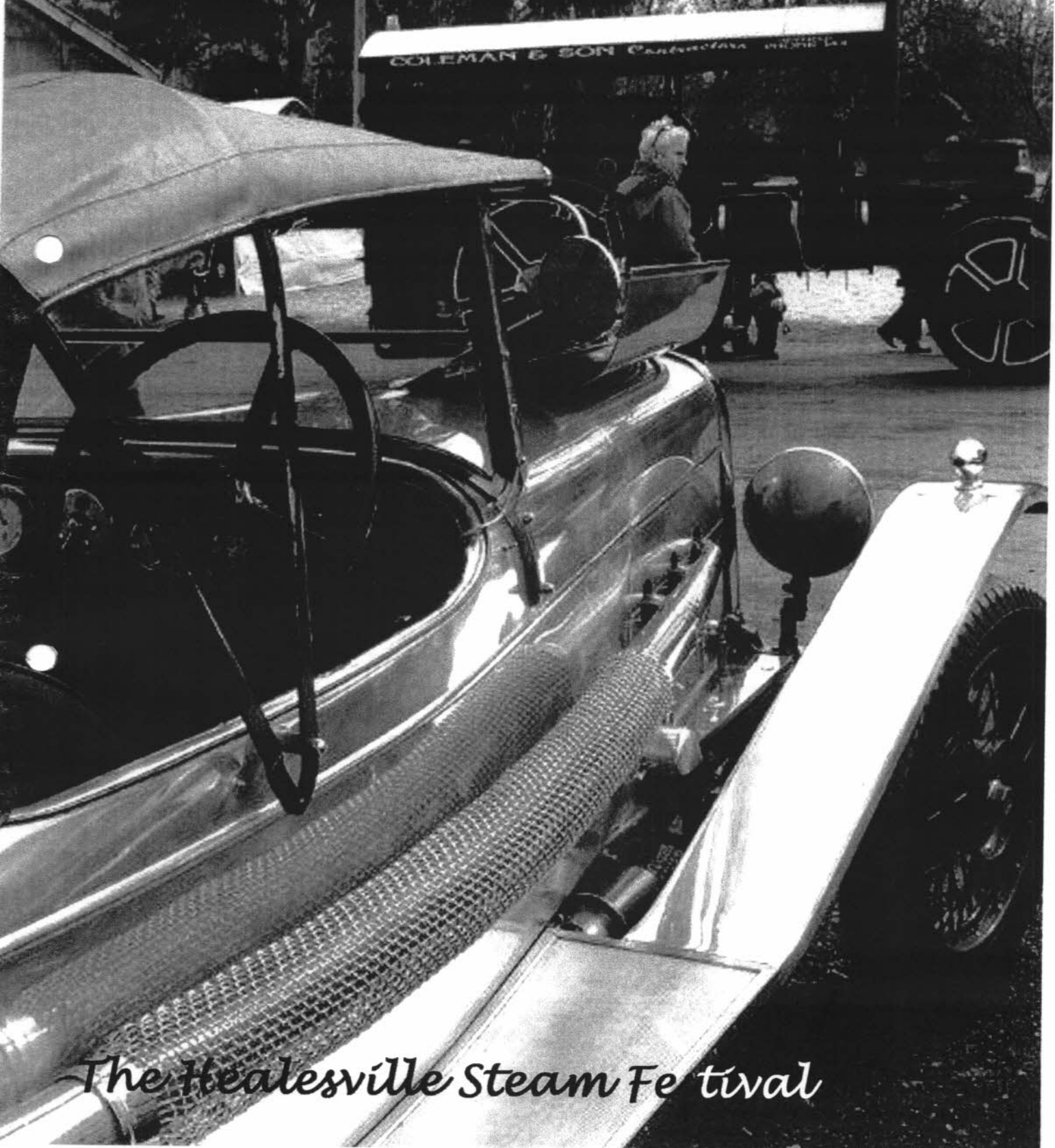


October
2018

Alvic

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



The Healesville Steam Festival

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.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au



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PRESIDENT

Chester McKaige,

129 Tucker Rd, Bentleigh, Vic 3204

Tel (03) 9557 1134 Mob 0407 113 516

ericmckaige@bigpond.com

VICE PRESIDENT & Spares Registrar

Andrew McDougall, 424 Wellington St, Clifton Hill, Vic 3068

Tel 03 9486 4221

amfi@dunollie.com.au

SECRETARY

Dale Parsell 14 Symons Rd, Avonsleigh, Vic 3782

Tel 03 5968 5170

dparsell@ozemail.com.au

TREASURER & PUBLIC OFFICER

Darrell Horton, 24 Johnson St, Balmarring, Vic 3926

Tel 03 5983 2016

jocelyndarrell@bigpond.com

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129, Gisborne, Vic 3437

Tel/fax 03 5426 2256

jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St, Clifton Hill, Vic 3068

Tel 03 9486 4221

amfi@dunollie.com.au

COMMITTEE PERSONS:

Lesley Northey, 2 Orrong Rd, Elsterwick, Vic 3185

Tel 03 9528 6767

northneys@westnet.com.au

Richard Tonkin, P.O.Box 280, Greensborough, Vic 3088

Tel 03 9710 1465

rtonkin@tonkinlaw.com

John Hetherington, 71 Hawkins St, Shepparton, Vic 3630

Tel 03 58216 422 Fax 03 5831 1586 jfh@mcmmedia.com.au

Thorpe Remfrey, 63 Milroy St, Brighton East, Vic 3187

Phone: 9596 6680

thorperem@optusnet.com.au

Alan McKinnon, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079

Tel 03 9497 3414

alan@antiquetyres.com.au

Front page: one of the steam rollers at the Healesville Steam Festival, taken over the bonnet of the Northey's 12/50

President's Report

As I write this, I'm in the throws of preparing the 12/50 for our annual weekend away. This year we are off to Apollo Bay and environs and we have already booked out the motel. Look forward to catching up with many of you at either Colac for lunch or at Apollo Bay, Friday night.

Our AGM and trophy presentation night is coming upon us fast. The current committee is yet to be knocked down in the rush with "new blood" so we assume that you are quite happy with the old brigade. You still have time however to change all of this. Come along and cast a vote.

The last club event was the Healesville Steam Festival. A number of members turned the event into a weekend affair staying at the R.A.C.V. Club. The activities on the Sunday were a lot better than the year before and again some of us had the opportunity to ride on the Newell steam lorry. It was also great to have with us Claire, Duncan and Stuart MacDonald who had come over from Adelaide and were staying with Don and Jill Bosanquet.

Also back in Melbourne after a stint back in the U.K. are David and Sally Woodburn who will also be joining us at Apollo Bay.

Today (2nd Oct) I went to the bi-annual model engineering exhibition at Monash University. This event is well worth visiting if you are interested in not only model engineering but also if you need to purchase any machine tools, hand tools and odd ball small nuts and bolts. The standard of model building is exceptional although I have to say it was a bit like going to a Vintage Car event and

noticing that most of the people there are a hell of a lot older than yourself. Again as in our hobby, where are all the young people?

However, having said that, it was great to see a lot of young people active in the Healesville steam engine fraternity. Young children of both sexes dressed in blue bib and brace overalls wielding oil cans, cleaning, polishing and even administering wood and coal to the fire box. Good to see these youngsters having fun rather than sitting around playing computer games and annoying the hell out of their parents.

The Alvis display comprised the 12/50s of Northey, McKaige and Higgins, the Caldwell 3.5 and the TE21 of the Hetheringtons with the rest of the contingent in modern stuff.

At a recent committee meeting it was decided that we would do a official stock take of club spares and then move them to a more convenient location. I will provide you with more details later but the upshot means that anyone wanting spares will be able to source the parts much more readily ie within a couple of days rather than having to wait until a meeting. The spares room will become the library thus freeing up some space in the main clubroom area. When the spares stock take has been completed we will list the spares in ALVIC complete with a pricelist.

Well that's about all the news from me. If not at Apollo Bay, will see you at AGM.

Chester

Frank Mornane has spent some time in hospital recovering from a stroke. It was good to see him at Healesville and we wish him all the best for a speedy recovery.

SUPPER - the Bosanquets

2010 EVENT CALENDAR

Oct 15	AGM & trophy award night
Nov 19	General Meeting
Dec 5	Christmas Party - Bosanquets—see inside for details
May 1-6	2011 National Rally - Western NSW

LETTERS TO THE EDITOR

Hi John,

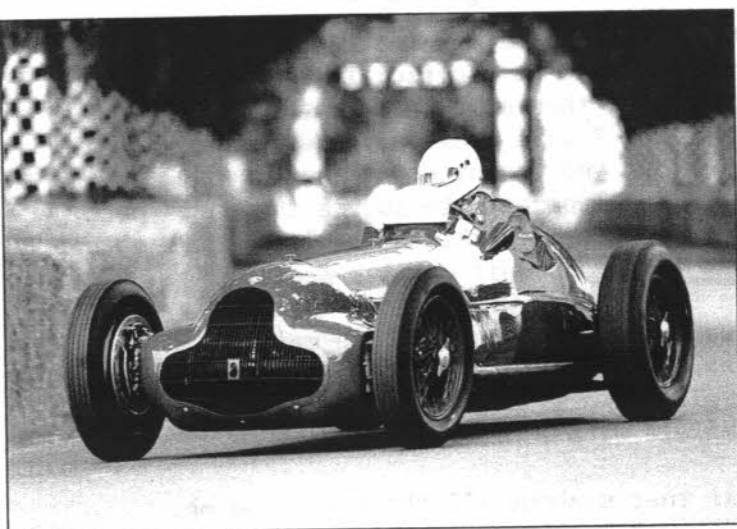
Hope all goes well your end.

I promised you some aviation pics of Goodwood (2010). What a great weekend.! Great racing, practice and qualifying on Friday, then two days racing. Some very exciting, makes F1 seem like a procession. Martin Brundle was fabulous, as was Wayne Gardner on the bikes, both making their way up through the field, great people, Stirling Moss racing at 81, great cars, and a fabulous flying display, Lancaster, Spitfires, Hurricane, Sea Fury, Bearcat, Mustangs, Moths, Dragon Rapides, and much more. Could have bottled the noise and kept it!! Weather kept dry, but a bit cold yesterday, but no matter. Great atmosphere.

Chris Storrar



Above: Alfa Romeo 8C 2900 B Speciale Tipo Le Mans



Above: Alfa Romeo 12C-37

Below: Tipo B P3



Top: Spitfire

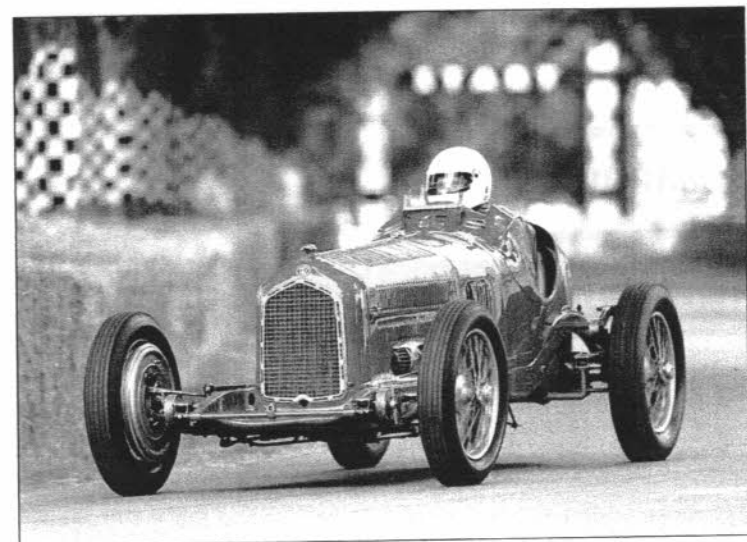


Above: Hawker Demon

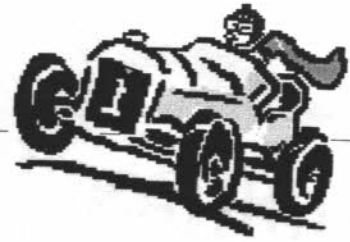
Left: Sikorski Flying Boat



Below: DeHavilland Moth



Photographic acknowledgement to Chris Storrar for aircraft pictures and Sports Car Digest for automobile pictures.



The Peking to Paris Motor Challenge 2010

On day 24, Michael & Anne Wilkinson Alvis SA 4.3 litre (Australia) are in 4th position in the Vintagent Category (pre-1941 models) ahead of Rudi Fredrichs (Germany) Alvis Speed 20 SA in 5th position. The other 4.3 litre is in position 31.

As I write 4/10, there are still 13 days to go to Paris, the cars are in Turkmenistan to the east of the Caspian Sea.

I have found it interesting following the progress of the event on the website www.pekingparis.com There has been a video taken each day although I notice that it is no longer up to date. There is also Skytrack that gives you routine positions on a map overlay on the cars every 6 or 12 hours.

I have also been following the Vauxhall 23/60 that we sold in 2008 which up until today was leading the Pioneer Category. Also for Aussie petrol heads, an EH Holden is leading the Classic Category and has been almost from departure Beijing.

Please pass on to John Hetherington or me any other Competition news for inclusion in the November ALVIC.

.....ed

CHRISTMAS PARTY

SUNDAY 6TH DECEMBER

from 11.30am

Event to be held at the Bosanquets.

Not your usual Street Party but an Alley Party

Warning to Husbands

The other end of this Alley is 2 minutes walk from the Chadstone Shopping Centre.
Could be Expensive!

Address

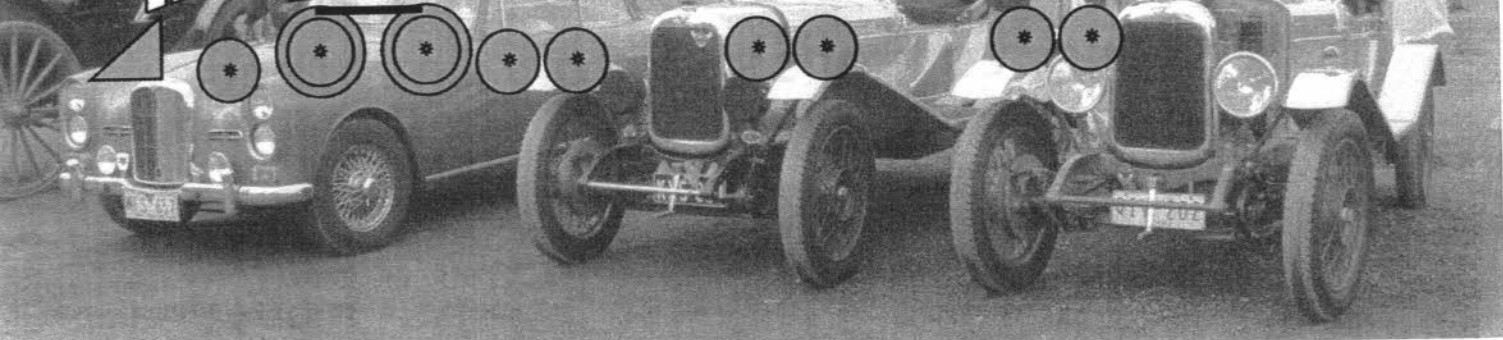
55 Webster Street

Malvern East

BBQ`S Tea Coffee will be available

Some sun shelter will be available

Healesville Steam Fest



The Healesville Steam Festival is in its second year and again we decided to support the event.

With the pressure of steam gaining interest with some of the members it was not difficult to find a hard core of interest.

The 12/50s of Northeys, Higgins and McKaiges were present and the Caldwell's 3½ litre and the Hetherington's TE21. And, when it was not zapping around the town, the buggy of McDougalls, masquerading as an Alvis under an Alvis umbrella.

The rain in the last few months had certainly added another



interest to the event. On the Saturday we watched one of the steam trucks bogged and not going anywhere, however it was easily unbogged with the grunt of one of the traction engines present.

Richard Newell was present with his Foden steam truck (the brown one) and happily gave rides around the town. Seems funny to drive a couple of kilometres and have to stop under a tree to get steam enough to continue on the journey.

Its progress down the main street of Healesville brought out the worst in the modern drivers, with cars dashing across double white lines so that they could get ahead, only to be stopped at the next intersection. Seems that the simplicity of driving a modern car addles the brains of some drivers. However, there was no tailgating!

Stuart, Claire and Duncan MacDonald were at the Friday night club meeting and it was a pleasant surprise to be with them again on the Sunday.

Stuart was annoyed at the offer of a set of steps to get up into the cab of the Foden, but he and I are past leaping tall buildings in

a single bound. We now need two!

Once again hats off to Chris Higgins who drove the 12/50 from Rosebud on the morning Peninsula to Healesville and back. He had to make a repair to the clutch linkage at Healesville again on the way home.

I must talk to him about his approach to Melbourne traffic and its drivers, he is obviously laid back once behind the wheel of his 12/50.

Had Andrew McDougall had a taxi drivers licence he could have made a fortune and paid for his weekend. Was certainly doing more business than the helicopter!

The buggy is surprising agile. Its ungainly wheels and horse buggy construction certainly belies its abilities on the road. Each time it left the steam park and out onto the road I marvelled at its ability to for a turn of speed and not hold up the traffic.

3 litre horizontally opposed 2 cylinder.

David and Margaret Caldwell had a trouble free trip to Healesville as did the 12/50s of the Northeys and Chester. (Sally chose Honda power for the day). And the Hetherington TE21 looked good as always and drove faultlessly between Shepparton



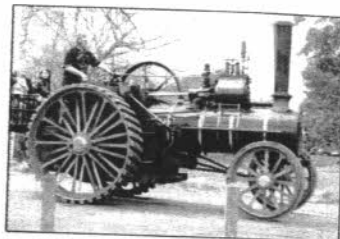
and Healesville.

Frank Mornane is having some health problems at the moment and it was great to see he and Doug Stewart at the event.

Dale and Maritta Parsell were with us having had a diff episode on the way to Healesville and a trip on a flat top.

One of the heartening things to see at Healesville was the

kids active in their interest. There were kids driving huge machines, stoking wood boxes, oiling joints, cleaning paint work. Fabulous father and son bonding. I saw no harsh words or cautions. The kids were obviously well disciplined in the dangers



of the result of 20 tons of machinery passing over the human body. The photograph below demonstrates what it can do to the misplaced oil can.

At one stage a couple of the kids were playing the whistles like duelling banjos in Deliverance.

Big Red is having new bearings in its gearbox and didn't make the outing and the Langs were GM powered. You would reckon Marg Lang would get off her butt and spend more time on the Speed 20 and less in the kitchen! On second thoughts, she is a brilliant cook, maybe I should leave her in the kitchen, otherwise I will get sick of baked beans on toast.



All in all a fun weekend for all.

.....ed

Many thanks to Frances McDougall, John Hetherington and Dale Parsell for their photography and Chester for organising the outing.



WATERPUMP GLAND PACKING

Over the years of FWD ownership, I have always had trouble with the water pump gland leaking. Many FWD engine photographs show that I am not alone as the water stains down the crankcase can make otherwise attractive engine look poorly maintained.

The FWD pump is a mongrel of a unit to work on, as apart from being mounted on 2 different faces; the block and the gland mounting, 4 of the 6 nuts/bolts are totally inaccessible to spanner or socket. To assist in the problem bolts' removal, I have cut 3 grooves in the bolt heads so that I can use a screw driver obliquely in the slots for the bulk revolutions. The screw driver in the slots at right angles to the bolt shaft, allows me to start or finally tighten the bolt. Not the best engineering practice, but effective.

The other difficulties facing the repairer are the need for a gasket between pump and block - needs to be glued to one face to prevent minimal clearance displacing it when the pump is slid back into position. The gland follower when fully disengaged, provides no clearance for additional packing to be inserted. The bronze packing unit needs to be fitted obliquely to clear the outlet casting on the block, which disturbs the packing that you have carefully fitted!

Having vented some of my frustrations, I return to the topic!

In ignorance, I thought packing was packing and just need to be inserted and the follower screwed in and provided the shaft was in good condition all would be well. The downside to poor packing is major leaking from poorly fitted packing and adjustment, and the robbing of HP if the follower has been over tightened.

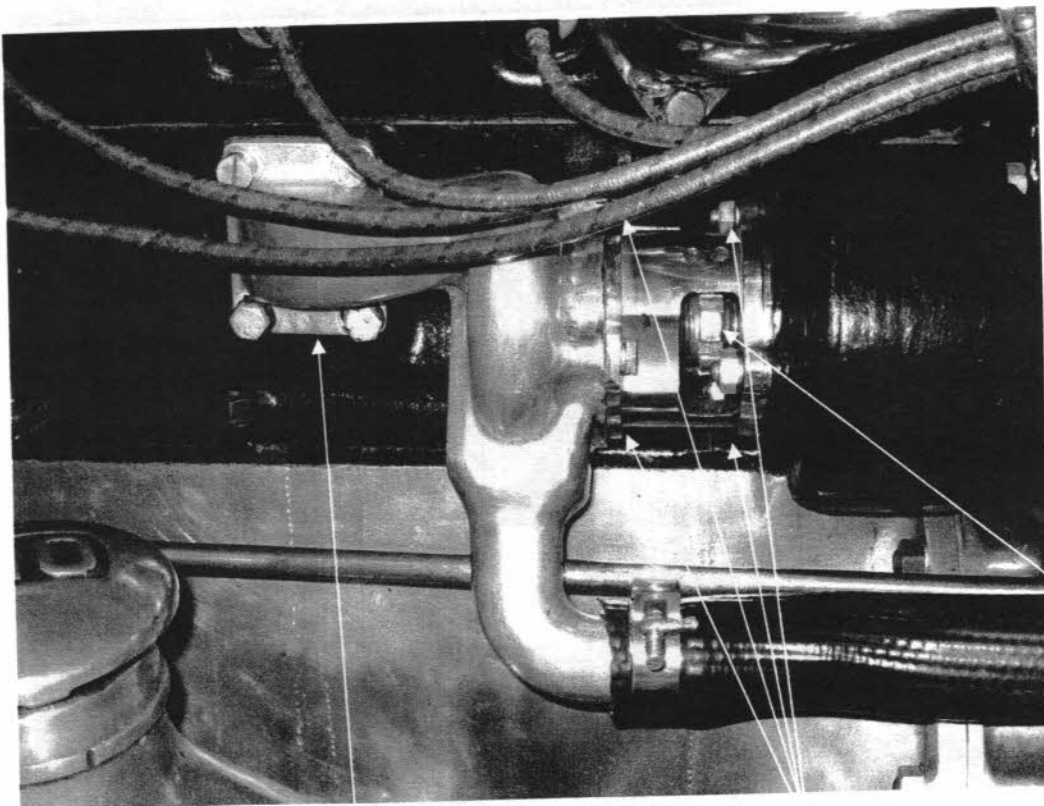
In discussing the issue of packing with various people, Bob Northey very kindly sourced a variety of materials and provided the document below as basic instruction. There is obviously a lot more to packing and adjusting a gland than screwing it down until it no longer leaks.

I have followed the instructions for fitting and running in and accept the minimal leakage in the hope that fine tuning might even eradicate it.

For the eagle eyed reader, the photograph shows that I also have a problem at the bottom left hand block mounting and unless I grasp the engine and jump off the Sandringham jetty, it will be a story for another day.

Thanks to Bob Northey for the help and information

.....ed



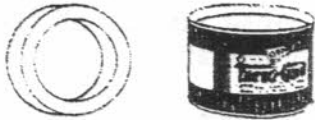
No clearance for additional packing when follower is disengaged with the casing

Minimal clearance required to avoid straining the assembly

Inaccessible nuts & bolts

The right way to fit Gland Packings

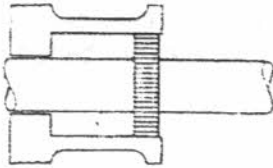
2-8 If compatible with the product, wipe a thin film of THREDGARD anti-seize compound around the inside and outside of the packing rings.



3 Fitting the Packing

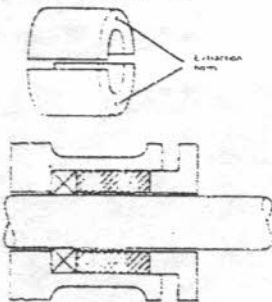
3-1 Check the shaft to ensure it turns freely.

3-2 Fit each packing ring individually.

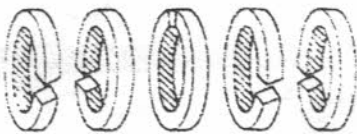


3-3 Split sleeves used in conjunction with the gland follower, or a tamping stick, should be used to ensure each ring is pushed hard home. This can be checked by measuring the depth which should be the depth of the box less the depth of the first packing ring, and subsequent rings as installed.

When using gland packings made from graphite or PTFE multi-filament yarn, the rings are slid into the box and must not be tamped or driven home.

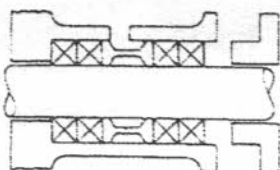


3-4 Joints are staggered by 120°.

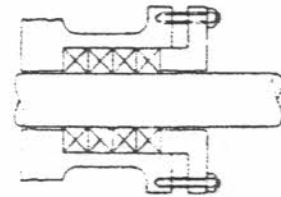


3-5 Check the shaft to ensure it can be turned, after fitting each packing ring.

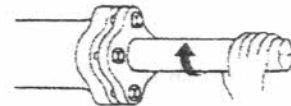
3-6 If a lantern ring is fitted, it must be correctly positioned below the inlet connection allowing for slight compression of the bottom packing rings.



3-7 Bring the gland follower up squarely against the last packing ring, and tighten the nuts evenly to finger pressure.



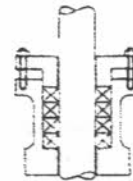
3-8 Turn the shaft to ensure it does not bind on the bore of the gland follower.



4 Running In

Valves

4-1 Tighten the gland nuts until the packing offers moderate resistance to spindle movement.



Pumps

4-2 Pressurise the stuffing box, ensuring air is not trapped. A packed gland must leak, and leakage should take place, commencing soon after the stuffing box is pressurised.

4-3 Until steady leakage takes place, the pump may overheat. If this happens, the pump must be stopped and allowed to cool, and when restarted, leakage should take place. If it does not, this operation should be repeated. Gland nuts should not be slackened.

4-4 After the pump has been running for 10 minutes with steady leakage, tighten the gland nuts by one sixth of a full turn.



4-5 Tighten the gland nuts at ten minute intervals, each time evenly, by one sixth of a full turn, until leakage is reduced to an acceptable level (see 4-6).

4-6 When adjustment is completed, there should be drip leakage from the gland, ensuring that overheating does not take place.

4-7 With careful running-in, leakage may virtually be eliminated, particularly under light operating conditions.

4-8 Subsequent adjustments should be made in the same way, when the equipment is operating at normal working temperature and pressure.

robably one (?) of the most precious Alvis cars in existence, is the 8 cylinder FWD which Tony Cox and Alan tote bought a few years ago. You may recall that following extensive investigations and consultations, it was decided to build 2 cars from the hybrid car that exists. Its components are not from one car and are not compatible with a single model 8 Cylinder FWD, hence the breakup into 2 appropriate reconstructed cars. The following is an insight into just a few of the problem facing the rebuilders. The information was within an mail from Tony posted on the HellsConfetti forum.

.....ed
ews on the 8-cyl FWD: the Grand Prix steering box, for which there are no drawings, no photographs and no surviving example, has the peculiarity that it operates two drop arms, one on each side of the car. The replica box has been reverse-engineered from a 1926 Alvis type 12/50 box, because the Marles steering box is unsuitable for this configuration. We then discovered that the 4-cylinder FWD steering box is actually a close cousin of the 1926 Alvis type 12/50 steering box, beefed up and with the shaft axes re-orientated.

The special worm and wheel are currently being made, and the casing, which has some 12/50 features and some FWD features, has been cast and is about to go in for machining.

We originally ordered a new worm and wheel identical to the 12/50 type. It was only at the very last moment that we realised that would make the steering reversed! This is a rather remote consequence of the fact that the exhaust is on the left side of the car. What is fascinating about this project is the realisation that Alvis must have encountered the same issue in 1927.

BOOK REVIEW

ALVIS ALBUM

This new book from England is a comprehensive potted history of the Alvis marque in a compact soft cover book measuring 210 x 145 mm and comprising 32 pages. It covers all the models of Alvis cars from the 12/50 on to the 3 litre TF 21 cars. Also included are the military vehicles, both pre-war and post war, as well as the radial aero engines designed and manufactured by Alvis.

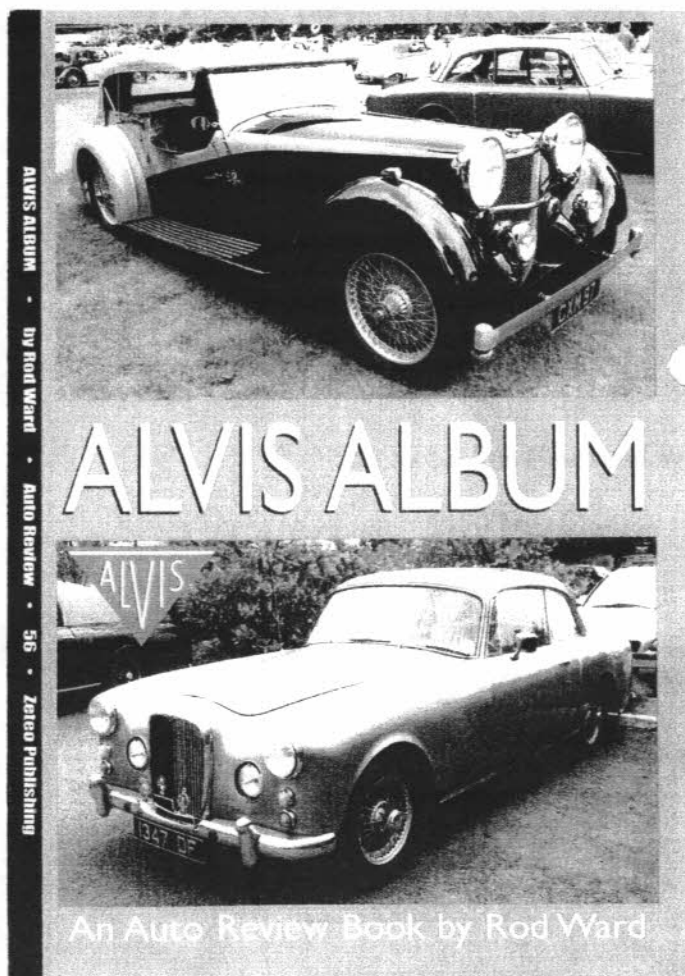
The history of the Alvis company is a warts-and-all story of the triumphs and tribulations of the firm from when its founder changed the name from the eponymous T.G.John Ltd to Alvis Car and Engineering Company Ltd through to when it listed as Alvis Ltd on the stock exchange in 1936 until it was acquired in the 21st century by BAE Systems Land and Armaments operating group.

All the models of Alvis cars are included with illustrations by both colour and black and white as are other Alvis products. The photos are necessarily small but this is offset by the use of high quality glossy paper throughout which allows the reader to see at a glance an illustration of the style typical of that model.

If you are looking for an inexpensive Christmas stocking filler for the Alvis enthusiast—this is it!

This book is available from Air-Speed Books at \$20 including postage, by contacting Eric Cunningham by phone at (02) 4625 381 or by the email address below or simply sending a cheque for \$20 per copy to:

AIR-SPEED BOOKS
PO Box 105N
Campbelltown North, NSW 2560
Email: alvis_accessories@hotmail.com



EXTRACTING A BROKEN AXLE SHAFT

7th September 1962

Sometimes it is possible to remove the remains of a broken axle shaft from a Speed 20 or similar axle, by using a tube with the bore of the same diameter internally as the diameter of the shaft. A split tube of relatively light section is best, when, with a bit of luck, it can be persuaded to pass over the end of the broken shaft and grip it sufficiently for extraction purposes. Failing this, removal of the differential and extraction of the opposite half-shaft is necessary (not always possible). A rod or tube can be entered then from the far side of the car and the broken shaft driven out.

ADJUSTING THE FAN BELT ON TA, TC21

7th September

The best way to adjust the fan belt and dynamo on early Three litre cars (TA, TC21, TC21-100 (Grey Lady) with the engine in place is to make it a 2 man job with one leavering the dynamo away from the engine to give the necessary tension, and the other underneath the car to tighten the securing bolt nut. It is a very difficult job to achieve single handed.

WATER PUMP ASSEMBLY AND DISMANTLING FOR 3 LITRE CARS

29TH June 1964

1. Drain the water system and disconnect the hoses to the radiator.
2. Remove the bonnet complete.
3. Jack up the car at the front end and remove the front road wheels.
4. At the bottom of the radiator inside the front wings will be found 3 bolts on off side and near side. Remove
5. Remove three bolts on off side and nearside from inside the radiator, holding radiator to cradle.
6. Remove long stud or tie rod across radiator block.
7. Lift out radiator complete, taking care not to damage wings, piping etc.
8. Remove the fan belt and disconnect and dismantle the fan blades.
9. Remove all nuts from all studs securing the pump housing and also the water connections to the cylinder head.
10. When removing the pump, please note that the extension flange covers the rear end of the cam shaft and the double coil spring washer, and thrust will drop out. They should be carefully retained.
11. The items should be reinstalled in the reverse order to above, but the location of the spring washer and thrust should be carefully watched. The thrust must be located (with the spring underneath) on the pegs of the pump flange. This should be secured by a fine wire to the pump casing until the pump has been rear mounted on the studs and is almost home, when the wire can be removed.

Notes: The parts can be fitted independently on the latest cars on which the water connection studs are replaced with set screws. If the cylinder head has been removed, it is a good idea to mount the pump on the cylinder block and line up the connecting aluminium elbow before tightening down the cylinder head nuts. It is usually possible to obtain a little fore and aft movement of the head on the studs, but the final line up of the pump connections can be made by using more or less joint washers C 4367. If the compression ratio of the engine has been raised by machining the cylinder head, a corresponding amount of metal should be taken from the water pump connection spigot.

As for re-fitting the radiator, some latitude is allowed in the mounting bolt holes so that a temporary set up should first be made, and then the radiator repositioned to match the bonnet before finally tightening up.

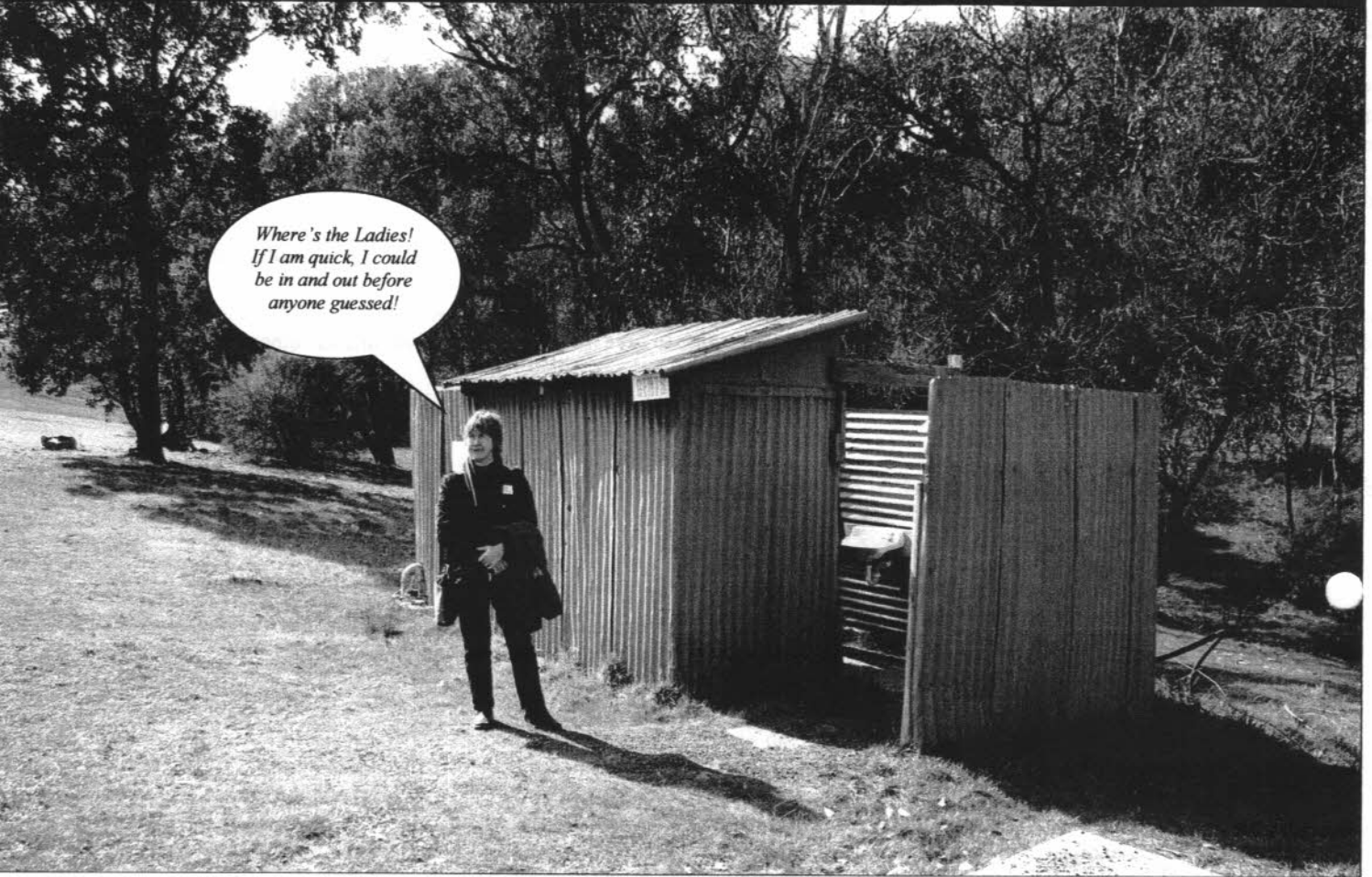
AOC TOUR OF GREAT BRITAIN

31 MAY—20 JUNE 2011

See June 2010 ALVIC for details & entry

or contact the ACCV editor

ALVIS PEOPLE BEHAVING BADLY

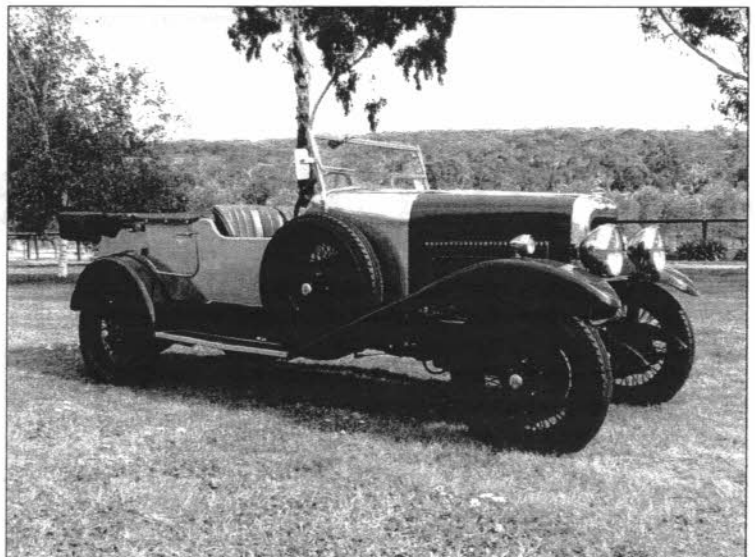


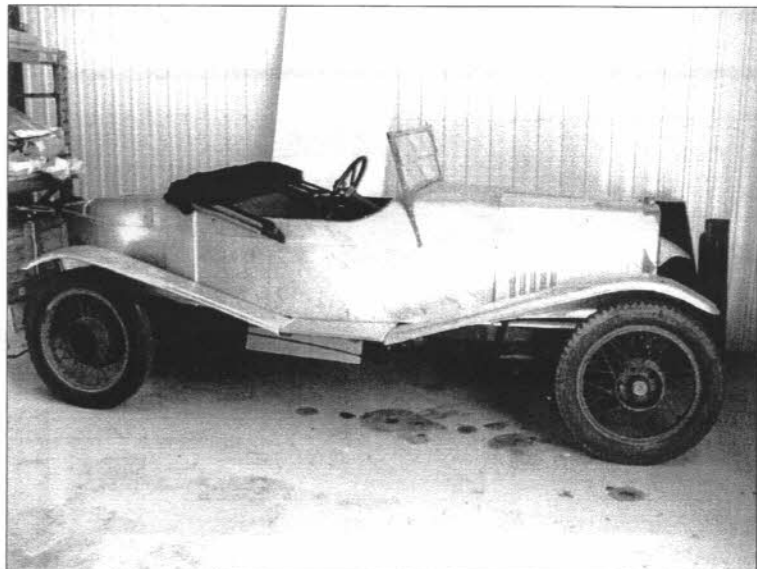
The boy's room at Rob Roy Hillclimb

SWAP, BEG, BORROW or STEAL

FOR SALE

1928 Silver Eagle,
chassis 7462,
engine 7949,
\$ 110,000 SB
contact Paul or
Dale (HVR) on
03 9877 0666





FOR SALE

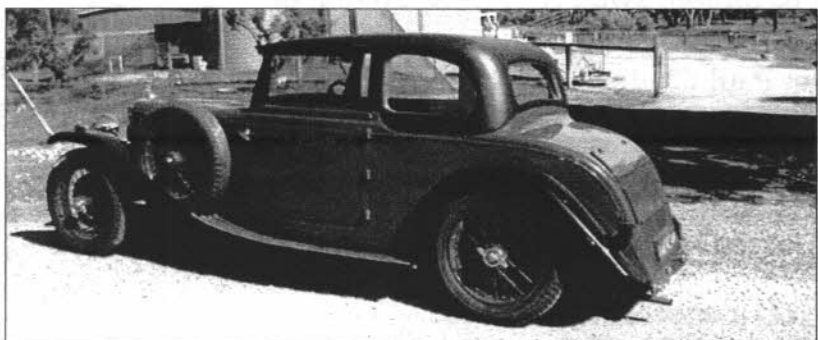
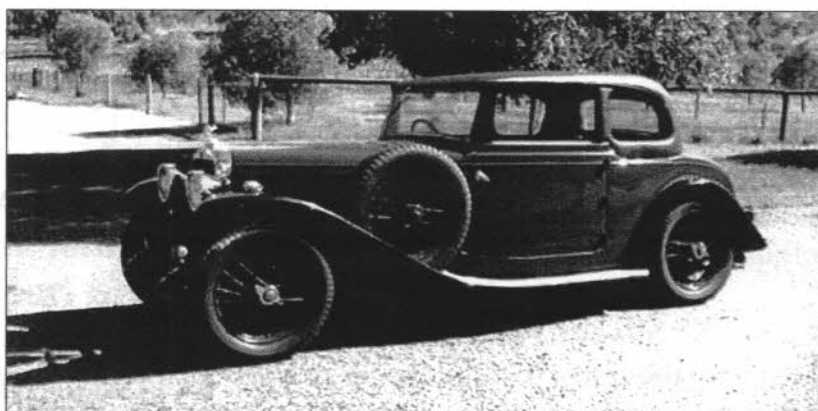
12/40, new body, trim and hood, requires mechanical restoration, ch 2361, eng 2707, \$50,000

Contact Paul or Dale (HVR) on 03 9877 0666

For Sale

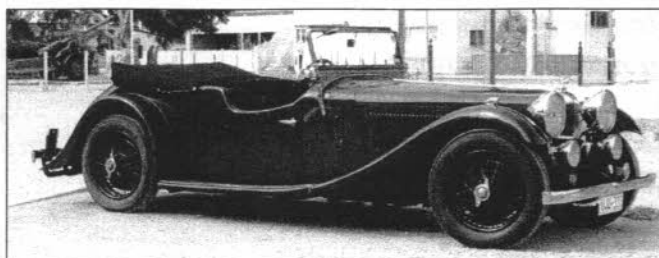
Firefly Coupe,
car 16653 chassis
11878, engine
12068,
\$ 50,000

contact Paul or
Dale (HVR) on
03 9877 0666



FOR SALE

Speed 20 chassis 11317
\$160,000, contact Paul or Dale (HVR) on
(03) 9877 0666



FOR SALE

1924 Alvis 12/50 SC Beetleback

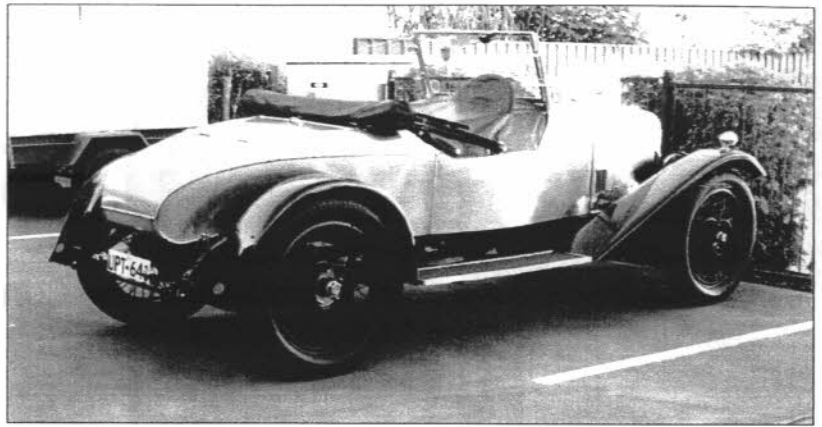
Chassis #3236 engine# 3716

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.

Vic Elliot - phone 08 83310833

\$60,000 ONO

Also 10 x lignum vitae Hartford discs. 3¼" OD, 1½" ID - sensible offers - ring Vic



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 Chaleyler 03 9877 0666 or historic@historicvintagerestorations.com

WANTED

Is anyone returning a car from UK after July this year? I am interested to hear from anyone who would like to share container and shipping costs. Please contact Steve Denner at: sgdenner@yahoo.com.au or (03) 9885 4290

FOR SALE

Alvis TD21 Series 2 Saloon, 1963.

Chassis no. 26961. ZF 5 speed manual, 138K miles with UK and Australian history, including Earley Engineering report for 2004. Work since purchase in 2004:

New clutch, stainless exhaust, ULP head, electric fan, new wire wheels and tyres, lamps, shockers and rear springs. Bare metal respray 2007-8. Finished in light metallic blue with good grey interior.

\$43,500.

Mike Osborne 08 88373158

Mob 0427 373158.

mzbornes@internode.on.net



FOR SALE

1936 6 light TF Crested Eagle saloon - chassis number 13197 "Mrs. Simpson"

This totally unmolested Crested Eagle saloon is offered for sale for the first time since being purchased from Brian Hemmings in 1996. She has been a much-loved member of the family and is being offered for sale reluctantly because of lack of space following another purchase.

She has recently had the benefit of a full service from Historic and Vintage Restorations in Blackburn, Melbourne.

\$75,000 ONO

Richard Tonkin
04 7 944 987



WANTED 19" wheels for Alvis 4.3 any condition.

Contact Michael 0418387401 or michaelwilkinson@minifab.com.au.

FOR SALE

1927 12/50 SD

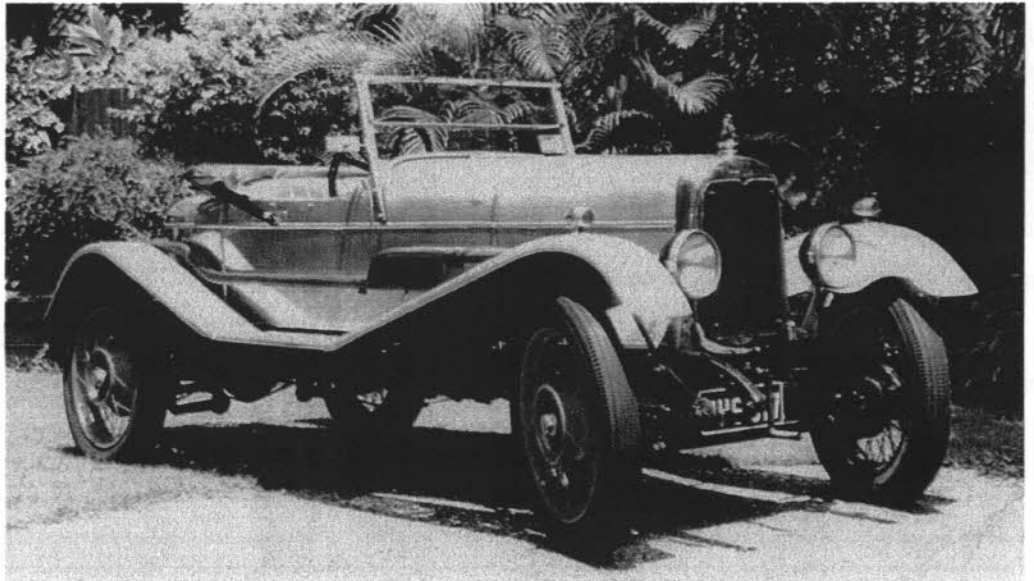
Ducksback

Car# 10435

Chassis# 5132

Engine# 5461

This Queensland Alvis has a long and impressive history. Successfully campaigned by Roy Bulcock, the original owner and eventually purchased by



Warwick and Jan Barnett in 1970, they fully restored it. A very presentable and reliable touring car seen on numerous national rallies.

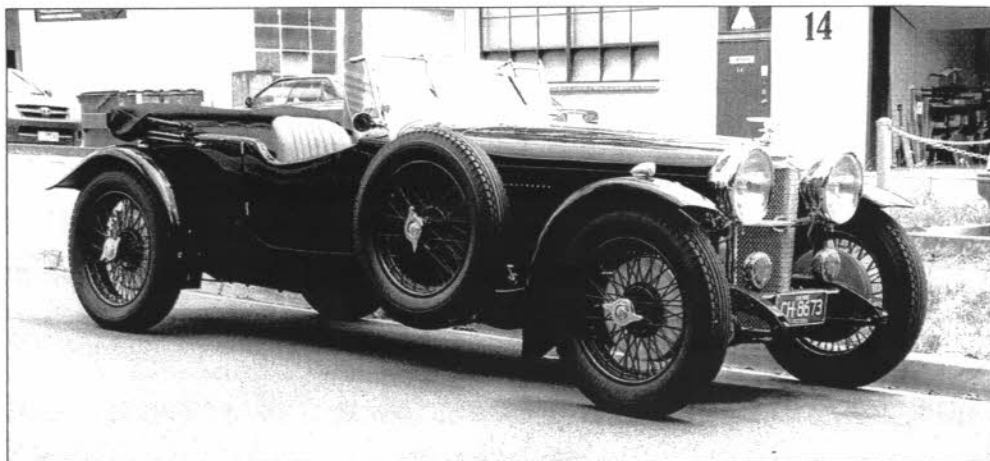
\$60,000.00 O.N.O. Contact Graham Singer 07 3378 5970 or 0427 117 528.

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.



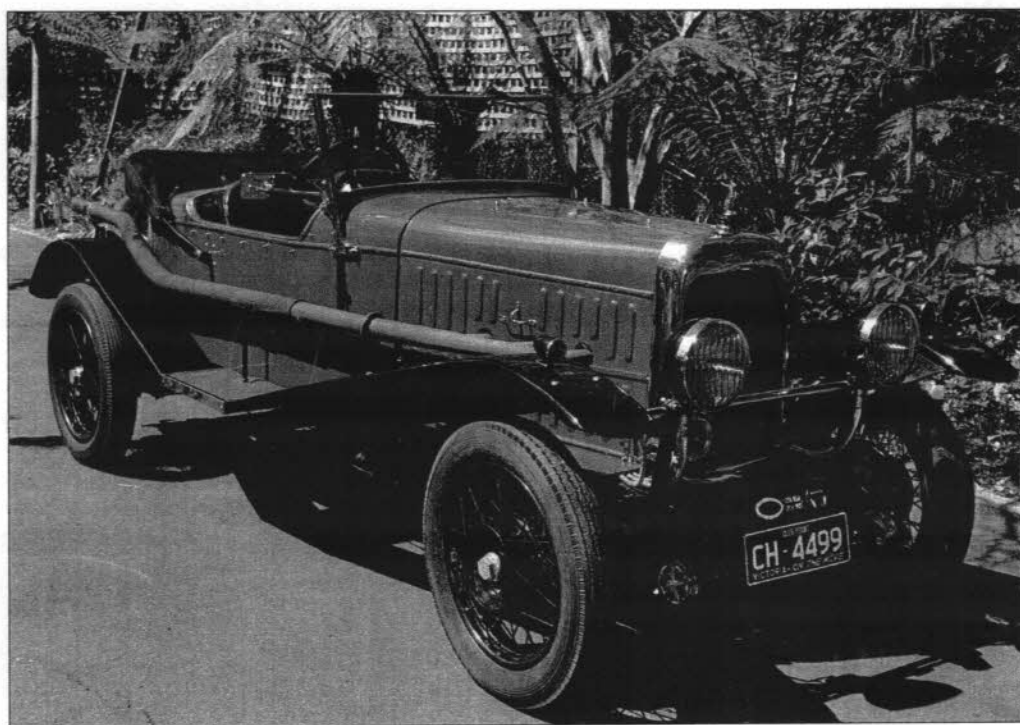
In the first instance contact Paul or Dale (HVR) on 03 9877 0666

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

TA14 Differential housing or even better a complete Diff
assembly.

Bruce Sharman on 0408 889279 at anytime
or email twojshed@bigpond.com

FOR SALE

10 Hartford Lignum Vitae discs
3¼"OD 1½" ID
Ring Vic Elliott
08 83310833

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