

February 2008

Alvic

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



The Brits are Coming!

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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www.alvis.org.au



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Front Cover: One of the very pretty cars coming from the UK for the October Julian Collins Memorial Tour. Chris Storrar and his SA Speed 20 VDP Saloon. Chassis # 10123. Pictured at the Cutter Inn, Ely. Complete with ACCV badge on the badge bar.

President's Report

For many of us, it seems ages since we had an Alvis event and it also seems like eternity that we had a Newsletter, although I think John Lang would be glad of the break he had in January, not that he was sunning himself on the beach! Indeed, the last couple of months have resulted in much work being completed in regards to our big event in October.

I daresay there will be more information elsewhere in this N/L.

The opening run that we have in January is one of my favourites and it never seems to amaze me how many people show up whether it be in a park or at a specific venue. A good collection of Alvises were present and a big thanks to the McDougalls for locating and assessing the venue.

The committee will be meeting in early March to plan a calendar of events to take us up to December. We would certainly like some input from you so if you would like to organise an event or give us some ideas, feel free to give me a call or email me with any details you may have.

In regards to meetings this year, we will have to alter our calendar slightly. Our AGM which occurs in October will be moved to November 21st. The September meeting (19th) will be replaced with a run or a pub meal and the meeting will be re-scheduled for Friday 3rd October.

The reason for this change is due to the JNBC Tour taking up most of October and as there will be quite a few U.K. entrants in Melbourne by then, we thought we would introduce them to our club rooms and have a very quick meeting and a good chin wag. Perhaps for the benefit of our visitors we could also hold our Rough Pad and Pie Night and give them a real experience!

Those of you who are interested in motor racing may be aware that this year marks the 80th anniversary of the first Grand Prix at Phillip Island. This event takes place on 7th-9th of March and would be well worth attending if you have the opportunity. There are a number of things planned including a demonstration of cars around the original circuit, displays and other such activities apart from the action trackside. A good gaggle of Alvises would certainly look good in the paddock.

Look forward to catching up with you all at the Feb meeting.

Chester McKaige

NEW MEMBERS

A Very Warm Welcome to:

Peter Mott from South Australia who has just bought the ex Austin Tope Speed 20

David Woodburn (UK) who will join us on the JNBC Tour

Graeme Steinfort who rejoins us after an absence of several years

EVENT CALENDAR

| | | |
|-----|----|---|
| FEB | 16 | General Meeting |
| | 17 | Arthur Whittaker Memorial Fly In at Yarra Glen (<i>see details</i>) |
| MAR | 20 | General Meeting (NOTE THURSDAY EVENING - due Easter) |
| | 29 | Eddington Sprints 25th Anniversary (<i>it is hoped to get a big turn up of pre-war cars.</i>) |
| | 30 | 52nd Annual Kalorama Rally |
| APR | 18 | General Meeting |
| | 19 | Visit Como Gardens & Car Museum |
| | 27 | VDC 50th Anniversary Celebration - Vehicle Display at Ballarat. |
| MAY | 16 | General Meeting |
| | 17 | TABILK WINERY VISIT (NATIONAL MOTORING HERITAGE DAY) |

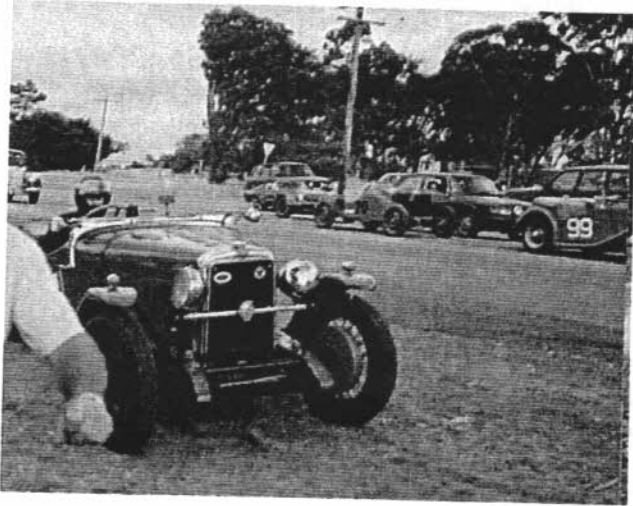
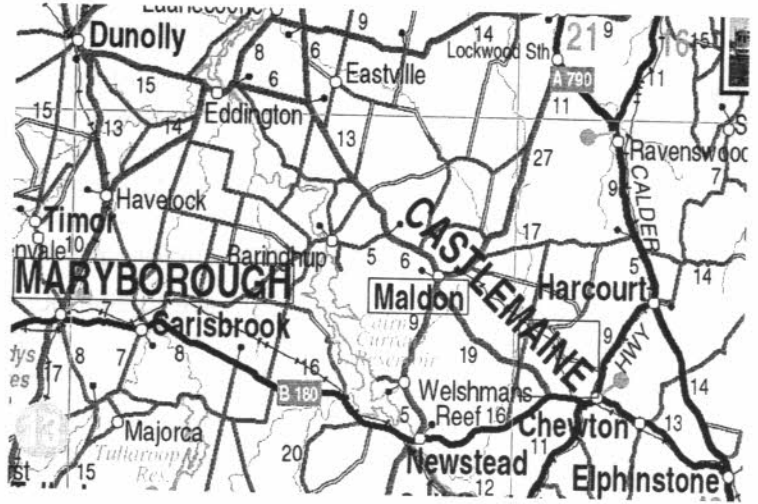
EDDINGTON SPRINT MEETING March 29th

This year will see the 25th anniversary of the VSCC Eddington Sprint Meeting.

The event is held on what was part of the main street of Eddington which forms a triangle with the Dunolly Eddington Rd.

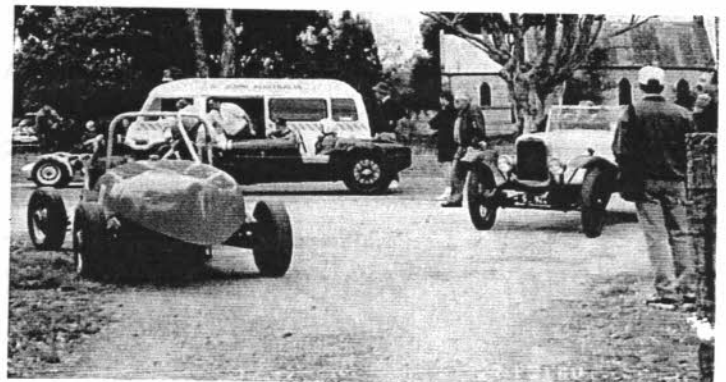
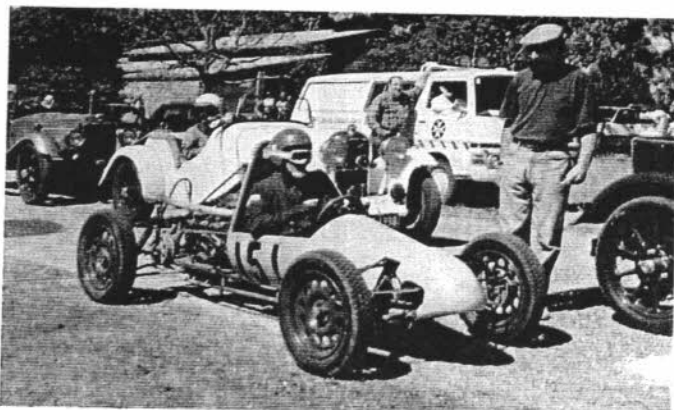
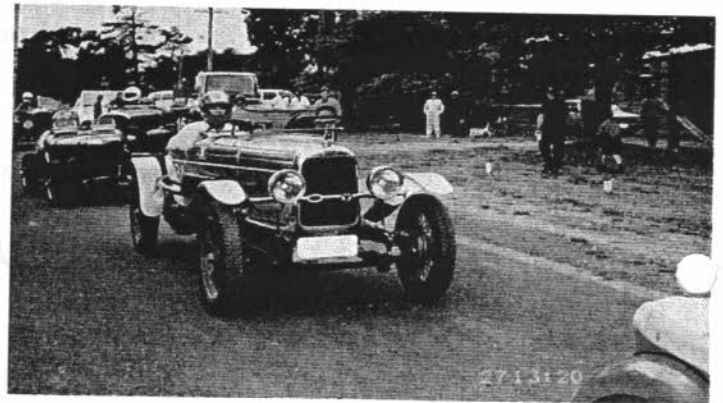
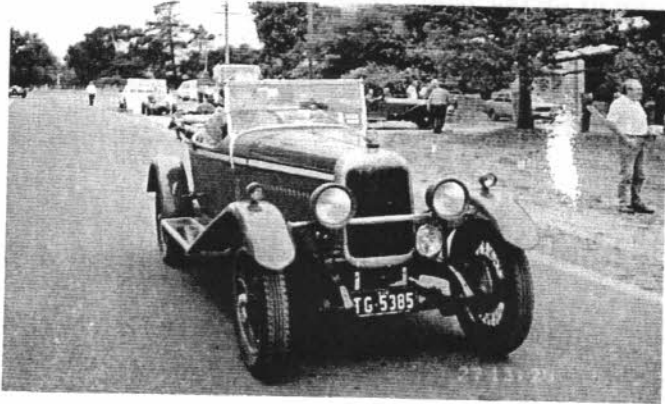
Eddington is located on the Loddon River approximately 30km North West of Maldon in Victoria's Central Goldfields area.

The sprint is a very relaxed meeting with a picnic atmosphere. The pit area is adjacent to the start and a wide variety of cars can be seen both competing and parked in and around the track.



As the closed road has access to the highway for the return of registered cars there are very few delays to the competition and as Eddington is away from the hype of the city, the meeting can be held in a more relaxed manner.

For those with the inclination, camping is available on the banks of the Loddon River and a Barbecue is usually held on the Saturday evening, after the competition, for those who wish to stay overnight.

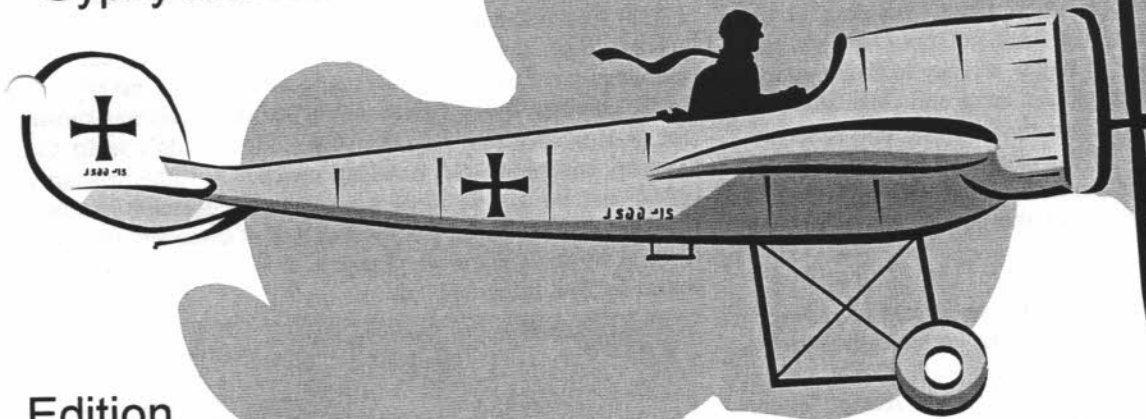


Arthur Whittaker Memorial Fly-In

Yarra Glen Sunday 17th February 2008

The Antique Aircraft
Australia and the
invited us to attend
Whittaker Memorial
"Gypsy Manor" the

Association of
VSCC have
the Arthur
Fly-In at
property of
Barry Walters,
Stagg Lane,
Yarra Glen
Melways
34, Map



Edition
269 H8.

Last year, due to bad weather, only three aircraft got in so this year we are hoping for a lot more and good weather.

BBQ facilities are available (subject to fire restrictions) plus tea and coffee, but otherwise BYO picnic. The aircraft should arrive about noon.

A tour to the venue will commence at about 10.00am from Bulleen Park, Bulleen Road, Bulleen Melways Edition Map 32 C9.

Your newsletter editor has a problem and badly needs your advice:
My lathe is less than 12 months old and is smoking from within the motor.
On checking the handbook to see what may have caused the problem I cite para 2 under
CAUTIONS:

"Avert the forceful rays and lightning caused by the disturbing illuminants or shadows."

It would appear that I have not been adhering to the instructions! Can anyone offer advice on how to avoid a reoccurrence.

TWO COUNTRY ALVISES

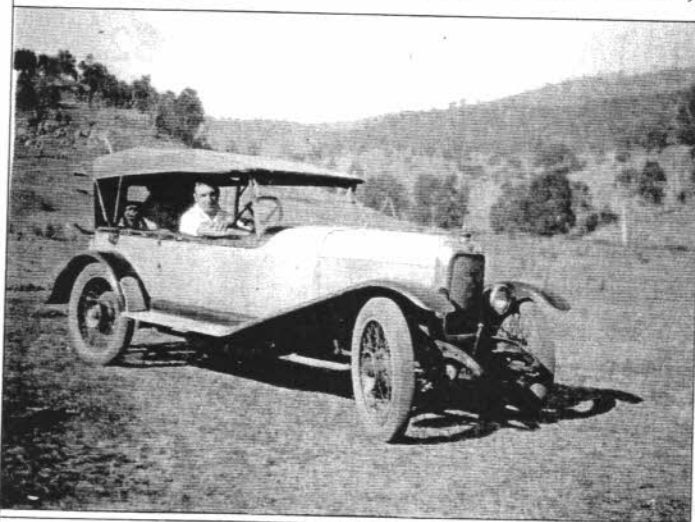
Very many thanks to David Manson for his permission to reprint this article from the February Alvibatics

In 1951, three members of the newly-formed Alvis Car Club went on a country week-end trip northwards. Marc Pain was the driver, in his 12/70 sedan, Norm Adams was the navigator, and I was the passenger, along with Marc's pup Pip, and an awful lot of gear – I sat with a five-gallon petrol can between my knees, as supplies of petrol were uncertain anywhere. On the first day we made it to Armidale, stopping to inspect the remains of a White steam car by the highway at Bendemeer, and (in Armidale) checking out a 12/50 tourer – which was not the sporting type Marc was looking for.

Saturday night we camped just off the New England Highway, at the turnoff to Dungowan – Marc had somehow found that there might be a 12/50 there. Stopping at the village store for directions, we were not only able to buy petrol, but also two pounds of butter, a rarity in Sydney (was it still rationed?). The morning was crisp and clear, the Peel valley was a brilliant green (mostly lucerne), and from the road about five miles east of the place, we saw a 12/50 SB all-aluminium sports tourer, perched on the edge of a bank in a leaping attitude, dumb-irons at the charge (there was no front axle, or wheels).

The owner, Bill Bright, had had many good cars including a 30-98 Vauxhall and several Alvises, and he had a wonderful yard of sheds and debris. On an inner wall of the garage proper was a large lubrication chart for a 1923 Austin Seven, showing points for attention Daily, Weekly, or Monthly. Under a bench was a pile of 1916-1918 U. S. motor magazines, 'Motor Age' and the like. I was given a lapful of these, and still have them.

Marc bought the diff centre from the 12/50, and we turned back to check on the 12/50 tourer that Bill Bright had recently sold to a man at Willow Tree. This property was to the west of the highway, through a gate and up a steep climb to the house. The first thing we saw was a marvelous view opening over almost the whole of the Liverpool Plains; the next thing was the sad sight of a complete and original TG 12/50 tourer,



Arthur Bright (Bill's brother) & Bootlace (the dog) in the SB 12/50 tourer. (photograph courtesy Rob Sands)

out in the open among a group of cattle who were rubbing their horns on the radiator, the tyres, and everything they could reach. The owner wasn't in, so we made our way back to far-off Sydney.

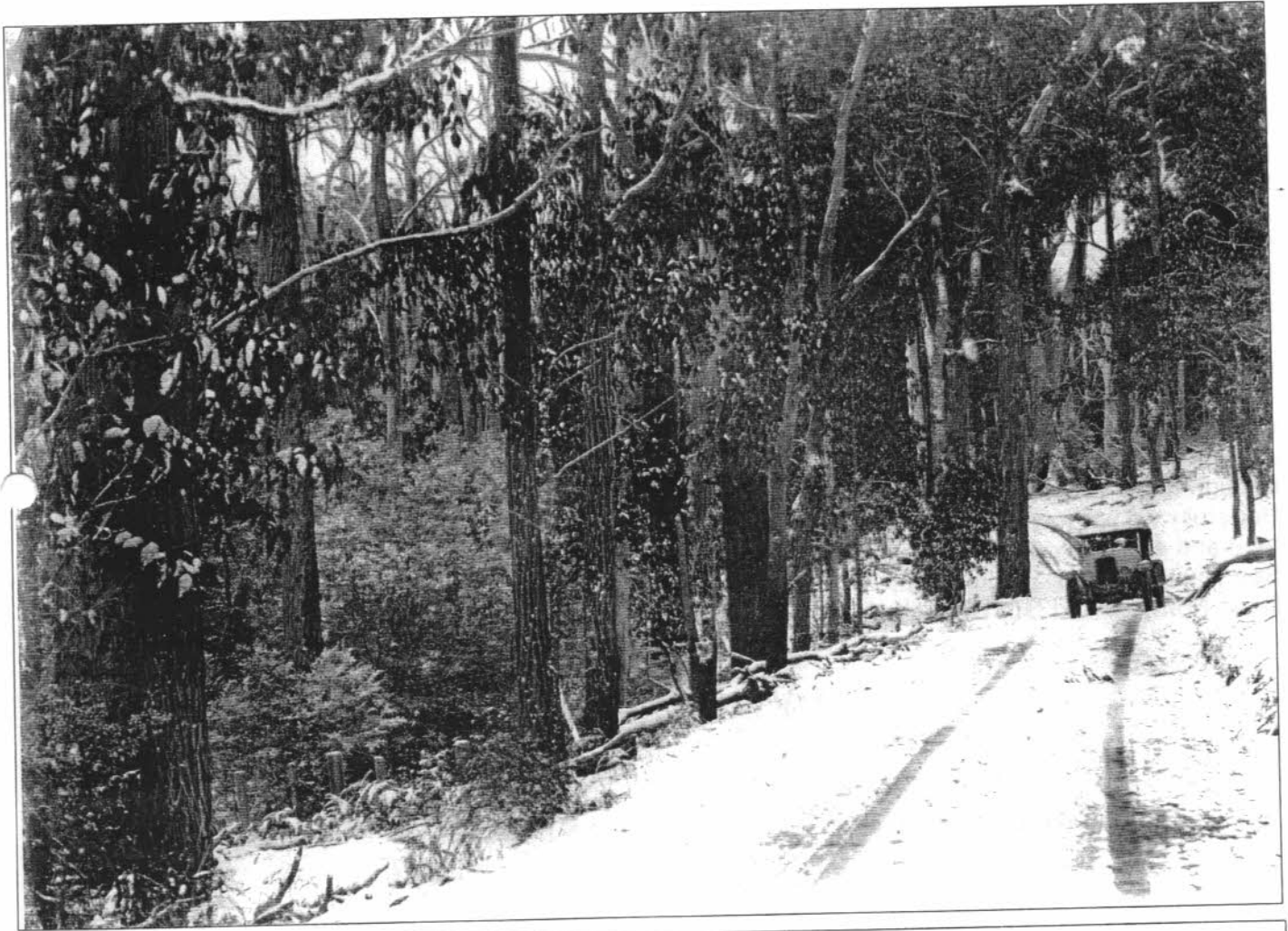
Some years later, a group of Club members passed through Lithgow on their annual Easter pilgrimage to the races at Bathurst. On the forecourt of a garage was a most unusual-looking, torpedo-shaped all-aluminium Special. The front axle had Morris Isis brakes and hubs adapted to a tubular centre. The gearbox was of unknown origin, with a brass centre gate and some rather Germanic lettering somewhere. But the engine, steering box, radiator and back axle were 12/50! Recollections differ on whether the chassis frame was Alvis – if so, it was drastically altered to lower the car. Our members were assured that it could do 100 mph, mainly due to the gearbox. Barry Turner was in the party, and was known for buying anything vaguely Alvis. He couldn't resist the Special, and he and Norm Adams returned to Lithgow shortly after, and bought it. Honouring Lithgow sprinter Marjorie Jackson's recent victories, and its place of discovery (if not of birth – we don't know who made it, or where), it immediately became "The Lithgow Flash".



The remarkable "Lithgow Flash" as it graced the pages of the December 1954 Alvibatics with Norm Adams ("just call me Nulvolari") in the driver's seat

Norm Adams later resumed his acquaintance with Bill Bright and the semi-derelict SB tourer. The Alvis was purchased, and Norm and Barry went up to tow it home. But not for some years did Norm persuade Bill to sell him the Edwardian "Adams" radiator which graced a T Ford chassis in the Dungowan undergrowth. Norm installed the engine in his 14.75 tourer 'Lulu', to allow him to rebuild its original six, and found that although the 12/50 engine was very worn, the performance was not really affected, thanks to the reduced weight. After this exercise, Norm sold the 12/50 engine to George Ryan, who was in the process of converting his early-1923 12/40 into a full beetleback – this sale was mentioned in Alvibatics at the time, and when recently I re-read that issue,

- DUNGOWAN and LITHGOW



Bill Bright on the Tamworth Nowenduc Rd

I realized that this would identify the Dungowan derelict.

Yes – it was car no.8121, chassis 2786, engine 3137, ex Works 14th. May 1924 as a Cross & Ellis four-seater Sports in grey and black.

In March 1955 Carl Whittaker bought the “Flash”, but its hybrid mechanicals often let him down rather badly, and in April 1957 he dismantled it. Having most of the parts for a ‘proper’ 12/50, he bought chassis no. 2786, and so the story of the Dungowan 12/50 ended, and also that of the Flash, and the story of John Langhorne’s car eventually began. The Dungowan engine, having powered three Alvises, sacrificed itself as Frank Corbett was on his way to Adelaide just this year.

POSTSCRIPT

(Rob Sands)

The second Alvis 12/50 mentioned in the article is TG5385, which has resided in Victoria for nearly twenty years. It was eventually dragged from the open paddock at Willow Tree, where it was seen by David Manson and his friends in the early 1950’s, and bought by Ken Heath, a turkey farmer from nearby Wallabadah.

Ken spent some time rebuilding it while at the same time disposing of its Cross and Ellis narrow sports tourer body and replacing it with the fabric covered 2 seater boat tail body from Sydneysider Bill Oxby’s 12/50. Bill raced and rallied his car extensively in NSW in the 1930’s, including several events at the old Maroubra racetrack. Ken also substituted several components from other 12/50’s that he had collected, including a big port head, a larger carburettor and forward exhaust. The car remains in this form today.

The story of this coming together will be told in another article.

ALVIS ON THE DOWNS. TOOWOOMBA 2009

We are planning the next tour in the garden city of Toowoomba which is not far from the NSW border to cater from members in the far south.

The date will probably be the Friday the first of May 2009 to Saturday the 9th. It will be a hub tour based at one Motel in Toowoomba for the duration.

It is planned that we will have a number of day tours as well as some quiet time (if that is possible for Alvis people!)

Ideas are as follows: Day trip to Jondaryan Woolshed

Day trip to the fabulous Ipswich railway workshops museum.

Day trip to the wonderful Bunya Mountains with lunch at a local winery.

Day trip to historical Glengallan Homestead and the town of Warwick with beautiful sandstone buildings.

Local Toowoomba half day trips including morning tea at historic Spring Bluff railway station halfway up the Toowoomba range,

lunch at the totally original Toowoomba railway refreshment rooms which still has all the silver and crockery from early last century.

Visit the original Bull's Head Inn at Drayton, visit the Cobb and Co museum in Toowoomba and much more.

There is also an invitation for us to be present at the annual Toowoomba static display for classic cars which is held at the airport on the third of May.

At this stage we have yet to finalise our accommodation, the programme and the dates but this should be enough to get you planning.

Hopefully we will have definite details by next issue when we will want your expressions of interest to attend and also a deposit.

See you in Queensland in 2009!!

Dean Prangley and Graham Singer

IF MY BODY WERE A CAR

*If my body were a car, this is the time I would be thinking about
Trading it in for a newer model*

*I've got bumps and dents and scratches in my finish
and my paint job is getting a little dull, but that's not the worst of it.*

My headlights are out of focus and it's especially hard to see this close.

*My traction is not as graceful as it once was.
I slip and skid and bump into things even in the best weather.*

My whitewalls are stained with varicose veins

It takes me hours to reach my maximum speed.

My fuel burns inefficiently.

But here's the worst of it—

*Almost every time I sneeze, cough or splutter—
Either my radiator leaks or my exhaust backfires!!!*



JNBC MEMORIAL TOUR

I am aware that there are members who are expecting to participate on the JNBC who have not made any contact with us in regard to their requirements.

In acknowledging that the Expression of Interest closing date was more than a year out from the event and planning that far ahead has its difficulties, NOW would be a good time to let us know.

There will be some movement up and down in numbers over the coming months and there is every chance we can accommodate you but it would be helpful in planning, to know what we are dealing with.

There are items of kit that we can purchase now at favourable prices that may not be available later on.

We want as many members and cars involved as we possibly can as this really is a once in a lifetime event.

If you are able to join us for a single stage or on a day trip, you would be very welcome.

If you need a copy of the itinerary give me a call on (03) 5426 2256 or jdmelang@bigpond.net.au or Chester on 0407 113 516

John Lang

The JULIAN COLLINS MEMORIAL TOUR

7 Oct - 25 October 2008

For those of you who submitted an Expression of Interest for the JNBC Tour, you should have received an Entry Form requesting information and requesting a confirmation of the stage or stages that you will be doing.

If you have not received this information, please contact John Lang on (03) 5426 2256 or jdmelang@bigpond.net.au

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

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

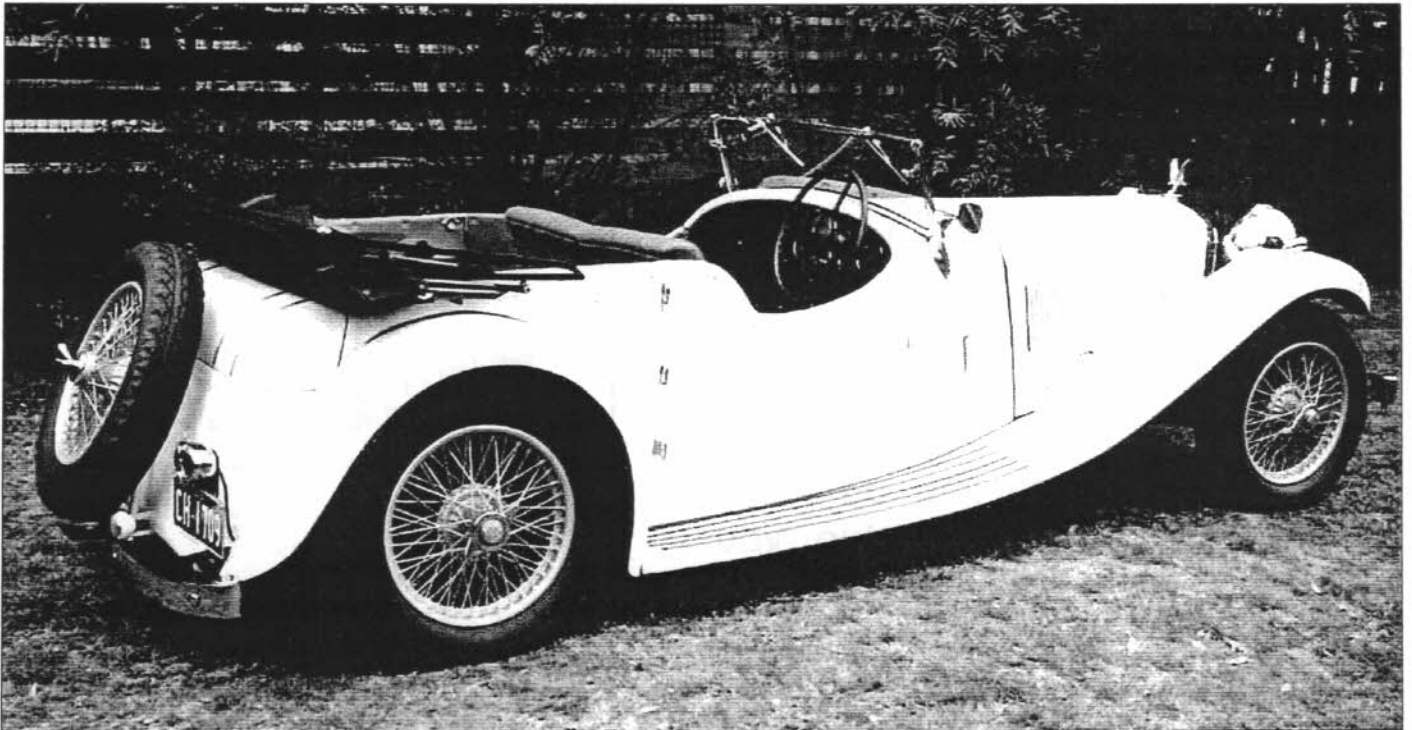


in just **9** months

HOT GOSSIP



John Hetherington has bought the ex Richard Tonkin TE21



Peter Mott has bought the ex Austin Topo, Bernie Mack Speed 20 SC

Please note: the HOT GOSSIP column has fallen into a state of disrepair due to the Aussie policy of not dobbing in a mate. By editorial decree there is a relaxation of that policy and it is no longer an indictable crime.

.....ed

THE auto industry can be cruel, especially for the British marques. Take Alvis Ltd., for example, makers of exceptionally well-engineered, innovative cars, using the best coach builders. The company began in the 1920s, yet by the late 1960s the company had folded. Most cars now sold throughout the world are front-wheel drive. "Alvis had the first front-wheel-drive production vehicle in the world, in 1922," says Alvis enthusiast Stuart MacDonald.

"And in 1932, they were the first production vehicle with an all-synchromesh gearbox, which was standard on Alvis from then on." Mr MacDonald, of Coromandel Valley, has an Alvis to book-end the decades of its car production in Coventry, England: a 1923 Alvis 1250, which he's had for 46 years, and a 1961 TD 21 which is a much fresher acquisition, albeit from another Adelaide owner who had it for 29 years.

He says the 1250 marked a step up for Alvis. "They had instant racing and trials success, which was a two-edged sword because although this generated incredible interest and demand in the car, they initially did not have the production facilities to meet demand," Mr MacDonald says.

His 1961 Alvis has been partially restored, although the interior is original save for a couple of leather panels needing replac-



TWO FOR THE ROAD: Stuart MacDonald and his wife Claire with their pair of Alvis cars.

of the reasons the cars went so well and lasted so well."

Mr MacDonald's TD 21 wears a body designed by Hermann Graber in Switzerland, although many other Alvis cars of the era have bodies from Mulliner Park Ward, part of the Rolls-Royce group and an indication that these were exclusive, high-priced cars in their day.

Alvis also made aeroplane engines during World War II and so became an air bombing target. It also went into building armoured vehicles. But the cost of building its cars was too high and production ceased in 1967.

Mr MacDonald, a member of the Classic section of the Sporting Car Club, helped organise and run the national Alvis biennial rally in South Australia this year. More than 100 entrants, mostly from interstate and New Zealand, motored to the Flinders Ranges in various Alvis models, some cars driving all the way from Perth and back.

His TD 21 is a two-door hard-top and full four-seater with good room in the back. "The hardest part is getting in the back seat - the back of the front seats go forward but the driver's seat always seems to hit the horn button.

But all is forgiven when it comes to driving the Alvis.

"It handles well and has no vices. It absolutely sings at 52 miles an hour (84km/h)," he says. "It's an absolute dream to drive."

Alvis lives on

STUART INNES uncovers a pair of rare Alvis cars.

“ Alvis had the first front-wheel-drive production vehicle in the world in 1922 ”

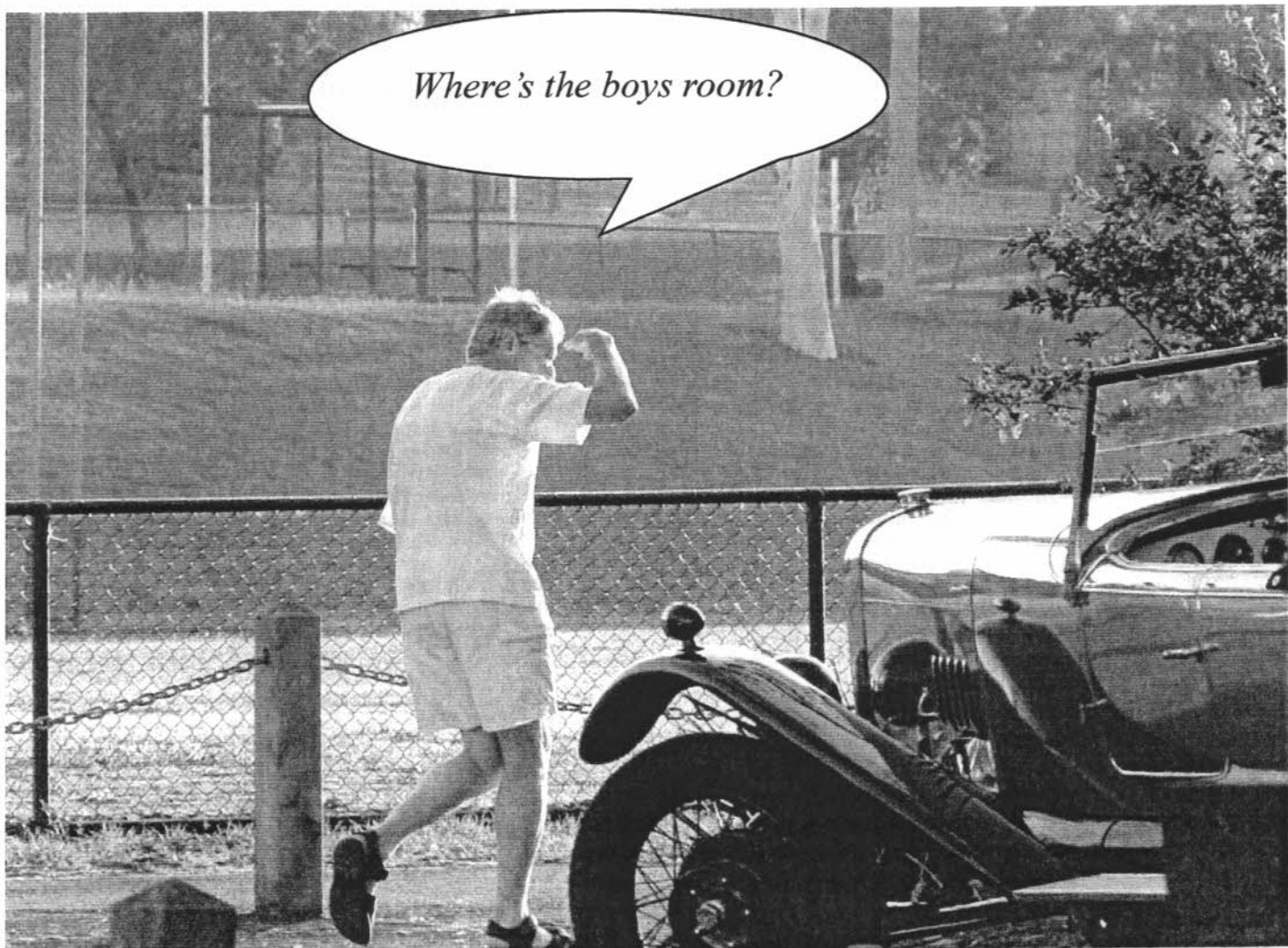
ing thanks to the harsh Aussie sun. The TD 21 has a three-litre inline, six-cylinder, understood to give about 63kW, although the engine was developed over the years to eventually top about 120kW in later models.

It runs a four-speed manual gearbox with floor shift and was

the first model to have disc brakes at the front. Later models had discs on all four wheels.

"They were right up with it," Mr MacDonald says of engineering development at Alvis.

"There was an excellence of engineering standards. Everything machined was spot-on. It was cost



PATENT SPECIFICATION



Application Date: May 2, 1928. No. 12,891 / 28.

311,084

Complete Left: Jan. 19, 1929

Complete Accepted: May 9, 1929.

PROVISIONAL SPECIFICATION.

Wheel Mountings for Motor Vehicles.

We, THE ALVIS CAR & ENGINEERING COMPANY LIMITED, a British Company, and GEORGE THOMAS SMITH-CLARKE, a British Subject, both of Holyhead Road, 5 Coventry, Warwickshire, do hereby declare the nature of this invention to be as follows:—

This invention relates to wheel mountings for motor vehicles, of the kind in which a vertical stem on a short wheel axle is mounted endwise free in a bearing at the end of an axle beam, and a housing on the latter contains a coil suspension spring bearing on the short axle. The object of the invention is to provide a construction in which an effective damping of the spring movements can be simply and easily obtained, and, if desired, for the pivotal movements of the wheel, if this is used for steering.

According to this invention, there is interposed between the stem and the wall of the housing a damping friction member.

The damping member may be constituted by a relatively wide split ring carried by a disc and adapted either by its own resilience or by supplementary adjustment means to engage frictionally the sides of the housing, or vice versa.

In one method of carrying out the invention, the housing is of cylindrical form, and the part of the vertical stem adjacent the wheel axle is enlarged to fit slidably in the housing. Between an internal shoulder formed by a radial flange in the housing and the shoulder due to the enlargement of the stem is mounted a coil suspension spring.

The stem extends beyond the flange in the housing and carries a disc around the

periphery of which is mounted a split spring ring. The latter bears frictionally upon the sides of the housing by its resilient outward pressure and may be considerably wider than the disc and have internal radial flanges to engage the sides of the disc and thus be located upon it.

If the road wheel pivots on the stem for steering purposes the disc (and with it the friction ring also) may be angularly fixed on the stem so that frictional damping may be applied to the pivotal movements of the stem as well as to its vertical movements.

On the other hand, if it is not desired to damp the steering, the disc may be mounted to rotate on the stem by means of plain or antifriction bearings.

Alternatively, it may be desired to damp the steering independently of the vertical damping movements, in which case a separate frictional engagement may be provided between the disc and stem.

Any preferred means may be employed to adjust the frictional effects. Thus there might be an adjustment at the split of the ring to vary its expansion, or if preferred the ring might be in segments acted upon by coil springs housed in the disc to exert an outward thrust.

The invention thus provides simple and effective means for damping the movements of the suspension spring, and if necessary the pivotal movements also if the road wheel is a steerable one.

Dated this 1st day of May, 1928.

ERIC W. WALFORD,

Fellow of the Chartered Institute of Patent Agents.

19, Hertford Street, Coventry,
Agent for the Applicants.

[This Drawing is a reproduction of the Original on a reduced scale.]

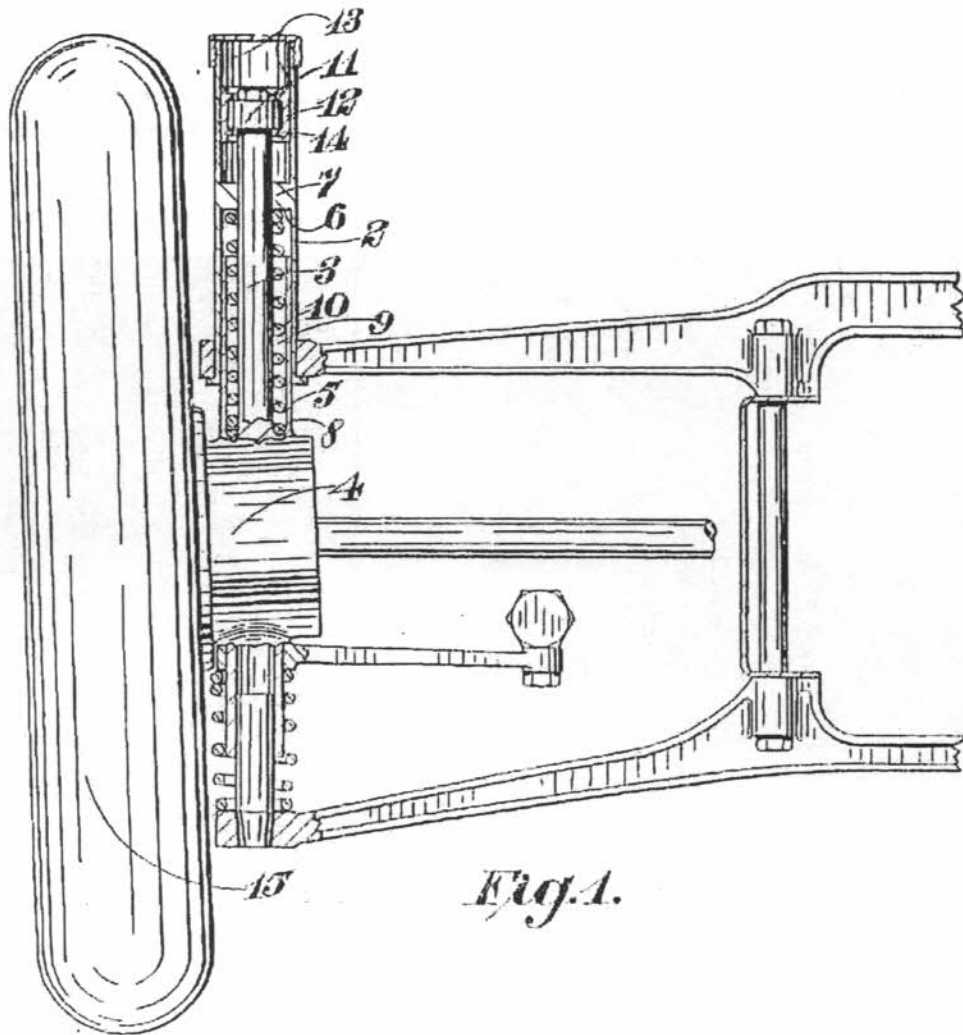


Fig. 1.

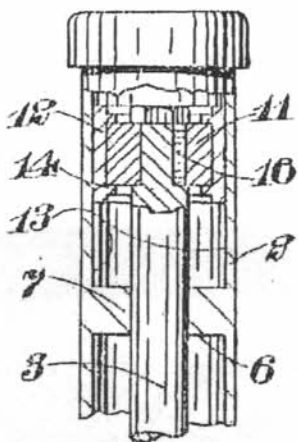


Fig. 2.

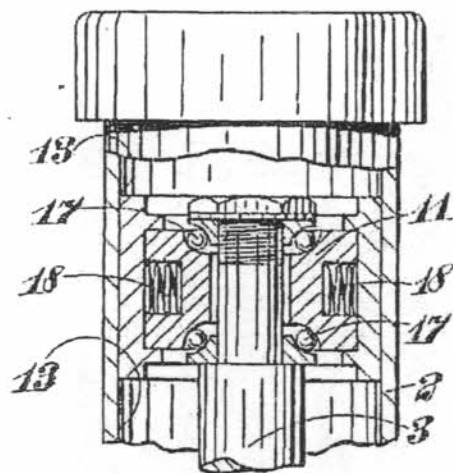


Fig. 3.

JANUARY BARBECUE



The January Barbecue has been a tradition for many years, and this year, it took place at Surrey Park in Box Hill at a site that many Melbournians were unaware existed. Another adjunct to the 'Victoria the Garden State' theme with a small touch of paradise in the middle of suburbia.

It is always a very popular event with Alvisi having been starved of Alvis contact over the Christmas break suggesting that we could hold it at the Coburg tip and still have a good turn up.

Many thanks to the McDougalls for their choice of venue and organisation.



Members enjoy good food and a chin wag at Surrey Park



SWAP, BEG, BORROW or STEAL

FOR SALE

1952 TA21(24573) formally owned by Robert Purves. This saloon is black with claret bonnet sides and lower doors. It has twin carburettors, twin petrol fillers and large back window. The interior was completely refurbished by Robert and in my possession, I have had the head removed, hardened valve seats fitted, new exhaust valves (Red Triangle) and valve seals, a complete overhaul of the brakes as well as the fuel pump and replacement of the water pump bearing at a cost of some \$5,000. It comes with the original "Manual of Instructions" (price fifteen shillings!!) and in which it is noted the car was purchased in June, 1952 at the cost of A pounds 2,044.

As events organiser for the Alvis Club of NSW for the last two years, I have used the car almost every month and driven it to the Victorian club rally to Echuca and the Federal Rally to South Australia. It is presently on NSW Conditional Registration which is not transferable (even in NSW!)

I am offering this car for sale at \$23,000.

Robert Peel 02/9968 2007 or speel2088@bigpond.com

Paul Bamford reports:

AA Bearings in Rooks road Nunawading have a couple of **R 315** bearings in stock complete with outer races. They are the ones used between the Clutch/Input and Main shafts of 12/50 and FWD Gear boxes. These are original Ransom Hoffman and Pollard bearings, which are almost impossible to obtain now. I told Dennis (the owner) that I would put this info in the news letter for him.

FOR SALE

FOR SALE

1951 ALVIS TA21 partly restored.

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

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

Ph: +61 (0) 354496127 Mobile: 0421344527

WANTED

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

Contact Dale on 03 5968 5170 or 0428 832 126

FOR SALE

1925 TE 12/50 ALVIS DUCKSBACK.

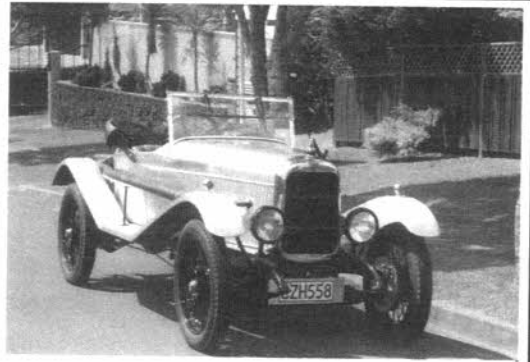
The car has been built from a ground up restoration over the past 4 years. The following work has been completed.

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

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

Price: \$70,000

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



WANTED

For SP20 SC

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

Transmission shaft flexible coupling x 2

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

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

FOR SALE

1938 Alvis 12/70 SB - engine #15694, chassis #15208, body Mulliner A42591 Down to chassis and awaiting restoration. All parts except exhaust & muffler. Engine was reconditioned and has done only 100 miles. New upholstery. Body off due rust & needs some re-wooding. Unable to continue due ill health. Needs good home, have owned since 1964.

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

FOR SALE

2 SILVER EAGLES

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

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

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



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