

Alvic

The Newsletter of the Alvis Car Club of Victoria (Inc)

October 2007



Vintage Alvis Racing Cars

Alvis Car Club of Victoria (Inc)

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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 month.
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Front page: Ron Allen's TD21 at Bendigo

Presidents Report:

As our AGM fast approaches, I would like to take this opportunity of thanking my committee on a job well done.

This past year has seen a lot of behind the scene work and I would like to pay particular attention to the mammoth exercise undertaken by John Hetherington in establishing a database as a result of the census that was sent out to members earlier in the year. It is up and running and will get better when John receives car information from those who have not yet submitted details of their cars.

The result will only be as good as the information supplied.

You may also notice that our newsletter has more of an International flavour by way of articles and photographs. This is mainly due to the work of John Lang and others overcoming what Geoffrey Blamey referred to as "the tyranny of distance." In Alvis circles, the club is no longer merely a blip on the radar but is recognised as a group of doers, the result of much interaction largely through our UK friends and those from Australia who have represented ALVIC overseas. To those ambassadors, a hearty thanks.

Preparations for the JNBC Tour are well advanced and both the general committee and sub committee have been busy formulating routes and making accommodation bookings. By the end of November we will have finalised the route and will then move onto the next stage of securing bookings.

This past twelve months have seen many well organised events, the main one of course being the National Rally in South Australia. Once more I would like to thank Bob Northey for filling in for me and a big thanks once more to the organisers and especially to Brian Hemmings for supplying the drink for the final dinner.

Closer to home, we have had some great events ourselves. I am not going to list them all, but would like to give a big thankyou to Jocelyn and Darrell Horton for their contribution and trust there will many more events planned by them in the near future.

The year has also been good to us in the number of cars that have either been put back on the road or have been brought back to Victoria. Off the top of my bald head I can think of at least five cars so a big thank you to those individuals.

What lies ahead?

Next year will be a particularly busy one for us all. At the end of this month a new committee will sit down and plan the next calendar year and I encourage you all to put your thinking caps on and come forth with any suggestions for a club run or event. Volunteers would be greatly appreciated as most of the existing committee are actively involved in JNBC matters.

Please think about possible pub runs, midweek runs, early morning breakfast runs and let the committee know your ideas.

Finally I would like to say thank you for giving me the opportunity of serving as President, a position I have enjoyed immensely.

Chester McKaige

SUPPER THE MCKINNONS

Following an operation, **Bev Graham** is presently in hospital. We wish her a speedy recovery.

WELCOME TO **Doug Stewart**
Doug is a former member we welcome him back in the fold.

ACCV ANNUAL GENERAL MEETING FRIDAY 19th OCTOBER

SUNDAY 21st OCTOBER 2007

PUB RUN TO THE YARRA GLEN GRAND HOTEL

SEE FLYER in September Newsletter

Meet in the service road Maroondah Hwy Lilydale Melways 38 D4. At 9.30am

COMING EVENTS

- OCT 19 Annual General Meeting
21 Pub Run—Yarra Glen Grand Hotel
- NOV 2-4 The “**BELLARINE BETTER RIPPER FUN RUN**”
*You will stay in downtown Point Lonsdale and experience the wonderful
Bellarine Peninsula. (organised by the Seaths, McKaiges & the Langs)*
16 General Meeting
- DEC 2 Christmas Party at the Tonkins, 15 Rob Roy Rd, Smiths Gully
- APRIL 25—MAY 4 VDC 50th Anniversary. Hub rally based on Ballarat. Vehicle display on
Sunday 27th. Invitation to the ACCV to participate in all or some of the events.

The JULIAN COLLINS MEMORIAL TOUR 7 Oct - 25 October 2008

Planning for the **JNBC Memorial Tour** is continuing and it is expected that total and stage costs will be finalised towards the end of the year.

There are 22 entries from the UK and varying numbers of Australian participants across the tour, peaking at Beechworth where it is expected that there will be more than 50 Alvis present.

The closing date for expressions of interest may have passed, however there is a degree of flexibility for new starters.



“Bellarine Better Ripper Fun Run”

(NO this is NOT the Melbourne Marathon)

Friday 2 Nov - Monday 5 Nov

*Staying at the Point Lonsdale Guest House
(motel accommodation)
31 Point Lonsdale Rd
(near the lighthouse)*

3 nights Bed & Breakfast \$440

2 nights Bed & Breakfast \$320

Dinner at the motel Saturday night \$30 pp

Sunday Lunch is special at a secret location \$25pp

Security passes will be required to enter

So make sure you are wearing clean underwear!

*David & Jan Seath have planned some interesting driving for what will
be a fun weekend*

See Ya There!

***John Lang is looking after the bookings.
Give him a call on 5426 2256 and let him
know you are coming.***

***Bookings need to be finalised on club night
19 October***

LETTERS TO THE EDITOR

Dear John,

The census of Alvis cars in Australia is now complete. Thank you for your help with the project and for including hard copy of some of the data within the mail-out of this issue of "Alvic." One hundred and sixty eight Alvis owners submitted information about themselves and approximately 200 cars. The basic information about names, addresses etc. and car chassis numbers is contained within a Microsoft "Excel" Spreadsheet and those data have been transmitted to all those for whom I have an email address. Members for whom I have no email address are receiving the hard copy referred to above. Eric Cunningham has kindly said that he will provide a similar service for ACC members, through "Alvibatics." Readers will see that the final column of the spreadsheet is headed "Info." "Yes" means I have more information about the car(s) beyond the chassis numbers and "No" means that I do not. That further information is recorded as a copy of the census form returned by the owner, scanned into a Microsoft "Word" file. There is one file per owner. The forms returned by owners amount to approximately 200 sheets of A4 paper which will be placed in the ACCV library for any member of either club to peruse. Obviously only Melbourne metropolitan members have anything like easy access to the library; equally obviously it is effectively impossible to photocopy 200 sheets and mail them out to distant members. The suite of "info" requires a large file to accommodate the data but that file is available by email to those "connected" members who request it. It is also available on a CD in the ACCV library and Eric Cunningham has a CD. Also, Dale Parsell, as Secretary of ACCV has a back-up copy. This whole exercise started out about three years ago when Andrew McDougall thought out loud that it would be good to know "who lives where" so that he could call upon them for a cup of tea whilst traveling. The committee of the ACCV soon endorsed the concept. It was little extra trouble to add the car information to the collection process so a "directory" became a "census." My thanks to Dale Parsell and Chester McKaige for guidance in deciding what information to collect and how best to store it and to disseminate it. Thanks to Eric Cunningham and Richard Budd without whose assistance the ACC data would have escaped the record. Andrew now has enough tea-stops to waterlog him but owners are advised to put the billy on at first sight of his shadow! There will doubtless be many errors identified and I apologise for those. Most of them will be of my making, but not all..... If errors are sent to me in writing I will correct the next edition, whenever that might be. Also, on that point, the next census form sent out will include a copy of the one just received so that owners will have the opportunity to make corrections, but will have to do nothing if no changes are necessary. This has been an interesting exercise. It has resulted in only a small data base but hopefully its existence will encourage more members to provide more information about their cars for the enjoyment and edification of their fellow Alvis enthusiasts.

Kind Regards,
John Hetherington.

EDITORS NOTE

Our President Chester McKaige recently said some very kind words about the newsletter and those comments need to be passed further than just to those who were at the meeting.

As we run up to the AGM, it is important for me to thank all the members and non members who have contributed to ALVIC during the last 12 months.

This year in particular has been an easy one and I really need to name names. Rob Graham won the Bill Barber Literary Award. Rarely did a month go by without one of his travel, history or general interest articles appearing. Frances and Andrew McDougall who we would probably prefer to see in Australia all year round, rather than missing for months on end, provided ALVIC with photographs and articles about ALVIS happenings in the UK with their reports on Brooklands and the Alvis International Weekend. Their ability to get photographs and articles to me within a day or so of them happening is to be applauded.

Chris Storrar who is a very active AOC member and led the team that organised the Alvis International Weekend provided us with his and Simon Fisher's reports on the weekend and also 75 years of the Speed 20 and the Firefly. His efforts have furthered the international flavour of the newsletter.

We have had some very interesting restoration stories and reports on the South Australian National Rally.

For anyone who thinks I should have mentioned their name, thank you also for your contribution.

Please keep up the good work as our reputation as one of the leading Alvis Clubs in the world hinges on our ability to show we are very active and global in our outlook and communications.

Thanks to you all

John Lang

"ROY HENDERSON"

BY BARRY GOUGH & ROBERT GRAHAM

"ROY" OR "ROYBOY" AS HE WAS KNOWN BY SO MANY, JOINED THE BAND OF ENTHUSIASTS IN BASIL BOWES GARAGE AT THE REAR OF 21 EDGAR STREET IN GLEN IRIS, TOWARDS THE END OF 1956. HE OWNED AND DROVE AS A FAMILY CAR, HIS BELOVED 'BERTHA', A 19.82 SILVER EAGLE SALOON.

THE GROUP THAT HE HAD JOINED UP WITH, CONSISTED OF ABOUT TWELVE PEOPLE, THEY COULD NEVER HAVE BEEN CALLED AN ORGANISATION BY ANY STRETCH OF THE IMAGINATION, THEY JUST LOVED THEIR CARS AND ANYTHING TO DO WITH THEM.

ROY RECOGNISING THIS, VERY QUIETLY & DIPLOMATICALLY SET ABOUT PUTTING THINGS IN ORDER. AND IT DID NOT TAKE A BRAIN SURGEON TO IMPRESS UPON EVERYONE WITHIN THE GROUP THAT BY RECRUITING ROY INTO THEIR RANKS THEY HAD INDEED STRUCK GOLD.

UNDER HIS GUIDANCE THINGS TOOK A HUGE 'U' TURN IN THE AFFAIRS OF THE GROUP. BOB MORROW, THE ORIGINAL INSTIGATOR OF THIS MOTLEY CREW, COULD NOT HAVE BEEN MORE DELIGHTED IN THIS TURNAROUND. ROY INSTIGATED SUCH THINGS AS A CONSTITUTION, CLEANED UP THE FINANCIAL NEEDS OF THE FLEDGLING CLUB & SO MANY OTHER NECESSARY THINGS THAT WERE NEEDED TO MAKE US INTO A VIABLE ORGANIZATION. AS AN AMBASSADOR AT LARGE HE REPRESENTED THE YOUNG CLUB

WITH MANY OTHER LIKEMINDED PEOPLE & CLUBS. HIS ACTIVITIES DIDN'T STOP WITH JUST THE CLUB. HE WAS AN HONORARY MEMBER OF SPRINGVALE RSL. HE WAS ALSO PRESIDENT OF THE 'SIGNALS 7 DIV SERVICEMANS ASSOC' FOR MANY YEARS, THESE COMRADES THAT HE SERVED WITH DURING HIS WAR SERVICE IN THE ARMY, WERE VERY SPECIAL TO HIM.

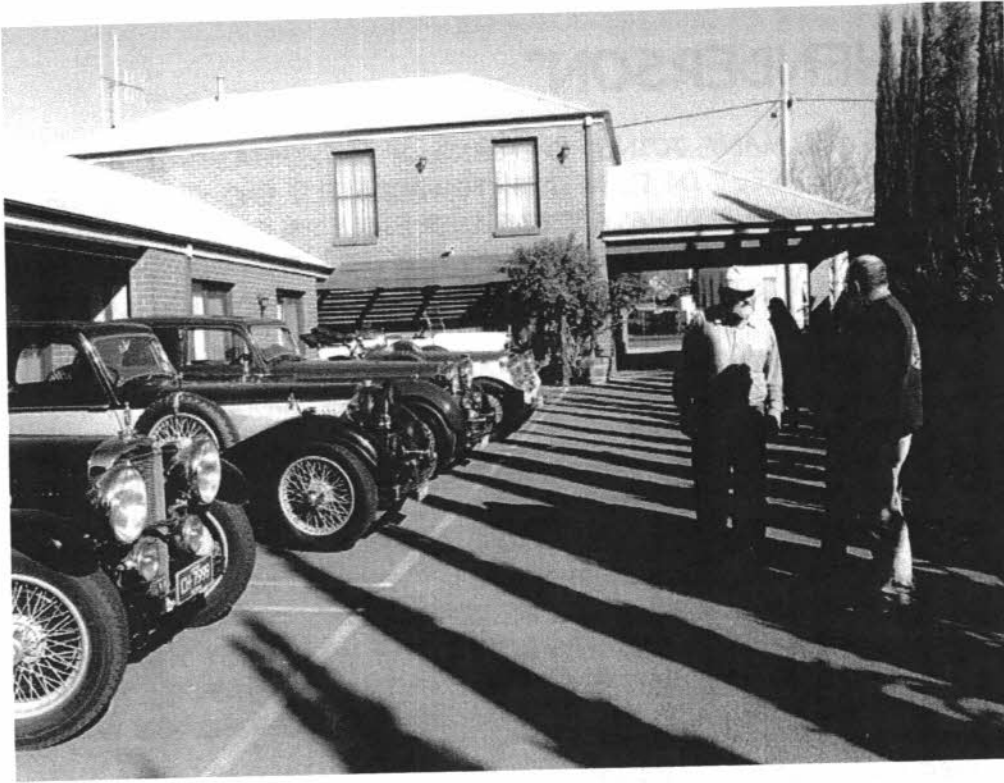
THIS THEN WAS THE MAN WHO PLACED IN POSITION FOUNDATIONS UPON WHICH THE CLUB OF TODAY WAS FOUNDED. ROY TOOK PART IN EVERY FACET OF CLUB LIFE HE WAS AN EXCELLENT EDITOR, CLUB CAPTAIN, TREASURER AND OF COURSE CLUB PRESIDENT, AT BBQ'S & SOCIAL EVENTS HE WAS IN HIS ELEMENT, THERE WAS NO BETTER AFTER DINNER SPEAKER & YOU COULD FEEL HIS AUDIENCE'S APPRECIATION OF WHAT HE SAID, WHEN HE WAS SPEAKING. HE BROUGHT HUMOUR & PLEASURE TO EVERYONE HE MET. HE WAS VERY JUSTIFIABLY ELECTED AS A LIFE MEMBER FOR HIS SERVICES TO THE ALVIS CAR CLUB OF VICTORIA. ROY WAS BORN IN ENGLAND HIS FAMILY MIGRATING TO AUSTRALIA WHEN HE WAS FOUR YEARS OLD. IT WAS IN THE DEPRESSION & LIFE WAS EXTREMELY HARD FOR THE YOUNG ROY, PUBLIC SCHOOLING WAS HIS EDUCATION & LIKE SO MANY OTHERS HE LEFT SCHOOL TO START WORK AT 14 YEARS OF AGE. AFTER MANY DIFFERENT JOBS, HE BECAME AN APPRENTICE PLASTERER & LATER HE WAS TO TEACH THE TRADE AT COLLINGWOOD TECH, WHERE HE WAS PROMOTED TO CHIEF OF THE BUILDING CRAFTS DEPARTMENT. A CONSIDERABLE JUMP UP THE LADDER, FOR SOMEONE WHO STARTED OUT WITH A PUBLIC SCHOOL UPBRINGING. SADLY A SERIES OF MAJOR HEART PROBLEMS BROUGHT HIS TEACHING

TO AN END. THROUGH THE CONSIDERABLE SKILLS OF THE SURGEONS & MEDICAL STAFF AT THE ALFRED HOSPITAL WE WERE ABLE TO ENJOY THE PLEASURE OF ROY'S COMPANY FOR MANY, MANY MORE YEARS. OF ALL THE THINGS IN ROY'S LIFE ONE THING STOOD OUT ABOVE ALL ELSE & WAS SELF EVIDENT RIGHT FROM THE VERY FIRST. THAT WAS HIS DEEP & ABIDING LOVE FOR HIS FAMILY, HIS WIFE JOAN WAS HIS ROCK, & EVERYTHING IN ROY'S LIFE REVOLVED AROUND THIS LOVELY LADY & THEIR CHILDREN JOHN SUE & PETER, EVENTUALLY OF COURSE WITH THE ADVENT OF HIS GRANDCHILDREN, ROY'S LIFE WAS COMPLETE HE WAS LITERALLY OVER THE MOON WITH JOY. YOU REALLY DID HAVE TO BE A PART OF THE FAMILY CIRCLE TO TRULY APPRECIATE THE DEEP LOVE ROY & JOAN HAD FOR EACH OTHER. THIS MAN, WHO WAS BELOVED BY SO MANY, PASSED AWAY PEACEFULLY IN HIS SLEEP, AT HOME ON 27 SEPTEMBER 2007.

"THE WORLD IS A MUCH SADDER PLACE WITHOUT HIM"

VALE ROY 18/10/1922 ~ 27/09/2007

BENDIGO WEEKEND AWAY *organised by Alan and Noeline McKinnon*



Some nervousness filtered through the attendees at the start of this event when they discovered that the principle organisers had left the country. This was, however, somewhat nullified when Ben and Natalie McKinnon arrived in the family 12/50.

The Parsells missed the start, and continued to straggle a bit all weekend. Maritta had been in Perth for the previous day so we stayed the night at the airport. Approaching Kangaroo Ground from an unfamiliar direction saw us explore Greensborough for a while before managing to get moving in the correct direction.

Chester had distributed directions at Fridays ACCV meeting so we pursued the rest of the group through St Andrews, Glenburn and Flowerdale to morning tea at Strath Creek. We did manage to catch and mislead Chris Higgins at the pseudo "T" intersertion in Kinglake, but redeemed ourselves quickly and got him (and us) back on the right track.

We arrived at morning tea for a quick break and then continued on to Heathcote where we enjoyed lunch at the Gaggle of Geese (probably a fitting description for this group of travelers). At this point we were joined by John and Margaret Hetherington, John and Marg Lang and Simon Ramsay, Ben and Natalie managed to escape our clutches and return home.



After lunch we proceeded along some more delightful roads via Goornong and Barnadown (it was a long $15\frac{1}{16}$ Km) to find ourselves in Bendigo. Ron Allan (past President, 1956), joined as for afternoon drinks (generously supplied by Alan and Noeline). This was followed by dinner at the Foundry Hotel.

Sunday morning saw a leisurely start time of 9:30 followed by a short drive to the Tramways workshops museum for a guided tour. In keeping with ACCV tradition, we then had a short drive to morning tea near the lake, followed by a slightly longer drive to lunch at the Redesdale Hotel. The local landcare group had taken over the Bistro for a conference but they didn't complain to much about the rowdy Alvis people occupying the other end. Once again the meal was excellent, after which we went our various ways home. We chose to follow the Northey's along the Burke and Wills trail, after Bob assured us he knew where he was going this time, having lead us astray on a previous outing to find this road. He redeemed himself magnificently and we had an excellent

drive along the ridge tops to Lancefield and Sunbury and thence home.

Attending at some time over the weekend were, Ben and Natalie McKinnon 12/50, Chris Higgins 12/50, Bob and

Lesley Northey 12/50, Chester and Sally McKaige Speed 25, John and Margaret Hetherington Speed 20, Maritta and Dale Parsell Speed 20, John and Margaret Lang Speed 25, Murray Fitch and Richard Williams Silver Eagle, Thorpe and Carol Renfrey 12/70, Simon Ramsay Speed 25 and Ron Allan TE21.

We would like to conclude by congratulating the McKinnons on an excellent event and assure them there was no need to run away and thank those attending for making it another memorable ACCV outing. We really don't understand why the attraction of a straight eight speedster in the USA held more appeal to Alan and Noeline than a weekend away with a group of Alvisiti, perhaps we are just jealous.

Till next time,

Dale (and Maritta.)



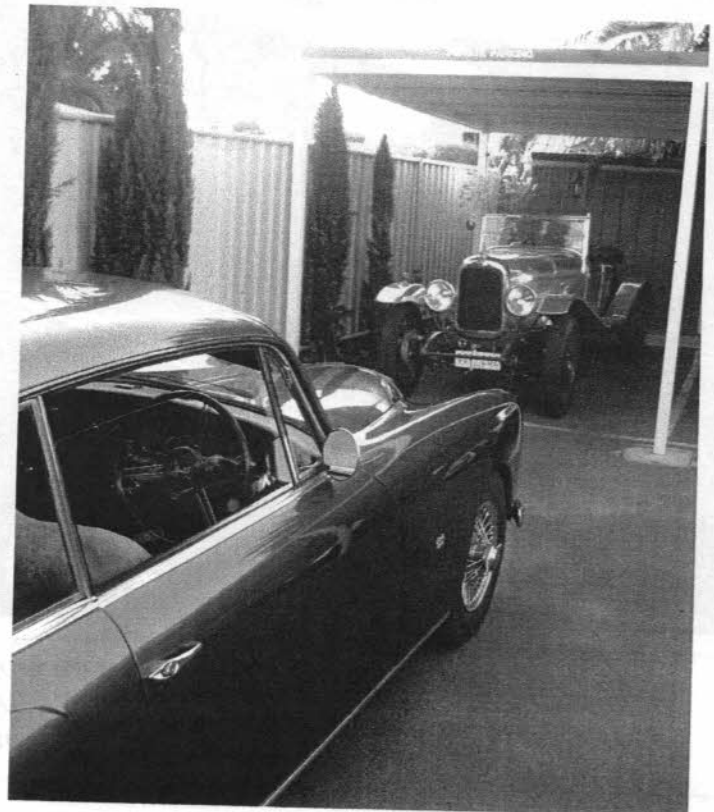
Murray Fitch & Ron Allen talk about old times

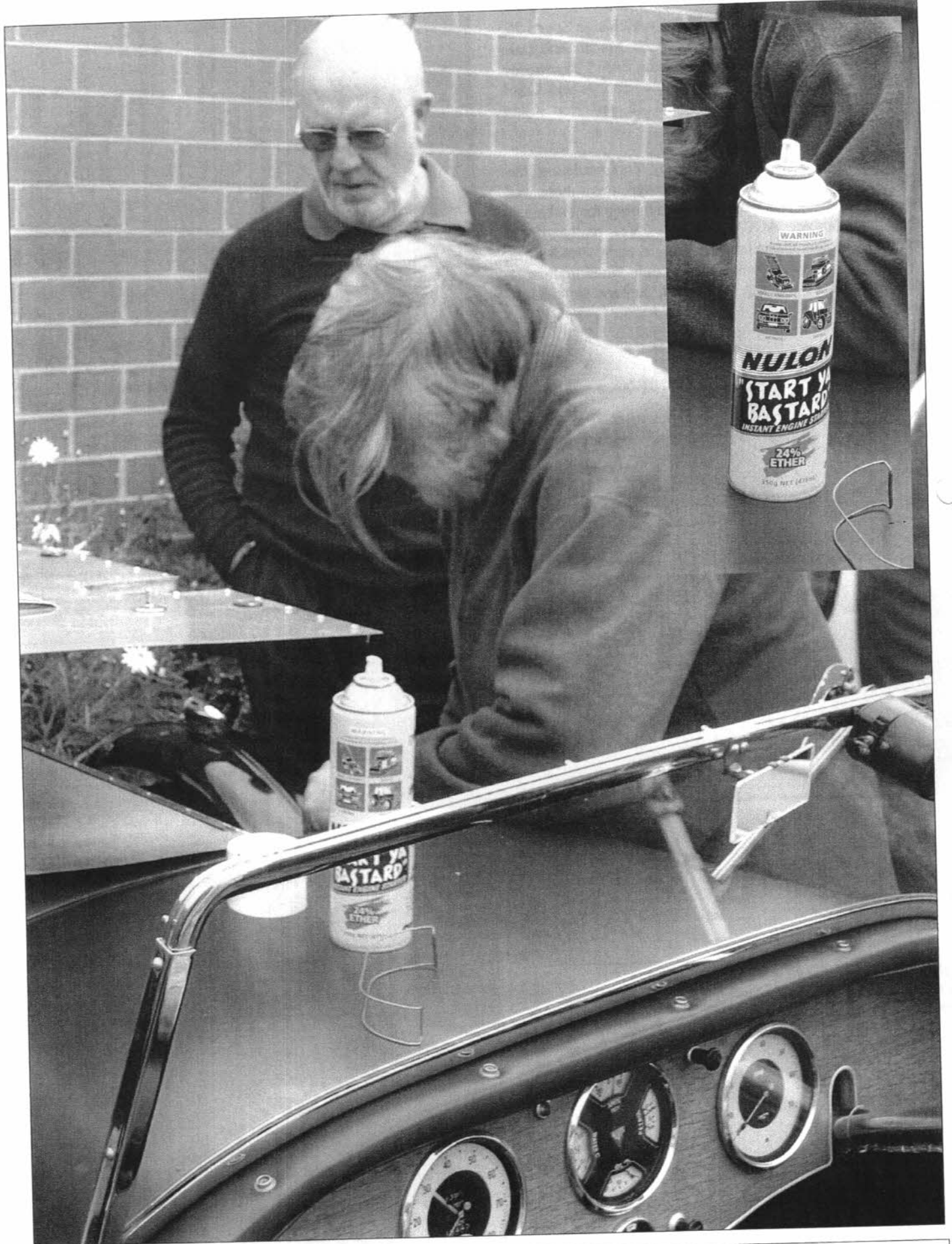


Left: some of the cars at the Tramway Museum. . .

Who parked the bus there?

*Right: What a difference 40 years makes.
An interesting contrast with the Northey's 12/50 Ducksback and
Ron Allen's TE21. 1925 to 196?*





*The name of the product says it all
"START YA BASTARD"
Thorpe Remfrey delves into the unknown while John Hetherington looks on.*

VINTAGE ALVIS RACING CARS

On our recent overseas trip we had the great fortune to be able to incorporate attendance at the annual Alvis International Weekend, which this year was held at Wimpole Hall, on the weekend of 7th and 8th of July 2007.

The main theme of this year's event was the celebration of the 75th anniversary of the Firefly and Speed 20 models. The details of this event and the descriptions of the anniversary models in attendance have been presented to you in the excellent articles written by Chris Storrar and printed in Alvic.

In addition to the previously mentioned 75th anniversary celebrations there was another wonderful collection of Alvis cars – rear and front wheel drive vintage racing cars. These were set up in a marquee in the grounds of the Hall and on the Saturday afternoon we were given an erudite and technically stimulating power point presentation about the cars, by Tony Cox. Tony, for those who don't know, is a highly qualified and skilled engineer who has a passion for front wheel drive Alvis cars in particular and in the past he has been responsible for the publication of articles on front wheel drive cars under the title of Hells Confetti. Hells Confetti is a reference to the tiny shims used for setting the valve clearances on front wheel drive overhead cam engines.

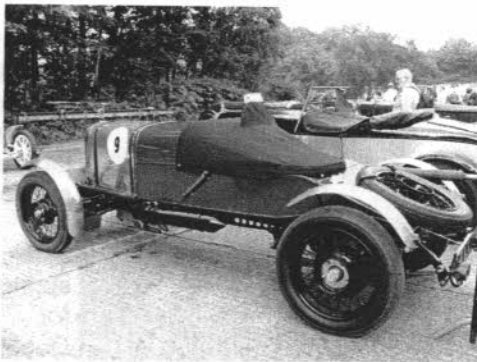
It was fantastic to see this collection of historic Alvis racing cars all in the one marquee. The organisers are to be congratulated for achieving this. It is also a testament to Alvis that these cars were well engineered and still exist.

Tony's initial focus was on the technical and racing achievements of the rear wheel drive cars. He then switched attention to the restoration/recreation of the only 2 remaining 8 cylinder front wheel drive cars, jointly owned by him and Alan Stote.

A brief description of the individual racing cars follows. More details about the cars can be found in the many excellent Alvis books that have been published:

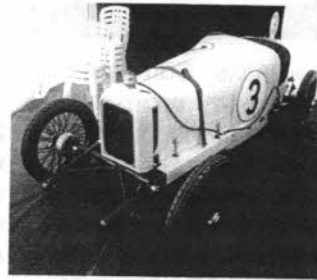
Alvis Works Racing Car No. 1 – Alvis 12/50 SA, HP6161, Chassis# 2091, Engine#2454, ex car No. 7 5 7 7 .

Built late spring 1923, the first of 3 works racing cars created to publicise the launch of the new



12/50 OHV engine. This car was designed as a sprint and hill climb car and as a mobile test bed. It featured a heavily drilled chassis, dry sump lubrication and a big port head. It was driven by works racing driver Maurice Harvey. In later years it fell upon very hard times but has now been restored to the original specifications and with a replica body the same as originally fitted. We were

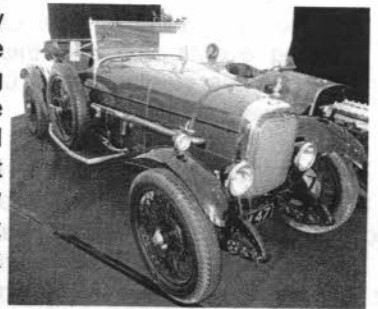
fortunate to see this car circulating at the Brooklands 100th Anniversary Celebrations and again on display on the Alvis weekend.



1924 200 Miles Race Car – Chassis# 2931 with offset 2seater body. It featured a very light chassis, engine and gearbox in unit, trailing quarter elliptic rear springs, no differential and a single transmission brake. This car was driven by Frank Halford in the "200" and finished 6th

at 91.39 mph.

Urquhart Dykes 12/50 - WM 47, 1927 SD beetleback which was specifically prepared by the Works for long distance competition and record breaking. It had hydraulically controlled duplex Hartford shock absorbers, high final drive ratio, 40mm



Solex carburettor, dry sump lubrication and long range fuel tank. It successfully proved that Alvis cars could sustain long distance endurance racing as opposed to the previous sprint racing events.



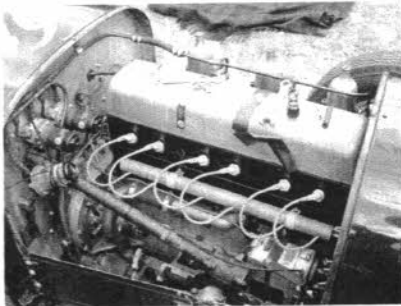
WK 5492, 1928 FA12/50 FWD, 4 cylinder un-supercharged. This is the No.2 Le Mans 24 hour race car and was driven by Davis and Urquhart – Dykes, finishing 9th overall at an average speed of 58.2 mph.

1932 Follett Special – built by Alvis to the orders of Alvis agent Charles Follett. Based on a 12/60 chassis but fitted with a highly developed short stroke 1 1/2 litre dry sump engine. The car had many successes at Brooklands in the hands of R F Oats and has a recorded top speed of 105 mph.



Dunham's 12/70 based, SA Speed 20 engined racing special. There has been much written about

this car in recent times by the late Julian Collins. There has been a series of articles, over time, in the AOC Bulletins. Gerald Dunham was a major agent for



Alvis cars and following the Alvis Company's withdrawal from racing, the company sponsored and assisted with the development of the Dunham Special. Initially this took the form of an SA Speed 20. When this car became uncompetitive in the late 30's, Alvis assisted with the development of a replacement race car based on a 12/70 chassis and running gear. After WW11 this car was resurrected and in order to keep it competitive the 12/70 engine was subsequently replaced by the original highly developed SA Speed 20 engine. The car remains in this final form and is still in the same family and is now campaigned in historic racing events. We saw this car in action at the Brooklands weekend and then on display at the Alvis weekend.

At mid afternoon on the Sunday display day a number of the race cars were driven around a short paddock circuit. It was great to see and hear them in action.

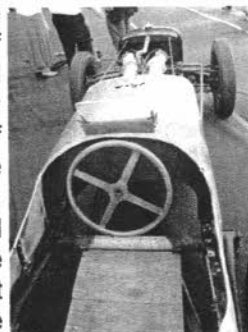
Many people will have heard of Nick Davies who for decades had a fascination with Alvis and in particular, the collecting together of the components of the only remaining straight 8 twin overhead camshaft front wheel drive Alvis. Nick moved around the world during his career and the Alvis parts went with him. It wasn't until the 90's, when back in the UK, that the parts were finally assembled to make a basically operational, but unrestored car. There were great celebrations when it was finally fired up and it was driven by Nick around his farm yard. A short video was shown by Tony of this event – the car emitting copious amounts of smoke. The engine has roller bearing crankshaft and conrod bearings. These bearings had proved to be problematic in its early racing days and so it proved again as a big end bearing failed and the engine suffered some serious internal damage. This lead Nick to think that the project was bigger than he wished to undertake and so Tony Cox and Alan Stote (of Red Triangle), in partnership, were able to purchase the car and componentry.

This has proved to be fortuitous as the "car" is now in the hands of people who have the resources together with technical skills, historical knowledge and enthusiasm to complete the restoration. This is where the story took on another dimension. When Tony looked closely at the car he realised that he in fact didn't have one historical car but the makings of 2 historical cars, of different models. It was realised that the engine and gearbox didn't fit the chassis correctly in respect to height and also for it to fit under the original bonnet. This engine/gearbox configuration has the crankshaft and gearbox input shaft axis passing above the axis of the differential and so comes from a 1929 FA/15 straight eight fwd Double Twelve car. Tony from scaled

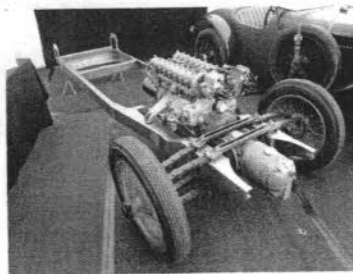
photos and using the computerised autocad process has produced accurate drawings of the correct chassis and has had a new chassis laser cut and folded to suit the engine/gearbox assembly and running gear. This leaves the earlier, 1927, Grand Prix straight 8 FWD, chassis, body and running gear without an engine and gearbox. These components are quite different to the later, 1929, power plant as in this case the axis for the crankshaft and gearbox input shaft passes below the differential axis, thus making the whole assembly sit lower in the chassis and under the original bonnet line. Alan Stote has had a pattern maker make an accurate full scale wooden model of the engine and gearbox, which are currently sitting in the car. Tony and Alan ultimately plan to build a new engine and gearbox from scratch as there are no remaining examples available. Another nice touch, is that when the car was originally raced it had its racing number (2) painted on both sides of a steel disc, which was attached vertically along the centre axis of the car above the tail section. This disc was missing from the car's remains. Tony became aware that the disc had for a long time been in the possession of Bill Boddy. Not long before the Alvis weekend Bill gave the disc to Tony and it was ceremoniously reinstated on the car, after Tony's Saturday afternoon slide show presentation.

Details of the Straight 8 FWDs on display:

1927 Grand Prix Straight 8 FWD, 1½ litre twin ohc engine with gearbox ahead of the front axle, but with the engine driveline passing under the axis of the differential. The original rear suspension was by trailing quarter elliptic leaf springs. A replica engine and gearbox is to be made. Non starter in the Grand Prix due to a piston failure and in the 200 Mile Race it was driven by George Duller, but failed on lap 52 with conrod roller bearing failure. Its original racing number disc has been reinstated.



1929 FA 8/15 Straight Eight FWD, 11/2 litre twin ohc cam engine with gearbox ahead of the front axle and the engine driveline axis passing above the axis of the differential. Rear suspension is by twin transverse semi elliptic leaf springs. Entered for the 1929 Double Twelve, but all 3 cars failed to finish. It subsequently successfully completed the 1929 Ulster TT. A replica chassis has been made from scaled photos.



Both cars will be constructed from a combination of original components, contemporary parts as used on

the cars at the time (some the same as 4 cylinder FWD components) and replica parts. Based on submitted plans and written descriptions both cars having been granted provisional acceptance for historic racing once they are back on the road. This will be verified once the

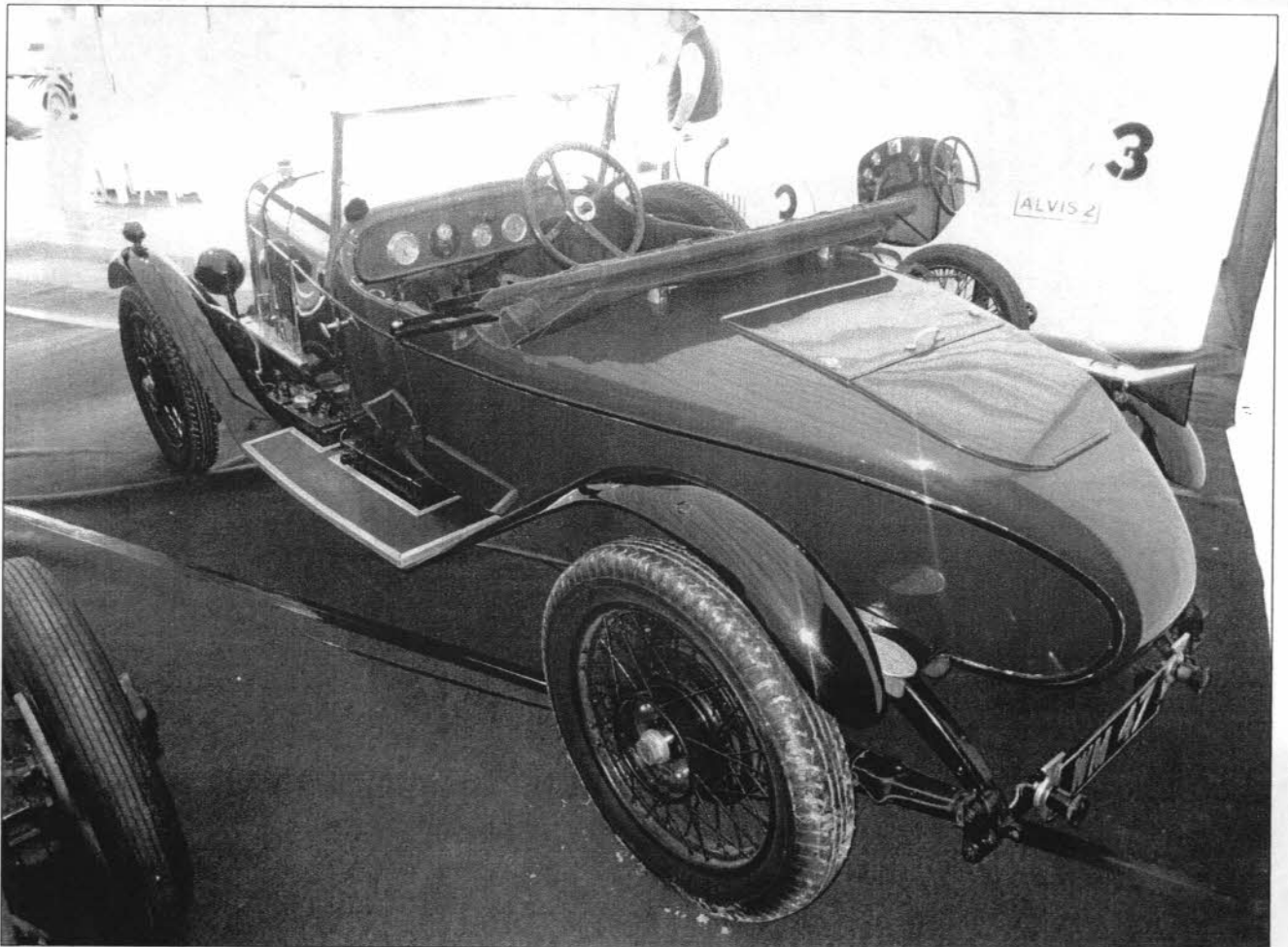
finished projects are submitted for inspection.

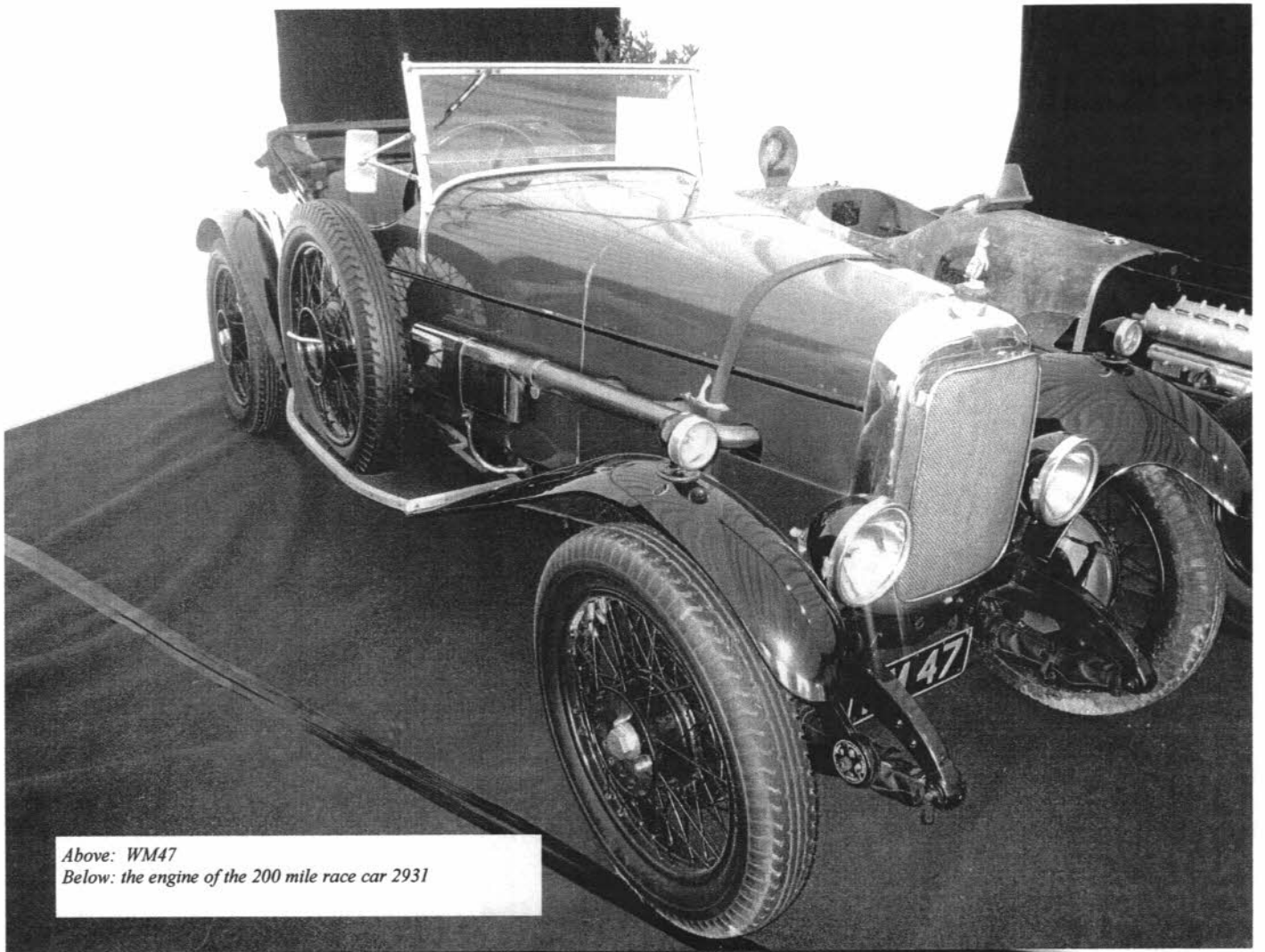
Andrew McDougall



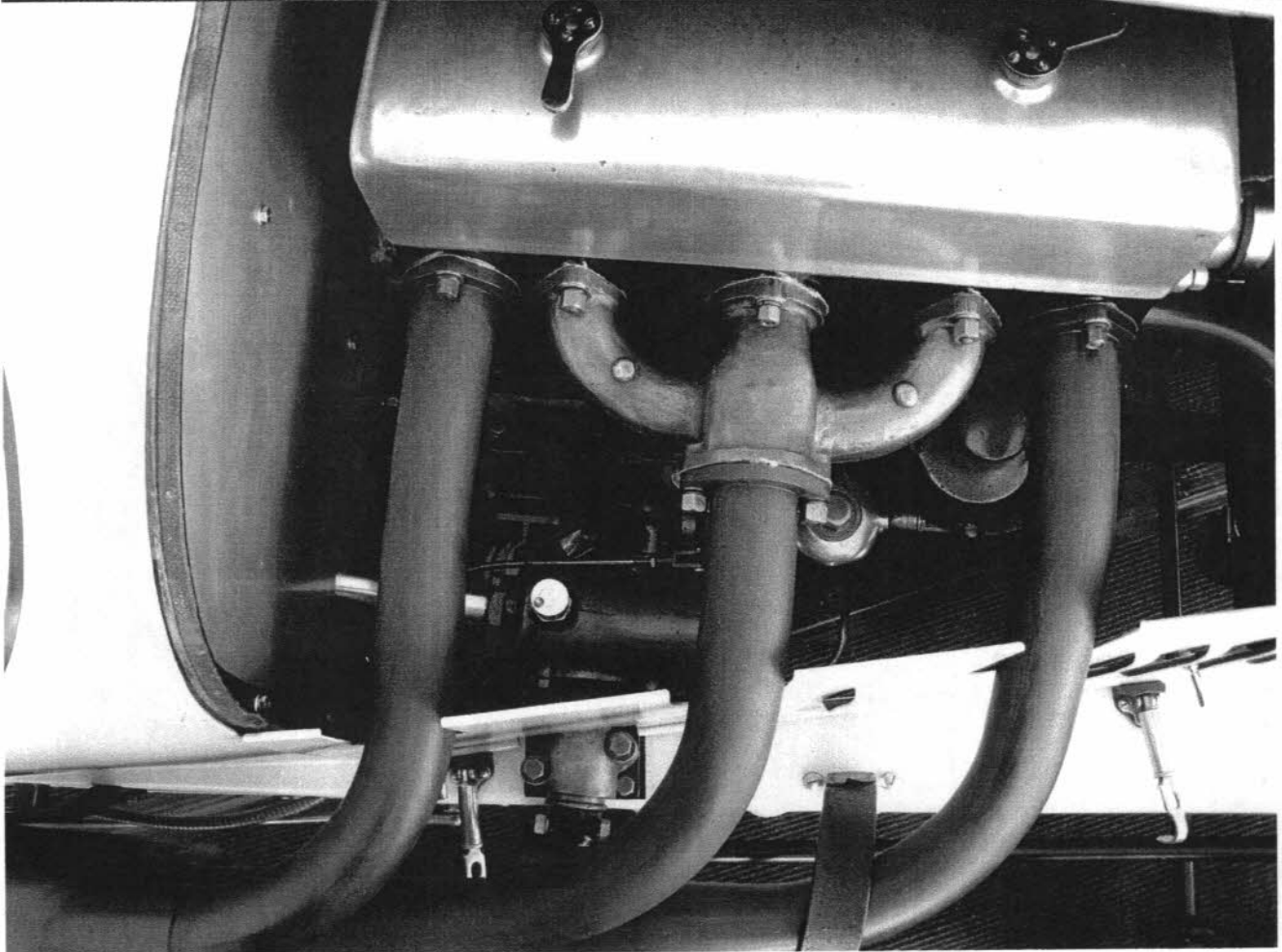
Left: Dunham's 12/70 Race car
With SP20 engine

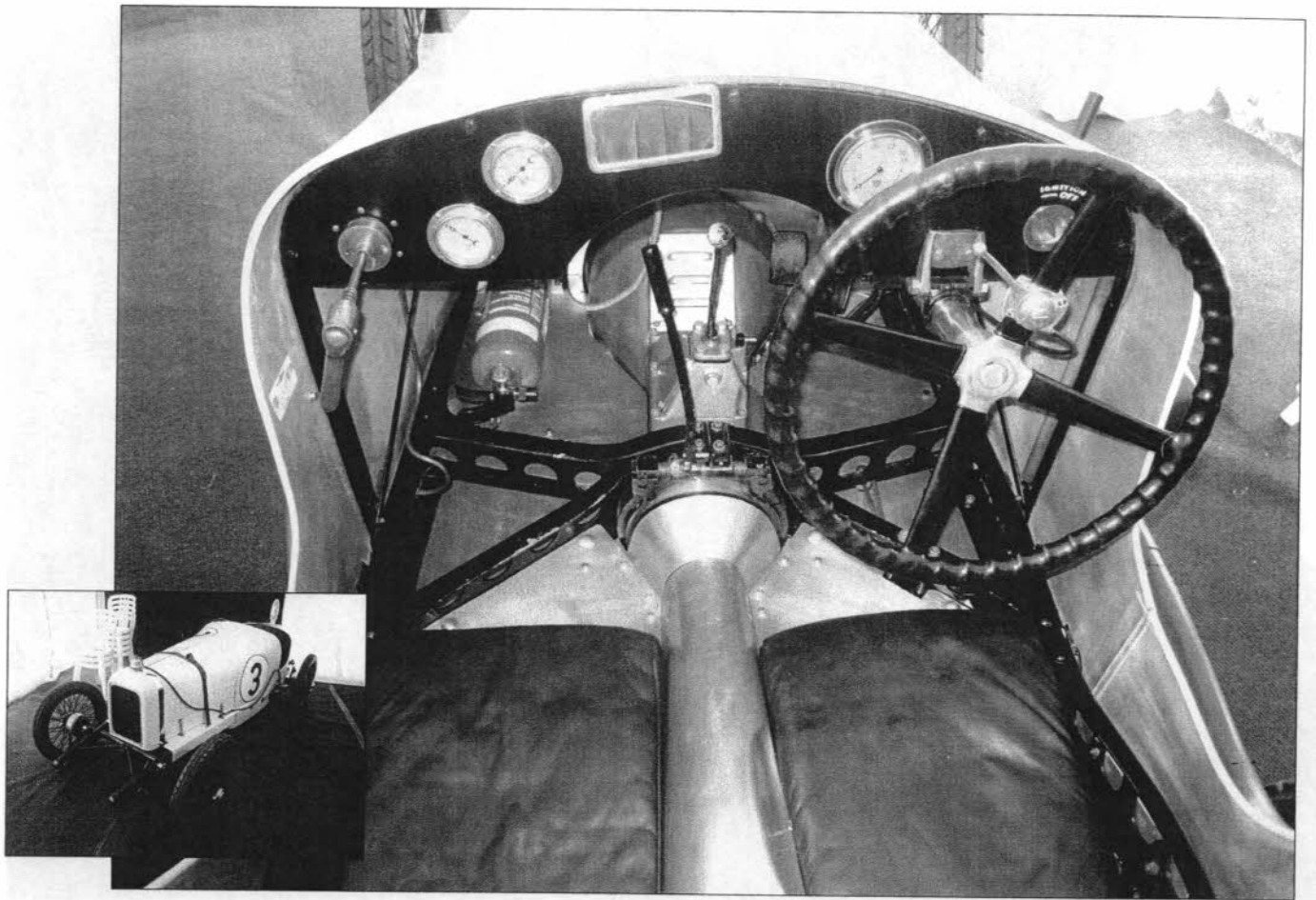
Below: Urquart-Dykes 1927 SD
12/50 Beetle Back
WM47





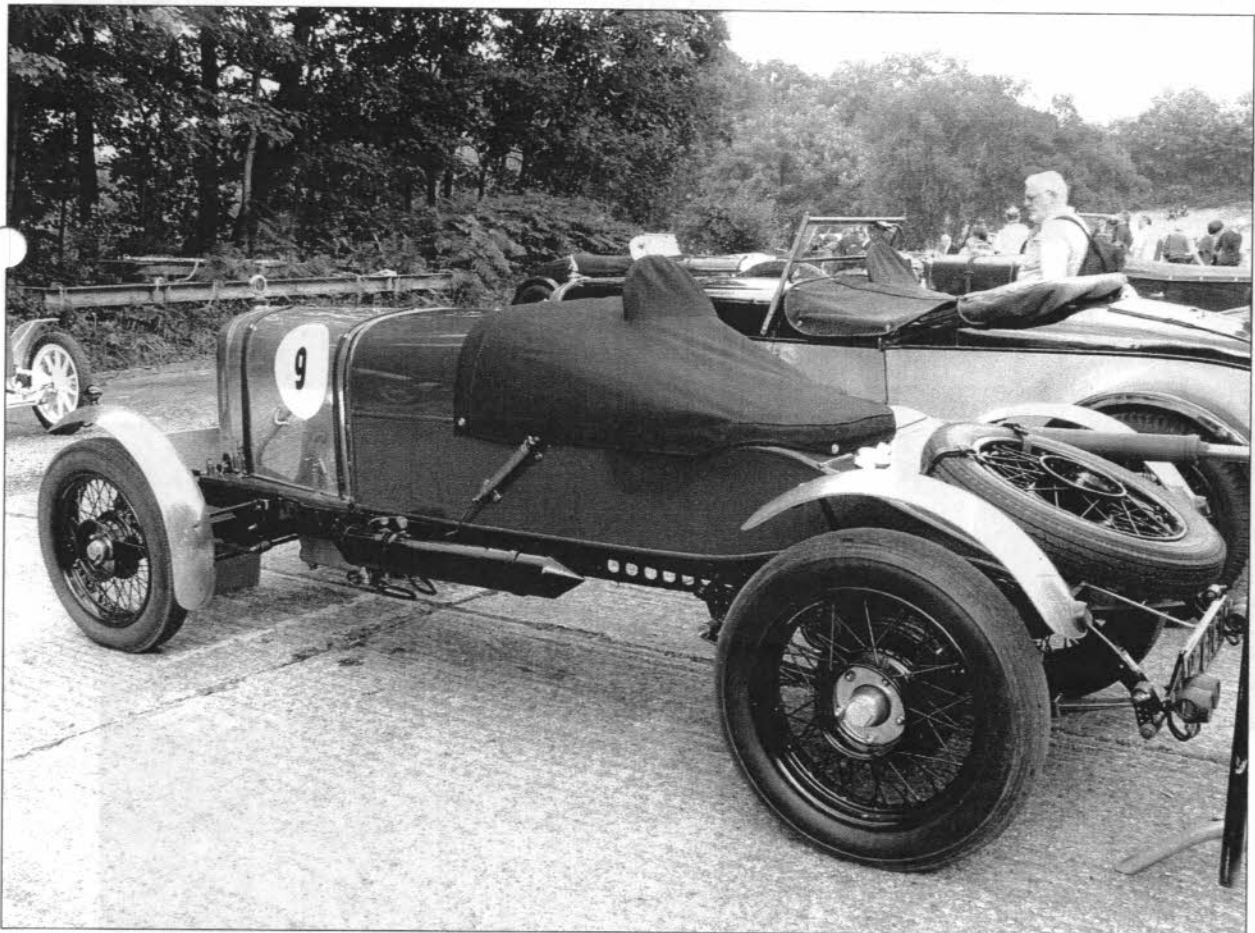
Above: WM47
Below: the engine of the 200 mile race car 2931

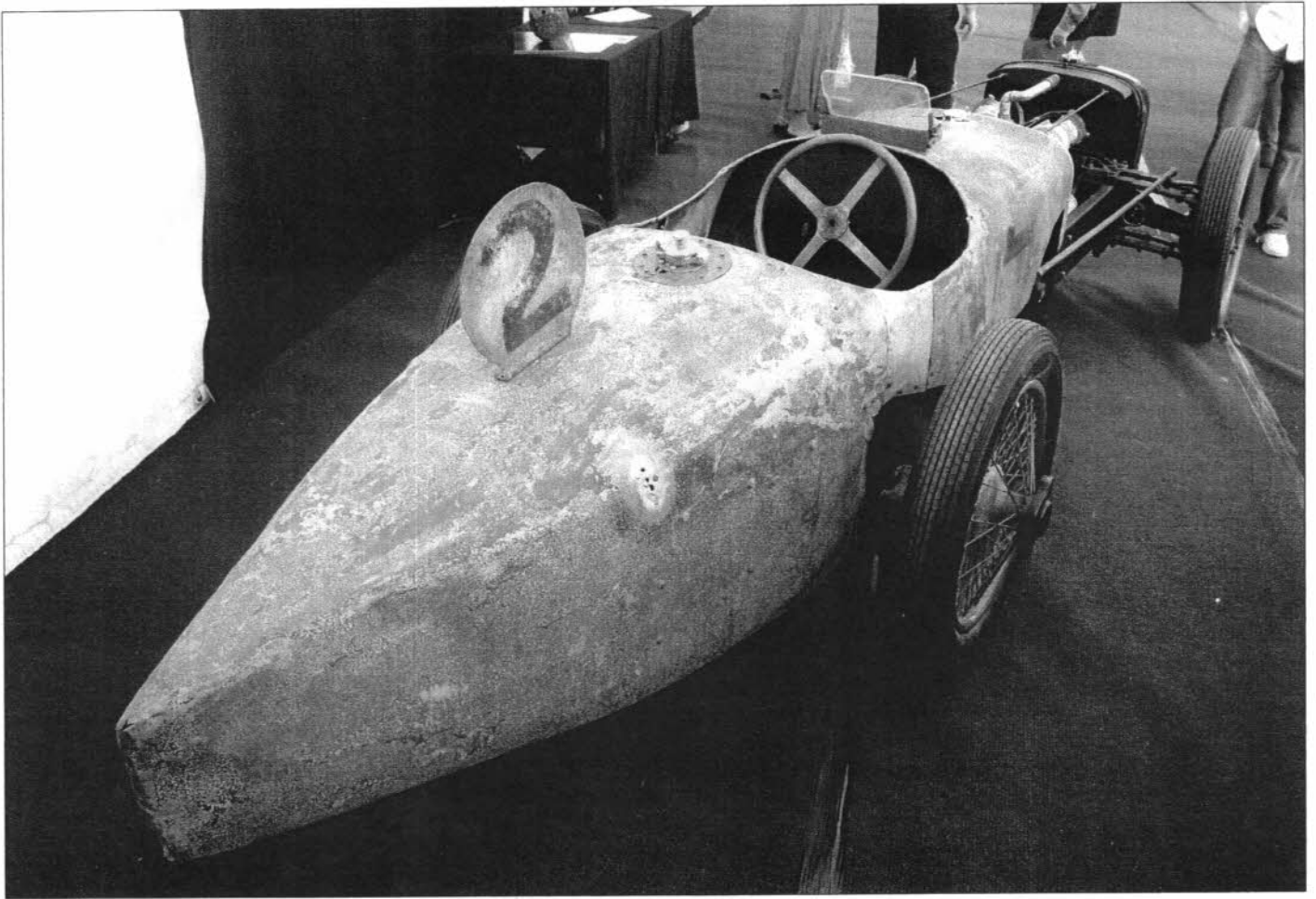




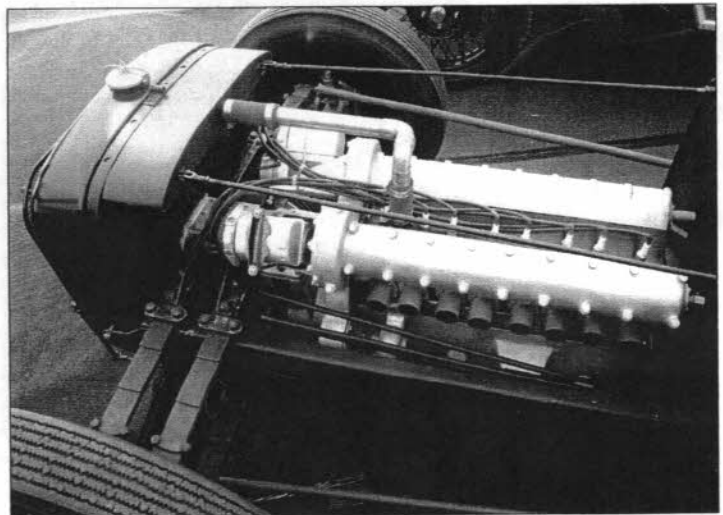
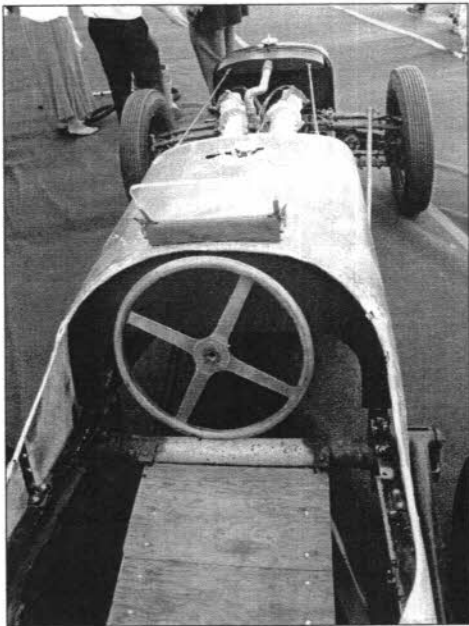
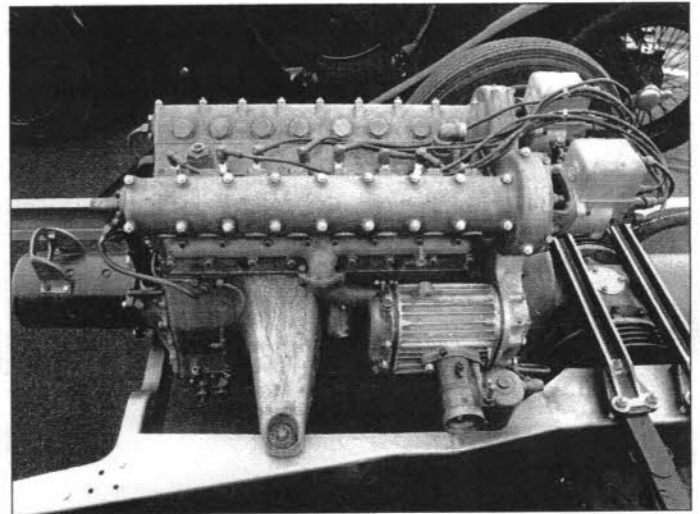
Above: the 200 mile race car—the cockpit & close coupled gear box

Below: Alvis works racing car # 1





*Above: the 1927 GP Car
Below: from the drivers seat
Right: the real engine mounted in the new 1929 FA 8/15 chassis
Below right: the wooden mock up, constructed for checking out
some of the differences between the 1927 engine and the 1929*



The Malaysian Interlude

By Rob Gunnell (and Heather)

On Sunday 4th March the only real worry on our little minds was. Can the ducksback SA12/50 get to Wilpena Pound for the Alvis Rally in 3 days in April and home in the same time to enable us to head off to Queensland Sunshine Coast for the Rolls Royce Rally in May?"

That afternoon an email from Joe Wilson in Queensland reached us, asking if we were able to take our FA FWD Alvis to Malaysia with 14 other cars within a few days. A Lagonda had dropped out at the last minute, leaving the booked container empty. The rally was sponsored by the Kuala Lumpur Tourism Action Council (KL TAC) and Ministry of Tourism Malaysia to celebrate Malaysia's 50 years of nationhood.

Although this was adding extra congestion to an already busy schedule, the amazing thing was that all the dates and times slotted in, spot on with our other plans. We decided to regard it as an opportunity.

The FA hadn't run since the Fairfax late last year, so I thought of a hundred things I could check up on, but I started by giving it a quick wash. Then the shippers in Sydney phoned to tell me they needed the car NOW! So after a grease and oil change they got the car the next morning.

Australia 1927 4.5 litre Bentley, 1938 Alfa Romeo racer, 1921 Amilcar (ex Bill Boldiston), 1926 Delage, 20 hp Rolls Royce, 1953 Continental Bentley, 1939 Bentley, 1924 Hispano-Suiza, 1939 SS-100 and us. From overseas we had a 1925 Brescia Bugatti (Denmark), 1929 Type 46 Bugatti (Holland), 1947 Delahaye Saloon (Holland), 1958 Mercedes 300SL (Holland) and a 1927 Bean (Hong Kong).

On 29th March we were on a plane to Kuala Lumpur and the next day picked up the FA ready for the weekend. A concours was organised at Medeka Square, the civic centre of Kuala Lumpur, on Saturday

morning with a regularity run in the afternoon. It poured with rain for the concours and was hot and steamy for the regularity which summed up most of the weather while we were there.

Just south of Kuala Lumpur is Sepang which boasts a full F1 GP race track and each year the F1 circus does battle there following the Australian F1 GP. The open cars among us, and some local classics, were brought out to take the racing car drivers for their traditional slow trip for a lap and a clap and a cheer. My racing driver was Ralf Schumacher who showed some interest in the Alvis and seemed to be a pleasant enough fellow. Once we'd dropped off our passengers we had to drive 3/4 of a lap to return to our paddock and we were given free rein.. The FA went well!

M12 EVENTS STAR WIND METRO, SATURDAY 14 APRIL 2007



Eating Out



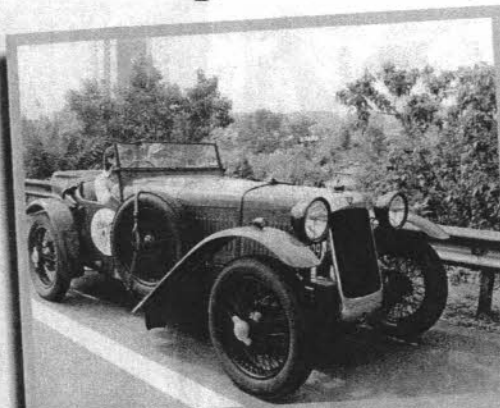
Tiffins Restaurant
Parkroyal Hotel, Batu Ferringhi,
Penang
(04-801822)

TREAT your loved ones to a low-
cost romantic barbeque dinner
here. Perfect for wedding
anniversaries, birthdays or even
business dinner discussions.



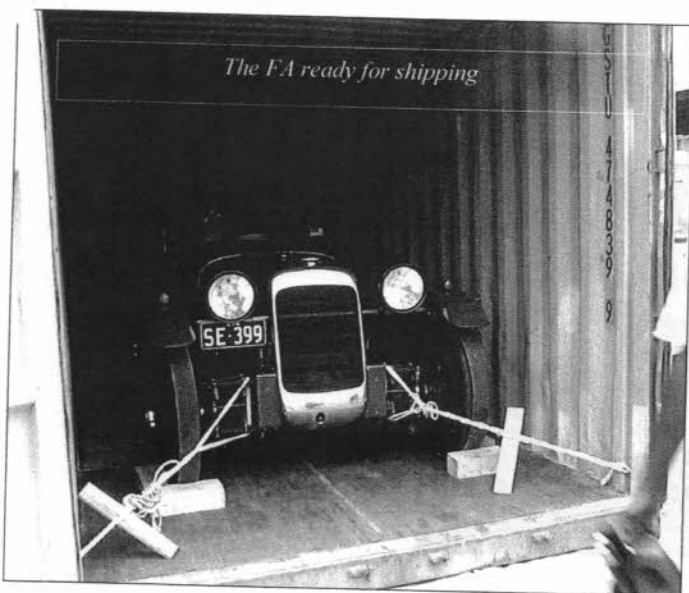
Saturday

Star in contact with WIND METRO. If there is something interesting happening in your place, call us at 04-8473200 or email: star@windmetro.com.my

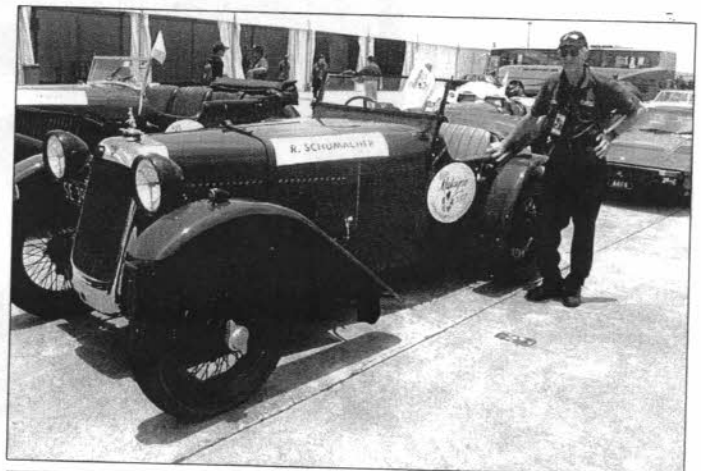


Vintage cars

MORE than 22 vintage cars from Australia, Belgium, Holland, Singapore and Malaysia will be on display at Auto-City at Free Zone from 10.30am. Vintage and classic car fans are invited to bring along their cameras to take photographs and pose with these beauties. The winners of the Miss Auto-City 2004, 2005 and 2006 contests will also be there.



The FA ready for shipping



Rob with the FA, ready to escort Ralf Schumacher at Sepang

Our companions provided a very interesting display of "classic/vintage cars" and included: from

Following the GP we had eight wonderful days of touring as far as Alor Star enjoying the other cities, beautiful countryside and excellent roads on the way. The interest in our cars was exceptional - they were on show at most of our stopping places and surrounded by masses of excited onlookers. Despite the intense scrutiny, there was never any damage or mistreatment. Even the radiator mascots seemed perfectly safe.

The FA's only hiccup was a problem fuel tap early in the trip. A young local mechanic repaired it easily while his mate put his fingers over the fuel pipe to avoid us having to empty the full tank. He was extremely capable and enthusiastic about the cars as were all the people we encountered.



The fuel tap is repaired

We found ourselves amongst very pleasant, happy and generous people throughout our stay. So if you are thinking of going there, don't hesitate!

Photography by Heather Goldsmith

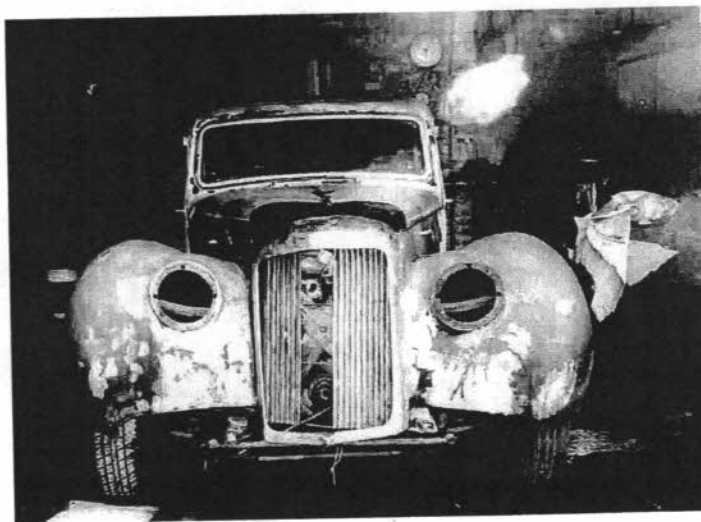
ALVIS PEOPLE BEHAVING BADLY!



Our Social Reporter, Lillian Rank, covering a recent black tie event at one of Victoria's Premier Events found this charming couple who had forsaken the RED Triangle for something less salubrious.

There is no prize for recognition, but your suggestions will be received!

PROJECT NEWS



John White sends this photograph of his latest project

SWAP, BEG, BORROW or STEAL

FOR SALE

FOR SALE

1951 ALVIS TA21 partly restored.

Original 3 litre engine. Body newly sprayed silver. Red seats and interior lining. Gearbox, radiator etc.
Car located in Maiden Gully, engine in Queanbeyan awaiting head gasket for completion of total rebuild.
\$12500 or offer

Clive Buckland, 9 Patricia Court, MAIDEN GULLY 3551 Victoria, Australia.

Ph: +61 (0) 354496127 Mobile: 0421344527

WANTED

Wanted for 1926 Alvis 12/50-----Rear Gearbox Cover part G6 or N3675. I am restoring a 12/50 DB replica and am short of many pieces. This for the moment. Brendon Neilson Phone 64 9 2364506[NZ]
or e/mail fiddlersgreen@paradise.net.nz

Thanking you Both Brendon Neilson

WANTED

TA21

2 bumper bars & aprons

2 headlight shells & reflectors

John White (03) 9890 7066

WANTED

For SP20 SC

2 plates for the gearbox sump, each with 10 stud holes

Transmission shaft flexible coupling x 2

Stub axle (Near side) or LHS, including the associated part that the king pin bushes are pressed into and with top yoke for suspension spring, and with bottom yoke for the outside of the wishbone or radius arm

Stuart Paton phone (07) 5441 5437 or fax (07) 5441 4292

WANTED

Wanted, Tall 12/50 or Silver Eagle radiator, core condition not important. Shell (measured at the back), 425mm wide x 675 high (core 370 x 548mm). Can swap for a standard 12/50 radiator if required (~25mm shorter).

Contact Dale on 03 5968 5170 or 0428 832 126

FOR SALE

1925 TE 12/50 ALVIS DUCKSBACK.

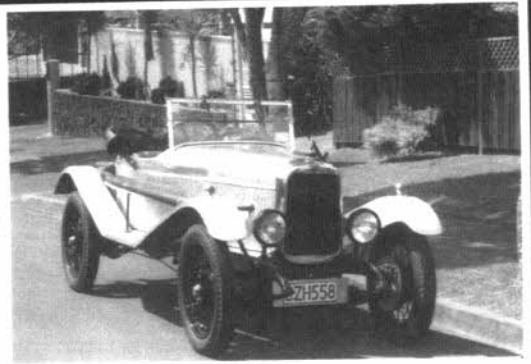
The car has been built from a ground up restoration over the past 4 years. The following work has been completed.

New Radiator core, all Alloy pipes and housings are new, mag. overhauled, motor has been fully reconditioned including the head. full flow oil filter. new clutch components flexible joints all new bearings and close ratio gears in the gearbox, fully balanced driveshaft new bearing in the diff and new crown wheel and pinion high ratio, all new wheel bearings and new wheels (centres and rims) new wooden body and skin. New upholstery. and windscreen.

This car was on the ALVIS NATIONAL RALLY IN APRIL in Sth. Australia and went well. the car has travelled 1350 miles since being restored. I am selling the car as I have bought another 12/50

Price: \$70,000

Contact Derek Dixon on (07) 5443-4320 or on email d_g_dixon@bigpond.com



FOR SALE

1938 Alvis 12/70 SB - engine #15694, chassis #15208, body Mulliner A42591

Down to chassis and awaiting restoration. All parts except exhaust & muffler. Engine was reconditioned and has done only 100 miles. New upholstery. Body off due rust & needs some re-wooding. Unable to continue due ill health. Needs good home, have owned since 1964.

Make an offer to PETER HARVEY, BURRA SA (08) 8892 2766

FOR SALE

2 SILVER EAGLES

1928 Silver Eagle, rough fabric tourer body, part mechanically restored, complete car. Engine # 7940

Silver Eagle Beetleback. Has travelled 9,300 miles since restoration. Registered VN0973. Engine # 7409, chassis # 7046. Both cars \$70,000 including some spares.

Stuart Paton (07) 5441 5437 Fax (07) 5441 4292



WANTED SMITHS 0-80 mph speedo, black face, white figures, to use in my 1928 FWD Alvis. It would have to match my Rev counter which is shown in the photo. I have for sale (or swap) a 0-80 mph JAEGER speedo, beezel face, excellent condition.
Cheers Des Donnan 07-5445 9981



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