was discerned as it thundered imperiously past the 12/50 which had its crew snugly ensconced inside the sports Cross & Ellis coachwork with taut hood erect and all sidescreens pegged in to keep out the crisp mountain air rushing by.

The driver of the dark green Alvis tourer kept his car on the tail of the "Thirsty" with a plot developing in his mind. The big 30-98 Vauxhalls were supreme in their day for climbing up hills but their poor brakes did not permit reckless descents of steep declines such as that which the two cars were now approaching.

At the top of the steep Kurradjong descent the 30-98 slowed suddenly and its deep exhaust note altered, signalling that its driver was making a precautionary change down to third gear. At that moment the 12/50's driver also changed down to third but, instead of braking, the Alvis shot ahead and overtook the surprised driver of the 30-98. Immediately he was in front of his rival the Alvis driver braked too and then changed down to second gear as the 12/50 swept round the left-hander which sharply dipped towards the right-hand hairpin bend. On exiting the hairpin the 12/50's exhaust indicated a quick change into third and a few yards further it was in top gear again as it descended the lesser decline towards the Hawkesbury River. The 12/50's "pilot" called out to his "rear-gunner/observer" if he could see anything of the "foe" and was assured that the other car's lights had not been seen since the Alvis had emerged from the hairpin bend.

For the rest of the journey home the crew of the 12/50 Alvis quietly reflected on the advantages of an Alvis over a Vauxhall and a most satisfying conclusion to an interesting weekend.



## ***Alvis people behaving badly!***



*There never is a shortage of candidates for this section of ALVIC.  
Here we see a former ACCV President on his hands and knees kissing a camel while Margaret looks on!  
The only positive thing to come from this exhibition is that he knows the best end to kiss!*

**For Sale**  
**1931 Alvis**  
**12/50 TJ**  
Chassis No. 9145  
Engine No. 9626

Supercharged two seat roadster in excellent condition. Full wet weather equipment in Mercedes cloth with leather upholstery. A well known Alvis Club Car with great performance, reluctantly offered for sale. \$70.000

For more information contact Ray Newell 03 9755 3280 mob. 0428 558 228



***MORE MEMORIES OF THE 2007 NATIONAL RALLY***



*Eric Nicholl and Bob Blacket discuss the finer points of Eric's 14.75*

# ALVIS ON THE DOWNS

Saturday 2nd to 9th May 2009

2009 National ALVIS Rally

Contact:

Graeme Singer [gsinger@bigpond.net.au](mailto:gsinger@bigpond.net.au) or (07) 3378 5970

## SWAP, BEG, BORROW or STEAL

### FOR SALE

4 x Avon Turbo Speed 6.00 x 16 Tyres

Extend your TA14 to its limits. Rated to 140mph.

Bought several years ago for a special that was never completed.

Never seen the road.

Best offer over \$300

Don Bosanquet 9568 0397 or 0415 556 053

### FOR SALE

1926 Alvis 12/50 TF Tourer

Chassis 4553, engine # 5884

In good running order

Recent new radiator core, reground camshaft, new valve springs, pistons and rings.

Alternator fitted, running off the jack-shaft between clutch and gearbox.

RWC provided to a Victorian buyer.

Registration : DV 1926

\$65,000AUD

Ring Si Ramsay (03) 5472 4321 or fax (03) 5472 4081



**WANTED** bronze bodied 1 3/8 SU carburetors, any condition. Contact Dale 03 5968 5170 or [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au).

**AVAILABLE;** Silver Crest Hypoid crown wheel carrier (the alloy part) includes crown wheel & pinion, swap for speed 20 one or something else useful.

Contact Paul Chaley 03 9877 0666 or [historic@historicvintagerestorations.com](mailto:historic@historicvintagerestorations.com)

## FOR SALE,

### AS IS, WHERE IS:

**3.5 Litre Alvis 25.63 Pillarless Sedan**, Car No. 17827, Chassis No.13115, Engine No.13566.

Chassis and engine particulars all as the factory 1936 build sheet.

Body by Bertelli Ltd., Feltham, Middlesex, Sussex, England.

This car is very rare, being one of the only two SA.25.63 3.5 Litre Alvis cars to have been fitted with a Bertelli body. The other was purchased by the late Henk

Widengren, a Swedish racing driver

of the era, and is, I believe, currently being restored in that country. However, Widengren had his car upgraded to 4.3 Litre specification pre-W.W.II., so strictly speaking it is no longer a 3.5 Litre?

History as far as is known:

The factory build sheet shows that the car left the works on the 2nd. of January, 1936 as a chassis consigned to Messrs. G. Hartwell, Bournemouth, U.K. The Alvis service card for the car, dated the 25th. of March, 1936, identified the owner as Mrs. F.E.Wells-Melbourne, 'Silverdale' Fair Oak Lane, Oxshot, Surrey. Nothing is known of the car from then until 1959 when the log book was issued to David Wood, landlord of a pub in Litton Cheney, Dorset, who used it daily until the magneto drive sheared around 1964, after which it stood in his shed for a year or so till the son of a Dorset farmer, Mr. Allan N.W.Percival, bought it around 1965 and from whom I bought it in 1971.

The car was shipped out to Penang, Malaysia in 1971, where I began its initial restoration. It was shipped to Australia in mid-72 and completed in 1978. Its second bare-metal restoration was begun in 1990 on my retirement and completed this year. The process is described in an illustrated article prompted by the late Julian Collins, editor, and serialised by him in the Alvis Owner Club Bulletins Nos. 491, 492, & 493.

**The Price:** \$100,000

David Caldwell 6, The Outlook, Heathmont, Victoria 3135, Australia. Ph.0011 61 3 9729 5821 e-



## 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 has had a total rebuild.

\$12500 or offer

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

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