

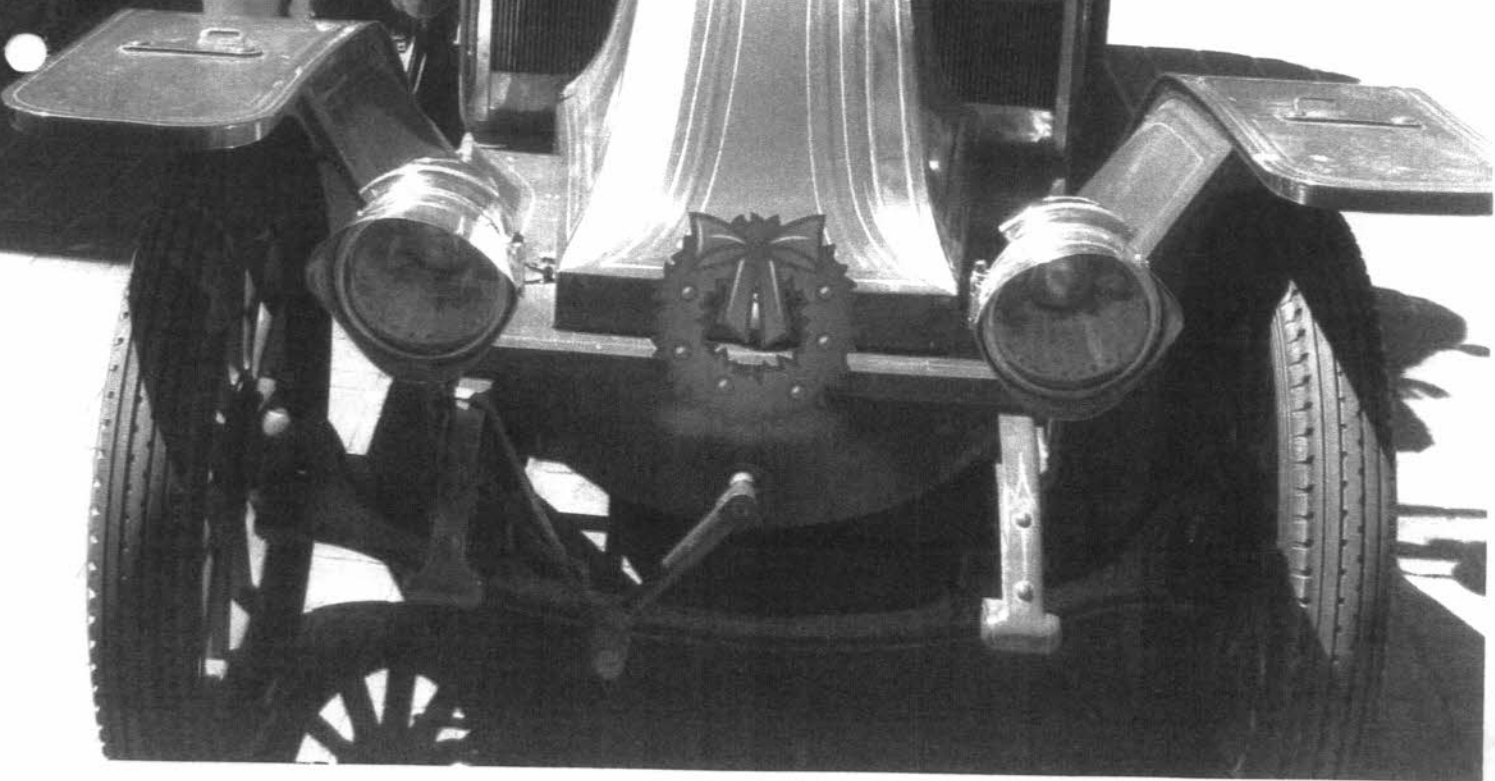


Alvis

*I asked for
helpers!
Look what they
sent me!*

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

Dec
2010



**DECEMBER 2010
VOL 49 ISSUE 11**

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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



As I write this President's report, it is bucketing down outside and if you are reading this in the U.K. you are probably still buried in snow. So much for global warming!

Despite the dreadful weather, we did manage to hold our Xmas party at Bosanquet Lodge and the rain managed to stay away for at least eight hours for us to enjoy a bit of sunshine although conditions were a bit on the muggy side.

"Alvis Lane" saw some activity with cars belonging to Tonkin, Caldwell, Northey and McDougall whilst Prez was able to park in the street with parking permit attached.

During the proceedings, Don enticed a few of us into the garage to view his French tart in the form of "Claudette" his 1913 Renault. She was fired up and some of us even got a ride albeit in and out of the garage. I could stand there all day watching oil being pumped through her sight glass!

To Jill and Don, a big thanks for offering your abode and lane for our Christmas party. It was a great success and those who weren't there missed out big time.

The following Tuesday, I took the Bentley to Jill's school as did Don with the Renault and his mate John Westcott (Aston Martin) as we were asked to display our cars at the school in conjunction with the 6th formers Billy Cart Race. The Billy Cart Race is another story, but I just cannot believe the questions that were asked by these youngsters in regards to the cars. I was absolutely blown away by their knowledge and enthusiasm. Makes you think back to some of the inane questions that have been posed by people a lot older!!!

The Red Plate Scheme has only a couple of months to run before the new 45 / 90 day permit scheme comes into play. We as a club have had to make a few changes to procedures in order to meet the standards set out by Vic Roads. The onus is now well and truly on the Clubs to make sure that its members comply with the scheme. All I can say is roll on February.

Whilst still on the subject of the Club Permit Scheme, I want to thank personally the absolutely fantastic job that VSCC member and Alvis owner Rod Amos did in getting this permit scheme up and running. If it wasn't for him, this scheme would still be just an idea that may or may not have happened. Next time you see him, go up and shake his hand and say "thanks mate," he deserves it.

On a personal note, the Prez's garage has an empty space. This is a rare occurrence, but a couple of months ago much to Sally's joy, my 1948 T.C. M.G. went to a better home where it could be used and enjoyed by a much younger person and one with great enthusiasm to get out and use it.

When one has an empty space, it has to be filled and so I have to say that the 1905 Darracq has a new stable mate in the form of a 1907 6 litre Napier that requires some fettling but should be out and about within the next three years or so. I could suggest to Andrew McDougall that we have a wager against who can get their car on the road quicker, a Speed 25 Alvis, a Sizaire Naudin or a veteran Napier?

Finally, on behalf of the committee, I would like to wish you all a very merry Christmas, a safe and prosperous New Year and look forward to seeing you all at the opening barbie in January.

Chester McKaige



*The ACCV Committee
wish all its Members,
their Families & all
Alvis Owners around
the world a Very Merry
Christmas & a Safe &
Prosperous New Year*



Bev Graham

It is with regret that we note the passing of Bev Graham who along with her late husband Rob had been involved in the ACCV over many decades.

They owned several Alvises in the period, TA14s, TB14 and the well known green Speed 20. One of the TA14s was well known for its "Graham" crests painted on the front doors.

Bev was an artist of some note and held many exhibitions and her gift and greeting cards were well appreciated by the ladies on the JNBC Rally in 2008.

Bev's Australian flora art was also featured on Australian stamps in a theme series some years ago.

Our sympathy to Daraiche and family.



Geoff Shepherd

Just to let you know that Geoff died on Tuesday 30th November after a long battle with mesothelioma. You may not have known that he was sick because he didn't broadcast his situation, but after five years of chemotherapy it ceased to halt the tumour and in the end he went down very quickly.

His condition stems from his time as a marine engineer when he worked in engine rooms awash with asbestos.

He was very brave about it and got on with his life enjoying particularly his Bristol and then his Alvis. He got a lot of pleasure from meeting you and sharing talk and correspondence about vintage cars.

A week or two before he died he organised for the Alvis to be fitted with an overdrive and because he was too weak to drive the car himself a kindly neighbour took it to the mechanic. As it was being driven off he said "that's the last time I'll see it" - it was heartbreaking.

- *Moira Shepherd*

Our deepest sympathy to Moira and her family

I am sure Moira will forgive me for printing her words from a letter to another Club member. It is a fitting tribute to one of nature's gentlemen.ed

PEOPLE

Many of you will be aware that Frank Mornane has had another stroke and a significant heart problem as well. He was placed in an induced coma and is now progressing well.

Spoke with a cheery Ron Wilson during the week and he had his 92nd birthday in November. Congratulations Ron!

We welcomed visitors Angus Gibb & Colin Hallam at our last meeting. Angus has his eyes on an Alvis having owned a 12/50 many years ago.

David Caldwell managed to sustain a hit in the eye from a champagne cork he was trying to remove from its bottle. Fortunately an ice pack saved him from a black eye and he was able to enjoy the rest of the Christmas Party.

Chester surprised a young lady on his way to the Christmas Party. The lady was waiting to turn out of the street Chester was turning into. She was smiling affectionately at the car when the driver's door flew open as the body flexed. Chester moved like a flash, had the door closed and regained his composure in the wink of an eye!

A y warm welcome to the following new members:

Martin Boothman, Bob Clarke, David Webster, Iain Galloway, Nick Simpson, Mike Hirst, John Layzell, Chris Storrar, Bryan Pooley and Ray D'Alton

2011 EVENT CALENDAR

Jan 14	Opening BBQ - Kevin Bartlett Reserve, Burnley, Melways 59 A1 from 6pm
Feb 18	General Meeting
20	Begonia Festival Rally, Ballarat - <i>event cancelled due to logistical issues</i>
Mar 18	General Meeting
27	Lunch outing to Jindivik (Gippsland)
Apr 3	RACV Classic Showcase - Flemington - brochure enclosed for Victorians
15	General Meeting
May 1-6	2011 National Rally - Western NSW
15	more info from Rob Simpson 02 4384 3571 or meta1447@yahoo.com.au
20	National Motoring Heritage Day - details to follow
	General Meeting
June 17	General Meeting
19	Lunch at the Whistle Stop

Front page: if ever Santa wanted to swap his sleigh for a veteran car, this would be it. Right colour, lots of brass, significant accommodation! Obviously Santa has some doubt about the helpers he has been given!
From the left are elves, Horton, Bosanquet, McDougall, Tonkin, McKaige & Remfrey (hidden back right)

The car is dated 1913 but could be earlier.

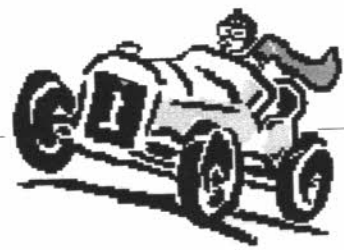
Renault dating is a bit problematic because the factory was flooded about 1910 and some components continued in production but complete car production was halted.

When production recommenced cars were built with a mix of pre flood and post flood components so sequences of part numbers is a bit chaotic.

Model is a 12/16

4 cylinders and just under 3 litres.

4 speed progressive change almost like the latest sports cars.



The Peking to Paris Motor Challenge 2010

Alvises meet mixed fortunes in world's toughest classic rally

The 2010 Peking to Paris Motor Challenge finished in late October after five weeks and 10,000 miles of toil, triumph and

twirling spanners. Rally organiser Philip Young of the Endurance Rally Association thought it was even more of an epic than the last one, held in 2007: 'This has been beyond doubt the hardest event we have ever staged,' he said.

The rally requires from the cars both endurance and speed. The terrain included everything from smooth tarmac to roadless, rocky desert and crews were often required to manage 300 miles in a day, with up to 500 miles being asked of them on occasion. Thrown in to these bum-numbingly long days were timed sections that ran like forest or tarmac rally stages and which were completed as fast as possible, plus passage controls that must be arrived at as close to the correct time as possible.



The 4.3-litre drophead of Scott Greenhalgh and Patrick Walker (crew 36) early in the Rally.

Rest days were few and offered little rest, as most crews were frantically

fixing all the bits that had cracked, seized or dropped off over the previous days. The early part of the rally across Mongolia involved a long stretch of camping, with the route far from any roads and requiring military-style back up from truck-mounted teams of chefs, petrol tanker operators and latrine diggers.

The event was divided into three categories: pre-1921 type cars, pre-'41 types and pre '68 types, called Pioneer, Vintageant and Classic respectively. The fastest time both in the Classics class and overall was set by an Australian crew; 78 year-old Gerry Crown and his 33 year-old navigator Matt Bryson in a 1964 Holden saloon.

Winner of the Pioneer category for pre-1921-type models was Charles Bishop in his Vauxhall 30/98 Prince Henry, while Steve Hyde won the Vintageants in a 1938 Chevrolet 'Fangio' Coupé, leading his class



The 4.3 of Crew 38 Michael and Anne Wilkinson at speed early in the Rally, the 4.3 did not appear to be as well suited to the Rally demands as the Speed 20 of Horst Friedrichs and Lennox McNeely (crew 59) who came close to getting Alvis on the podium.

from the start and beating all the later cars on some time trials.

Three Alvises entered the event, all Speed models and perhaps not obvious choices for success in the Vintageant class: the two 4.3-litre dropheads of Scott Greenhalgh and Patrick Walker (crew 36) and Michael and Anne Wilkinson (crew 38) were low-slung, weighty and though powerful, perhaps not straightforward to work on.

The 1933 Speed 20 of Horst Friedrichs and Lennox McNeely (crew 59) was a little lighter on its feet but still an outside bet against the almost truck-like American cars with their giant ground clearance and unburstable mechanicals.

As it turned out, the Speed 20 came within an ace of a podium place, achieving a marvellous 4th out of 68 starters in the Vintageant class. This despite breaking a kingpin early in the rally, replacing it with one a size too small kindly donated by the Wilkinsons and shimming it out with bits of a sardine can. They took second fastest time on the trial immediately following the repair, too, and arrived in Paris to be awarded a gold medal for completing every single timed section.

The Wilkinsons themselves were doing even better until disaster struck in Turkey. During the longest day of the rally, they ran off the road and down a steep bank, smashing the front suspension and losing both front wheels. They were fortunate to escape serious injury, probably thanks to the modern seats and seat belts they and many other crews had chosen to fit.

Crew 36 suffered early setbacks with a broken shock absorbers and a leaking inlet manifold, but after proving to themselves they could survive, they settled for a less rigorous approach to the passage controls and timed sections, taking in longer lunches and seeing a few sights. A finish in 37th place, still with 30 Vintageant crews behind them, was a testament to Alvis reliability. And in Walker's words, 'A healthy spoonful of luck.'



Seen later in the rally, but before their large accident in Turkey Car 38

See <http://www.pekingparis.com/results.php> for the final results. Also, www.paddyandscottsrally.co.uk is highly recommended for Paddy Walker's witty and

le. ptive posts, now decorated by his wonderful photography too.

Nigel Boothman

Many thanks to Nigel Boothman and the AOC Bulletin Editor for permission to reprint this article. Photography courtesy of Gerard Brown



THE BULLOCK HIDE ALVIS

The photograph on page 13 of the April 2010 Issue of *Alvis* was submitted by Alan Willingham. In the text accompanying the photograph, Alan more or less states that it is from the photographic collection in the Queensland Library (actually it's from the John Oxley Library, the historic section of the Queensland State Library), and asks if anything is known about the Alvis featured in the photo. I have been waiting for any comment to appear in *Alvis* but as nothing has been forthcoming it now seems appropriate to contribute what is known together with some assumptions as to which car it could be.

According to library records, the photograph was taken c1936 on the banks of flooded Bluebush Creek on Colston Station near Winton in Central Queensland. It shows Doug Bryce, who was not long out of school, standing behind what is clearly an early sub frame Alvis with an Elliott type brakeless front axle. Chains are fitted to the rear wheels confirming it is the wet season and at the time the roads and bush tracks would have been largely impassable without them. The breeding and name of the dog sitting on the car's rear deck is not known.

In September 1939 Doug Bryce sold his Alvis to Bob Maule, a jackaroo on Warrnambool Downs, a property adjacent to Colston Station. Soon after selling his car he and Lance Bode left Winton, enlisted in the A.I.F, and went to war in North Africa. Captain Lance Frederick Bode, M.C., was killed in action at "Bulimba" during the Siege of Tobruk, but Doug Bryce survived the hostilities and returned to Colston Station. Lance Bode was the son of the owner of Bode Motors, a country garage in Winton, and it was from Bode Motors that Doug Bryce bought his rebodied sub-frame Alvis for 35 pounds in 1936.

Nothing is known about this Alvis before about 1930 when it was owned by the Johnstones (unsure of spelling) who were resident on Llandrheidol Station, a property north west of Winton. Something untoward must have happened to the car when it was in the custody of the Johnstones as the original body had been replaced with a wire framed structure over which was stretched a bullock hide, hair outwards. Perhaps the original body had fallen to pieces due to the bad roads in Western Queensland or maybe the car was involved in an accident, possibly a roll over, which damaged the body beyond repair. Apparently the car was reasonably prominent in the district as it became known locally as the Bullock Hide Alvis.

The Johnstones sold the car to two brothers, the sons of a local police sergeant, who replaced the bullock hide body with one constructed from local timber skinned with galvanized steel sheet. They raised the headlights, mounted a spare wheel vertically at the rear of the body and painted the car pale blue and red. Doors, mudguards, hood and windscreen were considered to be superfluous. It is not known when the 20" closed hub wheels were fitted but if the car had been in an accident then maybe the original wheels were damaged and the closed hub wheels replaced them. The car was then traded into Bode Motors and as stated earlier, Doug Bryce bought it from them in 1936.

Bob Maule was married in 1940 and subsequently became the manager of Belmont Station north east of Winton in 1945, a position he held until 1963. He died in 1964 and his widow eventually moved to Maryborough. However Alma Maule is adamant that her husband never owned an Alvis. No trace of the Bullock Hide Alvis has been found but there are reports that a blue and white Alvis with a boat tail body was haring around the Murrumbidgee District c1930 and if there is any substance to these stories then it is most likely this car.

When Doug Bryce was contacted in March 1994 he made two particularly interesting comments about his Alvis. Firstly he said that the car was sold to him as a 1923 model and secondly that the exhaust manifold was on the driver's side of the car. He vividly recalled the exhaust manifold being on the offside of the engine because he had to fabricate a new manifold as the original had fallen to pieces. The location of the exhaust manifold on the offside of the engine is of particular relevance as it identifies the car as a 12/50: the 12/50 being the only model Alvis produced with the exhaust manifold on the right hand side of the engine. Foolishly, at the time I neglected to confirm with Doug Bryce whether the car had an internal or external exhaust system. However, the fact that he had to fabricate a new exhaust manifold would suggest the latter as one would think a steel fabricated external exhaust manifold would deteriorate more quickly than an internal cast iron one. Armed only with this rather sketchy information it would be an interesting exercise to attempt to identify which car the Bullock Hide Alvis was.

The car in the photograph was fitted with the Elliott type brakeless front axle, so it could have started life as a 1923 or early 1924 12/40 or 12/50. It could be

either a 1923 or 1924 12/40 which has had its engine replaced with one from a 12/50 or its original engine converted to over head valves. It could also be a 1924 12/50, in which event Doug Bryce's statement that the car was sold to him as a 1923 model would be incorrect. If one of these basic scenarios is applicable then something tangible would need to be found to identify the car as it could be one of the many 12/40s or 12/50s sold in Australia in 1923 and 1924. But what if Doug Bryce was correct and it was in fact a 1923 car fitted with its original 12/50 engine? It is this last possibility which is the most interesting.

According to Alvis factory records, only four 12/50s were dispatched to Australia in 1923. These were all SA Ducksbacks with coachwork by Cross and Ellis. My own records indicate there were a further three 1923 12/50s privately imported into Australia, making a total of seven cars. Of the three private imports two were definitely SA Ducksbacks and the third was most likely an SA model also. Of these seven cars, three are still in New South Wales and retain all or most of their original coachwork, one is known to have resided in South Australia from its arrival until the 1950s and another donated its engine to the Roadmaster Speed Car. The remaining two cars, Chassis Nos. 2192 and 2193, the first 12/50s exported to Australia by Alvis, were bought new by Fred Berry and Stan Hill and both of these cars have disappeared without trace. If, as Doug Bryce claims, his car was a 1923 model and if it retained its original over head valve engine, then could it be one of the missing SA 12/50 Ducksbacks?

A substantial amount is known about the early history of the two missing SA 12, Ducksbacks. Both Fred Berry and Stan Hill used their cars with some

success in competition and it is thought that both cars were kept in basically standard mechanical condition including the retention of their Elliott type brakeless front axles which were identical to the one fitted to the Bullock Hide Alvis. By process of elimination and giving consideration to all of the available information, which admittedly is somewhat circumstantial, is it possible that either Fred Berry's or Stan Hill's SA 12/50 Ducksback found its way to Central Queensland, was rebodied and was eventually bought by Doug Bryce in 1936?

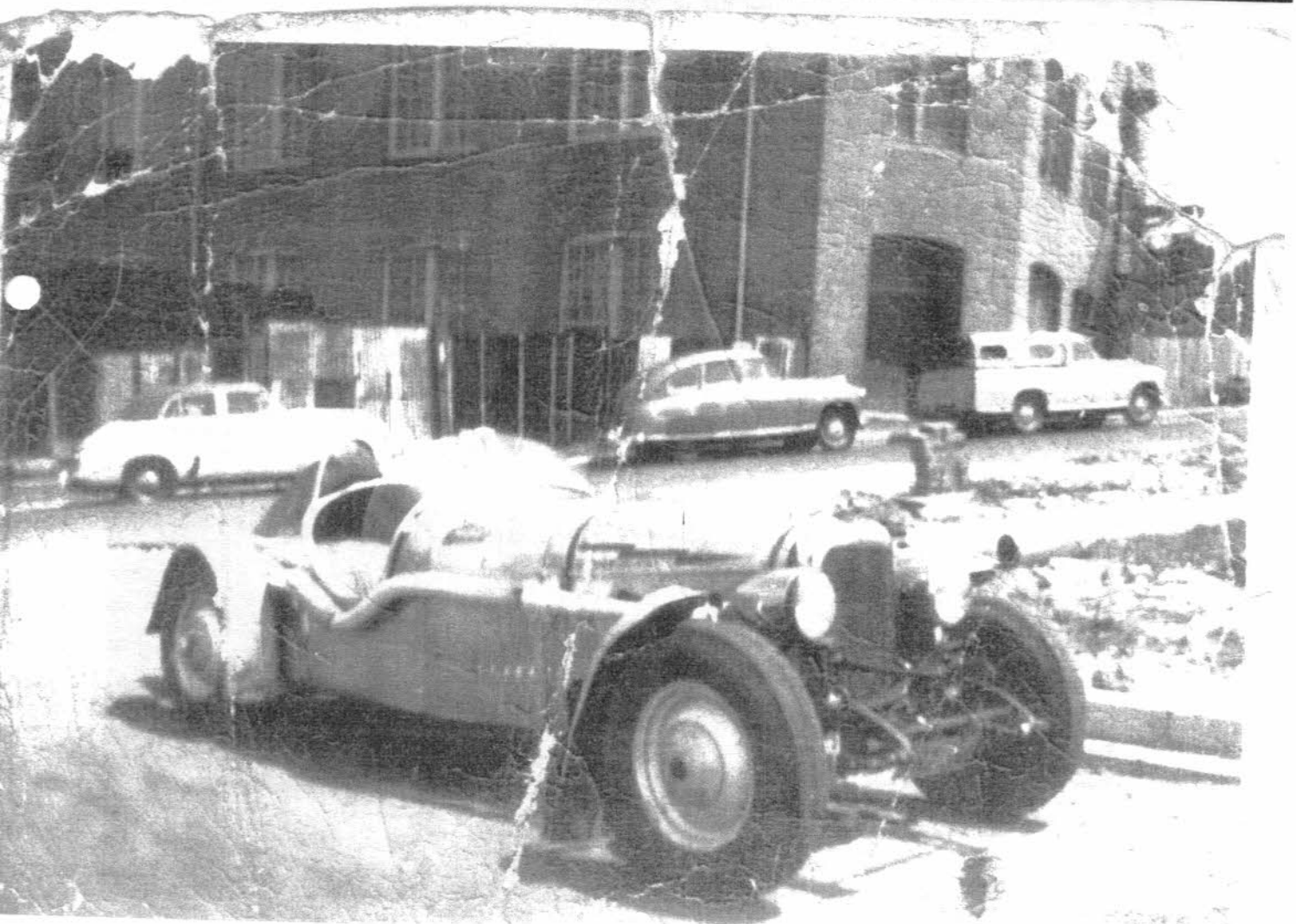
There may well have been other 1923 12/50s that came to Australia but in the absence of any evidence to suggest otherwise it can only be assumed that the seven cars noted earlier are all that came here. The Bullock Hide Alvis may well be languishing somewhere near Muttaborra in Central Queensland and until it or its remains are found or some other proof of identity is discovered it may never be confirmed whether the Bullock Hide Alvis could be one of the first two 12/50s that Alvis exported to Australia.

Frank Corbett

Many thanks to Frank for this interesting article. It shows how difficult it is to get history information that ties up with other information that you have and the frustrations of not asking a key question that you didn't realise at the time, may have held the key to a later identification. It also shows the art of logical deduction and assumption, always aware that some later information may prove you wrong or better still prove you right.

.....ed

DO YOU KNOW OF THIS CAR?



Hi Dale,

I found you on the internet. My father Brian Abood who recently passed away used to own this car which was built from an Alvis. The crumpled photo is all we have (attached). A client of my wife sent us an article from 1948 which I believe is about the same car.

I was wondering if you know of this car and if it is still around. I believe that my father gave it to my Uncle who eventually sold it. Thanks.

Kind Regards,
Chris Abood

AUSTRALIAN MOTOR SPORTS

SEPTEMBER 15, 1948

of one turn from lock to lock—it is mounted on an extension bracket to give good steering column rake.

Fairly extensive work has been put in on the engine, which now has a compression ratio of 8.5 to 1. Special pistons were made of light alloy with domed top and three rings each; the "I" section rods were polished and balanced as was the crankshaft, and these components were further nickel-plated, except on the journals, to minimise fluid friction. Ports were naturally polished to a high finish, and a high lift racing camshaft was substituted for the original. The Alvis 12/50 engine is fairly familiar to most sports car enthusiasts, but for the sake of those who may not know it quite so well, it has four cylinders, a capacity of 1,628 c.c. in standard form (big port and sports engines are 1,493 c.c.), overhead valves operated by pushrods, cast iron block separate from the aluminium crankcase, detachable cast iron head with a water transfer port at the back of the engine—there are no water passages through the head gasket—and a sturdy three-bearing counterbalanced crankshaft with helical gear drive to the camshaft and magneto.

Mr. Williams has fitted two Carter downdraught carburettors mounted on short right angle stubs, nickel-plated, and fed from the rear tank by two S.U. electric pumps, which have a filter between them and the tank and again between them and the carburettors. A short link of flexible pipe is introduced into the fuel line to guard against breakage. The familiar three-branch outside exhaust manifold is used, leading into a three-inch straight pipe with a large fish-tail and a shield between it and the driver's elbow where it passes the cockpit—the entire system is again nickel-plated.

Cooling is looked after by the Alvis radiator and a large pump, capable of delivering 55 gallons of water a minute at 4,000 r.p.m., and obviating the need for a fan—in winter the normal operating temperature is about 160 degrees, rising to 175-180 degrees in summer. Ignition is by an aircraft type Bosch magneto, with suppressors on all plug leads. Several further modifications are planned for the engine, including a bronze cylinder head with machined hemispherical combustion chambers, a manually controlled pressure release valve for the oil pump up to 160 p.s.i., operated from the instrument panel, and an extra oil pump to take care of an oil radiator, which will be so arranged that it will warm or cool the oil as conditions demand.

From the clutch, drive to the separately mounted four-speed gearbox is by a short universally jointed jackshaft, and a Hardy Spicer needle bearing propeller shaft takes it down to the spiral bevel rear axle, which has special gears with a ratio of 3.7 to 1. Special care has been taken to maintain a straight line drive throughout so that the propeller shaft is accurately aligned with the jackshaft, the object being to minimise universal joint friction and wear, and propeller shaft whip.

Body frames were made of inch by eighth angle iron, and the shell, which is all welded and buffed, is rivetted to the frames at about 2 inch intervals with duralumin aircraft rivets. The material for the panels was obtained from secondhand car bodies, and is variously of 14, 18 and 20 gauge. As will be seen from the photographs, rather an attractive appearance has been achieved and the body, with its two head fairings on the tail, looks far from home made. The front dumb-iron apron and fairings over

Touring equipment is easily and quickly removable for competition work; twin fillers on the fuel tank will help to obviate air-locks. The pronounced drop in the chassis members behind the front axle is most noticeable.

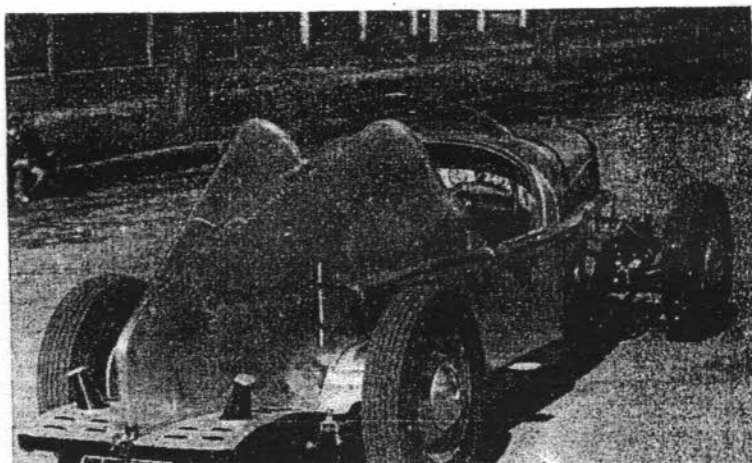
the rear springs are in aluminium and are readily detachable to permit of greasing and shock absorber adjustment. A full length aluminium undertray has been fitted, running from the front apron to the fuel tank—it is attached by 3/16th inch screws and both sections can be removed inside ten minutes with the car standing over a pit. One section finishes just back of the clutch and the other takes over from there right through to the back of the car. The bonnet has two rows of louvres in either side, these being hand worked and a very neat job.

Inside the cockpit, the front surfaces of the head fairings are edged with thick rubber and cloth covered, while two leather upholstered bucket seats are fitted. The instrument panel is made up of 14 gauge aluminium and carries Smith 100 m.p.h. speedometer and 5M rev. counter, together with water and oil thermometers, oil pressure gauge, ammeter, clock, light and fuel pump switches, throttle and choke controls, reserve fuel tap and magneto switch. A spring spoked steering wheel is fitted, and the gear lever comes up between the driver's legs, while the hand brake lever is tucked neatly away against the right hand side. The driver looks through a perspex windshield, 1/4 inch thick, which is in two sections held by brass channel, forged to shape—the screen itself is moulded to match the contours of the scuttle, and was shaped by immersing it in a 44 gallon drum of boiling water. Floorboards were made up of 5-ply cut to shape in suitable sections and covered with Feltex. The bulkhead between engine and driving compartment carries two 6-volt batteries in series.

One of the practical features of this car is the ease with which the touring equipment can be removed and refitted for competition purposes. Three headlamps are used, the centre one being mounted on a swivel bracket which is connected to the steering drop arm by a Bowden wire so that it turns with the front wheels when they are steered. All headlamps are clamped into their sockets by single bolt mountings, so that it is the work of a minute to remove them. The trumpet horns are similarly mounted and can be taken off very quickly.

Front and rear wings are fitted on most ingenious and unusual brackets, and were suitably modified by cutting, beating and welding from the original Alvis wings—the mountings are formed up from light section tubing, and from the chassis side members they almost fully embrace the wings, being clipped to them by bolted straps, giving a very light and rigid job of very attractive appearance. These tubes are attached to the chassis by bolts and nuts and are also easily detachable. Steps are provided for easy access to the cockpit, which has no doors.

The road weight of this car is 17½ cwt., and the work put into its construction by Mr. Williams has had a worthwhile result. We are hoping to see the actual car one of these days when interstate travel is easier.



ACCV CHRISTMAS PARTY 2010

This year's Christmas Party was held in the lovely gardens of Jill & Don Bosanquet's home in Malvern East. Those present, the Caldwells, McKaiges, Remfreys, Horton & Coates, Northeys, Tonkins, McDougalls, , John White & Eric Nicholl & Langs

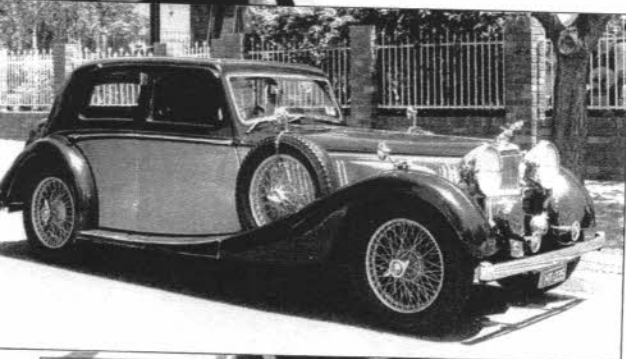
Photography by Frances McDougall & the Langs



Don Bosanquet's 1913 Renault



David Caldwell's 3½ litre & Andrew McDougall's 12/50

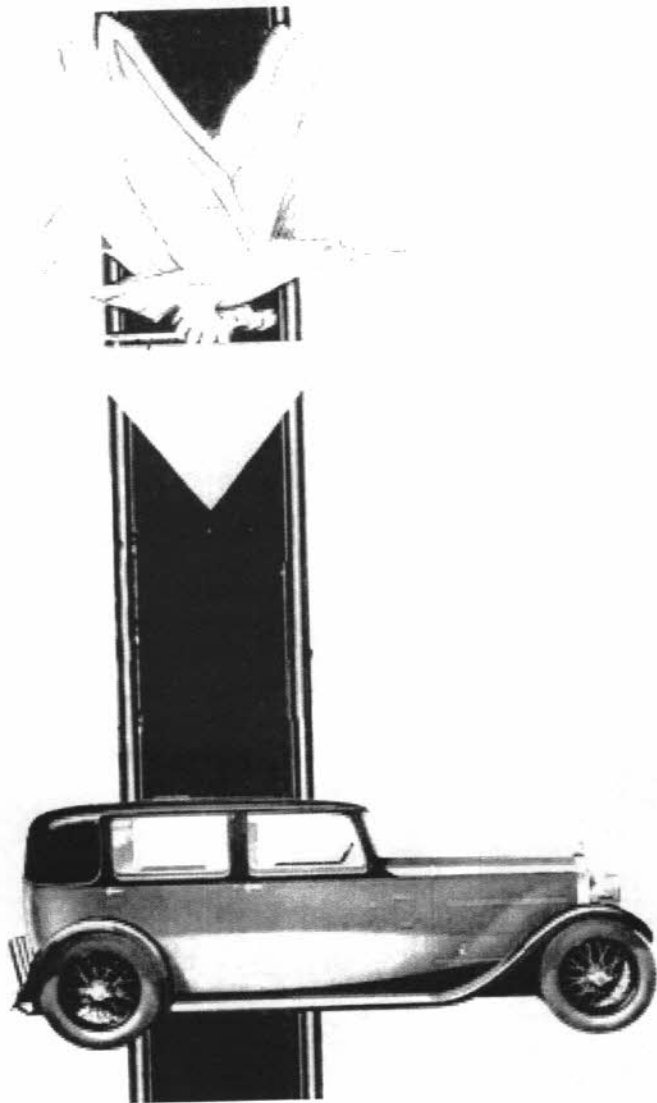


Chester McKaige'e Speed 25



Richard Tonkins Graber

ALVIS CARS IN AUSTRALIA



This book describes the Alvis cars that remain in Australia, and groups them in chapters according to model for easy reference.

The introductory chapters cover a brief history of the Alvis make, the various agencies that represented Alvis in Australia and a description of both the Australian Alvis clubs that serve their members and promote the Alvis marque.

The bulk of the book is comprised of the known histories and photographs of individual Alvis cars including their specifications and their previous known owners.

This new book is the culmination of a joint effort by Eric Cunningham and John Lang. The latter has been strenuously gathering material from Alvis owners across Australia and the resultant book is expected to become a comprehensive reference for Alvis enthusiasts.

It is due to be ready for the publishers by the end of the year.



Our Alvis Club by Norm Adams

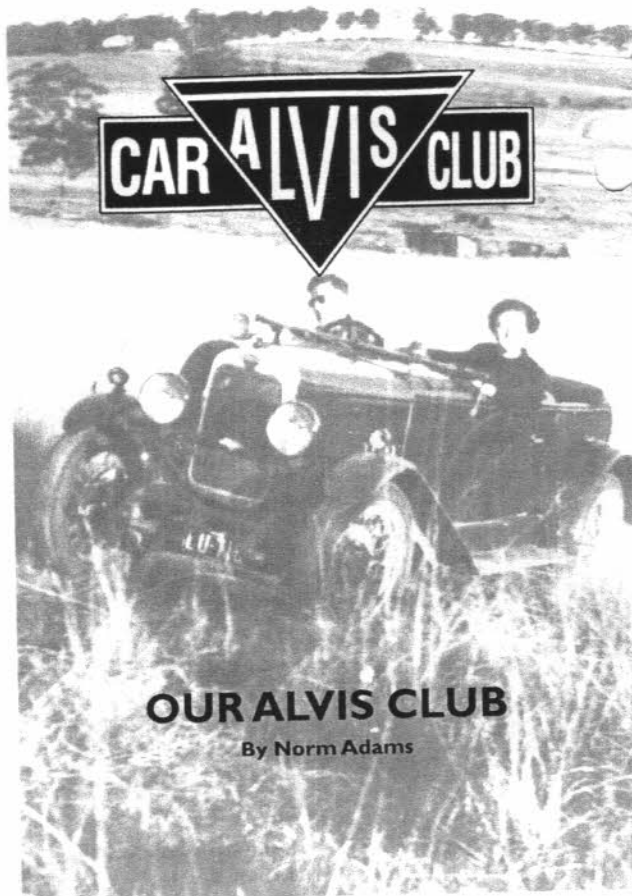
Written in 1980 when Norm Adams was suffering from Motor Neurone Disease "Norm's Book", as it is fondly called, recounts the halcyon days of the NSW Alvis Car Club, when you could turn up at a disused airfield and race your cars as you desired without the fear of stifling bureaucracy. Perhaps a bit foolhardy, but we were younger then and sure to live forever.

Norm describes Trials, Treasure Hunts, Hillclimbs and Club inventions such as the Petit Prix. Characters, eccentric and robust from all walks of life, with many talents and skills are included. Everyone was welcomed and encouraged and those with troubles always found a helping hand.

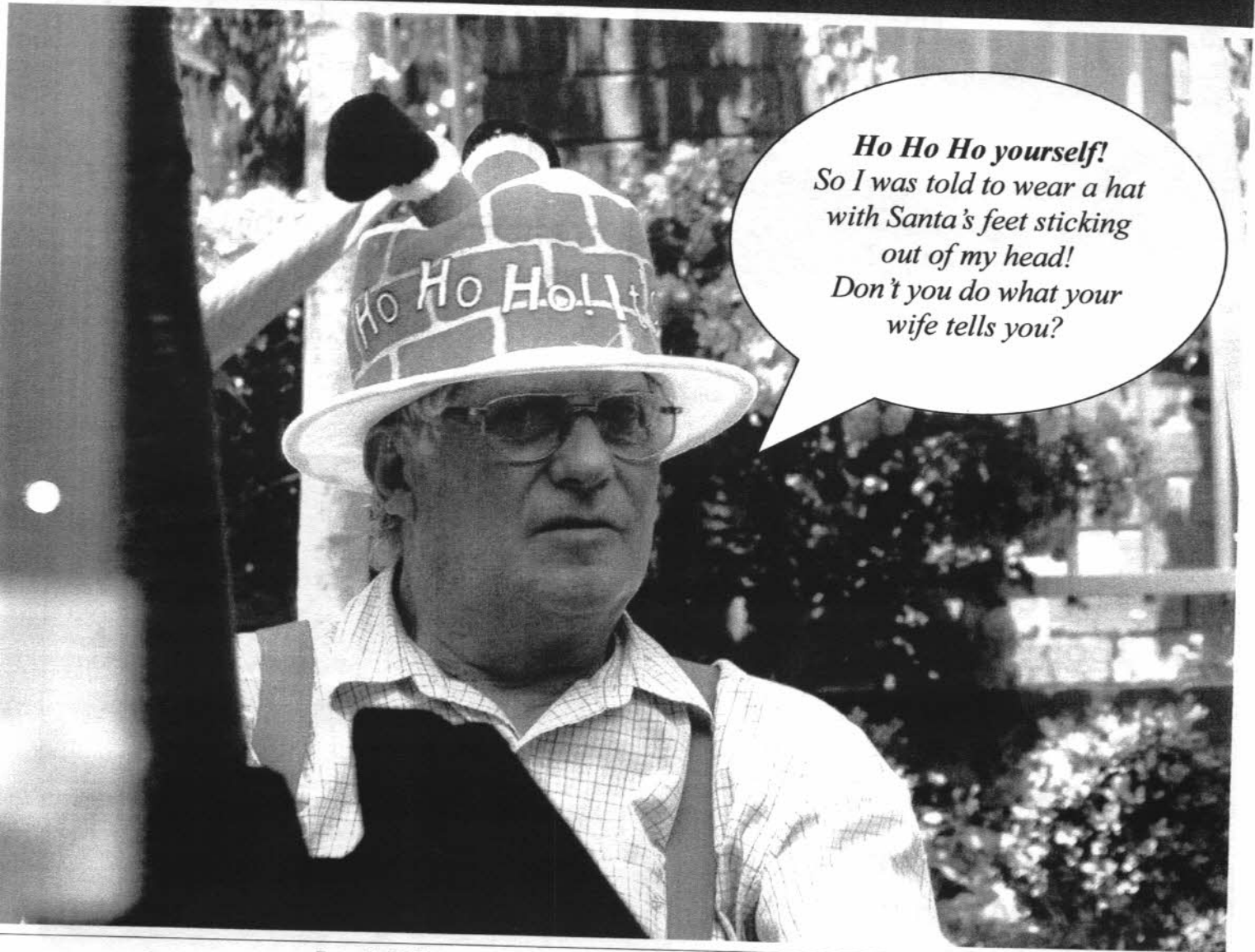
Although determined to make the most of our common interest in Alvis cars, there was clearly a sense of professionalism in how things were done. Still Norm emphasised that the most important ingredient was a sense of fun and enthusiasm. The Club had won our hearts and we were all prepared to do our bit and enjoy it.

The break-away of the Victorians, as inevitable as it was sad, is described from a NSW perspective.

This second edition of Norm's Book, enhanced with contemporary photos from the Club Photo Album, has been released to celebrate the Club's 60th Anniversary. At the very reasonable price of \$10, this 88 page B5 sized black and white paperback book is available for purchase from Heather Goldsmith (Email: Alvibatics@optusnet.com.au; Tel: 02 9427 0816).



ALVIS PEOPLE BEHAVING BADLY



Don & Jill Bosanquet were our hosts of the Christmas Party

Photography by Frances McDougall

FOR SALE

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

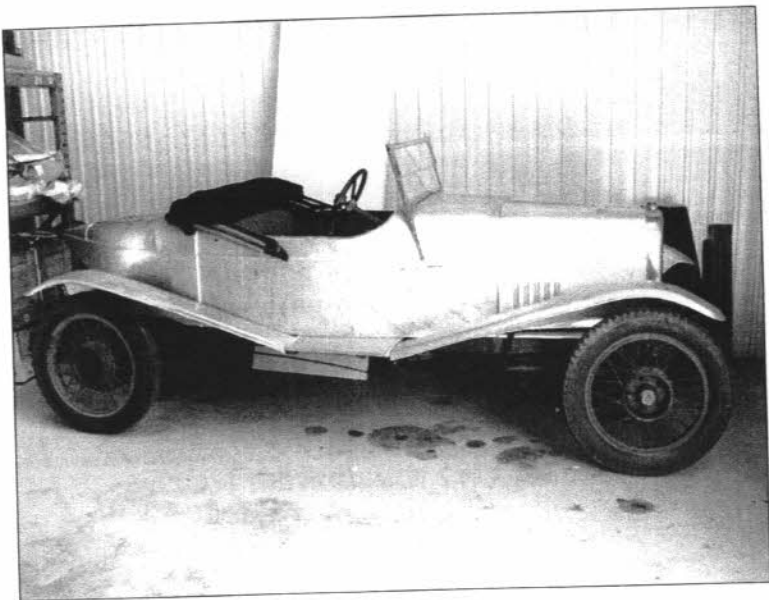
This totally unmolested Crested Eagle saloon is offered for sale for the first time since being purchased from Brian Hemmings in 1996. She has been a much loved member of the family and is being offered for sale reluctantly because of lack of space following another purchase.

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

75,000 ONO

Richard Tonkin 0407 944 987





FOR SALE

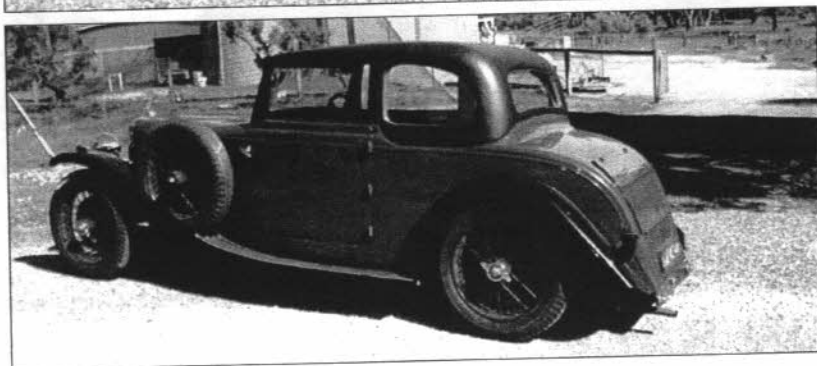
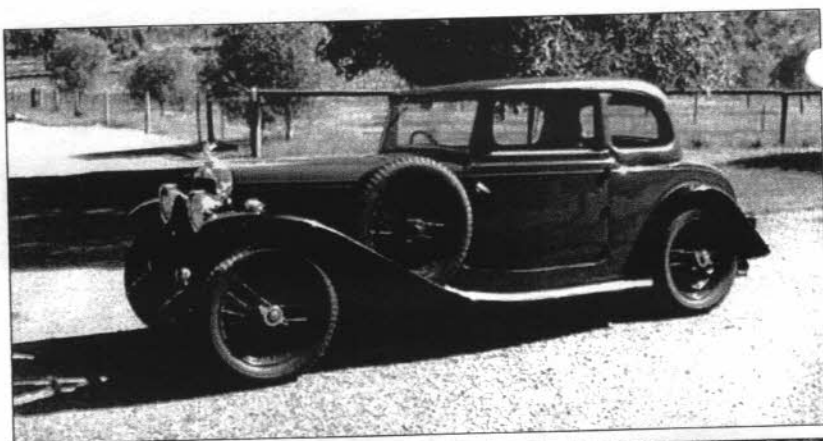
12/40, new body, trim and hood, requires mechanical restoration, ch 2361, eng 2707, \$50,000

Contact Paul or Dale (HVR) on 03 9877 0666

For Sale

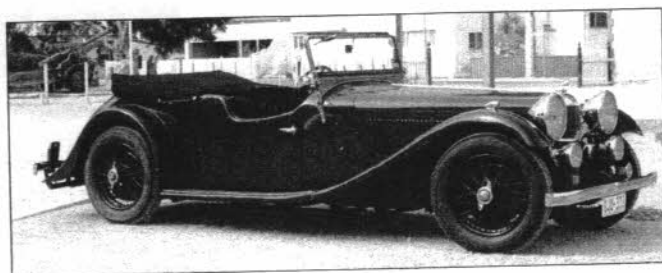
Firefly Coupe,
car 16653 chassis
11878, engine
12068,
\$ 50,000

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

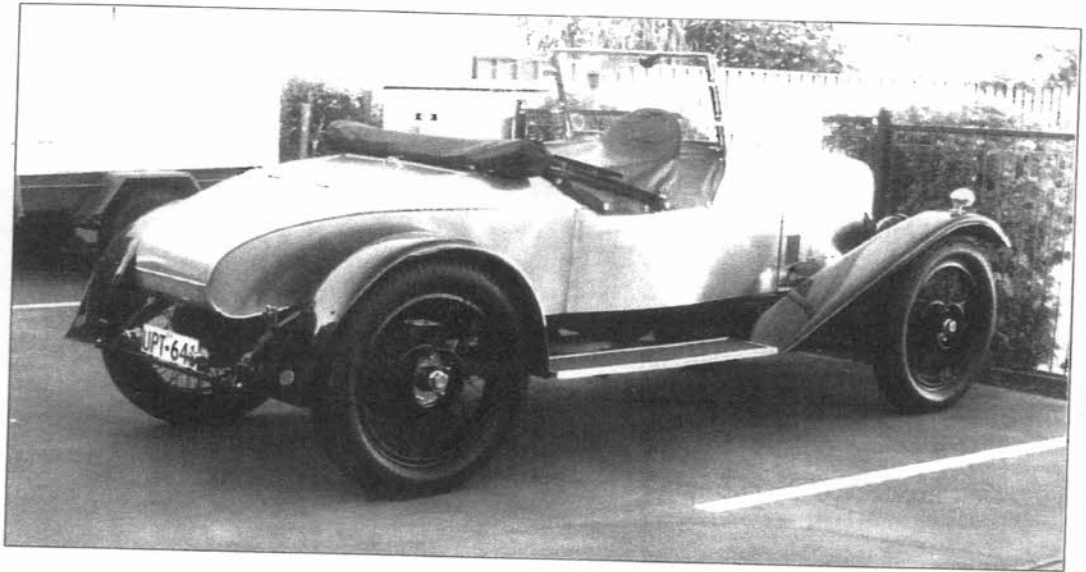


FOR SALE

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

FOR SALE

Alvis TA21/14 gearbox & Bellhousing.
Has been restored by an expert & never
used.

\$800 ono

John White 9890 7066

WANTED bronze bodied 1 3/8 SU carburettors, any
condition.

Contact Dale 03 5968 5170 or
dparsell@ozemail.com.au.

AVAILABLE; Silver Crest Hypoid crown wheel
carrier (the alloy part) includes crown wheel & pinion,
swap for Speed 20 one or something else useful.

Contact Paul Chaley 03 9877 0666 or
historic@historicvintagerestorations.com

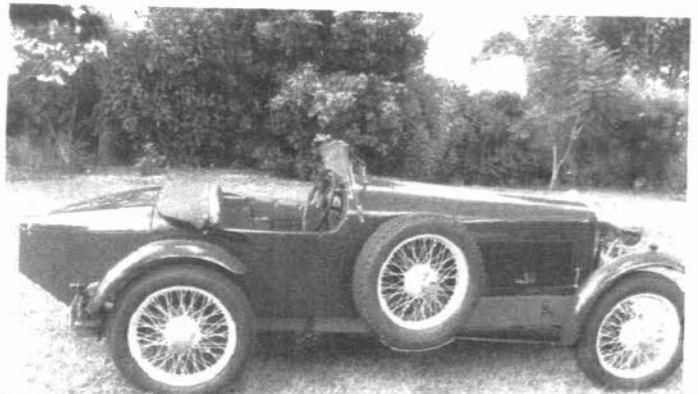
FOR SALE

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 tef-
lon. The front hub splines have been re-made. Full details are
available to serious parties.

Des Donnan

edonnan@bigpond.net.au

price is \$100,000 firm.



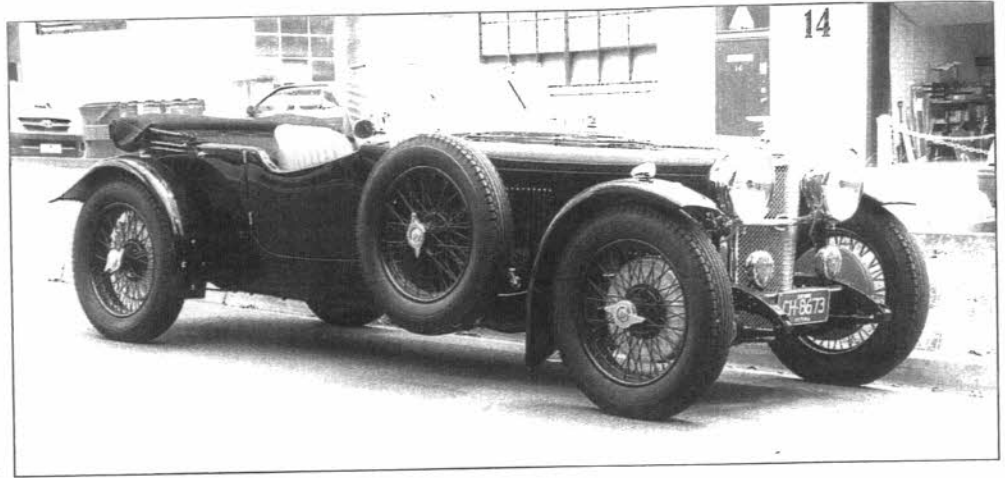
FOR SALE

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

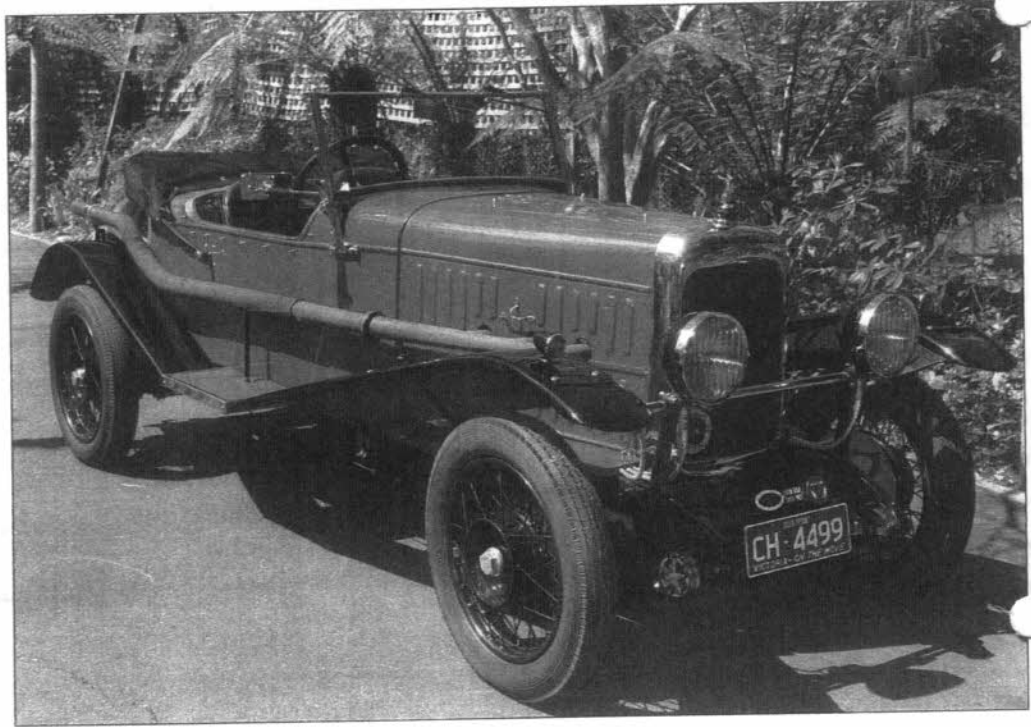
For Sale

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



FOR SALE

SC Speed 20 magneto—good condition. Diff centre. Alloy waterway for SA Speed 20.. Starter cover. Magneto to coil change over switch. New head gasket. Push rods. Alistair Clarke ph (02) 4447 8340

If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.

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