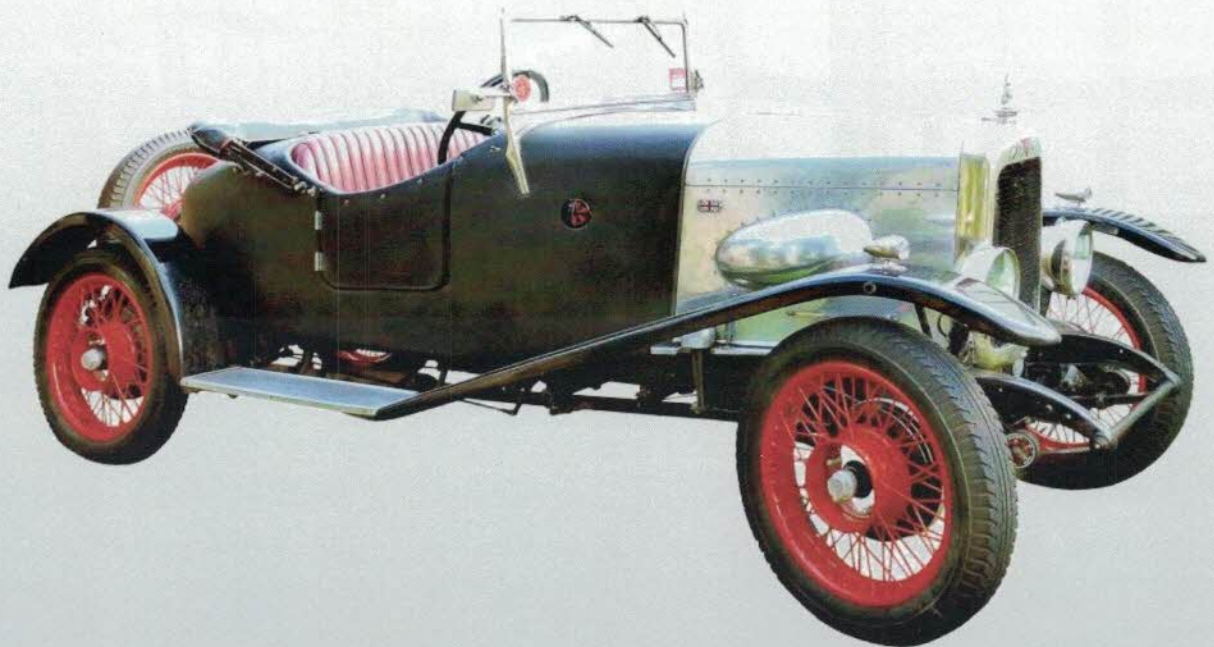


# *Alvic*

*The Newsletter of the Alvis Car Club of Victoria*

*August 2017*





*12/50 Saloon in a recent Welsh Rally. Photographer not known*



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*A0017202F*

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**The TONKINS**

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

**2017 COMING EVENTS**

- AUG 18 GENERAL MEETING**
- 25-26 WEEKEND AWAY - BELLARINE PENINSULA (Dale Anderson & Mark Weller) SEE Page 6**
- SEP 15 GENERAL MEETING**
- OCT 1 CELEBRATE 50 YEARS SINCE LAST ALVIS MADE (Richard Tonkin) SEE Page 7**
- 20 GENERAL MEETING**
- 22 EMR (MARK WELLER)**
- NOV 17 ANNUAL GENERAL MEETING**
- 19 TALL SHIP CRUISE (Mark Weller)**
- DEC 3 CHRISTMAS PARTY - Barrabool (Dale Anderson)**

*Front page: Warrick Hansted's 12/50*

# PRESIDENT'S REPORT

Following on from our time in Dalby on the Brush National Rally, we spent time with our campervan on some back roads in south west Queensland and north west NSW.

From Charleville we initially followed the Paroo River to Hungerford where we passed through the 6000+km dog fence into NSW and then from Bourke followed the Darling River via Louth and Tilpa, all on dirt and sometimes quite corrugated roads. At Broken Hill we left the trailer, with a now filthy Brush, at the caravan park whilst we drove back up to White Cliffs, opal mining town and then onto Tibooburra and out to Cameron's Corner, which is the intersection of NSW, SA and Qld.

The "Corner Country" is quite different in land form and with lots of history, so if you haven't been there it is well worth a visit. But be prepared for some very corrugated roads to Cameron's Corner and return. We found the kangaroos, emus, feral pigs and goats are not on the endangered species list – there were literally thousands of them. Just as there were hundreds of pelicans on the various river stretches. Having picked up the Brush and trailer we headed back to Victoria, again following the Darling River. Our last night was in Boort at the camping ground by the lake and the following morning drove around 30kms north out of town to visit the Spanner Man.

Here a retired farmer who is disabled and wheel chair bound has created the most magnificent sculptures, displayed in his garden, from welded together old spanners. So far he has used around 120,000 spanners, collected at swap meets and clearing sales. The largest sculpture is of a dray towed by 2 draft horses and it weighs around 6 tonnes. The sculptures are very artistic, which is amazing when you consider that a disabled person has created them from spanners and through the use of benches at wheel chair height and endless chains and an electric hoist. He has managed to do all the work himself. I am hopeful that next year we will have an Alvis weekend away in central Victoria and that we will include a visit to this wonderful sculpture display.

We have just held a committee meeting where were pleased to welcome Malcolm Ferguson (owner of the ex Caldwell 3½ Litre) in filling a casual vacancy on the Committee. The main item of discussion was the proposed 100<sup>th</sup> Anniversary of Alvis celebrations, Rally to the Rally. The NSW Alvis Club will be holding the National/International Alvis Rally from 7<sup>th</sup> - 13<sup>th</sup> April 2019, based in Albury.

In order to attract overseas entrants the Victorian Club is running an 18 day event around the high country of Victoria, Lakes Entrance the south coast of NSW, the Blue Mountains, onto Dubbo and then back through Canberra and onto Albury for the start of the National Alvis Rally.

Dale Parsell has headed up the sub committee, supported by Maritta, Noeline and Alan McKinnon. I am pleased to report that the rally sub committee has already completed a lot of preparatory work and will be sending

out shortly, an entry form with indicative, fully inclusive, pricing. So far we have interest from around 26 people, including 4 couples from the UK and 2 couples from New Zealand. Our rally, together with the Albury National will commence the international celebration of 100 years of Alvis, which will span 2019 and 2020, culminating in rallies in Europe and England. A number of us are already planning on taking cars across to Europe and the UK in 2020. I am looking forward to taking our 12/50 back to Coventry 93 years after it left the factory.

Unfortunately we were away for Mark Weller's July run to the Yarra Valley for lunch, but by all accounts it was a good roll up; a very enjoyable day and with most people being able to avoid the rain late in the day.

Our next run is the Bellarine Peninsular weekend away, which is being held from Friday 25<sup>th</sup> to Sunday 27<sup>th</sup> August. We will have up to the mid 20s of people and a good number of Alvis. I wish to thank Dale Anderson and Mark Weller for arranging this weekend for us.

I have just returned from the Rob Roy Hill climb which had a great collection of cars competing in fine conditions. It was good to see a number of Alvises attacking the hill in anger and other Alvis Club members competing in other worthy vehicles. Chester and Sally McKaige were across for the event and it is the first time Chester has seen the PBR brake shoes at Rob Roy, which form the arch at the start line. Chester had made a contribution towards the refurbishment and erection of the brake shoes in memory of his father George. Chester also said that he had thoroughly enjoyed the run to the hill climb with Steve Denner in Steve's 12/50.

We are looking forward to having Heather Goldsmith, President of the Alvis Car Club of NSW, join us for a meal at the Malvernvale Hotel and at the meeting next Friday night. It will be Heather's first visit to our club rooms. If you intend joining us at the Malvernvale for a meal before the meeting, please let me know by next Wednesday, so that I can reserve sufficient places.

Andrew

It is planned to have a guest speaker at every second general meeting

If you can suggest anyone who you think would make a good guest speaker; not necessarily on Alvis or old car matters, the committee would be happy to hear from you

# NEWS

## HAS THE WORLD TOTALLY LOST ITS SENSE OF HUMOUR?

### NO MORE LONGSTONE TYRE ADVERTS

ADVERTISING STANDARDS AUTHORITY (UK)

Appeal Upheld

The first ad appeared in *The Automobile*, dated March 2017 and included a photograph of a woman lying on her back, with a partial view of a vehicle tyre. One leg was bent at the knee with the other leg crossed over it and the woman had tools in her hand and appeared to be doing repairs to the tyre. The woman was fully clothed but her skirt was pulled up around her waist, revealing stockings and suspenders and her underwear showed the underside of her buttocks and the top of her thigh on one leg and the inner thigh of the other leg.

The second ad appeared in "Safety Fast!" the MG Car Club magazine, dated April 2017, and included a stylised illustration of a red classic car in the background. In the foreground, a woman stood dressed in a bra, knickers, tights and suspenders, elbow length black gloves, wearing high heels with one leg bent at the knee and displaying a coquettish manner.

#### TE21 RECORD SALE IN UK

=====

The Historics auction house in England recently sold a 1964 TE21 drophead for £140,000. Classic and Sports Cars classified its condition as "excellent, restored" which was two categories down from "concours" and "superb" yet it brought \$233,000.

Was this a strange quirk, or a sign of things to come? Now John Ball, Simon Ramsay and other Park Ward custodians shouldn't reach for the can openers and angle grinders - a saloon is still a lovely car - and we all know that we don't buy Alvises to make money out of them - leave that to the Aston and Ferrari folk.

#### NEW MEMBERS:

A Very Warm welcome to Adam McKenzie who recently bought a TD21.

Also to Richard Tonkin's daughter, Karen Hefferman, who at the moment is without Alvis, although a scribbled note on her application form suggests that the situation might change shortly.

We have had the pleasure of Karen's company at various Alvis events and we look forward to meeting Adam McKenzie at a meeting or event, very soon.

*Adam's car is the ex late Geoff Shepherd's TD21 chassis & car number 2679*



# WEEKEND AWAY: 25-27 AUGUST 2017



This promises to be an excellent three-day weekend of good country driving roads, interesting places to visit and good food. We shall be based in Geelong and radiate out to the Bellarine Peninsula, the attractive Barrabool Hills and areas westward to Winchelsea, Birregurra and Inverleigh.

Attractive prices are being negotiated for meals and visits and rooms have been reserved in a motel with out-of-sight parking, mostly undercover, for \$125 per night for two nights.

For further information or to confirm your attendance, please call Dale Anderson (0415) 521 138 or Mark Weller (0402) 429 022.



## SAVE THE DATE!

Him - "Date ? What date ?"

Me - "Sunday the 1<sup>st</sup> of October."

Him - "So, that's exactly the middle of Spring. What's to save ?"

Me - "It's the 50<sup>th</sup> anniversary of the last Alvis"

Him - "The what ? Please explain"

Me - "Oh dear....On the afternoon of Friday, the 29<sup>th</sup> of September 1967, the last Alvis car ever made, TF21 chassis number 27472, left the Holyhead Road factory."

Him - "Oh, and what are we doing about it ?"

Me - " I was coming to that. There's an Alvis Close in Taylors Hill....."

Him - "Whose Hill ?"

Me - "Taylors Hill. You go out the Calder Freeway, left on Greengully Road, then about 10 minutes along Taylors Road.  
We are going to arrive at around 10.30, park our

Alvises in Alvis Close and mingle with the locals. Pauline and I have been there already and met some of the residents who are looking forward to our visit."

Him - "And then ?"

Me - "We have a scenic drive to the Macedon Railway

Hotel, 33 Smith Street, Macedon, where we have a private room booked."

Him - "OK, I got it – but a summary please."

Me - "Certainly – we meet at 10.30 on Sunday, 1 October at Alvis Close, Taylors Hill – Melway Map 356 J7. We will stay there for 30 or 40 minutes, chatting to the locals and showing them our cars, then to the Macedon Railway Hotel for lunch."

Him - "Got it – I'll look at bringing the TF21. BTW, who are you ?"

Me - "I thought it was a basket case -

**Richard - 0407 944 987."**

Him - "We shall see."



*One of the last. Richard Tonkins TF21 chassis 27412*



## NEWS FROM SUNNY SA

Winter 2017

We promised our wonderful Editor that we would send some South Aussie news to him from time to time – and so here we go!

Bitter-sweet news from the Bosanquets first of all...

As highlighted in the July edition of *Alvic*, after a great deal of thinking, Don and Jill decided to part with the 1928 FWD of which we have been custodians for many years – a very big and emotional decision. The good news is that the car is on its way to a “true-believer” – Aart van der Star in Canada. This being a small world, we have an acquaintance in common with Aart in the person of Erica Lipsham, daughter of the late Pam and David Lipsham. Erica currently lives in Canada. Their family’s Alvis (4.3) is still in SA in the custody of Erica’s brother, Graham.

Don has had an Alvis, of some kind, in his shed for more than fifty years, beginning with a 12/40 that is now the beautiful ducksback that many of you know through its current owners, Stuart and Claire McDonald. After that, came the 12/50 – a gorgeous car that convinced Jill that Don was a “good catch”! We enjoyed many outings in the car during our “courting days”. It should be noted that on our first date in the ducksback, Don had the hood up – albeit for a short time. Never again!

The same week as Don proposed, the opportunity came to purchase John Murray’s wonderful Speed 25 and so another difficult time with the unenviable choice between an engagement ring and a lovely car for the “stable”. Thankfully, Don’s mum provided some finance that allowed us to have both! This car (now known as “Big Red”) was subsequently swapped with John and Marg Lang and the FWD came into our lives.

On our wedding day in 1973, the late Ron Bloyd drove Jill to the Church in his superb Speed 25 (now owned by Frank Smith) and Stuart McDonald was in charge of the bridesmaid and flowergirl in his Speed 25 (now owned by Norman Zylberberg in NSW). We left for our honeymoon in the ducksback. We parted with the ducksback in the early 80’s, it firstly going into the ownership of Mark Robertson who subsequently sold it to the UK. So – Alvises have been a big and glorious part of our family for a very long time. Whilst the “ownership” chapter has closed for the time being, we will always have our eyes open and wallets at the ready should a suitable car become available. Our children Matthew (now 39) and daughter Prue (now 37) and the grandchildren are very keen for this to occur!

In other SA news, it was great to see Claire and Stuart McDonald in the ex-John and Roma Mitchell TD21 at the Sporting Car Club Early Bird Run in June. (Incidentally, Don owned that car for a short time before it eventually passed to the stewardship of John and Roma!)

We see Bill and Kath Austin (TA14) from time to time. They don’t do much rallying these days but continue to be wonderful friends and great company.

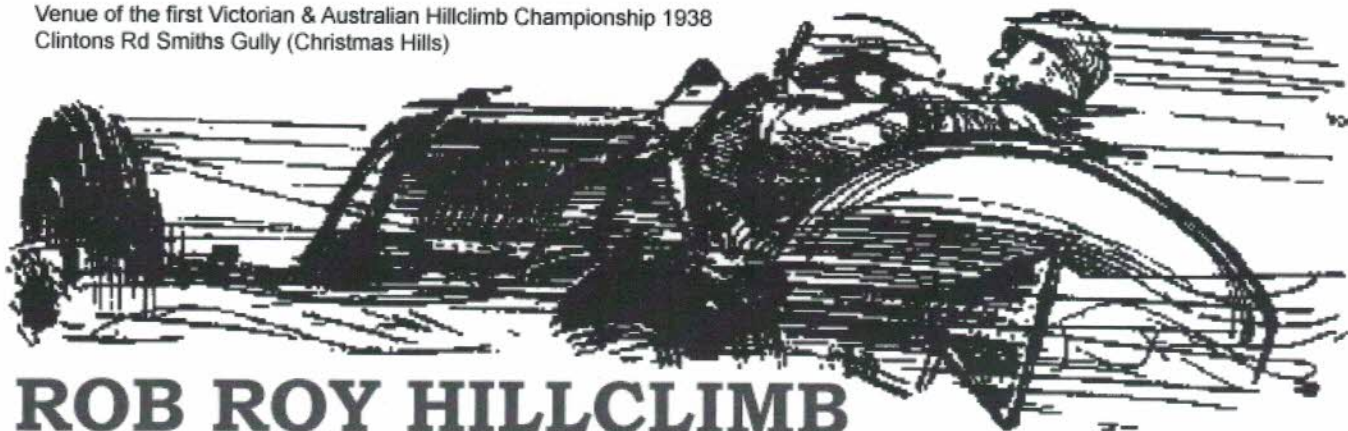
We are looking forward to Frances and Andrew McDougall staying with us in mid September. There is always a bed here for our Alvis friends – or a cup of coffee at the very least. The kettle is always boiling at the Bosanquets!

Toot toot  
Don and Jill Bosanquet





Venue of the first Victorian & Australian Hillclimb Championship 1938  
Clintons Rd Smiths Gully (Christmas Hills)



## ROB ROY HILLCLIMB

Sunday's Rob Roy Hill Climb was an excellent event for enthusiasts who enjoy watching historic and classic vehicles attacking the hill. The weather conditions were ideal with a good crowd and besides those cars entered in the climb there was a great collection of classics on display in the spectator car park.

A highlight of the day was having Stuart Murdoch's unique 1914 GP Delage on display and ascending the hill with other veteran vehicles, on the parade lap. Stuart is to be congratulated for ensuring that this car remains in operational condition rather than a non-running static display.

Alvis and the Alvis Car Club were well represented on the day. It was good to catch up with Chester and Sally McKaige who were over to watch the action and for Chester to see the restored and erected, historic PBR brake shoes which form the arch at the start line. Chester was one of many who had helped fund the preservation and installation, which in Chester's case was done in the memory of his father, George.

In the display car park were the Speed 20 Alvises of Mark Weller and myself. However the important representatives on the day were the competing cars and drivers. It was good to see Geoff Hood back on the hill in 12/50 racing car after some years with the car being non operational. From my observation the car seemed to be performing well and it certainly looked and sounded impressive as it took off from the start line and ascended the hill in good times. Geoff's car was accompanied by Andrew Green in his 12/50, who enjoyed himself after a magneto change, when the normally reliable polar inducted CE4 failed. Also having fun on the hill were Steve Denner in his 12/50 and Ian Barber in the Silver Eagle. Ian was lamenting the fact that the current gear ratios in his car are not quite right for pulling strongly up the final grade – something to be addressed for the future.

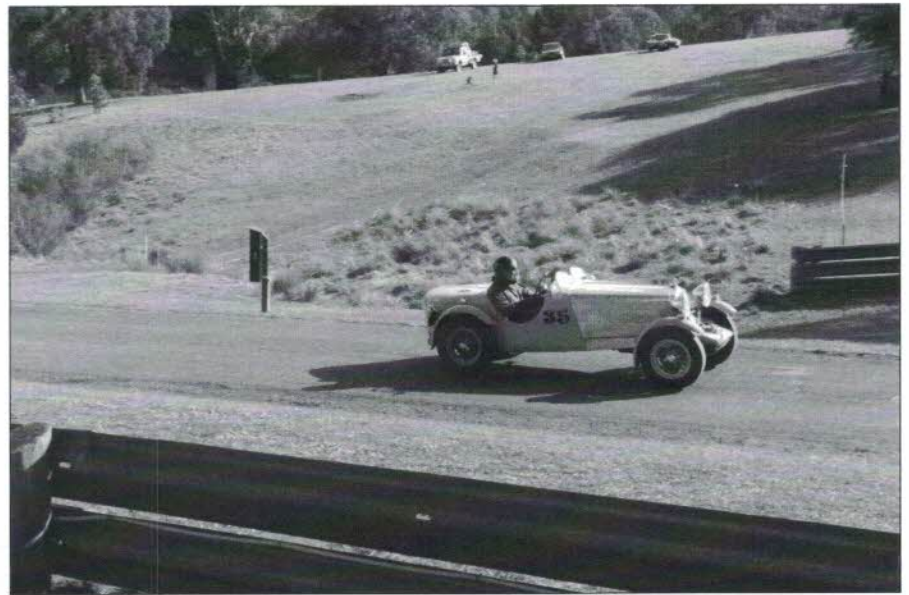
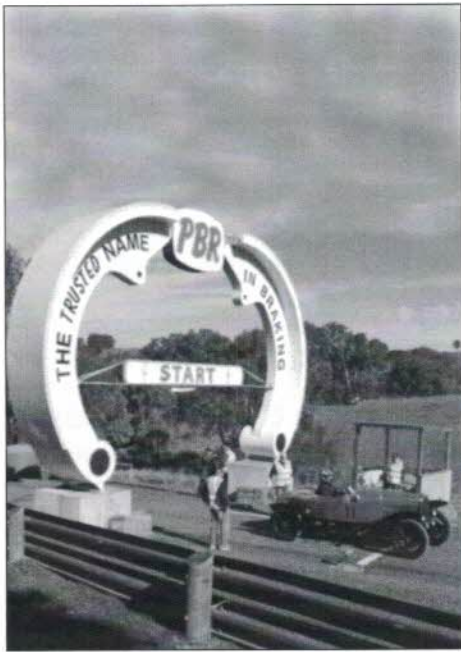
Mark Burns' 12/50 is out of action at present with piston problems, however he was able to compete in one of Patrick Ryan's 30/98 Vauxhalls and was able to put in some good times. Mark was impressed with the bottom end torque from the 30/98 engine. We hope that he doesn't get too seduced by it and that we see him back in the 12/50 soon. Also having impressive runs was another member, John Balthazar, in his Wolseley Hornet Special, which is a strong and impressive performer. I have encountered John in this car before when following him up to Kalorama. On this occasion I found it to be a just as impressive hill climber.

All in all it was a great day with the event being a good complement to the historic circuit racing at Winton. Long may they continue.

Andrew McDougall

### PHOTOGRAPHS:

Top left (then clockwise) Steve Denner in 12/50, just back from competing in the UK. Geoff Hood in the blown 12/50 race car. John Balthazar in the Wolseley Hornet Special. Ian Barber Silver Eagle Special. Chester McKaige with Andrew McDougall's Speed 20 Special. Stuart Murdoch's historic 1914 GP Delage. Mark Weller's Speed 20. Andrew Green 12/50 Beetleback



# IN THE WORKSHOP

**"FOR THE SHEER JOY OF DRIVING ..... I'D LIKE TO GO THERE IN AN ALVIS"**

(Advertisement in The Motor 1952)

## **Restoring the top half of the DVX6HA distributor as fitted to the TA-TC cars (Information is generally applicable to other distributors fitted with vacuum advance)**

This the third and final article on the DVX6HA distributor focuses on the top section and looks at two issues that can affect its reliability and performance. That said the issues can apply to similar distributors with a vacuum advance connected baseplate. The first concerns the integrity of the electrical fittings and wires and the second the lubrication of the base plate bearing. Given that this distributor is fitted with vacuum advance the base plate is not static but is in fact constantly in motion as the vacuum is increasing and decreasing in response to engine load. This means that the base plate must be served by two very flexible high quality leads. The first must be insulated as it carries the low tension voltage from the coil to the points and the second, is the earth lead that provides the current return path. It is not unreasonable to expect that the insulation will have deteriorated over 60 plus years and that the constant backwards and forwards may have resulted in the fraying of the lead wires. In the industry these leads were known by the name Fieldflex and the very fine wires were covered by a flexible cotton braid.

My distributor had seen an overhaul sometime in the past and the low tension lead was replaced with unsuitable ordinary plastic covered wire. It was probably expedient to do this and no one would have known. When I pulled the distributor top half down the wire was in a parlous state. If it had completely broken or "shorted" there would have been no way of locating and remedying the fault at the roadside. As well the uninsulated earth return lead {original?} had rubbed against the inside of the distributor body and was frayed. See figure 2. This is understandable for when replacing the points assembly this lead is subject to some degree of end rotation when the fixing screws are tightened down resulting in the lead relocating and rubbing against the inside casing.

Figure 1 shows the disassembled top half of the distributor. The removal of the base plate does not require the prior removal of the vacuum advance module. The second article in the series covers its removal and replacement. The star shaped thrust washer is held in place by a circlip which is easily removed with a small flat bladed screw driver. The only other thing to do is to undo the low tension and earth wires.

Besides the integrity of the two leads there are two plastic insulators that need a thorough inspection {as well there is a stiff cardboard type insulator that fits behind the round entry point one}. It is common for both of these to be cracked due to over tightening. It is not difficult to fashion a new entry point insulator given its simple dimensions. The difficult one for the DVX6HA is the "bridge" shaped insulator that collects the leads from the coil, points and condenser. Unfortunately this one is disturbed when the points are changed and gluing is only a very temporary measure. Its design does not easily lend itself to fabrication. The Lucas part number for the "bridge" is 408945. Once again eBay is a good source for parts. For the input lead I modified the earth lead Lucas part 414715 by de-soldering one end and replacing it with the open ended connector from the existing plastic covered lead as I could not obtain the correct lead; the part number being 407010.

With respect to the other issue, namely lubrication, the original Lucas manufacture included a series of felt like pieces that acted as both conduits and reservoirs for oil. All that remained in my distributor were tatty remnants. One significant piece of material acted as a conduit to the central bearing surface. It picked up its oil when the distributor received its periodic maintenance. The end result for my distributor was the lack of any lubrication to this most important part. My remedy was to make a small mix of oil and grease and to smear a good amount on both surfaces. My new service regime sees the top end of the distributor being lubricated whenever the points are resurfaced or replaced. A gummed up or binding bearing can have a significant impact on performance as it can impede the operation of the vacuum advance mechanism.



*Figure 1 - distributor top section*

*Figure 2 – frayed earth return lead. Query original?*

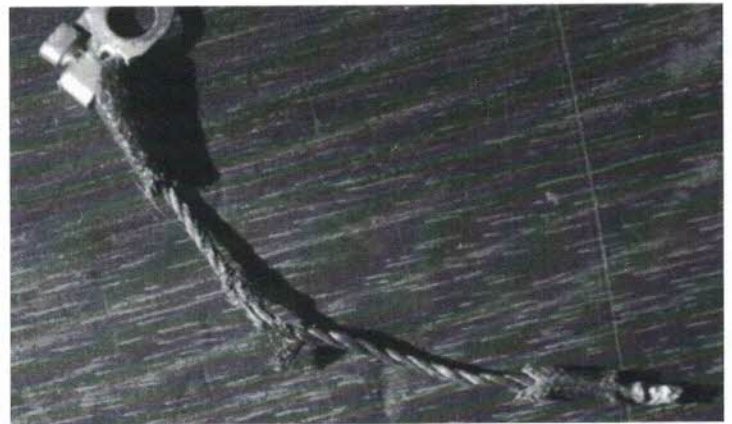


Figure 3 provides a close up of the new low tension lead and insulator "bridge". The raised hole on the right hand side of the baseplate accepts the micrometer spigot.

*Figure 3 – base plate (minus condenser) with new low tension lead*



From my experience I have found that all the car performance issues have been traced back to some form of distributor or electrical fault.

Richard Wallach  
Melbourne  
richardwallach@hotmail.com  
June 2017

*The following article is copied from the AOMC August 2017 Newsletter and is important reading for anyone considering either importing or exporting a car to or from Australia.*

.....ed

## Australia, Asbestos and Collector Cars

Since March this year when Australian Customs and Border Force enforced new regulations on the importing of vehicles containing asbestos materials, the classic car import market has been in a state of confusion and aghast with horror stories of what has happened to some importers.

Unique Cars have reported on several experienced importers who have had their recent purchases held up for over a month for testing, with costs of over \$15,000 and also some damage to the vehicles through the testing process. On top of that, individuals face fines up to \$180,000 and companies \$900,000.

So what has happened to bring all this on?

An Australia-wide ban on the manufacture and use of all types of asbestos and Asbestos Containing Material (ACM) took effect on 31 December 2003. Work Health and Safety (WHS) laws in all states and territories prohibit the supply, transport, use, or handling of asbestos unless an exception or exemption applies.

To support the domestic ban:

- Importing fibrous forms of asbestos or ACM to Australia is prohibited unless a permission or exemption has been granted or a lawful exception applies pursuant to Regulation 4C of the Customs (Prohibited Imports) Regulations 1956.
- Exporting asbestos or ACM from Australia without permission is prohibited, unless a permission or exemption has been granted or a lawful exception applies, pursuant to Regulation 4 of the Customs (Prohibited Exports) Regulations 1958. Australia is one of the few countries that have a ban on asbestos. Most countries allow low amounts or particular types of asbestos (for example, certain types of asbestos such as chrysotile can be used in some countries). Goods manufactured outside Australia might be labelled "asbestos free" and still contain a low amount or certain types of asbestos. Such goods will not be permitted for import into Australia, except in very limited circumstances.

Chrysotile asbestos is the most commonly used form of asbestos and can be found today in roofs, ceilings, walls and floors of homes and businesses. Chrysotile asbestos also was used in automobile brake linings, pipe insulation, gaskets and boiler seals.

Then in March this year Australian Border Force began randomly testing all imported collector cars for asbestos. The issue with classic vehicles is the asbestos used in fibreglass panels, brake and clutch linings, windscreen seals and gaskets, usually in pre 1999 vehicles. There is some thought that the crackdown has come about because of some recent scandals where building materials containing asbestos have been imported into Australia. Most of the angst has been generated by the sudden imposition of this testing, without warning and without industry consultation.

Regardless of the reason, importers need to be aware that Australia has since 2003 had a blanket ban on the importation of any fibrous forms of asbestos and any vehicles they purchase overseas may contain asbestos. Vehicles purchased overseas need to have an asbestos test done before the vehicle is shipped. The risk you run otherwise is to be caught up in a random check and potentially have your vehicle destroyed and face a large fine and other costs.

The Australian Imported Motor Vehicle Industry Association is lobbying the ABE to standardize a consistent inspection regime.

Sources:

- Guy Allen, Unique Cars magazine May 6, 2017; - Michael Sheehan's Ferraris online. com
- Australian Dept. of Immigration and Border Protection website.

# The Saga of a Speed Twenty Five

## PART TWO

*Peter Miller*

Alvis Speed Twenty-Five, DMB 688, Chassis 13690, was despatched from the works on the 8th March 1937. Fitted with a saloon body by Charlesworth it was finished in black with a green Connolly leather interior. Over time its body fell into disrepair and was eventually discarded. Mechanically it fared better, but it still needed a huge amount of work to bring it back to a standard befitting an Alvis.

Part one of this article described a few of the myriad of things that had to be done in order to bring the mechanical side of the vehicle up to a state where it would once again be safe, reliable and with the performance it had when new.



*This photograph, published in a letter from Dan Geohegan in Bulletin #394 shows DMB 688 when new. The sticker on the windscreen supposedly reads "Shelsley Walsh, Saturday 15th(?) September 1937". Conjecture has it the driver is Leslie Wilson, Secretary of the Midland Automobile Club, the proprietors of Shelsley Walsh Hill-Climb.*

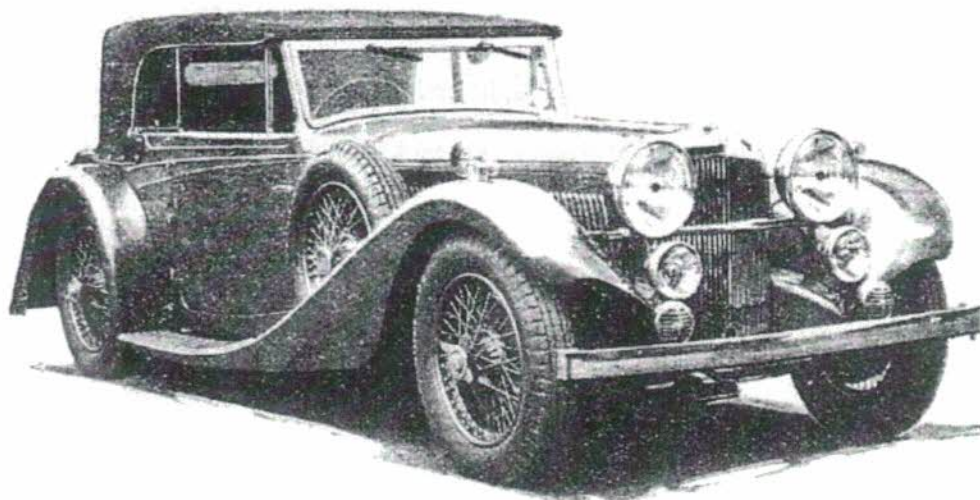
Evidence suggests that the car had not done many miles, as most components did not show any great degree of wear. In fact the odometer reading is 70830 miles, which could be a fair reflection of the actual distance travelled, however, the passage of time and the ministrations of previous owners had not been kind to it.

In order to return it to a state where it would perform as its designers had intended, virtually every single component, from chassis upwards, had to be thoroughly overhauled and correctly assembled. Once this had been done, a test drive of the bare chassis showed performance way beyond my expectations, even allowing for it being unencumbered by a body. So, all-fired with enthusiasm I embarked upon the next phase.

The car had at some time been involved in an accident, causing damage to the nearside front quarter, and it is most probable that the impact also weakened the supporting ash frame, especially on the nearside, as I understand there was cracking in the aluminium skin, which had been crudely repaired with plywood and fibreglass. In the words of the previous owner: "Overall the body was a lost cause. The body was removed, put aside and left until just recently ( $\pm 2003$ ), when I broke it up, removing all useful bits such as steel brackets and door pillars, before taking the remains to the tip."

It was some five years after this that I bought the car, and during the interim, most of those useful bits, and certainly the door pillars, had presumably followed the body to the tip as few body parts came with the car. So I did not have a lot in the way of coachwork to start with - my kit of body parts comprised mudguards, although the near front needed significant work, a bonnet (ditto), headlamps and most of a pair of very battered pass lamps. I wanted to create a body in a style that was in period, and not just a run of the mill special. After much soul searching, I came to the conclusion that a saloon was out of the question - far too complex without such items as those cast aluminium door pillars, and without patterns of any sort it was going to prove extremely difficult to achieve a satisfactory result. A Drophead Coupé was considered but the complications of the folding head mechanism put me off. A Cross and

Ellis tourer was very appealing, but I felt the lack of weather protection would be a downside. The style I eventually decided to emulate was the Vanden Plas built Oxborow and Fuller Continental Tourer, basically a two door tourer with wind-up windows, much as on a DHC, but with a tourer type top featuring detachable rear quarter lights that zipped to the top so as to be completely draught and rain proof. Although Alvis O&F Continental Tourers were originally only built on the Speed 20 and 3½ litre chassis, I felt this style of body would not look out of place on a Speed 25, and was a realistic proposition with what I had to start with.



*Oxborow and Fuller Continental Tourer. Built by Vanden Plas, this example is on a SC Speed 20 chassis.*

With that decision made I set to work. The logical place to start seemed to be the floor and transmission tunnel. That was easy as it was an exact copy of the Charlesworth design—no point in re-inventing the wheel. The next phase involved the design of the B-pillars and their supporting structure. As there were only to be two doors, the B-pillars needed to be further aft than on a saloon. Moreover as there were no cant rails to brace them, their support structure needed to be fairly substantial. I decided to take advantage of years of development by Vanden Plas for their DHC bodies, and base my construction on their method of supporting the door pillars. The advantage I had over coachbuilders of the thirties was CAD computer software, enabling the various brackets that were going to be required to be designed optimally for both strength and lightness of weight, and then laser cut and folded where necessary using CNC machinery. 3-D design software is quite amazing, even showing the weight of the component to the nearest gram as it is being developed. Coming to grips with the CAD software was an interesting learning experience.

Things were progressing steadily, if rather slowly, when a number of events that were to have an impact on the final outcome occurred.

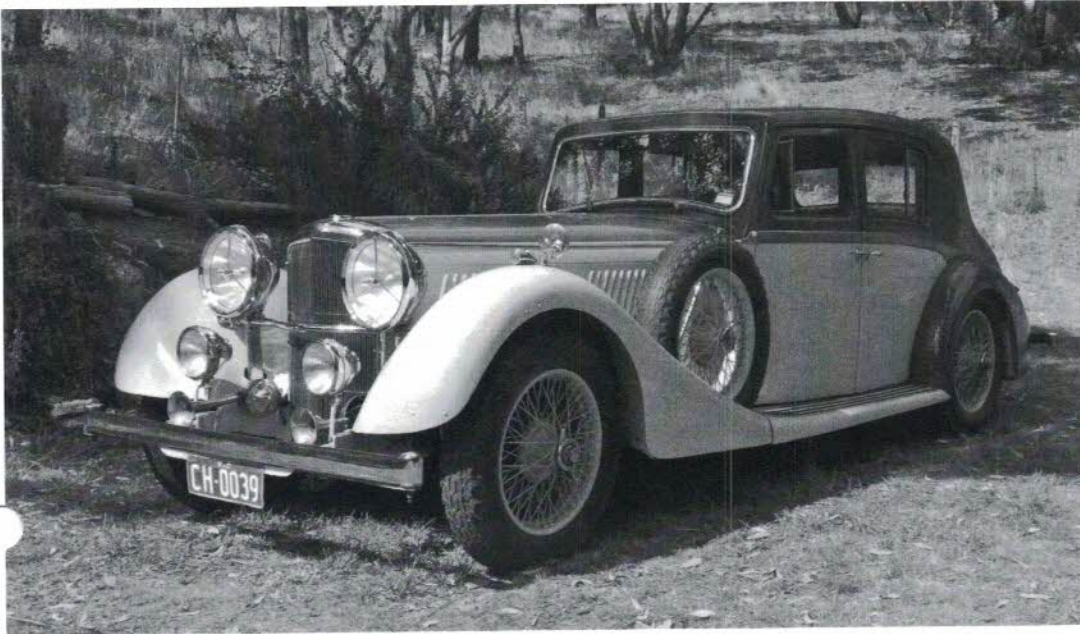
Firstly, the rate of progress I was making made me realise my expectations of when I would actually be driving the car were way off the mark, and I thought it would be a good idea to have an Alvis that I could actually use, rather than spend my life re-building. Having been a long time admirer of 12/50's I asked John Lang, who keeps an eye out for all Alvises on the market, to let me know if a suitable 12/50 should become available. Within a couple of months he told me Mike Williams in Hobart was considering selling his 12/50. This was an early sub frame model SC Ducks Back, and too good an opportunity to pass up, so I bought it sight unseen! Before I could take delivery however, another event occurred to further delay progress on the Speed Twenty Five.

Some years previously, long time club member David Caldwell had died. His very desirable Bertelli bodied 3 ½-litre had for some time been in a state of fairly major dis-assembly to rectify un-diagnosed engine problems—it simply would not turn over more than 180°. Various club members had assisted with trying to ascertain the cause of the problem, as had members of the motor trade, all to no avail. The car was advertised for sale, but attracted no interest in that state. Margaret, his widow was quite obviously in a very invidious position being stuck with a completely unsaleable asset, so, having a well equipped workshop, I felt that I should try and help. A number of club members rallied around, arranged a trailer, collected what could be found of the various parts that had been removed, and duly relocated the car to New Gisborne.

Rectification of the engine problem was fairly straight forward, involving removing some rags that had been compacted into one cylinder, removal of a piston to machine a small chamfer on the crown in order to provide clearance from the cylinder head (which appeared to have been re-surfaced), straightening push-rods that were bent and refitting the cluster valve springs correctly. It would certainly have helped knowing the sequence of events prior to this that caused the problem. The difficulty with the whole operation was relocating all the



various fittings and fasteners which had been spread far and wide in the intervening four years. Re-assembly involved rectification of a myriad of unrelated issues, and took more than four weeks of almost full time work, however in the end I think a very successful outcome; the car has been bought by Malcolm Ferguson, who is busy bringing it back to full splendour.



*The ex David Caldwell 3 ½-litre. This pillarless Bertelli Body is one of very few that he built on an Alvis chassis, and represents the finest London coachwork.*

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Finally I was able to take delivery of the 12/50. This involved flying to Launceston where I was met by Mike Williams and driven to Devonport, where he had very kindly arranged to have the car delivered. An overnight ferry trip—very rough due to the 40-knot winds blowing across the Bass Straight—and a blisteringly hot day on arrival in Melbourne. Here I was met by John Lang to take the car home by trailer, a very kind offer, as Melbourne rush hour traffic can be daunting in any vehicle, let alone in a 90+ year old car that one has never driven before.



*The 12/50 at it's first outing. Admittedly it went by trailer, due to a cracked front brake drum.*

I felt the 12/50, whilst perfectly usable, would benefit from some fettling to make it even better. This involved new front brake drums and cables, and the installation of indicators, a courtesy to drivers of modern vehicles. To this end I fitted reproduction Lucas ST38 tail lamps at the rear, incorporating red/amber lenses, and the fitting of dual white/amber LEDs in the front side lamps. Some re-jetting of the carburettor, one or two other small but time consuming jobs and it is a joy to drive. It makes me realise what an exceptionally good car a 12/50 is! However, half the year had gone with no progress on the Speed Twenty Five.

In the event this was to prove advantageous. Most days I have a look at prewarcar.com website to see if I can find those elusive parts that I still need, particularly small items such as the driver's seat height adjuster. One morning whilst perusing parts for sale I noticed a part for an Alvis advertised that I definitely did not have and certainly thought I could use. Trouble was it was not a small part; it was rather a large part, and to further complicate matters it was not even in Australia, but in Vancouver, British Columbia. The part was a complete Charlesworth body, that had been removed from a Speed Twenty Five!

If I did elect to buy this it would involve a complete change of direction, as my planning for years had involved an open Continental Tourer, and a fair amount of effort had already gone into this. I thought it over for a few days, and as soon as I mentioned it to John, he immediately swung into action contacting Wayne Brooks, the AOC North America representative. Wayne came back straight away with details of the car, it's previous owner, subsequent sale, body removal and conversion to as he put it "just another dreary special". The car was an SB series Speed Twenty Five, ASG 309, chassis 13343, despatched from the works late in 1936, some 76 chassis numbers before mine—and it was even the same colour!

On the basis of this information I went ahead with the purchase of the body, the idea of being able to return DMB 688 to what it once was, with an original Charlesworth body was just too good an opportunity to miss, and equally importantly will enable the car to be back on the road considerably earlier than my ever extending planned completion date. The details of shipping a Charlesworth body half way around the world and reuniting DMB 688 with correct coachwork will be another story—and I'm still looking at prewarcar.com hoping to find that seat adjuster.



*At the time of going to press, somewhere in amongst that lot is a Charlesworth body for a Speed Twenty Five bound for Melbourne!*

# ALVIS PEOPLE BEHAVING BADLY!



*Some people could sleep hanging up in a wardrobe!*

*Is Chester McKaige contemplating a new project?*

# FOR SALE



1928 14.75 Alvis Silver Eagle modified with a 16.95 engine many years ago. Chassis No 7046 Engine No 7940. Total restoration incl new replica C&E Tourer body frame. Engine total rebuild incl new pistons, rods etc. New ratio CWP 4.7:1 Sale on behalf of my daughter \$65000. Des Donnan 07 5478 6630

Noted on carsales.com.au  
1953 Alvis TA21 3 litre \$120,000



## 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

## 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



## WANTED

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

## WANTED

Smiths Ammeter in a 60mm diameter case

The loan of a "Charles Follett" instrument panel badge. Would be carefully scanned & returned to owner. All costs reimbursed.

John Lang 0419 890 313 or [jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)



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# FOR SALE



## 1947 TA14 Saloon Chassis/Car No 21675

The car is in need of significant mechanical and panel work and recommissioning. The photographs - taken in better times.

OFFERS INVITED (where is, as is)

There is also a substantial number of parts available and a purchaser would be wise to include those in his offer for the car.

The parts are located with the car and there is a requirement for the location to be cleared totally of the car and those parts so that the car port is returned to a usable state.

Contact Andrew McDougall on 9486 4221 Or Richard Wallach on 0431 466 615



Having finished my car I find it so different to 30's MG's that I've been playing around with all my life that I've decided it's not my type of car and to totally convince me of my decision I have just been offered another prewar MG as a project. I think I probably enjoy my shed time in preference to the driving. So here it is. A1923 SA 12/50 chassis no 2410. Undergone a two year re commissioning, not overly restored. Engine by crankshaft rebuilders, fitted with Auscrank and Argo rods, Cooper S pistons, high capacity oil pump and spin on filter. Cone clutch relined with 5/16 harness leather and all flex couplings replaced. Shackle bushes, brakes, bearings, magneto, instruments, etc. Body repaired by Richard Stanley. Leather upholstery. New hood. 5 new Blockley tyres and the list goes on. For sale at \$ 85000. That's less than build cost! Phone Allan Wettenhall 0417581665

**FOR SALE**



Nigel Spragg advises that his Speed 20 SC Charlesworth Saloon is for sale.  
 Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.  
 Despatched from the factory: 27th March 1935. Body No. 13502 by Charlesworth, .  
 \$70,000 He can be contacted on: 0417 106 564

# WHAT WERE THESE OCCASIONS??????

