

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

OCTOBER
September 2009

Alvic



Scandalous photographs of would-be Royalty!

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 the month.
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President's Report:

Greetings,

Later this month, we will be voting in a new committee for the year 2009-2010.

I hope you will all give this a bit of thought and submit your voting slips to Dale as soon as possible.

This year has gone very quickly indeed. We started the year off with our annual January get together but were cut short in February with the devastating bushfires. It was great to see so much support coming from both here and the UK so once more I say a big thank you.

The runs we have had this year have been well attended, but it would be nice to see some of our not so regular members attending a few events next year.

The meetings have also been well attended this year and I must thank those of you who kindly donated suppers. In the coming weeks, the new committee I daresay will sit down and plan for next year. If you have any great ideas for future events, then please let a committee person know of your idea/ideas. One, two or three day runs included. Next year, we will also need to get our heads around the 2013 National / International Rally that at this stage looks likely to be in Tasmania.

2011 marks the 60th Anniversary of the Alvis Owners Club and it has been suggested that perhaps a group of us should participate in this event. Off the top of my head I think I can count at least six couples who have given this some thought already. Something to think about.

Ironing, I would just like to thank the committee who have done a great job this year in organising events and keeping me on the straight and narrow.

Best wishes to you all,

Chester

Recently the Alvis Owner Club sent their members a copy of a booklet entitled "A year by year history of ALVIS with illustrations of car model types"

With the approval of its authors, the ACCV has used the same text and placed photographs of Australian owned cars, in place of those in English ownership.

Your copy of the booklet will arrive in the mail shortly and the committee hopes you will find it both useful and informative.

SUPPER - THE BOSANQUETS

2009 EVENT CALENDAR

Oct 16	Annual General Meeting & Trophy Presentation
Nov 20	General Meeting
Dec 6	Christmas Party - Darrell & Jocelyn - full details in the November ALVIC

LETTERS TO THE EDITOR

Hello John,
Just a little report on an event that formed part of the 2009 Cruising Classics fortnight, here in SA.

The SA Bay to Birdwood events are supported by two weeks of other events, called "Cruising Classics" or "Motorfest". With this being the turn for post 1956 vehicles in the Bay to Birdwood Run, the Gawler Club organised a day entitled. Two Sheds and a Barn. The visit to the "Barn" close to Williamstown SA provided an opportunity to see over 300 vehicles collected by Clive Hill. Predominantly British or European, many are shedded, but a large number are resting among the trees.

Challenged that there would not be an Alvis in the vast array of cars, Mary Osborne hunted down a TA14 saloon, close to a quantity of beer and spirit bottles! However, in this case, the cars were not legless - lifting the bonnet revealed that it was simply headless!

Mike O

Alvis aficionado,

In exactly 12 months the ALVIS CAR CLUB of NSW Inc will be 60years old.

What do you need to do to savour this milestone event!

1. Diarize now
2. Look out for your official invitation
3. Plan now to be in the NSW Southern Highlands from 26th to 30th September 2010
4. Get together anything Edwardian and help take us back 60 years - including a grand dinner dance evening surrounded by jazz
5. Start to inform all your family & alvis friends to keep this period totally free - for all to come to Robertson and join in all the festivities

Denise Blacket 0411 775 525

David Macdonald 0409 649 549

Party co-convenors

Many thanks to the contributors, both literary and pictorial to this edition.

Also to those who have over the years, contributed.

Who knows someone else might nominate for the newsletter editor's position at the AGM!

.....JL



Thought for the Month

Sometimes I wake up Grumpy, other times I let him sleep.

PLEASE NOTE

The AGM is on 16th October

Your attendance is desirable

The First Annual

HEALESVILLE RAILWAY HERITAGE FESTIVAL

Presented by the Yarra Valley Railway

19th & 20th September 2009

9am - 5pm



Sunday 20th September dawned a beautiful day which was ideally suited for a wonderful run out to Healesville in the 12/50, for the railway heritage steam festival – the car was humming along and all was right with the world.

On the outskirts of Healesville I came up behind Chris Higgins, in his 12/50 tourer, who is to be commended for the long drive he has to make from home. Entry to the festival was free and we found already parked in place, the 12/50s of Chester and Sally McKaige and Bob and Leslie Northey and a welcome surprise the 12/40 of Rex Roberts. Later Ken Cuming, with his cousin David Cuming arrived in Ken's 12/50. It certainly was a great display of vintage Alvis, which attracted a lot of attention, in particular questions about the "rabbit" and its significance. Chester had copies of the new Alvis black and white publication for hand out and I understand a number of people took them away to learn more about the marque – a very good idea. Later in the day Thorpe and Carol Remfrey and Darrell Horton and Jocelyn Coates arrived in moderns.

There was lots of entertainment: stationary engines, craft stalls, steam trucks, rollers and traction engines, a free 1952 AEC bus ride around the town, the opportunity to ride on a portion of the line to Yarra Glen on some small open topped carriages towed by motorised workman's trolleys and to see some of the society's restoration projects – big undertakings. Chester was seen having a great time riding

in Richard Newell's Foden truck. One annoying aspect was a fellow who had a stationary steam engine to which was attached a series of steam whistles and bells, which he insisted on playing at full pitch.

Ken Cuming and I got into conversation about periodic vibration in 12/50 engines and the merits of aluminium clutch bodies for reducing load on the centre main bearing and assisting rapid gear changes. Whilst looking at his car, it being a TJ, I noticed that it had distributor ignition. Ken said he liked the simplicity of this in preference to magnetos. I said that I found magnetos to be reliable so long as the coil, condenser and magnetism were good – famous last words as you will read a little later.

I took Ken for a ride in my car and he was able to observe the quick gear changes due to the aluminium clutch body and the lack of periodic vibration due to the fitting of a stiffer fully balanced billet crank, following the cracking of the original. Ken went away thinking that there are possibilities for addressing these issues in his car.

I left around 3.00pm and was enjoying the drive home, as I had done in the morning – the car was purring along. I drove through Lilydale and was heading up the hill along the Maroondah Highway, through the first set of traffic lights, in the centre of 3 lanes and 2/3rds of the way around the blind left hand sweep, when all hell broke loose – there

was violent backfiring, smoke and no power. The modern cars around, beside and behind me took evasive action as I snapped on the left hand indicator, waved hands frantically and steered across into the left hand lane. There was a concrete verge beside the lane and only about a metre of flat ground before the steeply rising bank – not a good position to find oneself in with no hazard lights and rapidly approaching traffic coming from behind round a blind bend. A modern driver shouted that I was in great danger of being hit and that there was a place to pull off the road 100m back around the corner. With the left hand indicator still on and waving arms I gingerly rolled back down the hill around the corner against the traffic flow as cars hastily changed lanes. Fortunately part way through the reversing exercise the traffic lights stemmed the flow.

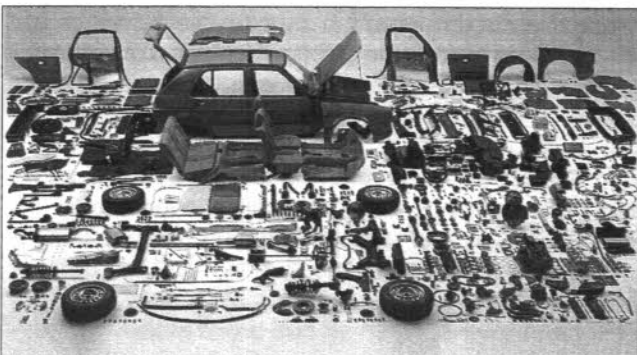
Having safely made the little side road I investigated the

problem and found that the fibre gear on the end of the magneto's armature had turned to dust and was no longer driving the distributor gear – hence the random explosions as distributor came out of time and the momentum gradually reduced. I have yet to establish what caused the gear to fail, but I do know that the distributor rotor was turning freely. Quickly I set the crankshaft position using white marks on the flywheel, checked which cylinder was on compression and fitted my spare magneto. The whole exercise delayed my journey home by half an hour, but it was a bit hair raising at the time. This no doubt was getting back at me for having told Ken that I have a good run with magnetos. I need to add that the points, bearings and gears need to be in good order as well!

Andrew McDougall



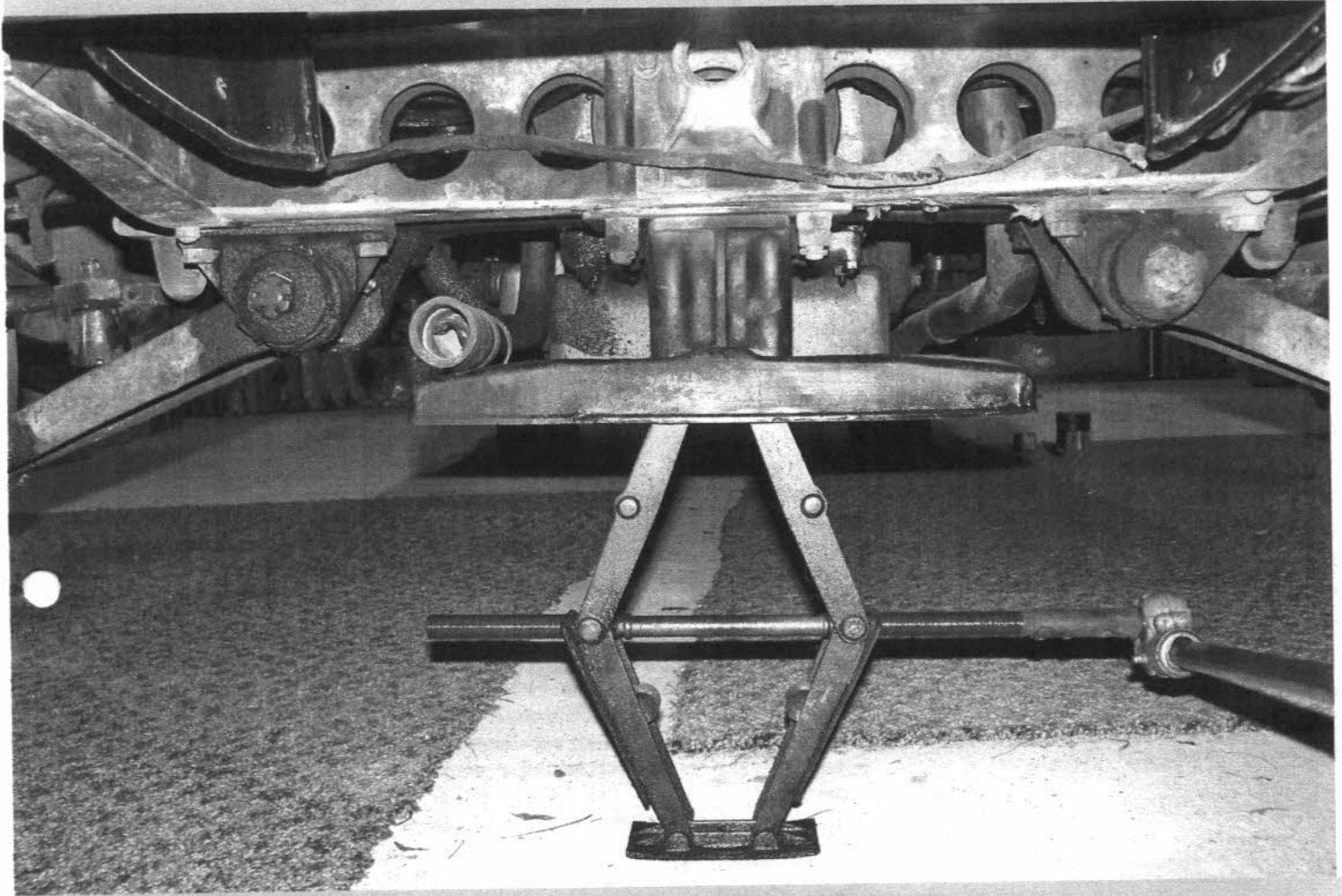
Above: Ken Cuming and his 12/50



This gives new meaning to the term "Kit Car."

You can buy it in instalments from your local newsagent with a monthly magazine with installation instructions, or at your local Ikea store in a very large box.

Mrs Simpson Scandal!



*Mrs Simpson's legs - as never seen before!
While in hospital having her radiators flushed - the paparazzi took this
most unflattering pic!*

ALVIS NATIONAL RALLY 1ST - 6TH MAY 2011 WAGGA - ORANGE



**QUALITY ALVIS CARS OF ALL SHAPES, SIZES AND AGE
AND THE CAMARADERIE OF YOUR ALVIS FRIENDS**

Contact: Rob Simpson, 24 Blue Wave Cresc, Forresters Beach NSW 2260

☎ (02) 4384 3571 ✉ meta1447@optusnet.com.au

RESTORATION OF 1954 TC21/100 GREY LADY

The 1974 NSW Road Tax certificate for this car, registered **BXY 140**, actually bore the incorrect Engine Number and it was only when Heather Goldsmith raised the question of the proper provenance of the car that I started from scratch and deciphered the Alvis Company's numbers on engine and chassis.

In the interest of accuracy I would like to settle this matter by providing the Alvis applied identification:

Car Number: 25422

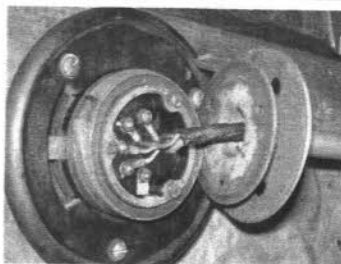
Engine Number: TC21
25422

Tickford's Number: AL
3.

Restoration 1954 GREY LADY TC21/100 DHC

PART 3

Chassis & Engine # 25422
Tickford reference # AL3



Horn/indicators switch gear without wave washer.

horn. He assured me that 'wave washers' were no longer employed and gave me a couple of the modern connectors to experiment with. After a number of futile



Original pieces, the available new ones, the modern equivalent

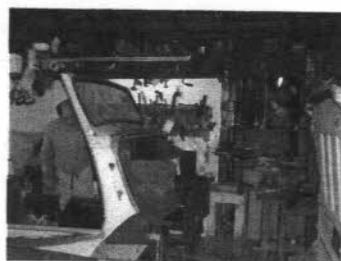
efforts it was very evident that, without significant modifications to the existing actuating mechanism, there was no possibility of incorporating modern components. Chris. Prince eventually came to the rescue and provided a good quality second hand 'wave washer' which, I hope, is going to have a very long life. Unlike its brass predecessor, this replacement 'wave washer' was made of steel, and, since it runs on a brass connecting ring, I suspect that the backing ring will wear out before the 'wave washer' does.

Concurrent with all the mechanical and electrical work previously described I'd been working on the timber frame for the body. The original Ash frame was in no



The original frame with badly damaged ends made a good pattern for the new frame

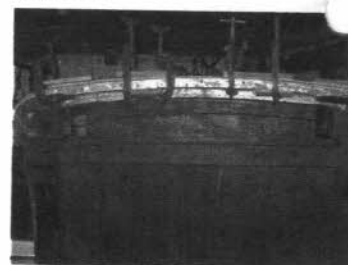
condition to be re-used but it was sufficiently intact to provide an excellent template for constructing a completely new unit. I looked at the availability of well seasoned Ash and was not satisfied that the quality was acceptable. I did have a small stock of 2" Silver Ash which would be sufficient for the bracing but I decided that the main frame should be constructed from top quality plywood and epoxy glue. I'd used this system in other high stress applications and found it to be just about indestructible. I used 3/8" Hoop Pine plywood manufactured by Brims, here in Brisbane. It is free from knots and is of very consistent dimensions, being used widely in laser cutting applications where exact thickness is demanded. On



New laminated frame installed - clean ends and good surface

completion of the cutting and gluing I sealed the entire structure with Watty's timber sealant paying particular attention to the end grain. When painted this would be completely impervious to water. The new frame was attached to the chassis outriggers using 3/8" galvanised coach bolts and stainless steel bolts and nuts where appropriate.

The timber former under the rear valance had completely disappeared but the steel skin was still in good condition; this allowed me to laminate a couple of 3/8" plywood strips to the exact curve of the valance. These were subsequently screwed into place with #10 self tappers.



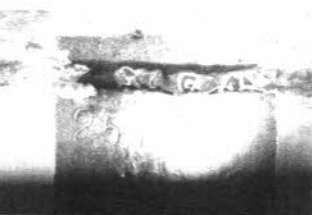
Laminating the new valance timber.



New laminated valance frame secured with self tappers

The 'A' posts had suffered a lot of rot; they were re-glued and new Silver Ash scarfed in where necessary.

The old plywood floors were also discarded and replaced with Brims 1/2" Hoop Pine plywood floors. Original equipment had included Asbestos sheets below the floor boards to serve as insulators. Needless to say the Asbestos was quickly removed and replaced with modern insulating boards fitted with Aluminium-sheet covers to keep them dry. The



The almost readable chassis number



The correct engine number

CONTINUED - PART 3

Continuing on the steering-column electrics theme 'from part 2 of this narrative.' I spoke to Charlie my local and much respected auto electrician about finding an alternative switching method for the indicators and

new insulating boards are heavy and, in the fullness of time, will be replaced with some lighter material.

The doors were the next item to come in for attention and I was astonished at just how heavy they were when I removed them. The timber frame obviously accounted for most of the weight. There was a fair amount of rot evident at the door bottoms where drainage had been inadequate. Rather than peel off the Aluminium door skins I decided that it would be possible to cut out the rot and scarf in some new Silver Ash sections. This worked well. All of the window winding mechanisms were present although in poor condition, they were refurbished and re-used.

The front section of the body was mounted on its new frame before I attempted to install the engine. First effort was a failure since I'd been provided with engine mounting brackets which just didn't fit. A quick email to Nick Simpson soon resolved that problem and I was able to return the offending parts to RT who were extremely helpful in supplying correct replacements within the week.



"just get the engine vertical!"

The next effort at engine installation had to be right so I took the opportunity to call in on Dean Prangley who very generously allowed me to take measurements and



Engine in situ

photographs under his Grey Lady, this was of great assistance and I was very pleased to see that everything fitted as it should when assembled. It was when looking at Dean's Grey Lady that I noticed the orientation of his distributor was the reverse of mine and that consequently he was able to fit the distributor/plug leads cover. ?Question? Is there something wrong with mine??? How serious is it?

Following the engine installation, I next fitted the gear box and had it all nicely assembled when I decided that this had been a lot of work which I didn't wish to have to repeat when all of the body was *in situ*. What could possibly go wrong? Was there anything that I'd re-used that



Gearbox heavier than it looks

might let me down in the near future? I pondered on this for a couple of days and decided that 'yes there was a weak link.' I'd re-used the old clutch release bearing. Whilst I was fairly sure there had been a reasonable amount of carbon still showing I wouldn't care to guess how long it would last. So off came the gearbox again and the old Borg and Beck unit was replaced by a *GRAFITRING AUSRÜCKER FÜR KRAFTFAHRZEUG-KUPPLUNGEN*. What surprised me more than anything was that I just went in to Parts and Services, showed the Borg and Beck item to Gary and straight off the shelf came the authentic replacement – albeit spelled a little differently. Hopefully my new *Grafitring* will provide long service. Well this was indeed progress –

engine and gearbox installed – dynamo – starter – carbs. etc. All refurbished just sitting there waiting to be fitted! Everything went together well – no stripped threads – no oversize holes – it was a pleasure to do! At this point too, I gave some consideration to fitting an external oil filter to the engine – I have all the necessary hardware sitting on the shelf but to date no action has been taken. I know that Nick Simpson is an advocate of external oil filters on these engines and I'd be interested to know whether any Australian 3 litres have been so equipped, and if so, with what results?

When I took the car originally from Bill it had been standing on a set of remould tyres and a remould spare. These appeared to be in good condition with evidently plenty of tread remaining on them but they must have been at least 35 years old and no way were they going to be acceptable for the Roadworthy inspection so I opted to make the transition to Radial tyres and set out to buy a set of the popular Vredestein brand. This proved to be impossible since the Grey Lady size wasn't available in Australia at the time. I was sure that somewhere there had to be just 5 of these tyres available but there's a limit to the amount of time that can be expended on a potentially useless search so I opted for the next best option – Plan #B. Almost as though making the decision for me, came the AOC Bulletin (504) of March/April 2007 containing a very useful Letter to the Editor from Graeme Richardson describing his experiences with KUMHO radials on his TD21 Mk. 2. Graeme spoke very highly of these tyres in his letter, an opinion borne out by the experiences of my local tyre agent, who reckoned them to be very good value for money. So I duly delivered to

him all 5 wheels complete with recaps and damaged rims for straightening, painting, fitting Kumhos and balancing. I must admit to feeling guilty at fitting Chinese tyres onto such a traditionally British motorcar when I should have been using Avons or Dunlops. Time moves on I guess and we just have to get used to the idea that things aren't what they used to be! So 5 x Kumho Power Star758 185/80 R 15 93 T s were fitted and we'll just see how they go. With very few miles on the odometer yet I've got to say that the Kumhos seem to be good.

By this time the car was starting to have a character of its own and I could see that the final outcome would be a very presentable vehicle. I'd need to be sure that the proud RED TRIANGLE badge attached to the radiator cowl (and the only identifier on the car), was worthy of the rest of the car. So I did my research in Brisbane to find a trophy or badge maker/repairer who could spruce up the original badge. No joy there! Nothing lost however, since AOC in Britain had recently issued a 'List of useful Contacts for a variety of Service Requirements'. This list was indeed useful as it put me in contact with Pamela David Enamels of Pennyhop in North Devon who stripped, re-enamelled chrome finish badge and returned it to me at least as good as new for a very modest price.

We're getting there – slowly – but in the forthcoming episode I can assure you that it will become a little more exciting because things actually start to happen and a motor car starts to emerge.



Letter From Australia (5).

The weekend of 16th - 17th March was one of the most enjoyable we have spent for some time. We drove down to Melbourne on the Friday evening and arrived at Moira and David Wischer's rather late. We bedded the girls down in the Dormobile and went in 'Albert,' the Wischer 12/50, to catch the last half of the Club's monthly meeting. The official business of the evening was over but there were sufficient folk remaining to make it worthwhile showing some of our colour slides, principally those of the '66 and '67 National Alvis Day meets at Crystal Palace.

For many members it was the first chance to see Register Alvisses about which they had only read previously.

Saturday was spent in shopping and a cooling visit to an air-conditioned cinema before driving out to the home of Margaret and David Caldwell where we were to camp the next night. David is editor of the local Newsletter and we found him busy waxing his TA14 ready for the next day.

Next morning we drove about 20 miles out of Melbourne into the range of hills called the Dandenongs. Normally an attractive scenic climb, but the long drought which has made Melbourne a city of dead lawns and dying shrubs has marked the tree covered slopes of the Dandenongs with the tell-tale scars of bushfires. The bushfire seems to be a fact of Victorian life.

We were heading for Kalorama Oval. A football ground here is called an oval because that is the shape or the Australian Rules pitch. Often there is a banking around the touchline which allows a good view from one's parked car. However, the Oval at Kalorama is in a natural amphitheatre and the long gentle slope at one end allowed a splendid view for an impressively large number of spectators. It was from here that we watched the Driving Tests, or as such an event is known here, the Gymkhana.

The Driving Tests were, in fact, the second part of the rally. There had already been held a Concours on Saturday, and on Sunday morning many cars met in the city and drove to Kalorama in procession under police escort.

One thing we liked about the Concours was the classes - one for those who had paid someone else to do the rebuild professionally, and one for the owners who had risked divorce by devoting all their spare time to doing it themselves.

The weekend was organised by the Council of Combined Vintage Car Clubs of Victoria.

Member clubs are:

Alvis Car Club of Victoria.,
Bentley Drivers' Club,
Pre-war MG Register,
Riley Motor Club,
Rolls-Royce Owners' Club of Australia,
Stutz Owners' Register,
VSCC of Australia., and
Vintage Drivers' Club,

and between them they have a most impressive variety of marques and models.

.As happens at home, there were as many interesting' cars to be seen amongst the spectators as amongst the competitors. Among those noted were:- Alvis, Austin, Alfa Romeo, Bentley, Bugatti, Buick, Cadillac, Daimler, Cord, Delage, DeSoto, Dodge, Chevrolet, Excelsior, Fiat, Ford, Hispano-Suiza, Humber, Invicta, Isotta-Fraschini, Lagonda, Lancia, Mercedes, MG, Morris, Packard., Riley, Rolls Royce, Singer, Studebaker, Stutz, Sunbeam, Talbot, Vauxhall, and about a dozen different motorcycles.

The Alvis Club was represented. by :

1925 SC 12/50 'Albert' - Moira Wischer's car, but driven by David.

1930 FWD - David Wischer. This car belonged to Nic Davies, who shipped it out from the UK. It lay idle for some years before Rod Warriner rebuilt it and recently sold it to David. Apart from the radiator badge slipping en route (David claims it was Araldite!) the FWD was immaculate, but it gained only second place in the Concours - the scrutineer took a rather serious view of two peanut shells under the rear carpet.

1932 Speed 20 - Barry Gough's, who during the year features quite regularly in the results lists, and

1935/6 Speed 20 - David Bamford, this years Club president.

There were 4 tests, all old favourites, but nevertheless good entertainment for competitors and spectators alike. The first was a forward slalom at the end of which the driver collected a balloon which had to be put in a box on the way back to the start/finish. There was only a light wind, but a surprising number could not persuade the balloon to stay in the box. Many had to leave their cars to chase the balloon.

The second test was a straight acceleration and braking test, the ground being so dry and dusty that some drivers were too optimistic on both counts.

The third was a garaging test involving three garages in a T pattern.

Despite the slides and dust generated by the more powerful brethren it was a Model T which gave the most impressively cool display. Their transmission system must have been designed with such tests in mind.

The last test was a slow race, the driver controlling the car with any control except brake, whilst walking alongside. All got away to a promising start but many stalled as the gentle downhill changed to up just before the finish.

Cunning, these organisers!

So ended a most enjoyable event. It had been a day of Total Fire Ban, with a temperature around 100°F, but we had been able to brew up in the Dormobile, which made us very popular with about half of the Alvis Club. The commentary had been excellent - apparently David Rofe is much appreciated (and rightly so) for having done it for a number of years in a very entertaining and informative manner with the right blend of

sternness when the occasional spectator strayed 'off limits.'

Thelma rode home in the FWD leaving me to follow in the VW (you can't win them all) and we spent a very pleasant evening with the Wischers before driving back to Sale on Monday. We must say that each time we have been to Melbourne we have been very well looked after by members of the Club. If Bob Sloan is receiving similar hospitality whilst in the UK then we hope he appreciates it as well as we do.

'Thelma rode home in the FWDetc' What an understatement. -

Let me tell you what happened:-

We had been invited back to tea at the Wischers: and I thought that as Moira and David both had empty Alvises there

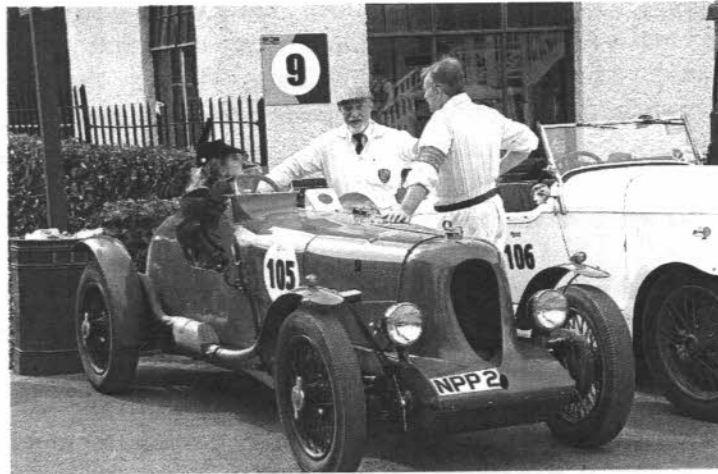
must surely be a ride somewhere for me. By the time we were ready to leave David had two passengers already in the back and Moira had just left with a full car, but there was still an empty seat in the FWD.

Joy of joys! I felt sorry in a way that Alan could not have ridden as well, as he feels the absence of our Alvis as keenly as I do, but, like he said, you can't win 'em all!

It had been so hot that at 5.50 pm a ride in an open Alvis seemed the ideal solution - and so it was, just perfect.

I loved every minute of it, even though it was rather hot under the scuttle. Our Alvis gets a bit hot under foot, but this was ridiculous! But no doubt, now winter has suddenly burst upon us, David appreciates it.

Thelma & Alan East



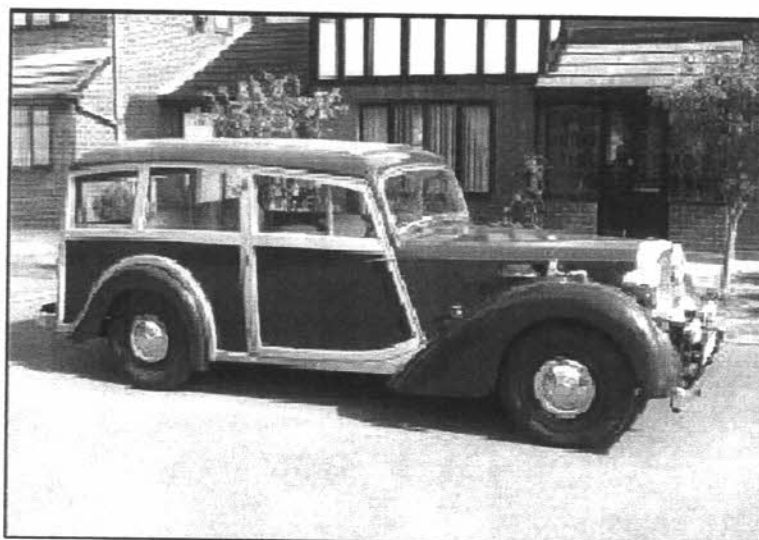
YOUR CONTRIBUTION REQUIRED

Keith Williams sent me these pics some time ago.
Can anyone come up with a series of captions or balloons (*that won't offend those pictured*) as to what their thoughts might be.

Usual prize for best entry—name in lights!



ALVIS TA14 - LWA 683



The headlamps were rather more of a problem, in that the replacement rim wasn't the same as the original and its retaining bracket didn't work, so some ingenuity became necessary to fabricate a suitable little bracket that would work. The "w" springs for holding the new glasses in place proved to most perverse, but they eventually gave in and all seems to be

well. Surprisingly the cork sealing rings are available from Red Triangle and the sealed beam units that I had fitted forty odd years ago are still usable.

Awkward, rather than problematical, were the headlamp fixings. These are long hollow threaded steel tubes with a shaped head that fits in the "ball and socket" fitting between the wing and the lamp housing. These have a fine thread and a long brass nut that lies in the channel of the main wing support – almost totally impossible to reach with an open-ended spanner. To use a ring spanner or socket the wires to the lamp have to be disconnected and moved out of the way. Eventually they were tightened and cables reconnected.

Next time the engine was started we discovered that the headlamps had decided to point down to the ground rather than ahead as set. The brass nuts seemed to be less than tight, so the whole tightening operation was repeated and headlights set to point ahead. Again they waited until the engine was started again before they drooped downwards as before.

Serious investigation entailed completely removing the lamps so that the fixing bolts and brass nuts could be examined. The nuts seemed fine, but the bolts were virtually bereft of any trace of thread in the centre portion where the nuts should be at their tightest, no wonder the lamps became loose. Red Triangle to the rescue – ex-stock, replacement bolts and nuts, all steel with a somewhat coarser thread, and a more sensible length. Reassembly was easy and tightening the lamps into place infinitely more satisfactory.

By now it was July 2004 and progress was

visible in that we now had all the exterior lights working, number plates repainted, by Sue, and fitted, together with an engine that would start and run satisfactorily, although there was an unexplained water leak from the rear of the cylinder block. Quite inaccessible, so I must confess that we later gave in and cured it with a dose of 'Radweld'

which has been successful, enough to enable anti freeze to be used.

Lots of minor problems rear their ugly heads, for instance the bonnet catches were far from secure, inspection revealed that the catches have four threaded studs which go through matching holes in the bonnet sides. Only about half the nuts were fitted and most of those were loose and would not tighten. As with the headlamp fixings the threads on the studs had corroded or worn away over time. The threads also defied recognition; the nearest thread that sort of matched was 3BA, not the most common thread in the world. Rather surprisingly, Tamworth Fasteners had a few 3BA lock nuts in their 'junk box'; these with a variety of washers (to position the nuts on a bit of usable thread) just about solved the problem and the fasteners appear to be firmly fixed.

Driving the car in and out of the garage simplified access to the rear of the vehicle for attention to wiring and lighting; however *driving* the car was a totally different matter as it entailed sitting on a wooden box plonked on the floor in place of the driver's seat.

We now needed the upholstery to be completed. We had paid Moss Trim a deposit of 50% of the quoted cost just about a year previously so we endeavoured to contact Steve Moss. This proved to be easier said than done, his 'phone number seems to be a closely guarded secret. We had a phone number but this proved to be unobtainable; we managed to get a number from Gregg and finally we managed to speak to Steve Moss at the end of July who stated that he would start the work on Friday August 6th (2004) and

that it would take about two weeks. He already had one of the front seats that he had collected from Gregg's some considerable time previously so we quite optimistically thought that work had probably already started and we excitedly looked forward to a complete car in a couple of weeks.

The next "TWO WEEKS" make entertaining (?) reading! Susan kept a "progress report" in the form of a diary, which is quoted verbatim: -

MOSSTRIM

Due Friday, August 6th 2004: No sign of Mosstrim. We rang him "He couldn't come because his son had gone to prison, Steve said he didn't have our phone number so couldn't tell us. Had to take his wife to visit son in Lincoln Prison"

Monday August 9th: Claimed he called but didn't open the porch door to ring the doorbell. We couldn't hear knocking on the outside door. Both of us were in all the time. Steve went away.


Tuesday, August 10th: Said he was 'coming now'. We waited in, but Steve went to Birmingham instead and would come at 8.30 on Friday.

Friday, August 13th: Due 8.30 arrived 9.59am (claimed he went home for his phone). **Took the head lining out.** "Will be back on Monday"

Monday, August 16th: "Washing machine caught fire"

Tuesday, Aug 17th 'Coming at lunchtime. Arrived at 3.30pm. Fixed the headlining - at last some positive progress! Left 5.30pm "Back tomorrow"

Thursday, Aug 19th: 11am. Rang, been 1½ hours at the doctors. Arrived 3.30pm, but now the brakes on his van don't work, so he went off.

Friday, August 20th 8.30am. No show. 'Will come at lunchtime' (message via Gregg) - "getting brakes sorted" No  v.

Monday, August 23rd. Gone to doctors. Ill and off work for week.

Wednesday, September 1st "Possibly will call", but no show

Friday, Sept 3rd: Rang his number, Wife said, "He will definitely come on Monday".

Monday, Sept 6th: Rang him. "Catching up. Will come on Wed"

Wednesday, Sept 9th Wife rang 8.40am. "100% tomorrow"

Thursday, Sept 9th No show. Rang on wife's phone and got son Ian who had no information to give us.

Monday, Sept 13th Steve rang us!!!. "Will do the seats and panels in October"

Wednesday, October 6th: Came with son 11.30 to 3.30pm. Measured the carpet and took our domestic carpet off-cuts of which there were sufficient to fit the whole car. "Will come on Friday without fail"

Friday Oct 8th: We rang. "His machine won't sew our carpet - it is too tough - and has broken down. Man is going to repair the machine".

Monday, Oct 11th: No show. Taken wife for hospital appointment.

Tuesday, Oct 12th: Wife rang. Steve had flu jab on Friday and now needs antibiotics. Will come Monday

Wednesday Oct 20th: Spoke to Mrs. Getting better. More antibiotics. Doc says he can go back to work on Monday.

Wednesday November 3rd: "No problem now - Van has new everything: 3 tyres, starter motor, another engine. Will come next Wed 10th Nov

November 10th. No sign; Rang him. Said he had called the previous evening around 7pm. We did think we'd heard a bell. He was grovelling to Peter. So busy can't come. Will come on January 2nd (will have a hang-over on Jan 1st)

December 31st: We rang him and spoke to Gary (otherwise known as "GAZ") who said Jan 2nd was a holiday (which we knew of course), and they'd come on Tuesday - we'd ring them from Glenfield Hospital (P's routine check-up,) which we did around noon. Spoke to Steve, too late now will come tomorrow (Wed)

Wednesday January 5th 2005 No sign, so rang and spoke to wife around lunchtime and harangued a little "Put a stick of dynamite behind him". However at 4.40pm the doorbell rang and who should be there but **Steve with bound carpets** for the front of the car (except the one over gear stick). Carpets laid in place. Stayed ½ hour. Steve promised hand on heart that it would be finished in two weeks. Mrs rang in evening to say 10am on Friday Jan 7th

Friday Jan 7th: Came at 11.45 with Gaz with carpet rolls. Stayed c 1½ hours measuring up for the carpets for the rear and also the bottom of the door panels.

Thursday Jan 13th: Both came around 4pm. We gave him the garage key so that they could have access even when we were not available. We all left c 5.15pm. They were measuring up the side panels. Said he'd come on Tuesday, Jan 18th.

Friday January 21st: We rang Mrs and she said she'd leave him a message to ring us when he got in. Of course he didn't.

Sunday January 23rd: We rang Mrs on her mobile, and she said she had left a message, but had to go out. She'll be in this afternoon and will get him to ring.

At about this stage, Steve admitted that he had a workshop in a Unit on the Lichfield Road Industrial Estate in Tamworth and that it was over a car valeting company in Unit 15. We now had an address where we could visit and put a bit more pressure on him.

Friday, Feb 11th: We called on Mosstrim in their Unit 15. The workshop is quite small and incredibly untidy with materials all over the place. He was actually sewing one of our seat covers!

Wed Mar 9th: Steve appeared, came to measure door panels. We then went to Red Triangle to return various unwanted items – core plugs for example.

Sat April 16th: Steve and Gaz came. P dealt with various small problems with the floorboards and also gave them a coat of paint.

Thurs June 2nd: We called on Mosstrim. “I’ve not forgotten you!” He completely disarms you. We suggested that it would be better if Peter finished the job. This threat seemed to have some effect as progress accelerated a little from this moment onwards!

Fri June 3rd: P called on Mosstrim.

Tues June 7th: We went to Mosstrim. Steve came round in the evening (S went on Wildlife walk).

Wed June 8th: We collected finished panels, which Steve had left for us.

Sun June 12th: Mosstrim didn’t show as promised. P busy on Alvis fitting the rear panels.

Mon June 13th: We called on Mosstrim, and found Steve working on a BMW and in a harassed mood, so we left.

Wed June 15th: Steve left wood screws and trim in the porch, early in the morning. He came in the evening with Gaz, (and Mrs sitting in the van) to fit the rear seats.

Thurs June 16th: Steve and Gaz (and Mrs) arrived c. 6.40pm and spent 3 hours doing the back seat, door trim and window trim. P paid him £300 (cash)

Fri June 17th: Went round to Mosstrim to collect a couple of small panels – to cover the joins in the rear side panels. But we saw the two of them leaving in the van, Couldn’t find the pieces in the workshop.

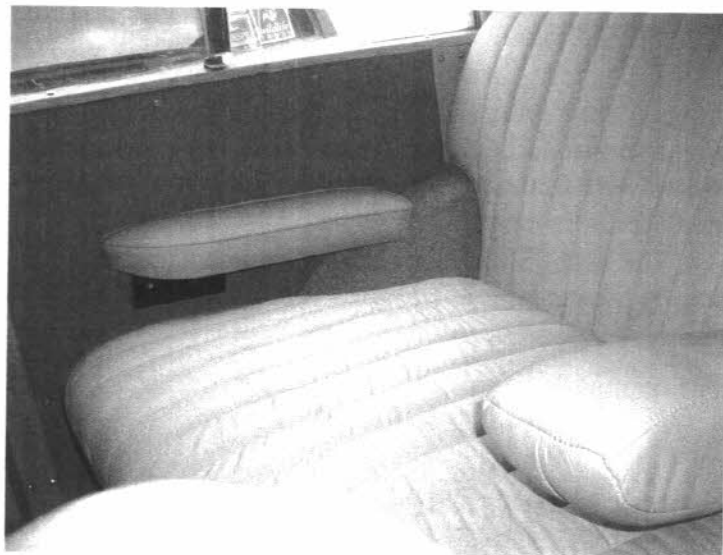
Fri July 15th: We called on Mosstrim to leave the newly made armrests for covering and also collected the small panels.

So, apart from collecting the covered armrests and the promised spare wheel cover the upholstery was finished after almost a year - just FIFTY weeks – only *forty-eight* weeks longer than the *two* weeks originally promised!!

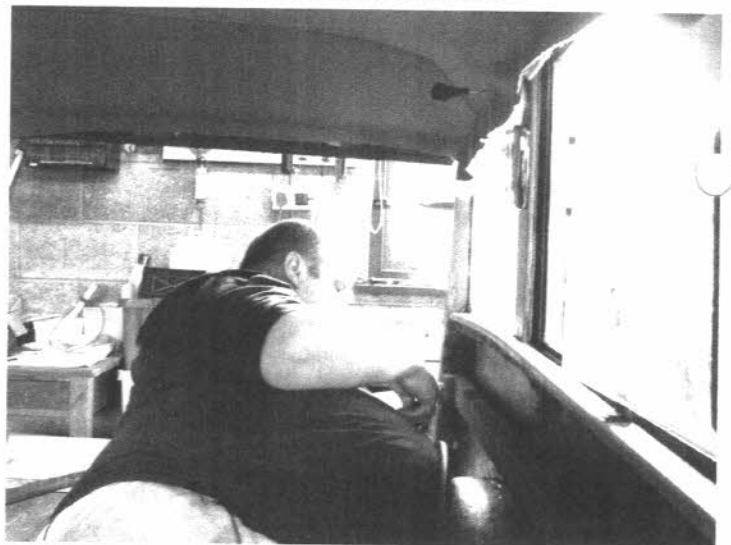
However, it must be said that the finished upholstery is superlative and has elicited many complimentary comments and has been much admired.

Insurance was next on the priority list; this was arranged via Susan’s brother, Andrew, with a Classic Car Policy. This needed a set of photographs to confirm that it really had been restored in a professional manner. The policy allowed four named drivers and also cover for road use pending the issue of a MOT certificate.

Tue July 19th: As a sort of road test prior to taking it for its MOT, P drove it as far as the Farm Shop along the B5000, whereupon one hubcap flew off and ended up in the ditch. We retrieved it later that evening. Other than that it behaved satisfactorily.



*Above: superb upholstery
Below: Steve Moss at work*



Wed July 20th:

GREAT EXCITEMENT TODAY!

P drove the Alvis to Archer’s garage in Hurley for its MOT. S followed in the Omega so that we could leave LWA whilst we went to a funeral. We returned, with much trepidation to Hurley later that afternoon and to our relief and great delight learned that Ron Woodward had issued an MOT certificate.

R o n d i d comment that the ball joints on the track rods needed new seals as the old ones were so perished that they disintegrated. The same applied to the seals over the brake actuating rods. He also thought that the underside generally could do with a coat of bitumastic paint on the chassis and new wood.



Success at last!

Fri July 22nd: P took Cambell to Polesworth PO in the Alvis and later took S for a round trip via Kisses Barn Lane.

Grandson Timothy spent a week with us in early August

and had the honour of being the first member of P's family to see the restored car and have a ride in it. He was sworn to total secrecy so that the restoration could be a total surprise to the family.

Tim returned to Richmond with Jenny & Jamie, who came here to collect him on Saturday 13th August and, without divulging his secret, managed to convince a sceptical Steven that it was very important for him to come to Polesworth the next day – "What's so special about Jonathan's birthday?"

David and family from Worthing duly arrived on Sunday morning so that Jonathan could spend a week with us. Jonathan had the choice of spending a week working at Trevor's pub in Cambridge or coming to Polesworth to do some work on the Alvis. In Jonathan's eyes "No Contest"

Steven arrived at about 3.0pm, which gave us the cue for the great unveiling ceremony. We had prepared the scene, so to speak, by reversing LWA into the garage, streamers and balloons in place, with, of course, the garage blinds carefully hiding any view of the interior.

At this point we announced that we planned to have a little celebration, for Jonathan's birthday maybe, in the front of the house, so we all trooped outside. Jonathan's part in this was to open the garage door -- revealing the Alvis in all its new found glory, with glowing paint work and sparkling chrome. I think it is fair to say that there was a stunned silence during which champagne was poured with which to drink to LWA's surprise restoration.

Great excitement all round followed by a tinge of disappointment for Jonathan as, in David's words: "Hard luck Jonathan – there's nothing left for you to do on the car!" However, we quickly restored his spirits by listing the jobs yet to be done, in particular fitting all the dust covers as well as dismantling, cleaning and resetting the braking system.

Various short journeys along the B5000 with David & Steven driving the car for their first ever "official" drive. All very enjoyable, even the weather was perfect!



Jonathan certainly enjoyed the next few days apparently spending a considerable amount of time *under* the car. The major task was to dismantle the brakes which, surprisingly, we found to be reasonably clean with nothing seized or rusted. The linings all have sufficient life remaining to render replacement unnecessary. Careful reassembly and fitting the new dust covers – obtained by return post from the Alvis Owner Club - completed the job.

David has a track rod end removing tool but, unfortunately, that is in Worthing; our limited brute force had no effect so a visit to Jim's at Camp Farm was arranged for Thursday, 18th August. (Part of Jonathan's education!) Jim has a



hydraulic lift so access was much easier. A few of Jim's hefty blows with a club hammer onto his wedge shaped tool dislodged the track rod joints, it was then a simple matter to fit the seals and reassemble. The seals also fit the TA21 cars and are available ex-stock from Red Triangle. The oil level indicator was slightly bent and wouldn't move up and down so, whilst on Jim's hoist, we took the opportunity to change the oil and remove the oil filter to gain access to the oil level gauge. The oil filter was virtually encased in sludge presumably from all the internal oil ways. Hopefully the interior of the engine is now somewhat cleaner, at least the gauge works OK.

Everything essential completed, the next outing was to be a real test: to drive to Cambridge and back the next weekend, 27th/28th August, some hundred miles each way. Jonathan had returned to Worthing but was so enthusiastic that he came from Gatwick to Cambridge on the airport bus and walked up to Trevor's pub to meet us there. Our journey was slow, as the engine has new piston rings, which need careful bedding in, and was successfully accomplished, although one forgets how noisy old cars are.

We arrived at the "Sir Isaac Newton" (Trevor's pub) shortly before twelve causing more surprise and excitement for Trevor and staff. Jonathan arrived as planned a short time later, after a short time we drove through Cambridge to Trumpington for Betty's 'Violin Makers garden party.' No one noticed our arrival but Jonathan very soon made sure that the car was a star attraction causing much excitement. Later that day we drove to the other side of Cambridge and back, to take Karl back home, but on the return journey, the engine died for no apparent reason. We coasted to a standstill wondering what could be wrong. Nothing obvious. After a few minutes the engine started again and ran satisfactorily for the remainder of the journey. Suspect it may have been fuel vaporisation, although it ran OK all the way back to Polesworth the following day with a lot of slow driving in heavy traffic.

A week later Steven and Timothy joined us for the Shackerstone Festival where there are canal boats, steam trains, traction engines and lots of entertainments as well as a fine display of Classic Cars. Where better to show off our Alvis? So, with Steven driving, we set off to join the exhibits. A mile short of Shackerstone we had a repeat of the Cambridge problem with the engine dying on us and then restarting a few minutes later enabling us to line up with all the other magnificent vehicles. Beautiful weather ensured a very enjoyable day with considerable interest being shown in the car.

Time to leave: a few yards and a repeat stop and subsequent restart. A few hundred yards further and again it



Proudly on show at Shackerstone September 2005

stops. This time it refused to restart, or even fire. Luckily the track at this point was downhill enabling us to freewheel to a convenient passing place. Many well meaning "experts" surrounded us, tinkering with most of the ancillaries generally doing more harm than good. (I later had to reset plug gaps and breaker points back to their correct values.)

After a fruitless half an hour or so we phoned for help from the AA. Considerable difficulty trying to convince the lady in the AA office that we had a car that was *not* listed in their data base and that we were *not* on a road with a road number. However, after a relatively short while an AA rescue van appeared driven by an engineer who lived relatively nearby and found us fairly easily.

I think he quite enjoyed a totally different challenge and persevered until we proved that the condenser had failed. Luckily he actually had a suitable device in his odds & sods box, which fitted and solved the problem – admittedly on the second attempt as his crimped joint fell apart after a few hundred yards. However we then returned without any further problems

I fitted the condenser properly the following day and we were hopeful that the fault had been correctly diagnosed and rectified. Unfortunately this does not seem to be the case as it has stopped again on a couple of occasions since.

Nevertheless we have displayed the car at two more events during the latter part of 2005, namely the Caldecote Steam Rally and also at the Atherstone Classic Car Show in the market square in the centre of the town.

During these various journeys it has been rather disconcerting to note that the indicated oil pressure drops to an alarmingly low value as soon as the engine reaches operating temperature. Investigation showed that a flexible oil pipe looked in a very sad condition, and could well be blocked. However, replacing it had no effect. Further investigation showed that the pressure relief valve was stuck solid, presumably in the 'open' position. Another visit to Jim for him to attempt to free the valve and also, following Archer's suggestions, to paint the chassis and other under parts.

The pressure relief valve was eventually freed, cleaned and reassembled, but there doesn't seem to be any noticeable improvement in the oil pressure. Maybe the old gauge is faulty? It has been suggested that Duckham's oil is better suited to TA14's than the Castrol, which is currently in the sump. Duckham's is about half the price of Castrol so a change will certainly be made.

Jonathan had noticed that we had a small drip of clean oil under the front axle, probably from the shock absorber, quite likely as we had topped them all up with fresh oil. However, Jim quickly discovered the leak, which was very easily cured – the

bolts holding the cover on the steering box were all loose. Problem solved. Unfortunately on the return run from Jim's the engine stopped twice and exhibited the same characteristics as before, namely that it would freewheel to a standstill and then a few minutes later would start as if nothing was the matter. It seems likely to be an ignition fault so a new coil has recently been fitted – time will tell!! Another possibility is fuel vaporization, especially as modern fuels are more volatile than the leaded petrol of the 1960's.

Since fitting the coil the car has made a few short journeys locally, typically five and fifteen miles. So far so good, all has been well. Being suspicious of the oil pressure gauge and knowing that the water temperature gauge is inoperative (its capillary pipe has become detached from the sensor) I obtained two modern instruments, from Cliffards of Brighton, so that coolant temperature and oil pressure can be monitored.

The makers of the instruments also supply a neat little mounting bracket designed for two gauges; this was easily fitted just below the dashboard and does not look too out of place. The union on the capillary pipe to the new oil pressure has a different thread to the original so a modification to the new flexible pipe was necessary.

At this stage it seemed a good idea to change the engine oil and ensure that the oil filter was clean, remembering the clogged up filter previously. So, 16th May, a visit to Jim's premises, to change the oil (using Duckhams this time), check the oil filter and verify that the various oil ways to the new oil pressure gauge are clear. At the same time Jim fitted the sensor for the temperature gauge.

Temperature seems fine and the oil pressure reading is more stable, although the gauge still reads rather erratically, and the pressure is still much lower than expected; typically much less than 10 p.s.i. when travelling at 40 or 50 mph, rather than the specified 40 p.s.i.. However it seems to run quietly enough so presumably the bearings are getting sufficient oil – further investigation will be needed.

And now to the "final chapter" which takes us a year from its restoration and to the car's second MOT.

The Alvis Owner Club's International Rally, at the end of May, took place at Houghton Hall in Norfolk, twenty miles or so beyond King's Lynn. A family visit to the rally on the Sunday was therefore meticulously planned with Sue and myself driving the car to Trumpington on Saturday 20th May, staying overnight to await David, Sharon and Jonathan to come from Worthing early on Sunday morning.

The journey from Polesworth had one incident – the speedo stopped working, undoubtedly the cable had broken, after all it was still the original, merely 58 years old.

The Worthing contingent arrived by about 9.15 a.m. having left home at 6.30 a.m. A short time later we departed: David driving the Alvis with Jonathan and Betty as passengers, whilst Susan and I followed with Sharon in her car. We met



Steven and Timothy as planned in a lay-by on the A149 a short distance from the entrance to Houghton Hall – Timothy transferring to the Alvis whilst we

parked Steven's car in the village. A successful journey; in spite of rain from time to time, arriving at Houghton Hall mid morning. Much to our surprise the Alvis received a virtually 'Royal' welcome being shepherded to a special display – Alvis's with unusual bodies. It transpired that we were the only "Woody" attending. We arrived just a short while later to find David being interviewed over the P.A. system with much excitement all round.

In spite of frequent heavy rain showers, the day was totally enjoyable but that is a different story not really concerning this document. (See Bulletin No 500 – particularly page 297!)

Finally, later in the day came time to depart – Steven driving the Alvis back to where we had parked his car, after which we set off in the Alvis for the drive back to Polesworth with little alternative but to take the very busy A47 via Wisbech and Peterborough. Then the fun started. A few miles along the road we stopped. As before – get out, open the bonnet, look suitably puzzled, try the starter, engine starts as if nothing is wrong, drive off, a few miles later – repeat performance. Steven and Timothy, by now, had taken their different route to return to Richmond and we were on our own.

From this time on, the stops became more and more frequent until, round about Parson Drove, we were freewheeling to a standstill every two or three hundred yards. The A47 is quite narrow, very busy and is a clearway. We had just passed a minor road with a farmyard and plenty of space to park at the junction, so we now backed – in several instalments – to a place of safety. Three days previously we thought it would be prudent to upgrade our AA membership to AA Relay which we had done by 'phone. Luckily they had given us a reference number in case we needed it – we did.

We 'phoned the AA at 5.40 p.m. but then had to get over the first telephone hurdle of quoting a make of car that, according to their database, doesn't exist. The operator could only solve her problem by quoting "Foreign Car". Then she could only quote the nearest town on the A47 – we were midway between two, which meant that it took the patrol an hour to reach us, 40 minutes of which were searching the towns, not the road between.

Whilst waiting, in between consuming Betty's surplus sandwiches, we had discovered that when the engine stopped, the slightest touch on the SU pump would set it clicking away, then the engine would run OK – for about five minutes. Cleaning and checking the adjustment of the contacts made no difference. The engineer effectively took our word for it and, since he didn't

have an SU pump in his kit and had no experience of such a pump (surprise, surprise!), he promptly arranged for a truck to come to take us home. A repeat performance of the truck driver going to the towns quoted by the office – we saw him pass the road junction a couple of times – delayed his arrival until about 8.00 pm.

Since the car would run OK for a few minutes we able to drive it onto the tilting ramp and thus on the lorry. A very pleasant and comfy ride back to Polesworth in the cab of the breakdown truck, arriving at about 10.45 p.m. The driver was most intrigued at the car and was delighted that we were able to give him a photo of LWA.

At home it was no problem to drive the car off the truck and into the garage under its own power. It was quite a few weeks later that we actually paid the fee for the AA upgrade – not very much more than we would have spent on the petrol to drive home.

A somewhat sad and disappointing end to its first year of renewed life – we cannot win them all!!

A new pump, the only one they had in stock, was quickly procured from Burlen Ltd in Salisbury and fitted easily, everything lined up. Do not tell anyone, but I chose to fit the latest version with electronic "contacts". At least it looks identical so we can pretend it is the original type.

Fault cured? So far so good, but the only journey made was over to Jim's to fit the speedo cable and, at the same time, to Archer's garage for its second MOT.

**So we come to the end of the story of LWA
683's first 58 years.
I hope you find it of interest!**

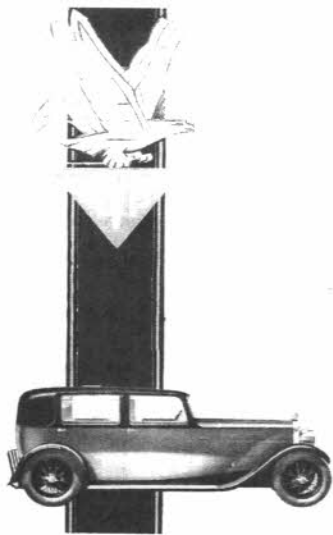


CAR OWNERS JUST CAN'T HELP THEMSELVES

Andrew & Frances McDougall just back from overseas, send this photograph of the ubiquitous Trabant that were made during the period 1957– 1991.

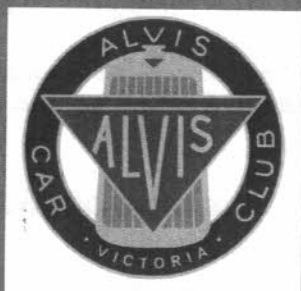
Made in a 2 door sedan or 2 door station wagon, there was also a military version.

This photograph, taken in Austria, shows an example of an owner fitting air dams and mag wheels and who knows what, just to make his car a little different to the other



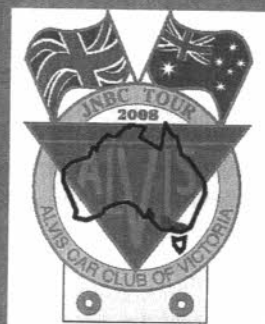
ALVIS IN AUSTRALIA

*Please review the flyer that was in
the June ALVIC
WE WOULD LIKE DETAILS ON
YOUR CAR/S*



**ACCV Grill Badges
\$30**

*Lapel Badges \$10
Cloth Badges \$5
Key Rings \$16
Fridge Magnets \$3
1991 Nat Rally Coasters \$1ea
1991 Nat Rally Cloth Badges \$1ea*



**JNBC Grill Badges
\$25**

Ring Darrell Horton (03) 5983 2016

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

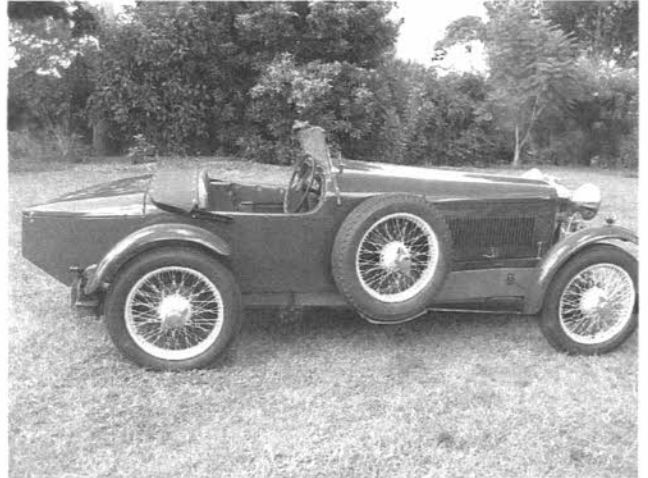


WANTED. WANTED. One only new head gasket for 1935 SC Speed 20.
OR if you have a dead one let me know so I can get one made
before I pull off the head.
Dean Prangley 0413425735 or 07 33694247 or email
dcprangley@bigpond.com

FOR SALE

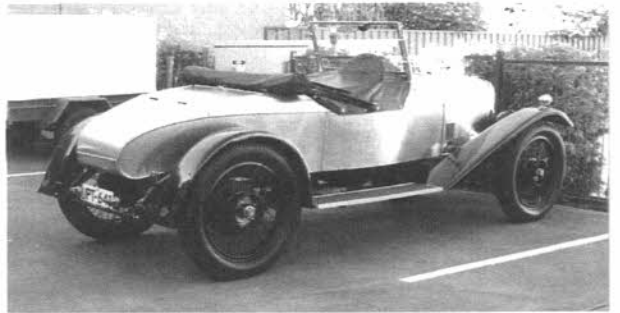
1928 Alvis FD FWD is for sale. Chassis # 7190 Eng # 7653 Car # 11982. Major restoration was recently completed which included a replica TT body and engine work including new conrods with slipper bearings, new main bearings, new pistons, valves, new gearbox gears, etc. The supercharger has new gears and the lobes and interior casing have been built up using teflon. The front hub splines have been re-made. Full details are available to serious parties.

Des Donnan
dedonnan@bigpond.net.au
Price is \$100,000 firm.



FOR SALE

1924 Alvis 12/50 SC Beetleback
Full weather equipment. Trimmed in Brunswick Green
Howe leather. Spares include crankcase, radiator with
some dents no badge, hubs, gearbox casing & some
internals, cylinder head - some repairs, pedals, front
guard stays, stub axles. Spare parts catalogue. Copy of
Mick Radford's book on the 12/50.
Eric Elliot - phone 08 83310833



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

Wanted:

Lucas "New Alto" horn to suit 1934 SB Speed 20. For LH side mounting with vertical
slots Dia 5.5"
Peter Mott, ph. 08 8327 3323. Email mottpa@bigpond.com

FOR SALE

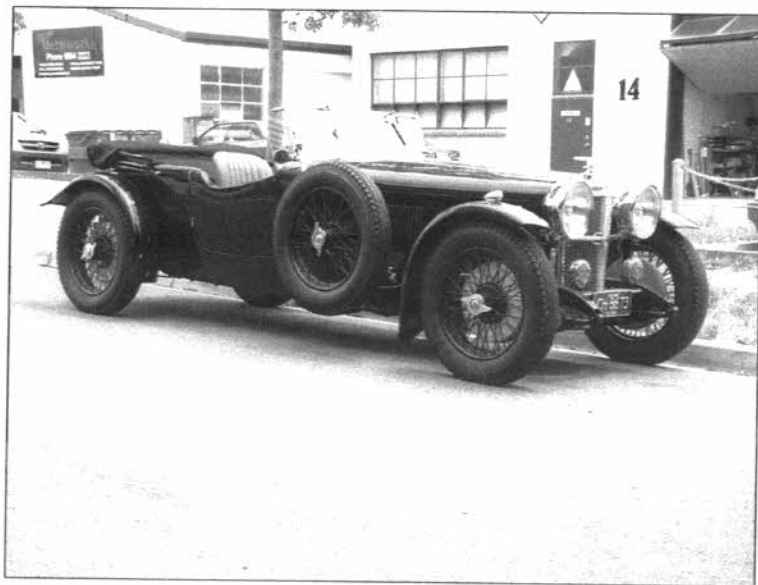
SA Speed 20,

Ch 9851, eng. 10504. Very little use since extensive restoration including body, paint & leather trim. 6 wheel equipped.

Engine overhaul including new crankshaft, conrods and pistons.

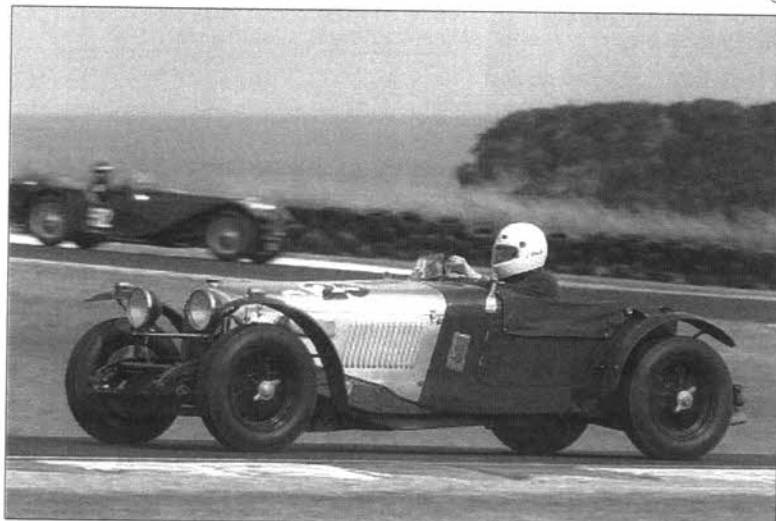
Offers over \$180,000 considered.

In the first instance contact Paul or Dale (HVR) on 03 9877 0666



Alvis Speed 25 Special 1932/39

Car was built from all Alvis parts in the early 1970's
Chassis: Alvis Firefly
Engine: Speed 25. Modified for high performance with shell bearings, steel flywheel/ clutch, engine balanced etc. Original carburettors. Extractor exhaust.
Engine is very strong and reliable.
Gearbox: Alvis Silver Crest in unit with engine.
Axles and Brakes: Alvis Firefly differential. Straight cut crown wheel and pinion. 3.3:1 ratio giving approximately 25mph/1000 rpm in top gear.
Body: All alloy, cast Alvis firewall (original).
Complete with hood and tonneau. Windscreen and aero screens.
Wheels. 16" fitted with Excelsior comp V racing tyres.
Car is ready to use (race, rally, hillclimb, tour). Competed 12/3/09 at Phillip Island (Victoria) Historic Meeting.
Professionally maintained.



Complies with Historic Racing rules in Australia and acceptable to Vintage Sports Car Club in UK.

Paul Chaley 03 9877 0666 or historic@historicvintagerestorations.com

WANTED

Wanted a pair of front shock absorber drop arms/ links to suit a 1949 TA14 (part no C2843)
Bruce Sharman
Daytime 0448 001 072 or evenings/weekends 08 9574 4905 (WA time)

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