



August 2013

Alvic

The Newsletter of the Alvis Car Club of Victoria

News of the 2015 National Rally

Lunch at the Coach & Horses Inn

Question Asked & Solved?



**AUGUST 2013
VOL 52 ISSUE 7**

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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

There has been a little Alvis activity in the workshop since returning from up North. At the end of the Traralgon National Rally there were signs of clutch slip in the 12/50. So I have dismantled the clutch for inspection and have not found too much wrong other than some wear on the linings and probably the original pressure plate springs now being a bit weak. At least working on a 12/50 with the later single dry plate clutch is a relative pleasure, as it is easy to remove and there is plenty of room under the car, as opposed to the Speed 20 Special, which is low to the ground and has its gearbox directly mounted to the engine. A quick phone call to Mike First in the UK, who is the spare parts officer for the Alvis Register, sees new linings and springs being immediately dispatched. They should be here in a week or so and then re-assembly can proceed. The light weight clutch body was fitted in 1982, so this was the last time anything was done to the clutch – one can't complain.

I am very sorry that the combined clubs Petanque competition, scheduled for 11th August had to be cancelled at short notice due to circumstances beyond our control. There had been a change of booking system and someone neglected to transfer our booking to the new system and so the facilities were allocated to another function, which could not be cancelled. We tried to see if the clubs could change to 8th September, however this date was not suitable for some of them. The event will now most likely be run by the Daimler – Lanchester Club early in the New Year. In place of the Petanque Day some of us were able to make an impromptu run to the Horse and Coaches Pub at Clarkefield, where we had a nice lunch. It was good to have Geoff Hewitt join us in his 12/50. Also at lunch was our recently joined member, Mark Weller who has just purchased the SA Speed 20 Cross and Ellis tourer from Richard Williams. It will be good to see it on the road once Mark has it sorted.

For those who can make it, it will be good to have some Alvises present the Rob Roy hill climb on Sunday 18th August. I hope to be there, family commitments permitting.

Preparations for the Alvis weekend away at the Grampians from 18th to 20th October are almost complete. Frances and I visited there the weekend before last to tidy up a few loose ends. The weather was bitterly cold and wet with lots of water sheeting on the paddocks. However the motel owner said that a fortnight ago the area was so dry that he had no grass around the motel. With the rain they have had in the last few weeks everything should be looking a picture by the time we get there. At present we have 10 couples coming, including I am pleased to say, Stuart and Claire MacDonald from South Australia. For those who haven't entered, we are happy to have more join us for the weekend. It is important that a booking be made at the Pinnacle Holiday Lodge, Halls Gap (ph. 5356 4249) by the end of August. Also if you are coming please let Frances and I know as we will add you to the numbers for the meals etc. You will be advised of the fixed costs for meals and entries, so that these can be pre-paid prior to the weekend. This way the Club can pay each of the providers the total amount by cheque. We will also provide you with instructions for getting to the Mooramong Homestead, near Skipton, by midday on the Friday.

**THE SPORTING CAR CLUB OF S.A. Inc.
and ALVIS ENTHUSIASTS IN S.A.
Cordially invite owners and all who revere
ALVIS**

**to join us and celebrate the marque at the
2015 AUSTRALIAN NATIONAL ALVIS TOUR**

EXPRESSION OF INTEREST FORM

" ALVIS IN THE VALLEY"

Location -- The Tour will be based in TANUNDA in the BAROSSA VALLEY

Commencing -- Sunday 3RD May 2015 (Arrival and Registration)

Departing for home -- Saturday 9TH May 2015

To allow the organizers to place the required hold on the all important accommodation for you, in this most popular location -- Please provide us with the following details by 31ST August 2013.

Name: (Mr,Ms.etc).....

Co-Driver/s:

Passengers:.....

Postal Address:

Town/Suburb:

State: Post Code: Mobile.....

Email:Phone:

AND - A Fee of \$20.00. This demands no commitment. [PLEASE PRINT REQUIRED DETAILS]

Planning. The basic plan of the Rally is complete. As soon as we have an indication of numbers, we will be able to provide you with the details and a prudent costing of the Rally. Entry Forms will be sent to you asking for a deposit and the split payments.

REQUIRED ACCOMODATION (Please Mark Your Preference In The Box)

Family Room (2 bedrooms): [] Share: [] (If yes, please attach details)

Double: [] Twin: [] Single: []

Please advise of mobility problems and we will do our best.

Signature..... Date.....

Please return this completed form,
and the \$20 fee -
Make cheques payable to -
Sporting Car Club SA Inc - Alvis Tour

-- TO --

2015 NATIONAL ALVIS TOUR
c/- THE SPORTING CAR CLUB OF S.A.
51 KING WILLIAM ROAD
UNLEY
SOUTH AUSTRALIA 5061

I attended a Federation Delegates Meeting last Saturday, where the issue of allowable modifications for vehicles on the Club Permit System was discussed. There have been discussions between VicRoads, Federation, A.O.M.C. and the Hot Rod Association. Whilst there were only draft meeting minutes available, which have still to be ratified, it appears that some good sense is prevailing and that historically modified vehicles, which have previously been fully registered or on the previous permit system, will not have to be subjected to an engineers appraisal in order to remain on the present system. It is still early days and the discussions are evolving. However in due course it is expected that the clubs will be provided with draft regulations on which comments will be invited.

On the home front we are in a bit of turmoil, as are our neighbours, in that we have just learnt that all the properties up

to our boundary are likely to be compulsorily acquired, leaving us within 5 metres of a relocated Alexandra Parade and tunnel construction works, for the proposed Linking Melbourne East West Tunnel. These works are scheduled to go on for 3 to 5 years. Those people who have their properties compulsorily acquired appear to get good and fair compensation, but for us and numerous others, there appears to be no compensation for environmental effects and loss of property value. As you may well imagine we are not taking this lying down and we will be fighting to get fair treatment.

For those who intend coming to the Malvernvale Hotel for a meal prior to the Meeting on Friday 16th August it will be appreciated if you can let Frances or me know by Wednesday evening, so that we can advise numbers to the hotel.
Andrew McDougall

SUPPER - the McKinnons

We welcome Charles Shepherd into the membership. Charles is now driving his father's TD21. Sadly, father Geoff passed away several years ago.

2013 COMING EVENTS

- | | |
|---------------|---------------------------------------------------------------------------------|
| Aug 16 | General Meeting |
| 18 | Rob Roy Hill Climb |
| Sep 20 | General Meeting |
| Oct 18 | General Meeting |
| 18-21 | Weekend Away - details inside |
| Nov 15 | Annual General Meeting |
| Dec 1 | Geelong Sprints (planning a short weekend away—overnight Geelong 30 Nov) |
| 8 | Christmas Party at the Langs |

Front page: the view over the bonnet of Geoff Hewitt's 1926 TF 12/50 Chassis 4553 Engine 5884 Car 9860. The car was built up by Geoff Hood, some years ago.

Vale, Jan Willingham 1946 – 2013

Jan Willingham, wife of Alan, died suddenly in Athens on 29th June while they were holidaying in Europe.

I attended a public tribute to Jan held in the Great Hall at Montsolvat, Eltham, on 16th July.

Family, friends and Alan joined in a marvellous tribute to Jan which ranged across her many interests, particularly in the Arts and her culinary gifts, which so many had enjoyed through her restaurant, De Lacy. There was music, signing and a wonderful eulogy from a very courageous Alan. Someone next to me estimated that there were 500 to 600 people there.

In the program was a poem by Alex Selenitsch:-

*“The usual pact with ferries
is that you return sooner or later
Except for one
which has no life boat no life buoys
In fact, nothing that starts with ‘life’
And which flattens the sea before it
so that when you step off
you don’t stagger
For the first few steps into eternity.”*

The President, committee and members of the Club extend their deepest sympathy to Alan and the family.

Richard Tonkin

Our sympathies to Warrick Hansted on the recent loss of his long time partner, Angie.

Out & About

I would suggest an extraordinary special meeting of the Alvis Car Club of Victoria should be called to discuss the on going membership of Chris Storrar, former friend of the editor and participant in the JNBC Rally of 2008, who has seen fit to send this blasphemous and highly offensive piece of doggerel for publication.

.....ed

There now Follows a Solemn Blessing from the Very Reverend Hubert Grovelbollocks, Archbishop of the Diocese of Ash

Blessed be the Lord.

The Lord Giveth and the Lord Taketh Away.

Dust to Dust

Ashes to Ashes

We are gathered together in this place in the presence of the Almighty to give thanks for and remembrance of our dear departed friend, Australia Test Cricket, who departed this World in July 2013.

May he be granted true penitence and eternal peace

Dust to Dust

Ashes to Ashes.

In the Name of the Lord

Amen..

Congratulations to Mark Weller as he has bought Richard William's Speed 20 SA Cross and Ellis tourer.



1932 Speed 20 SA chassis 10090 engine 12492. The original engine was replaced with an SC model, in the UK, during the 1950s.

Imported from the UK and owned by Brian Wilson, it was purchased by Richard Williams in the 1990s. It carries a Cross and Ellis tourer body which featured a cutaway driver's door and hidden hood storage. We look forward to seeing the car at an event, very soon.

Chris Higgins, who has suffered a few health issues in the last couple of months, is fast recovering and although not driving the 12/50s yet, ventured out in the GOLD RR over the weekend.

Chester & Sally McKaige have sold their home in Bentley and will be in residence in Tasmania before Christmas.

Paul Bamford reports that following a recent re-commissioning, he started his 1934 SC Speed 20 DHC, chassis 12041 engine car 17158, for the first time in many years.

Don Bosanquet has failed to tell me what has caused his FWD to be off the road with unidentified engine problems!

David Caldwell reports that his 3 litre engine problems are due to numbers 10 & 11 valves bent.

Des and Edna Donnan are in the UK and their FWD has been sighted at both Shelsley Walsh and Prescott.

Warrick Hansted has repurchased his Darracq following its ownership by Mark McKibbon and its presence at the Alvis National Rally

Darrell Horton has been a non starter for a few months and tells me that he hopes to be back to good health in the near future.

Neil McAuley writes: I had a most interesting guy visit me yesterday, who builds vintage car and aircraft bodies. He showed me a stack of photos of work he has done in the past and I am most impressed. I have attached a couple of shots of some things he has made.

He has all the equipment in his shed, not far from Wonthaggi, to make Vintage body parts. He can make mudguards with an English wheel, and forms parts using the original methods.

I was so impressed that I had to pass his details on. Would you mind passing his details to other club members?

His name is Rick Hemmingway, 03 5678 3235 (photos of his work available from the editor)

Alvis Car Club

weekends are notionally run over three days for those people who can't get away on a weekday. For those who can't get away on a weekday, the Alvises, seeing places of interest and enjoying the company of Alvis friends over the weekend. For those who can't get away on a weekday, the Alvises, seeing places of interest and enjoying the company of Alvis friends over the weekend. For those who can't get away on a weekday, the Alvises, seeing places of interest and enjoying the company of Alvis friends over the weekend.

This year we have targeted the Western Region of Victoria with a view to, hopefully, enticing some of our South Australian members to join us.

An outline of the event is as follows:

Friday: Meet at 12.00 noon at the historic National Trust farming property of Mooramong located on the north side of the Glenelg Highway, 6km west of Skipton (it may well be best for South Australians to leave home on Thursday and stay in Horsham or similar so that they have a shorter run to Mooramong via Beaufort on Friday). This will be followed by a guided tour of the house and lunch. After lunch we will drive via picturesque back roads to Halls Gap and book into our accommodation at the Pinnacle Holiday Lodge. The Lodge will be providing a barbecue meal in the evening.

Saturday: - Today we will be driving around and through the Grampians, visiting some lookouts, a waterfall, strolling through lovely bush and eating lunch at The Wander Inn. In the evening we will walk next door to the Quarry Restaurant where we will enjoy good food in a separate room assigned to us.

Sunday: - There will be a morning run to a venue still to be confirmed, followed by a visit to the historic Bests Winery and then lunch in nearby Great Western at Salingers Café. This will be the end of the formal activities for the weekend and so early afternoon, those people who need to return home can head towards Melbourne or for the South Australians, commence wending their way back. If time isn't pressing and you wish to have a leisurely drive home on the Monday, then join some of us who intend staying Sunday night at the Pinnacle Holiday Lodge. There is much to see in the area so there should be no trouble finding somewhere to drive following lunch and prior to getting back to Halls Gap.

Indicative Prices (some arrangements still to be finalised, but prices are not expected to significantly alter):

Accommodation: Pinnacle Lodge: - One bedroom self contained unit- not serviced daily:
- Double \$110/night, Twin \$115/night
- Two bedroom self contained unit (up to four persons) \$165/night
- Other room alternatives are available such as wheel chair access, spa units and serviced daily units - prices upon enquiry.

Mooramong Homestead: entry and conducted tour \$15 PP, Catered lunch with wine \$30 PP.

Friday evening barbecue and drinks

Saturday lunch at Wander Inn

Saturday evening 3 course

Sunday morning Bests Winery visit and lunch

Sunday lunch: Salingers Café: 2 course with variety of cakes (evening meal)

The reason for the preliminary notice for this event is that it is important that those coming, that they book their accommodation at the Pinnacle Holiday Lodge Motel by no later than the end of August, as the demand for accommodation is at a premium. Please contact Milmie (pronounced mi - mee) by phoning 08 84364271 or email milmie@pinnacleholiday.com.au and mention that you are with the Alvis Car Club in order to secure a reserved room.

Also please provide an indication of your intention to be on this event and confirm your accommodation booking to Milmie and Frances McDougall by August so that we can finalise arrangements and costs. It is intended that the participants provide their own accommodation and meal costs. We can be contacted via: mail - 424 Wellington Street, Clifton Hill, Vic., 3068, Phone: 03 94364271 (Mon-Fri 10:30-18:30) or Email: amfi@dunollie.com.au

We will be away from early June until mid July so it will be no use calling the home phone during this time. Further details of the location of Mooramong Homestead and how to get there and also the location of the Pinnacles Holiday Lodge, will be provided to those who are coming on the weekend.

These are always enjoyable weekends and with good Alvis driving, so we hope that you will give serious consideration to joining us.

Andrew and Frances

“ALVIS IN THE VALLEY“

THE 2015 NATIONAL ALVIS TOUR

3rd—9th May 2015

Autumn is a very pleasant time of the year to be touring through the picturesque rolling hills that surround the Barossa Valley and overlook the patchwork of vineyards, that will be bathed in autumnal colours.

We in the South Australian Group look forward to welcoming you all to the 2015 National Tour, which we have planned to be based in the Barossa township of Tanunda, which is virtually surrounded with traditional vineyards.

Whilst the first eight Australian Grands Prix (AGP) were held each year on Phillip Island from 1928 onwards. In 1936, South Australia applied for and was granted permission to stage the 1936 AGP in Victor Harbor and then the 11TH AGP and the 15TH AGP were held in South Australia at Lobethal (1939) and in Nuriootpa (1950) respectively.

The circuits utilised public roads, which still exist, and so we intend doing a lap or two. Alvis did make a very modest appearance in those early races, being limited to 12/50's and a FWD, but one year a 12/50 did finish eighth.

The Angas family was an integral part of the history of the settlement of South Australia. We will be visiting the old Angas homestead, which is called Collingrove.

After that we will travel a very short distance to the Sporting Car Club's own Hillclimb complex, called Collingrove Hillclimb. We intend to do more than look at it.

Costing. An entry form will be completed shortly, when all the details of the accommodation that you require are known.

All of us on the South Australian Tour Organising Group, very much look forward to receiving your Expressions of Interest and ultimately, being able to welcome you in person to the Barossa.

So for us to make the necessary bookings, it is imperative that you fill in the Expression of Interest Form and send it back to us as soon as possible, so that we can place a hold on the required number of Motel rooms.

In the meantime, we wish you good health and good motoring.
Look forward to seeing you in 2015.

The 2015 Alvis National Tour, Organising Group.

For members receiving a printed Alvic, an EOI form is enclosed. For those receiving e-Alvic, please note an EOI file is attached. For overseas members, if you complete an EOI, send it direct to me. ACCV will arrange the payment of the deposit on your behalf. We can arrange reimbursement when entry fees are payable.

John Lang
jdmelang@bigpond.net.au





Right: Andrew McDougall & Geoff Hewitt discuss 12/50 incontinence and its long term effect on the life of Victorian bitumen surfaces.



Lunch at the Coach and Horses Inn, Clarkefield - Sunday, 11th August.

In lieu of the multi club Petanque event that had to be postponed until next year, Andrew and Frances McDougall organised lunch at the Coach and Horses Inn at Clarkefield, about 40 minutes north of Melbourne.

The hotel was built in 1857 and was the first stopover for Cobb & Co coaches heading for the Victorian goldfields. It has retained its 19th century charm - bluestone construction and small dining rooms - ours held about 20, with a comforting fire for the winters day.

The attendees were John & Margaret Hetherington (TE21), Geoff Hewitt (12/50), John & Margaret Lang (FWD), Andrew & Frances McDougall (Speed 20), Chester & Sally McKaige & Mark Weller (Speed 25), Richard & Pauline Tonkin (modern), David Vaughan (TA21).

Most of the girls had gone inside for a refreshing Chardonnay and the boys were chatting outside the pub, wondering where the Langs were, when they made a dramatic entrance, roaring



L to R: Geoff Hewitt's 12/50. The Lang FWD and the Hetherington TE21

(well, cruising) up in their pillar box red Front Wheel Drive. It's a spectacular car, I'm told not the easiest Alvis to drive or work on, so well done to John and Margaret.

We then moved inside for lunch, which was most enjoyable and the usual chatter and gossip ensued, as well as catching up with the various ailments which afflict we seniors.

Some stayed on for coffee and the rest of us headed home. Your scribe decided take "a more direct" route, which involved turning left a mile or so up the highway. About 20 minutes of gravel road later, we came across a Mum and Dad farmer couple, who had blocked the very narrow track, while they herded 4 black calves from one paddock to another.

Swallowing my pride, and with Madam silently shaking her head in dismay, I threw myself on the mercy of the lady and confessed "We're lost (or, if you prefer, "I'm lost"). Shortly beforehand, the satnav had declared that the road we were on did not exist.

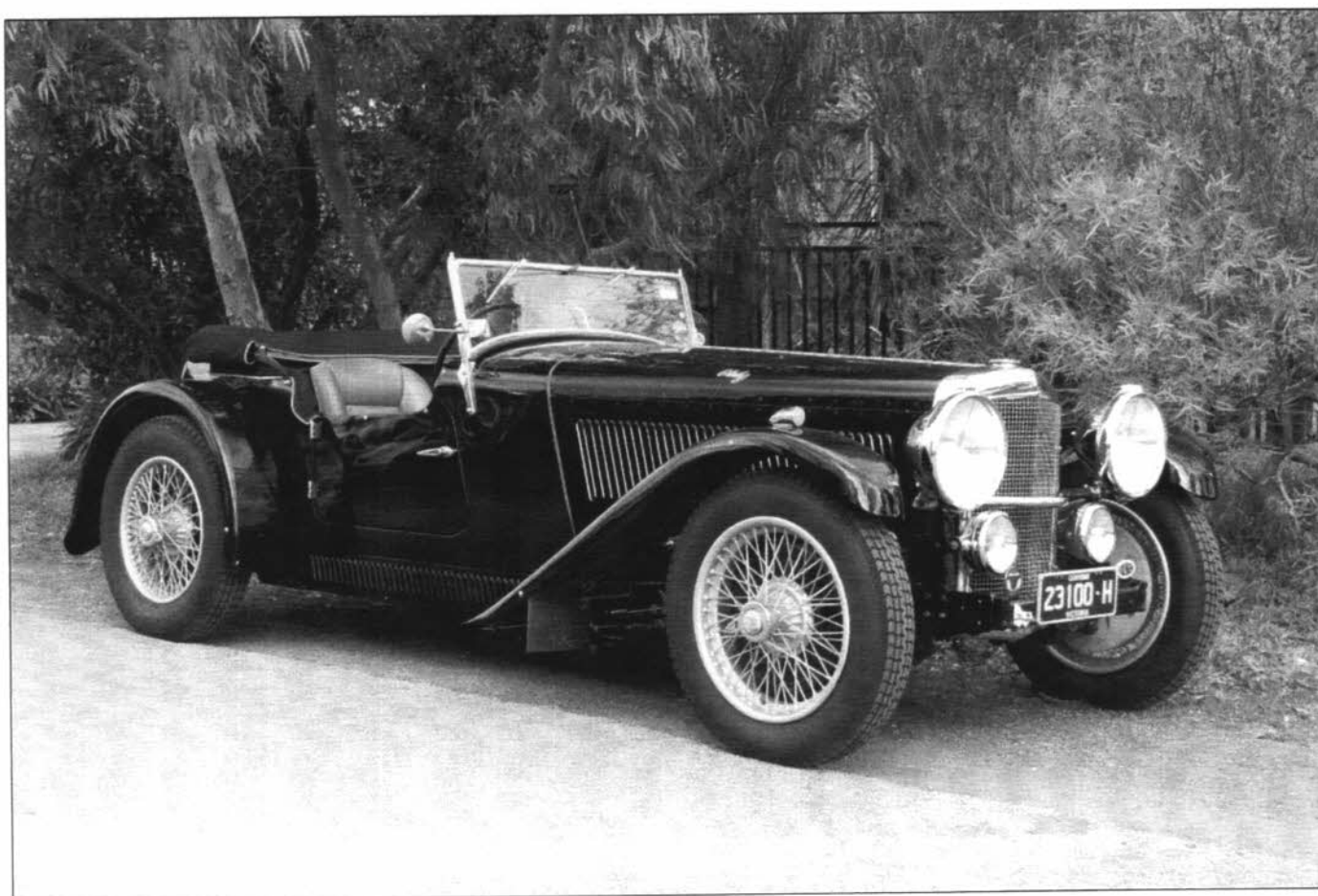
Being a farmer's wife, she was able to give us directions, through Darreweit Guim (only to be visited if you are lost, or in search of a dog breeder), to Wallan, from where even I knew the way home. This will not be Pauline's joke at the next meeting.

And the car I would have taken home? The Front Wheel Drive - spectacular ! But I doubt they would have swapped it for our VW.

Thanks again to the McDougalls for organising a very pleasant day.

Richard Tonkin.

Article photography by John Hetherington, Frances McDougall & Richard Tonkin



The McDougall Speed 20 Special, back on the road following a clutch rebuild



Chester McKaige's superb Speed 25 Charlesworth saloon

New



*The first British car with
INDEPENDENT FRONT WHEEL
SPRINGING AND STEERING*

*The first British car with
ALL SYNCHRO-MESH GEARBOX*

NOW WITH ALL-SILENT PERFORMANCE
setting a new fashion in Sports Car design.

ALVIS engineers, who have been responsible for many of the most important
advancements in motor-car design, have produced a New "Speed Twenty"
which, without sacrificing a fraction of its characteristic high speed performance,
is smooth and silent to a degree hitherto unknown in a car so fast.
To temper the stress of "ALVIVACITY" with the virtue of "SILENCE" has
resulted in a car of rare charm... Its smooth, silent motion at all speeds,
riding comfort and ease of control are of such excellence that driving
stress even on the longest journey is entirely eliminated. We shall be
pleased to send you full particulars of "Speed Twenty" Models at
prices from £795. Other ALVIS Models at prices from £430.
ALVIS CAR & ENGINEERING CO. LTD., COVENTRY.
(Incorporated in England)

*The Silent
Speed Twenty*

ALVIS

"ALVIVACITY" in its most fascinating form

Hi John

I have been reading an article by Dick Wilkinson in the Register Bulletin 246 (Spring 2011) about the development of the beetle back Alvis. This body style is very appealing to me as my first Alvis, was Steve Denner's "Mother Goose."

I found this photo in a book I have, showing rush hour on Sydney harbour bridge in 1930.

I have zeroed in on what's looks like a beetleback 12/50 Alvis, but on closer inspection I don't think it is. The reverse curve of the front guards doesn't match any beetleback Alvis I have seen. The radius between the top surface of the boot and the side panels is also much smaller than an on an Alvis.

Many American cars with "rumble seats" or what we call "Dickie seats," had a wide tail like a beetle back to accommodate a double seat in the back, but if only one seat was required then a much sportier look could be achieved by narrowing the back.

Rob Gunnell has always been of the opinion that the beetleback was an Australian design, as six TE 12/50's were dispatched to Australia as chassis only, between the 12th December 1925 and 18th June 1926 and they were all bodied as beetlebacks. The first beetleback in the UK ,was apparently Harvey's car as used in the 1926 Production Car Race at Brooklands on the 17th July 1926.

I have to say that the first car despatched on the 12th December could certainly be a candidate. If it took a week to load at the wharves followed a typical 40 day passage to Australia (in 1925) then another week to unload, gives an arrival at the coach builders on the 3rd of February 1926. This gives the coach builder six and half months to body the car before Harvey turns out at Brooklands in his beetleback. I think that Rob would be right in saying that there was a beetleback in Australia before there was in UK.

To prove it we would need to know the identity of the car despatched 12th December 1925 and then it's first registration date in Australia. A likely date would be April or May 1926.

I don't think there is any conclusive evidence yet, but I was wondering if the Beetle back design might have been used here on other vehicles, before being used on Alvis.

If it was possible to find another vehicle here with a beetleback bodywork that pre-dated July 1926 then this strengthen argument for Australian design.

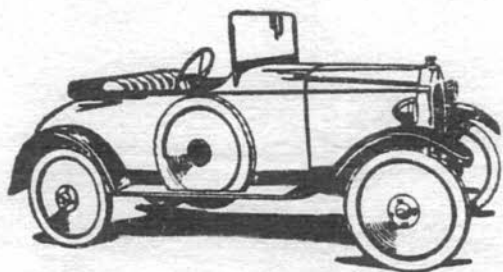
Maybe Mother Goose is the one?

Interesting isn't it?

Cheers Paul Bamford



QUESTION ASKED and SOLVED?



ROBERT L. SMITH Esq.,
52 GROSVENOR ST.,
SANDY BAY 7005
TASMANIA.

22nd July, 2013

Dear John,

The lovely red Alvic is moving well, I hope - it looked splendid at Longyear.

In the June Alvic there was a letter with photographs from Paul Bamford.

I think I know the identity of the car pictured as I own a similar vehicle and have enclosed suitable photographs, one taken from almost the same angle as that in the Alvic.

The car is a 1924 'Q' type Swift. The body is as it was new so might well be an English confection.

Regards

Robert



Isn't modern technology incredible!

This photograph appeared in Saturday 3rd August "The Age" and first thing Sunday morning I received an email from Chris Storrar (UK) asking did I know these people. I emailed back of course, saying I had no idea who they were but they looked like a couple of dudes!

You can draw your own conclusions as to whether or not I got it right!

.....ed

THE AGE

SATURDAY, AUGUST 3, 2013 **Traveller 31**

T For a photo gallery of more entries received for The Big Picture, see our website. TRAVELLER.COM.AU

The big picture



ENTER TO WIN
Welcome to The Big Picture, our amateur travel photography competition in association with Etihad Airways and Anantara Hotels, Resort & Spas.
Each week the Traveller editor will select the best images entered for publication. One will be published in print, other finalists will be posted online. The award will be judged by a Fairfax Media editorial panel, as well as Tony Amos, a professional travel photographer. The overall winner and a partner will travel to Abu Dhabi, courtesy of Etihad Airways, and spend four nights at Anantara's luxurious Qsar Al Serail Desert Resort. The winner will be featured by Amos with the images produced from the trip published on traveller.com.au.
WHO CAN ENTER Only amateur photographers.
WHAT TO ENTER Send one image of a special moment taken in the past two years (at least 3MB and 300dpi in JPEG form). Also tell us in 100 words or less where and when the image was taken and what made it so memorable.
HOW TO ENTER Send images to bigpicture@fairfaxmedia.com.au along with your name, address and daytime telephone number. The competition closes on January 24, 2014. Prizes need to be redeemed in May 2014 on dates to be determined by Etihad Airways and Anantara.
For a full list of terms and conditions, see traveller.com.au/competitions/bigpicture.

DATELINE: TASMANIA
I was sitting in my car on the Bruny Island ferry south of Hobart on a squally day in April last year when I noticed the people in the adjacent car reflected in their wing mirror. We had seen them and other enthusiasts driving around the island earlier in the day. Knowing little about old cars, I later found out they were all driving Alvis cars. For me, the image conjures a more heroic age of motoring, well before my time.
Robert Morgan

ETIHAD AIRWAYS ANANTARA HOTELS, RESORT & SPAS



and IS THIS THE CAR IN QUESTION?



Alvis

August 2013

15

ALVIS PEOPLE BEHAVING BADLY



Margaret Hetherington & Margaret Lang

Photography by John Hetherington

FOR SALE

Set of four André Hartford shock absorbers.

Early design with rolled edges, brass inserts, and riveted ends;

These come complete with all mounting rubbers and ready to use.

Arm length from centre of pivot to rubber mounting hole 180 mm

Suitable for use on 12/50 or any similar sized car **\$800 the set**

Also Polished Stainless Steel Bonnet hinge set, for riveted bonnet up to approx 925mm long

Centre hinge 11mm wide, side hinges, 8mm wide, both with 25mm flanges \$150.

Phone: 03 8812 7333

Email: paulbamford45@optusnet.com.au





FOR SALE

1935 Alvis Speed 20 SC Chassis # 12052

Ex-Roland Comfort and lately Roger Comfort, this car has been a regular at Club events. It had a major engine and differential rebuild in late 2007 and has always been well maintained.

Asking price \$75,000 or near offer Contact **Roger Comfort** Tel.: 02 4754 4143; Mob: 0427 907 660;
Email: rogercomfort@bigpond.com

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.

Early Alvis or D2 or D3 steering
box, with column tubes and levers if
possible, for 12/50 also early drop
arm with the square connector for
the box we already have. Mike Hirst
timbers@mikehirst.f9.co.uk



FOR SALE

1965 TE21 DHC. 27263. NSW rego - ALVIS 1.

Complete photographic restoration. Several later 'Australian use' improvements to aid operation in hot climatic conditions.

The car was the main feature in the National Auto Museum for several years. It has been the Subject of articles in 'Alvibatics' and the AOC 'Bulletin' and general press during the Targa Tasmania tour.

One of best examples of this rare model car anywhere.

Aston Martin silver colour with dark blue duck cloth hood, plus matching full and half tonneau covers. Grey leather interior with dark blue carpets.

Borg Warner auto transmission, Alvis wire wheels, Alvis (ZF) power steering, Michelin XVS tyres.

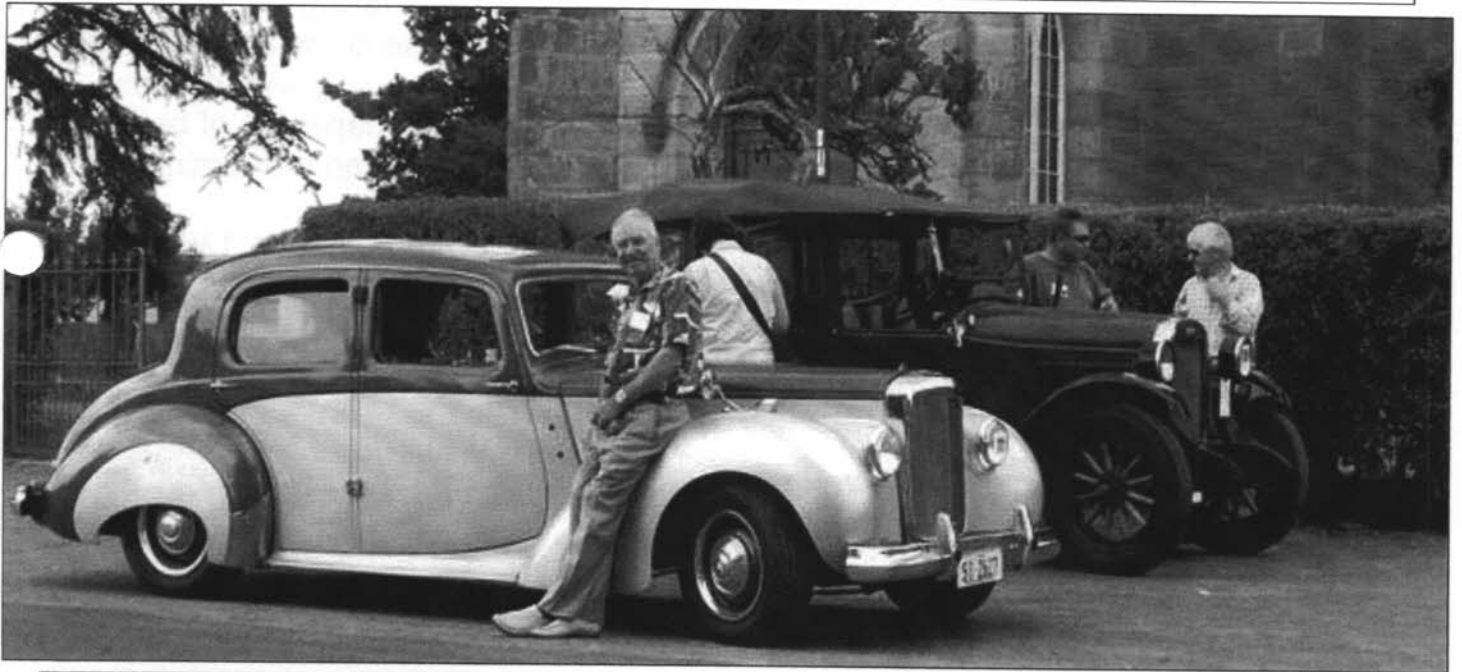
\$158,000

Contact David Horrocks 02 4784 3394 0418 600 099



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

Car No. 24639 Tickford Body No. 20144
Ring Darrell Horton 03 5983 2016



FOR SALE

1951 TA21 Chassis No. 24303 Mulliner Body No. 2451 \$30,000
Ring Richard Molesworth 03 6268 6305 (Tas)

FOR SALE



Mike Fitzpatrick would like to sell his 1923 12/40 to a good home. Chassis 2316. Asking price \$30,000.
Contact Mike on 0408 433 141

FOR SALE

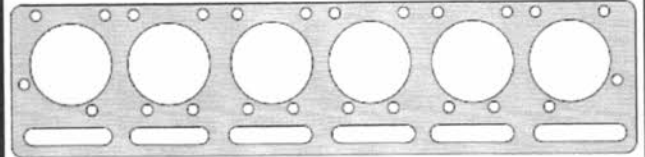
Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$300.

TA14 complete chassis has all mechanicals including suspension front and rear axels steering .. plus t/a 14 gearbox .. speed 20 tail shaft TA 21 head .. reasonable offers..

Phone: ALAN BRATT 0427405573
ah 02 60332951

FOR SALE

ALVIS 3 ½ Litre Engine COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

\$168.00 + postage

Contact Peter Miller
Email - moulen@tpg.com.au

WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable of being fitted as is or with some redeeming restoration.

Contact Ray Dalton 03 5971 1361

WANTED

For P100 H/lamp.
1 outer rim, (top hinged)
1 glass retaining rim extension

A1 condition. Or repairable.
Frank Smith.
08 8254 3488

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