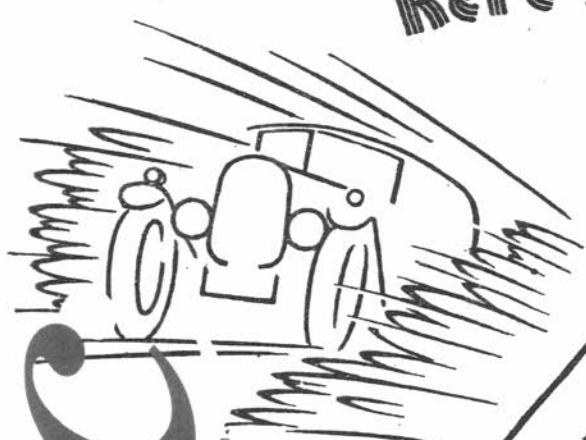


here she comes

May 2008



Here she comes—the Alvis Sports Saloon—in silence—with the speed and grace of the Hare, her mascot. Watch her take the hill in top! Note her obvious breeding. This is, indeed, a magnificent car—combining the liveliness and the power of the ultra Sports car with the complete comfort of the most modern Saloon.

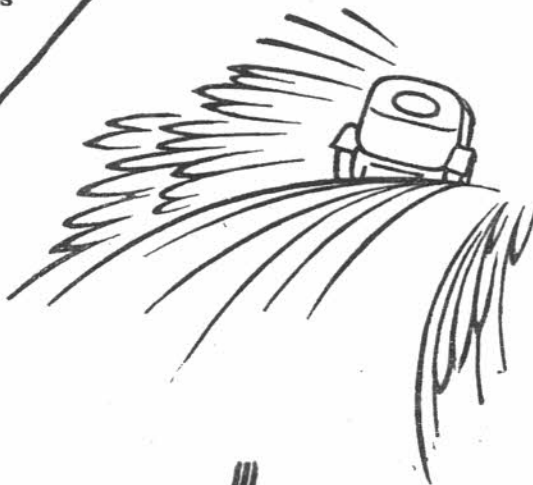


Notice her form as she passes you. See how she holds the road at any speed; watch her, in an emergency, pull up without a quiver, and see her response to the accelerator. This car for the man who knows what motoring has to offer—and gets it. And the new 1927 Alvis Catalogue describes it.

The Alvis Sports Saloon with all its completeness costs only £595

THE ALVIS CAR AND ENGINEERING Co., Ltd., COVENTRY.

London Distributors: Henlys Ltd., 91 & 155, Gt. Portland St., W.1.



there she goes

A4

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



MAY 2008
VOL 47

ISSUE 4

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Presidents Report May 2008.

Later this month, we are holding our weekend away run to Nagambie. This event has been organised by the Hetherington / McDougall combo and to date we have nearly thirty people attending.

Unfortunately the April run to Como Gardens only attracted ten members and this was a real disappointment considering the amount of work that Lesley Northey put into the event. Her map took us on roads I hadn't been on for years.

There was only one car at the start and only Dale and Maritta were at the morning tea stop. A further three cars joined us at Como Gardens. It was a great day and George and Pat Hetrel should be congratulated on the huge effort they put into their annual open days. Pity we let the side down with very little support. Thanks to those that made the effort to attend.

On the subject of runs and events, October is coming around quickly. There is still time for you to book a stage or two and the opening dinner to be held at the RACV Club in Melbourne. I would like to think that this is an occasion where we can really fly the Alvic flag and it would be great to see in excess of 100 Alvis enthusiasts present. The date for the dinner is Tuesday 7th October so please make a note of the date and give me a call so that I can put you on the list.

Congratulations to Mark and Sue Burns for coming second overall and first vintage car on the VSCC Alpine. As mentioned elsewhere, it was a great event even though we Alvis enthusiasts were mentioned in despatches as "Alvis Queers." The Bentley mob fared worse as they were referred to as "Bentley Tossers."

Not sure if I'm "Alvis Queer" or "Bentley Tosser" or both!

The May meeting will be a bit special in that we have a few awards to present. I won't disclose the details suffice to say that five life members will be in attendance. If you would like to come and join us for a meal at the Malvernvale Hotel 1321 Malvern Rd, Malvern, prior to the meeting, please let me know and I'll make a booking. The food is good as well as the company and there is plenty of parking. We usually get there from 6.00pm onwards.

Chester McKaige

WELCOME JOHN ROWE from WA - We hope to see you in the East one day soon!
and GEOFF SHEPHERD from Beaumaris

SUPPER

The McDOUGALLS

IF YOU HAVE N'T PAID YOUR 2008 MEMBERSHIP - YOU SHOULD
HAVE!

EVENT CALENDAR

MAY	16	General Meeting
	17 & 18	"Trains and Boats and Planes" - see info within
JUN	20	General Meeting
	22	Visit to Science Works - see within
JUL	18	General Meeting
	20	Outing with the Veteran Car Club - Hortons organising
AUG	15	General Meeting

WA Alvis Motor Cars – Big Day Out

On Sunday April 13 some intrepid WA Alvis car owners and motoring enthusiasts headed out of Perth on a run south to meet up at the farm of Lloyd Archer and Shirley Lowe.



The excuse (if we needed one) was to check up on the TA21 Lloyd had recently acquired from John Manley of Albany. This TA21, engine No. 24588, was previously owned and restored by the father of Alviatics new editor Heather Goldsmith.

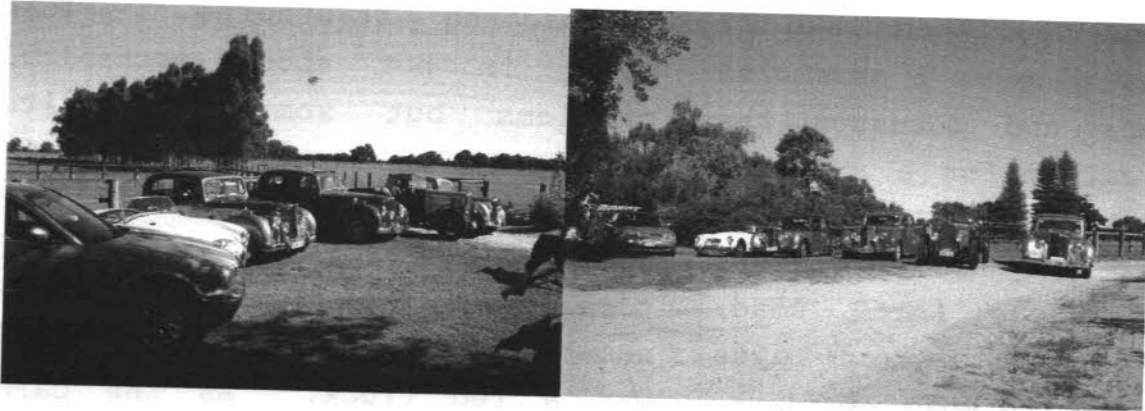
The sun shone on us all as we gathered to drive in convoy to our destination. Our first port of call was, like some of our cars, under restoration so we took a quick detour to a park for a cuppa and to change a flat (pleased to report the first and only casualty!)

On the way some of us spotted a lone man waving his arms about, and a gleaming car sitting sedately, in a layby....upon further investigation it was Mark Rumpus and his lovely Silver Crest he had been unable to join the run because of a family wedding, but caught us briefly for a "hello" before heading back to the family.

Those who enjoyed the trip, the fellowship and the wonderful hospitality of our hosts were Bob and June Anderson in their Grey Lady; Brian and Ann Copley, whose Grey Lady restoration is progressing well, chose to take their Jaguar;

Trevor and Judy Eastwood -attired in fighter pilot rig a la WW1- in the 12/60;
Bruce and Linda Sharman who are restoring a TA14 breezed along in the MGA
and Peter and Margaret Scotney in their Grey Lady.

It was a record number of West Australian Alvis cars and their owners meeting
together so who knows -----this could be the start of something big! There are at
least 26 Alvis in WA ranging from basket cases to the fully restored, we just have
to entice them out.



MOTORING MOMENTS

Rob Graham

I told of my Talbot memories in a previous article, here is another one which shows I can make mistakes, too!

One of my Talbots was going very well, but I wanted to improve the light provided by the headlamps. I had the reflectors silvered and polished and I purchased new globes. I assembled the headlamps and focussed the globes and waited for a suitable night to check the results.

The time was the late 1940's and the spot was North Road, Oakleigh or Clayton or even further east. North Road was dark, no streetlamps, no houses, only market gardens or farms. One night I drove out along my test route, past the houses and sped up to 50 mph or more and the light from the headlamps was excellent, splendid, even magnificent. I was enjoying myself thinking I had fixed the problem when "WHAMMO," instant blackness!

I drove home on the side lights wondering what went wrong. Once in my garage I took the globes out of their sockets, only to find they were 6 volt and the Talbot was a 12 volt system!

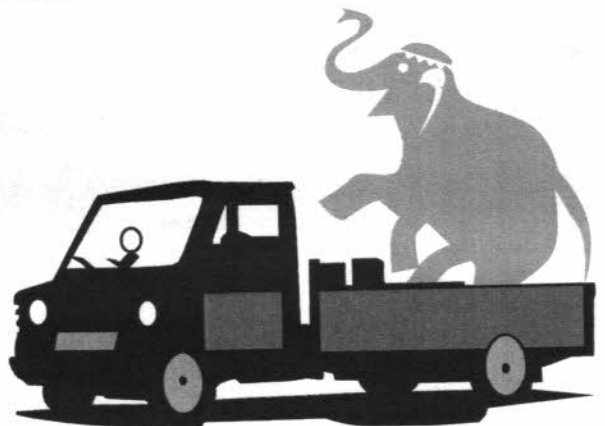
The slow speed (only 30 mph or 50 kph was the speed limit in those days) to my "Test Track," meant that the Geno-Dyne was producing insufficient volts and amps while the higher speed and

amps was enough to blow the globes. That is my reasoning, believe it, or do the other thing, as you prefer.

One time Bev and I were driving north on the New England Highway in the Peugeot 203. We had passed Tenterfield and were approaching Stanthorpe. This story is not about mechanical problems but something quite different.

On the outskirts of Stanthorpe there were a couple of cars ahead of us and going in the same direction and approaching us was a red truck. As the cars ahead of us drew alongside the truck, I noticed they suddenly dived across to the left hand side of the road and I wondered why. As soon as the truck drew level with me, I saw the reason - an elephant on the truck was trying to thump the roof of the cars with its trunk! I dived to the left also.

Now that was a true Motoring Moment.



Alvis people behaving badly!



Here is Darrell Horton who has a perfectly good TA21 DHC in the garage, foregoing the pleasures of Alvis driving and stepping back into the 19th Century to play with steam.

Would he still have that same smug look on his face if it had taken him 45 minutes to start the TA21 - cause it took at long to start the one pictured above!

One has to look for the positives in every situation and if you really look hard, the rear wheels have a likeness for those on a 12/50! And if you look even more carefully you will see a little plume of smoke, also like a 12/50 or is it steam in which case, like a Speed model on a hot day.

THE STORY

In conversing with Darrell Horton over a glass of red last year he happened to mention that he was having a traction engine built for his grandchildren. The original idea was for a small donkey engine but the engineer he was conversing with made the comment that one couldn't do much with a donkey engine and suggested something on a rather larger scale. By the end of the second bottle of wine, it had grown into almost a 1/3 scale working traction engine.

Kevin Miles who lives not far from Darrell is what could be described as your typical old fashioned engineer and a very good one at that. He is the sort of bloke who could turn his mind to anything and his cluttered workshop is testament to that.

Mid last year I was invited to see Kevin and have a look at the drawings he had produced. I took with me a great friend of mine John Cresswell who had been the factory manager at Vickers Ruwolt and had met Kevin some years previously. We had a most enjoyable day with Kevin and Darrel and I persuaded Kevin to build me a traction engine as well.

Some months passed and out of the blue I received a phone call from Darrel saying that Kevin would like to see us

as he had something that would be of interest. Unfortunately John was unable to attend as he was fighting a form of cancer and was away having chemo.

The sight on arrival was significant as Kevin had built up the engine and was about to fire it up on the bench for the first time. After getting steam up, the engine ran like clockwork and after a couple of delightful hours watching this thing in action, we adjourned to the pub for lunch.

Two weeks ago, Darrel was on the phone to say that Kevin had been up and down his street on the traction engine and would I like to come down and have a ride. Would I what!!!!

Unfortunately my friend John had passed away and I know that he would have jumped at the idea of a ride on the engine.

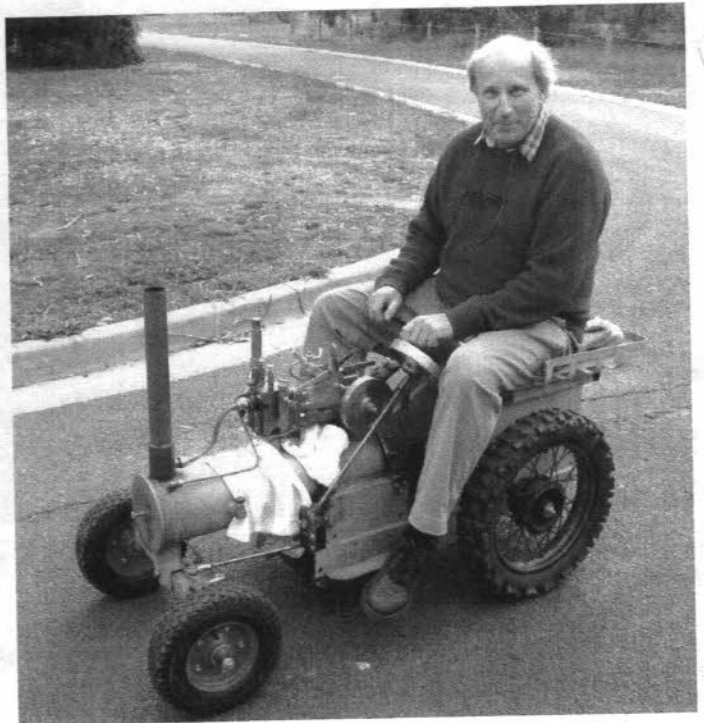
When I arrived at Kevin's, he was choofing up and down the street like a little kid on his new bike, the traction engine making all the right noises and the steam whistle in full song. It was a sight to behold. Darrel arrived soon after and the next hour or so was spent taking it in turns to have a ride up and down the street.

The engine produces around 2 H.P. and has a terrific turn of speed. It would certainly pull a car and it certainly didn't falter with my weight!

The next job is to add all the brassy bits, lag the boiler and fit the all steel wheels. Then it will be up to Darrel to paint it.

I hope to have mine steamed up by Xmas, then Darrel and I can have traction engine races.

CM



VALE

It is with regret that we note the passing of Warrick Barnett on the 16th March, following a long illness.

Warrick & Jan were very active in the old car movement and participated in the Alvis National rallies.

NOSTRADAMUS & OTHER PROGNOSTIGATORS

Somewhere about 1976, the price of petrol was \$0-25 per gallon, (note gallon and not litres). One of our long-standing Club members, who will be nameless and worked for Mobil, warned me I would be soon paying \$1-00 per gallon. In time, he was proven correct.

Now we are paying \$6-50 per gallon - say \$1-50 per litre. All I can say is "Starve the lizards and stone the crows," where will it all end?

Rob Graham



PLANES & BOATS & TRAINS

JUMPERS WANTED. Not for an

op-shop, but for fun!!

We have 26 people doing the whole w/e. 27 doing Saturday day-time and 28 DBB. No special diets have been requested.

No hands up yet for sky-diving but a couple of pinkies have shown slight elevation. "Sources" tell me that with advance notice you can tandem jump on the first day.

There are still some rooms available at the Resort if you are quick. Tel 03 5794 1410.

What we need most of all is fine weather.

VSCC Alpine Tour of Tasmania 5-15th April

Several Alvisi recently took part in the VSCC's Alpine Rally to Tasmania. The serious competitors, namely Rob Sands and Christine Grange, Mark and Sue Burns and Allan Willingham with Owen Beaton, Andrew Green & daughter Bella, flew the 12/50 flag, while Frank and Pam Mornane and Chester and myself joined the "Bentley Tossers" in our 3 litres and participated in the touring section.

While Bentley and Delage were the preponderate marques, a lot of other interesting machinery was on show, including a very impressive aero-engined Sunbeam, brought over by Wallis McNair from New Zealand for the occasion.

There was no formal structure for the touring brigade, although various routes were suggested. This enabled people



Wallis McNair's Sunbeam

to "do their own thing" which Chester and I enjoyed as we were able to visit some towns and areas that we hadn't seen before.

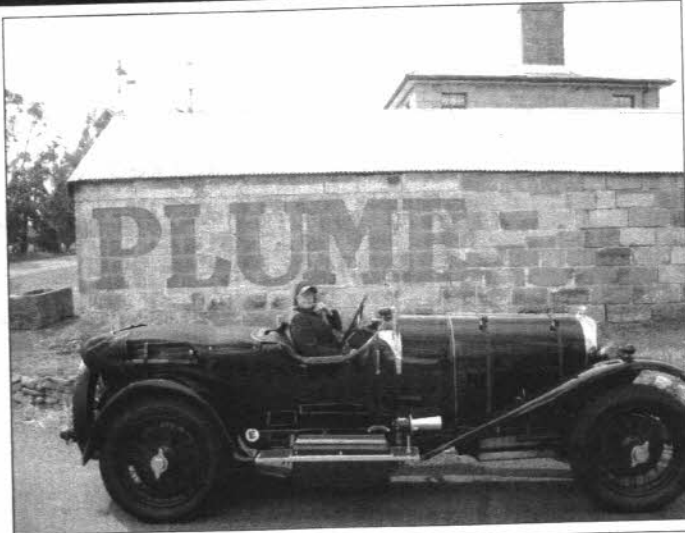
Even the competitors had plenty of time for sightseeing with only three days of competition and free days in Strahan, Hobart and Launceston.

A highlight was a visit to Bill Griffiths' property just north of Launceston. He is a car enthusiast who has an annual "open house" before the Targa and he kindly extended his invitation to include our rally participants. He and his wife supplied drinks and nibbles and allowed us to wander at will through their magnificent home and gardens and it also proved a great opportunity for us all to catch up with one another.

We once again congregated for the final dinner in Launceston. Chester and I were on the "Alvis Queers" table and said occupants were very pleased with the news that Mark and Sue had come second overall in the trial and were first in the vintage section.

The overall winners were Graeme Steinfort and Graeme Jackson (also Alvis members) in the Steinfort TA M.G.

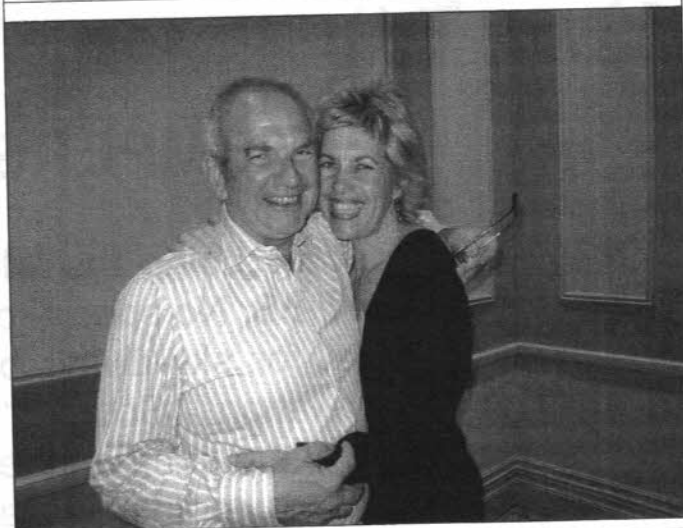
We were blessed with magnificent weather, good company and roads almost devoid of traffic, the combination of which made for a truly memorable experience.



Sally the Bentley "Tosser" in front of a topical billboard



"Alvis Queers" waiting for the boat



Mark & Sue Burns, second place overall & first in the Vintage section - Alvis 12/50

Sally McKaige

This article from Alan McKinnon is a continuation of the story published in March Alvic

ALVIS 12/50 Cross & Ellis Sports Tourer

Car # 9136

Chassis # 3776

Engine # 4122

After collecting the Alvis from Tasmania, we dismantled it, removed the body and stripped the yellow paint which, once removed, revealed quite a used, abused and corroded body. Much welding and many repairs had been carried out on the body and as these had been done while still attached to the wooden frame, it was badly burned in quite a few places.

A door had been cut into the body on the drivers side front and then welded up again.

The body had been painted some time around 1971 as the newspaper used for masking showed this date. It may have been even a 'once over' for a wedding as it still had confetti down behind the ex Hobart tram seats!

All this, together with the cardboard door trims, left me in no doubt that a full restoration was necessary!

What to do?

About this time Frank Corbett was kind enough to give me some information on the delivery details of the car.

These records indicated that this 1925 TB Sports Tourer was dispatched from the UK on the 20th October 1925, with a polished aluminium body and black guards.

On a recommendation from Graeme Singer in Brisbane, I contacted a young English tradesman, Steve Bodrog, who had moved to Australia and was working in Brisbane. Steve had worked in the UK for the renowned coach builder, Rod Jolly, and had first been bought to Australia by Dale Hanley to create some body work for his Speed 25. Steve also reskinned Graeme Singer's Ducksback.

The chassis and body were transported to Brisbane and some frame parts replaced where necessary and completely new polished alloy skin made by this young master tradesman. The guards were rewired and repaired and a piece cut out and returned to original where one of the previous owners had attempted to modernise the car

All the mechanics were overhauled including a new radiator core, crown wheel & pinion and new gears for the gear box.

New wheel rims were necessary as those that came with the car were laced with three different offsets and were not only the incorrect diameter but also the wrong section.

The first major outing for the 12/50 was for daughter Kirrilly's wedding in June 2006, and I was not impressed with the car's performance. It was sluggish, heavy to steer and an absolute bugger to clean!

Some time later and after the National Rally to SA last year, it has settled in and a few little problems have been sorted out. It is a pleasure to drive - but still a bugger to clean!

I am now in the process of restoring a 12/40-50 Ducksback which when completed will be Alvis restoration No. 4.



Alan McKinnon

SUNDAY, 22ND JUNE

THE SHORTEST DAY
THE LONGEST NIGHT
THE WINTER EQUINOX

**SCIENCEWORKS MUSEUM
AND BBQ LUNCH AT JOHN & ANNIE LINK'S PUMPWORKS**

We have booked a guided tour of the Collections Store at 10.00 a.m. and of the (old) Sewerage Pumping Station at 11.00 a.m. Then to John and Annie Link's own "pump works" for a BBQ lunch.

**** THIS IS A NON-ALVIS CAR EVENT.** There is no suitable parking at Scienceworks for our masterpieces, so bring your modern.

The Stores Tour is limited to 15 because of the invaluable items located there. These include an Austrian Graft und Stift saloon from the 1920's and some interesting veteran cars. They are trying to find the model of the satellite that Richard helped to build in the 1960s to show us.

The Pumping Station will be operating during our tour.

BYO to the BBQ but the Links have kindly agreed to provide salads.

Scienceworks Spotswood - Melway Map Ref: 56 B1 (just off the Westgate Bridge - well signposted).

The Links - Factory 9 Technopark Drive, Williamstown North, Melway Map Ref: 55 D8 (off Kororoit Creek Road).

Meet at Scienceworks Reception at 9.45 a.m.

Richard & Pauline Tonkin
Home - 9710 1465
Mobile - 0407 944 987



ALVIS ON THE DOWNS

Saturday 2nd May to 9th May 2009

2009 National ALVIS Rally

WALTER WILSON

Inventor

When Sal and I were living in the U.K., we spent a night at a B&B where the owner of the establishment had a large book collection that I was allowed to peruse. One book that took my fancy was a tome on the life of Walter Wilson who many of you would associate with his epicyclic gearbox. My interest at the time was with his earlier association with Armstrong-Whitworth where he designed the 28-36 HP model arguably the best car Armstrong-Whitworth would produce. At Bamburgh Castle the home of Lord Armstrong the founder of the company there is a small room dedicated to the history of Armstrong-Whitworth and later Armstrong - Siddeley, but poor old Walter Wilson got very little coverage at all. This may have changed since our visit and the book on his life that I scanned at the B&B written by one of his sons certainly put this remarkable inventor into perspective.

Walter Wilson was born in 1874 the youngest of eight children. At the age of eight he was sent to boarding school and at 17 joined HMS Britannia as a naval cadet rising to heights of midshipman and serving on HMS Dreadnought.

In 1894 and reaching the rank of Sub Lieutenant he quit the navy and was admitted to King's College Cambridge where he was awarded a first class degree in mechanical sciences. He was also interested in electricity and with a friend wired their respective homes for electric light and also rigged up a telephone system between the house and stables.

He also became involved with internal combustion engines and got to know Charles Rolls who he acted as mechanic in a number of trials.

On leaving Cambridge, Wilson met up with Percy Sinclair Pilcher who had also served in the Navy before becoming apprenticed to Elders Shipyards in Glasgow.

Pilcher was interested in flight and had built a number of gliders and by 1895 had many successful flights under his belt. Wanting to become more involved in flying, Pilcher left his job at the shipyards and joined forces with Sir Hiram Maxim working on a steam powered aeroplane.

When Wilson met Pilcher, funds were running low with the Maxim aeroplane so Pilcher approached Wilson with the idea of forming a

company to design and build engines to suit Pilcher's designs.

Wilson-Pilcher Ltd was formed in 1897 and their first few jobs were providing engineering clout to other like-minded inventors. A sail for a boat that resembled an umbrella was one of their own inventions but this proved a total disaster and was soon scrapped.

Around the same time, Wilson drew up plans to build a motor car and produced a timber scale model at the same time designing the engine for Pilcher's aeroplane. This was built with three wings and Pilcher was the first to use laminated wood for the propeller that was mounted behind the wings. In 1899 the plane was finished, Wilson building a 6 H.P. two cylinder flat twin engine weighting forty lbs.

Tragedy struck on its second flight when the tail guy stays broke 30 feet off the ground, the plane plummeting to the ground with Pilcher trapped underneath. He died from his injuries 36 hours later.

When he got over the death of his fellow business partner, Wilson teamed up with fellow company director Verney-Cave and finally finished his motor car, calling it the Wilson-Pilcher. He built a number of vehicles between 1900 and 1904 all with revolutionary ideas including epicyclic gears {an idea he had got from his friends the Lanchester brothers}, electric ignition and flexible engine mountings all of which he patented. Four and six cylinder cars were built and in 1904, the company was taken over by Armstrong -Whitworth and production of the Wilson-Pilcher ceased the following year. Wilson then turned his hand at designing cars for Armstrong-Whitworth producing what would be regarded as the best car produced by AW the 26-36 H.P. model and introduced in 1906. Not only was he designing cars, but he also designed and built a tractor designed to pull artillery. By this stage, Wilson was 32 years old.

Looking for further challenges, Wilson left Armstrong-Whitworth in 1908 and joined J&E Hall Ltd a company that had been responsible for building some of the first paper making machinery in England. They had also built steam engines and refrigeration plants for use on steam

ships and were now building Halford Lorries, Wilson being employed as a consultant to look after lorry design.

This work proved somewhat dreary for Wilson and he managed to get some additional work from Henry Royce who was interested in developing epicyclic gearboxes for Rolls-Royce cars. This project never got off the ground.

In 1912 he built equipment to extract oil from shale that was imported from Russia. This project was also abandoned when he got objections from his landlord regarding the obnoxious fumes (sulphuretted hydrogen) – bad egg smell and he was eventually forced to seek other accommodation.

In 1913 he invented a means of which to catch salmon without damaging them by gaffing. This comprised a spring steel wire loop on the end of a pole operated by a trigger device that secured the salmon by the tail. This invention proved a success with a number sold to local fishermen although Wilson never received any royalties. It was marketed as “The Tailor”.

Also in 1913 he decided to install electric lighting in his house but once more the landlord objected and Wilson went out and bought his own house and fitted it out with electric lighting using a Crossley engine and a large dynamo.

Walter Wilson and the Tank

Development for a vehicle suitable to protect troops in trenches and to protect overhead aircraft was first mooted in the early days of 1914 and the admiralty was given the job of providing an armoured car division. Experiments with Rolls-Royce and Lanchester chassis were used with machine guns fitted to them and little or no protection for the crews. The next development was to fit armour and turret but no-one knew anything about thickness of boiler plate the end result being that the chassis, front and rear axles and springs couldn't cope with the loads.

Having said that the armoured car squadrons did great work in France, Belgium and the Middle East although servicing was difficult and once bogged in the mud, there was little chance of a quick rescue.

In January 1915 Winston Churchill was persuaded to develop a better armoured vehicle and he wrote to PM Asquith with the idea to fit a number of steam tractors with small armoured shelters. Having caterpillar tracks, these vehicles would be able to “cross trenches and destroy barbed wire entanglements.”

Walter Wilson with his expertise in vehicle

design and his artillery tractor still fresh in the minds of the Admiralty was commissioned Lieutenant RNVR in December 1914 and given the task of heading up the Admiralty Landships Committee the brief being to provide the following:

To carry one or more guns capable of destroying a machine gun nest.

To be armoured against rifle and machine gun fire.

To cross a trench 5 feet wide, climb a slope 1 in 1, to pass over ground as soft as possible and to climb a parapet 4' 6" high.

The committee were given premises at the William Foster Company. The manager of William Foster had previous experience on caterpillar treads having done a lot of work in America on farm tractors.

They got to work and in August 1915 had built up a prototype called “Little Willie” followed by another prototype “Mother” that had a rhomboid shape. Both vehicles were powered by Daimler 105H.P. engines.

“Big Willie” followed “Little Willie” and in September 1915, 100 of these “land ships” were ordered and 700 men were trained as “crews.”

Production began in January 1916 with the Mk1 (male) fitted with Hotchkiss canon in each of the side pontoons whilst the Mk1 (female) was fitted with machine guns.

For the rest of the war, Wilson became heavily involved in tank (the word “tank” was stenciled on packing cases to disguise what was inside. Where packing cases were bound for Mesopotamia the term “water carrier” was used) design, producing a number of variants and improving steering with the use of epicyclic gearing. At war's end, the MK VIII was on the drawing board (never materialised) and Wilson was looking towards the return of a normal life and further challenges.

Wilson Preselector

The idea of putting epicyclic gears into a passenger vehicle was not all that dissimilar to putting them into a tank and it didn't take Wilson long to knock up drawings, patents and submit them to the automobile industry for perusal.

Conventional gearboxes used in vehicles pre WWI had numerous problems. There was difficulty shifting gear, clutches required strength on the pedal, they could be fierce to operate and often got stuck. Gear changing was a bugbear to most drivers and it was with these views that Wilson tried to sell his epicyclic gearbox.

With a epicyclic gearbox, the tooth gears never came out of mesh,, the gears were engaged

by applying brakes or clutches, and a means of being able to change gear without the need of a gear lever would "certainly appeal to the masses".

The solution to the problem of making a satisfactory four speed epicyclic gear lay in the steering of tanks. Wilson found that by compounding simple epicyclic trains instead of using them in series, they could be made to yield multiple ratios.

The major problem as far as Wilson was concerned was that he had no money, no facilities and three children at school and it was only through some interest from the bus manufacturer Tilling-Stevens and a chance meeting at Vauxhall that the tide turned.

Late in 1922 a 14H.P. Vauxhall was fitted with a Wilson gearbox and tests proved encouraging although there was some criticism in regards to roughness and gear whine. A further three cars were fitted with the Wilson box and a further 20 were ordered for the 25/70 model Vauxhall but production of further gearboxes were abandoned when Vauxhall was taken over by General Motors.

Then out of the blue, Wilson was summoned to visit J.D.Siddeley and given the job of building a number of prototype boxes for use in Armstrong-Siddeley cars. This would be the icing on the cake.

A new company was established in December 1928 firstly called Improved Gears Ltd and later Self-Changing Gears Ltd with J.D. Siddeley and W.G.Wilson as Directors and one of Wilson's sons as company secretary. The Wilson gearbox took on many identities. It was known as the Armstrong Siddeley Self Change Gearbox, the Daimler Fluid flywheel transmission, the ENV and the Talbot Preselective gears, and the Leyland Pneumocyclic and Hydrocyclic gearbox.

In Autumn 1929, the self-changing gearbox was fitted to Armstrong-Siddeley cars but not without a few hic-ups. Axle shafts began to break when drivers changed into a lower gear when rounding a corner, the cause being due to the fierce grip of the gear engaging mechanism when changing into a lower gear with the throttle shut. In three weeks the gearbox was re-designed, and production resumed three months later.

Daimler entered the fray in 1931 buying Wilson gearboxes from Armstrong-Siddeley whilst Armstrong-Siddeley would buy fluid flywheels from Daimler although Daimler later let the side down by failing to supply fluid flywheels in the quantities required leaving Siddeley to source an automatic clutch designed by Noel Newton.

Problems with patents and a heated argument with Siddeley later saw the demise of the Wilson box being used in Armstrong-Siddeleys but the Wilson box coupled to a Daimler fluid flywheel was the perfect solution. Quality however was a different matter particularly when the synchromesh gearbox was introduced in 1932.

The trouble with Wilson was that he didn't want to change his designs nor get ahead from his opposition. It was a good box, worked well and was well proved in motor racing, but when the synchromesh came along, all the original problems associated with the crash gearbox had virtually disappeared overnight.

To keep the company ticking over and with Siddeley now out of the picture, Wilson turned his attention to manufacturing gearboxes for diesel trains and still when he found the time, worked once more on tank designs.

This continued through WWII along with work on torpedo boats and munitions. After hostilities the company got more involved in gearboxes for trains as well as still supplying ENV gearboxes to anyone who wanted one. Eventually the gearbox side of the business would be taken over by Leyland. Walter Wilson died in 1957.

Chester McKaige



The weather on this particular Sunday morning was ideal for a quick drive through the Dandenongs prior to a relaxed lunch and afternoon strolling around Como Gardens in the Basin.

Como Gardens, located in the foothills of the Dandenong Ranges approximately 30 miles from Melbourne, is opened twice a year as part of Victoria's open Garden Scheme with many of the local community groups getting together to provide an entertaining event.

The route which Leslie organized, started at the club rooms in Glen Iris and traveled along leafy streets away from the majority of crowds until it entered the nearby mountains via Harkaway. From here the route went through Cardinia Reservoir, moved on to Belgrave and then to Grants Reserve in Kallista for Devonshire Tea.

Sadly, only Chester and Sally McKaige, traveling in the luxury of the Speed 25 and accompanied by our organiser, did this section of the event. Maritta and I took a short drive from home in our MG PA and joined Chester, Sally and Leslie at Grants Reserve.

From Kallista we traveled through Ferny Creek and Sassafras before turning back down the mountains to the Basin. At Como Gardens we were joined by Geoff and Helen Hood, 12/50, John and Margaret Hetherington, all the way from Shepparton by TE21 and David and Margaret Caldwell, 3.5 litre.

There was a large crowd gathered at the gardens however there is plenty of room and we found a nice shady spot to enjoy a relaxed lunch. After lunch we all toured the gardens, George Hetrel's Motor Garage and enjoyed the other attractions such as the local dog obedience club and the model boats sailing on the lake. A model of the Titanic threatened some of the smaller craft before running into its iceberg and sinking (all part of the fun).

Apart from the Alvi there were a number of other historic cars on display and several military vehicles along with the local Fire and Ambulance service.

George's two narrow gauge trains were also getting a workout around the grounds.

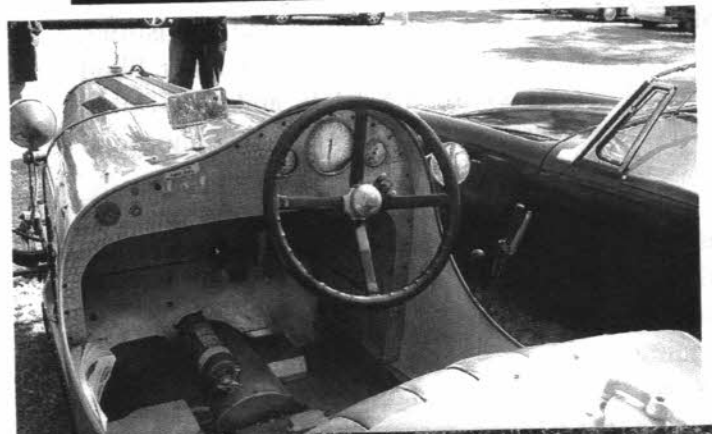
I would like to close by thanking Leslie for organising an excellent event and George and Pat Hetrel for providing us with an excellent venue.



Dale Parsell



The McKaige Speed 25 & the Caldwell 3.5 Litre



COMO

Gardens



Geoff Hood's 12/50 special



Dale Parsell is reviewing our website and would be happy to hear your ideas on what and how information should be displayed. Have your say now, not your grumble later!

Email Dale: dparsell@ozemail.com.au

NEWSLETTER CONTRIBUTIONS

Having recently said nice things about how you all contribute to ALVIC, I find I should have kept my mouth shut!

I have a few items in reserve but are fast running out. Over to you!

SWAP, BEG, BORROW or STEAL

WANTED

INFORMATION - At the recent working bee and parts stocktake, it was noted that a TD21 radiator surround that had been stored in the carport area is missing. It appears not to have gone through the parts sales book.

Can anyone shed light on its whereabouts.

Please talk to a committee member.

WANTED

Don Bosanquet has recently moved to Melbourne from South Australia and would like to find a secure garage to occupy or rent for his FWD. He is living in Malvern and would look at all options.

Please contact him on 0415 556 053

1)

Lost. Silver Eagle lapel badge (eagle mounted on alvis triangle with silver eagle in arch), mislaid on South Australian National Rally. If anyone found it I would be most grateful for its return.

Contact Dale 03 59685 170 or dparsell@ozemail.com.au

2)

Wanted, bronze bodied 13/8 SU carburettors, any condition. Contact Dale 03 5968 5170 or dparsell@ozemail.com.au.

3)

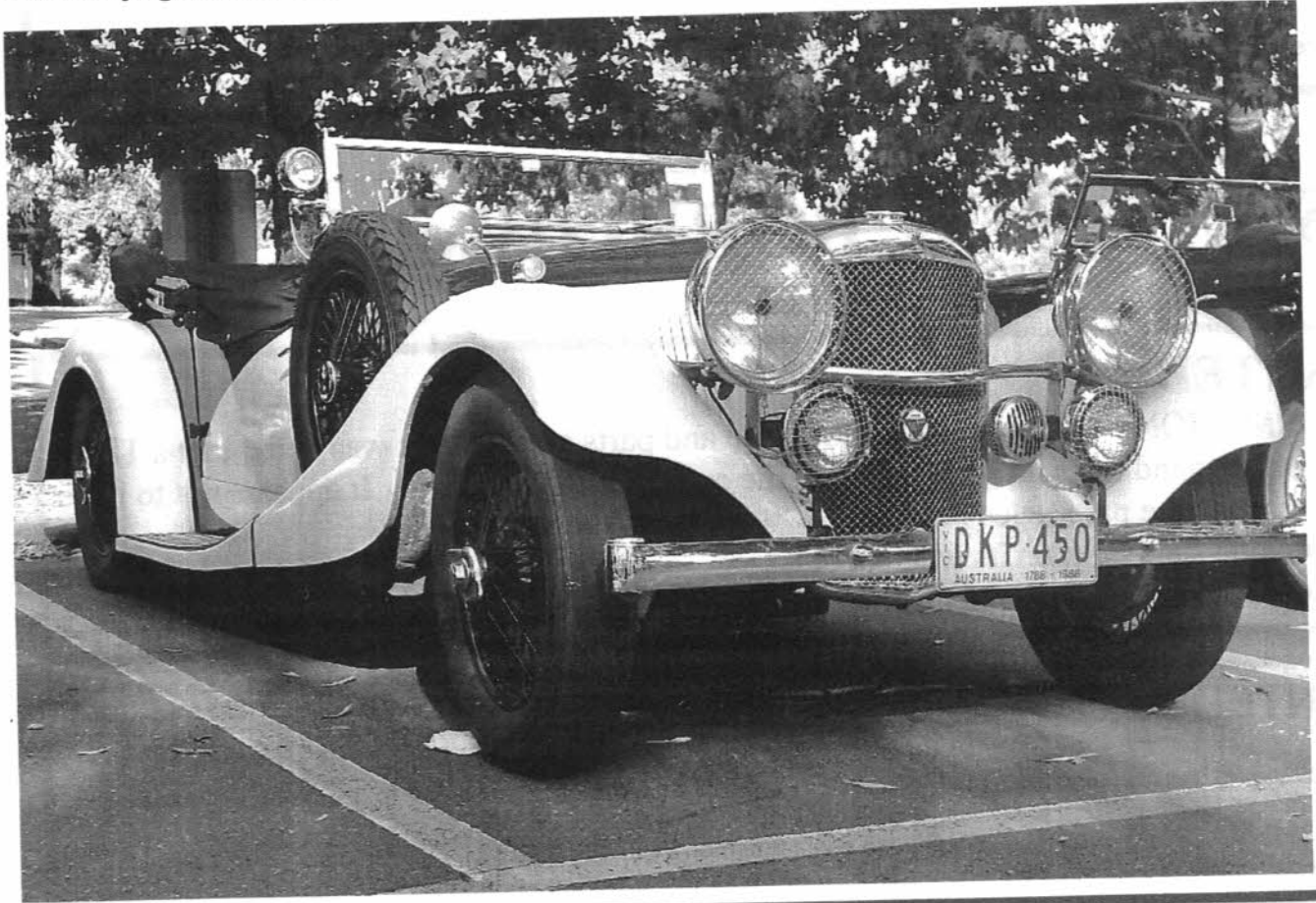
Available; Silver Crest Hypoid crown wheel carrier (the alloy part) includes crown wheel & pinion, swap for speed 20 one or something else useful.

Contact Paul Chaley 03 9877 0666 or historic@historicvintagerestorations.com

FOR SALE

Alvis Speed 20 Tourer. 1935 SC. Originally a Charlesworth saloon. Rebodyed in the early 1970s by David and Moira Wischer, as a very stylish two door four seater tourer which says "if you've got it, flaunt it". In the style of VDP. Major component nos. match. I have owned it for 20 years. Well known in Australian Alvis circles. Well travelled. Well used. Well rallied. Well loved. Certainly not concours but it's all there and it all works and it goes very well. Lots of spares. Full Victorian Reg. \$100K.

John Hetherington. 03 5821 6422 or
0419319339. jfh@mcmedia.com.au



FOR SALE

TA14 PARTS

1 Bonnet, 4 rough mudguards, dashboard, engine sump, gear box, several distributors, water pump, oil pump, cutout, pulley, tail light & box, water connections, valves & followers, block & crankshaft, road springs, wheels, brake bits, front axle & hubs—trailer set.

Also TA21 gearbox cover, 2 Rover gearboxes with overdrive, 2 headlamps approx 9½" diameter
Ring John White 9890 7066

WANTED

A one piece, 4 branch, cast iron exhaust manifold to suit a Silver Crest engine. It is believed that an SC and SD Speed 20 manifold is the same.

A Marles steering box to suit a Speed 25 Alvis. It is believed that the same steering box is used in SC and SD Speed 20s, 3 1/2 Litre and 4.3 Litre cars.

Andrew McDougall, Phone: 03 9486 4221, Mobile: 0427 220 249, Email: amfi@dunollie.com.au

FOR SALE

**Reluctant Sale 1934 Speed 20 SB Tourer.
Engine Number 11763198, Chassis Number SB 11317.
Registration UJU 333SA**

**Restored by 1981 it's a well Known car, as it has been taken on
many National Tours over the years.**

Very good original condition with many Spares.

Please 'phone Duncan Scott 08 83384129/0407732443 for all details.



**Also
1911 Napier Tourer
T36 30 HP**

Viewable on www.members.optusnet.com.au/dcscott



FOR SALE

1925 TE 12/50 ALVIS DUCKSBACK.

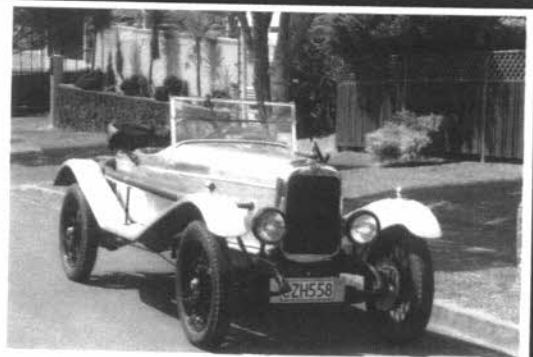
The car has been built from a ground up restoration over the past 4 years The following work has been completed.

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,

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.

Chassis and engine particulars all as the factory 1936 build sheet.

Body by Bertelli Ltd., Feltham, Middlesex, Sussex, England.

This car is very rare, being one of the only two SA.25.63 3.5 Litre Alvis cars to have been fitted with a Bertelli body. The other was purchased by the late Henk

Widengren, a Swedish racing driver

of the era, and is, I believe, currently being restored in that country. However, Widengren had his car upgraded to 4.3 Litre specification pre-W.W.II., so strictly speaking it is no longer a 3.5 Litre?

History as far as is known:

The factory build sheet shows that the car left the works on the 2nd. of January, 1936 as a chassis consigned to Messrs. G. Hartwell, Bournemouth, U.K. The Alvis service card for the car, dated the 25th. of March, 1936, identified the owner as Mrs. F.E.Wells-Melbourne, 'Silverdale' Fair Oak Lane, Oxshot, Surrey. Nothing is known of the car from then until 1959 when the log book was issued to David Wood, landlord of a pub in Litton Cheney, Dorset, who used it daily until the magneto drive sheared around 1964, after which it stood in his shed for a year or so till the son of a Dorset farmer, Mr. Allan N.W.Percival, bought it around 1965 and from whom I bought it in 1971.

The car was shipped out to Penang, Malaysia in 1971, where I began its initial restoration. It was shipped to Australia in mid-72 and completed in 1978. Its second bare-metal restoration was begun in 1990 on my retirement and completed this year. The process is described in an illustrated article prompted by the late Julian Collins, editor, and serialised by him in the Alvis Owner Club Bulletins Nos. 491, 492, & 493.

The Price: \$100,000

David Caldwell 6, The Outlook, Heathmont, Victoria 3135, Australia. Ph.0011 61 3 9729 5821 e-



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 has had a total rebuild.

\$12500 or offer

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

Ph: +61 (0) 354496127 Mobile: 0421344527

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