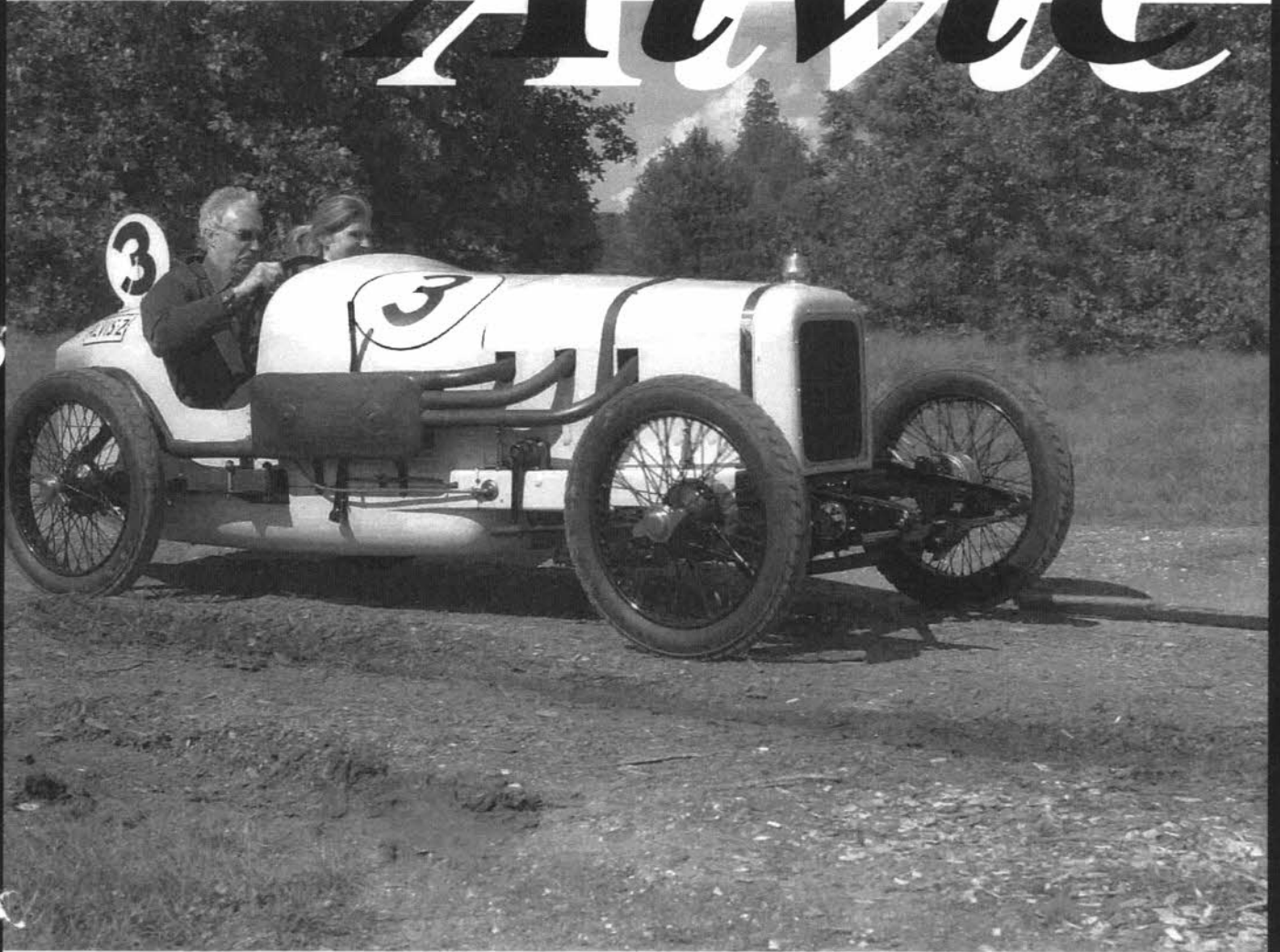


September 2007

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

Alvic



Some More Motoring Moments!

VINTAGE ROB ROY



and: **Part 2: the UK Alvis International -
"75 years of the Firefly"**

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.
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Front page: Keith Taylor in Racing Car chassis #2931. - Photograph y by Elspeth Storrar

Presidents Report:

On Sunday 26th August the club had loosely organised a picnic day to coincide with VSCC Rob-Roy Hill Climb. In my wildest dreams I wouldn't have thought that as a club we would end up with thirteen cars in attendance (13½ if you include the Lea Alford Special) and what a great day was had.

The weather was magnificent, the catering superb (thanks to the VSCC catering staff) and the venue a real picture of good health largely due to the great work being done by the MG Car Club boys, the VHRR, VSCC and Friends of Rob-Roy.

In competition, Alvises were represented by Burns, Hood, Sands, Green and McKaige, the latter suffering from a slipping clutch whilst in the paddock lurked the 12/50s of Cuming, Willingham, Newell and Higgins, the Speed 20s of Graham, Hetherington and McDougall / Parsell, the Barber Silver Eagle and the Horton TA21.

Steve Denner looked out of place in an MG that was loaned to him by Graeme Steinfort, Thorpe Remfrey took the Riley for a change, The Langs exercised the Commodore and Bob Graham extracted Ron Wilson and his mate out of retirement to attend the day. It was certainly good to catch up with Ron again and thanks to Bob for making the effort.

All in all a great day was had by all and a big thanks to those who attended.

September sees us on our weekend to Bendigo and I see that all the accommodation has been booked. Unfortunately Alan and Noeline have had a better offer and will not be attending their own rally so there will be no one to blame when we all end up on the wrong road!

Our AGM is coming around fast and I urge you to consider a position on the Committee. We have a lot of work ahead of us in coming months and new blood is always welcome. Please give it some thought.

CM

PS The Lea Alford Special contains the front half of a 12/50 chassis joined to the rear section of a Lea Francis chassis and also has a 12/50 steering box. The mechanicals are by Ford.

SUPPER The HETHERINGTONS

ACCV ANNUAL GENERAL MEETING FRIDAY 19th OCTOBER

SUNDAY 21st OCTOBER 2007

PUB RUN TO THE YARRA GLEN GRAND HOTEL

SEE FLYER

*(We always said Mrs Simpson was a big lady - it has just been confirmed, she even has her own Melways reference)
See flyer!*

"BENDIGO BOOGIE"

22-23 September

The run will depart to the North of Melbourne and finish up in Bendigo after some interesting country driving through beautiful Victoria

COMING EVENTS

- SEP 21 General Meeting
The "**BENDIGO BOOGIE**" (organised by the McKinnons) **See page 3 for details**
- OCT 19 Annual General Meeting
21 Pub Run to the Yarra Glen Grand Hotel—see flyer
- 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 McKaiges & the Langs)
16 General Meeting
- DEC 2 Christmas Party at the Tonkins, 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. What we need now are your Expressions of Interest so that we have adequate accommodation and venue bookings. The closing date for EOI's is **30th September 2007**. You are not obligated by the EOI. A deposit will be required in the future and will be refundable until the accommodation suppliers deadline later in 2008. There will of course be a degree of flexibility in regard to late bookings, however we will be unable to guarantee accommodation for you at planned venues. If you need a copy of the EOI please email or ring John Lang (see page 2).



in just **13** months

LETTERS TO THE EDITOR

John,

I was extremely flattered by the kind words from Steve Denner in the August Alvic.

I do feel however, that I have to deal with his last point first. That is, that I could never be, or even want to be, a world expert on the ENV 75. If such a person existed, he/she could not function outside the walls of a very secure institution I believe that I have made more blues with that device than I can ever hope to live down, so expert I certainly aint.

It seems that even when new it was a problem, and Simon Fisher has advised that he has included a few lines in his Firefly book recalling that T G John was heard to say that the ENV 75 was "not without problems." Amen to that.

I was really gratified by the attitude shown by Steve, and a number of others re the preservation of the saloon body. While this may not offer the ultimate in performance, it is as the car was when sold to its first (I expect proud) owner. Considering a body such as this, it is evident that it was a product of its time, and there were certain points that it had to have to sell, at that time.

An instance is that a saloon body now (1933) required a built in boot, even though the mounting of the spare wheel on the rear meant that access to that boot by any item larger than a wharfies lunch box was impossible. Did many owners long for the folding brackets on which was stowed a convenient cabin trunk, which could be easily packed, and taken in to a room when travelling? Probably not, because that fashion had now passed.

A claustrophobic rear seat passenger could also have a problem finding that the large window would descend only a couple of inches, due to the wheel arch getting in the way. That was just bad luck, as the desired body shape took precedence over any possible discomfort. This still happens; just look at women's shoes.

In a similar vein, what do others think of the practice of modifying electrical systems of pre war vehicles, in which the third brush generators are modified and/or replaced with later generators and regulators, or even the much later alternator. There is certainly no argument that the later development is a better system, and less likely to give trouble in service. There is then the other view, that if a vehicle was originally fitted with a third brush system, and we have an aim to preserve both the vehicle and the skills required to maintain it, we do have some obligation to retain these systems for future generations.

I am sure that others will be able to quote many more instances of appropriate, or inappropriate replacements on restored vehicles; and ultimately that is the owners rightful decision.

If our aim is preservation, surely we should encourage the preservation of all aspects of the vehicle as originally sold, and encourage those following us to learn those skills and processes required to maintain them.

Over to you!!

Best Regards,

Ray McKenzie

Dear John

Herewith a few notes on the 12/70 Hill Climb Special which will add (I hope) to the story in the recent Alvic.

The club still flourishes which is great to see. I am sadly restricted to modern motoring but still retain the interest in all things Alvis. Many thanks for sending Alvic, always a good read!

With kind regards

David Wischer

The "Bellarine Better Ripper Fun Run" ***November 2 - 4***

(in case you are confused by the name - this is for Alvis not for athletes)

You will be staying at the Point Lonsdale Guest House and having breakfast in the dining room with other Alvis people.

Dinner on Saturday night will be in the Guest House Dining Room and the day trips will be organised by the Seaths.

More details to follow

Please keep the weekend free!

CLUB AWARDS & ROUGH RED & PIE NIGHT

The August club meeting was the annual Award and Rough Red & Pie Night. Pizzas superceded the pies due to the logistics of providing a portable pie warmer that would operate on a power supply normally adequate for a bedside lamp.

It's amazing how a nice bottle of red will entice people to leave their open fires and venture out into the cold night air.

The McDougall Trophy was awarded to Eric Nicholl for his restoration of his 14.75

The David Muirden Clubman trophy to Dale Parsell

The Bob Morrow Trophy to Alan McKinnon for his 12/50 restoration

The Bas Bowes Trophy to Mark Burns for his competition success

The Bill Barber Literary Award to Bob Graham

The Simon Ramsay Award for the fastest Alvis at Mt Tarrengower to Andrew Green

The Andy Hannam Trophy for event attendance in an Alvis to Bob Northey



Above: Alan McKinnon receiving the Bob Morrow award



Above: Mark Burns with the Bowes Trophy

Below: Bob Northey with Andy Hannam Trophy

Below: Dale Parsell the recipient of the David Muirden Award



Some more Motoring Moments,

this time they were all in my first Alvis TA14 saloon.

Bev & I were going to Sydney - I think it was Sydney - at least we were on the Hume Highway heading north. Somewhere near Yass there was a fairly modern big blue car, with the bonnet up and a young girl looking forlorn. Bev was driving, so I asked her to pull up to see if we could help a fellow traveler in distress - nothing to do with that motorist being a pretty young lady, of course. The young girl came to my window & thanked me for coming to her aid & she wanted to do something for me. She asked where I kept my wallet so that she could bless it & bring me good luck. She kept asking questions regarding the whereabouts of my wallet. At the same time, an old crone (a real old hag) appeared at Bev's window. Only then did I twig - "Gypsies" - which were notorious on that stretch of road at that time. We wound up the windows & proceeded on our way with some alacrity.

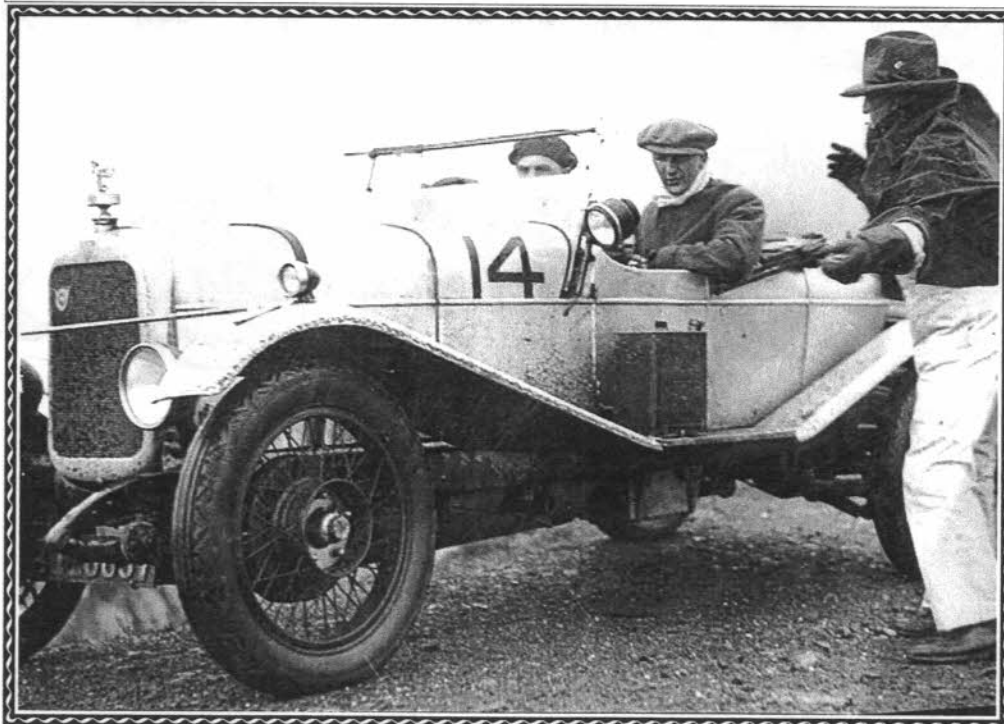
Another time we were going to Sydney & about three weeks before we were due to leave I ran a big end in the Alvis. A friend had a garage/service station & a trucking business so I took the Alvis to his garage. I pulled the sump off, extracted the rod & piston, removed the piston & sent the piston rod off to be re-metalled. I also stuffed the crankcase with crumpled up old newspaper. When the rod came back, I assembled the piston, aligned the piston to the big end bore & reassembled the motor. I drove the Alvis for a week or so to run in the new bearing & then we were off, up the Hume Highway. Aficionados of the TA14 know, when low on oil, a left hand turn causes the oil to surge away from the oil pump pickup point & the bearings start to rattle. At this point I should also tell you that the piano wire rod on the oil float was bent & jammed & didn't indicate the oil level. On the first appearance of the bearing rattle I put in a quart of oil in

the motor. But the rattle became worse! So another quart of oil went in & so on. Things came to a head & I had to do something about it. I pulled into a garage, well past the border & requested permission to do some work to cure my problem & this was granted. The oil capacity of the TA14 is 1 ½ gallons but I drained out at least 3 gallons. Then off came the big plate with the gauze filter from the sump. To my surprise, the gauze filter was coated with fluff, at least ¼ inch thick all over. Obviously stuffing the newspaper into the crankcase didn't do any good. I cleaned off the fluff, put everything back, refilled with oil, drove off & didn't have any more problems.

This time we were traveling southwards. Bev's parents lived in Coffs Harbour so we may have been there & were returning to Melbourne. We chose the coast road, the Princes Highway, for a change. About dusk we crossed the border into Victoria & were pleased to find a huge improvement in the road surface. We came to Genoa where there is a hill on the way out towards Melbourne. Halfway up the hill, the TA14 wouldn't proceed any further, the petrol pump was ticking like mad & the petrol gauge showed plenty of petrol, but the car wouldn't go up the hill. So I rolled backwards into Genoa, filled up the tank & tried again. This time we didn't get as high up the hill as the first time. It was clearly time to do some constructive thinking. The first thing I did was to remove the access plate in the boot which exposed the petrol connections & the gauge sender unit on the top of the petrol tank. Here I found the petrol connection to the carburettor was quite loose. I tightened this & the ticking of the petrol pump ceased. So I put every thing back & we proceeded merrily on our way. Now the best part was to come - the road to Orbost was not sealed but gravel & sand & we had great fun sliding around all the corners.

RG

HISTORICAL - A 12/50 probably taken on a Light Car Club trial. Arnold Terdich is seen in drivers seat. Photo came from his collection. The mascot is a witch with broomstick. She revolves on her base which is divided into segments each segment gives a tarrot reading. People used to bet on where she would land and what their future would bring. Note Light car club badge on radiator core.



ALVIS HILL CLIMB SPECIAL



The 1938 Alvis mentioned in the ALVIC Aug 2007 has an interesting early history to add to that copy of ALVIC. Sid Ward had dismantled the car completely after its accident. Dorothy Ward, Sid's widow offered the dismantled chassis and parts for sale after Sid's death. Mike Creagh and I bought the lot for \$1000 (I think). Mike was an old friend from the Wool Corporation and we took on the operation as a joint venture sharing all the costs.

We picked up the chassis and many boxes of parts from Dorothy and headed for the farm Moira and I owned south of Bendigo. In our machinery shed lived our rebuilt SP20, now owned by John Hetherington. It seem appropriate to put the frame next to the SP20 and start work.

We rebuilt the chassis, which had been shortened by 9 inches by Sid Ward. Springs, shackles and bushes were replaced as required and the brakes relined. Once the chassis was finished, we took it, the engine, gearbox and diff to Vic Bateman in Castlemaine. Vic now deceased, was a mechanic

of the old school who could repair anything!

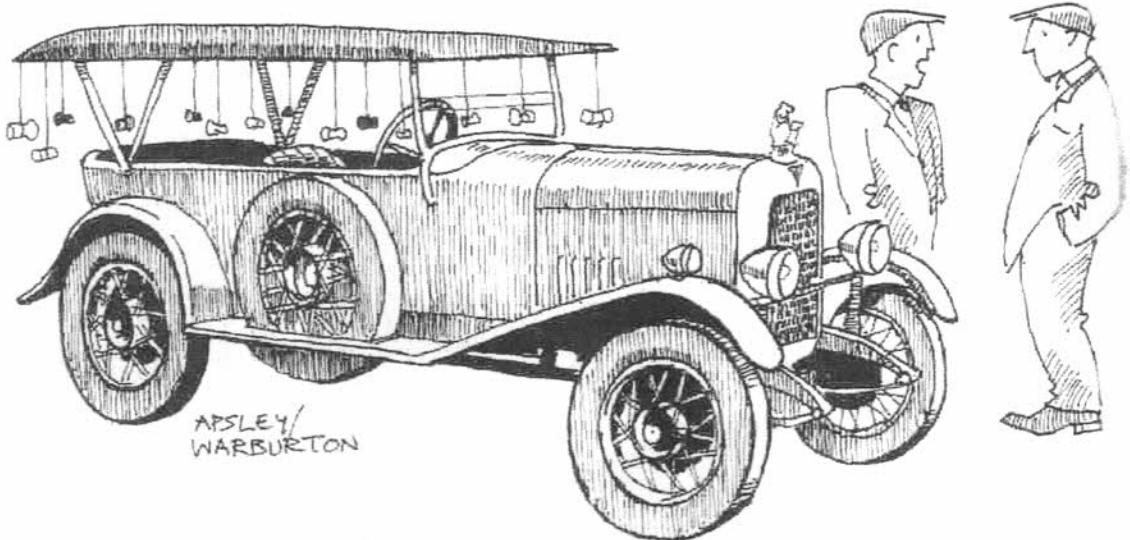
Vic turned this collection of parts into a running chassis, with new pistons, valves etc and bearings. As the car was built as a hill climb special with a light body, 5 ply mudguards were fitted. The bonnet was original and the rest was wood framed and fabric covered. It was accepted by the police for full registration for road use.

All this happened about 1975 I think. Mike was the usual driver and had some shocking runs in bad weather, while I took the SP20 in much more comfort.

We had the car for about 10 years and had it at Merricks North on the Mornington Peninsula. My partner in the car, Mike retired to live in Gosford NSW and thus the car was sold to Harold Walsh, brother of the late Keith Walsh. Harold did not keep it for long and sold it to a dentist, George Luk. George competed in several hill climbs, I have heard and believe had the engine rebuilt. Norman Webster then bought the car and the rest is in that newsletter.

It is great to see photos of another rescued Alvis, the result of several contributions by its various owners, and is now back in Victoria. Congratulations to Thorpe Remfrey, its new owner. I trust you enjoy it.

David Wischer



"WEATHER EQUIPMENT BY BRUCE, BRUCE,
SHEILA AND BRUCE, OF MELBOURNE"

Many thanks to Tony Phillips-Smith for permission to reprint this cartoon.

ALVIS INTERNATIONAL DISPLAY

8TH JULY 2007

75 YEARS OF SPEED 20 & FIREFLY

Part 2

by *Simon Fisher*

Whilst Alvis is perhaps best known for the large, fast cars it produced in the nineteen thirties, the company's reputation had been established with the four cylinder 12/50 in the twenties. And throughout the life of car production at Alvis it was the four cylinder cars that provided the stability and profits. By 1930, the 12/50 was becoming rather long in the tooth and expensive to build. Its life was extended by giving it a second carburettor, in the form of the 12/60, but in November 1930, T. G. John, the Managing Director, had proposed that a cheaper 4-cylinder car be produced by redesigning the chassis and engine.

Work was well in hand by May 1931 and deliveries could have commenced in September of that year, but in the event, development of the Speed 20 took priority. So it was not until May 1932 that the first experimental prototype was completed and tested. This comprised a Speed 20 Chassis, No 9586, with a prototype 4-cylinder engine and gearbox, which was the subject of The Autocar's road test in August 1932. Savings in the cost of production were achieved by using as many parts in common with the Speed 20 as possible. The chassis was essentially a shortened version of the "double dropped" Speed 20 chassis, with the same suspension and braking system, but the radiator and hence bonnet line had to be taller since cooling was by thermo-syphon, with no water pump or fan. This resulted in a handsome, sturdy, and reliable car with good brakes and a virtually indestructible chassis. The engine was also similar to the Speed 20, with overhead valves, but of course with only four cylinders, giving it a capacity of 1,496 c.c., and a rating of 11.9 h.p..

fewer than four Fireflies – a bare chassis, a Saloon, a Coupé, and a 4-Seater (which these days would be called a Tourer), were exhibited at the Motor Show held at Olympia between 13th and 22nd October 1932.

The production life of the Firefly coincided almost exactly with the brief period in which E.N.V. produced pre-selective gearboxes, and from the start a pre-selective gearbox was offered as an option for an additional £15. Well over 50% of all Fireflies produced were sold with pre-selective gearboxes. 871 Fireflies were produced between 1932 and 1934 (compared to 1,164 Speed 20s over 5 years), with only minor modifications being made during the production run, the main one being the change from the Type 75 E.N.V. gearbox to the more reliable Type 110 in October 1933.

Alvis did not have its own coach-building facility, but subcontracted this work to local companies, offering, initially, four catalogued body styles for the Firefly. The Saloon and Coupé sold for £495, while the Sports 4-seater (open) sold for £475. A Two-Seater was also catalogued at £455 but very few of these were sold. For 1934 a "De Luxe" 6-light saloon was added to the catalogue at £520. A few bare chassis were

sold at £395 to agents or customers who wanted to commission their own bespoke bodywork. The vast majority of bodies were contracted out to nearby Cross & Ellis, but some saloons were built first by Carbodies, then by Charlesworth, then, right at the end of production, by Holbrook in Wolverhampton. Grose of Northampton also built a handful of saloons to their own, very elegant, design.

Fireflies were expensive cars, and it is difficult to identify any 12 h.p. competitor selling for more than £400, while the Morris Cowley (also 11.9 h.p.) sold for between £165 and £190.

Altogether about 90 Firefly chassis survive (over 10% of those produced), several as 'specials.' Of the 611 Fireflies that left the factory with 4-light saloon bodies, 470 were built by Cross & Ellis. Sadly only 4 of these Cross & Ellis 4-light saloons are known to have survived in roadworthy condition, and these are dispersed around the globe, with one in New Zealand, one in the USA, one in France, and only one in the UK. Fortunately at least one Charlesworth and one Grose 4-light saloons and one Cross & Ellis 6-light saloon survive, the Grose saloon now residing in Sweden. By contrast, at least 24 4-seaters and 15 Coupés survive in more or less original form together with one of the only two 2/3-seaters built and one of the six 2-seaters.

Fireflies are capable of 70 m.p.h. (Motor Sport reported that they "succeeded in reaching a speed of 75 m.p.h.") but their strength lies in being able to cruise all day at around 50 mph.

The Firefly was designed when Britain was emerging from the Depression, and has had to live in the shadow of its illustrious predecessor, the 12/50, and its larger and faster contemporary, the Speed 20 (its older brother, born in 1931, has even muscled in on its 75th birthday!). But the same Alvis engineering quality shines through in its design and manufacture. Over the years, Fireflies have attracted a group of enthusiastic owners (several of whom have owned their Firefly for more than 25 years) who appreciate their sturdiness and reliability and the pleasure of driving them.

Simon Fisher
Firefly Model Secretary

A list of cars and owners follows, 41 cars in all, 27 Speed Twenties and no less than 14 Fireflies. Our Daughter Elspeth Storrar is a Photographer, and she has taken portrait pictures of each of the cars, in case the Club may wish to use them.

75 YEARS DISPLAY of the SPEED TWENTY and FIREFLY

Chassis	Despatch	Model	Coachbuilder	Type	Reg	Owner
<u>SPEED TWENTIES</u>						
9431	26.03.1932	SA	Cross&Ellis 30216	Tourer	FS 3419	Chris Davis
Early flat rad car. Orig.reg FS 2601, Supplier Galts of Glasgow.						
9802	19.03.1932	SA	Van den Plas 1764	Tourer	PJ 4888	Nick Simpson
Second car of first series batch. Two previous owners. Supplier Chas Follett.						
9813	19.05.1932	SA	Cross&Ellis 30220	Tourer	GY 741	Paul Garratt
Owned since 1959. Supplier Chas Follett.						
9820	31.05.1932	SA	Cross&Ellis 30223	Tourer	XJ 1031	Mike Shelley
Owned since 1972. Supplier Henlys Manchester.						
9886	08.07.1932	SA	VDP Replica	Tourer	HKK 64	Tony Cropper
Originally a VDP DHC body no.1827, Reg KJ 8452. Celebrating 75 th birthday on the day.						
10029	09.09.1932	SA	Van den Plas 1853	Tourer	YY 6484	Robin Bendall
1932 Van den Plas stand Olympia Show Car, YY 5581. Supplier Chas.Follett.						
10123	20.01.1933	SA	Van den Plas 1935	2 Door Saloon	AGF 476	Chris Storrar
One of 28. Sole survivor. 1955 Silverstone 6 hour relay race car. Supplier Chas.Follett.						
10190	11.05.1933	SA	Carlton 1522	DHC	AGT 9	Peter Lakin
Unique. One of a pair with two door saloon 10191. Supplier Chas.Follett.						
10611	17.06.1933	SA	Van den Plas 1999	DHC	ALE 844	John Martin
Rebuild of original body. Supplier Chas.Follett.						
10923	09.12.1933	SB	Van den Plas 3126	Tourer	JT 187	Peter Sedgwick
Brought back from States in bits. Restored to orig colours, black, red trim. Supplier Follett or Hartwell.						
11200	21.08.1934	SB	Van den Plas 3138	Tourer	AXV 329	Nick Walker.
Unspoilt original car. Supplier Follett or Anderson.						
11269	24.03.1934	SB	Cross&Ellis 30290	Tourer	LV 7703	Bert Adams
Restored. Liverpool car.						
11826	07.07.1934	SB	Charlesworth 13366	DHC	MPL 132	Maurice Gallaher
Unspoilt original car. Answers to the name Mabel. Supplied new to Netherlands,came back 1949/50.						
11926	05.10.1934	SC	Van den Plas 3278	Tourer	BLX 277	Richard Holland
Restored Car. Supplier Chas.Follett.						
11940	18.10.1935	SC	VDP Replica	Tourer	BLE 892	Jack Trigwell
Originally Lancefield coachwork. Supplier Chas. Follett.						
11958	04.12.1935	SC	Van den Plas 3347	2 Door Saloon	JR 2776	John Ratcliffe
Recent purchase from Jim Betterton.						
12050	28.02.1935	SC	Charlesworth 13409	DHC	BVX 91	Stuart Nell
Restored.						
12115	22.07.1935	SC	Charlesworth 13635	4 Door Saloon	BYX 232	Michael Harrison
Unspoilt original car. Supplier Chas.Follett.						
12125	04.06.1935	SC	Charlesworth 13581	DHC	BOA 187	John Lee
Restored. Supplier Hallam Birmingham.						
12997	16.10.1935	SD	VDP Replica	Tourer	CXM 99	Tony Harding

Originally Van den Plas Coupe 3485. .Supplier Chas Follett..

13032	07.01.1936	SD	Charlesworth	137514	Door Saloon	VY 7447	David Talbot
Unspoilt original car. Supplier Leedhams York.							
13066	26.05.1936	SD	Charlesworth	13884	4 Door Saloon	DH-48-06	Andre Hillebrand
Back from USA. Restored to original paint and trim, grey/blue. Supplier Bambers of Leeds, DNW 938.							
13067	04.05.1936	SD	Charlesworth	13882	4 Door Saloon	CHU 721	Peter Barrett
Restored. Supplier Windmill & Lewis, Bristol.							
13075	29.05.1936	SD	Charlesworth	13889	4 Door Saloon	NV 7374	Earley Eng.
Complete for Restoration. Supplier Grose, Northampton.							
13303	16.08.1936	SD	Cross & Ellis	30345	Tourer	ERF 656	Richard Peplow
Last Batch. Supplier Priors of Uttoxeter.							
13313	16.08.1936	SD	Charlesworth	14010	4 Door Saloon	BWK 779	Tarrant Green
Last Batch. Bulls eye P100s original							
13318	27.10.1936	SD	Charlesworth	13824	DHC	DLK 525	Steven Horne
Seventh from last chassis. Supplier Chas. Follett.							
FIREFLIES & Ellis AS14 Tourer FPG 978 Jack Clover							
Second production Firefly. Special (original) body 1932 Alvis stand Olympia Show. Supplier Follett							
9904	27.09.1932	SA	Cross & Ellis	AS26	DHC	LG 9896	Martin Stonard
Fourth production Firefly build. 1932 Alvis stand Olympia Show car.							
9927	03.11.1932	SA	Cross & Ellis	28	2/3seater	FS 4131	Peter Jones
One of Two. Supplier Galts of Glasgow.							
9997	28.12.1932	SA	Cross & Ellis	205	4 light Saloon	VN 4573	Derek Tourle
1 st owner until 1966. Orig paint, unrestored. Sole UK survivor. Supplier Leedhams York.							
10210	13.12.1932	SA	Cross & Ellis	1094	DHC	VJ 4913	Mrs. S.E. Whitehead
For Sale by Earley Eng. Hereford car.							
10301	14.04.1933	Sixteen	Charlesworth	12692	4 light Saloon	KY 4232	John Ratcliffe
Unique original car. For Sale by Earley Eng. Supplier Waterhouse Bradford.							
10345	13.03.1933	SA	Cross & Ellis	53493	Tourer	JJ 8761	Peter Lakin
Supplier Chas. Follett							
10557	01.07.1933	SA	Cross & Ellis	53508	Tourer	FS 6429	Harvey du Cros
Supplier Galts of Glasgow.							
10565	17.03.1933	SA	Cross & Ellis	53522	Tourer	BG 1575	David Webster
Unspoilt original car. Liverpool car.							
10595	01.08.1933	SA	Cross & Ellis	53525	Tourer	TJ 2542	Hamish Grant
Owned since 1962, restored 1992. Bought in Plymouth, reg in Lancaster.							
11086	09.12.1933	SB	Cross & Ellis	53531	Tourer	VH 5903	John Foster
Restored. Supplier Honley Huddersfield.							
11092	01.08.1934	SB	Cross & Ellis	53548	Tourer	AFY 850	Michael Holroyd
Unspoilt original car. Supplier Bambers Southport.							
11494	31.03.1934	SB	Cross & Ellis	07006	6 light Saloon	PI 6714	Brian Aket
One of only 13. Sole survivor. Spent early life in Eire priesthood. New to County Kerry.							

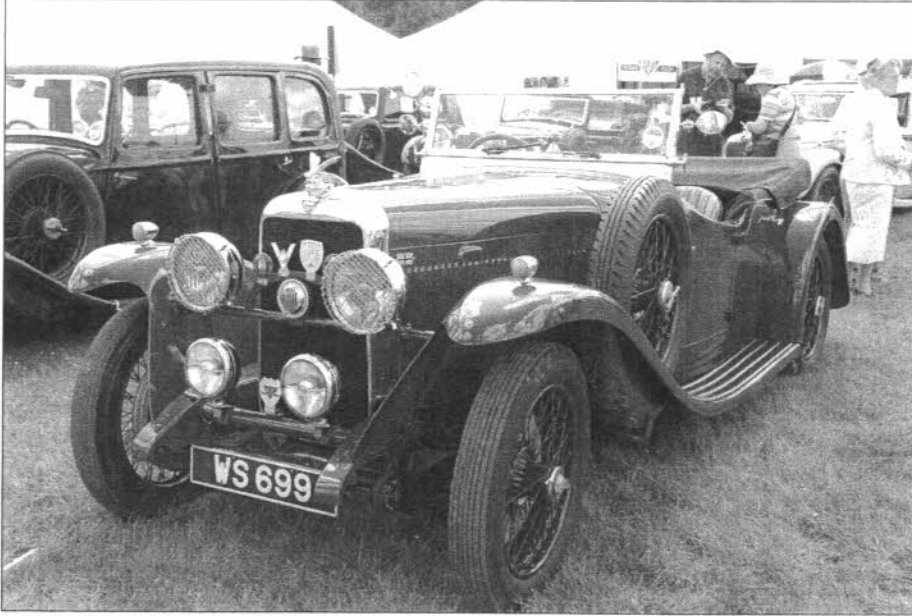
11572 14.06.1934 SB Cross & Ellis 53562
Trials car in 30's Supplier Galts of Glasgow.

Tourer

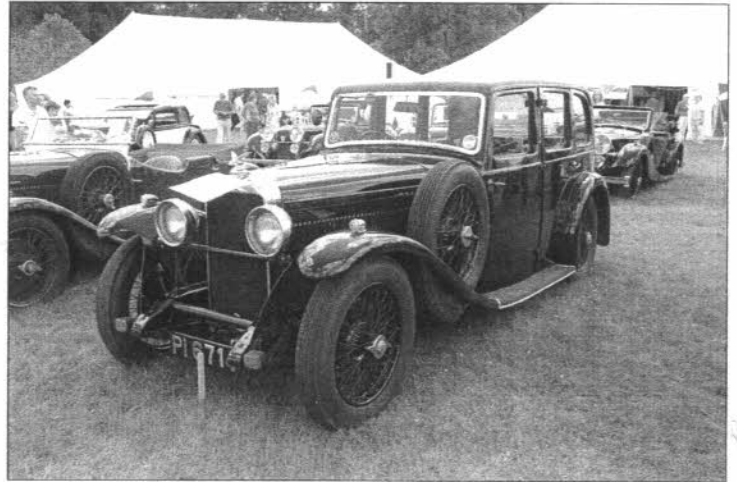
WS 699

Michael Woodhouse

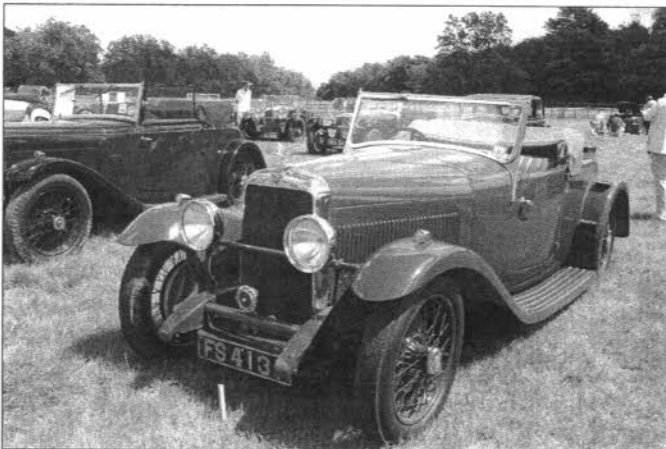
Chris Storrar



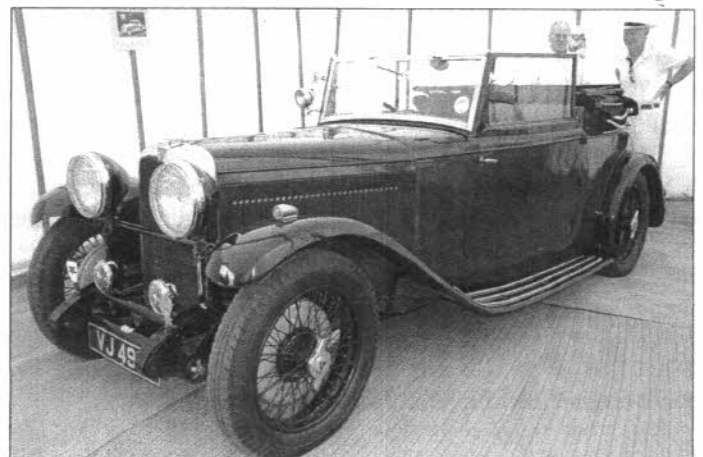
Left: 1934 Firefly SB Cross & Ellis DHC



Right: 1934 Firefly SB Cross & Ellis 6 Light Saloon



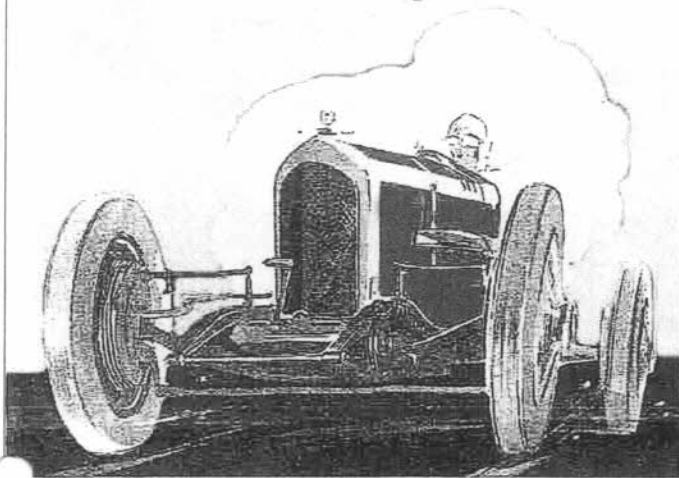
Above: 1932 Firefly SA Cross & Ellis 2/3 Seater



Above: 1932 Firefly Cross & Ellis DHC

Photography by Elspeth Storrar

Vintage Rob Roy



Sunday 26th August 2007



In Praise of Rob Roy

Late August in southern Victoria cannot be relied upon to produce the sort of weather one would choose for the exercising of old motors at Rob Roy and when the elves of the Events Committee proposed a picnic day for the 26th there may well have been more than a few members who deferred their commitment until the rising of the sun on that morning.

And even after that time, the threatening sky gave reason for OWWT to wonder about the wisdom of a ninety minute journey to an imagined water-sodden venue which, on one memorable occasion saw an impressive increase in his stature as the day progressed due to the build-up of mud on his soles!

However, on this occasion, one's enjoyment of the day was the only thing to grow for the clouds dissipated as the three litre neared its destination and upon arrival under clear skies, the sight of a wonderful array of old cars blew away all doubt about the decision to commit. It would not have been surprising to learn that there were more ALVISmobiles at the site than any other make and when OWWT was later told that the number had risen to thirteen, God was truly in His heaven and all was well with the world.

The meeting was conducted in that laid-back style that brings to mind events there and elsewhere of fifty years ago and what a wonderful way to spend a couple of hours watching old darlings challenge that tricky piece of road, including a goodly proportion of the Club contingent.

OWWT has often reflected that the Club is as much about members enjoying each others company as they do their cars and this day was further proof that the two can go so well together. Well done, elves.

By OWWT

One Who Was There

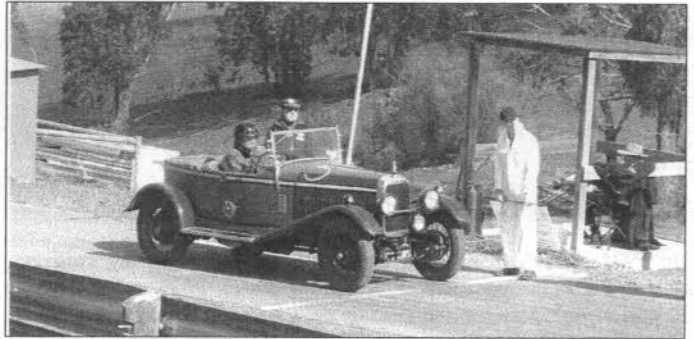
P.S. " Oh, thank you God for a lovely day"

Encouraging Alvises out to play,

And showing the folk who had come to see

How sporting an Alvis can really be!

with apologies to A.A.Milne!!



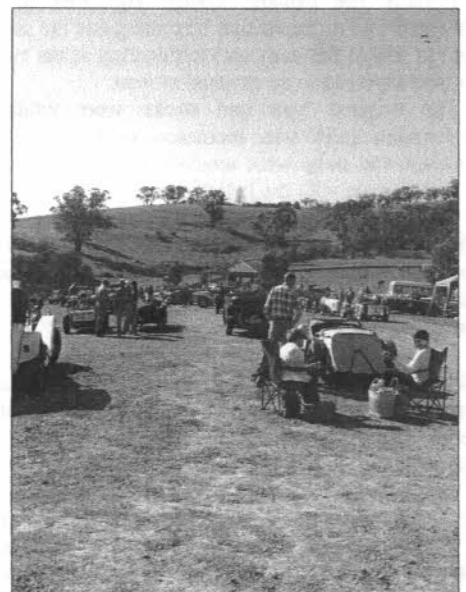
Above: Rob Sands about to blast up Rob Roy.



Left: Ken Cuming's 12/50

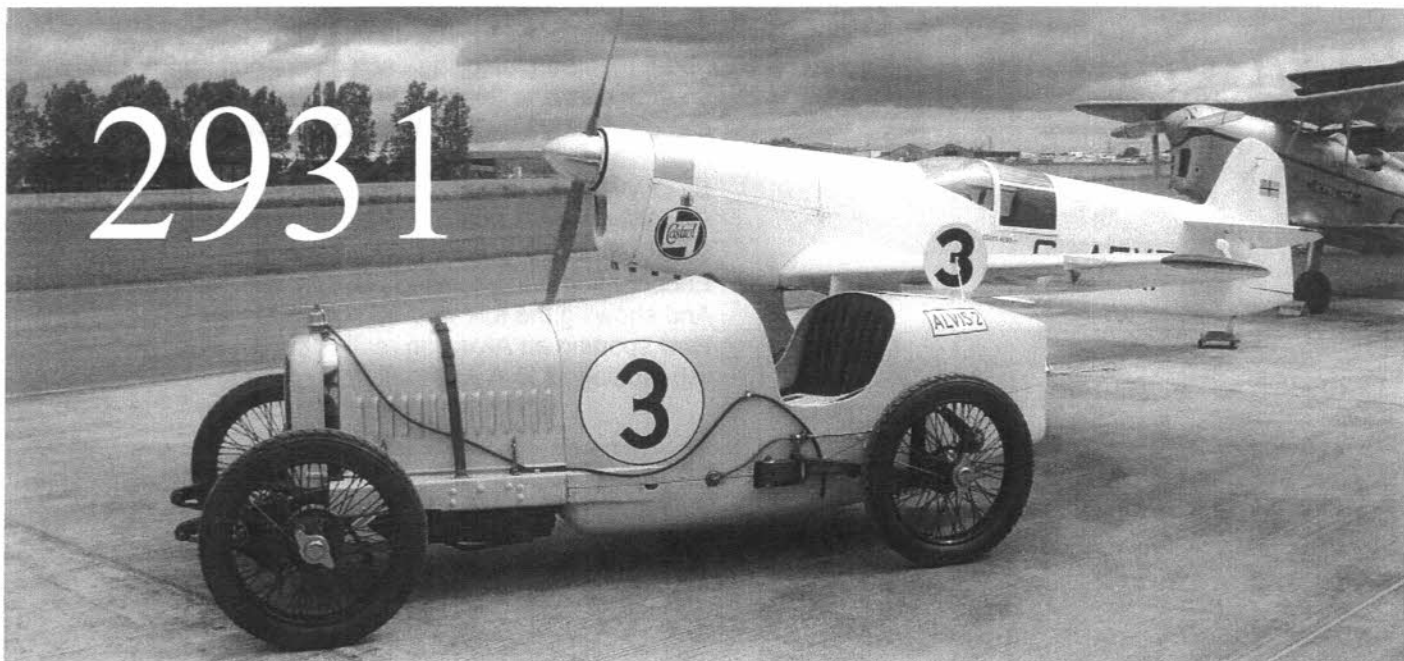


Above: the 12/50s of Rob Sands, Andrew Green, Mark Burns & Chester McKaige



Right: Rob Roy at its best.

2931



In 1924 ALVIS decided to build three dedicated racing cars, chassis # 2929 (subsequently Phil Garlick's car), 2930 and 2931. 2930 was a single seater while 2929 & 2931 were two seaters.

The chassis frames were made of channel section steel and the side members tapered outwards from the front and were furthest apart at the rear spring mountings. The frame was braced at the front by a 2½" diameter tubular cross member with diagonal stays to the insides of the dumb irons. Further bracing was by two substantial bowed members in cruciform pattern just behind the rear gearbox mounting.

All the chassis members were liberally drilled with 2" holes for lightness. The frame weighed about 100lbs.

The wheelbase was 7½' - about 18" shorter than the 12/50, substantially helping to keep the final car weight to 1300lbs.

The front suspension was by semi-elliptic springs controlled by duralium Hartford shock absorbers.

The rear axle suspension was by quarter elliptics, also controlled by duralium Hartford shock absorbers and did not have a differential.

The engine was based on the standard SA 12/50 cylinder block and head. Larger 42mm valves were fitted but the standard pushrod valve gear with double valve springs for the specially lightened tappets were retained.

Both inlet and exhaust ports were polished and matched to the manifolds. The inlet manifold was in brass, with a hot spot provided by the centre exhaust port and carried a single up-draught Solex carburettor.

Initially the exhaust system consisted of three pipes that converged into an expansion box alongside the sump, the outlet pipe then ran within the body and terminating at the rear of the car. This was later changed to an external system.

The original bore and stroke were retained, however the compression ratio was increased to 6.6 : 1. The aluminium crankcase and sump were specially cast with a large circular plate at the rear to mate with the bell-housing.

The webs carrying the main bearings were thicker than normal and added stiffness to the crankcase. In addition the main bearing caps were reinforced by ¼ inch steel plates that also supported the ends of the oil pipes, thus dispensing with the need to drill the crankcase webs.

A standard 12/50 crankshaft was used with lightened conrods and pinch bolts located the little ends to the gudgeon pins. The valve timing was retained but the cam was re-profiled to give a 19° overlap and given a second skew gear to drive the non standard distributor for the coil ignition.

The gearbox used the standard 12/50 centre shaft dimensions with special close ratio gears and a central gear shift.

The engine and gearbox were mounted well back in the frame to give good weight distribution and used a special three point

mounting to isolate the unit from any chassis flexing.

The braking system for the car had a drum surrounding the universal joint behind the gearbox with 2 external shoes pivoted at the bottom of the cruciform chassis member. This was operated by a centrally mounted lever. Steering was by a normal production steering box and was geared for less than one turn from lock to lock.

The car was equipped with Rudge-Whitworth wheels and shod with 700 x 80 mm tyres at the front and 815 x 105 mm on the rear.

Only a tachometer and oil pressure gauge were mounted on the instrument panel and a large Boyce Motormeter was mounted on the cap of the lowered radiator.

The aluminium body skin was attached to angle iron hoops. The driver and mechanics seats were mounted low on either side of the prop-shaft with the upswept scuttle providing scant protection from the elements.

In this form the cars made appearances at various events through 1924, with their first appearance at a Brooklands race meeting on May 24th resulting in their first success. The events leading up to the 200 mile race were in part, a development program embracing sprints, hill climbs and sand races.

Various changes were made to the cars, among which, the ignition was changed to magneto and the sumps to dry sump lubrication. New heads with larger ports were fitted together with new manifolds and 40 mm carburettors and modified braking to meet Junior Car Club regulations.

Car 2931 was registered RW12.

The three cars competed in the 1924 200 Mile race but were unable to match the 1923 successes. However the Alvis team was the only complete team, other than the winning Darracqs, to finish the race. 2931 was placed 6th with Halford at the wheel.

Following ongoing company financial issues, 2931 was sold to the Dunlop Rubber Company and was used to test tyres. The car was returned to Alvis for resale in 1927 and purchased by Charlie Dodson who ran the car in numerous sand races and in the first dirt track races held in England at Audenshaw Speedway in Manchester. The car was purchased by George Pemberton but disappeared until 1933 when it appeared as several boxes of bits. The car was reassembled and was used on the road until 1942 and laid up for the war.

Passing through several owners it then lay dismantled following a broken con rod in 1957.

Purchased by Eric Benfield, restoration began in 1964 and reappeared at the April VSCC Silverstone meeting in 1976, fully restored to its 1924 specification and was used regularly for sprints, hill climbs and races.

Now owned by Keith Taylor, seen on the front page, driving the car at the recent International Alvis weekend.

Acknowledgement is made to "The Automobile" magazine & "The Vintage Alvis" by Hull & Johnson.

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

BTH JD6 Magneto
Please contact Stuart Paton
07 5441 5437

WANTED

Wanted, generator for flange frame 12/50 engine. Frank Corbett, 07 3378 7280.

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

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



FOR SALE

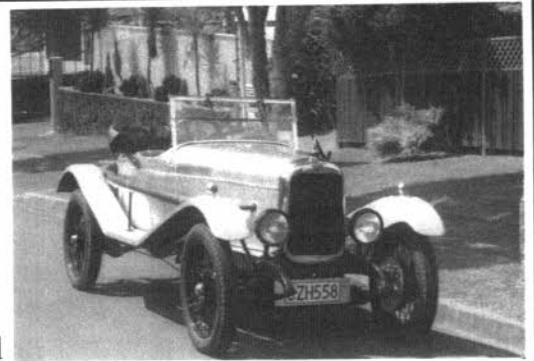
1925 TE 12/50 ALVIS DUCKSBACK.

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

2 SILVER EAGLES

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

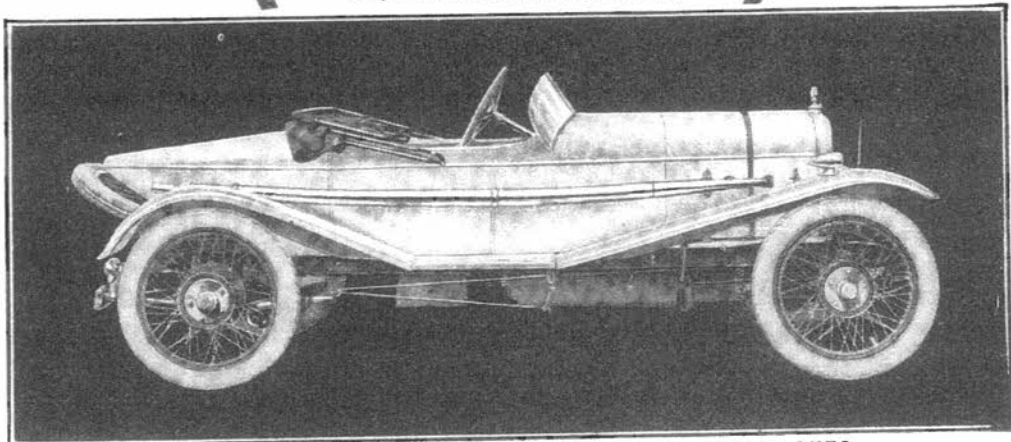
Silver Eagle Beetleback. Has travelled 9,300 miles since restoration. Registered VN0973. Engine # 7409, chassis # 7046. Both cars \$70,000 including some spares.

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



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