

One of the highlights of the January Bol d Orr at Wakefield Park was the presence of David Manson's famous 1924 Brooklands 200 mile Alvis, Chassis 2929, so commonly known in Australia as the Garlic Alvis. This car was the car to beat at the Maroubra Speedway in 1926, but tragically crashed in early 1927 with fatal results for 'Phil' Garlic. David covered the history of this car a year or so ago in installments in this magazine and there was a photo of it in its present, partly assembled, form at Wakefield in the last magazine. It's got a long way to go, but it's wonderful to see this car re-emerging, for despite huge changes to it over many years, it is now returned to its late 1930's appearance. It's all part of its long and interesting history.



In Bill Clark's ownership 1946

Our archives contains a dozen or so photos of this car taken in immediate post war years when it was wearing its third generation body (the one on the car now) constructed in around 1935 and with the six cylinder, twin carburetor, Hudson Terraplane engine installed in 1938 or soon after. This engine itself had run in the 1938 Australian Grand Prix at Bathurst. By then also the front and rear axles had been

changed to those of a Willys 77 to provide four wheel brakes. David Manson says there is nothing about the car that suggests that it should handle well, but according to contemporary references it



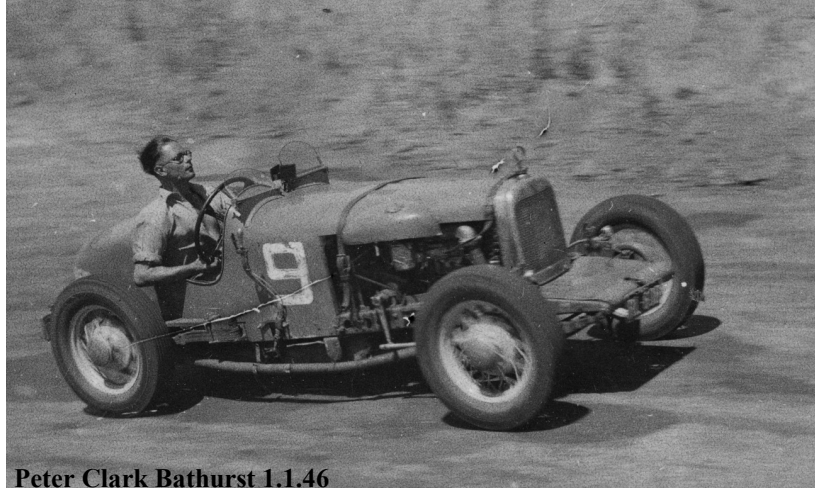
handled very nicely. In this form it ran as a road registered car, RL 608, and must have been a pretty exciting car by the times of the day. David feels it's standing quarter times must have been down towards 15 seconds

so it was a real road rocket, that would give a lot of pleasure even now. The car continued to be raced in club events, although becoming quite dated and uncompetitive. In 1948 it was acquired by Laurie Oxenford and soon after acquired its fourth generation body and a Mercury V8 engine.



In 1961 David Manson acquired the car and rescued the remains of the original Brooklands chassis and other small parts. Since that time the original shortened radiator and one of the original three team car bronze cylin-

Peter Clark Bathurst Hillclimb 1.1.46



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der heads has been acquired and incorporated into the current rebuild.

To see this car on it's wheels again is a great credit to David Manson and his passion for this car over his 50 year ownership. Probably no less important than David in this project is Lester Thearle who has spent years meticulously restoring



**Bill Clark 1.1.46
Bathurst**

the original chassis and Fred Hemming for his huge support of the project and the supply of rare parts to bring the car together.