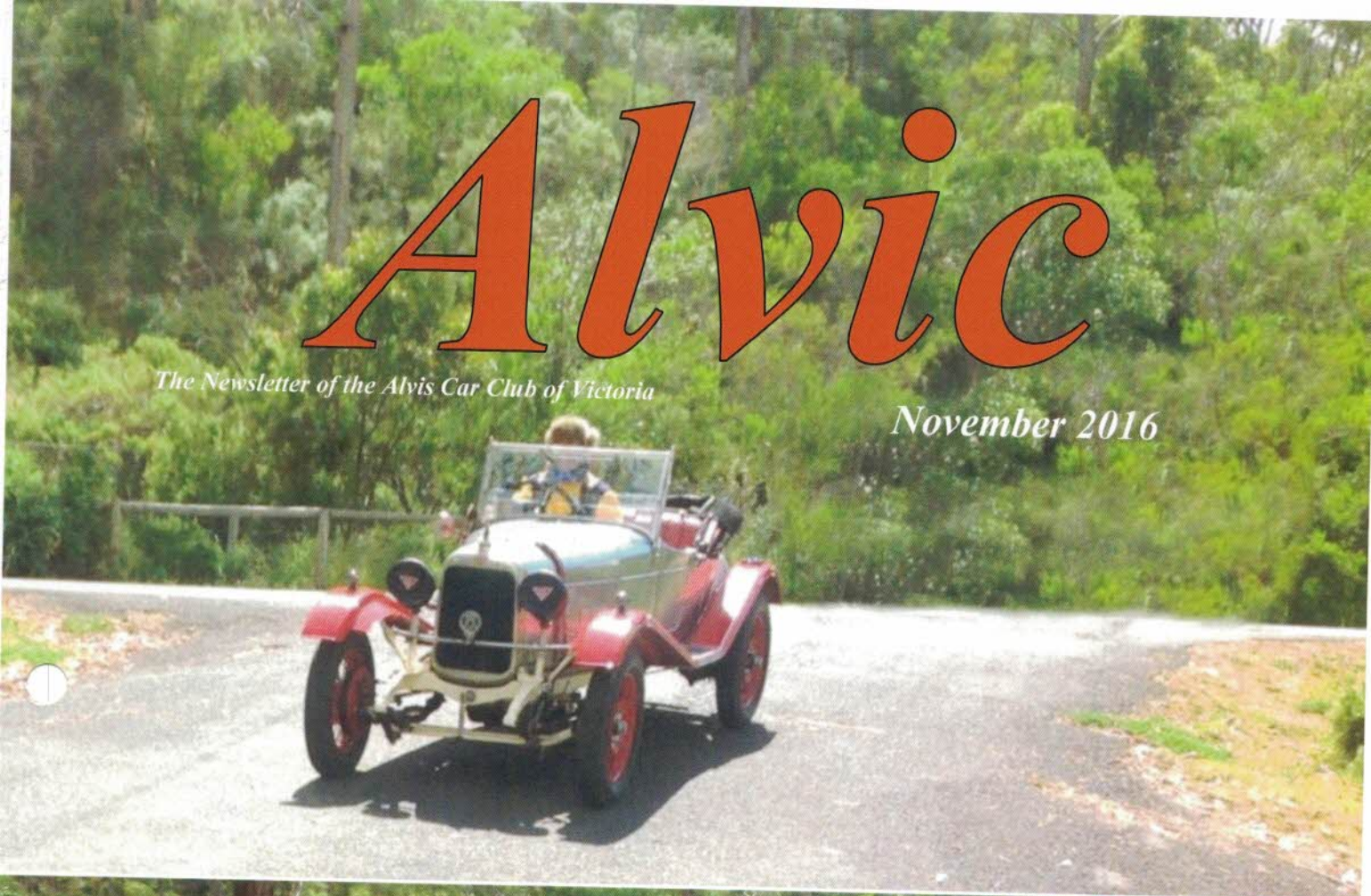


# Alvic

*The Newsletter of the Alvis Car Club of Victoria*

*November 2016*





**November 2016**  
**VOL 55 ISSUE 10**

**PRESIDENT**

**Andrew McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

**VICE PRESIDENT**

**Mark Weller**  
PO Box 5030, Hawthorn, Vic 3122  
Tel 03 9818 4324  
[mark.weller@authenticage.com.au](mailto:mark.weller@authenticage.com.au)

**SECRETARY & PUBLIC OFFICER**

**Dale Parsell** 14 Symons Rd,  
Avonsleigh, Vic 3782  
Tel 03 5968 5170  
[dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

**TREASURER**

**Marg Lang** P.O. Box 129,  
Gisborne, Vic 3437  
Tel: 03 5426 2256  
[jdmelang@netcon.net.au](mailto:jdmelang@netcon.net.au)

**NEWSLETTER EDITOR & DISTRIBUTION**

**John Lang** P.O. Box 129,  
Gisborne, Vic 3437  
Tel: 03 5426 2256  
[jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)

**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](http://www.alvis.org.au)

**LIBRARIAN**

**Frances McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

**COMMITTEE PERSONS:**

**John Hetherington**, 71 Hawkins St,  
Shepparton, Vic 3630  
Tel 03 58216 422 Fax 03 5831 1586  
[jfh@mcmedia.com.au](mailto:jfh@mcmedia.com.au)

**Alan McKinnon**, 195 Lower Heidelberg Rd,  
Ivanhoe, Vic 3079  
Tel 03 9497 3414  
[alanm@antiquetyres.com.au](mailto:alanm@antiquetyres.com.au)

**Richard Tonkin**, 15 Rob Roy Rd,  
Smiths Gully, Vic 3760  
Tel 03 9710 1465  
[rtonkin@tonkinlaw.com](mailto:rtonkin@tonkinlaw.com)

**SUPPER**

**The BOSANQUETS**

*The Editor would like to thank all contributors to  
this month's ALVIC*

**2016 COMING EVENTS**

**ACCV 2016 EVENT**

**NOV 18 GENERAL MEETING**

**DEC 4 CHRISTMAS PARTY (RICHARD TONKIN) SEE DETAIL ON PAGE 4**

**2017**

**FEB 19 RACV CLASSIC SHOWCASE**

**MAR 26 KALORAMA—ALVIS FEATURED MARQUE**

**MAY 15 NATIONAL MOTORING HERITAGE DAY**

*Front page:  
The 12/70*

# PRESIDENT'S REPORT

Our October monthly meeting included our AGM and Awards Presentation Night. I wish to thank the outgoing committee members for their great work in organising the events and promoting the Club and the Alvis marque throughout the year. As there were no new nominations, the previous committee was re-elected. There is still a vacancy on Committee and we will be happy to have some new blood join and contribute fresh ideas.

Following the AGM formalities, it was time to present the awards for the achievements of the preceding year. Unfortunately not all the recipients were able to attend due to other commitments on the night, however it did not take away from the importance and celebration of the occasion. The David Muirden Club Person of the Year was awarded to Richard Wallach for his great contribution of technical articles to ALVIC and for the assistance he has provided to Margaret Caldwell with the refitting of the engine to the 3.5 Litre for it to be more readily moved and in collecting together all the parts for the car and the TA14. As for the award last year, this support to another member exemplifies the best of being members of a thriving and friendly club.

The other Awards deservedly won were: The Bob Morrow to Peter Mackay for the fine restoration of his SG Silver Eagle Tourer; The Basil Bowes Competitive Events Memorial Trophy to Andrew Green in his potent SD 12/50 Beetleback; Andrew Green also took out the Simon Ramsay award for the Mount Tarrangower Hill climb in his 12/50. The Andy Hannam Award to Mark Weller for his most attendance in an Alvis at Club events; The McDougall Award to Mark Weller for the ongoing presentation and use of his SA Speed 20 and the Bill Barber Literary Award to Peter Miller for his wonderful articles on the restoration of his Speed 25.

We welcome enthusiastic new members to the Club, Dale and Judy Anderson from Barrabool, near Geelong. It appears that Dale has had a long standing interest in classic cars and was spurred on by seeing Alvises on display in Geelong. They have not let the grass grow under their feet as they have now bought the Derek Dixon TG wide bodied two seater 12/50 which, I understand, is on its way down from Queensland to its new home. We wish Dale and Judy much enjoyment driving the 12/50 and participating in Club events, for many years to come.

Frances and I have recently been in Tasmania for the National Veteran Rally where we participated with our 1913 Siddeley Deasy. The car performed well, without incident, however the wind and cold weather were a bit of a challenge. Whilst there it was good to catch up with Chester and Sally McKaige and I particularly wish to thank Chester for the use of his workshop for the purposes of repairing the clutch in the Deasy and for storing the car for some months. On the rally we enjoyed the company of Merv Coombs, former owner of a TC21 Saloon and Robert Smith who has previously been an enthusiastic participant in Alvis national events. Poor Merv found being buffeted by strong icy winds in the back

of the Deasy a bit uncomfortable to say the least!

As we had not yet returned from Tasmania we unfortunately missed out on the ACCV day run to Bacchus Marsh and Myrning. By all accounts it was a great event with 25 people and 7 Alvises participating: – David Head Silver Eagle, 12/50s of Chris Higgins and Geoff Ross, Lang's Speed 25 back on the road after protracted cylinder head repairs, the Wills-Cookes in the TA14 and Dave and Harriet Williams with Helen Storrar in the newly arrived Chris Storrar 12/70. It was great for Helen Storrar to be out here and to be able to see Chris' 12/70 being used by her daughter Harriet and her son in law Dave. All told attending were 3 recently joined members of the Club: Malcolm and Cathy Ferguson, Harriet and Dave Williams and Dale and Judy Anderson. This support and enthusiasm bodes well for the future of our Club.

Last Saturday I attended the Bendigo Swap Meeting but didn't find much to help with the Speed 25 restoration project. However I did manage to catch up with Geoff Hood, as having read his article in *Alvibatics*, I was interested to confirm that Geoff has got the red 12/50 race car back on the road. This has been a major effort as it required a replacement crankcase and the protracted sourcing of a good crankshaft. It was a very close run thing to have the car ready in time for the 40<sup>th</sup> anniversary for historic racing at Amaroo Park. Geoff said the car ran very well, but that the pilot was a bit rusty, having been off the track for some years. It will be good to see this car and driver back in action competitively in the future.

The final event for the year will be the Christmas Party at the Tonkin's place on Sunday 4<sup>th</sup> December. Please come along and enjoy good company and also I hope have as many Alvises as possible attending.

Frances and I will be at the November meeting but will have our veteran Ford T on tow in the trailer, as following the meeting we are heading to Healesville to attend the Annual Veteran Car Club Rally, over the weekend.

If you are coming to the meal at the Malvernvale Hotel prior to the meeting I will appreciate hearing from you by Wednesday evening so that I can book an appropriately sized table.

**Andrew McDougall**

A big welcome to Helen Storrar on a family visit from the UK during November. Just preceding her was Chris' 12/70 now resident in Australia in the hands of daughter Harriet and husband Dave.

We look forward to catching up again soon.

As Andrew mentioned in his PresRep, we welcome Dale & Judy Anderson to the Club membership. In organising the Myrniong run I had occasion to ring Dale, to find him sitting on his quad bike, under a tree waiting for the rain to stop before continuing with rounding up his cattle. Obviously someone who doesn't let the grass grow under his feet, as a fortnight after receiving an electronic ALVIC, had been to Queensland, bought Derek Dixon's 12/50 and two days later came to Myrniong in David Head's Silver Eagle.

It will be great to have the Bosanquets back with us for the November meeting. Nothing like coming from interstate because they were on the November roster. There is dedication for you! Also to pick up the FWD after an engine rebuild. Will be good to get a write up for Alvic on the trials and tribulations of owning a FWD with an engine that will not turn over.

During the week I spoke with Peter Miller who was happy that he had just sold his 1924 oily rag Chevrolet at the Bendigo Swap meet. Apparently first viewer on site bought the car. Peter's comment was that there was so much interest in the car he could have sold 40 of them! Having had to move 6 or 8 other project cars within his shed, he has learnt a very hard lesson. One only sells the car nearest to the garage door! He now has another Chev to sell at next year's Swap and a whole year to rearrange his cars!

Lou Williams is currently very ill with multiple visits for medical help and in need of full time care. Our thoughts are with both Lou and Keith at this time. Lou is a real fighter and has regained her health on many occasions over the last 14 years and we hope that this will be another.

Big Red is back on the road and the first major outing was to Myrniong. First indication of trouble was on the way back from last year's National Rally although it did not cause a breakdown. A crack had developed in the head and was repaired quite quickly. During the repair an earlier repair had not been done properly and then provided numerous returns to the cycle of heating, welding, cooling, passivating and testing. Twelve months later following some valve seat replacement and other engineering work it is performing as it should. Many thanks to Peter Miller, Rob Baker and Ray Dean for their work.

We have Club members looking to buy a Speed 20 or 25. Also a Ducksback or a Beetleback 12/50.

## CHRISTMAS PARTY

To be held at Richard & Pauline Tonkin's home at 15 Rob Roy Rd. SMITHS GULLY on Sunday 4th December  
MELWAYS 264 K7 from MIDDAY until stumps  
BBQ facilities provided BYO food & drink.

Mr Claus has been invited so be prepared to be shocked by his nobby knees which probably still sport the LEFT & RIGHT tattoos that adorned them at last year's party. He claims it helps him put one foot before the other!  
**Please let Richard know numbers by Friday, 2 December (so he knows how many 'roos to shoo onto the neighbour's paddock) – 9710 1454 or 0407 944 987 or [rtonkin@tonkinlaw.com](mailto:rtonkin@tonkinlaw.com);**

## KALORAMA

Please be advised that the date for Kalorama has been changed to 26 March 2017 due to the previous date clashing with the changed Grand Prix date.

**REMEMBER THAT ALVIS IS THE FEATURED MARQUE FOR THE EVENT**

## RACV /AOMC CLASSIC SHOWCASE

To be held on Sunday February 18 at Flemington Race course.  
Our display area has been booked. The event plan can be viewed on [aomc.asn](http://aomc.asn)

Your Committee is meeting on FRIDAY 2ND DECEMBER to discuss the Event Calendar for 2017. If you would like to organise a day event or a weekend away or provide a suggestion for either, please pass on your ideas to a Committee member.

# Myrniong

Some months ago Dave & Harriet Williams made contact to advise that Helen Storrar would be visiting them during November and they would like to organise a run that would allow her to catch up with all the Alvis people that she had met on the 2008 rally and on several other visits.

The 12/70 was in a container and due to arrive early October and it would be an ideal opportunity to have lunch somewhere.

It was decided that morning tea at the Lerderberg Gorge Rd picnic area would be a good morning tea stop and the Plough Inn at Myrniong good for lunch.

The Williams, living in Geelong meant that there was good potential for a contingent from Geelong to meet those from other directions for morning tea.

A route was planned from Geelong via Anakie and David Head and Dale Anderson (Silver Eagle), the Wills-Cooke Fourteen, Geoff Ross (12/50) and the Williams / Storrar 12/70 travelled together. Judy Anderson in a modern.

The McKinnons (MGA), Mark Weller with Richard Tonkin (SA Speed20) and Chris Higgins met up in Melbourne or along the way. Malcolm & Cathy Ferguson, still without Alvis (E-Type Jaguar) from Kinglake. Pete & Edie Miller and the Langs (Big Red) from Gisborne.

Anticipating the ability to have all the cars together for a photograph, I was staggered with the number of other cars in the parking area and the rotunda was in use. So no group pic!

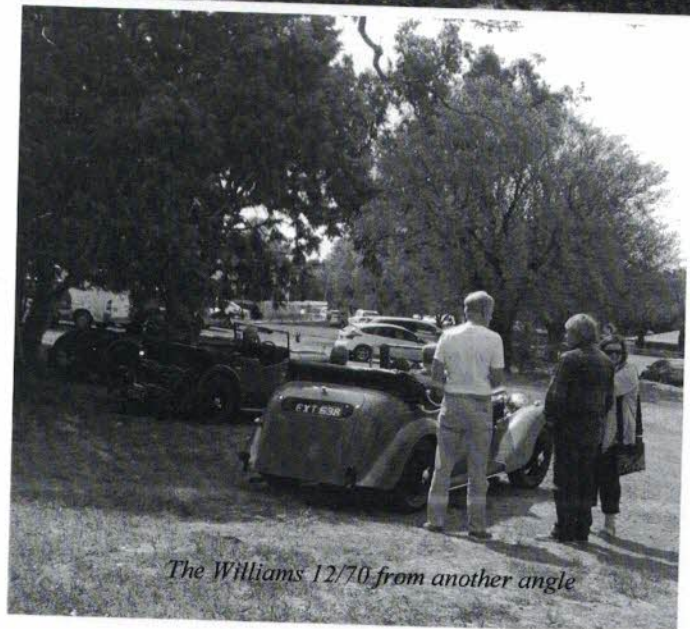
Thinking an hour for morning tea would be adequate, it is amazing how much time Alvis people can spend socialising and the whip needed cracking to get the cars on the road to Myrniong.

Again with some silly idea that all the cars could be grouped at the Plough Inn for photos, it looked like the Bolte Bridge on a bad day and our parking haphazard!

Peter Mackay and Jen Hopkins and some of the Williams family met us at the Inn.

Again a lively luncheon with lots of banter, good food and drink.

Following lunch, Mark Weller in his role as Vice-President presented Peter Mackay, who was absent at the AGM, with the Bob Morrow trophy for a fine restoration of the Silver Eagle.



*The Williams 12/70 from another angle*

# LANDING THE 12/70



With the sad loss of Chris, Helen Storrar was in the situation of having to dispose of 2 Alvises.

The Speed 20 was consigned to a Classic Car dealership in the UK and remains unsold.

The 12/70 was bequeathed to daughter Harriet and left the UK mid August, with delivery expected in early October.

Meanwhile Dave needed to deal with the intricacies of Customs, Quarantine, freight forwarder, RWC (Club requirement) and VicRoads.

The plan was on arrival, Customs and Quarantine inspection; car trucked to Gisborne for RWC (where they used to live) and drive to Geelong.

An arrival date of 6 Oct was notified which ticked the first box.

Customs inspection determined that the VIN and engine numbers could not be found and the inspection was abandoned.

Contact was made with Robin Gilbert the AOC model secretary who produced the following,

*"The nearest Alvis equivalent to the VIN is the Car Number. On the 12/70 this is on the triangular plate affixed to the lid of the toolbox under the passenger side of the bonnet. It is not normally anywhere else on the car. On EXT 638 you're looking for 19567. The body number (44099) should be on a brass strip riveted to the scuttle, and also on the brass Mulliners coachbuilders plate screwed to the vertical panel where the passenger door closes, near the bottom, but this is often removed as a souvenir. To complete the numbers, the engine is 15869, should be on a brass plate between two of the sump bolts on the nearside, lost the first time the sump is off! Sometimes it's also stamped on the top of the timing chest, hidden by the water pump. Failing that it's also stamped on the crankshaft and sometimes the camshaft also.*



*Often in the UK the chassis number (15383) is used instead and if this is the case you may have a problem. It was originally on a brass strip riveted to the tubular chassis cross member under the radiator, but this is usually long gone. Many, but not all, also have the number stamped on the offside support for the radiator - a rounded plate welded to the said cross member. You have to remove the radiator to find it and it's usually well hidden with rust too.*

*If you are still stuck, let me know and I'll do anything I can to help. Alvis were anything but consistent with their numbering. Dave, I'm happy to help with advice based on 48 years with EUU 654."*

Dave recalled that in the car, there was a dossier of car information in a briefcase.

The lass at the freight terminal was asked to find the dossier and provide the information to Customs. The information was found and fortunately copied because the original went back into the briefcase and the latch closed on an unknown combination.

Fortunately Customs accepted the copy and the numbers supplied.

Next step - Quarantine required the car to be cleaned!

Meanwhile time was ticking on toward the Myrning event when the car was needed.

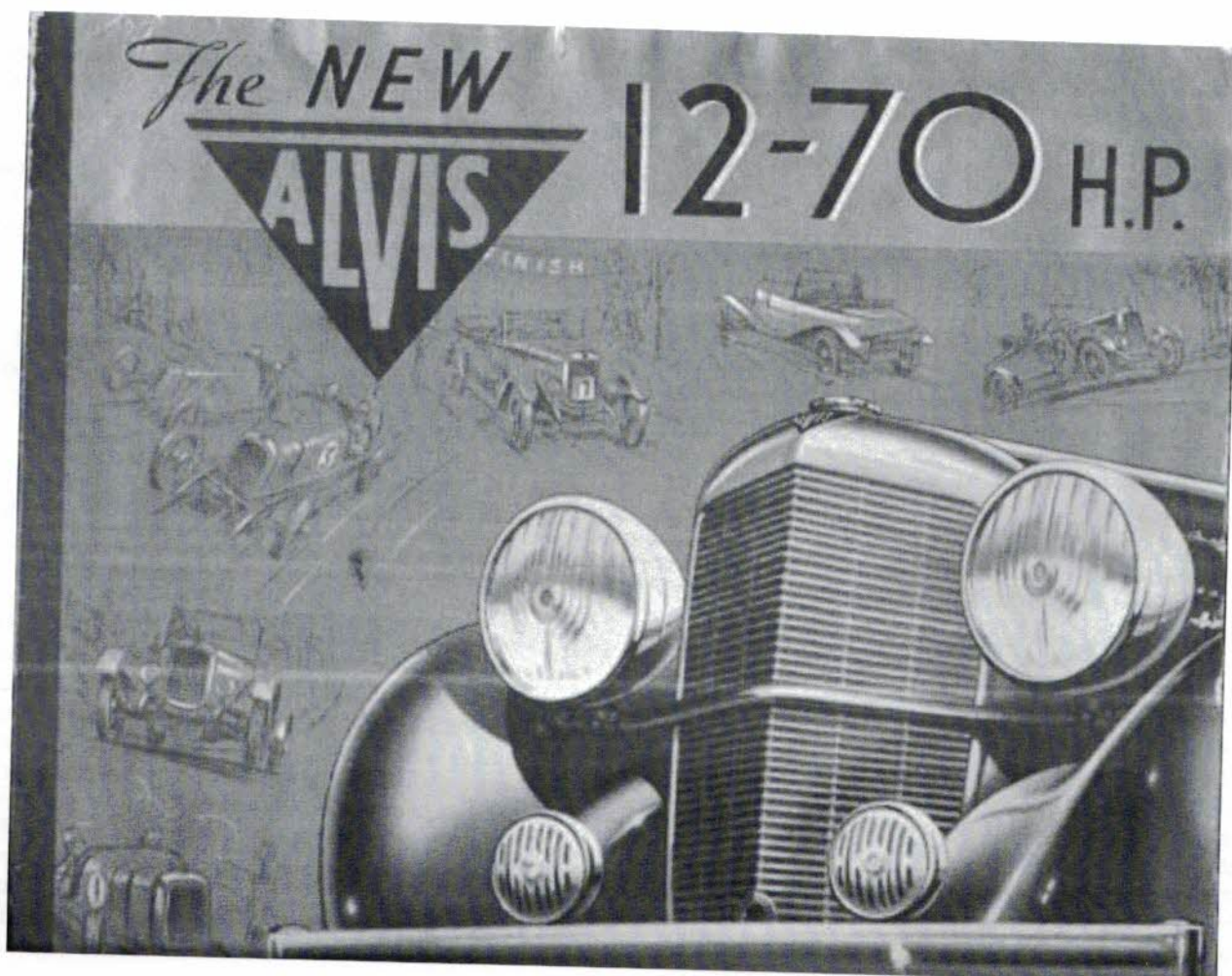
It arrived for RWC, 4 days before it was needed. The car was in excellent condition and breezes through the RWC with the help of the numbers supplied.

Some people still have to work and the earliest Dave could pick it up was Friday 4th November, following a visit to VicRoads who had trouble interpreting their own instructions. All arrived to pick up the car and a cup of coffee with the Langs at Gisborne.

Late afternoon; to leave for Geelong, the car started and ran for a few minutes and could not be restarted. Pull the reserve button. Could that be the pump still chattering.

Yup out of petrol after 13,000km, what a time to run out!!

Footnote: yes the emptying of the main & reserve with the main selected needs to be investigated.



## OF NOSTALGIA AND NATIONAL RALLIES

I remember my first Alvis National Rally – it was to Echuca and Moama in 1991. My wife Pauline and I had bought our first Alvis in 1982. I had always been interested in “old cars” and I was drawn to the 1950s, when I had been growing up in Sydney. I recall, at the age of about 10, falling in love with a Standard 10 that lived near us. However, I got over it (just as well, I hear you say, but they were a cute little car). My father worked for Sir Keith Murdoch, Rupert’s dad, in New York, in the latter stages of World War 2. Father bought a second hand Lincoln Zephyr there, a 4 door model. It was maroon, a V12 and Father loved it – as I would have, had I been a little older.

But I digress. By 1982, I had graduated from reading classic car magazines to thinking about buying a proper car. I started with the A’s and, as you can see, I didn’t get any further. I considered AC’s (almost none in the country, and no club, except for Cobras), Alfas (too Italian – I wanted a British car), Armstrong Siddeleys (too Managing Director, although I relented in recent times), Allard (I admired Sydney’s Monte Carlo win, but they were a bit hairy chested for a conservative suburban solicitor), Austin (everybody had one), Aston Martin (way out of my price range, even then), and Alvis – now there was a possibility – reasonably priced, with a sporting pedigree, well built, with not one, but two good clubs, in Sydney and Melbourne, although in those days they barely spoke to each other – a far cry from the harmonious relationship we have today.

And so Alvis it was. In those days there was a substantial Vintage and Classic Cars section in Saturdays Age. It was there, in August 1982, that I spied, over crumpets and honey at breakfast, an ad. for a 1952 TA21 saloon – black, with red leather upholstery, for sale in Pascoe Vale for \$5,000. I drove the modern (a Datsun 180B – best forgotten), to the address and there, sitting in the driveway, was a most beautiful sight – the TA21, gleaming black and chrome in the winter sun. It was love at first sight. I rang my wife Pauline to come over and, bless her, 6 months pregnant with our daughter Sarah, she said all the right things, the deal was done (I don’t think I even went for a test drive!), I gave the owner Norm Smith a \$50 deposit and a week or so later, after the bank gave me a personal loan, I drove her home.

We called her The Duchess, we joined the club and enjoyed many happy miles with her. She is now in the safe and caring hands of **Richard Wallach**, who has fettled her so that she runs like Mr. Alvis intended. However, it was not until 1991 that I ventured forth to a National Rally, at Echuca and Moama. I was then, as on most Nationals since, by myself, as Pauline was either working or looking after the children. It has been my usually solo rallying that has especially endeared me to the ACCV and to the NSW Club. Being on your own for a week on such events could easily be a somewhat lonely existence – no navigator (thank you Mr. Garmin, you have certainly made life easier), no riding mechanic, no regular dinner companion – but wait – that simply isn’t true, and it’s this that I want to expand on. For there is a camaraderie in the Alvis Clubs that make the ownership

of a car such an enjoyable experience. Never have I lacked a dinner companion, an onsite mechanic or just someone to chat to. I have always been invited to drive or passenger in other Alvises (although never to repair them – members know better than to hand me a spanner), and, on the inevitable occasions when the Alvis has faltered, many hands have made light work of curing the problem.

This is not to say that I have always been a Rally widower. Pauline accompanied me in the 1936 Crested Eagle to the Clare Valley, where she performed splendidly (and the car ran well), and to the NSW Club’s 50<sup>th</sup> anniversary rally to Jambaroo, where the TA21 drophead continuously overheated, both going there and coming home. We had arrived last at the venue, dinner had already started, I had been nursing a sick car along a busy highway all day – I was “stuffed” and not in the most cheerful of moods. I grumpily told Pauline that I wasn’t going to bother with dinner and was going to bed. She got out of the car and bless her, came back with a tumbler of Scotch. I felt much better shortly thereafter and we were, of course, warmly welcomed when we went in to dinner.

**Penn Bradly**, Armstrong Siddeley guru extraordinaire, who sadly died last year, came with me on the Wilpena Pound Rally in the Flinders Ranges. We were in the TA21G Graber, which had arrived from England only days before we set off. At a lunch stop an hour or so from Mildura, Penn observed that the wall was peeling off the rear nearside cross ply tyre. “But it’s got lots of tread,” I naively stated. Penn looked disapprovingly at me and asked how old the tyres were. I replied that the car had just emerged from being in a museum in Saudi Arabia for 10 years. I don’t recall Penn’s response. We drove, slowly and cautiously, to a tyre establishment in Mildura. They, of course, had no cross plies – I don’t think the nice man had ever heard of them. They had only 2 of the correct size radials, which were duly fitted. The man asked me if I wanted to take the cross plies with me as souvenirs. I politely declined. We proceeded carefully to Port Augusta, with 2 radials and 2 cross plies. There, the local tyre dealer helpfully arranged for 2 of the same radials to be sent up overnight from Adelaide, where they were duly fitted the next morning. When Penn drove out of Port Augusta towards the Flinders Ranges, he commented, “That’s better, now I can actually steer the car, rather than point it.”

The 2015 rally to the Barossa Valley was, to me, an example of clubmanship at its best. **Tudor Francis**, from England, had, with the encouragement of several of us, shipped his TE21 drophead to Melbourne to join the pre-Rally Tasmanian tour, before travelling to Tanunda, via the Great Ocean Road. I had loaned the Graber to **Mike** and **Jan Baker**, two of the thirteen Brits who came over for the Rally. Pauline was working and could not attend, so Tudor and I agreed that we would go together in his car. Disaster struck on the second day of the Tasmanian trip, when a big end failed and Tudor’s car dropped its many litres of sump oil on the road – the rally was over for the TE. Tudor, not surprisingly, was devastated. In the very best traditions of the club, everybody “rallied” around, and Tudor finished the Tasmanian tour with the Bakers in the Graber (but not in complete comfort – it’s very much a



2 + 2).

My TE21 was pressed into service and Tudor and I had a most enjoyable time together on the Rally. Now, you may say that such camaraderie is commonplace and is to be expected. That may be so, but there are other car clubs that sadly lack that sort of fellowship. The statements and the letters of appreciation that the ACCV received following the most successful 60<sup>th</sup> anniversary dinner last

year, attest to the success of the Club in looking out for its members as well as their cars.

Richard Tonkin.

## FINANCIAL REPORT FOR 2015 – 2016 YEAR

Income		Expenditure	
Membership Fees	\$5,017.92	Newsletter	\$1,019.50
Supper Money	\$137.70	Postage	\$1,238.35
Merchandise	\$185.00	Stationery	\$130.62
Sundries	\$3,060.00	Assoc Fees/Insurance	\$986.00
Weekends Away	<u>\$4,960.00</u>	Rent	\$1,200.00
		Weekends Away	\$5,848.00
		PO Box Rental	\$121.00
		Badges	\$654.50
		Booklets	\$240.00
		Repairs to Clubrooms	\$465.07
		Consumer Affairs	\$54.40
		Trophies	\$363.00
		Bookcase	\$240.30
		Transfer to Term Deposit	\$7,000.00
		Defibrillator	\$2,600.00
		Sundry Expenses	<u>\$663.76</u>
<b>Total</b>	<b>\$13,360.62</b>	<b>Total</b>	<b>\$22,824.50</b>
<b>Balance Carried forward</b>		<b>Balance as at 30th June 2016</b>	<b><u>\$4,681.77</u></b>
<b>1st July 2015</b>	<b><u>\$14,145.65</u></b>		
	<b><u>\$27,506.27</u></b>		<b><u>\$27,506.27</u></b>
<b><u>Term Deposit matures 1st</u></b>			
<b><u>July</u></b>	<b><u>\$48,743.81</u></b>		

# RACV *Classic* *Showcase*

Open to all vehicles manufactured  
in England and Europe

Incorporating  
The MG Club (Vic) - Annual Concours  
The Mercedes Benz Club -  
Annual State Concours

Celebrating 90 years of Volvo; 60 years of  
Jaguar XK150; 50 years of MGC, Hillman  
Hunter, Ford Cortina Mk II and Jaguar 420.



Display Cars \$20  
(passengers included)  
Spectators - Adult \$5  
Children free  
Spectator parking \$20

## Sunday 19th February 2017

Flemington Racecourse - Nursery Car Park

**Childrens Entertainment, Music, Trophies, Club Displays & Vendors**

**Gates Open for Display Cars at 9.00am & Spectators at 10.00am**

Club displays encouraged. For more details and site plans visit [www.aomc.asn.au](http://www.aomc.asn.au) or [fb.com/infoaomc](https://www.facebook.com/infoaomc)

Proudly Supported by



# FOR SALE

1x 1928 TA16/95 Silver Eagle, car no 12006. Complete car in need of full restoration, complete with some spares including spare cylinder block and cylinder head. Reco-gearbox with John Needham gear set and original gear set also available, spare diff housing and diff centre.

1x 1951 TA/21 saloon chassis no 23864 body # M2047, complete car.

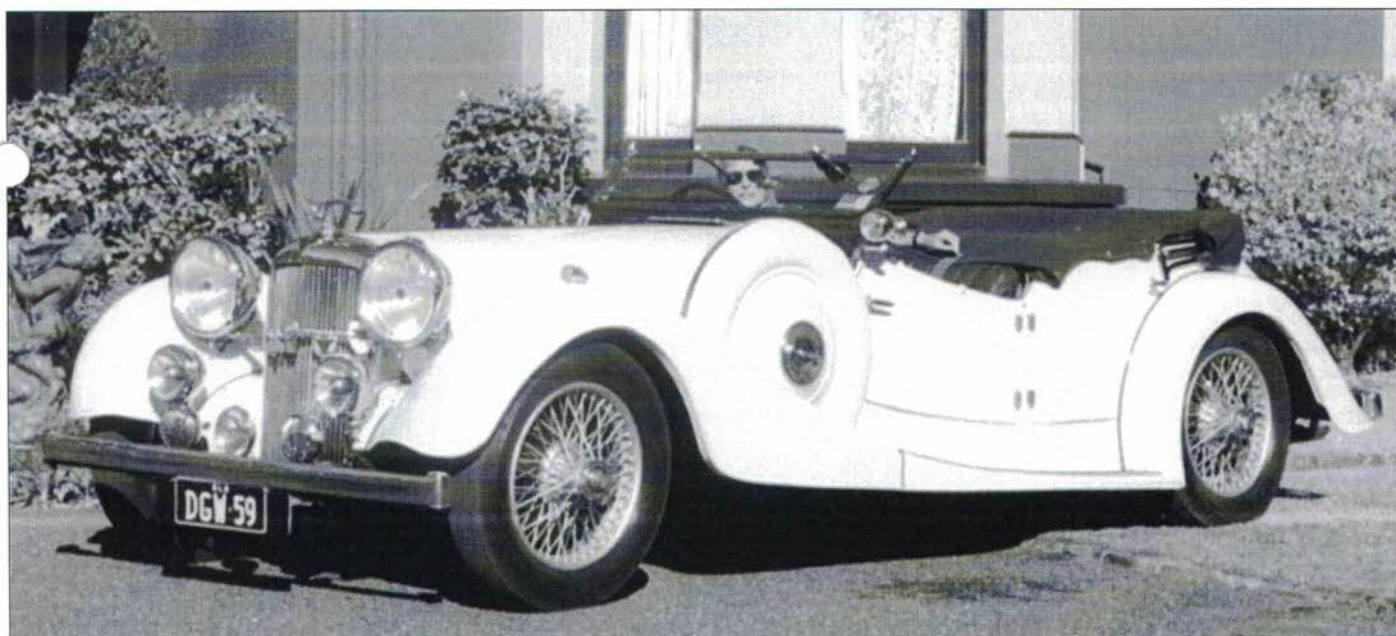
1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

Also included is a host of spares for the 51/53 cars including a full set of doors, guards and bonnets in excellent condition as well as spare guards that are good for a pattern, radiator shell, 2 spare motors and gearboxes as well as a host of parts including lights, trim, starter motors and generators. Too much to mention. This is a quite extensive collection of spares for these cars and is almost a complete car's worth of spares.

To be sold as a complete collection will not separate cars or parts.

Located in Kyneton, Victoria

Call for more details - 0439 320 496 Andrew Twomey



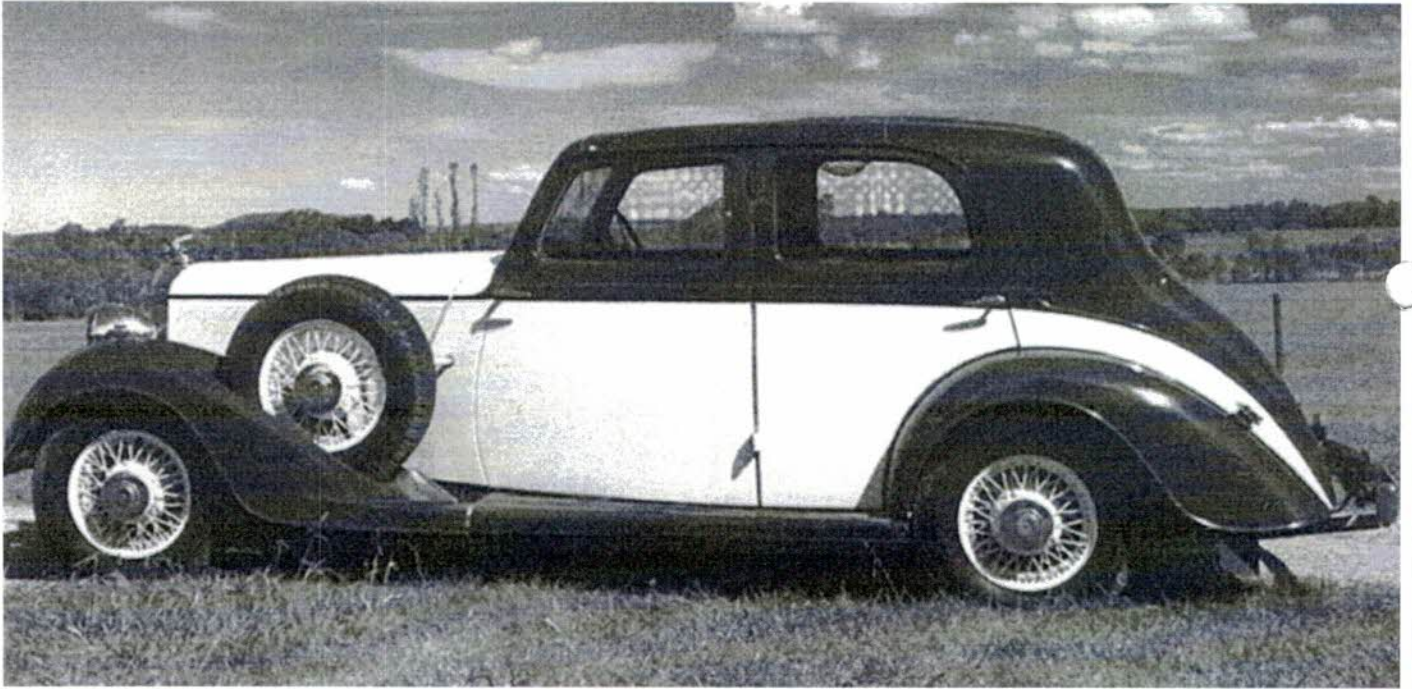
Noted on [justauto.com.au](http://justauto.com.au)  
1937 Alvis Speed 25 Cross & Ellis Tourer  
\$250,000

# FOR SALE

# FOR SALE

"Mrs Cleary"  
1938 Holbrook bodied TH Silver Crest  
Chassis No 14210

3 owners—unregistered, minor bodywork and interior need attention  
Contact: Ian Farquar, Mittagong Tel: 02 4878 5143 Email: toofar2@bigpond.com  
Price on application to the right owner



Noted on [carsales.com.au](http://carsales.com.au) (Sep16) a time warp low mileage 12/40.

# ALVIS PEOPLE BEHAVING BADLY



*David Webster (UK) sent this photo of his wife and a well known Victorian member respectively dressed as a Fryer (or should it be a poacher) and a St Trinians' girl*

**FOR SALE**



Noted on [justauto.com.au](http://justauto.com.au)

1931 Alvis 12/50

\$65,000



## ALVIS vintage 14/75 tourer

## FOR SALE

Chassis # 5963  
 Engine # 6739  
 Cross & Ellis body # 1392  
 Complete car more than 50% restored.  
 Built 1928

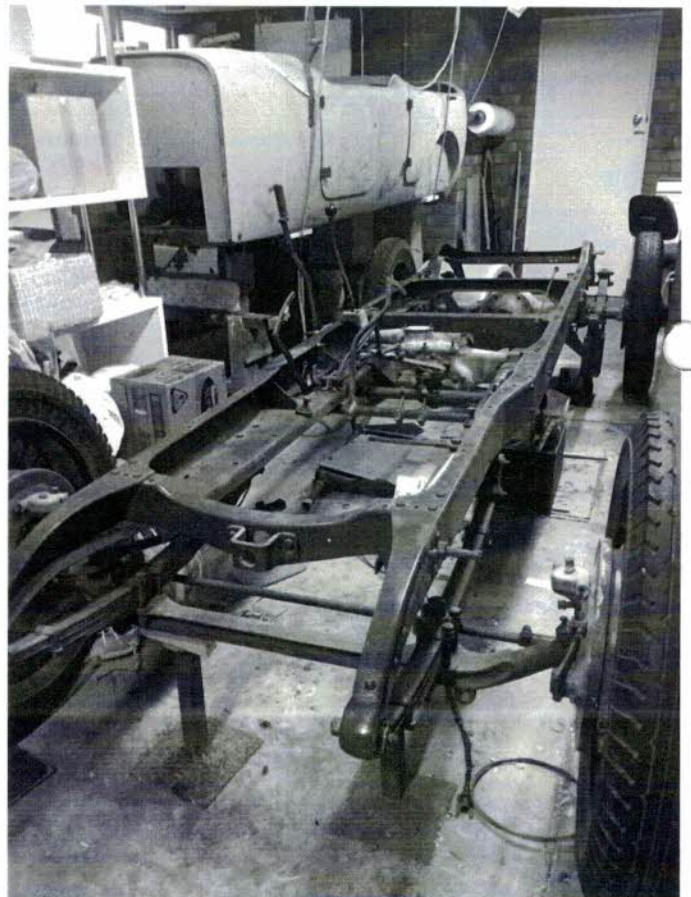
### Chassis

Brakes: replaced  
 Diff: new crown wheel and pinion 4.5:1  
 Bearings good. Tyres: new  
 Engine restored: bored and sleeved, new pistons, new bearings, new improved cam.  
 Head original have new valves and guides.  
 Gearbox: OK. Tail shaft: needs new bearings.  
 Clutch plate: new  
 Suspension: original

### Body

Guards: new aluminium  
 2 radiators  
 Body work: completed needs paint  
 All lights OK  
 Gauges: original.  
 Steering: original

Have all necessary workshop manuals.  
 Asking price \$25,000  
 Call Geoff (Caves Beach) 0419 976978





## OFFERS INVITED

### AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.

The car has significant mechanical problems and would be sold AS IS, WHERE IS.

Initial contact should be made to Andrew McDougall who is assisting the owner.

Andrew McDougall 0427 220 249

## FOR SALE

SG Silver Eagle Sports Tourer  
12,000 miles since complete restoration  
including new body & full weather equipment &  
tonneau. Chassis No. 12684 Original books &  
full history available

Restoration details available on request.

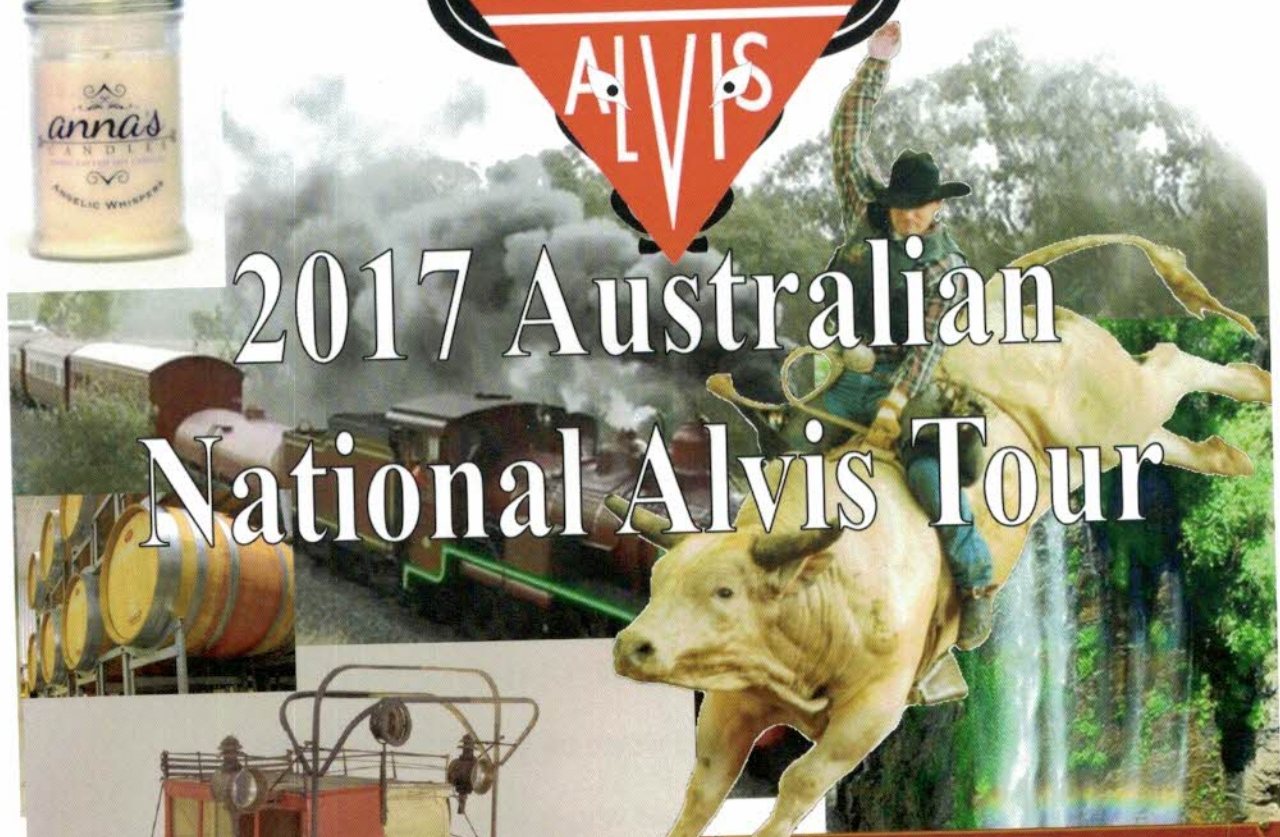
\$82,500 negotiable

Murray Fitch Telephone: 03 5766 2529



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# 2017 Australian National Alvis Tour

