

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

November 2008

Alvic



*JNBC
Tour
Report*



Alvis Car Club of Victoria (Inc)

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Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
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Front page: Approaching Mt Hotham, the Woodburns, in Eric Nicholl's 14.75, drive through an area devastated by bushfires 2 years ago.

PRESIDENT'S REPORT

On the 3rd October 2008, a number of us along with a group of U.K. visitors gathered at the clubrooms for our monthly meeting. After introductions and a brief general meeting I gave a short narrative of the history of our club by which time our U.K. friends were well and truly versed in how our club operates and the things we do. To quote Julian Collins, "total chaos but under control." Even the visiting ladies were relegated to the back rows but kept quiet unlike some of our more rowdy local individuals.

The next three weeks were anything but total chaos.

The JNBC Tour will probably go down in history as the best organised rally this club has ever staged even though we had two major gremlins, the dreaded lurgy that just about everyone got and snow on Dinner Plain.

Much has already been said about the Tour and I daresay there will be more but there are a number of things that stand out and should be reported.

The first is the way the committee pulled it all together from the initial conception in 2006, to the last day at Healesville. It was a mammoth operation in organisational skills and carried out to the nth degree.

Accommodation was excellent, as were the meals which were smorgasbord or buffet where ever possible.

The roads chosen were brilliant with little modern traffic to contend with and plenty of great scenery.

Prior to the event, John Lang was able to entice Tony Cox out from the U.K. to help celebrate the 80th Anniversary of the Front Wheel Drive, and I have to say the dinner at Ballarat to celebrate this occasion attracted five FWDs and not a trailer in sight. As a present to all those attending, JL produced a beautiful publication on the histories of all 12 cars that came to Australia. This will no doubt become a collector's item in the next few years.

The weather was kind to us with virtually no rain and temperatures hovering around 23-26 degrees C. on most days. A couple of hotter days saw a number of cars stranded on the side of the road cooling down, but the unexpected thing we didn't count on was snow on Dinner Plain which caused a few starting problems, but was soon sorted out with only one car stranded with a frozen water pump.

Fourteen cars from the U.K., 36 international visitors, at times, more than 30 Australian cars and 70 Aussies "***the right crowd and no crowding.***" The representation from the U.K., U.S.A, Tasmania, N.S.W, Queensland, W.A., South Australia and Victoria.

One of the aims of the Tour was put the Alvis Car Club of Victoria on the map internationally and I believe this was achieved.

Many new friendships have been made which is what these things are all about and I can only say that those of you who didn't participate missed one of the best events you would ever be likely to attend. It will never be repeated.

Our Annual General Meeting is on the 21st of November and I ask you all to attend and elect your next committee. If you are not happy about the way the club is run, or you have suggestions for future activities, now is the time to act.

Look forward to seeing you all on the 21st. Dinner as usual at Malvernvale prior to the meeting. Please let me know if you are coming.

Cheers
Chester

Welcome to Neil McAuley who is now driving the Crested Eagle that has been in his family for 30 years. Neil joined the JNBC for dinner at Inverloch and we look forward to seeing more of him and the Eagle

SUPPER - THE HETHERINGTONS

PLEASE NOTE MEMBERSHIP FEES ARE DUE AGAIN. IF YOU RECEIVE YOUR NEWSLETTER ELECTRONICALLY, YOUR RENEWAL IS A SEPARATE FILE, OTHERWISE IT IS INCLUDED.

EVENT CALENDAR

NOV	21	ANNUAL GENERAL MEETING
DEC	7	Christmas Party at the Langs - <i>details inside</i>

LETTERS TO THE EDITOR

Dear Margaret & John,

We feel we really owe you a great debt of gratitude for all that Alvic has done for us in arranging this fantastic tour, and in particular, to you both for all the trouble you went to when our "Woody" became a little sick as well as when LWA's crew also succumbed to a bout of sickness.

Words cannot convey our true appreciation of all that you have done for us.

Do promise to contact us should you visit the UK in the future.

Very best wishes,

Sue & Peter Holmes

Dear John,

Sorry to hear that you too have succumbed to the dreaded sickness.

Beni was knocked out for 3 days when we got back, not leaving the bedroom for fear of infecting Keshia. She still is nowhere near herself but is recovering and more active this week. It was certainly an evil bug - probably the worst I can ever remember for its infectiousness and severity. I hope you recover speedily and we all become immune to anything else as a result of this one!

By all means include my e-mail as a letter to the editor in Alvic.

Being so far away means it is at least a form of communication to those with whom we were unable to spend more time. Thank you for considering it and I shall look forward to reading the various summaries that appear in the magazines as they are published.

Take care, recover soon and thanks again for a such an enjoyable event. Tasha thoroughly enjoyed herself too and I know she learnt a lot more about Australia - better than school!

Cheers,

Tony Hannam

Dear John and Marg,

What a trip, organisation fantastic, motels excellent, trips brilliant. The Oz kindness, hospitality, and laughter will never be forgotten and helped make the whole thing such a success.

Our visit to Singapore went well, the hotel was good as was the food. HOWEVER the dreaded "BUG" came back with a vengeance on Friday afternoon and by the time we got on the plane I was a wreck and suffered for 13 hrs. When we got here went straight to bed and am now confined to barracks till it clears up. Fortunately Ruth is OK so am well looked after! Was the trip to Dinner Plain a preview for the McDougall's trip to Antarctica?

I hope you will visit here soon so that we can look after you for a change.

All Best Wishes Mike & Ruth Hirst

G'Day all,

We are safely back home and wish to thank you all for a memorable holiday, we met old friends and made new friends, absolutely wonderful.

Marie has taken a fancy for a 12/50 so maybe a change of car is on the horizon, watch this space.

Once again many thanks.

Kind Regards

Bob and Marie Clark

Dear John

Many thanks for organising not only the Tour, but particularly the fine dinner in Ballarat. A truly wonderful evening, and what a pleasure it was to meet all the FWD folk. I don't think I have ever been involved in an 'aggressive restoration'(!)

Work goes on - Gerrard Miller and I called in to see the progress of the body on our way home from Ballarat, and as you can see from the photo, it's finished! Will keep you up to date with further developments.

Kind regards

Richard Dyson-Harvey

Dear "All"

Well, here we are back at home! Wet, cold, windy, but the trees in the garden are now turning to a lovely variety of golds, and the nights now closing in. It hardly seems possible that it is now over. We had such a wonderful time with you. Both Helen and I feel we haven't laughed so much for ages.

Reckon if I go to The Bell up in the village and ask for a Boagey Stubbie, it will bring things back to reality!

Firstly, thank you, all of you, for organising so well such a fabulous event. The hard work can be imagined. So please pass on our great thanks to all involved on behalf of us both. I hope it has been a rewarding experience for you too. Lessons learnt: Victorian 12/50s go quickly, Victorian FWDs explode the trailer myth, Victorian scenery is great, Victorian food and wine is fabulous. And most of all, Victorian friends are the very best!

I expect things are now getting back to normal for you folks. I can imagine Chester on his steam engine puffing furiously to the shop each morning before the milk and papers run out.

John is frantically scouring the countryside for additional supplies of Auto-Glym for the FWD. John, SA Speed Twenties are great driving cars, and much more economical on the Auto-Glym. JFH is in hiding from the man with the blunderbuss wanting to silence that duck whistle. And Andrew is busy plotting how to extract that extra speed from Antarctic Penguins.

We liked Sydney, (Ahem, nearly as nice as Melbourne), and enjoyed meeting up with cousin Sam and his Daughter Millie.

Well back to normal for us. I haven't yet shaken off the dreaded plague, but am moving in the right direction. A bit like a smelly old dog that refuses to go away. It hit much much harder the second time round. Will try to see the doctor tomorrow. I don't know whether any of you read P. G.

Wodehouse, but a dose of Spiffy Pookins' Elephant pills wouldn't go amiss. It will not however spoil our wonderful memories, and I can't wait to get back again..

.....

Very Best,

And thanks a million once more.

Chris and Helen Storrar

Ladies & Gentlemen of the ACCV!

Almost two weeks back in the USA now, and one Presidential election later... so I just wanted to thank all of you for organising a really spectacular tour, and to say how great it was to meet every one of you.

The amount of planning and effort you obviously all contributed, was, I'm certain, greatly appreciated by all the participants - definitely this one!

Thank you for an amazing experience - I had a ball!

Very much looking forward to our paths crossing again in the future. All best wishes!

John Layzell

Miami, Florida

Hi John,

I should have emailed before now to thank you "all" for all the hard work you put into the JNBC tour, and in looking after us visitors. I can't imagine how much time you spent in the preparation, but I can assure you that it was all worthwhile, and that we all have wonderful memories of the tour, and our ever helpful and positive Aussie hosts, which will be with us for ever.

Since I've been home the weather has been truly awful with lots of rain and high winds for the last 24 hours and the same again promised for tomorrow, so I really could do with an Aussie holiday already to get over what I've seen of our late autumn.

I look forward to seeing you again in the UK or OZ, but in the meantime, very many thanks again for everything you did.

Martin Boothman

Dear John,

I am now back from overseas. Could you please print the following article in the next Alvic.

Also if you could change contacts for the rally back to me from Graham Singer as I have taken the books back.

Thanks.

Dean

" Having returned from nearly four months overseas I am now busy getting up to date with the Alvis tour. Thanks Graham and Dorothy for looking after the books while we were away.

You should have all received your first payment instalment which I would like to have by the end of November. Some have already requested the full amount to pay all of it now. If you wish to do this please email me on dprangley@bigpond.com. The next payment will be the end of January.

We now have 47 cars entered many of which have not been seen before. Some have been to rallies many years ago and are reappearing for this one. Most models are represented from 12/40 to TE 21 and we could see four Grey Ladies which would be a first?

Having driven some of the roads already there will be some really good Alvis motoring in attractive country. Since many entrants will have already travelled hundreds of k's to get to the tour we are mindful of having too much driving on the tour so will review some of the day trips over the next months.

Christine and I travelled to England in July to see our son Ian and his fiancée Rebecca marry in London. Not having an Alvis available over there we accepted a kind offer from a friend to have his 1910 Rolls-Royce Silver Ghost attend as wedding car. It was a huge tourer in forest green with tan leather and all brass and nickel. The rain stayed away until they were safely inside the reception lounge so all breathed a sigh of relief.

The Ghost owner John Fasal also has a 1919 Ghost which was the property of an Indian Maharaja. The body was built for sporting activities including tiger hunting and sports a special gun rack mounted vertically on the running board. The flaired mudguards have to be seen to be believed. He also has a large number of turret clocks in varying stages of repair. If any of you are into turret clocks let me know and I will put you in touch!

Following the wedding we went to Ireland for 5 weeks and drove all over it in a Toyota Avensis which pretended to be an Alvis and a very economical one too. The place is beautiful and very historic with ruins of past civilisation everywhere. Not an Alvis to be seen. In fact the only car seen on the trip was a 20's Lagonda tourer roaring along in the rain near Dublin. The Irish hide their cars very well. What they do not hide are their tractors which lie in wait until you are in a very narrow

lane. They then toddle out in front and proceed as slowly as possible to the next paddock. The Irish use VERY big tractors in place of trucks for heavy work such as road construction, quarries etc. When you meet one of these monsters on a narrow road with 20 tons of gravel/manure/rock/corpses etc it frightens the life out of you. It always happened that we met them on a sharp corner and the sight of a towering John Deere with tyres 7 feet high coming over you is very sobering.

Our trip then took us to Norway to visit two families. Graham and Elisabet Dukes lent us their 1960 James Young Rolls-Royce Silver Cloud Limousine with cocktail cabinet (full too!). We drove this two hours north of Oslo to visit our other friends. Driving 3 tonnes of Cloud on the wrong side of the road all of the time requires constant vigilance and I only went to our side once when coming out of a picnic area. Fortunately there was no one coming at the time. Next day I visited the main Army base in the area as my friend Rune Kristiansen is a Kapitan in the army. We took out a 40 tonne articulated dump truck with 350hp and six wheel drive in a convoy of four others. The exercise took us to the main tank driving range and we spent two hours going up and down near vertical slopes, slogging through deep sand and mud and over trees and boulders. I sat in a little seat behind and left of the driver and got it all on video. To cap it off they let me drive it back to base and I found it very friendly to drive with power everything and auto transmission.

Back in Oslo my host Graham asked me to drive his 1924 Silver Ghost with Barker convertible Limousine body. Too good to miss I jumped at the chance and soon found myself on the wrong side of the road again threading through trams and traffic in downtown Oslo. One right turn I forgot where I was and turned across into the oncoming trams and traffic which woke everyone up well and truly. Judging the height of the median strip and calculating that 23 inch wheels were up to the job we drove up and over into the correct side and carried on as if nothing had happened.

Our world tour then took us to France, a trip up the Danube from Romania to Germany and then a bus tour of the Dalmation coast. Finally a week in New York and a week in Florida capped it off. We staggered into our Brisbane house glad to be home. Speedy started up immediately thanks to Graham Singer who started him and Roddy the Ghost once a month.

Its nice to be back and we are looking forward to May 2009.

See you soon

Dean Prangley

Dear John,

Congratulations on your October Newsletter a remarkable effort under such busy conditions as the JNBC Tour.

I was very interested in the Article The Summit on the Mount and if only for reasons of historical accuracy I would like to "correct some statements made" I have spoken to my old friend Terry Plummer this morning to reinforce my memories of the event now 50 years ago.

I was President and Terry was Treasurer of the Club at the time and I in fact travelled up to Bathurst in the short chassis 4.3 tourer. I do remember the incident with the mob of sheep vividly and our subsequent trips during the Bathurst weekend to our lodgings at Young at night and our return to the track the following morning. As to the other passengers in the car I do recall a very young Glen Farrell but not the others, Terry's memory confirms Glen as a passenger whilst he suggests Bill Kerr and Basil as the other passengers but I do not recall them. Of my many trips to Bathurst over the years the trip in Terry's 4.3 Short Chassis tourer stands out as being one of the best. What a great high Speed tourer it was.

Kind Regards,
Graeme Quinn

Dear John

A belated note to say congratulations on a very well organised tour. I think the preparation and planning undertaken by the committee was nothing short of fantastic.

The unforeseen factor of flu decimating the ranks somewhat was unfortunate but nevertheless it was a great success and the organisers have a right to feel very pleased with the result.

We were sorry to have to pull out when we did but as you understand we were feeling pretty unwell and had a long way to drive home so the sooner we started the better.

We arrived home at lunchtime on Tuesday after seven days of driving. Some days longer than others depending on where we were and how we felt. Thankfully the Grey Lady performed admirably, never missing a beat. She would just sing along between 65 and 70 mph all day every day.

We enjoyed meeting some of our fellow AOC members and we thank you for that opportunity.

Once again, many thanks to all involved for a most enjoyable event.

Peter and Margaret Scotney

We're now back home and want to thank you all so much for such a wonderful tour. This was our first visit to Oz and what a great introduction to the people and the country, all combined with, for us, superb vintage motoring. Believe it or not, there had been snow here in the south-east while we were away - again most unusual for October. Also rain, rain and more rain - if only we could share it with your drought areas.

We hope we see some or all of you next year at the International Alvis Day at Runnymede and/or at the VSCC week in Malvern in August.

All best wishes from
Ian and Jo Todd

During the JNBC Tour, there were several presentations and cameos that will be lost and forgotten if not recorded. Some of those follow.

.....ed

AN ALVIS AUTO GRACE

Read at the final dinner for the JNBC Tour, at Sanctuary House, Healesville, on 25 October 2008.

(TO BE READ IN SANCTIMONY)

Alvis Dei, Alvista, Alvicium, Alvionic, Alvibaticus, A.O.C.,
Alvis Extra Ordinus Assemblata,
Alvis Victoria et memoriium Santo Julian, Sic Transit
Gloria,
J.N.B.C., J.N.B.C., J.N.B.C. Tour MMVIII,
Alvis Visita de Angle Terra, Immigranti Alvis Auto G.B.
Numero XIV,
Touris Fantasticum Ad Infinitum, Jubilate,
Traversum climatica Ot, Traversum climatica Calda,
Alvis boilum Echu Ca, Alvis freezum Dinar Playn,
R.A.C.V. feedum, digestum, ad nauseum et ad
nauseum.

Alvis sickus, sickum, restum in A Sylum, restorum, vino
veritas,
Alvis Hica, Alvis Cupa, Alvis Hiccup,
Alvis speedum, Alvis ascendum, Alvis descendum, Alvis
crackum, Alvis repairum,
Alvis Speedor XX, Alvis XXV, Alvis IV.III,
Alvis XII/L congregato plus, Fireflyus primo, Alvis Wood
E chug, Alvis Te E XIV,
Te E XXI, Te E ad infinitum, Dropus Ed Dei,
Dominus Alvis, Sanctus J.N.B.C.,
Grazius T. G. John.

Santos Ches Ta et Sal, Santos Ton Kins et Mac Dugal
Duo,
Santos Heth Ring Tonus Tu, Santos Parsella Dale et
Marit,
Santos Lang Auld Lang, Santo Gallo Wey U.K.,
Gloria in Alvis Perpetua,
Vale Julian, Vroom,
A.O.C. Retornum Britannica, OK,
Alvis O Alvis Dei,
Hoo Re Men.

*Allan Willingham
Me facit*

A RESUME OF MARTIN BOOTHMAN'S ADDRESS AT HALLS GAP TO PARTICIPANTS OF THE JNBC TOUR

- Let me start with our membership: we have a total of 1700 members of which 1400 ARE in the UK and Ireland, 160 in Europe, 48 in the USA & Canada and finally 57 in Australasia, Hong Kong etc.
- The club was formed in 1951, so our 60th anniversary will be in 2011: some of you here were at the 50th at Blenheim Palace and in Oxford, and we'll be putting on something special again in 2011.
- The lowest membership number of a still sub paying member is 174, and the latest on my friendly computer is 10963.
- There is a considerable turnover of members, something we have not really come to grips with, and, by the way, it is also clear that many post 1932 Alvis cars are owned by people who are not club members. And cars we thought lost, by the way, continue to emerge.
- We, like all similar clubs, worry about our age profile, and in recent years we've been asking new members their date of birth so that we can track whether our policies of getting in younger members are slowing the rate at which our membership ages. John Fox, our resident actuary, produced this chart a year ago to show where we stood at that time. I'll return to this matter later on.
- Enough of members: let's talk structure. In common with most such clubs and associations we incorporated ourselves into a company limited by guarantee some 10 years ago. The guarantee is limited to £1 per member should what we now should call Alvis Owner Club Ltd. fail.
- It was decided at incorporation that to ensure wide geographic representation on the Board, there would be one Director elected by each Section (I'll come back to Sections) in addition to the core 4 directors who are Chairman, Secretary, Vice Chairman and Treasurer. As there are 6 Sections we have a total of 10 Directors. We've 2 Board representatives here: I am the Chairman and Iain Galloway is the Section Director for the Southwest.
- Now for many years under the longstanding club structure, the country has been divided into Sections, each of which has its own committee, and this was carried over into the new organisation following incorporation. The purpose of this was to ensure that AOC activities took place all over the country and that local members had local contacts and could have a say in what went on in their patch. To liven things up a Section shield was awarded each year to the Section winning most points at such things as driving tests and concours. The 6 Sections are Scotland, The North, Midlands, East Anglia, South East, and Southwest and Wales.
- Each Section arranges a local AOC day within its area and we take steps to avoid clashes of dates. Each Section also will get its turn to organise International Alvis Day, which in 2008 was held in Scotland for the first time. Next year IAD will be near London.
- Attendance at some local Alvis Days was becoming sporadic and certainly entries to driving tests fell off markedly across the country. So 3 years ago we discussed what changes to make to enthuse both our members and also the public, to be interested in attending an Alvis event. We did away with the obligation to have a concours and driving tests and we encouraged the Sections, and IAD if appropriate, to think out of the box when planning events. In particular we supported attending multi-marque affairs, and that has happened a little, being in places where we'd expose ourselves to the public much more, participating in local and national car shows and so on.
- For example, this year at IAD in Scotland we showed the cars at the Fife vintage vehicle show (which had the advantage that the sponsors did all the organisation), something that rarely happened in the past, Iain's SW lot did a local show in February and the club has finally got off the fence and is investing in equipment to make our presence at the National Classic Car show in Birmingham in November, much more professional.
- So we are, we trust, widening the awareness of Alvis cars to the public at large and particularly to younger people, but it is a constant job that has to go on year on year. I'm very glad to report that the new Section director for the SE is not only a newish member, but he is young, and looks it, as do all policemen, and he is one. He looks like being impatient with us old fogies, which I'll enjoy.
- By the way, one problem we face is that the cars, once people become aware of them, are seen to be luxurious and at present prices, say £65,000 for a very good TE DHC and over £80,000 for an excellent Speed 25 Tourer can certainly be seen to be so. But you can get a good Alvis car for very much less than these stratospheric figures, and we are careful to put affordable cars on the stands at the shows we attend as well as the exciting stuff.
- Well I've spoken about members and structure and our outward looking posture, but haven't yet dealt with the running the club.
- Although the Board and individual directors have real responsibilities under company law, they are not the only important people who are vital to running the club. The Council is defined as the Board plus e.g. the President, Mike Baker, the Bulletin Editor Rex Harvey, the PR manager Tim Greenhill, the Technical Editor, and that is Nick Simpson who is on the tour with us, the Registrar David Culshaw who is another well known long time servant of the club. How this enlarged group of 15 people can ever get together in one place, how it interacts with the Board that has the ultimate responsibility for the club and so on, are, I have to say, still somewhat open issues.
- And we are not finished yet. Our website and Bulletin Board is run with flair and enthusiasm by Robin Gilbert in Inverness, the on-line shop, including payment of subs is run by Anya Ledwith, New Members and Membership renewals are presently being run by Tricia Harcourt, our Company Secretary and Jack Taylor

runs the clubs ultimate database. And don't forget the Calendar editor, now Ben Lenthall living in France, who gets the Calendar printed in Cornwall and couriered to St Albans for distribution using an address list sent freshly each month by Tricia Harcourt. Every other month a Bulletin goes out with the Calendar, with the Bulletin being printed in St. Albans and the mailed from the mailing house in the same city. And I still have not mentioned John Ratcliffe who stocks and sells memorabilia and Hugh Gibson who sells clothing thru the Bootiq. The club supports the FBHVC and I'm the delegate to that organisation.

- And yes, there are more. Working with David Culshaw are are some 22 Model Secretaries who keep track of their defined class of cars e.g. Nick Simpson here is Sp20 SA Registrar, Nick Walker who some of your know, is Sp 20 SB Registrar and Wayne Brooks in the USA does 4.3s and TB21s.
 - I don't really get involved formally with the Registrars, although I have excellent relations with every one of them I've gone to with questions or information, but as Chairman, I do have to lead the pack and find replacements for those other jobs in the club when, for whatever reason, people resign. We do need a lot of "volunteers" and lots of arm twisting goes on when vacancies occur. And of course, I have to implement change if it will help everybody. For example, with the drive and help of the Treasurer we've put in a DD sub payment scheme this year that will help the club's cash flow and ease the job of the person doing membership renewals. 400 people took it up, say 30% of the UK membership, which is pretty satisfactory in its first year. That is 400 cheques that don't have to be banked, 400 letters that don't have to be sent out and so on.
 - Financially the club is in good shape. At the end of the last financial year, 31 October 2007, we had an income of £53,000, mostly subs of course, and total expenses of £45,000. We had assets of £80,000 of which £63,000 was cash and set against that figure was £16,000 of creditors and various accruals, including some for the JNBC tour. We did however put up the subs worldwide, to help counteract e.g postal increases, projected printing cost increases and the loss of the contribution from Alvis Ltd. – BAES is not interested in the Alvis name any more. This year we are likely to make a small loss, if our budget is to be believed.
 - One question that does come up is why we maintain our strong cash holding: couldn't we reduce subs or blow it on doing things for members? Having run companies in my business life I have to say that my strong instinct is that if you've got cash and don't need to spend it to survive, then hang onto it! But a small loss this year will be acceptable and manageable, as will running our cash down a bit to buy show equipment. But I personally am very reluctant indeed to let loose the idea that we can spend "generously."
 - I should say that the AOC does not run a spares scheme and we do not therefore have money tied up in a spares stock and in this way we differ from the Alvis Register. We do run a shop for clothing and regalia which makes a small profit, which is their brief. Stocks are a bit high at present but the goods are not perishable or subject to obsolescence so that should not be a problem.
 - Over 70% of our costs were spent on publications. Iain Galloway ran a survey with the members a couple of years ago, which showed what overwhelmingly importance our members attached to the Calendar and Bulletin as a means of information transfer, reinforcing the bonds of common interest and so on. So we'd be mad to go to say 4 Bulletins a year to make a saving when the members say Bulletins are what they want and what distinguishes the club. It would be very nice to be able to distribute things electronically, but a significant proportion of members are not computer savvy. Also, the Bulletins and Calendars are collected and filed by many members and used as documents of record for research purposes. We do look at say putting the membership list on a CD to save printing costs, and we may go that way, but we'd still have to print some copies, whose cost, being a materially smaller quantity, would no doubt increase per copy.
 - And we don't stand still, although we are accused of dragging our feet! An email directory is long overdue and I trust we'll get it organised in the next 12 months.
 - I could go on boring you with detail but maybe I should return to the bigger picture. Some UK car clubs are toffee nosed and cliquey: I really don't think the AOC is, and the Board is determined to carry the message of the AOC being a welcoming club in everything we do. The feedback we get from new members who've experienced other clubs, is very encouraging in this regard. Otherwise, with a self imposed constraint of being only for owners of Alvis cars, we do limit our market, so going for growth is not on. Going for increased awareness is, however very much on, and I've described some of the things are are doing. Tim Greenhill our newish PR bod is getting the word out about Alvis, the Classic Car Show is a very good way to introduce people to the marque and every day we take our cars out, somebody new learns the name Alvis.
- So long live the AOC, long live our associations everywhere but particularly tonight in Australia, and long live the friendship and mutual support that I for one, have come to value so much.

TODAYS HINT FOR THE THINKING MAN

AVOID ARGUMENTS WITH YOUR WIFE ABOUT LEAVING THE TOILET SEAT UP.
USE THE SINK!

The JULIAN COLLINS MEMORIAL TOUR



For ten of us, the JNBC Tour started in October 2006, however it really hit me hard the day I picked up Iain and Jane Galloway from the airport, realising that we were only a few days away from the start.

A few days earlier, John Lang and I with the help of Andrew McDougall, had been busy overseeing the arrival of the U.K. cars from the docks and transporting them to the underground car park of the Melbourne RACV Club.

My Speed 25 was gracing the RACV foyer and all was in readiness for the arrival of the overseas contingent and the first dinner together at the Malvernvale Hotel and the meeting at the clubrooms on 3rd October.

The opening dinner was held at the R.A.C.V. Club on 7th October and would set the scene for the rest of the Tour. John Hetherington was M.C. for the night and the dinner was interspersed with a few welcoming speeches and a short talk of what was to come the following day from Andrew and Francis McDougall.

That day was overcast but didn't dampen the enthusiasm to get on the road. The official start was on the Williamstown foreshore where some of the participants were confronted with the long arm of the law in the form of a couple of English policemen, complete with Wolseley 6.90, from the Police Re-enactment Group who proceeded to hand out driving infringements to various notable suspects.

Mike Hirst, who was driving my 12/50 seemed to end up with more than one and David Little was even handcuffed and when the key suddenly went missing it took some detective work to find it and unlock him.

From Willie, we headed down the Geelong Road to Queenscliff where we enjoyed a nice lunch, organised by David & Jan Seath at the Queenscliff Yacht Club. After lunch there was the option of traveling back to Geelong via a scenic route around the Bellarine Peninsula or the more direct route down the Bellarine highway. Most people took the scenic route.

The next day, we were up bright and early for the run to Warrnambool via the Great Ocean Road. As tail end Charlie, I was last away having to deal with a couple of small problems and about ten kms out of Torquay I got the message that the Chris Higgins 12/50 Doctor's Coupe on loan to David and Sally Woodburn had succumbed to head gasket problems and was parked in the car park adjacent to the start of the Great Ocean Road. Ray Newell kindly supplied a spare head gasket and after two hours and much banter and a confrontation with a group of Japanese tourists, we were soon back on the road and enjoying the views.

Warrnambool was a two night stay with many people visiting Port Fairy and the Warrnambool Maritime Museum on their day off. For others it was a chance to fettle cars and inspect the car collection of a local enthusiast. That night we enjoyed a barbecue and the Sound and Light Show at the Maritime Museum.

From Warrnambool we headed to South Australia, and it was at Tower Hill some sixteen kms out of Warrnambool that we encountered our first koala and grazing emus. It was suggested that Sally had gone there beforehand to entice a koala up a gum tree adjacent to the car park, and being an ex vet, she probably did.

Continuing on we passed through the towns of

Macarthur, Merino, Branxholme and Casterton to Penola in the heart of the Coonawarra wine region.

Two nights were spent at Penola with the chance for many to spend the free day either wine tasting or fettling cars. It was at Penola that the Chris Higgins 12/50 Doctor's Coupe finally succumbed to a broken timing gear and was relegated to a factory for collection after the Tour. This was not the only problem. Eric Nicholl who had succumbed to the lurgy that plagued the group, was sent home at Warrnambool, his 14/75 having been lent to Allan and Thelma East for the duration of the Tour. The car unfortunately was not running as well as it could and Allan spent many hours working on it. He and Thelma also contacted the lurgy which hit them both so hard that Sally had to transport them to the Mt. Gambier Hospital for immediate treatment.

This meant that David and Sally Woodburn were able to take on the recalcitrant Nicholl 14/75 with yours truly looking after excess baggage in the Antique Tyre Supplies utility.

Fortunately, Nick Simpson had a distinct passion for ANZAC biscuits which meant I soon had an empty box and a bit more space.

From Penola we took the scenic road via Casterton to Melville Forest where we were given a guided tour of one of the largest shearing sheds in the Western District. We were then subjected to a huge lunch organised by Warrick Hansted and ably assisted by his fellow Melville Forest neighbours at their local hall. To our English friends, this is what good old Aussie country hospitality was all about. From Melville Forest it was a splendid drive to Halls Gap with many stopping on the side of the road to admire the view or stopping in the middle of the road to photograph lizards enjoying themselves in the sunshine.

The meal at Halls Gap did us proud, after which the AOC Chairman, Martin Boothman gave a talk on AOC matters followed by Mike Hirst who spoke on 12/50 Register issues. Questions from the floor provided much comment and it was interesting to see that other car clubs suffer from similar problems relating to enticing younger people into the fold.

The following morning after breakfast, a photo call was instigated with cars placed in order of age. Surprisingly this didn't take much time to organise with Andrew McDougall doing an exceptional job.

From Halls Gap we traveled to Ballarat via Ararat, Avoca and Maryborough. At Maryborough the cars were corralled into a car park adjacent to the Maryborough Information Centre and the local press came to write a story on the Tour and took

some photographs for inclusion in their local newspaper. Featured were John Harvey from the U. K. and Alan McKinnon.

At Ballarat, we had a two night stay and many took the opportunity of visit Sovereign Hill or stayed in bed trying to shake the lurgy which by this stage was rampant.

On the last night, John Lang had organised a dinner at a nearby restaurant to celebrate the 80th anniversary of the production Alvis front wheel drive. He had managed to bribe Tony Cox to come out and be the guest speaker for the night, a job he did exceptionally well. John had produced a magnificent publication on the history of all 12 FWDs that came into the country and for his efforts received a framed original blueprint drawing of a sectioned FWD engine.

From Ballarat, we travelled to Bendigo via Daylesford where we enjoyed morning tea at Jubilee Park just outside Daylesford. From Daylesford, we enjoyed a most spectacular run to Woodend followed by the magnificent views of Hanging Rock as we headed to Paramoor Winery for lunch. There we were entertained by David Webster playing his fiddle and having had lunch and enjoying the sunshine, it was a struggle for many to get going again. The 39km run to Bendigo saw most of us in our motel by mid afternoon.

By this stage of the Tour, many people had fallen by the wayside with the lurgy and decided to potter around the Motel while the fitter members of the group chose to take in Bendigo by tram and or visit to the Central Debra Goldmine.

From Bendigo we proceeded to Echuca arriving in time for lunch at the pub overlooking the historic wharf precinct where we were fortunate to be able to park the cars.

The afternoon was spent enjoying a cruise down the Murray on the paddle steamer "Canberra" before retiring to our motels for a well earned rest before dinner.

Dinner was held at Antonio's Italian Restaurant with Denise Blacket in charge of "Secret Woman's Business" whereby trophies were presented to various males with manly qualities!

From Echuca we headed towards Beechworth via Yarrawonga where we had morning tea on the foreshore of Lake Mulwala. Lunch was at Corowa, the birthplace of Federation where we enjoyed a talk and a look over the Federation museum before heading off once more on the road to Beechworth via Rutherglen. It turned out to be a rather hot day, with many of the 3 litre cars succumbing to overheating problems on the long climb into Beechworth. Not a problem for the 12/50s

however!

Accommodation at Beechworth was the old Beechworth lunatic asylum (very appropriate for Alvis enthusiasts) now a hospitality training school of La Trobe University. Here we were joined by a number of N.S.W. members who had participated on their annual Fairfax run and it was great to catch up with them all at dinner that night.

The following day after breakfast, Nick Simpson gave a very informative talk on common problems associated with Alvises looking at suspension, braking systems, body components and all those things that we tend to forget.

We then walked around the car park studying all the cars. This proved very helpful to a number of people and it was good to see that I'm not the only one who has a front axle resting on bump stops!

After lunch, we proceeded into Beechworth for a re-enactment of the trial of Ned Kelly in the Beechworth courthouse. It proved very amusing with a number of star performances.

From there we headed to the ski fields of Dinner Plain via Milawa and Mt. Beauty. It was a great drive to Dinner Plain with many people stopping to take photographs of the magnificent scenery.

Dinner at Dinner Plain was NOT magnificent, however it was largely forgotten the following morning when we encountered a rather thick covering of snow that had fallen during the night.

This resulted in a number of problems starting some cars. I had to tow start Allan Willingham and the Nicholl 14/75 had a frozen water pump, the only thing turning apart from the starter motor was the generator. An RACV chap who just happened to be there pronounced it dead and following a few frantic phone calls to Eric and then to the RACV, the car was put on a flat top truck and sent back to Melbourne. Whilst waiting for all of this, Richard Tonkin, David and Sally Woodburn and self enjoyed a nice cup of cocoa in one of the ski lodges with a nice roaring fire in the background.

Frank Mornane also suffered from freezing conditions in the Speed 25 and Andrew and Francis McDougall provided the necessary assistance to see the car on the road once more.

Lunch was at Omeo, a splendid repast and all too soon we were back on the road heading to Lakes Entrance. This was the idea, although things didn't go entirely to plan. Peter Holmes had mentioned to me over lunch that his car was running rough so when we hit the next service station, we stopped and had a look at the points or what was left of them. After a bit of a cleanup, it was no better, so after a couple of hours fiddling

around the car we organised for the car to be transported the following morning to an auto electrician in Bairnsdale.

Peter then accompanied me in the ute with all the extra luggage whilst Richard Tonkin transported David and Sally Woodburn and Sue Holmes. It was rather nice having a passenger for a change.

At Lakes Entrance the winner of the limerick competition was announced, and David Woodburn won the prize with the following:

*There was a young lady from Bright
Who's valves were incredibly tight
But with graphite and soap
And much use of the choke
She was able to function all night.*

From Lakes Entrance, Dale Parsell had chosen some delightful Alvis roads and 74kms later we were enjoying morning tea at the Maffra car museum.

While this was all going on, John and Marg Lang and Peter and Sue Holmes were stuck in Bairnsdale waiting for the TA14 to arrive from Omeo. It appeared after lunch, and a couple of hours later it was back on the road with a new set of points. Truly amazing that someone in Bairnsdale had a set of points to suit a TA14 Alvis. Makes one wonder what other bits and pieces to suit Alvises lurk in Bairnsdale?

Our overnight accommodation was at Inverloch, the international contingent staying at the RACV complex and the Aussies in motels in town. Dinner was a do your own thing.

From Inverloch, we travelled to Healesville via Korumburra and Warragul. When nearly at Korumburra, I got a call saying that Chris Storrar had a mechanical problem and would I go back and assist.

Chris had been really hit hard by the lurgy and somehow had managed to forget the idiosyncrasies of his choke set up and as we could get very little spark from both the coil and the magneto, it was decided to send the car back to Melbourne and he and Helen would be transported for the rest of the Tour in their daughter's car.

The problem seemed to be an ignition issue (virtually no spark) and after some fiddling to no avail, we decided to send the car back to Melbourne and Chris and Helen would continue the rest of the Tour in their daughter's car.

Lunch for some was had at Neerim South followed by a very enjoyable drive to Healesville.

The following day, Richard Tonkin had organised a guided tour of Healesville Sanctuary which provided the opportunity for our English visitors to see Australian wildlife close up and alive rather than dead on the side of the road.

The closing dinner was held that night and was a huge success.

A number of awards were presented to the following:

President's Award to Peter and Sue Holmes in the TA14 Woody.

Hard Luck Trophy to Chris Storrar for feeling crook and having trouble with the Speed 20 at Inverloch.

Stage Manager's Award to Bryan and Elin Pooley

RACV. Best U.K. car to David Webster

RACV Best Australian car to Alan McKinnon

Technical Session Award to Nick Simpson

Australian Slang Award to Phil Diffey

Sheer Bloody Helpfulness Award to Alan McKinnon

Golden Spanner Award to Martin Boothman for fixing his crack

The Starting Award to John and Marg Lang

Iain Galloway presented four plaques to Andrew

McDougall, Dale Parsell, John Hetherington and Richard Tonkin for their roles as Stage managers.

Posters of each car on the Tour were then presented to their individual owners. Jes Jarvis then presented the club with a lovely port barrel suitably inscribed for our club rooms. This was very much appreciated.

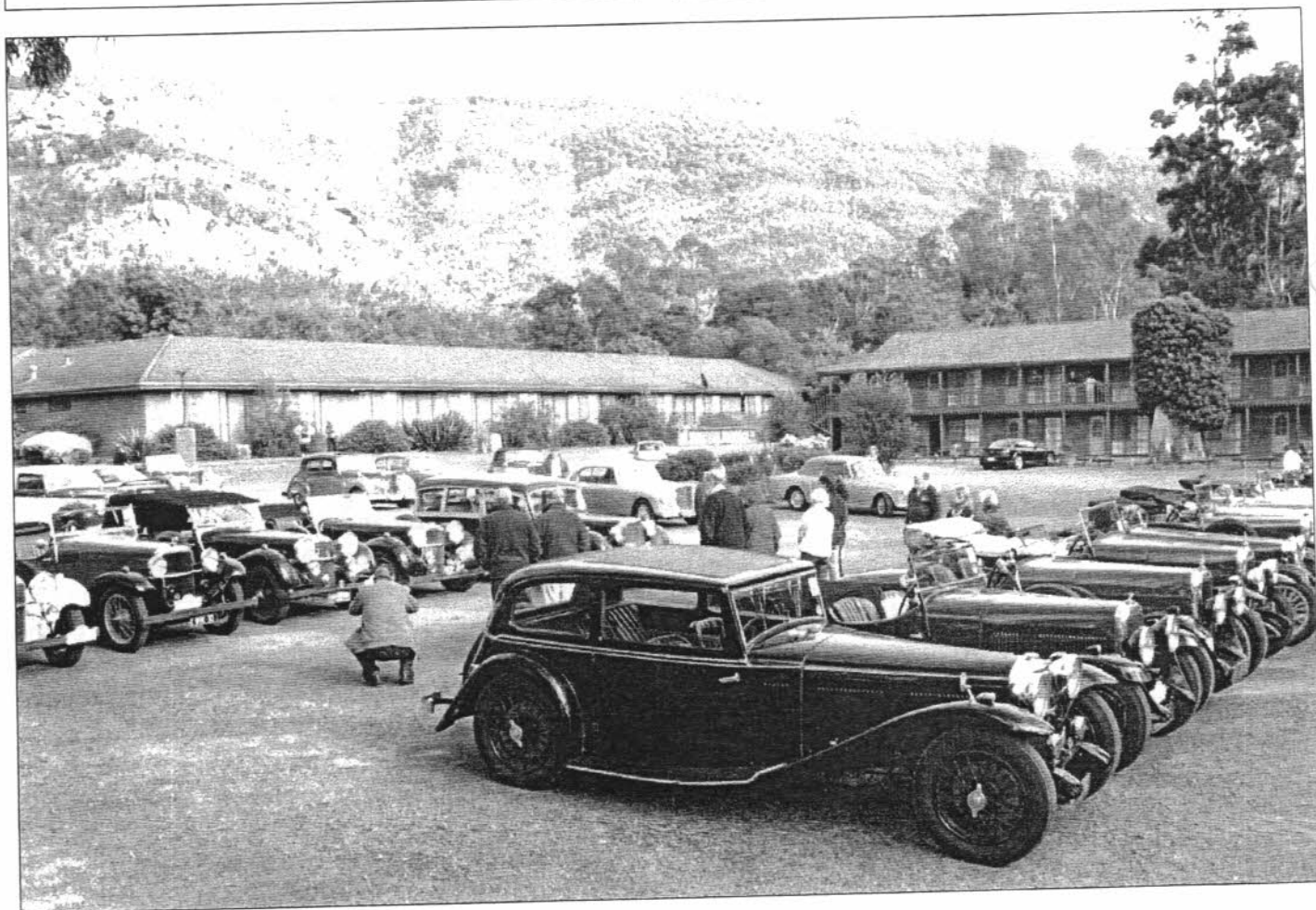
The last day organised by Richard Tonkin saw us depart from RACV Healesville heading back to Melbourne via Sugarloaf Dam where we enjoyed morning tea, a scrumptious affair put on by Pauline.

From there and with detailed instructions, the international contingent made its way back to the Melbourne RACV Club.

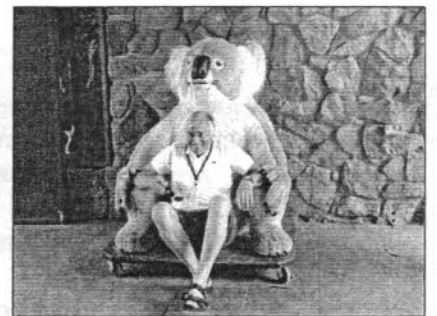
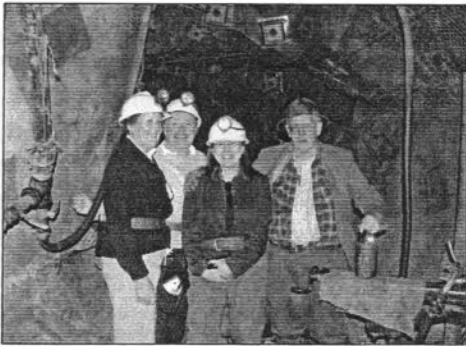
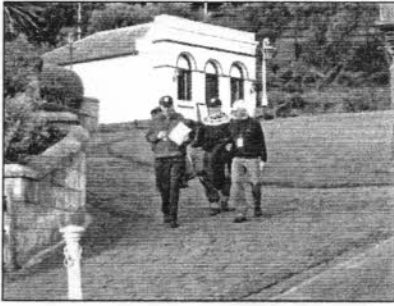
So ended nearly three weeks of Touring around some of the best of Victorian roads. The weather was excellent, the accommodation well above par and the friendships made will last forever.

My thanks to all those who attended and a special thanks to all our international participants for making the journey in these difficult financial times. Without your support, this event would never have happened.

CM



PEOPLE, CARS & PLACES



CELEBRATING 80 YEARS of the PRODUCTION ALVIS FWD



From left to right: chassis 6992, 7231, 7239, 7190 and 7257

There are those who love them and those who hate them and those who choose to ignore them as if a mutation from a company that produced some of the world's most successful and sought after automobiles.

At the celebration, Tony Cox chose to start his presentation, firstly with the question, are front wheel drive owners normal and then with a follow up question, are front wheel drive owners not normal.

From a show of hands to both questions, the jury is still out and likely to remain so.

In looking to punctuate the JNBC Memorial Tour with highlights, the idea of celebrating the 80th Anniversary was hatched as an 80th birthday is very special in the life of a human and why not in the life of a car. The production FWDs were all produced within a 3 or 4 year period and 8 of the 12 that came to Australia, left the factory in 1928.

The idea was to get as many of the FWDs as possible, to Ballarat on the 15th October. Advice to owners that the event was on, provided them with about 12 months notice and there was certainly some activity in the Blacket, Donnan, Gunnell and Lang camps.

With me quietly applying some pressure, Des Donnan was unaware at the time that he was to have had the engine and transmission unit out 4 times before the event. He kept complaining about the noise it made and

it was kindly pointed out to him that he should sit back in his comfortable seat and listen to the music. Bob Blacket ran into some problems that were going to need some parts fabricated and with 2 months to go advised that he would not be able to do it.

Rob & Heather Gunnell set about the major task of completing the FE coupe and having it painted and wired and all the other time consuming "little" jobs. "Effie" had completed just 40km when Rob drove out the gate to face 600km from Sydney to Ballarat. It was important that their FA was also there and Heather drove it single handed as lead car. Both cars did not miss a beat.

Don Bosanquet was faced with a starter motor rebuild just before the event and managed to get it all together in time.

Without the help of my very good friend and club member, Peter Miller, I would never have made the starting blocks. When I told him I had done something stupid and put the brake arms on back the front and the engine would have to come out again, he said he'd be around at 9.00am in the morning, and he was. The car had also done very few kilometers following 7 years off the road and performed well in spite of the driver who was facing a taller crown wheel and pinion, close ratio gears and a better cam.

The restaurant was on the shores of what use to be Lake

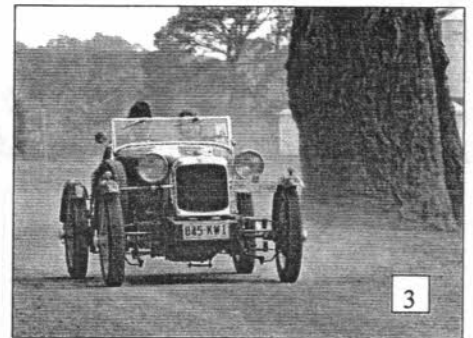
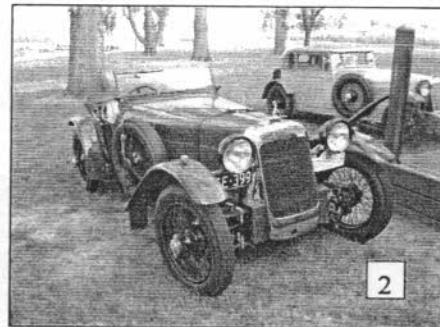
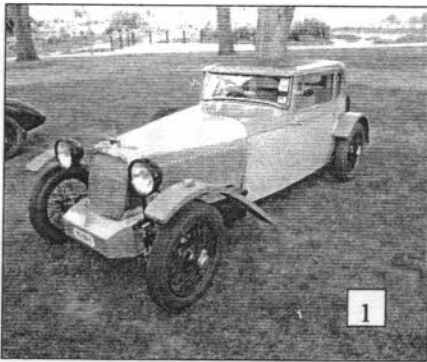
Wendouree (before the drought) and lent itself to the cars being parked adjacent to an outdoor area at the rear. The night was chilly and several brave souls took their drinks outside to enjoy the night air.

Tongue in cheek, I had several months earlier, asked Tony Cox if he would like to join us in Ballarat and I was delighted when he said he would try to keep the week free. If ever there was someone who is passionate about his interest, it is Tony. Following a week of work, he flew to Australia, hired a car and arrived in Ballarat on the Monday evening. Spent the next day preparing a presentation for the dinner. Provided us with an

enthraling 30 minutes. Drove to Bendigo for the rest day. Left Saturday morning for a meeting with the owner of a Talbot Darraq, of similar credentials to his 8 cylinder FWD project. Flew out early Sunday, to face several days in court as an expert witness. Thanks Tony your dedication to the FWD movement leaves us breathless.

The five cars were pictured near the lake and individually at various other locations.

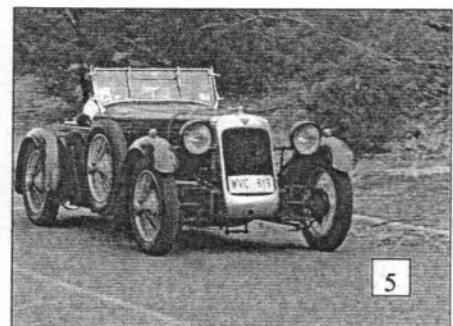
Thanks to all those who made it possible and to those who put in the effort to get their cars to the event



1. Chassis # 7329, engine # 7703, car # 12483, body by Vintage Motor garage- Rob Gunnell & Heather Goldsmith
2. Chassis # 6992, engine # 7602, car # 11825, Le Mans body - Rob Gunnell & Heather Goldsmith
3. Chassis # 7190, engine # 7653, car # 11982, special body - Des Donnan
4. Chassis # 7257, engine # 7672, car # 12139, replica Martin & King body - John Lang
5. Chassis # 7231, engine # 7660, car # 12009, Martin & King body - Don Bosanquet



Photography
By
Frances McDougall



CHRISTMAS PARTY

at the LANGS 64 Kirribilli Rd, New Gisborne

Sunday 7th December

BYO FOOD & DRINK & SEATS (if you need to sit!)

BARBECUES WILL BE PROVIDED

If it is a total fire ban day, you may prefer to bring a picnic lunch

EVERYONE IS VERY WELCOME, BRING YOUR FRIENDS



DIRECTIONS

From Melbourne.

Take the Calder Hwy toward Gisborne.

Do not turn off at Gisborne but continue 3 or 4km, then take the off ramp to New Gisborne.

Turn right back under the hwy overpass. You are on Station Rd. Cross the railway line.

Road is now called Barringo Rd.

Continue for a further 3 or 4 km to the T intersection.

Turn right into Wooling Rd. Left into Mt Robertson Rd. Right into Kirribilli Rd.

Down the hill, past the armco railing, climb the hill, turn right into Cooraminta Crt

Look for Alvis signs

From any where other than Melbourne, find Station Rd, New Gisborne and follow the above.

Langs are on 5426 2256 if you get lost

For Sale

1931 Alvis

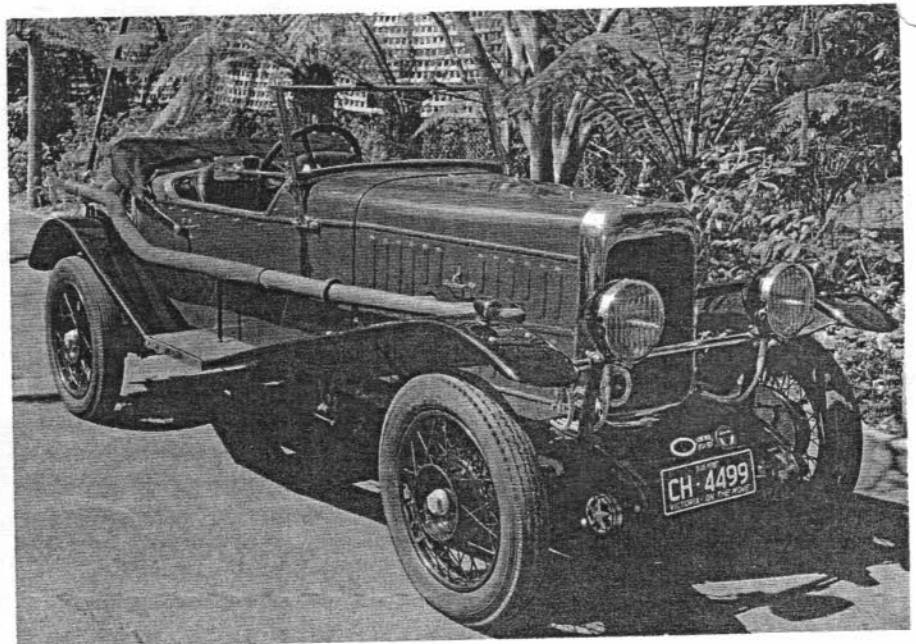
12/50 TJ

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



WHO'D 'AV 'EM?

Aren't old cars infuriating!

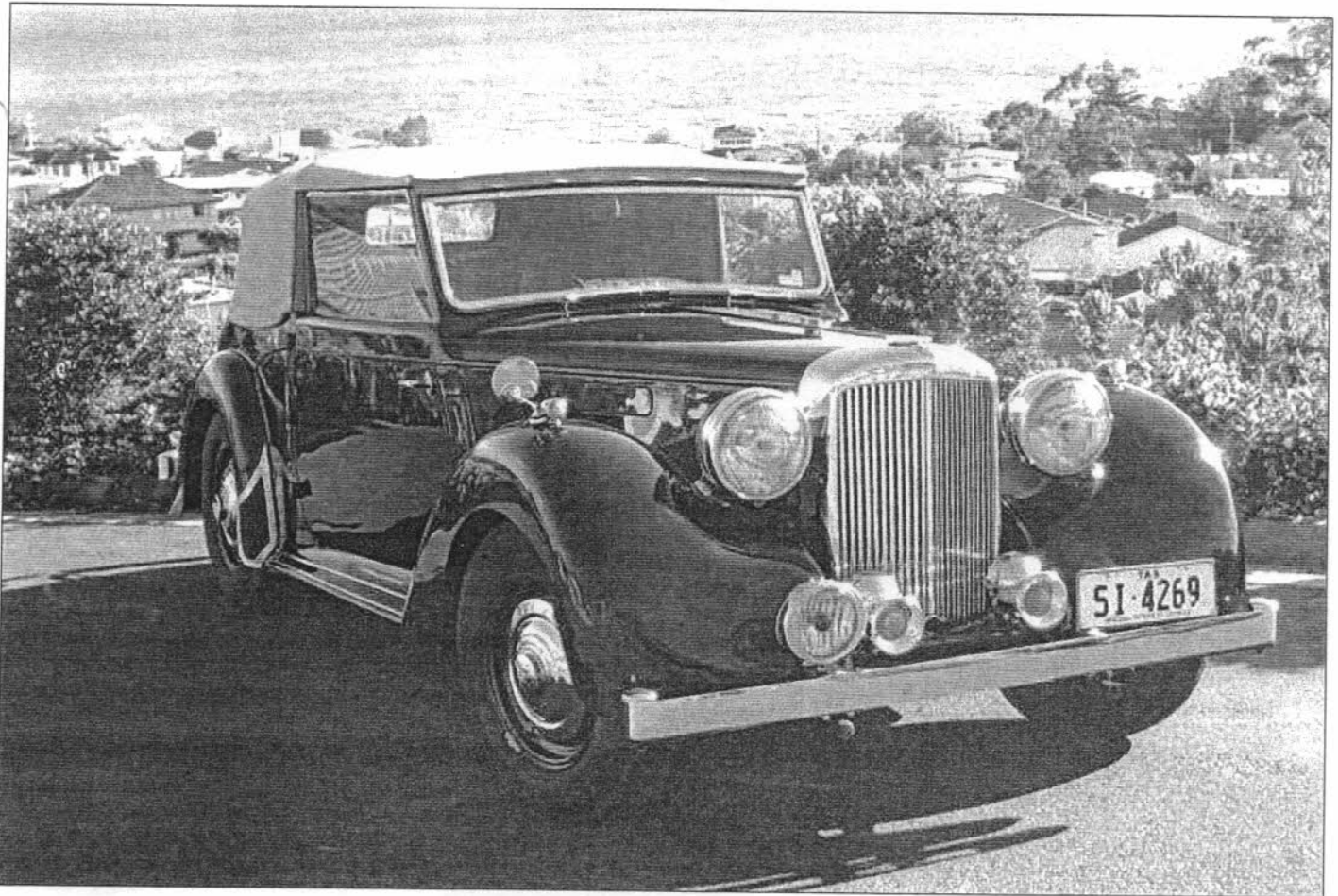
Mike Williams sent me this photo of the ex John White TA14 DHC on the 4th October (4 days before the start of the JNBC), with the caption "At Last."

Did it make it? No!

Following a total restoration, and before heading for the ferry, the oil level was checked for the umpteenth time - **Crème Soup!**

Be it head gasket, welsh plug or any other sort of plug, something leaks!

However, from every downside there is always an upside! Without their attendance in a modern, the carriage of luggage from another breakdown would have been much more difficult. Liz must have nursed all sorts of things as the RX8 has limited boot space!

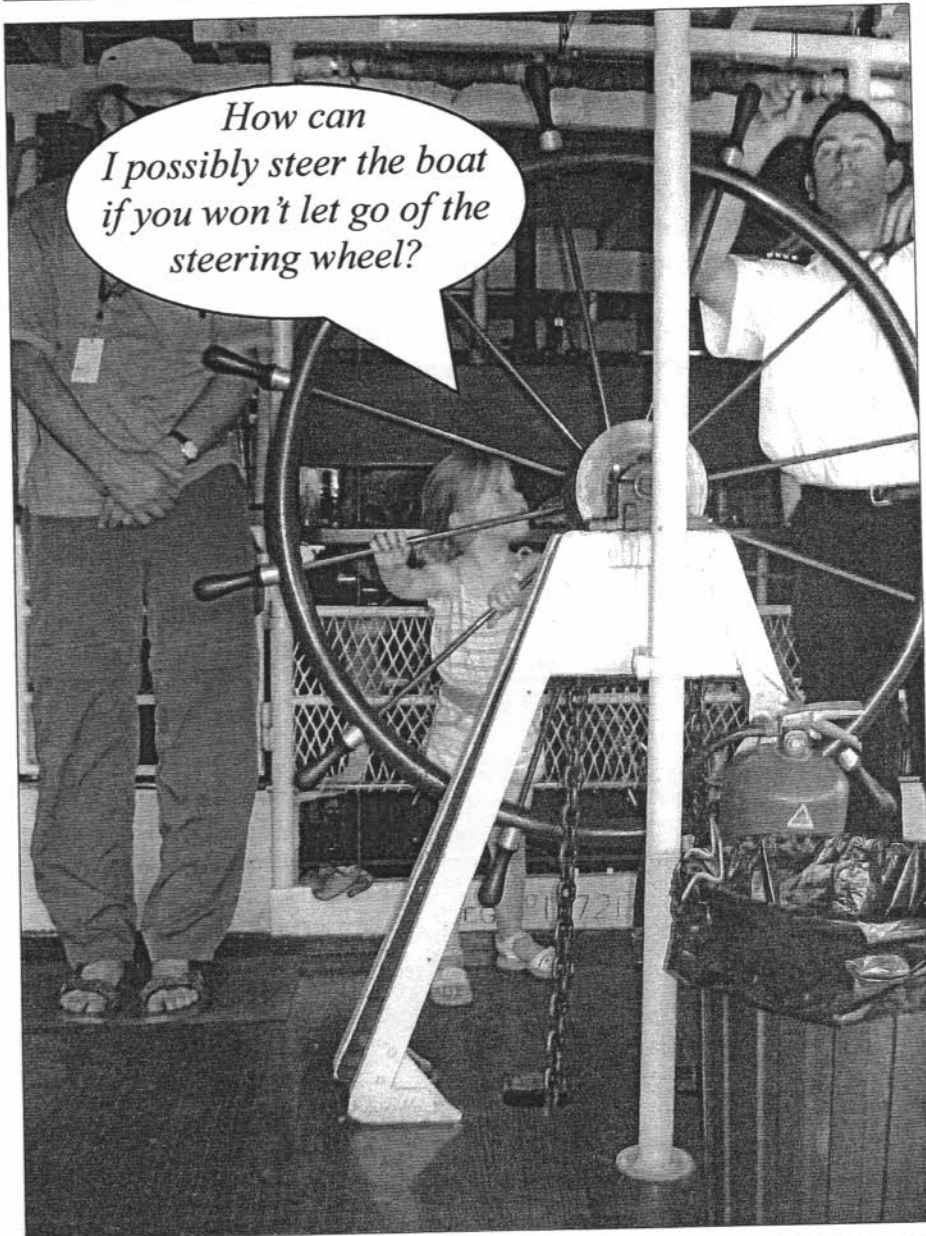


ALVIS ON THE DOWNS

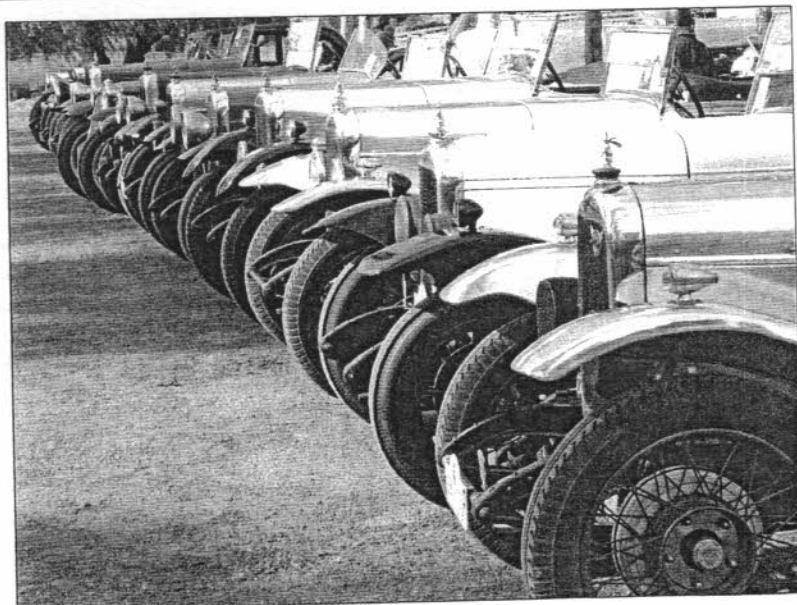
Saturday 2nd to 9th May 2009

2009 National ALVIS Rally
Contact: Dean Prangley
dcprangley@bigpond.com

ALVIS PEOPLE BEHAVING BADLY



Above: India McKinnon having her turn at steering the PS Canberra on the Murray River at Echuca



Right: The Vintage contingent at Halls Gap

SWAP, BEG, BORROW or STEAL

FOR SALE

Alvis 12/50 subframe project for sale.

1x standard chassis, 1 x shortened chassis (8'6"), 1 x crankcase, (subframe needs repair), 1 x front axle complete, 1 x back axle complete (no differential), 5 x rebuilt wheels with new tyres (21"), 1 x gearbox, 1 x steering wheel, 1 x foot plate, 1 x set of springs, 1 x fuel tank, 1 x brake cross shaft, 1 x starter motor, several boxes of engine and chassis parts including new castings, 1 x radiator (original honecomb). \$15,000, contact Paul at HVR on 03 9877 0666

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.

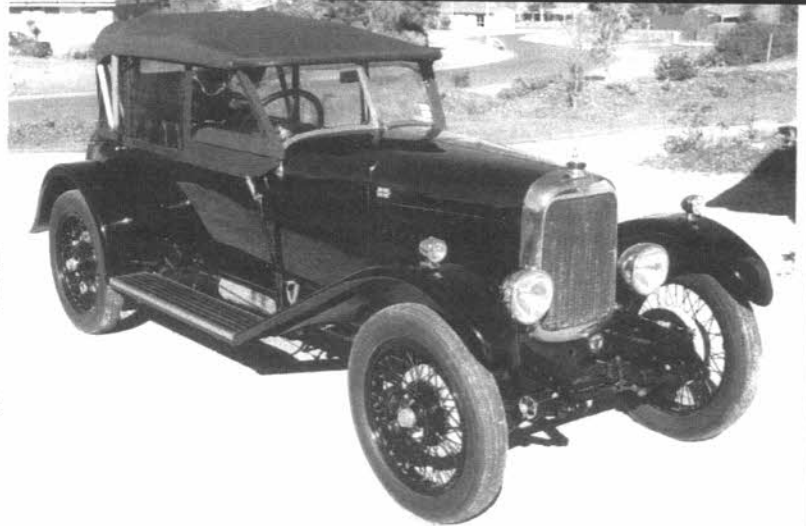
Alternator fitted, running off the jack-shaft between clutch and gearbox.

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 carburettors, any condition.

Contact Dale 03 5968 5170 or 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

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.

Ph: +61 (0) 354496127 Mobile: 0421344527

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