

May 2007

Alvic

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



"ALVIS IN THE OUTBACK"

Tall & true tales of another outstanding Alvis event



Andrew McDougall makes some progress on the SP25 Project

Next Month

Richard Tonkin tells all about another special lady in his life

Some of the news in the November 2007 issue

Alvis Car Club of Victoria (Inc)

A0017202F

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Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
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MAY 2007

VOL 46 ISSUE 4

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Front page:

All but three of the cars on the "Alvis in the Outback" 2007 National Rally

Alvivacity

Magic Moments

Being interested and owning old cars, we all would have a few "magic moments", the twilight run you do with a bit of humidity in the air, the car running well and just soaking up the miles. Or the run you did in company with others, Alan McKinnon and Geoff Hood have one such recollection that will probably remain in their minds forever.

I have a couple myself, although I have one in particular that I will never forget. In 1992 we went to the Brooklands Reunion and for me it was the start-up and demonstration run of the Napier Railton along the remains of what was the Campbell Straight.

In June 2007, we do it all again this time hoping to see and hear many more aero engined ex Brooklands outer circuit cars and eight Alvisti will be traveling to the UK for the Brooklands 100 year celebrations and a chance to do all the things Sal and I did plus more.

If we get to see a few ex Brooklands Alvises, then that would really turn it into another "magic moment" for all of us.

Well the National has been and gone, and the reports back have suggested it was a great rally, well attended and very well organized. I would like to thank Bob Northey for standing in for me and performing Presidential duties when necessary and also to our South Australian friends for putting it all together. Well done.

The June meeting will be reduced by ten members (all committee) so we will have to find a volunteer to act as President. I daresay we can come up with someone at the next meeting.

We have a run in May organized by John and Marg Lang so look forward to catching up then and to hear all the news and lies from the National Rally. Apparently Parky upset Trevor Eastwood by overtaking the Eastwood 3½ litre at over seventy mph and the Parsell jinx is still very much alive!

Chester McKaige

SUPPER *The Northeys*

Yet another smart person has seen the light and procured an Alvis and joined the ACCV
Welcome to **John Brown** who is in the process of restoring a Grey Lady he was given.
John is looking for a lower radiator elbow if anyone is able to help.

LOOK FOR!
The "God's Own Country Run"
Sunday 20th May
Flyer enclosed

Congratulations
John White celebrates his 80th birthday on
Sunday 20th May

The PARKINSON'S headed off on Monday 16th May and travelled by the scenic route to the National Rally. Staying at Port Fairy, Mount Gambier, then up through the Coorong to Victor Harbor for 2 nights. The road through the Coorong was the roughest bitumen road I think I have ever travelled on - nearly shook old Noddy to pieces, but being a tough old girl she weathered the punishment (that's the car). We arranged to meet the PARSELL'S, in the McDougall SP20, at Port Wakefield arriving there 11a.m. on the Friday. We decided to drive down the York Peninsular and this is where we started our association with the McDOUGALL cars. On arriving in Ardrossan for lunch we parked outside the local bakery, purchased lunch, and was going to find an appropriate place to settle when the "BARBI at ARDI" occurred. In other words the SP20 ignited under the bonnet in front of 20 onlookers. With a quick blast from the extinguisher the flames were out and we pushed the car across the street to a garage and got the air hose, blew the dust off, then went and had lunch. The rest of the afternoon was spent cleaning the car back at Port Wakefield. The Rally itself was excellent with some very special cars there, Noddy cars reigned supreme and even won the major prize. The SA people are on a par with Tassie people for their friendliness. Special thanks to the MacDONALD's and SCOTT's for a real super time On the morning of departure the association with the McDOUGALL cars continued. The Speed 20 starter motor failed, probably due to the test pilot from the night before, John Hetherington, who had taken it for a road test. JFH will be known as the "Last Starter!" JFH departed the scene never to be seen again leaving Pat, Maritta, and self, acting as starters for the remainder of the trip home. Then the 12/50 decided that it didn't want to start due to a considerable amount of moisture from the overnight rain. Andrew decided to use the hair dryer in the room, so we pushed the 12/50 over, got an extension lead, then after much pushing finally action. We were that last three to leave at 10 a.m. and travelled south with the Parsell's. About 3 p.m. that afternoon we were having afternoon tea at Morgan when the McDougall's met us again, only to find out that the starter motor on the 12/50 had ceased to work. Pat and I were totally exhausted after pushing both cars (up hill) in Morgan to get them started. All in all it was a fabulous time for us and good to see Pat back firing on all cylinders.

P.S. NODDY travelled 2229 miles at 23 MPG and used 5 litres of oil - an excellent effort from an original old car. (Carby excluded)

You are cordially invited to celebrate the

80th Birthday
of
John F White
at
Club Kilsyth

cnr Canterbury & Colchester Roads
North Bayswater Vic 3153
for a Bistro Lunch at 12 noon
on

Sunday 20th May 2007

or come when you can just for a drink if you wish.

RSVP 15th May

If you intend to sit down to lunch please contact Elaine Roberts

to advise numbers attending, thank you.
Phone: 9878 2326 BH or 9801 1519 AH
or email elaine_roberts7@hotmail.com.

NB: There is an underscore between my names in the email address.

Dear John,

Delighted to receive the ACCV newsletter once again.

I very much agree with Chester's comments on reproductions, excessive modifications etc. Let's keep our Alvises as Alvises.

The attached photo may be of interest. The Church is of Alvis significance. St. Mary's, Chartham, Kent, where Geoffrey de Freville's father was curate at the time of his birth in 1883. It has taken a lot of tracking down to identify records, finally solved by Norman Johnson of the Register. Apparently, the family name was Green at the time, and only changed to de Freville later. A case of social climbing perhaps!!

My wife Helen's twin sister Jane lives in Chartham. The occasion is the marriage of her son Simon to Marie in this Church. The wedding car with yours truly chauffeuring is my SA Speed 20 Van den Plas saloon, chassis 10123, the only survivor of 28, and about as unspoilt as they get!

Helen, this car and I hope to see you on the Julian Collins Rally next year. I knew Julian well, having had an office in Golden Mile Tower, Singapore, for a number of years.

We have a Daughter Harriet in Melbourne.

Best Regards to all at ACCV,

Chris Storrar.



Thankyou

I would particularly like to thank the efforts of Andrew & Frances McDougall, Dale Parsell and Ian Parkinson for their efforts in providing photographs and text to report on the National Rally

.....JL

RED PLATE SCHEME.

For those members who have their cars on the Vistorian Club PERMIT (Red Plate) SCHEME, be warned. If your permit renewal is late arrivng at Vic Roads, you may find your permit has been cancelled. Once this happens you will have to obtain a roadworthy for your car and apply for a new permit. This has happened to one member recently and is very inconvenient, so renew your permits promptly.

Dale Parsell



This is an email copied from the Hells Confetti e group with a pic I had never seen before Ed

Dear Tony (Cox),

A friend in the VCCQ gave me this photo of a FWD inverted taken by my friend Chris Pike's dad in 1931(?) after an accident during the Grand Prix at Phillip Island. The car was subsequently owned by Horrie Morgan for many years and recently by Geoff Hood in Melbourne. It's really only of historical interest as there are few details obvious, although the Hartford shock absorbers are easily seen.

Cheers Des Donnan

I received two emails in reference to the Spikins Special mention in the April newsletter. Also some interesting discussion.

JL

Hi John,
Thanks for another great Alvic—and I did read it all very carefully, but only saw the one reference to the Spikins Bantam.
But I do know who the present owner is—Trevor Eastwood, to whom I sold it in Sept. 1993 [sadly]
See you in Pt. Augusta next sat.
Regards, Norman

Also an email from Trevor Eastwood

Advising that the Spikins Special is indeed his race car.

OVER THE HILLS AND FAR AWAY, Sunday 18th March.

When an invitation arrived some weeks ago to attend a Bentley Drivers Club S.A. "Get Together of Interesting Cars" in the Adelaide Hills, we were not sure what to expect. The calendar showed the Clare Swap Meet as the only alternative and given that Alvis parts are easily sourced from Red Triangle, back in the UK, plus the swap meet required an earlier start, we decided to take to the Hills.

With a trial run for the later Alvis and caravan due the next day, the cleaning of three cars after the Maitland Show and routine service work to complete for two long distance events, I seemed to be working late. That reminds me: I must get one of those big grease guns that take easy fill cartridges!

As we are about 100 miles from Adelaide, an early start was necessary to get to the Bridgewater Mill venue and the weather was forecast to be cooler than in recent days. On arrival, we were warmly greeted and offered Buck Fizz and a wide range of tempting breads and fruit, all down to the work of Will Bickford and his wife. Just as tempting was the selection of very nice motor cars that gradually filled the car park. Whilst many were from Adelaide, a Bentley R Continental on Victorian plates was one of the twenty five vehicles on show.

Alvis owners were there to keep the flag flying, with our TA21 drophead joined by Peter Godfrey's TA14 and Vic Elliot's vintage 12/50. John Murray had the Moggie Minor, due to the TA14 requiring a rear silencer box. Yes, I know many call them mufflers but these are English cars! John provided some laughter when he said,

"Let me introduce you to my new wife." Well, I suppose that's a change from, "Have a look at my new car."

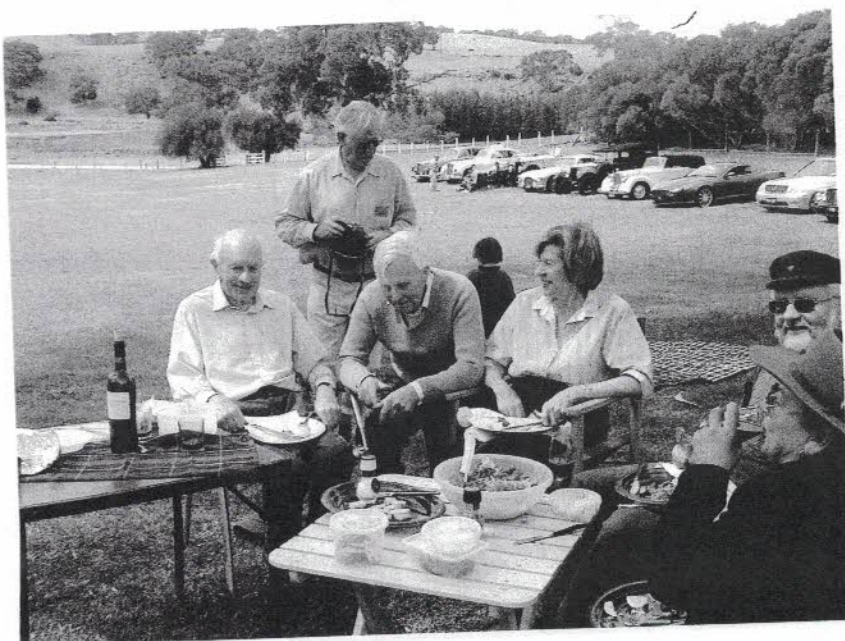
Don Bosanquet was also in attendance but not in an Alvis.

Time chatting passed quickly and we were then handed a 44 mile route description that took us on a very scenic drive through Woodside, Nairn and finally on to Macclesfield where our hosts for the day, Will and Judy Macdonald provided a splendid lunch stop at their beautiful home, Blackwood Park. A row of fine motor cars on either side of an irrigated paddock looked as if someone had won the lottery and picked their wish list of cars.

These included two Aston Martins, numerous Bentleys, a Maserati, Ferraris and some vintage Vauxhalls. Our Alvis trio spent some time talking about the forthcoming tour, "Alvis in the Outback", especially as regards the fancy dress we are required to wear on the Indian theme night. I am pretty sure that our Victorian lawyer Richard Tonkin will arrive dressed as a Sioux Indian and others will have T shirts especially printed up with titles such as "Heap Big Crested Eagle"

Having had our lunch, we had to find our way home on a most enjoyable route back through the Hills that took us most of the way without using the freeway. We had a most enjoyable time in great company and delightful countryside. With any luck, we'll get asked again next year. Our thanks to our hosts and to the other enthusiasts who took part.

Mike O



John Murray (far left), Vic Elliott in the middle and John's new wife to the right.

COMING EVENTS

- MAY 18
20 General Meeting
the "God's Own Country" Run—see flyer
(organised by the Langs)
- JUN 15 General Meeting
- JUL 20
29 General Meeting
"Peninsula Ramble" (organised by the Hortons)
- AUG 17
26 General Meeting "Rough Red & Pie Night" (organised by the Parkies)
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
16 Camperdown Weekend Away
General Meeting
- DEC 2 Christmas Party at the Tonkins, Smiths Gully



Cost per couple \$381.00 for 2 nights including 2 breakfasts and 1 dinner.
Note: Sovereign Hill \$35.00 per person, Blood on Southern Cross \$43.00 per person.

Thursday 16th October –Friday 17th October 2008

Stage 4 - 126kms Ballarat to Bendigo via Daylesford and Maldon.

Accommodation at Lakeview Motel, Bendigo for 2 nights. Dinner at motel restaurant for one night. *Your choice of dinner venue on the second night.*

Cost per couple \$125.00 including breakfast. Dinner in motel restaurant \$77.00 per couple.

Note: Golden Dragon Museum \$6.00 per person, Tramways Museum \$12.50 per person, Central Deborah Gold Mine \$20.00 per person.

Saturday 18th October 2008

Stage 4 (continued) - 93kms Bendigo to Echuca

Accommodation at Echuca Motel for 1 night.

Cost per couple for one night is around \$150.00 per night including breakfast. Dinner to be advised. Paddle Steamer cruise \$20.00 per person, historic Echuca, Holden Museum etc.

Sunday 19th – Monday 20th October 2008

Stage 5 - 237kms Echuca to Beechworth via Chiltern, Rutherglen.

Accommodation at Beechworth (same venue as the 2005 National Rally) for 2 nights.

Cost per couple \$140.00 per night including breakfast. Dinner for 1 night \$80.00 per couple. *Your choice of dinner venue on the second night.*

Tuesday 21st October 2008

Stage 6 - 189kms Beechworth to Dinner Plain via Bright.

Cost per couple \$256.00 includes accommodation, breakfast and dinner.

Wednesday 22nd October 2008

Stage 6 (continued) - 193kms Dinner Plain to Lakes Entrance via Omeo, Swifts Creek and Bruthen.

Accommodation at Bellevue Motel, Lakes Entrance.

Cost per couple for accommodation, breakfast and dinner \$230.00

Thursday 23rd October 2008

Stage 7 – Lakes Entrance to Gippsland. Walhalla a possibility to visit with overnight stay at Traralgon or Warragul.

Cost per couple for accommodation would be around \$130.00 per night plus meal.

Friday 24th – Saturday 25th October 2008

Stage 8 - Gippsland to Healesville via Noojee, Powselltown, Yarra Junction.

Accommodation at Healesville Country Club (RACV).

Cost of accommodation at RACV Club \$260.00 per couple per night.

Farewell dinner on Saturday night \$120.00 per couple.

Note: Healesville Sanctuary, Yarra Glen Wineries.

The total mileage for "The Tour" is approximately 2,100kms.

What Happens Next?

Attached you will find an Expression of Interest Form and if you have not submitted one already, I urge you to send it in so that we can make the appropriate bookings.

To simplify the administration of the event, it would be appreciated if you are not doing the full tour that you nominate full stages rather than sections.

This will help us when it comes to making bookings on your behalf.

Later in the year, an entry form will be forwarded to you to confirm your interest and a deposit will be requested at that time. The deposit will help us secure bookings of accommodation and other such events that we organise.

If you have any questions or comments regarding the JNBC Tour, please feel free to contact me on 0407-113 516 or emc87134@bigpond.net.au

Chester McKaige

Stage Six was volunteered by Dale and Marita Parsell who have had wide experience of organizing rallies in the High Plains and they will guide us on some challenging roads to Dinner Plain where we will overnight on Tuesday 21st.

The next day, Wednesday 22nd we drive down to Lakes Entrance, for overnight accommodation. This is basically the same route as taken on the 2005 Victorian National Rally, but knowing Dale it will provide interesting motoring.

Stage Seven - who better than an ex policeman who knows Gippsland like the back of his hand to organise the route. The Parkies will be up to their old tricks with this section that sees us traveling in and around Gippsland where we will overnight (Thursday 23rd Oct) at a still to be selected location.

Stage Eight is the final section and Richard and Pauline Tonkin have the duty to get us from Parky's secret location to Healesville where we will be staying for two nights, the farewell dinner being held at the RACV Club in Healesville on Saturday 25th October.

Notes: As you can see, there is a lot of country that we have already visited in the past and some that we have not visited at all. The purpose of the Tour is to provide the opportunity for our International guests to tour some of the best country that Victoria has to offer and at the same time enjoy good food, wine and Alvis company.

Costings: Listed below is a rough costing for each stage taking into account accommodation, meals and sights along the way. Also I have included a rough mileage.

Where we are staying more than one night, we have decided to have one evening meal together and the other free to do what you choose. The prices for meals quoted are based on the dearer end of the scale and include drinks in some locations.

There will be a modest rally fee for the event, to cover documentation, badges etc.

Please treat the route as described as a guide only. Planning the exact route will take place later this year. Motel accommodation is fairly accurate and we are still to find suitable accommodation in Gippsland.

Tuesday 7th October 2008.

Welcome Dinner at RACV Club, Bourke Street, Melbourne.

Drinks and canapés from 6.30pm, buffet style dinner from 7.00pm

Dinner consists of seafood, beef, fish and chicken with salad and vegetables. Wide range of deserts, cheeses and Victorian wines.

Cost per head \$100.00

Wednesday 8th October 2008.

Stage 1 - 134kms Williamstown to Geelong via Barwon Heads, Ocean Grove, Point Lonsdale, Queenscliff, Portarlington. Overnight accommodation at Geelong Admiralty Motel. Dinner Admiralty Grill Restaurant.

Cost per couple \$145.00 for accommodation including breakfast. Cost of meals to be advised.

Thursday 9th – Friday 10th October 2008.

Stage 1 (continued) - 300kms Geelong to Warrnambool via Great Ocean Road.

Accommodation at the Sundowner Motel, Warrnambool for 2 nights. Dinner at motel restaurant for one night. You will have to find dinner for second night.

Cost per couple \$136 per couple per night including breakfast. (\$272.00) plus dinner for one night \$100.00 per couple. Note: Maritime Museum well worth a visit @ \$20.00 per person.

Saturday 11th – Monday 13th October 2008

Stage 2 - 227kms Warrnambool to Penola via Hamilton and Casterton. Possibly lunch at Western District Property.

Accommodation at Chardonnay Lodge, Penola for 2 nights. Dinner at motel restaurant for one night. Your choice of dinner venue on the second night.

Cost per couple \$160.00 per night including breakfast. (\$320.00) Dinner \$140.00 per couple.

Monday 13th October 2008

Stage 2 (continued) - 223kms Penola to Halls Gap

Accommodation at the Colonial Motor Inn, Halls Gap, for 1 night. Dinner at motel restaurant.

Cost per couple \$160.00 including breakfast. Dinner in motel restaurant \$90.00 per couple.

Tuesday 14th – Wednesday 15th October 2008

Stage 3 - 210kms Halls Gap to Ballarat via Ararat, Avoca, Maryborough, Talbot, Clunes and Creswick.

Accommodation at Ballarat Lodge for 2 nights. Dinner at motel restaurant for one night. Your choice of dinner venue on the second night.

The Julian Collins Memorial Tour
October 2008

Expression of Interest

Please note my INTEREST in this tour and send me the details for Registration when available.

Surname (Title: Mr/Mrs).....

First Name.....

Accompanied by (Name of Co-driver).....

Address:.....

Post Code.....

Tel.No.....

Email.....

Alvis Model.....

Year.....

I would like to do the whole Tour..... Yes / No

I would like to do one or more stages of the Tour..... Yes / No

Which stages would you like to do 1 2 3 4 5 6 7 8
(please circle)

Signature Date.....

Please return to Chester McKaige, 129 Tucker Road, Bentleigh. Victoria 3204

Email: emc87134@bigpond.net.au Phone 0407113516

***JULIAN COLLINS MEMORIAL TOUR
2008***



Your Invitation

Julian Collins Memorial Tour 2008

Planning for the Julian Collins Memorial Rally is well advanced and expressions of interest have been received from twenty seven UK Alvis owners, two from New Zealand and one from America. We have also twelve Australian expressions of interest and the signs are good for staging the best rally seen in this country for many years.

The following will explain how the tour is being organised and how you can be part of the whole event or one or more stages. This arrangement will allow flexibility for Australian entrants who are unable to arrange time off work or due to budgetary restraints.

Why the Julian Collins Memorial Tour?

Julian Collins was the AOC Bulletin Editor for many years until his sudden death and loved coming to Australia to take in the sights and smells of Victoria. He was known to many of us and we enjoyed his company. Following his death, many of us thought we should do something to celebrate his service to the Alvis fraternity and what better way than to hold a tour and to invite our International Alvis friends to attend. It was decided to call it the Julian Collins Memorial Tour and following an email to the Chairman, the AOC agreed to support the tour and Iain Galloway, an AOC committee member, was given the responsibility of liaising with the ACCV.

Devise a Plan

A basic route for a three week tour was planned and submitted to the ACCV committee and then sent to the AOC for comment. After two or three minor changes the route was agreed on and overnight stops in key areas were chosen. With great enthusiasm, the AOC committee endorsed the arrangements and Iain Galloway set about organising shipping details, carnets and other matters.

In the meantime, various ACCV members each accepted one of the eight stages of the tour to organise that included route, accommodation, places of interest and meal stops.

Where We are at Present

Iain Galloway (AOC) is well advanced with arrangements and is in the process of obtaining deposits from those who have confirmed an entry.

The stage organisers have booked the route accommodation and in the next few months will have finalised the routes and created the notes that will eventually form the rally book.

The Detail

The Tour commences on Tuesday 7th October with a sit down buffet meal at the RACV Club in Melbourne which is where our International visitors will be staying on arrival.

Stage One of the Tour has been organized by Andrew and Francis McDougall, starting at Williamstown on Wednesday 8th October.

From Williamstown we will go to Geelong via Ocean Grove, Barwon Heads, Point Lonsdale, Queenscliff (lunch), Portarlington and then to Geelong for an overnight stay.

The next day, Thursday 9th we will travel the Great Ocean Road to Warrnambool with a couple of stops along the way to take in the scenery etc. Overighting in Warrnambool on Friday 10th and spending the next day visiting the sights that will include a small car museum and the Maritime museum.

Stage Two is being organised by Alan and Noeline McKinnon and will take us from Warrnambool to Penola via Hamilton and the Western District on Saturday 11th. Penola is known for the Coonawarra grape growing district and is an ideal location for wine lovers and we will have an extra day (Sunday 12th) there.

On Monday 13th we head for Halls Gap for an overnight stay.

Stage Three is being planned by Chester and Sally McKaige and will take us from Halls Gap to Ballarat for two nights arriving on Tuesday 14th and leaving on Thursday 16th.

Stage Four see us in the hands of John and Marg Lang who will guide the tour from Ballarat to Bendigo and plan what will be a most enjoyable stay in Bendigo for two nights on Thursday 16th and Friday 17th. They have also been given the job of making sure we are on the right road to Echuca, our next port of call.

Stage Five and who better to organize the leg from Echuca to Beechworth than John and Marg Hetherington. We will be staying the night in Echuca on Saturday 18th and then on the 19th will head for Beechworth where we will be spending two nights, 19th and 20th.

The "GOD'S OWN COUNTRY" Run

We promise you some of the best old car driving country you have ever seen.

Up hill, down dale, through forest, over bridges—minimal traffic on good roads.

and

lunch at "Soltan Pepper" in Romsey

The Langs

SUNDAY 20TH MAY

Meet at the Mickleham Primary
School

Melway ref 385 H1 (see note)
At 9.30am

For 9.45 departure

Bring a thermos & biscuit for morning
tea

Please ring John or Marg Lang by
13th May or they'll ring you!

(03) 5426 2256 or

0419 890 313 0407 667 609

ACCV RUN SUNDAY 20TH MAY 2007

ROUTE INSTRUCTIONS

		Kms	Miles
1	Meet at Mickleham Primary School Mickleham Rd, Mickleham, Melway Ref map 385 H1 (see note)	0.0	0.0
2	Turn LEFT into Bardwell Rd	1.7	1.0
3	Turn RIGHT into Konagaderra Rd	4.8	3.0
4	Turn LEFT to Clarkefield - Caution long descent - narrow 1 lane bridge	15.7	9.8
5	Turn RIGHT at T-Intersection Lancefield Rd	18.6	11.7
6	Turn LEFT into Sutherlands Rd	24.1	15.1
7	Turn RIGHT into Amess Rd	27.1	16.9
8	Turn RIGHT at T-Intersection into Kilmore Rd	29.4	18.4
9	Turn LEFT into Mt Eliza Rd	34.4	21.5
10	Veer RIGHT into Kerrie Valley Rd - MORNING TEA STOP ON VERGE ADJACENT TO KERRIE VALLEY HALL	42.9	26.8
11	Continue on & turn LEFT at Romsey Rd T-Intersection - Caution oncoming traffic at 100kph	46.5	29.1
12	Turn RIGHT into Straws Lane	50.5	31.5
13	Cross South Rock Rd - Caution oncoming traffic	51.6	32.3
14	Turn RIGHT into Colwells Rd	52.2	32.6

15	Turn LEFT into Bryces Lane	53.0	33.1
16	Turn RIGHT into Rochford Rd	55.3	34.6
17	Continue through Rochford to Lancefield		
18	Turn LEFT into Lancefield -Tooborac Rd	67.6	42.3
19	Turn RIGHT to Pyalong	69.9	43.7
20	Turn LEFT onto Northern Highway	90.8	56.7
21	Turn LEFT to Kyneton	92.1	57.6
22	Turn LEFT to Lancefield - Caution traffic 100kph	103.2	64.5
23	Lancefield – Continue straight ahead to Romsey	122.0	76.2
24	Arrive at Romsey for lunch	130.0	81.2

LUNCH WILL BE AT "SOLTAN PEPPER" 118 MAIN ST ROMSEY.

On the left hand side – take the service road

WE HOPE YOU'VE ENJOYED YOUR DRIVE THROUGH THE MACEDON RANGES.

ALVIS SPEED 25 RESTORATION PROGRESS REPORT

Andrew McDougall

In early 2006 I wrote about the purchase of a sad Alvis Speed 25 Charlesworth Saloon, Car # 20373, Chassis# 14684. At the time I said that the car needed a full body and mechanical restoration.

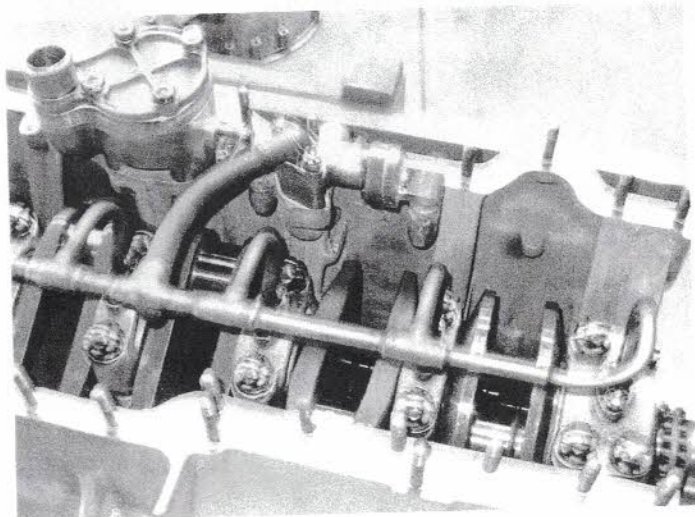
As is usually the case the restoration involves a lot more work and expenditure than is originally anticipated and progress is slower than is expected.

I can report that some progress has been made, even though there have been interruptions due to a 3 month overseas trip and the preparation for and participation in veteran car rallies.

As I like mechanical work I decided to concentrate on this aspect, rather than the body. It will be interesting to see if I have gone about it in the right order.

At the time of purchase I knew that the engine had water in the sump and that it was thought that the cylinder head was cracked. It was supposed to have a reasonable bottom end. The engine, front suspension and brakes were quickly stripped from the car, with copious photos taken and sketches made to assist in its reassembly much later down the track. All the parts were stripped, labelled and where appropriate placed in zip locked plastic bags.

Once the engine was dismantled I found that the suspect cylinder head was basically sound with newish valves and guides, no cracks and was true and not warped. The cause of the water leakage was corroded aluminium core plugs. However the remainder of the engine provided quite a few surprises. The mains and big end bearings were in poor shape and on measuring the crankshaft I found the big end journals 10 thou undersize but incredibly the mains 2.55mm undersize (I had to check the micrometer a few times to ensure that I was reading it correctly). To compound matters the crankshaft was cracked in 3 places. The camshaft was badly worn and corroded and the pistons had been fitted with cord rings which had given the bores a hard time. The upshot of this is that a new billet crankshaft has been made with integral



balance weights. Also a new camshaft has been made as well as connecting rods to suit new readily available lower deck height pistons. The block has been rebored and a full set of core plugs fitted to replace the suspect aluminium plugs. Although the block's aluminium core plugs looked awful they were not leaking due to the 2 inches deep of core sand and cemented sediment. Water could not report to the drain plug at the base of the water jacket. Soaking in a cleaning bath and mechanical scraping with the welsh and core plugs out only managed to remove some of the cemented gunk. I was advised to try filling the water jacket with dilute hydrochloric acid for no longer than 12 hours so as to not remove excess scale from the water jacket side of the cylinder walls, with the possibility of creating porosity. The block water jacket with the acid in it looked like a witch's cauldron bubbling away. However as it turned out it needed 30 hours of acid treatment before the jacket was clear. This form of sedimentation could be part of the reason that many Alvis engines run hot. The new core and welsh plugs were fitted and the block was then sent out to be vacuum dipped in a casting porosity sealing solution.

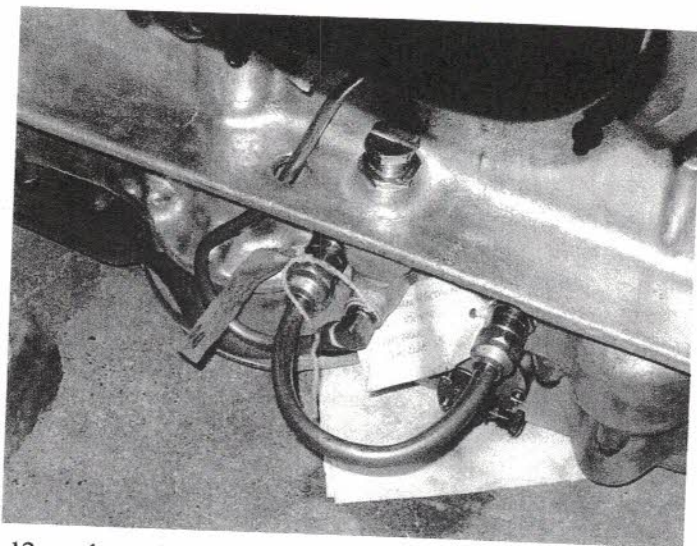
Whilst all this work was going on the engine's peripherals came in for attention: The starter motor and generator were stripped and had their bearings/bushes replaced/lubricated and the commutators skimmed.

The integral ring gear was worn out and a new ring was obtained from Red Triangle. The old gear had to be machined off before the ring could be shrunk on. The water pump casing and mechanical seal were corroded beyond repair and I was eventually able to make up a serviceable pump from items obtained from the Spares Consortium and Red Triangle.

The clutch plate was ok but the pressure plate had to be machined and rebuilt. A new throw out carbon thrust was obtained locally. The huge lump of cast iron attached to the flywheel was lightened considerably and the whole crankshaft/flywheel/clutch assembly balanced. I cleaned and rebuilt the carburettors with new seals – fortunately the shafts and bodies were virtually unworn. The oil pump was cleaned and found to be ok and was larger capacity than standard; (*see left*) no doubt due to the engine originally having been built up for the Monte Carlo Rally.

Whilst Alvis had incorporated a form of oil filtration in the Speed 20 engines, in their wisdom they had deleted this facility in the Speed 25 and 4.3L engines. In fact I don't think filtration was reintroduced into Alvis engines until the TD series. A 4.3L engine keeps most of its oil flow from the pump inside the engine and only a small portion is transferred by external piping to a camshaft bearing and the overhead gear. As I had done all this work on the engine, which included the fitting of modern slipper bearings I was keen to get the oil flow from the pump out of the engine to a modern external spin on filter before it reported to crankshaft and all the peripherals. In doing this it also allows the use of an oil cooler which can help lower the engine running temperature

by about 10 degrees C, if it proves to be necessary. I spoke to Paul Chaley and Trevor Eastwood to see how the oil had been ducted outside their respective racing engines for external filtration. In the end I did a variation on the theme which allowed the use of larger bore fittings – a minimum of



12mm bore. I made up silver soldered brass fitting using scrap brass and hardware store water fittings. This has necessitated the drilling of two holes and spot facing them in the aluminium crankcase near the oil pump. Oil now comes directly from the pump out through the wall of the crankcase, (see above) through a, to be chassis mounted, spin on filter and back in through the crankcase to an original cast bronze tee piece (which has been rotated through 180 degrees) and then conventionally flows to the main bearings via the original steel, unmodified, manifold and also via the bronze tee to the pressure relief valve and the ancillaries.

In places there is not a lot of room to achieve this but I have just managed to make up a fitting which attaches to the pump with a mm of clearance to spare. Temporarily I have installed a copper pipe between the two external fittings so that engine oil can be pumped around the engine via the starter motor, periodically, whilst the engine awaits the completion of the restoration. There are photos attached which may help to show how the lubrication system modifications have been achieved.

Also with the "as new" engine I was keen to clean the intake air. As standard the engine is fitted with a device which looks like an air cleaner, but is in fact a sound attenuating silencer with no filtration provision. (see below) I unsoldered the ends

of the silencer, drilled the ends and turned up a shouldered tie bolt for holding the now removable ends onto the silencer body and removed the attenuating ducts from the interior of the silencer. I have now made up some steel mesh reinforced, oil coated, foam elements. Hopefully there will be sufficient area to provide adequate filtration without impeding air



flow to the carburetors.

The new camshaft has an improved valve timing and during the assembly of the engine I had to get new keyways machined into the camshaft sprocket, in order to get the correct valve lift at top dead centre. The engine is now fully assembled, with oil in the sump, all orifices are sealed and it has been placed in storage for the day it can be returned to a restored car. Every few months a squirt of oil will put in the bores and it will be spun over on the starter motor to circulate the oil around it. There are some before and after photos of the engine attached.

Spare new king pin kits came with the car and have been fitted to the stub axles. I have acquired and made new hardened front suspension pins and have fitted and reamed new bushes. The front spring has been dismantled cleaned, painted and had the steps in the leaves ground. The car was fitted in the early 50's with after market hydraulic brakes. The wheel and master cylinders have all been fitted with stainless steel sleeves and new pipes have been made. All the reconditioned components are in storage awaiting the time when the chassis is cleaned and painted and they can be refitted. The next items to receive attention are the steering box, rear springs and rear axle. I will be fitting a new 3.8 to 1 c.w.p., which came with the car, to the spare differential centre. I understand from the previous owner that the gearbox worked well, without any rumbles, so at this stage I only plan to change the oil, whilst observing the condition of the old oil. I am keeping my fingers crossed on this one as I understood the engine bottom end was ok and we now know what it was like. Just to be sure I did buy a spare gearbox from the Spares Consortium.

We will be away for three months in the middle of this year but at this stage I plan to have all the mechanical work completed by year end so that work can commence on the body.



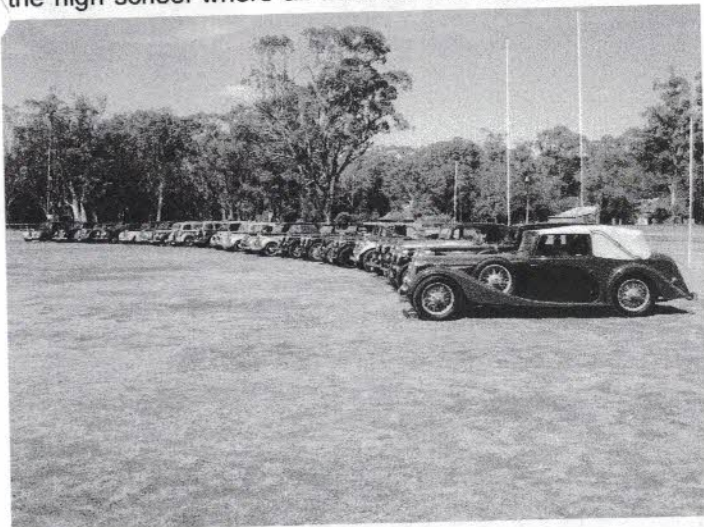
Work in Progress!

ALVIS IN THE OUTBACK: 2007 BIENNIAL RALLY - 21ST TO 28TH APRIL

The peace and quiet of a Saturday afternoon in Port Augusta was shattered as 47 Alvi arrived in town. The Standpipe Motel was a wonderful location for the first few days of the rally. The entrants were welcomed by smiling faces, pink hare ears, nibbles, drinks and lots of chatter on the verandah of the original hotel dating from the 1870's.

Dinner that night was a chance to renew acquaintances and to hear the various stories of the trip over to Port Augusta from Victoria, NSW, Queensland, SA, WA and Tasmania. For Frank Corbett his trip ended in Renmark with a blown 12/50 engine. He and his passenger Henry Anderson managed to get a lift with others to Port Augusta. In fact Henry arrived with Richard Tonkin & Penn Bradley in the Graber TA21- so he arrived in style. A few others had minor problems on the way over but all were fixed.

Sunday morning saw the Alvi heading down to an oval at the high school where all the cars could be parked while



their owners enjoyed a trip on the Pitchi Richi Railway. This is the original Ghan railway line and the steam locomotives and carriages all belong to the time when it was a very busy railway serving the isolated towns and pastoral properties between Quorn and Alice Springs. We had a steam loco to pull about 5 carriages, including the Commissioner of Railways carriage which had a rounded window at the rear for observing the scenery. It was a wonderful trip up through the Pitchi Richi Gorge, across iron lattice bridges, over hand built stone embankments to the Willows Restaurant for lunch. Judging by the level of noise during lunch there was plenty of chatter going on. After lunch, there was a bit of a wait for the train, as it had some problems building up steam. It was very pleasant sitting in the sun and looking down the valley. Most people ended up with soot in their hair as the footplates proved to be popular places to stand during the trip.

The dinner that night saw far too many Indians and not enough chiefs to control the hilarity. The Indian Night was a great success especially as the Standpipe is owned by Indians so there were some wonderful curries on the menu. There were Indians ranging from Red Indians to Indians from India, an Indian Call Centre as well as the

Worlds Fastest Indian and a couple of Indian bikers as well as one maharaja. There was much laughter as costumes were examined and Andrew McDougall (alias a call centre) was trying to interest anyone who would listen to his great deals. At the end of the night there were a number of prizes awarded: to Beni Hannam for being delightfully traditional as the best dressed Indian Lady, The best dressed Indian male to Mike Osborne as a North American Indian, the best dressed North American Indian couple to Gayle & Derek Dixon, the best dressed Indian Couple to Maritta & Dale Parsell as an Indian Motorcycle bikie couple, the most original outfit to Andrew McDougall as an Indian Call Centre and to Ian Parkinson for an Indian Outfit that was never meant to be worn whilst driving an Alvis motor car. It was a great night.

Monday was our first day of driving on the rally and it was a good run down the highway to Port Germein for morning tea and a chance to see the longest jetty in Australia at 1.7km. Some of the more energetic of us walked to the end of the jetty and back. Before we left, the boat launching vehicle was sporting an Alvis Red Triangle! Then it was a lovely drive through the Germein Gorge – a winding road through wonderful river red gums and twisted rock formations just made for Alvis cars. We continued up to Melrose and Mt Remarkable for lunch. All the cars lined up on the oval for a photo shoot. The trip home took us through Horrocks Pass which David & Elizabeth Horrocks were very interested in seeing. This was their first Alvis Rally in a lovely TE21.

Tuesday was the run up to Wilpena Pound via the Wadlata Exhibition and Quorn. The exhibition was an excellent introduction to the history of the Flinders Ranges both geological and human. It made you realize how tough it was on the European settlers when they started to move north and to try and farm in a semi desert environment. Our lunch stop was at the Pichi Richi Railway workshops – needless to say there was a lot of wandering around steam engines in various stages of repair and marveling at all the metal and wood machining facilities as well as the great selection of dried timbers - a car restorers dream. The volunteer organisation does a wonderful job of maintaining and restoring the carriages and engines. After lunch it was onto Wilpena via Hawker and the Kanayaka Ruins. Kanayaka was one of the early homesteads in the region from the 1850-60's, supporting up to 70 families. The fickle nature of rainfall and high stocking rates led to its demise. These days the properties are large and run 1 sheep to 10 acres rather than 10 sheep to 1 acre!

Everyone arrived at Wilpena and settled into their rooms before the welcome drinks and dinner in the resort's dining room and a night of much laughter and talk plus Parky on the piano.

Wednesday and Friday were days when the various groups had the day to explore the Pound, climb St Mary's Peak, take a scenic flight over the Pound or a 4

Wheel Drive trip along some of the gorges and along the ridgeline and wine tasting in the old Wilpena Station Woolshed. It was wonderful to be able to look in more detail at the environment of the Flinders Ranges.

Thursday saw it raining and it was the first time since 1989 that it had rained all day! To break the drought all you need to do is organise a rally!! Still it was a good run up to Parachilna via Hawker for morning tea and the chance to see Jeff Morgan's panorama painting of Wilpena Pound from St Mary's Peak. He spent 4,000 hours on it using 60,000 photos. It was spectacular – you felt as if you were on the top of the Peak. Bob & Lesley Northey could vouch for the accuracy of the painting as they had climbed the peak the day before. Then it was a wet run up to our lunch of "road kill" – emu, kangaroo and camel. There was also Tommy Ruff stuffed with salmon. The food at the Prairie Hotel was excellent. The trip home was a repeat of the journey out except for the Bracket's who decided to make life interesting by returning through the Brachina Gorge – they have some good photos of the 12/50 coming through the creek crossing. After dinner we were entertained by a local Australian country singer John O'Dea, who had composed a new song called "Raining in the Pound".

The final dinner was a great affair with bottles of wine for each table provided by Brian & Joan Hemings as their way of being part of the rally – it was really appreciated by all entrants. It was a wonderful meal served by the friendly staff. If the noise level was anything to go by then it was a very successful evening. The various awards for the night were: Longest distance driven in an Alvis – Trevor & Judy Eastwood, Hard Luck – Frank Corbett, Entrant who has come the greatest distance with a car – John St Julian (NZ), Guts & Determination to overcome adversity – Bev & Peter Breise, Entrants Choice: Equal 3rd – Frank Moore: 4.3litre & David Horrocks: TE21 Drophead, 2nd – Norman Zylberberg: Speed25 and 1st – Peter Scotney: TC21. It was great to see some of the first time rally entrants receiving acknowledgement for the restoration of their cars.

So the National Rally for 2007 came to end and we look forward to seeing everyone in Queensland in 2009. Congratulations to Stuart & Claire McDonald, Duncan & Clover Scott and their helpers for putting together a wonderful rally. It was great to be able to see a very different part of the country.

For the statistically minded there were: 8 South Australians, 19 New South Welshmen, 14 Victorians, 9 Queenslanders, 2 West Australians, 1 Tasmanian and 4 New Zealanders. Then the cars: 1 12/40, 13 12/50s, 1 14/75, 1 Silver Eagle, 7 Speed 20s, 1 3.5 litre, 3 Speed 25s, 3 4.3 litres, 1 12/70, 4 TA14s, 10 TA/TC 21s, 1 TA 21 Graber, 2 TD 21s, 1 TE 21 and DB5 Aston Martin. It was a wonderful array of the finest Alvis cars.

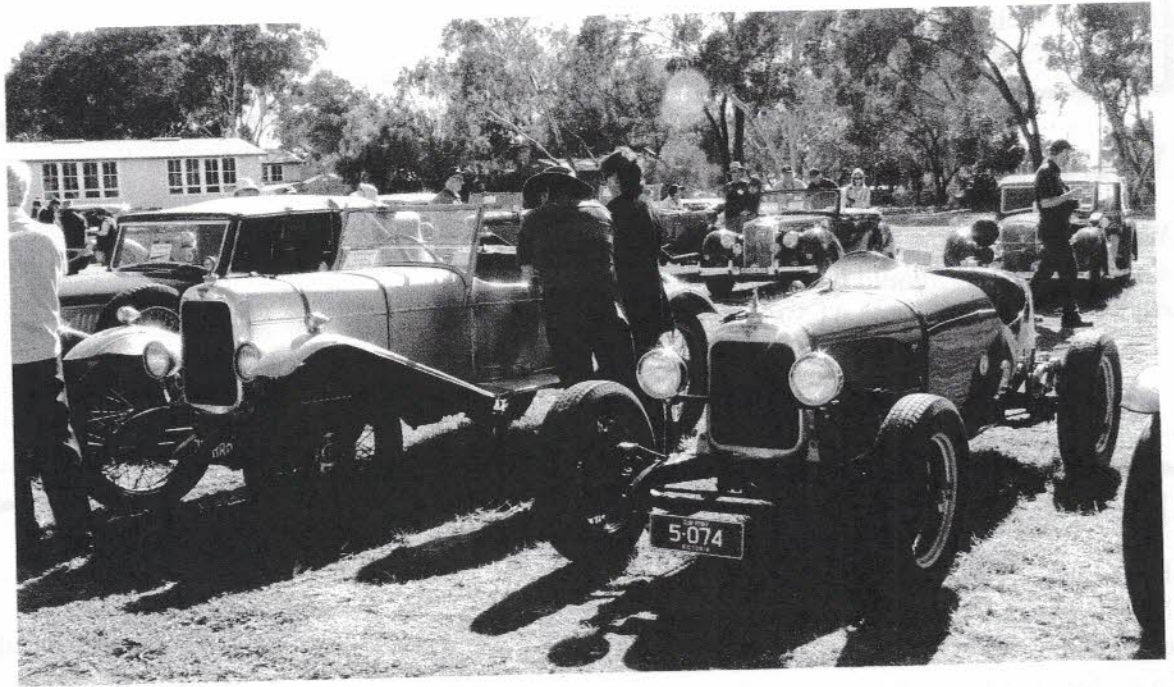
Frances & Andrew McDougall

Photography by the McDougalls & Geoffrey Farrence





*Left & below:
Group scenes of cars & people
enjoying what National Rallies are
all about*



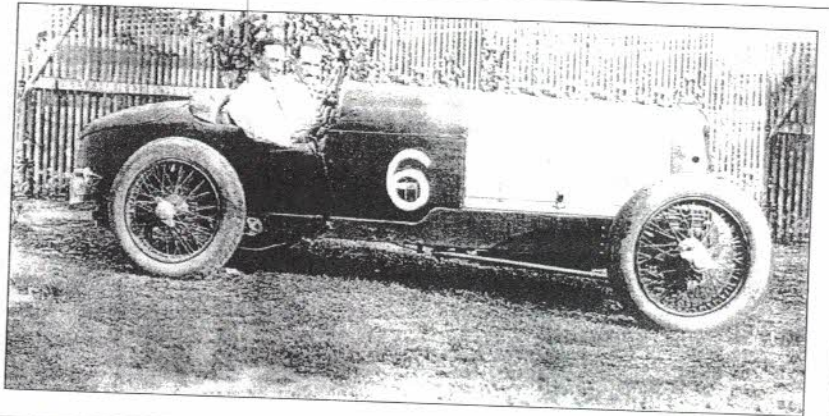
*Above: L to R
The Osborne TA21, the
Horrocks TE21, a 12/50 & the
Eastwood's 3½ litre & Bob
Eglinton's 12/70 in the
background.*

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



THE ESTATE OF THE LATE LAURIE BUCKLAND

FOR SALE

TA21—partially restored

Contact - Clive Bucknal 5449 6127 or 0421 344 527.

(The 14.75 also part of the estate is thought to have been sold)

WANTED

Wanted, Starter motor or parts for a Silver Crest (Model No RMO 418G or similar, Speed 20 should be similar). Particularly need armature (broken shaft in Andrew's). Contact Dale 03 5968 5170 or 0428 832 126.

FOR SALE

Dear Sir,

Many years ago I owned an Alvis Grey Lady. After selling it in the 1960's and forgetting about it until I came to Australia in 1986, I found that I still had a few bits and pieces, namely a full set of Alvis hubcaps in perfect condition (no re-chroming necessary at all), plus a couple of rubber grommets bearing the Alvis logo (no idea what these are), two ashtrays (rear, I think) and a couple of small chrome key covers (could be from boot lid maybe). There is also an owner's manual in fair condition. I wonder if any of your members would be interested in making me a sensible offer for these items?

I remain, yours faithfully,

John Pellowe

email: johnpellowe@hotmail.com

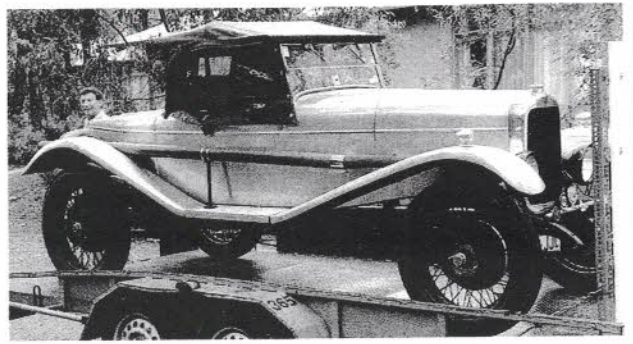
WANTED

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

At the National Rally, Derek Dixon advised that his ducksback is for sale. There is no other information at this stage. If you are interested, contact the newsletter editor for contact details.



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**

FOR SALE

SPEED 25 ENGINE PARTS

Crankcase / crankshaft / block / conrods & pistons / cam shaft & bearings / chain tensioner & sprockets / distributor drive shaft & casing / distributor magneto / generator / water pump / harmonic balancer / clutch housing / jack shaft / fly wheel / main bearing oil gallery / cylinder head—unserviceable \$8000

1936 3½ litre radiator / 2 brake drums / L & R hubs - rough but serviceable / left & right knock ons / 4 x 19" rims / Andre telecontrol shockers & gauges / 6 jelly moulds - offers invited

Frank Mornane (03) 9592 8320

**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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