

ALVIC

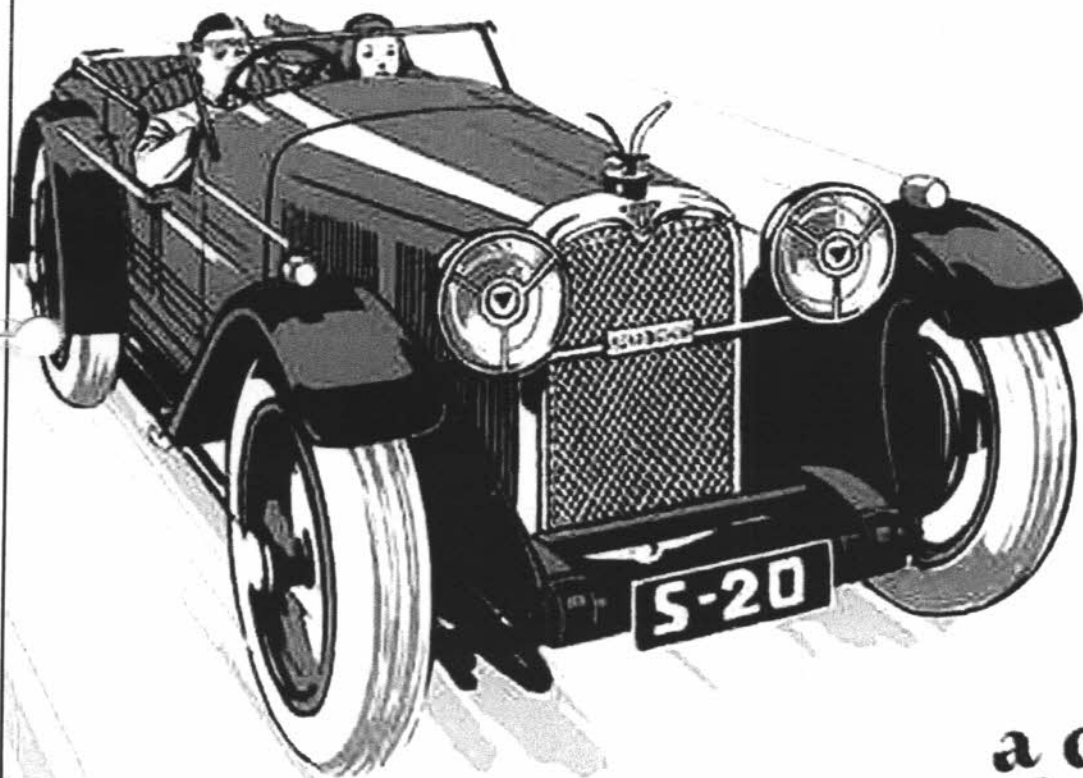
SPEED TWENTY

AN ENTIRELY NEW SPORTS CAR

**A GENUINE
100 M.P.H CHASSIS**

MARCH 2007

Newsletter of the Alvis Car Club of Victoria



£695

**a car -
made by enthusiasts
sold by enthusiasts
- to enthusiasts**

Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au



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Alvivacity

We are indeed a lucky lot.

Some clubs are just doing it so hard that they have no option but to allow reproduction cars into their club albeit with specially stamped chassis plates. Can you imagine what it would be like to have 50 reproduction straight eight Front Wheel Drives in our club? I shudder to think!

The next thing would be to have manufactured a set of identical Alvis number stamps and low and behold a genuine straight eight FWD Alvis would emerge complete with racing history- as raced by Anthony Fotherington-Symthe at the Intervarsity Tourist Trophy of 1926.

Poor old Archie Frazer Nash would be spinning in his grave if he thought his beloved TT Replica Frazer Nash was being touted as a replica in the same light as would a Type 51 Bugatti replica built in 2007.

I have always held the belief that a replica was a duplicate of something made by the original factory or by the original artist in which case Archie comes up trumps.

Years ago whilst attending a VSCC meeting at Silverstone I was looking at a row of green and blue C Type Jaguars. There must have been twelve of them and the chap I was standing next to informed me that they were all replicas except for one that was real. He didn't seem to understand when I explained that they weren't replicas but merely very clever reproductions.

Kalorama is our next event on the calendar and I look forward to seeing you all there.

Happy motoring

CM

CONGRATULATIONS

Last month we welcomed Richard Wallach to the club.

This month we are congratulating him on buying an Alvis.

Richard has bought the ex Tonkin, Willey TA21.

Don't stand in front of this guy, he doesn't let the grass grow under his feet.

Well done!

SUPPER THE MCKAIGES

DINNER

There is an open invitation for anyone who would like to join those who have dinner together prior to a Club meeting. With the demise of Antonio's and the fact that Pizzatonio's, who took over their premises, is not to our liking, we will be having dinner at the Malvernvale Hotel at 1321 Malvern Rd from 6.00pm. We have a private room and if you are coming, please ring Chester on 0407 113 516, otherwise you might just have to sit on the floor, or worse still, I might have to!

JL

COMING EVENTS

- MAR 16 General Meeting
25 Kalorama - see flyer with December 06 newsletter
- APR 20 General Meeting
17-21 Travel to National Rally in SA
22-27 **"ALVIS in the Outback" 2007 National Rally**
28-2 May Return travel from National Rally in SA
- MAY 18 General Meeting
20 "Drive Your Car Day" promoted by the AOMC
Run to the "Thomas Hogan" Old Folks Home at Kyneton for BBQ
(organised by the Langs)
- JUN 15 General Meeting
- JUL 20 General Meeting
29 "Peninsula Ramble" (organised by the Hortons)
- AUG 17 General Meeting "Rough Red & Pie Night" (organised by the Parkies)
26 Day Run to take in Rob Roy Hill Climb (organised by the Tonkins)
- SEP 21 General Meeting
Day Run (organised by the McKinnons)
- OCT 19 General Meeting
- NOV 2 Camperdown Weekend Away
16 General Meeting
- DEC 2 Christmas Party at the Tonkins, Smiths Gully

EDITORIAL

Dooing the Nooslitter this munth has not bin eezy, cos
nobiddy sent me nuffing!

Wood B reely grouse if sum of youse Alvis persons put pin to
papar an sint me a litter!

JL

Julian Collins Memorial Tour
A Gentle Meander Around Victoria

7th - 25th October 2008

As you all know, the late Julian Collins loved coming to Victoria to catch up with all his friends. He loved the wine, he loved the food, he loved Alvis cars and he loved the hospitality. It was a sad and sorry day when we learnt of his passing not long after his last visit in March 2006.

In order to bring together all of Julian's passions, the Alvis Car Club of Victoria is staging a tour of Victoria commencing with a sit down dinner at the RACV Club in Melbourne on Tuesday 7th October and finishing with a farewell dinner at RACV Club Healesville on Saturday 25th October.

The tour proper commences on Wednesday 8th from the Williamstown foreshore traveling to Queenscliff via Geelong, Portarlington and St.Leonards. Overnight at Queenscliff.

Thursday 9th and it's down the Great Ocean Road to Warrnambool where we spend two nights. Friday 10th is spent sight seeing.

Saturday 11th we head to the wine growing area of Penola where we overnight and again spend the next day (Sunday 12th) wine tasting and indulging in the gastronomic delights of the area.

Monday 13th , it's off to Halls Gap where we will stay the night.

Tuesday 14th we travel to Ballarat via Ararat, Avoca and Maryborough. We spend two nights in Ballarat.

Thursday 16th takes us to Bendigo via Maldon, Daylesford and Castlemaine. We will be spending two nights in Bendigo.

Saturday 18th from Bendigo we go to Echuca for our next overnight stay.

Sunday 19th its off to Beechworth via Yarrawonga, Rutherglen and Chiltern where we will be spending two nights.

Tuesday 21st and we head for the mountains of Dinner Plain for overnight stay.

Wednesday 22nd we drive to Lakes Entrance for one night's stay.

Thursday 23rd , it's down through Gippsland where we end up either staying at Traralgon or Warragul.

Friday 24th , from Warragul, we end up at the RACV Healesville Country Club the tour finishing there with a dinner on Saturday night 25th.

Now you may ask why organize a Tour for so long over much of the country that we have already traversed?

The answer is simple. We have invited the Alvis Owners Club U.K, the 12/50 Register U.K and any other Alvis Club that would like to come and share the passion.

Expressions of interest were sent to the U.K clubs recently and to date we have twenty cars showing interest in attending and two from New Zealand.

It is now your turn to put forward your expression of interest.

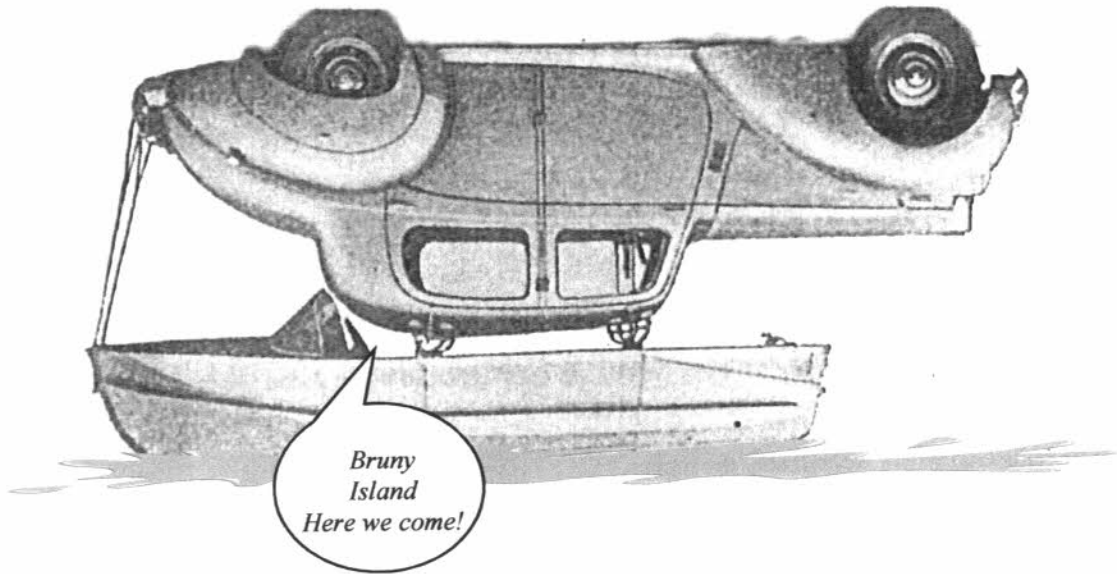
Simply fill out the form and send it to me as soon as possible.

While October 2008 may seem a long time away, it will come around fairly quickly. We need to know numbers early to get things moving.

Chester McKaige

Parky has found another use for a TA21:

BOAT ANCHOR!



CENSUS REPORT

John Hetherington reports that there has been a good response to the census questionnaire and the information received is being processed into a user friendly database.

A significant amount of historical information is also being received that will not appear in the database but will form the basis of a future project of a comprehensive history file on Alvis cars in Australia.

If you haven't returned your questionnaire yet, John would be happy to receive it at your early convenience and other car history information would be appreciated.

.....ed

VICTORIAN CLUB PLATE REQUIREMENTS 2007 NATIONAL RALLY

To ensure that ACCV members operating on club plates are adequately documented for the travel days to and from the 2007 National Rally, the event calendar on page 3 now lists 5 days travel before and after as official club event travel.

As well as the other documentation, you should carry a copy of the newsletter with the event and travel dates listed

An "In Depth" Report on the Gordon "Lunch & Hat Run"

from JFH



We had a good lunch.....



We visited the Hat Shoppe.....



.....and found the perfect hat for the President. He looks so much better in it.

Photography by David Head & John Hetherington

There are many modern day Alvis owners who have never heard of the Hells Confetti Gazette.

In 1980, Tony Cox (UK), provided all of the effort and much of the subject matter in creating the Hells Confetti Gazette for owners of the surviving FWD cars. In all, six editions were created in the period to 1984. This is one of the stories from edition 3 October 1980.

Of the 12 FWDs that found their way to Australia, 11 remain and the following story is by the late Horrie Morgan, one of the early members of the ACCV. Nola Morgan still receives a copy of this newsletter each month and this will obviously rekindle memories. The subject FWD is the very car that Geoff Hood is advertising for sale.

By the way, Hells Confetti was the name given to the confetti sized shims used to adjust FWD tappets.

.....Ed

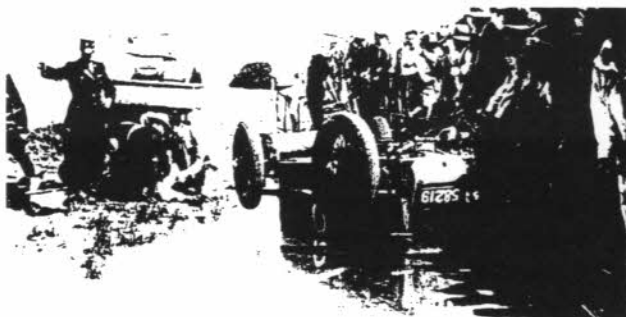
TRUE ADVENTURE STORY

by Horrie Morgan

I originally had a 12/50 ducks back but as we were searching for land to build on, it was considered that something more watertight was necessary, so the purchase of our FWD saloon FP583 came about in 1952.

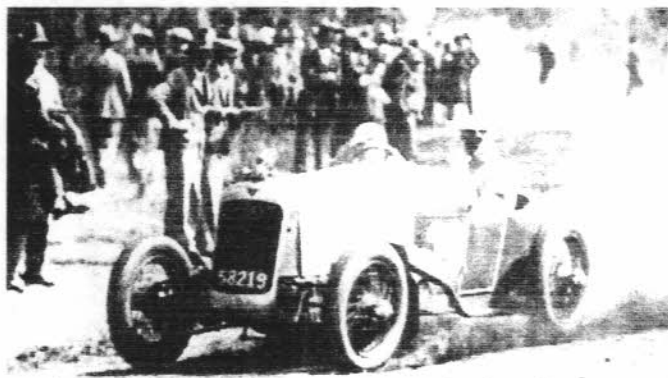
Nothing was known about the car and only gradually did its history unfold. One Albert Edwards owned the FWD from new to 1946, then it passed rapidly through 6 owners. Admittedly, it had started to run down, and restoration is still going on, but I thought it would be a challenge, and haven't had to change my mind.

Albert Edwards was dead, and details were scarce, but luck produced two incidents that helped to unfold the history. The photograph of the 1932 crash (below) was published in a Sandown



Park programme, and I was stopped by a man who asked if the car had belonged to Edwards and when I said yes he reckoned he could prove it and swung underneath. He said he recognised his work in the chassis plating and the gussets inserted forward of the rear engine cross member. He introduced himself as Ted Phyre and he had been Edwards' mechanic through Austin 7's to the FWD. He supplied some of the photos and information quoted. I wish I could offer more proof but the wells seem dry.

When Edwards ordered the car his only stipulation was that it had to beat the bloody Bugattis, and when it arrived it had a certificate for a guaranteed 100 m.p.h. I cannot see where this extra speed could have come from, but Phyre swears they

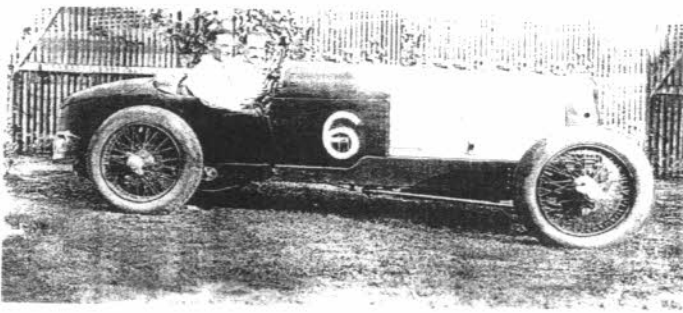


1929 Australian Grand Prix

touched 102 m.p.h. on the Geelong road. The photographs tell the rest of the story, as follows:

With original body, except for aluminium bonnet, exhaust. The car came with flexible steering wheel, front shock absorbers and cross member over the gearbox, which were not fitted to standard FA models. In this shape she competed regularly in country meetings, Aspendale Dirt Track, etc.

In the 1930 A.G.P. the car was leading by 2 minutes 30 secs on lap 22 when the nearside rear tyre blew at Hell Corner. Phyre said the first layer of cords in the tyre had been neatly sliced with a sharp instrument. The original body had been removed for safety as Edwards reckoned it would make a good touring car later on.



The car was ready for the 1931 A.G.P. but was stolen. When recovered, the magneto and carburettor had been removed and the car had been set on fire. With no car to drive, Edwards went for a trip to England and contacted Alvis. They are supposed to have told him that the car was made ready for the 1928 Le Mans if they had decided to race supercharged.

The car was eventually made ready for the 1932 A.G.P. but again misfortune struck, this time more disastrously than ever. An Austin 7 had raised a cloud of dust through the pit area and the Pit Marshal had flagged out a straight-8 Bugatti onto the track, where it promptly stalled. Through the dust came the Alvis with three choices: through the Bugatti, through the pits or into the ditch.

When committed to the ditch it was too late to avoid two photographers, one of whom jumped the wrong way. The photo shows a Dr. Buchanan who, having removed the poor man's leg, is binding up the stump. In the background are ambulance men and the ambulance itself. Both Edwards and Phyre were badly hurt with concussion, broken ribs etc. Edwards, not surprisingly, decided to give up racing, but retained the FWD for general motoring and it was re-registered in 1933 with the fixed-head coupe body shown.

As she is today



The car was my only transport for 10 years and I had to buck the city traffic night and morning. A couple of near misses made me put on brake and turn lights.

The car has always had spirit and individuality. When I first arrived home with it boiling and clanking, my wife Nola said 'I never thought you would buy that thing' - and so wars are declared. The next day, loaded up with shopping, an inner drive shaft broke; Nola grabbed the bags and staggered home leaving me to decide what to do. As one will when hoping for a miracle, one tries again and it happens. It gripped, and on the hand throttle and in low gear we crept back. A flake had wedged between the broken axle ends.

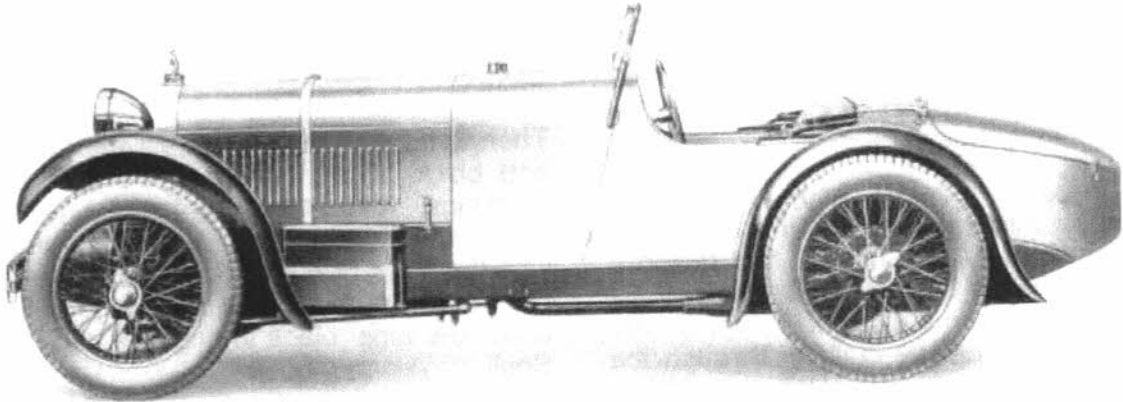
Then there was the time when the oil gauge split and black oil went over Nola's new shoes and stockings. Also, the roof leaks and no matter where she sits, it drips and drips. But what did hurt was the night of our wedding anniversary. I came out from work to find the battery gone and a note under the wiper blade to ring D24 and contact Sgt. Snell.

He duly arrived with the battery, having reclaimed it from a scrap metal dealer. Because I had a beery aroma on my breath, no-one would believe me, until police came from H.Q. and the local station, and by the time everything had settled down it was too late for our outing.

Twice she has fractured the oil nipple on the block and dumped two gallons of oil on the road, but only a hundred yards from home. She has a sense of humour also, like when coming up to a Bentley that wouldn't let me pass, so I dropped back and got a good run up and drew abreast only to strike a puddle and wet the magneto - result, deathly silence then she blows the muffler to pieces. I swear the Bentley leapt six feet sideways.

You will notice in the photos the flat roof line. Preparation for the 1970 International Rally showed that the slats and wadding roof was beyond repair, so marine plywood was glued and screwed in place, which increased the rigidity of the body. As usual, lack of time forced me to slap the vinyl back without padding. It has been padded for the recent New Zealand International Rally and looks more vintage.

THE ALVIS FRONT WHEEL DRIVE TWO-SEATER SPORTS



THE Alvis Front Wheel Drive Two-Seater Sports Model is available with either an eight or a four cylinder engine. It is an exceptionally smart looking car of low and sweeping lines and its beauty is greatly enhanced by the long bonnet, made possible by the fact that the gear box is carried in front of the engine. A light coachbuilt body is used and this has been designed to provide the minimum of wind resistance without giving the car that naked appearance so often found in fast touring or sports cars.

In both four and eight cylinder cars a supercharger is embodied in the design and guaranteed speeds are given under the chassis specifications on pages nine and eleven. In each case, the figures given are conservative and may be exceeded without difficulty under favourable conditions. Altogether, this two-seater model is one that will delight the heart of the keen motorist—whether he requires a car for fast touring over long distances or purely for sport.

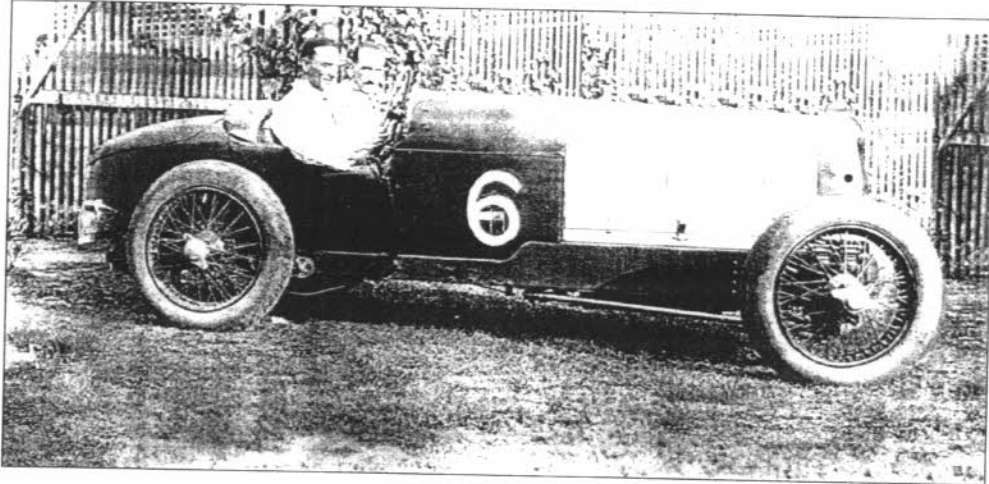
For prices see pages 9 and 11.

Master of the  King's Highway

SWAP, BEG, BORROW or STEAL

FOR SALE

1928 FA FWD. Engine # 7598 Chassis # 7035
Licence to build a serious car for serious money.
Ring Geoff Hood (03) 9842 2181



WANTED

Required for 1934 Silver Eagle SF 16.95
Coil type Rotax Q.12. Also used on Firefly type SA and SB
6 cylinder distributor type Rotax DF.6A. Also used on the Silver Eagle SG
Contact: David Head) 52 76 1223

WANTED

BTH CED6 magneto. Please contact
Joe Marsden,
11 Kotuku Place,
Matua,
Tauranga 3110, N.Z.
Member ACCV
Phone 00 64 75769416, e-mail janemar@e3.net.nz

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

1936 3½ litre 25.63 Pillarless Sedan - rare Bertelli body

Car # 17827 Chassis # 13115 Engine # 13566

Price A\$200,000

Contact: David Caldwell

Phone: (03) 9729 5821



FOR SALE

Good home needed for chassis and body tub including doors from TA21 saloon serial no 24236. The chassis is in excellent order having been stripped, derusted and repainted. I am unlikely to ever get around to restoring the car due to the sheer economics, so if there is someone out there who can use these items, please contact Mike Osborne on 08 88373158 (Ardrossan, SA),
email: ozbornes@internode.on.net

ALVIS SPARES CONSORTIUM FOR SALE

Several hundred spares for various ALVIS models are offered for sale to Australian owners. Most items have been used and their serviceability and price is listed in 5 catalogues.

Electronic catalogues by email are free.

Printed copies will be posted at cost.

Email requests to jdmelang@bigpond.net.au

Phone : John Lang (03) 5426 2256 for printed copy

(The ASC is a consortium of ACCV members who have secured these spares as a job lot with the intention of selling them at fair price, initially and briefly to Australian Alvis owners and then to the wider car community.)

ALVIS PARTS AND REPAIRS DATABASE

Newsletters over the past year have carried a note to the effect that your committee has offered to create a database of useful parts information, to capture those useful parts equivalents that most of us hear by word of mouth or discover ourselves. With the notable exception of a lot of 12/70 & TA14 items from Bob Graham the response to date has been modest, but continues to trickle in.

To recap the intention, we are seeking to record;

· Equivalent parts for specific Alvis models (examples might include alternate magnetos, radiator hoses, valve springs, pistons etc etc)

· Sources for various general items

· Parts repair hints or techniques

If and when this database starts to reach a critical mass it will be published on the internet – for now however there is not enough information to warrant it. Please think hard and see if you can contribute one or two gems...

Information please, to Bob Northey (northneys@westnet.com.au, or 2 Orrong Rd, Elsternwick, Vic 3185).

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