

Alvic





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Alvis Car Club of Victoria (Inc)

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April 2017
VOL 57 ISSUE 3

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.

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SUPPER **The BOSANQUETS**

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

2017 COMING EVENTS

- APRIL 21** GENERAL MEETING
- MAY 7 - 13** NATIONAL RALLY
- 15** NATIONAL MOTORING HERITAGE DAY (no official ACCV run planned but please let your Alvis be seen on the road in support of the day)
- 19** GENERAL MEETING
- 27-28** WINTON - Not an official Club Run
- 30** MID-WEEK RUN to Point Cook Aviation Museum with Geelong Contingent (Dale Anderson / John Lang)
- 16** GENERAL MEETING
- JUN 18** EARLY MORNING RUN - based around the remaining infrastructure of Melb's cable cars (Andrew McDougall)
- JUL 21** GENERAL MEETING
- 23** YARRA VALLEY RUN & LUNCH - Seville Vineyard Run (Mark Weller)
- AUG 13** ROB ROY - not an official Club run but all welcome
- 18** GENERAL MEETING
- 25-26** WEEKEND AWAY - BELLARINE PENINSULA (Dale Anderson & Mark Weller)
- SEP 15** GENERAL MEETING
- OCT 1** CELEBRATE 50 YEARS SINCE LAST ALVIS MADE (Richard Tonkin)
- 20** GENERAL MEETING
- NOV 17** ANNUAL GENERAL MEETING
- DEC 3** CHRISTMAS PARTY - Barrabool (Dale Anderson)

PRESIDENT'S REPORT

We mounted a great display of Alvises at Kalorama, with Alvis being the featured marque. We had five 12/50s of Higgins, Northey, McDougall and McKinnons by 2, Mark Weller's SA Speed 20, Silver Eagle of Ian Barber, Tonkin's TA21 Graber and Richard Wallach with the TA21 saloon. The Hetherington Cooper S "Alvis" was lurking in the background. The weather was great as were the crowds of people who appeared to pay quite a lot of attention to our cars. We had five cars take the drive up from the Manhattan Hotel: Alan and Noeline were driving their magnificent newly restored Ducksback on its first club run, whilst Dale and Maritta drove the McKinnon's silver TE 12/50. They were accompanied by the Northeys in their 12/50, me in our 12/50 and Mark Weller in the Speed 20. Part of the run took us up a former steep hill climb, where in many cases first gear needed to be selected. Of particular note was that the progress of the Alvises in this section was impeded by a slow Rolls Royce. Unfortunately the Tonkin TE21 which was coming to the display succumbed to overheating when a welsh plug fell out. We hope that there are no serious consequences.

The committee held a meeting in late March, where more events for the year were planned. For those people fortunate to not have to work mid week there will be a run to the Point Cook Air museum at the end of May, an Early Morning Run in June with the theme being former cable tram installations, a lunch in the Yarra Valley in July, a weekend away around the Geelong region in late August where we hope that we will be joined by as many members as possible from that area, a run to celebrate the 50th anniversary of the production of the last TF21 in early October and the Christmas Party which will be held at the Anderson's farm near Geelong. Details of these events and more will be found further on in ALVIC. Also we are looking to have interesting guest speakers at many of our monthly meetings. Sometimes these will be visitors and on other occasions they can be our members who have a not so well known interesting topic, such as the one presented by Richard Tonkin in March, on satellites in space.

For those people from Victoria going to the National Rally in early May, Noeline McKinnon has organised an interesting run for us up to Warrick in Queensland. We appreciate the effort that Noeline has made and besides looking forward to the company we are also looking forward to a visit to the Siding Spring Observatory.

Historic Winton as usual will be held on the last weekend of May. It always provides a great spectacle of wonderful vehicles being used competitively. Geoff Hood has got the red 12/50 race car back on the road and will be at Winton. I expect that he will again be joined by the regular Alvis 12/50 competitors. I will be there with the 1909 Sizaire et Naudin on display and hopefully, as for last year, will have a run around the track in it. I can thoroughly recommend that ACCV members go along for a good weekend of entertainment.

Speaking of the Sizaire we again ran it the Veteran Car

Club single and twin cylinder rally in Hamilton in mid March. We had our best run yet with the car and found it to be quite quick in comparison with most of the other cars, Whilst the fitting of a CV joint to the front of the tail shaft has improved vibration levels, a large single cylinder engine car still has quite a lot of vibration and so when going to start it for the run on the Sunday morning I found one engine mounting bolt almost out and four nuts and washers missing. A little further driving and the engine could have fallen out. So I have to do more work in ensuring all the nuts and bolts remain tight. Also it is jumping out of first gear, so I used 2nd and top for the weekend, which is ok, so long as the taking off point isn't too steep – some more work required here as well.

We have just returned from Orange where we enjoyed a superb week of weather and rallying in our 1909 IHC highwheeler buggy, along with 23 other buggies. Whilst setting up for a photo shoot in front of an historic house, a professional photographer, skilled in drone photography, came up to us and said that he had a couple of days free and would like to follow our rally. He has produced wonderful footage of the rally using GoPro, roadside and drone photography. These days the drones and cameras are very sophisticated and relatively inexpensive and for the major part are replacing photography from helicopters, at a huge saving in cost.

Being a professional he reports into air traffic control whenever he is doing a drone photo shoot. It is the amateur drone operators who cause some problems with their use.

Hot off the press, we have learnt that Mike and Liz Williams, who recently sold their 12/50 Ducksback to Peter Miller, have purchased the Front Wheel Drive from Bob Blacket. Mike has gone from simplicity to complexity. Still he likes a challenge and if it performs as well as the Rob Gunnell green car then he and Liz can look forward to some wonderful vintage motoring.

In respect to our planned 100th anniversary of Alvis celebration in 2019 we are producing loose leaf flyers promoting the events for the AOC, Alvis Register and the club in New Zealand, for them to insert in their respective magazines. From this we are hoping to receive more expressions of interest from overseas Alvis owners and to enable us to progress the planning for the prior tour and the National Rally being run by the NSW Club.

For the monthly meeting this coming Friday night, if you are able to come to dinner at the Malvernvale Hotel prior to the meeting, please let me know by Wednesday evening so that I can reserve enough places.

Andrew McDougall

Front page - Kalorama
Back page - courtesy John Hetherington

NEWS

Louisa (Lou) Williams

It is with great sadness that I advise of the death of Lou Williams after a 14 year fight with mesothelioma two days short of her birthday.

Our condolences to Keith and his extended family.



WELCOME TO NEW MEMBER

In fifteen years as ALVIC's editor I have welcomed many new members, however I think this is the first time I have welcomed one so young.

Rosalie Mary Williams was born 5 April 2017.

Welcome and congratulations to Dave & Harriet Williams

Hobart is about to become the home of its first (?) FWD Alvis. Mike Williams is now the proud owner of the ex-Bob Blacket car. It is a car with some competition history in the hands of Miss Brooke Adie, as reported, that in the June 1929 Henly's Alvis Day, she came second in her first race, a ladies only, one-lapper that attracted 23 entries and the winner of the second race for FWD cars only, at 78mph in a field of 17 cars.*

It was raced at Phillip Island, Fishermans Bend and Calder Park (all in Victoria) by Les Lee.

Calder Park (circa 1960), Lee was placed second in the VSCCA (Vic Division) Handicap Race to Laurie Rofe's Alfa Romeo P3 and John Cole's 12/50 was third.

**must have been a noisy race!*

Bob Blacket who is not an ACCV member, but well known within the Australian Alvis fraternity has recently purchased the project Alvis 14/75 ex Geoff Hirst and also the "Talon" 12/50 ex Paul Reed and the late Kevin Cass.

It has been some time since we had a mid week-run and at Dale Anderson's suggestion that a "meet half way" event for a lunch outing and get together would be worthwhile; I commend to you the event on Tuesday 30 May when a Geelong & District contingent and a "rest of the world" contingent meet at the Point Cook Aviation Museum for a tour and lunch at Werribee Park. Please keep the date free.

Chris Higgins is fighting to get the Firebird serviceable for the National Rally starting on the 7th May. Having been a bit smoky since its purchase, Chris decided that the worn valve guides needed replaced and was lucky to find a local auto engineering works who could do the job in a week. We look forward to hearing that the work was timely and successful.

Recent communication with Chester McKaige indicated that he and Alan McKinnon would be sans Alvises in their respective red MGAs on the Tassie Targa starting 24 April.

Geoff Ross reported that on his return to Drysdale after the last Christmas party, that his 12/50 experienced some overheating problems and found a variety of problems when pulling the engine down.

The Geelong contingent came to the rescue with David Head and Dale Anderson exercising their well honed skills on the resolution of the problems

Last month, new member Clive Taylor advised that he is creating an Alvis Centenary book and would like to hear from members particularly those who have cars with a competition history.

NEIGHBOURS



"A Tale of 2 Alvises"

The purchase by Peter Miller of the ex-Mike Williams 12/50 makes 6 Alvises within our small neighbourhood.

Recently, the 12/50 had its 92nd birthday based on its factory exit date and we decided that there should be suitable celebratory photographs taken of the two vintage cars within the six.

At the time, the 12/50 had not had its roadworthy so there was not the opportunity for an extended outing for the pair.

It also provided the opportunity to table the history of both cars which had certainly seen change to their appearance and purpose during their life time and acknowledge the efforts of previous owners in the restoration and preservation of two cars that could have easily finished up in a scrap yard.

..... John Lang

Alvis SC 12/50.

Chassis No. 3514,

Car No. 8801,

Engine No. 3856.

Despatched 6 April 1925

This car was dispatched from the Alvis works on 6 April 1925 as a two wheel braked chassis, and was one of a batch of forty nine 12/40s and 12/50s shipped by Messrs. Tozer, Kemsley and Millbourne to Melbourne that year.

It was first registered in Melbourne in 1932, fitted with a locally built four seat touring body. It appeared to change hands three or four times before being bought by Paul Conrad in 1956 for use as a sprint and hill climb car, in which role it served for the next thirty years.

During this time it went through a number of stages of development, the chassis was lightened by means of extensive drilling and was shortened to 96". The engine was moved rearwards by 6" and the radiator re-positioned behind the front cross member. Springs were re-set, 19" closed hub wheels were fitted and the carburettor upgraded to a 35mm barrel throttle Solex.

At least two engines were used, one of which, No. 4019 was also used in a Bugatti chassis. The car became quite successful in its racing career - its highlight being FTD at Rob Roy Hillclimb near Melbourne when it beat a supercharged Bugatti T37.

In 1988 long time 12/50 owner Des Donnan bought the car and continued to compete with it, though now the focus was on circuit racing rather than hill climbs. To this end a braked front axle was fitted (the original axle has been retained), and the original engine, No. 3856 re-installed. A front mounted vane supercharger chain driven by a sprocket on the generator drive pulley, drawing through an S.U. carburettor, was fitted. This however did

Alvis FWD FE

Chassis 7257

Car 12139

Engine 7672

Despatched 24 January 1929

The original body was a 4 seat tourer by Carbodies.

OWNERS and some History

First owner, **Mr Little** of Bishopyards, Penrith, Cumberland, UK.

10 July 1929 sold to **Edward Kinnear** of the Kinnear Rope Company, Melbourne and subsequently imported into Australia.

Passed through 3 owners **Wilson, Green, Walton** before purchase by **Glen Birchby** of South Australia as a pile of bits with a shortened chassis.

Birchby set about creating a body from resources limited to his local hardware store (*see below*). It was by no means a professional build, but it reflected a shape that was suitable for the chassis and the circumstances. Sold to **Rod Hutchison** in 1962. Birchby expressed sadness that the last time he saw the car it was racing up and down Rundell St, now the City of Adelaide's main street, without guards or windscreen.

John Cole, a former FWD owner inspected the car as offered for sale in the mid 1960s and was in fear of his life when taken for a test drive.

The splines were badly worn and the hubs had been drilled and bolted on. The steering was at best loose and John drove back from South Australia without the car.

The derelict car was purchased by **Evan Muir** and driven to Melbourne. Muir tells the story of a significant petrol leak which combined with loose battery that was floating

nothing for the performance, it simply used more fuel. In the late 90's Des decided its competition career was over (after more than forty years), and it was time for a more leisurely existence, so it was rebuilt. The chassis was returned to the original length and the lightning holes were filled.

The radiator and engine were returned to their original locations. A new aluminium duck's back body was built, using imported Wilkinson mudguards.

The car went to Mike Williams in Hobart in 2002, and returned to Melbourne at the beginning of 2017.

It has a 9' 0 1/2" sub-frame chassis and short stroke 68 mm x 103 mm 1496 cc engine, breathing through a 35mm Solex carburettor, with outside exhaust. The lubrication system has an up-rated oil pump and full flow filter.

Cooling is thermo-siphon and no fan is fitted. Drive is through an aluminium bodied cone clutch (which needs a lot of concentration to achieve consistently smooth take-offs) and standard Hardy fabric disc coupling to a close ratio gearbox. Final drive ratio is 4.55:1. A braked front axle is fitted (ex TE 12/50). The rear axle has four-shoe brake drums. The car runs on 21" open hub wheels.

Steering is by an Alvis manufactured worm and wheel steering box, requiring less than one turn of the steering wheel from lock to lock, so steering is very direct, but heavy at manoeuvring speeds.

around in its cradle and sparking from time to time requiring the resulting fire needing to be extinguished.

On arrival Melbourne the car was parked under a tree where it further deteriorated. The next owner was **John Ham** who purchased the car and who further shortened the chassis to standard SWB specification and fabricated a replica Martin & King body, identical to car #12009.

Damaged wheels and hubs were replaced by those of the dismantled car # 11988 (*the Broken Hill car*). The unfinished project was purchased by **John Lang** in 1997 and was back on the road in 2003.

A useful lesson was learnt to never trust word that an engine had been reconditioned by an "expert" and the car was off the road again to overcome 2 short con rods, a cracked head, damaged cam buckets, worn crown wheel and pinion and worn clutch.

At the same time the front hubs were reconditioned, the brakes relined, the transmission upgraded with a close ratio gearbox and a taller crown wheel and pinion.

The front springs which held the car higher at the front than other FWDs were sent for re-setting and it was found that the springs had previously been attached upside down which accounted for its handling difficulties.

The car was returned to the road in 2008 a fortnight before the start of the JNBC rally.



During the ownership of Paul Conrad



Sporting the body fabricated from the local hardware resources

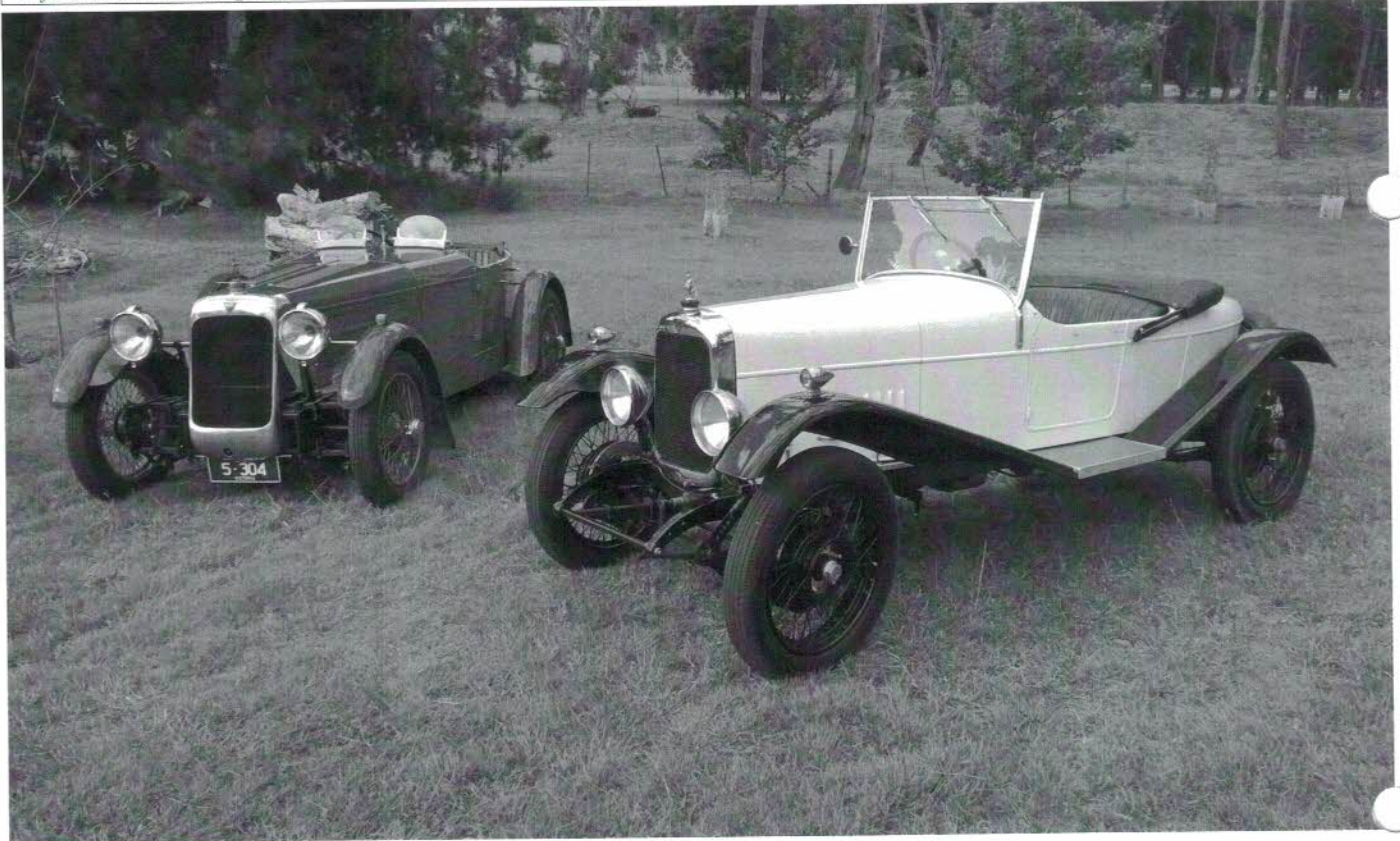




Left: the 12/50 in racing trim



Right: the FWD during the ownership of Glen Birchby during the 60s



Below: A le Jeune party Hare hat!



ALVIS AT KALORAMA

The 61st RACV Kalorama Rally was held on 26th March – and Alvis was the 'featured marque'. The day began with an enjoyable 'mystery' drive along an interesting route of minor roads winding around the Dandenong ranges, finishing at the scenic Kalorama recreation reserve. This drive alone, whilst not as scenic as last year's, made the day worthwhile. Mind you, an amazingly steep hill out of Belgrave proved a challenge, particularly when a large Rolls Royce Phantom 1 held us up...

As the featured marque, we were allocated a prominent position in the centre of the field and we put up a good showing, with five 12/50s (McDougal, Northey, Higgins, McKinnon and the Parsells – in the new McKinnon Ducksback), one Speed 20 (Weller), one Silver Eagle (Barber), one TA21 (Wallach) and one TD21 (Tonkin). Alas, the Tonkins' TE21 suffered an engine failure *en route*. A certain 'Cooper Alvis' was denied entry to the ground its driver was allowed to walk in.

After inspecting the other machinery on display, the Alvis group enjoyed a convivial picnic lunch together. Because we did not all have the Tonkin style of chairs with built-in shade roofs, the unexpectedly warm sun encouraged an early departure.

Mark Weller

Front page photography by Dale Parsell, Frances McDougall & John Hetherington

THE ART DECO FESTIVAL IN NAPIER NEW ZEALAND

Noeline & Alan Mckinnon



We recently flew to Napier, NZ to join David and Kay Webster who were touring NZ with a group of Bentley Owners from UK, USA, Germany and Australia as well as local New Zealanders. We joined them in Napier where the Bentleys were the featured cars of the Festival. David and Kay's car is a 1922 3 / 4¹/₂ WO Bentley. It is the 34th 3Litre built and the only one with a Wilson pre selector gear box.

The Art Deco Festival was absolutely fantastic. Everyone from the local mayor, whom we sat next to at lunch on the first day and is himself an avid car collector, to the youngest baby in town, gets totally involved in the proceedings and dresses up every day. The weather was not kind on the Friday and Saturday but it certainly did not deter from the festivities. The parade, which was led by the Bentleys, had to be seen to be believed. The route was packed with spectators, so close that David could hardly steer the car through them without running over toes. Gorgeously attired boys and girls were reaching into the car for 'high fives' and people thanking us so much for being there. We all commented, even David and Kay who are more used to royals than we Aussies, commented "this must be what it is like to be The Queen or at least Kate!

The array of genuine and copies of Art Deco clothing that one could purchase meant that everyone dressed for the period. It was wonderful to see particularly the evening wear. It certainly was a glamorous era. There were so many activities/dinners/ bubbly breakfasts etc which one could participate in.

We had met up with Bob and Lesley Northey and talked them into joining us for the Depression Dinner on the Saturday night. As you can gather, this was a dressing down affair as opposed to all the glamorous dinners on at the same time. The weather prevented us from parading through the main mall clanging our tin mugs and plates but did nothing to dampen the enthusiasm.

We had to queue for our rations, there was entertainment in the form of two young lads and an older woman playing music and singing all the old tunes which we had copies of to enable us to join in. We all had a rollicking good time.

Sunday morning had us joining in a run to the local car club rooms where they had put on a breakfast for approx 100 people and entertainment from a highland pipe band. Very encouraging to see young locals playing in this band as well as the young folk in the band the night before.

The club rooms were the envy of all the visitors - they were huge, showers and 3 toilets in the ladies alone. I didn't check out the men's for which Alan was thankful.

However, the piece de resistance was their spare parts. It covered an area of at least 3 or 4 good sized lounge rooms and everything was clearly organised and catalogued. Even we females were impressed. It was more organised than any wardrobe I have seen.

After dinner on the Sunday night at a delightful local winery, formerly a monastery, we headed back to Wellington on the Monday morning.

We arrived home exhausted it had been such a busy weekend but well worth arranging a visit to. The New Zealanders certainly organise some great car events.



Top row: Websters, McKinnons, Northeys

Middle row: Auburn, Hooters Buslines, ex Joe Wilson 12/50 now resident in NZ.

Bottom row: one section of the Club's parts room & the Webster's Bentley

Photography by Noeline McKinnon



IN THE WORKSHOP

“FOR THE SHEER JOY OF DRIVING I'D LIKE TO GO THERE IN AN ALVIS”
(Advertisement in *The Motor* 1952)

Greasing the axle shaft bearings and related tasks on the 3 Litre series.

In a previous article I wrote of the need to ensure that the distributor receives the appropriate attention with respect to lubrication. The same diligence needs to apply to the rear axle as well. We can tend to forget that the axle shaft bearings do not receive lubrication from the differential oil, but are in fact isolated from that oil by an axle shaft seal.

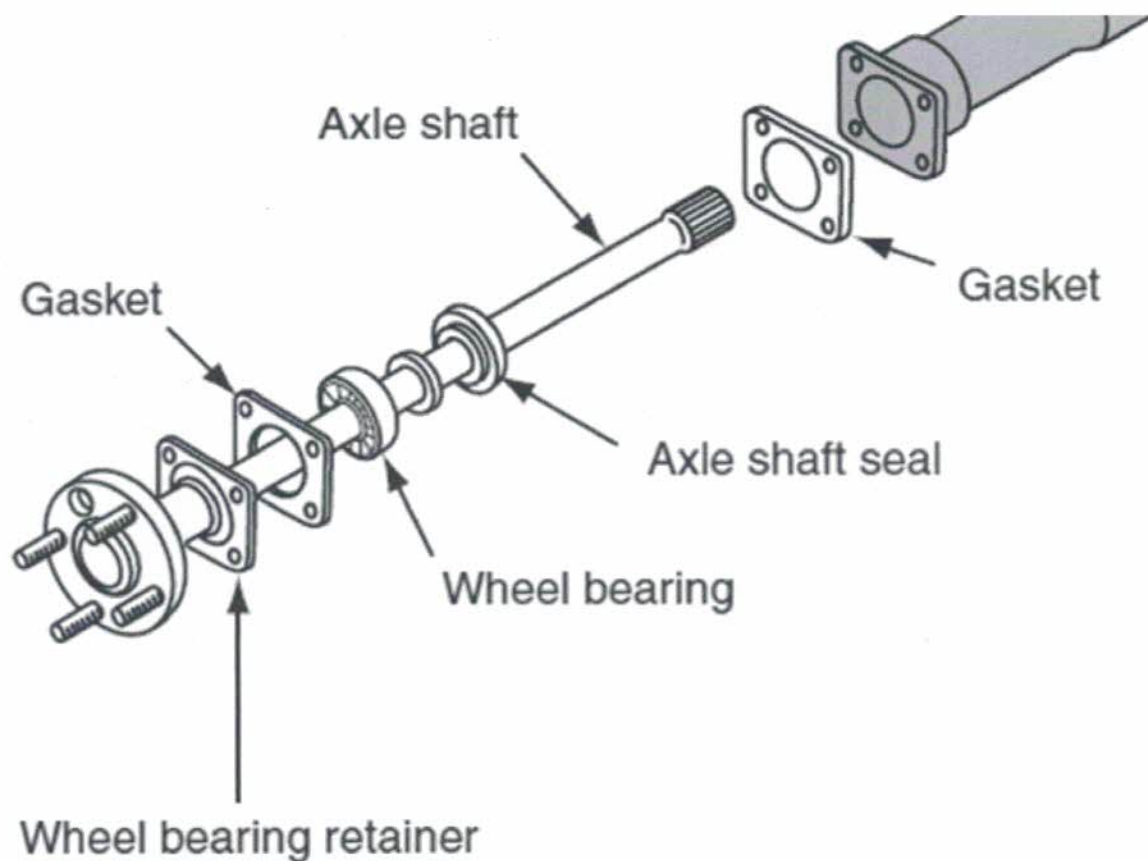


Figure 1 provides a typical view of a rear axle from the period of 1940's to 60's and shows the axle shaft seal isolating the wheel bearing from the differential oil.

Figure 1

Over time a greasy layer of dirt can hide the grease nipple from view. As a consequence of this and the infrequency of the greasing requirement can result in the bearings being overlooked and therefore not receiving the required lubrication; the Manual of Instructions lists greasing at 10,000 mile intervals. This is probably more likely to happen if the car is given to a garage to service as younger generation mechanics are not familiar with old technology.

Figure 2 shows the location of the grease nipple on my TA21. Getting to it is not easy as the spare wheel carrier is in the way. The carrier actually makes it very difficult to get a trolley jack under the differential or axle. I found the best way to access this area is to remove the adjacent wheel. With safety being paramount I prefer to use a trolley jack under the chassis rail to raise the car thereby allowing for a jack stand to be placed under each axle.

It also makes sense whilst the greasing takes place to clean and oil the handbrake equalising mechanism { Figure 3 } and on the TA- TC series, adding a shot of grease to the handbrake casing nipple. If time is abundant the brake fluid can also be changed thereby combining servicing tasks. {I also remove the brake drum in order to inspect and clean the wheel cylinders.}

Figure 2

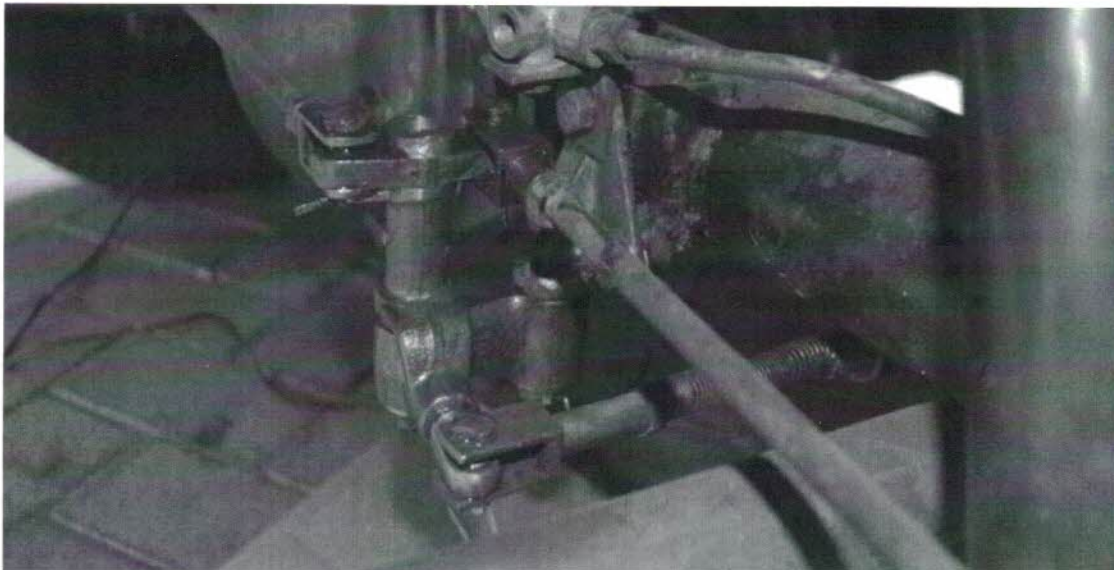
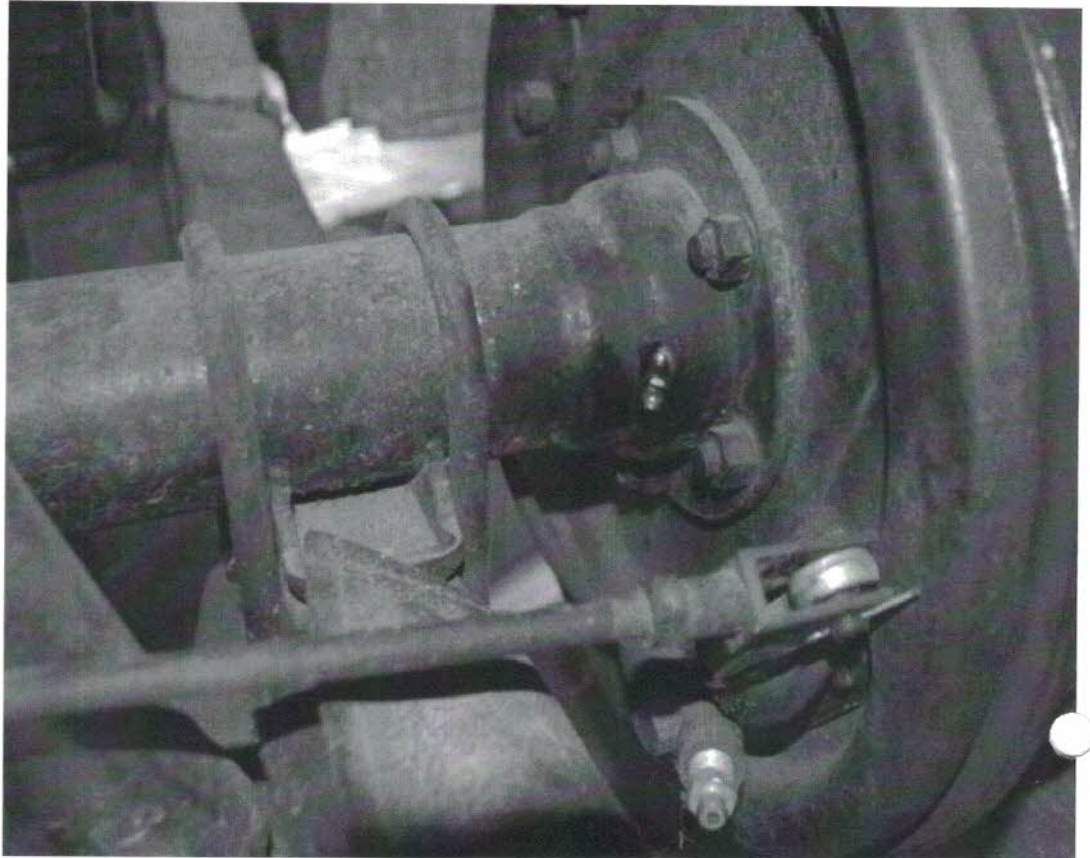


Figure 3

It is also worth checking the oil level in the differential as it is surprising how much oil can be lost through a “weepy” pinion seal. I find this task difficult even with jack stands again due to the spare wheel carrier and to that end resort to reversing the car up portable metal ramps.

It pays to use quality wheel bearing grease and for topping up the differential hypoid oil must be used. This same oil is also used to top up the two steering boxes.

Richard Wallach - richardwallach@hotmail.com

April 2017

FOR SALE

1 x 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.

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



Not for the faint hearted!
1927 12/50
Noted on www.justauto.com.au

FOR SALE



1947 TA14 Saloon Chassis/car No 21675

The car is in need of significant mechanical work and recommissioning.

OFFERS INVITED

Contact Andrew McDougall or John Lang (contact details page 3)

Celebrating 100 years of Alvis

The Centenary Tour – the pre rally before the National Rally 2019

We are looking for expressions of interest in joining us for all or part of the journey as a start to celebrations of 100 years of Alvis.

2019 will be the start of world--wide celebrations - 100 years of Alvis.

The proposed tour will take in a taste of key areas from the Victorian high country, south to Victorias east coast region north along New South Wales Sapphire coast, then up into the Blue Mountains, inland western NSW, then back down visiting our nation's capital - Canberra, through the snowy mountains and finally culminating with a gathering in Albury which is the proposed starting point for the 2019 National Rally.

We anticipate the tour will be approximately 15 -20 days in duration. Driving will be minimised to approximately 300 to 400 km on transport days. We will be working towards a minimum of 2 nights in each location where possible and in some instances a little longer. The aim is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia.

We are seeking expressions of interest at this time. If you would like to participate please contact: Dale Parsell, dparsell@ozemail.com.au

FOR SALE

1928 FE ALVIS Front Wheel Drive

Significant Victorian History

Sold from the agents' stand at the 1929 Melbourne Motor Show and then fitted with a body built by Martin and King.

Recent Engine rebuild with new steel rods converted to slipper bearings.
This car is a well known Victorian car with photographic evidence of competition history as yet unresearched.

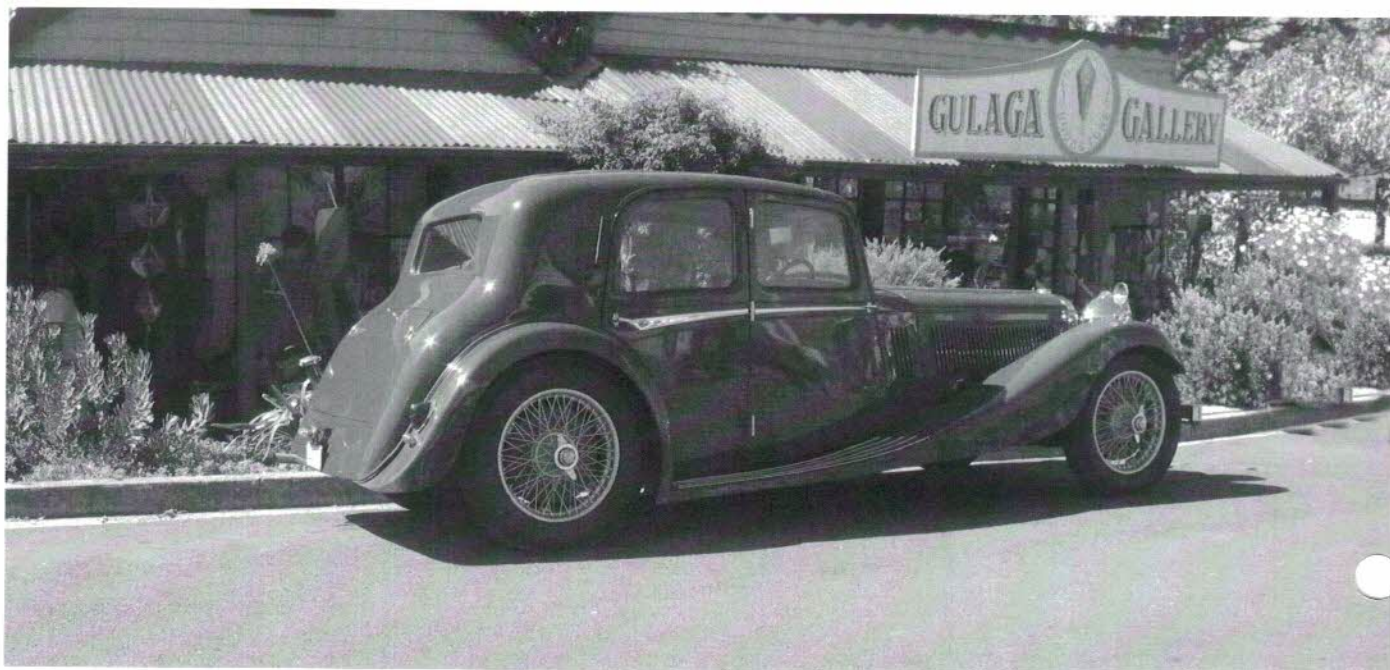
The provenance is well known {all owners} including the chance to meet the grandsons of the car's original owner and the son of the second owner.
The car is probably the most original example of this model in Australia

Price as is, where is \$130,000

Don Bosanquet 0415 556 053



FOR SALE



Nigel Spragg advises that his Speed 20 SC Charlesworth Saloon is for sale.

He apologises to those who responded to previous advertisements in ALVIC and now following several operations and weeks in hospital, he is fit enough to handle any enquiries

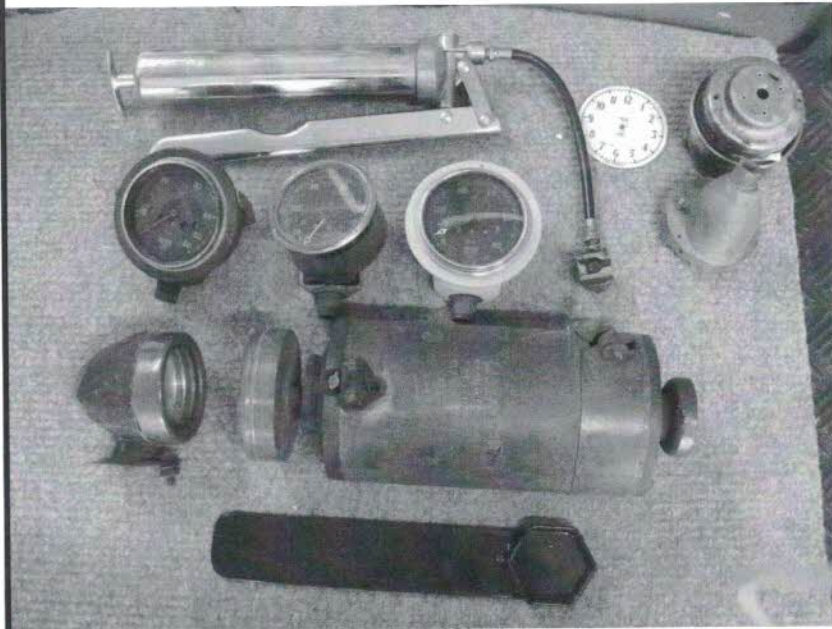
History of Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.
Despatched from the factory: 27th March 1935.
Body by Charlesworth, Body No. 13502.

Nigel is asking \$70,000 or near offer.

He can be contacted on: 0417 106 564

WANTED

The "Innards" to suit Solex 30 MV carburettor, eg choke tube, main jet and assembly, and auxiliary jet for a 12/50 engine.
Gary Guiver 0362396467



FOR SALE

Grease gun suited to Alvis 12/50
with flat grease nipples
Three speedometers and one for
spares

Side light

Generator to suit 12/50 or 12/60

New hub nut spanner

\$300.00 the lot obo

David Vaughan, Wedderburn

Email:

davelyne@bigpond.net.au

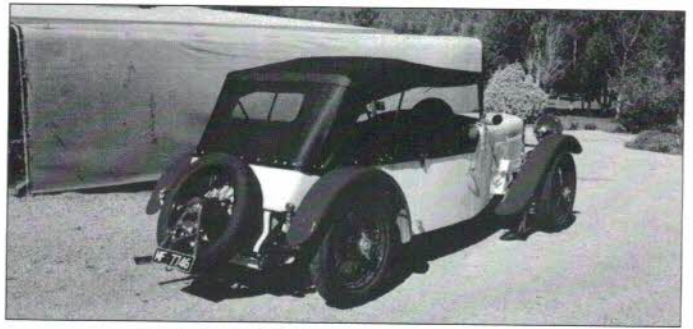


Keen skier, Dale Anderson has sent me the photograph above, of "The Bulla Taxi." My first look at it said "American car." My more thorough look said, was there originally a red triangle on the bonnet? Are those wheels "jelly mould?" Is the pipe that crosses between the chassis members similar to a 1930s Alvis? Is the headlamp on the left of the photo Lucas not Delco?

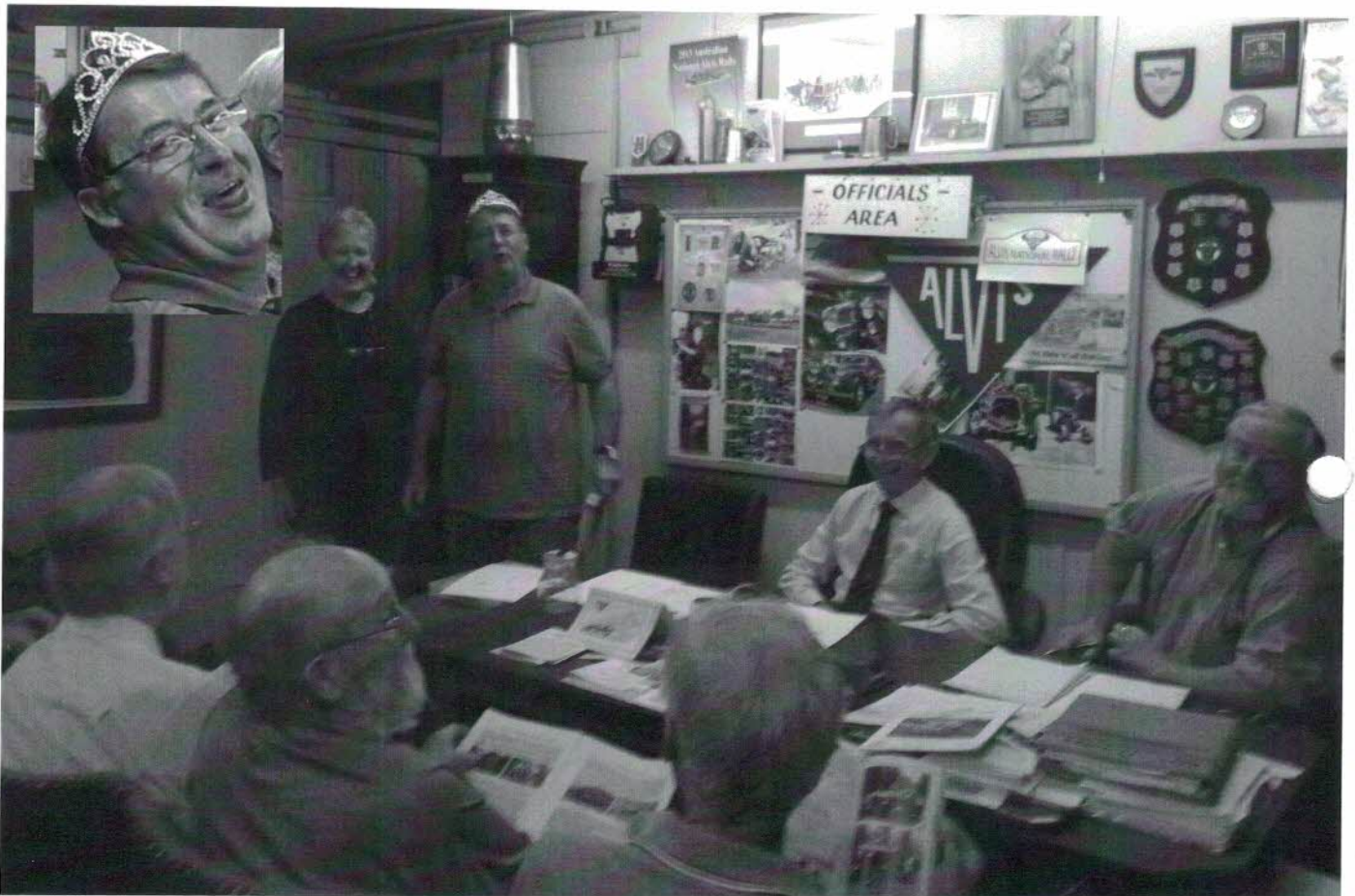
What are your thoughts?

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



ALVIS PEOPLE BEHAVING BADLY



Geoff Ross commented to Dale Anderson that he had been an ACCV member since the 1960s and had never been to a meeting in the Club Rooms. Dale chauffeured him to the March meeting!

To celebrate the event he was duly crowned with the Alvis tiara by Marg Lang.