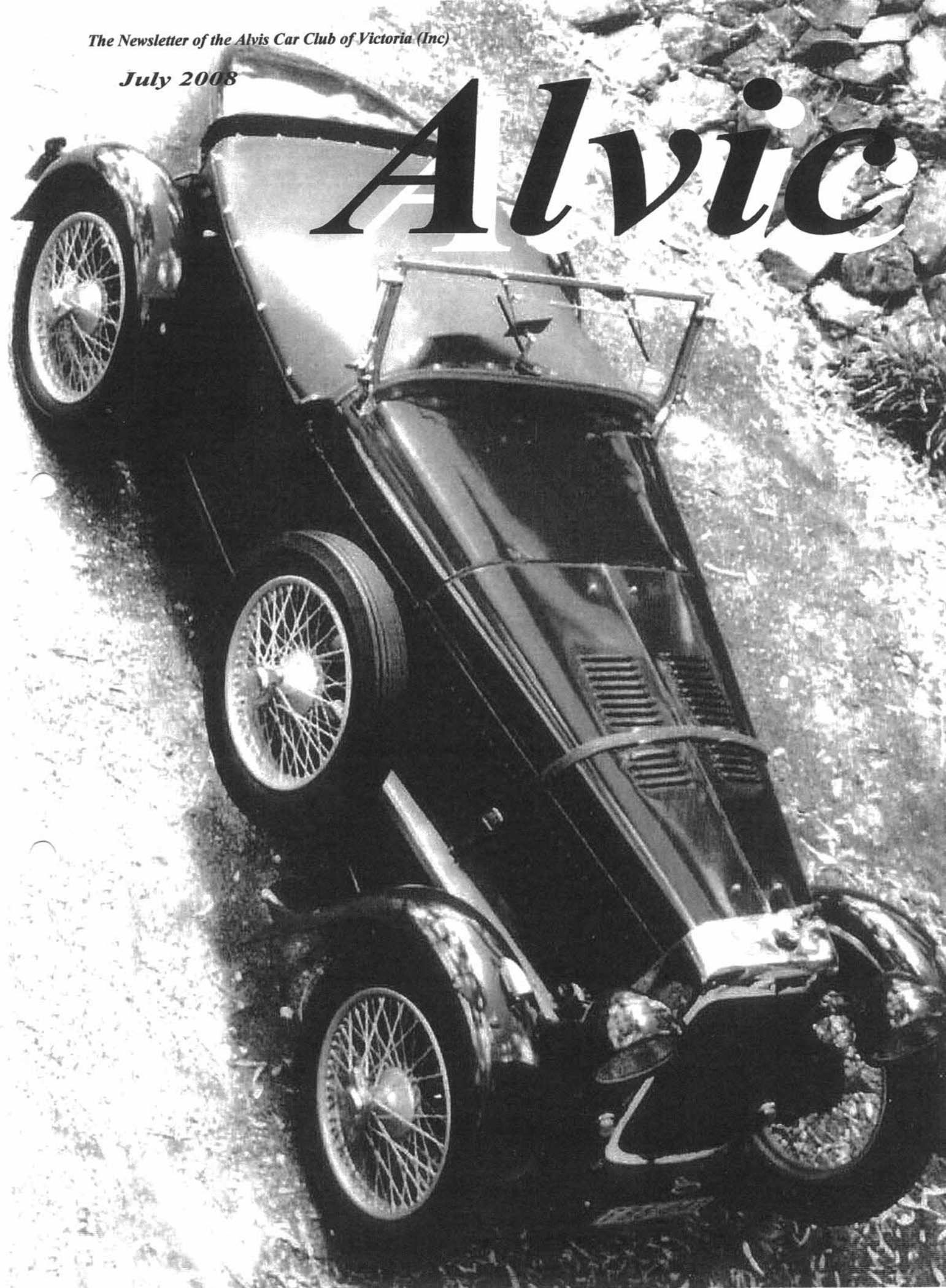


*The Newsletter of the Alvis Car Club of Victoria (Inc)*

*July 2008*

# *Alvic*



# Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)  
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
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Front page: Soon to be seen on Victorian roads is Don Bosanquet's 1928 FD FWD, car #12009, chassis #7231, engine #7660

Pres Sez

Last month a group of us visited the vaults of Science Works to view all those wonderful objects that were once on display in the old museum in Swanston Street. Now they are stacked on pallet racking in a huge warehouse doing absolutely nothing. Aero engines, motorcycles, clocks, models you name it, its there all neat and tidy gathering dust. A real shame.

The reason why is because modern museums have to be children orientated with things to touch, smell and activate. Gone are the days when you could only just look and admire.

We were asked to wipe our feet before entering, not to wander off the yellow line, and not to touch. Slightly different to some of the objects I had experienced when working for the National Museum in Canberra!

I would say that the eight or so aero engines that immediately hit you as you walk in the door will never see the light of day again, not to mention the fine collection of motorcycles.

Whatever became to all the cars that were on display in the old museum basement? I can recall a 3 litre Bentley when I was a small kid, but that seems to have disappeared along with a lot of other stuff. Hopefully one day, this State of ours will have a technical museum where all this wonderful stuff will once more go on display for those of us who are still interested. Makes you think twice before contemplating, willing your vintage car to a museum!

At our last committee meeting, we put our heads together to formulate the calendar for 2009. If anyone out there has any ideas for something different, please let the committee know. Also our AGM will be in November this year to elect office bearers for 2008/2009. If you feel you have something to offer please let Dale know your intentions. A bit of new blood would be a good thing.

The October meeting will be held on the 3rd, with a gathering at the Malvernvale Hotel for dinner. As we will have a number of our English friends on hand, we have decided to book the upstairs room in the pub and then wander down to the clubrooms for a brief meeting. It will give our visitors a general idea of the problems that are associated with being your President!

For supper we will put on a rough red and cheese night. Please plan to come along and support the club on this night.

Chester McKaige

## NEW MEMBERS

We welcome Jon Voller of QLD. He is the owner of the ex Dean Prangley TC21

## SUPPER

**Carol and Sally**

**IF YOU HAVE N'T PAID YOUR 2008 MEMBERSHIP - YOU SHOULD HAVE!**

## EVENT CALENDAR

JUL	18	General Meeting & Trophy presentation - glass of red or white cheeses & biscuits
	20	Templestowe Revisited - organised by Jocelyn & Darrell Horton see within
AUG	15	General Meeting - John Hetherington will exercise the new DVD and TV with a talk entitled "Elephant on Ice."
	24	Rob Roy Hill Climb—VSCC Event—we're Invited!
SEP	19	NO General Meeting due early October meeting
OCT	3	General Meeting
	7-23	JNBC Memorial Tour
NOV	21	AGM

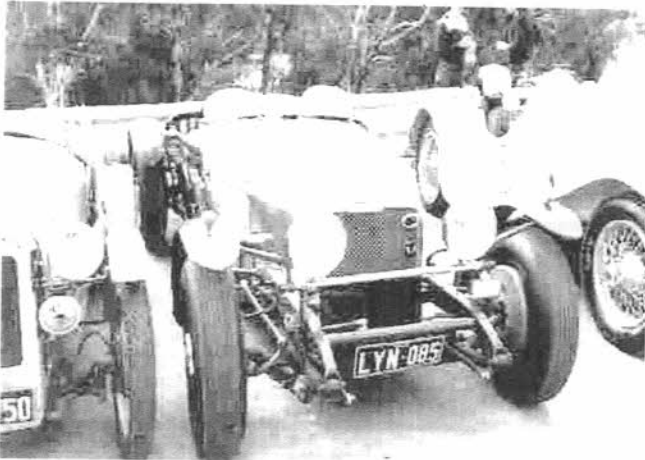
# OUR GLORIOUS PAST!

## FREE ON THE FREEWAY

The Eastern Freeway in Melbourne is well known to regular commuters at peak times as a mobile car park. But some thirty years ago it carried no traffic on its new surface as it awaited the glare and glitz of the "Official Opening." Parliamentarians and State Government dignitaries were polished and poised, dates and times were published and everything was ready to go.

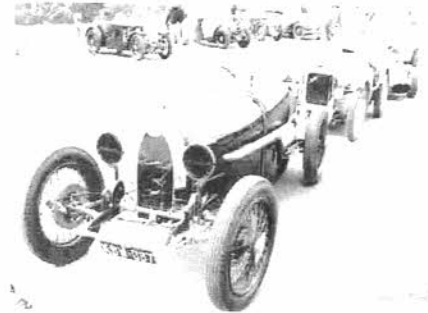
Imagine my surprise and disbelief when one Saturday afternoon I had a phone call from a VSCC member advising me to "get in the Alvis go to the new Eastern Freeway for quarter mile timed sprints." I had such faith in the phone call that I journeyed there in the "modem" only to see some twenty five well known vintage sports cars lined up and being admired by about twenty spectators.

As I stepped over the Armco barrier I was greeted by Andre Chaleyzer who said, with typical Alvis generosity, "Don't bother going home for the 12/50, grab my helmet and use my car to see if you can beat my times."



Above: the late Austin Topes SP25 special on a Firefly chassis

I had three timed runs and I think my best time was in the mid-e i g h t e e n seconds but I know that Andre recorded 16.9 seconds. What a great car and what a great venue on a superb surface.



Bob King's Type 35 Bugatti

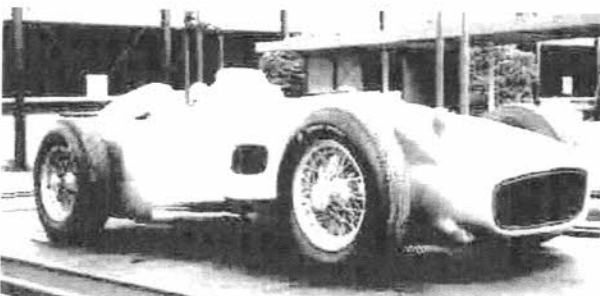
It was an amazing day with no officialdom, no crowds, no CAMS and, as far as I

know, no permission. I will never know who organised the sprint and I know it can never be repeated but it certainly was a day to be remembered.

\*\*\*\*\*

In September 1978 the Hang Ten 400 was held at Sandown with the added attraction of my hero from the 1950's - Juan Manuel Fangio, who was attending with his W196 Mercedes Formula One car.

On the day Sandown was packed and there were some good vintage cars and racing to watch until early afternoon they wheeled the fabulous Mercedes onto the track. It was a truly magnificent sight and Fangio was getting ready race Jack Brabham in one of his own cars plus Bill Patterson in his Cooper Climax and Bob Jane in his Maserati 300S over four laps. Fangio was dressed in his usual tee shirt and slacks along with his "pudding basin" racing helmet. Officials from C.A.M. S. insisted that he wear a racing suit and a modern helmet. Legend has it that an argument ensued





with C.A.M.S. adamant until Fangio said, "Ok, I'll go home!" It wasn't long before the officials gave in and Fangio raced wearing a pair of white overalls and his favourite 1950's racing helmet. The race was excellent with the two multi-world champions "dicing" and Fangio thrilled the crowd with the noise of the 3 litre straight eight while drifting the car around Sandown's corners.

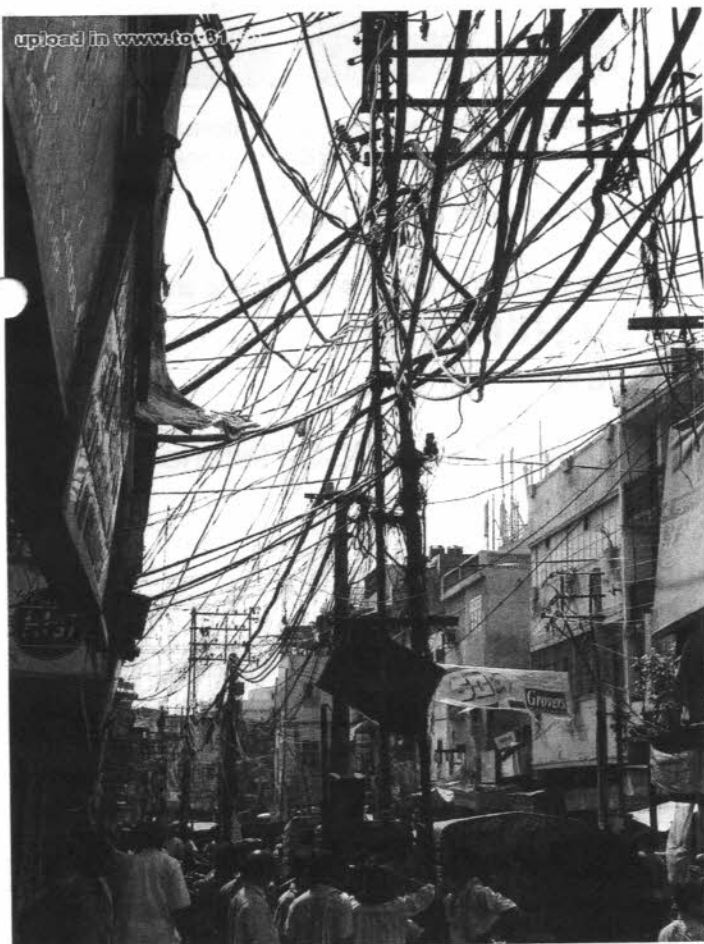
To conclude a terrific day there was a six lap Regularity Race and I fronted up on the grid in "Albert." (12/50) Fangio appeared driving a 1921 Benz and we all set off with each of us trying to pass the great champion. This proved to be fairly easy for the Benz was surprisingly slow and everyone was secretly elated when all the Alvis entries proved to be faster.

It was another day to be remembered so much that at the next ACCV meeting the late Geoff Hopkins produced a few large paper banners that proclaimed "I Passed Fangio in my Alvis at Sandown!" I got a copy that graced my garage for many years and I wish I still had it as it could be worth a packet on the Antique Roadshow.

What I really wish for is a return to those days when you could hold an event or make an effort to do something that club members could enjoy without fear of regulations and litigation. By gosh - we "Oldies" were lucky.

Those with access to a computer can find a video of Fangio racing at Sandown by going to YouTube videos and searching for "Fangio vs Brabham 1978," it is worth watching.

Ron Wilson



### ***The Never Ending Things the Secretary has to do for our Club!***

*Those of you who were at the May meeting will be aware that a new Television and DVD had been installed by JFH and helpers.*

*You will also be aware that it was not working properly and Alan McKinnon was heard to comment "gee when I dropped it, I must have done some damage!"*

*A call went out for someone with expertise in fixing dropped televisions.*

*Our gallant secretary arrived early for the June meeting and when he turned the TV around he was met with what you see on the left.*

*Having removed many leads and fettling the remainder, lo and behold it worked!*

*Actually the pic is from one of the streets of Bangalore. Next time you can't hear what your telemarketing call is all about, you will understand why!*

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



*Our recent visit to Science Works and the historic Spotswood Pumping Station provided an opportunity to view Melbourne's recent sewage on route to Werribee. Seen here are Andrew McDougall, Richard Tonkin, Chester McKaige, Ken Cuming and John Link.*

*Caution was the keyword as one slip and they would have been interred for ever!*

### **VSCC Historic Rob Roy Hill Climb Sunday 24th August**

The Alvis Car Club of Victoria has been invited to attend the VSCC Historic Rob Roy Hill Climb on Sunday 24th August.

Last year we had 13 cars present.

This year there is a prize for the best turnout of cars from a club.

There will also be a spectator's choice award.

On site catering will be available and include hearty soup, spit roast, hamburgers, tea and coffee.

Competition commences at 11.30 am, we need to be there no later than 12.00noon. We will establish a site for the cars so they will be altogether in the one area.

Lets show the VSCC what a single marque club can do.

CM

## MORE MOTORING MOMENTS

We were competing in another VSCC Two-Day Rally (Alec Bryce Memorial Rally). Ron was driving the Firefly, I was navigating and we were heading west along The Great Ocean Road.

As usual, the hood was up and the side-curtains were stored on the back seat under the tonneau cover. It was cold and clear weather with an occasional strong gust of wind. I had my head down studying the map when one of those strong gusts of wind blew off my motoring cap with its Alvis badge. This was my headwear whilst motoring in all states of the Commonwealth except Western Australia and the Northern Territory. It was something precious which I didn't want to lose.

I asked Ron to stop the car and I walked back 100 yards or so looking on both sides of the road for my much-valued cap. Ron was getting anxious about the time lost and I very reluctantly gave up my search and got back in the Firefly. For some reason, possibly to get another map, I reached under the tonneau and there I felt my cap! That was where the wind had blown it and not on the road. I can't remember where we were placed on that Rally, but, at least, I still had my cap!

The next Motoring Moment occurred on an ACCV Rally and I was driving with Beverley in the "Little White Car" (the TB 14 roadster). I had only recently purchased the TB 14 and the tyres were ancient re-caps. I had been out to Antique Tyres and Alan McKinnon had fitted two new 16" x 600 tyres on the front wheels.

As I said, Bev and I were driving vaguely northish on the road to Ballarat, I think, cruising at 60 mph when there was this terrific crash, bang, wallop under the off-side rear wheel arch. What in the world was that, I thought, although I used more good Australian swear words than reported here. I stopped, got out and inspected the wheel and found the rubber cap had come off the tyre, and its flailing around in the wheel arch and made that frightening noise. I fitted the spare wheel, putting the crook wheel and the thrown-off re-cap into the boot.

At the next stop, who should come out to meet us but Alan McKinnon. I opened the boot, took out the re-cap and wrapped it around Alan's waist, while shouting about the crummy tyres he had sold me. Alan looked quite taken aback as well he might from my tirade.

I had to apologise to Alan later as his tyres on the front wheels were perfect and it was one of the ancient re-caps which had let go. What is more, I had to buy two more tyres from Alan also.

Rob Graham

### TEMPLESTOWE REVISITED

Sunday July 20th

Assembly will be at 9.30 at McDonalds car park at the intersection of Doncaster and Blackburn Roads, Doncaster. (Mel 48 B/C 1)

Departure at 10.00 northwards (upwards on most maps) to the end of Blackburn Rd, beyond the roundabout and along an access road to the historic sight/site of the hillclimb which is clearly marked at the boundary of "mansionville" where we de-Alvis (or otherwise) for an on-site inspection of the remaining track. This will be good exercise for those of moderate fitness or better! Those who feel they couldn't make it up on foot can motor through aforesaid mansions and meet the walkers at the top.

Afterwards, we will depart for an hour or so ramble terminating at Weller's Restaurant to restore the by then flagging energy levels with food and liquid libations. A good day is definitely assured and you'd be mad to miss it!

Darrell Horton.

*There were 99 multi-club hillclimbs conducted at Templestowe between March 1951 and December 1987, the final 9 conducted by the MG Car Club on an annual basis.*

# MEMORIES OF TEMPLESTOWE

*On starters signal clutch engages  
The rear wheels spin for what seems ages  
A sideways twitch- change up for power  
A flick of wheel and gravel shower.  
Another change and progress stable  
They drive with all the skill they're able  
So soon, it's time to drop a gear  
The first left-hander racing near  
And safe in second, brake to slow  
Power through "The Esses" - off they go  
"Banana Straight" presents no fear  
It's length is covered in third gear.  
Then hard on brakes, at "Monks" climb right  
"The Shelf" reveals that awesome sight  
"The Wall" looms large- they plant the boot  
Full power - no fear of over-shoot  
With rubber clawing, to the top  
Then hard right turn before the drop.  
It's called "The Hole" and down they go  
A simple left for those who know  
For those who don't, just trepid fear  
Full power again - 'void oversteer  
Flat down to "Baron's". 'nother right  
No problems here, and then in sight  
The " Finish", lying just ahead  
One final spurt and then, instead  
A quiet burble to the " Pits"  
In hope, to learn their time befits  
The hours and money spent in hope  
A record comes within their scope.  
Ah - Templestowe, where 'thusiasts went  
Where no-ones youth was there mis-spent  
Where sight and sound would captivate  
And" Castrol R " smelled at the gate  
Would make arrival so worthwhile,  
And never fail to bring a smile.*



## Hitting the Wall in Style

**A**fter the Second World War, members of the Victorian Sporting Car Club were all revved up with nowhere to go. A dearth of racing circuits and hill climb venues was frustrating those who wanted to fully test their driving skills in the heat of competition.

The Rob Roy hill climb at Christmas Hills, between Yarra Glen and Eltham, had served as a testing ground since 1935, but a greater challenge was needed. A deal was made to build a track on a farm at Templestowe, on the eastern fringe of the city. During competition, cattle would be moved to a nearby paddock along the Yarra River.

The farm at the top of Blackburn Road was home to an implausibly steep rise, effectively an escarpment, on which a section of track was built that was known as The Wall. It stretched for about 100 metres at a gradient, measured in feet, of 1 to 2.5.

Hill climb competitors, who are usually amateurs driving their own cars, race against the clock over a course from A to B. At Templestowe, the track was 969 metres. The rise of The Wall at the halfway mark gave it something special.

The track was unsealed at the first event, held on March 12, 1951. The dust was shocking but the greater problem was the inability of tyres to grip the shifting surface of The Wall. Most cars slid to an ignominious stop in The Hole.

Cec Warren, who died a few years later of a heart attack during a sporting-car competition at Fishermans Bend, won the event with a time of 70.6 seconds in his Ford Speedcar.

By the second Templestowe hill climb, more than a year later, the track was sealed and The Wall was the steepest section of bitumen road in Australia. Any steeper and the tarmac would have slid down the hill before it had set.

Reg Hunt recorded the fastest time - 61.6 seconds, fully nine seconds faster than Warren's time on the dirt track - in his supercharged Hunt-Vincent. Spectators were thrilled by the skill of the drivers on the rises and bends. Within a few years, 20,000 spectators were spread on either side of the track, which was only three metres wide.

Graham Hoinville competed in the first Templestowe hill climb. "Only the cars that had real squirt could get up the hill on momentum," he said.

Hoinville went on to compete at Templestowe for more



### 65th TEMPLESTOWE HILLCLIMB

Sunday, 30th May 1965

*Meeting held under  
the International  
Sporting Code of the  
F.I.A. and the  
National Competition  
Rules of the C.A.M.S.*

*Souvenir  
Program 2/-*

than three decades, missing only those events that clashed with his rally driving in the 1960s, and won many occasions.

He said the track had 12 critical points where a slip-up would cost dearly. "It was a great test of the skill of the driver," he said.

The mechanical engineer was still competing at Templestowe when it was announced in 1983 that the land had been sold to developers for a housing estate. He drove in the farewell event, which proved to be a false alarm when the development was postponed.

He also drove in the next farewell event, and the next. Finally, in December 1987, Hoinville competed in the final Templestowe hill climb.

"I was in all four of them," he said.

The Age met Hoinville and fellow hill climb enthusiast David White on the old Templestowe farm, which is now the site of The Domain estate. Large houses

sprawled on large blocks at the back of the track. It was Hoinville's first time at the track since the final race.

White never drove at Templestowe, but he revealed that he has returned to the old haunt on several occasions to reminisce about watching the cars fly up the hill. "It's eerie to be here," he said. "I'm quite nostalgic." We walked the length of the track, beginning by the Mullum Mullum Creek and winding through the Esses, where one driver died in the 1960s.

Banana Straight featured sections of tarmac that were repaired at low cost by members of the Grollo family in the 1950s. Bellbirds called from surrounding eucalypts as we struggled up The Wall, whose gradient is not exaggerated.

Hoinville pointed to trees from which chains were suspended to stop young tearaways hooning around the track when no one was looking.

Now 74, Hoinville remembered his gear changes as he walked towards Barons Corner, a hairpin bend that was named after Ernie "Baron" Seeliger following an inglorious crash.

Seeliger once worked on the cars of Stan Jones, Alan's father.

"He was a good spanner man," Hoinville said.

The final straight was shortened by 50 metres in the last race because timber for housing was stacked on the finishing line.

It was as good a sign as any that the Templestowe hill climb had run its race.

Hoinville, the winner of the Tarrengower hill climb near Maldon last October, and White, a leading official at Rob Roy hill climbs, said Templestowe deserved its place in Australian driving lore. They remembered the great drivers, such as Stan Jones, Bruce Walton and Lex Davison, and lamented the influence of money in motor racing.

"It was a sport," White said. "Today, it's serious business."

When asked their tip for tomorrow's grand prix, both dismissed the question.

"I'm not interested in this modern stuff," said White. "One of them will win," said Hoinville.



Just three months to go and all is coming together. The route survey and proving is just about complete. The accommodation meals and activities are organised and good weather has been ordered.

All is in preparation!

We look forward to welcoming the following from overseas:

Martin Boothman & John Layzell (US)  
Iain & Jane Galloway  
Jes & Jenny Jarvis  
Ernest Constable & Bruce Cousins  
Geoff & Erica Littlejohns  
Richard & Sushama Day  
Ian & June Smith  
David & Kay Webster  
Peter & Susan Holmes  
Chris & Helen Storrar  
Bryan & Elin Pooley  
Bob & Marie Clark  
David & Susan Little  
Ian & Jo Todd  
Bill Rankin & Terry Alder  
John & Mary Holmes  
Nic & Patricia Simpson  
John Harvey & Gillian Murphy  
Phil & Janet Diffey  
Mike & Ruth Hirst  
David & Sally Woodburn

A CLAYTONS ALVIS DAY!  
(or)  
A SPECIAL VISIT TO SCIENCE WORKS  
at SPOTSWOOD

Many years ago we visited Science Works when management made the grassed oval available for car clubs to park their cars with a degree of security.

Due to the state of the oval, the lack of rain and a variety of other reasons, that privilege is no longer available and state government bureaucracy reigns supreme.

But! As a group that handles adversity with a smile on our faces, we went in our moderns, which made those who often go in their moderns feel comfortable and not marginalised.

Richard Tonkin had organised the event and we all met at the allocated time to view the store that is associated with all museums. Unfortunately we were limited to 15 people as there are strict rules laid out for access to what generally is an area not available to the public.

Most of us were unaware that museums generally have only 3 or 4 percent of their exhibits on display at any one time, so our visit to the store was certainly going to be worthwhile.

The first building we entered, must have had a 10 metre ceiling with racks holding a variety of larger items such as aero engines, both inline and radial. Racks of motorbikes from various periods and other mechanical items from all facets of life and industry.

The next room of similar ceiling height, generally contained much smaller items in rows of more concentrated racks with the storage of much smaller items.

We were limited to walking between the lines to prevent body moisture of any description from contaminating any of the exhibits. The irony of this was that one of the stored items was an early Mini Minor that had dropped a pool of oil all over the floor!

In organising the event, Richard Tonkin was interested to see if an early satellite that he had had a hand in constructing was available for viewing. He was advised that it had been on loan for some time, but on return it was undergoing rehabilitation and restoration prior to being returned to storage.

Somewhat exasperated, Richard explained that all that remained was a tin box and how much rehabilitation and restoration was required for it to be viewed. The answer suggested that regardless of the nature of an item, anything that had been on loan needed rehabilitation.

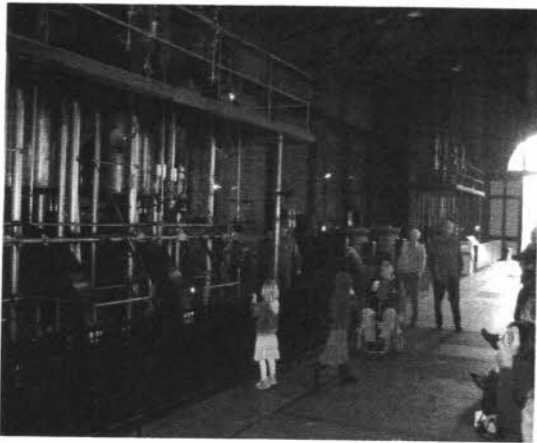
So far my report has been somewhat negative and this in no way reflects on Richard's organisation or efforts to produce an interesting outing. No one present would have thought, what a waste of time, but I think we collectively had smiled as we caught one another's eyes as we saw dedicated guides dealing with procedures and rules that must restrict the ability of anyone to do a satisfactory day's work. Also the embarrassment of having to enforce procedures on mature people that were obviously over the top.



Within the same site, our visit to the Spotswood Pumping Station was interesting and like taking for granted the switching on of a light, or the flushing of a toilet, there is a massive infrastructure and technological history that goes with the doing (*should I rephrase that?*).

The Pumping Station was built during the late 19th Century when government needed to take steps to eliminate the regular breakouts of typhoid and diphtheria that were the cause of a rising death rate.

The station site was chosen as it allowed gravity to deliver the waste for processing and pumping to a higher site where open aquifers transported the effluent to Werribee for further processing.



*One of the steam engines that has been set up to run on compressed air to demonstrate its size, smoothness and complexity of operation. Three or four 20 cent pieces stand on end on the reciprocating sections of the engine as it operates.*

By 1914 there were ten steam engines working and these were gradually phased out from 1921 when electric pumps were installed.

Several of the steam engines and boilers are still in place in well preserved spectacular buildings that belie the humble activities within.

Many of the original sewers are still in use and the waste still passes beneath the buildings.

Our guides were excellent and the visit was interesting and worthwhile.

On reassembling we drove to the Link Pump facility in Altona for a barbecue provided for by Annie and John Link. As with any Alvis outing, the atmosphere was convivial, the food was good, the wine was good and the company was excellent.

We were able to view John's cars in his workshop and he then took us through the works to look at his machine shop and some of the pumps that he has for the many and varied jobs he is called to do. Link Pumps has been involved in pumping water from and into some of Melbourne's major catchments during the drought conditions. Has been involved in pumping in most states of the country for governments and big business and in many overseas countries.

He has quick response units for local emergencies and huge pumps capable of handling mining disasters and other occurrences.



*The cooks are hard at work. Marg Hetherington, Chester McKaige, Don Bosanquet, Marg Lang and David Head*

Our thanks to Richard and Pauline for their organisation and to John and Annie for their hospitality.

*John Lang*



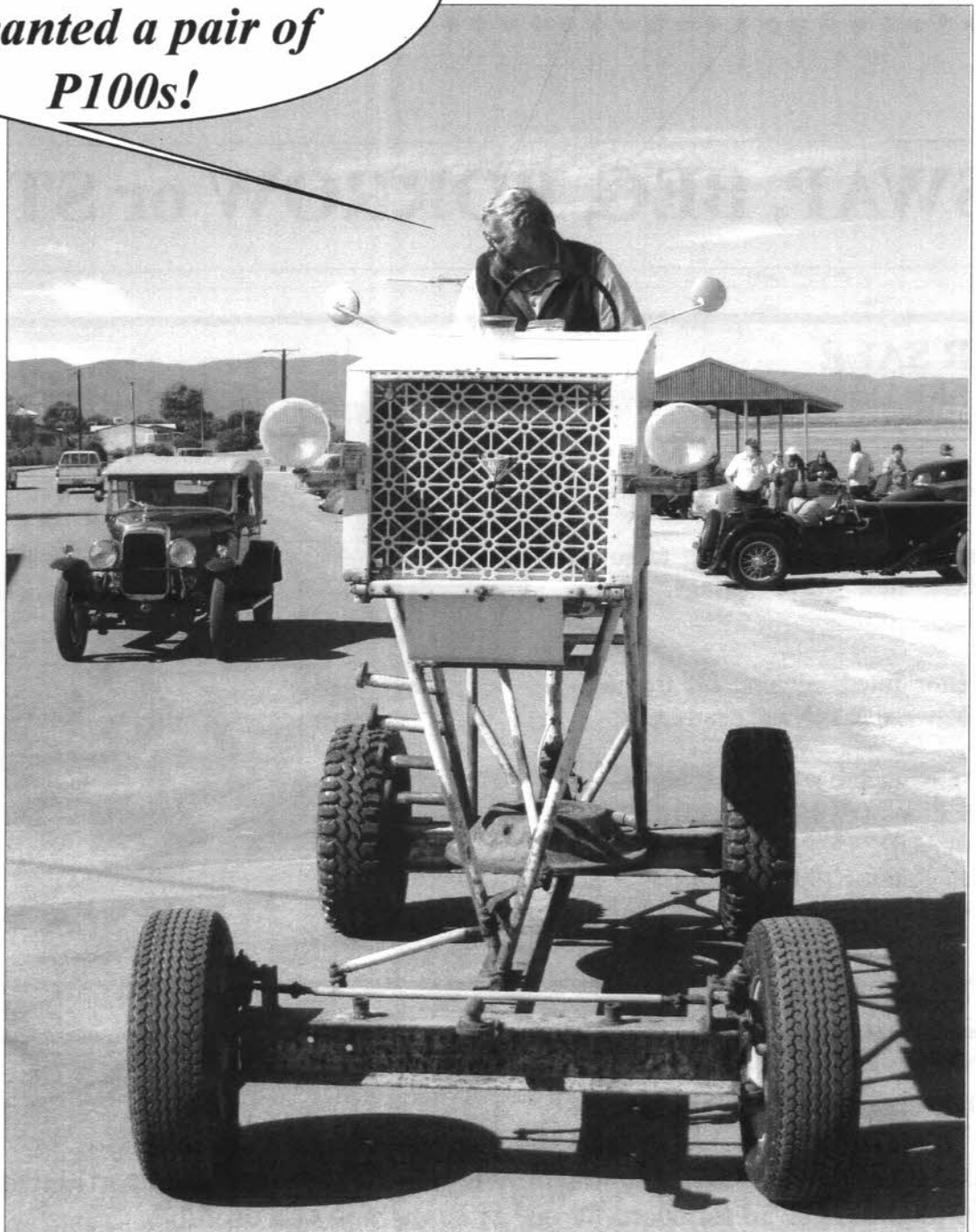
*The group listens intently to our guide as he explains the workings.*

*(There is never a soccer hooligan around when you want one! His flare would have lit the building so that you could see the photo!)*



*Memories of the 2007 National Rally!*

*Lousy buggers!  
All they gave me  
was an Alvis badge  
I wanted a pair of  
P100s!*



# ALVIS ON THE DOWNS

Saturday 2nd May 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

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.

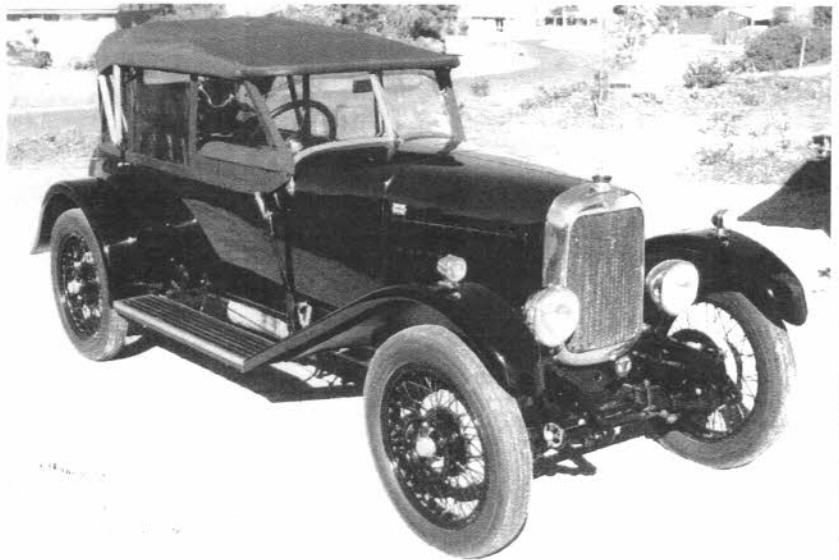
Alternator fitted, running off the jack-shaft between clutch and gearbox.

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](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

### TA 14 Cars

Rubber suspension bushes	8
Silentbloc bush No S 102 (replacement for 2 of above)	1

### WATER PUMP

Rubber seal (used)	1
Carbon seal (used)	2
Wooden window surround rear nearside (fair condition requires re-polishing)	1
Armstrong shock absorbers	
Short arm left hand arm	1
right hand arm	1
Long arm All to left (condition unknown)	3

R. Graham (03) 9571 3886 (after 10.00am)

## FOR SALE

### TA14 PARTS

1 Bonnet, 4 rough mudguards, dashboard, engine sump, gear box, several distributors, water pump, oil pump, cutout, pulley, tail light & box, water connections, valves & followers, block & crankshaft, road springs, wheels, brake bits, front axle & hubs - trailer set.  
Also TA21 gearbox cover, 2 Rover gearboxes with overdrive, 2 headlamps approx 9½" diameter  
Ring John White 9890 7066

MANY PARTS NOW GONE  
BE QUICK! REMAINDER WILL  
BE RECYCLED SHORTLY

## WANTED

There is still no word on the TD radiator surround that is apparently missing from the club rooms. There may be a perfectly valid explanation for its disappearance and the committee would be keen to hear that that is the case.  
Anyone with knowledge of its whereabouts is asked to contact the President.

## WANTED

A one piece, 4 branch, cast iron exhaust manifold to suit a Silver Crest engine. It is believed that an SC and SD Speed 20 manifold is the same.

A Marles steering box to suit a Speed 25 Alvis. It is believed that the same steering box is used in SC and SD Speed 20s, 31/2 Litre and 4.3 Litre cars.

Andrew McDougall, Phone: 03 9486 4221, Mobile: 0427 220 249, Email: amfi@dunollie.com.au

## 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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