

November 2013

Alvic

The Newsletter of the Alvis Car Club of Victoria

Halls Gap Report

***THE SPEED TWENTY VAN den PLAS
SALOONS***



NOVEMBER 2013 VOL 52 ISSUE 10

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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

PRESIDENT'S REPORT

As one of the organisers I guess I am biased, but I have to report that those who attended the Alvis weekend away in the Grampians had a great time. We enjoyed some wonderful Alvis motoring, visited some very interesting places, had superb views over and around the Grampians on a perfect sunny day, ate well, enjoyed lots of convivial company and celebrated respectively the 90th and 50th birthdays of the 12/50 and TE 21 with cakes having edible photos of both models. I wish to thank Noeline and Frances for organising the cakes. As these weekends provide great driving as well as camaraderie it will be good if we can attract more Alvis members to join us at future weekend events. Also importantly the 12/50s clutch worked very smoothly and well and I was agreeably surprised to find that with new springs and 12 in number rather than the original 9, that the pressure on the pedal was not appreciably heavier.

Sadly, I recently represented the Club with the Speed 20 special at the funeral of Graeme O'Donohue. Graeme and Annette were relatively new members of the Club, however Graeme had been restoring a TA 14 Saloon which he had owned for many years. In fact he got very close to seeing it back on the road and I am pleased to say that the family is keen to see the work completed and to be able to drive the car in his memory. The family is likely to seek advice on the remaining work sometime in the New Year. Graeme was obviously a special person and well regarded, as attested by the number of people attending the funeral and the tributes given. Our thoughts are with Annette and the extended family.

Last weekend we attended a veteran car event in Tasmania and we drove our 1913 Siddeley Deasy which hadn't been out of the museum in Launceston for 3 years. The lovely original old car seemed happy to be out and about on the road again. We also celebrated its 100th birthday with a photograph cake. One of the reasons for mentioning this event is that we took the opportunity of transferring 50% of Chester and Sally's Alvis fleet to Tasmania. The Speed 25 now resides in Carrick House. The grounds of Carrick house are magnificent with over 300 rose bushes in bloom. It is a good thing that Chester is such an avid gardener!!! Also importantly we were able to see the newly poured slab for the motor house. Progress had been delayed due to wet weather but should move at a pace whilst the McKaiges swan around on a boat from Budapest to Amsterdam.

Congratulations go to Richard and Pauline Tonkin for winning the trophy for the best Graber Style Car at the NSW Club Alvis Day in the Blue Mountains, with the TA 21. It certainly made the long journey worthwhile.

As a reminder the delayed AGM and awards night will be this next meeting, on Friday 15th November. Please let me know by Wednesday 13th if you wish to join us for a meal at the

Malvernvale.

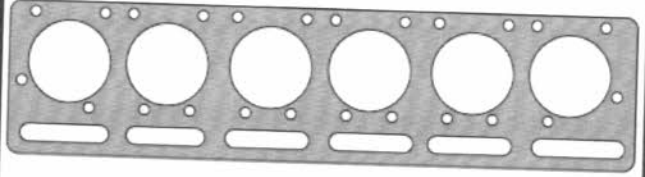
At short notice, clubs who enjoy the benefits of the Club Permit Scheme were asked by the AOMC to respond to a series of questions being asked by VicRoads in relation to vehicles and clubs permitted to use the system. The questions included were: age of vehicles, eligible clubs, vehicle modifications, vehicles entering the system and annual renewals and imported vehicles. The response put together by ACCV is provided for you to read on page 5.

Just a reminder we have three upcoming events: the Geelong Sprints and the Christmas and New Year barbecues. We look forward to seeing as many members as possible along at these events and exercising their Alvises.

Andrew McDougall

FOR SALE

ALVIS 3 1/2 Litre Engine COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
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2013 COMING EVENTS

- Nov 15 Annual General Meeting & Awards Presentation**
- Dec 1 Geelong Revival**
8 Christmas Party at the Langs, 64 Kirribilli Rd, New Gisborne
From 11 a.m. BYO food & drink. BBQ supplied
(all welcome)
- Jan 10 2014 Opening BBQ at the Kevin Bartlett Reserve**

Front page: during the Halls Gap Week End Away, the Hetherington 12/50 leads the McKinnon 12/50

Some years ago there was a very good article about Martin & King in a Delage Club newsletter. I am sure it was reprinted with permission and is probably available from another source.

Ray has a very pretty Firefly saloon with a M&K body which he painstakingly restored some years ago

.....ED

Hello John,
When space is available could you please publish this request for information in Alvic.

Recently I was helping a friend with some repairs to the dynostarter from his Roesch Talbot. Discussions while we worked turned to bodywork when I mentioned the Martin and King body on my Firefly.

He said "Was your body built by Martin and King?"

I assured him that it was as I had discussed this some years ago with the late Eric Cunningham who had pictures of the car. I remember telling Eric that I was very tempted to discard the sedan in favour of constructing a lighter open body from scratch (1.5 litres dragging a heavy sedan does not produce sparkling performance). The whole thing was in a very sad state, but I did have enough of it to reproduce the body as it was built. I felt better about it when Eric told me he was glad that I had decided to keep it as it was. I felt even better when I later discovered that I still had the same engine and pre-selective gearbox that had been originally fitted by the Alvis factory.

My friend said "Come with me" and led me into his Aladdin's Cave where he produced and presented to me the sill plates in the attached photo.

I now need some information before fitting these to the car.

Sadly, the good Dr Google does not seem to know a great deal about Martin and King except that they were coachbuilders in Melbourne, Australia, so I need to call on the superior knowledge that I am sure resides with members of the Alvis Car Club.

My Firefly is a 1933 model so coachwork would have been built in late 1933 or early 1934. Can anyone confirm that Martin and King were located at 77-87 High St Malvern at that time?

I also need to know where they would have been fitted in the sedan body. There are no sills as the doors extend down to the running boards. At each side of the front seat looks like a good spot, but I would like to put them where they were originally, if anyone can advise the correct location.

Please don't tell me that these plates were only fitted to train carriages.

Thanks and Best Regards,

Ray McKenzie
11 Yellowjack Crescent
Albany Creek
Queensland 4035
Ph (07) 3264 7503
Mob 0417 607 284
Email Ray_McKenzie1@bigpond.com



Hi John

I am looking for an Alvis head gasket, perhaps you can help.
I have a new (from Red Triangle) 14/75 head gasket. I am looking for a Speed 20 head gasket. I understand the two gaskets are the same but the Speed 20 has a larger bore.
Willing to swap or buy if any one should have a gasket to spare.

Kind Regards

Geoff Hirst
Caves Beach NSW
0419976978.

Andrew & Bella Green took part in the Welsh Trial.
Steve Denner competed at Collingrove and Mt Tarrengower Hill Climbs.

AOMC Questions Re: CPS Proposed Amendments

Response from Alvis Car Club Victoria

Seriously Modified Vehicles: We support AOMC's position that the modifications of interest to VicRoads should only apply to significant power increase and or major structural modifications. See further comments below regarding historically modified vehicles.

Vehicles entering the scheme and subsequent renewals: There will be extra work involved in holding a new applicant vehicle's photo on file, however this is possible if it becomes a requirement. It is not feasible for the authorising officer to sight vehicles upon annual permit renewal. Perhaps a system could be adopted, as we believe is used in South Australia, where the owner in seeking to annually renew a permit, has to provide a statutory declaration, stating that the vehicle has not been modified to any significant degree since the initial issuing of the permit. We could live with this concept except that we find it to be overly onerous for it to be a **statutory declaration when a signed declaration or attestation by the owner will be sufficient.**

Initial age of vehicle permitted on the CPS: whether it be 25 or 30 year rolling does not apply to Alvis vehicles and our Club (last Alvis made in 1967), however we have no objection to it becoming a minimum of 30 years as we believe applies in other states. Has any consideration been given to a fixed cut off date after which vehicles remain ineligible for the CPS?

CPS Eligible Clubs: ACCV supports the tightening of the requirements in order to protect this valuable scheme. We agree that internet clubs be excluded and also clubs with only a nominal membership and especially those not having a registered constitution. For a club to be on the CPS it should be treated as a privilege, based on merit and not a right.

Highly modified vehicles: These should be on the Hot Rod Scheme, the Rally Permit Scheme or a new Modified Vehicle Plate. However there have been some historically modified vehicles which over the decades have been acceptable on full registration and the previous CPS (eg club circuit racing or hill climb cars). These should be allowed to remain on the current CPS.

Liability of permit holders and clubs to report vehicle modifications to VicRoads: The onus for the vehicle being safe should always remain with the owner as it does for a fully registered vehicle, which, whilst it remains in the one ownership, does not require an annual inspection at the time of registration renewal. Accordingly CPS vehicles should not be subjected to annual safety inspections. The Club officers should only be held to account for the CPS renewal applicant being a current member of the Club. If necessary (as previously mentioned) this can be supported by the applicant supplying a declaration that the vehicle has not been modified in the intervening period (with the exception of sensible additions such as indicators, stop lights or minor mechanical changes to items such as clutch, gearbox, tail shaft, engine reconditioning etc.)

Approval of recently imported vehicles onto the CPS: For Alvis vehicles there should be no distinction between vehicles already existing in Australia and those newly imported. Sighting of the import documents by VicRoads maybe acceptable, but it should not be more onerous than this.

Andrew McDougall
For the ACCV Committee

A SIDDELEY DEASY AND AN ALVIS



On Sunday 3rd November 2013 our 1913 Siddeley Deasy took part in the 36th Gordon Fysh Memorial Tour from Launceston to Ross in Tasmania. There were 80 odd vehicles ranging in age from 1911 to 1983. Amongst the entrants was Merv Coombs in his 1953 TC21 Alvis.

The route from Launceston to Ross took us out through White Hills to Evandale and then onto Longford for the morning tea stop before heading through the northern Midlands and the towns of Cressy and Campbelltown. The countryside was looking a picture with vistas to rolling green hills, crops and sheep. The weather was cool, with an occasional short, sharp shower of rain.

Lunch was at Ross with afternoon tea and the Trophy Presentation being held in the Town Hall. Unfortunately, neither the Siddeley Deasy or the Alvis managed to stay within their times and did not take out any of the awards. The overall winner did so with the loss of no points – quite a feat for a vintage car.


During afternoon tea we celebrated the Siddeley Deasy's 100th birthday by cutting a cake, which was enjoyed by all the entrants. It was a good day and it was great to have the Siddeley Deasy out again and I am sure that Andrew's grandfather, Gordon Fysh, second owner of the Siddeley Deasy, would have been looking down with pleasure to see that the car was still being used in it's 100th year.

Frances McDougall



The Siddeley Deasy centenary cake with lots of friends waiting for their piece.

Siddeley



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12-10 hp. 4-cylinder	£2800
12-10 hp. 4-cylinder	£2900
12-10 hp. 4-cylinder	£3000
12-10 hp. 4-cylinder	£3100
12-10 hp. 4-cylinder	£3200
12-10 hp. 4-cylinder	£3300
12-10 hp. 4-cylinder	£3400
12-10 hp. 4-cylinder	£3500
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12-10 hp. 4-cylinder	£3800
12-10 hp. 4-cylinder	£3900
12-10 hp. 4-cylinder	£4000
12-10 hp. 4-cylinder	£4100
12-10 hp. 4-cylinder	£4200
12-10 hp. 4-cylinder	£4300
12-10 hp. 4-cylinder	£4400
12-10 hp. 4-cylinder	£4500
12-10 hp. 4-cylinder	£4600
12-10 hp. 4-cylinder	£4700
12-10 hp. 4-cylinder	£4800
12-10 hp. 4-cylinder	£4900
12-10 hp. 4-cylinder	£5000

The above prices are for the new motor carriages, delivery ready for the road with optional fitting equipment. Delivery is guaranteed within 10 days. We also manufacture the 1913-14 Siddeley-Deasy cars, which in the usual form are our perfect Motor Carriages.

Roberts of Luton Motor Carriages of Motorists Power.



Above: Merv Coombs Ta21 Below: the Siddeley Deasy gets some attention





HALLS GAP WEEKEND AWAY

NINETY YEARS OF THE 12/50 & FIFTY YEARS OF THE TE 21.

We met in a paddock in the Western District of Victoria on a breezy sunny day. Well, in a garden in a paddock. Well, in a house in a garden in a paddock. The house is a modest mansion which was last lived in 35 years ago.

It now belongs to the National Trust but remains exactly as it was when the last inhabitant died. She was Claire Mackinnon. The mansion might be modest in size but that makes it easier to relate to. The riches it contains, though, are not so easy to relate to. There are so many artifacts representing such diverse and eclectic interests of a wealthy couple, all still in one place. They provide a fascinating glimpse of the life of the well off during an era when the WD shouted "well to do." Legend has it that in those halcyon days, sheep were carried on the back seats of Rolls Royces and there was an open line to every Melbourne store which featured haute couture. Claire had been a well-to-do widow and former Hollywood silent movie star before she married Scobie Mackinnon, who had been given "the paddock" - 12,000 acres of prime land and house upon his 21st birthday. They met in London, were married three weeks later and seemingly enjoyed forty years of happy marriage.

The place is "Mooramong." The "we" were as follows: Andrew & Frances MacDougall (12/50), Alan & Noeline McKinnon [note different spelling] (12/50), John & Marg Lang (Speed 25), Thorpe Remfrey (12/70 Special), John & Margaret Hetherington (12/50), their friends from NZ, Charles & Ginny Warren (TE 21), Dale & Maritta Parsell (Silver Eagle), their friends Tristan & Lyn Roberts

(modern) with their daughter Lauren and her partner Adam (MGB), Sally McKaige and Carol Remfrey (modern) and Brendan & Jo Neilson [NZ] (modern). Later we were joined by Stuart & Claire MacDonald (TD 21) and Warrick Hansted (modern).

After lunch in the kitchen, we departed for Halls Gap in the Grampians, travelling roads through countryside which gradually changed from pastoral to lightly wooded and undulating to craggy mountainous terrain which does resemble the Scottish Grampians.

Our motel was well chosen - a garden setting with mountains close by as a magnificent back drop. There we met other guests - several wallabies and 142,391 cockatoos all competing in full voice for the same spot on the same tree branch. We had a barbeque in the gardens, catered for by mine host and guests. Only the increasingly chill mountain air brought the day to a close.

Avoiding further fibs and exaggerations we retired early and so awakened early to a wonderful Saturday morning. The sun shone brightly upon the magnificent rock faces of the mountains. I say "faces" because several different vertical formations of different coloured rock face, several hundred feet high were visible at close range at the same time.

Saturday was spent, in glorious warm sunny weather, touring the local area, with steep hills to challenge the cars and magnificent vistas as reward for effort. There

were several stops to allow chat, admire the scenery, tinker with the car, have a chat, go for a walk, have lunch, have a chat and answer the "Observation Questions" (no-one got them all right). The route was well set out and the directions so straight forward that I don't think anyone got lost. In the evening we had dinner in a restaurant next door to our motel. The chef was not able to provide a hare dish but did the next best thing with rabbit pie. So our hares and eagles escaped to lead us another day. Noeline McKinnon presented us with two magnificent cakes, one with 12/50 decoration and the other with TE decoration to round off the meal and celebrate the anniversaries of those two models of Alvis. Our Rally Directors were presented with a tin of magical Pixie Powder direct from Glen McDougall in Scotland to thank them for their effort.

On Sunday we visited the Stawell Gift Hall of Fame. The Stawell Gift is a foot race for professionals run over 120 metres on a track. It has been run at Easter time every year for 130 years. The Hall of Fame tells you everything you ever wanted to know about the venue, the runners and the equipment they have used over the years. The drive there was along empty well surfaced roads on a morning which was cool at the early hour but which one sensed heralded a hot day. A delicious morning and wonderful motoring!

Next stop: the Big Hill Gold Mine on the edge of Stawell. It is still producing gold but probably won't be for much longer; it is so dependent upon the gold price and the value of the Aussie dollar.

For further entertainment on a Sunday morning we went to Seppelt's "Great Western" winery, where a very knowledgeable, well spoken and entertaining guide explained the history of the winery, wine making in general and the "methode champenoise" process. We went through miles of cellars which had been dug as tunnels by expatriate Cornish miners. There are more cobwebs than bottles. There was a memorable story about Dame Nellie Melba bathing in champagne in the cellars. After that we had a convincing demonstration of the difference between one year old and three year old champagne - as a beverage, rather than as an aide de toilette!

A delicious country roast lunch awaited us at Salinger's Restaurant in the village, after which most of the party had to return to Melbourne for they had work to attend to on Monday. Those of us who are unemployed found our way back to the motel with half an idea that we would find an evening meal in the township. In the event none of strayed further than the picnic tables where we drank a little, yarned a little and nibbled on chips and nuts a little as a warm twilight sank slowly into a warm dark night.

So ended another in a now long list of spring-time Weekends Away staged by ACCV. Several of them are memorable, this one among them, for what we saw, what we did, where we did it and with whom we shared it. Well done, Andrew & Frances - and Hughie for keeping the rain away.

JOHN HETHERINGTON





Some of the cars at Mooramong



While the others enjoyed the view or a chat, two lonely figures dealt with a troublesome magneto. John Hetherington complete with surgical gloves and Alan McKinnon work on the curbside


Photography by Frances McDougall, Dale Parsell & Tristan Roberts



Above: the Parsells' other Silver Eagle

Below: Thorpe Remfrey's 12/70 Special





NEW SOUTH WALES ALVIS DAY - 2013

Pauline and I travelled to Sydney for the NSW Alvis Day on Saturday, 2 November. Heather Goldsmith, editor of *Alvibatics*, had suggested that, as there was to be a Graber-style theme on the day, it would be nice to have our 3 Litre Graber there.

Pauline was keen on that, but subject to her flying to & from Sydney, while I did the 4 days up & down the Hume Freeway - which is actually quite a pleasant trip north of the border.

The recent Blue Mountains bushfires had caused some concern to organizers Richard & Ann Budd, but the venue for Alvis Day, Wildwood Gardens at Bilpin, was spared. So it was that the Graber & I arrived at the Sebel Hotel at Windsor on the Friday afternoon (Pauline by train, as one does), to be met by the Budds, with their TC21 saloon, Peter and Sue Denham (who bought John & Annie Link's TD21 drophead a couple of years ago), and Norman and Sally Zylberberg in their TE21 drophead. I had enjoyed a very pleasant evening with Penn and Miriam Bradly at their home at Harden on the way up (Penn, you need an Alvis - too much Armstrong Siddeley stuff isn't good for you). A number of the other Alvis Day participants joined us for dinner at the hotel.

On the Saturday morning we set off for a scenic trip of about 40 minutes up the mountain to Bilpin, via Kurrajong.

On arrival, there was a fine collection of Alvises present - the 12/50s of Bill & Rosemary Chapple, John Cross, Heather Goldsmith & Rob Gunnell, John Doig's 12/60, Rob & Denise Blacket's FWD, Paul & June Lunsmann's Speed 20 (ex Hetheringtons), the Speed 25s of Vic & Marg Jarrett and David McDonald and Max & Judy Houston's 4.3.

Of the "proper" (ie, post war) Alvises, there were the TA21s of Phil Dadd, Geoffrey Farrance & Danielle Rambourg, the Tonkin's TA21G Graber, the Budd's TC21, TD21s of the Denhams and Victor Nash and Stuart Dunlop's and the Zylberberg's TE21s.

The Wildwood Gardens venue comprised a comprehensive plant nursery and gift shop, with beautiful gardens. We were very well catered for with limitless sandwiches and drinks.

This was the NSW Club's annual concours and awards day - the winners being judged by those present. The results

were -

- The Carl Whittaker Memorial Trophy for the best Vintage - the Blacket's FWD.
- The T.G John Memorial Trophy for the best post-Vintage, pre-war- the Jarrett's Speed 25.
- The C.S. White Memorial Trophy for the best post-war - the Budd's TC21.
- The T.F. Lord Memorial Trophy for the best overall Alvis - the Houston's magnificent 4.3-litre, 2 door coupe (my "take home" car - as well as the Graber of course but, as Pauline says, like arthritis and mortgages, we don't need any more).
- The best Graber-style Alvis - the Tonkin's Graber - the award was a beautiful model of the Duke of Edinburgh's TD21 - we were seriously chuffed.

It was splendid day, congratulations to the Budds, Heather Goldsmith & anyone that I have omitted, for the excellent organisation.

Pauline's and my special thanks to Penn and Miriam Bradly, Geoffrey Farrance & Danielle Rambourg, Heather Goldsmith and David McDonald for their hospitality.

Richard Tonkin





THE SPEED TWENTY VAN den PLAS SALOONS



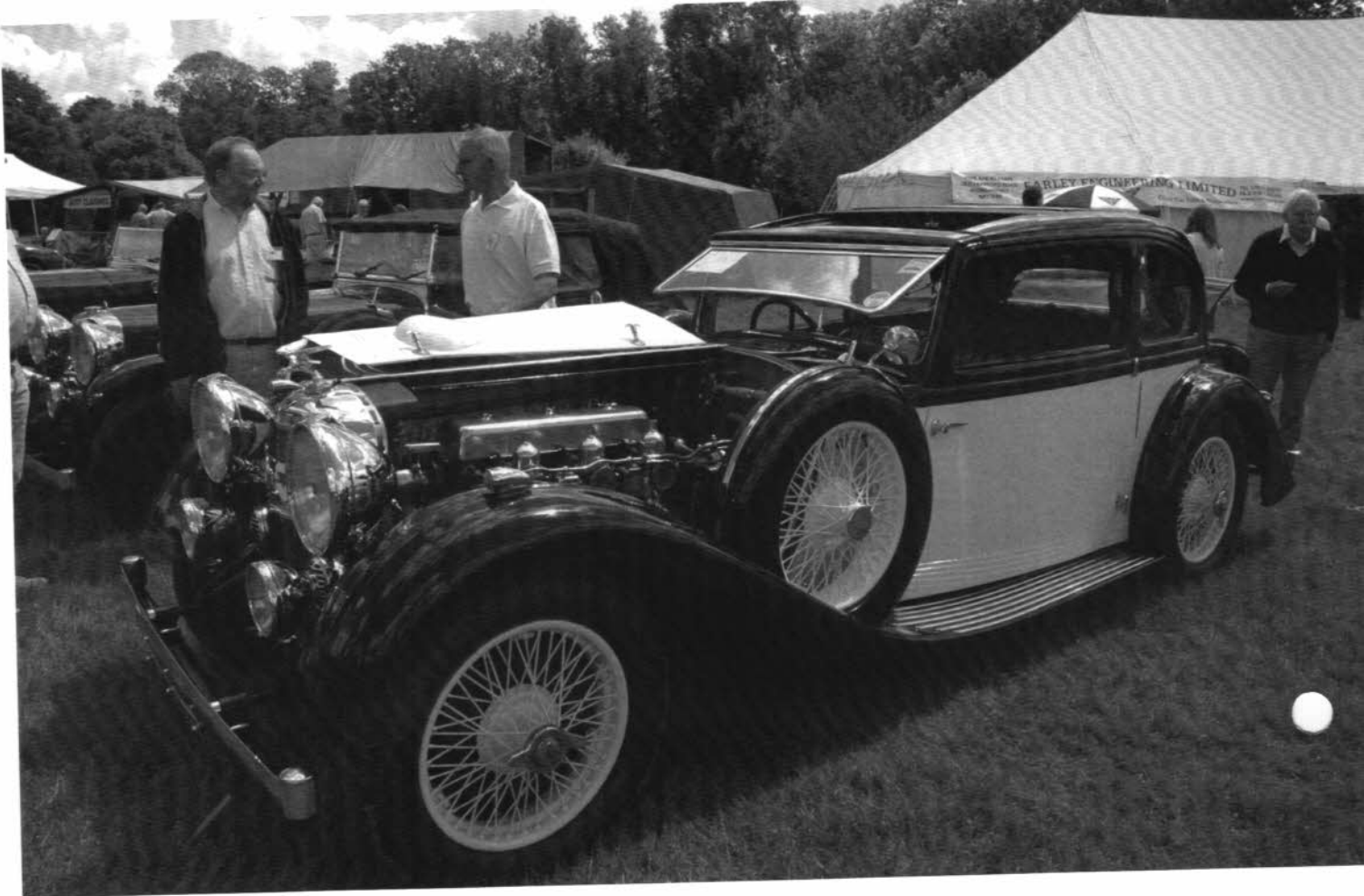
THE SPEED TWENTY VAN den PLAS SALOONS

"Love is a many splendourous thing," as the Great Bard may or may not have written. My love affair with the Alvis Speed Twenty Van den Plas saloon goes back 43 years undiminished. They are, in the writer's mind, amongst the most stunning and beautiful cars created. Allied to Speed Twenty performance and character, what a car!

This article was prompted by encountering David and Lyn Pearce's recently resurrected SC example, a "new" car to me, on our recent Somme tour. This had suffered removal of the roof at one stage and had required substantial coachwork and mechanical work to get it back on the road, by David Duffey. It now looks magnificent, with new helmet wings to the pattern of the SD motor show car. It is refreshing to see a saloon restored, when so many have fallen by the wayside, either scrapped or rebodied as tourers. Well done, all concerned. Another to be congratulated is Chris Taylor, who is restoring a car that not many would have taken on, having been rescued by John Wheeley from Clink's yard many years ago. I well remember this car up to its axles in mud at Clink's 45 years ago. As Chris tells me, all you need is a good brain surgeon!

My own involvement commenced with the ownership 1970-71, of SB chassis 11154 AXH 434, now in New Zealand. I recall a tour of Scotland in the Summer of '71. Much as I loved it, it was an extravagant car for every day transport for an impecunious (as we all were in those days) young man and was traded in for my 12/70 drophead, another much loved car which I still own. But it was not forgotten and when the opportunity arose to purchase SA chassis 10123 AGF 476 in 1987 there was no looking back. The car had been locked away in a Whitley Bay, Northumberland, lock up since the early seventies, and required restoration rather than recommissioning. However, the temptation of a unique and unmolested car was irresistible. If I hadn't bought it, it would probably have ended up as a replica tourer. It is unmodified and in regular use, as it should be and participated in the JNBC in Victoria in 2008 and the Nick Walker tour of Britain (in the hands of Tasmanian friends Mike and Liz Williams).

The Speed Twenty was introduced at the end of the Depression which had killed off so many car manufacturers and brought a new concept of long, low styling to the Alvis motor car. The prototype was registered at Coventry Motor



Tax Dept as VC 9605 "Alvis 20 HP tourer," chassis no. 9184 on 14th October 1931, with Cross & Ellis four door sports tourer coachwork. Charles Follett had recently been appointed London and Home Counties sales agent and it was he who introduced VDP as Alvis coachbuilders and commissioned the cars. Up until that time, the name Van den Plas was very much associated in the British press with the original Bentley Motors, now passing into the past as an independent Company. As a result of this, the Alvis build sheet despatch dates corresponded to the despatch of the chassis to Follett, with a VDP despatch date following (in the case of my car two months later) on delivery to Follett.

The first VDP bodied car was chassis 9335, with four seater sports body 1753, delivered to Follett in Jan 1932. This was followed by a lone 12/50, chassis 9287 body no. 1758 in Feb 1932, again a sports 4 seater. There then followed a further five sports four seaters. The first ten cars were referred to as "Alvis 20 HP," before the VDP records acknowledged the name "Speed Twenty," in May 1932.

The first saloon? This was chassis 9414, body 1775, the eighth Alvis bodied by VDP, delivered in Feb 1932, one of the 26 pre-series production flat radiated cars, sadly no longer with us. In total, 126 Speed Twenty VDP Saloons were delivered over the four chassis variants, over a five year period. I have been able to trace 14 survivors, 11 listed in the current AOC Membership List, plus three more.

Across the model variants, numbers are as follows;

	<u>DELIVERED</u>	<u>KNOWN SURVIVORS</u>
SA	28	1
SB	51	7
SC	34	4
SD	13	2
TOTAL	126	14

This represents a survival rate of 11%, compared to an overall Speed Twenty Survival of 20% (based on past AOC ownership only, 233 out of 1164). And very much an SB show. Let's hope there are others hidden out there. The writer would be interested to hear. There were of course additional VDP saloons on 3.5, Speed 25, 4.3 and Crested Eagle chassis.

Details of the 14 known survivors are as follows; For some reason, VDP went from body no. 1999 direct to 3000.

	Alvis Chassis No.	VDP Body No.	Delivery Date	Reg. No.	Owner (last known).
SA	10123	1935	3/33	AGF 476	C. Storrar
SB	11154	3152	1/34	AXH 434	J. St. Julian
	11211	3154	1/34	AYV 420	R. Jolley
	11264	3171	3/34	BGN 942	F. Collins
	11276	3173	3/34	AYF 93	C. Taylor
	11288	3190	4/34	AYN 15	W. Williamson
	11805	3208	6/34	APP 639	J. Worrell
	11843	3239	7/34	SR-JE 34H	H-J Eichhorn
SC	11910	3256	10/34	BKN 622	D. Pearce
	11918	3300	11/34	BLF 777	H. Crossley
	11958	3347	1/35	JR 2776	J. Ratcliffe
	12023	3337	4/35	BYR 928	W. Farwell
	13020	3428	1/36	CLF 393	D. Pryke
SD	13026	3432	3/36	CXM 95	W. Beattie

With thanks to David Pearce, Chris Taylor, John Wheeley, and Ray McMullen.

Long may these cars continue to delight!

CHRIS STORRAR

Vander Plas



Alvis



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ALVIS PEOPLE BEHAVING BADLY



Is Frank Corbett up to no good or is there a more innocent reason to be lurking?



A view of the Parsell Silver Eagle that most people get to see on an event



FOR SALE 1952 TA21 DHC - \$58,000 (negotiable)

Car No. 24639 Tickford Body No. 20144
 Ring Darrell Horton

Alvis 12/50 Items For Sale - \$400.00

Fabric universal unused, I believe from a 12/50 it has 6 holes 7" external and 3" internal diameters

Lever action grease gun with square end to lube flat 12/50 nipples, chrome reproduction

Speedometers – blackface Smiths PA 0-60mph
 Two complete with shroud
 One without shroud
 One in pieces

Hub spanner, unused reproduction

Lucas C45-HL Type 8118 Dynamo complete

Side light good for parts

Email: davelyne@bigpond.net.au
 Ph: 0439 429572

WANTED:

Radiator cap to suit Speed 20 (2.5" diameter, external thread).

Any existing mascot hole is acceptable.

Mark Weller
 (03) 9818 4324

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