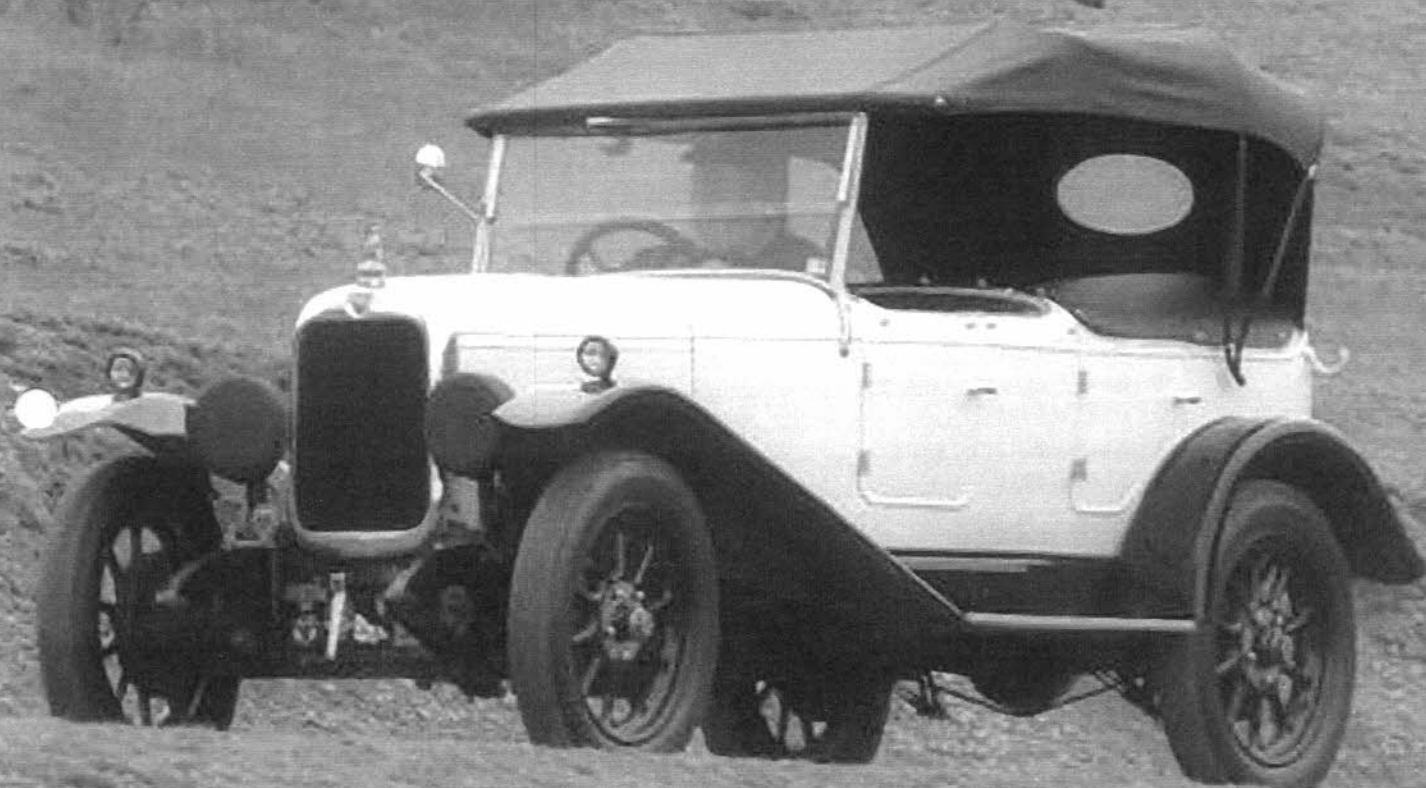


The Newsletter of the Alvis Car Club of Victoria (Inc)

September 2008

Alvic



Alvis Car Club of Victoria (Inc)

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CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
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PRESIDENT'S REPORT

President's Report

Ernest Monnington Bowden would be turning in his grave after I paid a visit to the local motorcycle shop enquiring if they had a universal bowden cable for my vintage Douglas motorcycle.

The three under 30 something shop assistants had absolutely no idea what I was after and asked me to describe it to them. In the end the message sunk through enough for one of them to go out the back, returning a short time later with a box marked "throttle cables". I found what I was after, paid for it, but that was not the end of my morning activities.

Next stop was to the bearing shop to purchase a couple of bearings. Plain ordinary imperial ball races which I had measured up before I left. The chap behind the counter looked up his book of bearings and after a while I sensed something was not quite right. He produced a micrometer and started measuring one of the bearings in a ham fisted sort of a way. He then asked me if I could do the measuring as I could see he didn't know how to read imperial sizes off the micrometer. A crash course in how to read a micrometer soon followed. And it got worse.

Off to the platers to pick up some nickel plating for the bike and some chrome plating for the Speed 25. Bits for Speed 25 were nickled and the bits for the bike were chromed and to top it all off, one bit for the bike, the brake pedal was despatched to Sydney with a pile of other stuff so three days were lost waiting for its return and the parts to be re-plated.

The other thing I have noticed is that when people in industry give you a day that something will be ready or say they will return your phone call, one should allow a further three days to a week. In the plating industry I have discovered this to a "T" having now had work done by three plating companies with very un-satisfactory results. I feel sorry for people like Dale who have to go with the flow so to speak with these types of situations.

Rob-Roy was a huge success for the VSCC and congratulations to all involved. We managed to get quite a few cars although not as many as last year. The trophy for the best collection of cars went to the Dandenong Valley Car Club, but we were presented with a copy of the Victorian VSCC history book, "Rogues and Rascals". As we have a copy already in our library, we will use this copy as a prize on the JNBC Tour.

Speaking of JNBC, not long to go now. The last week or so has been very chaotic here with things off to the printers, trophies being engraved, tour packs being filled and all those good things. The UK cars are on the water and the ship is still afloat I believe. We had a problem with the RAC in the UK with the carnets which we didn't need but that has since been rectified. The weather in the UK has been one of heavy rains so our English friends are no doubt looking for some decent weather come October.

We have booked dinner at the Malvernvale for the Friday night (October 3) from 6.00pm so if any of you feel like a feed prior to the informal meeting, please let me know.

You will also note that our AGM will be in November. Nomination forms for committee positions are included in this newsletter.

I would like to take this opportunity of thanking my committee for the great job they have done over the last twelve months and if they still want me and more importantly if you still want me, I'm quite prepared to steer the ship for another 12 months.

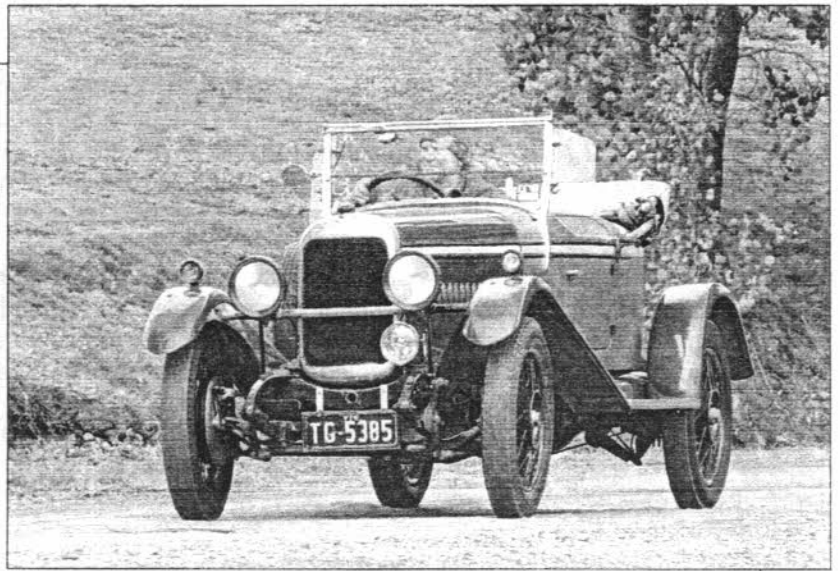
Happy Alvising
Chester McKaige

Please note: there is no monthly meeting this month & October's is on the 3rd when we will welcome some of our early arrival UK friends. Dinner at the Malvernvale Hotel at 6.00pm. Meeting at 8.00pm

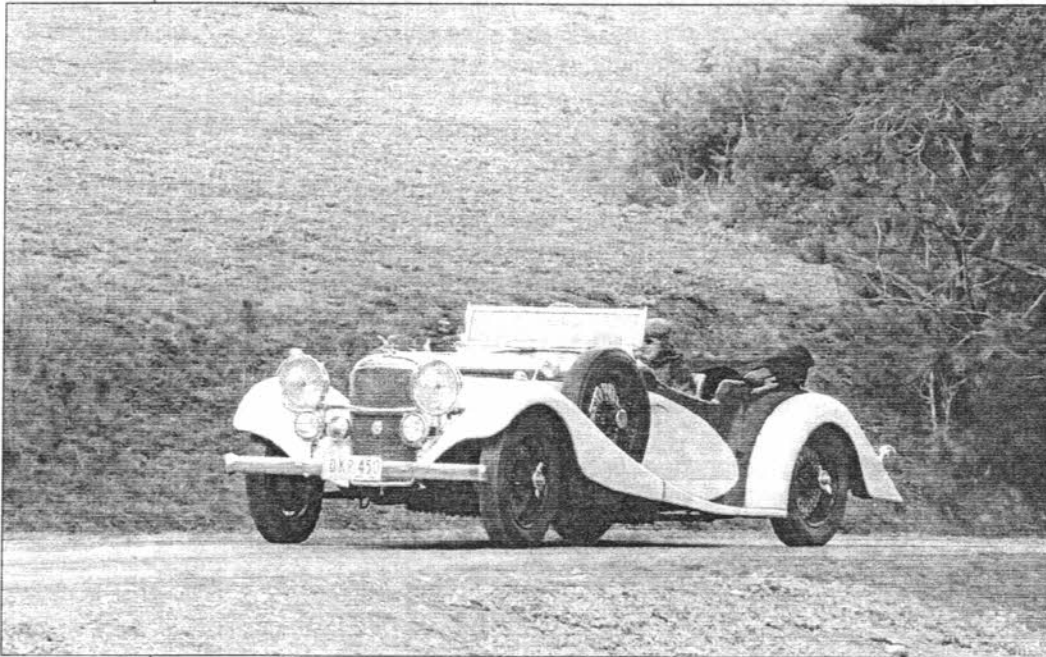
EVENT CALENDAR

SEP	19	NO General Meeting this month due early October meeting
OCT	3	General Meeting
	7-23	JNBC Memorial Tour
NOV	21	ANNUAL GENERAL MEETING
DEC	7	Christmas Party at the Langs - <i>details nearer the event</i>

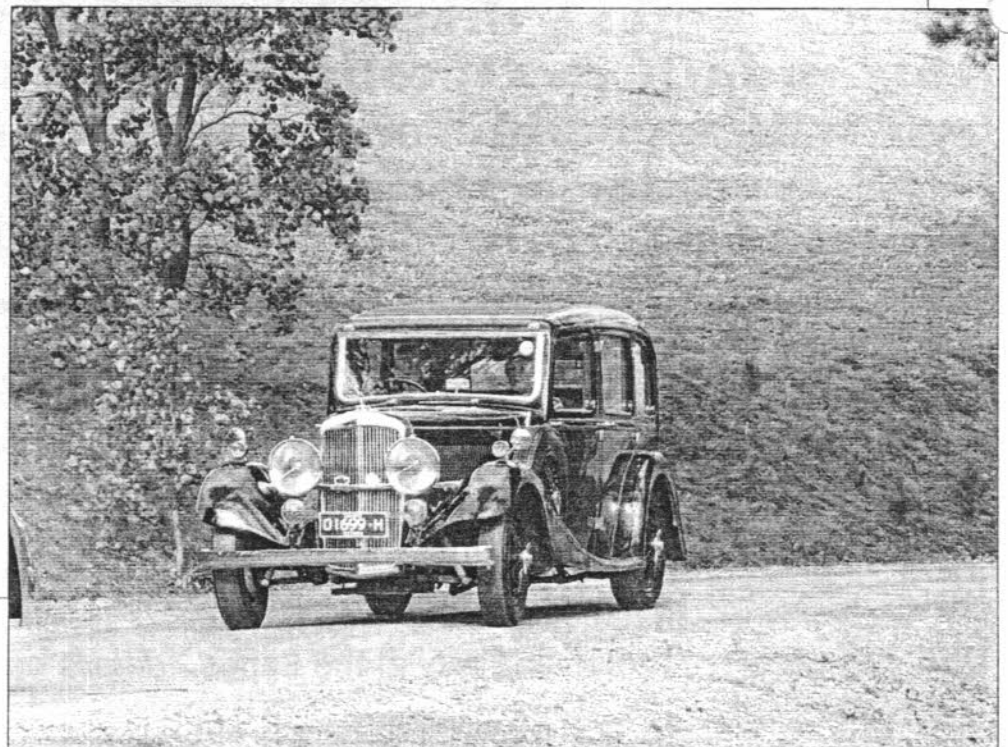
Right: Rob Sands' 12/50



Below: The Hetherington's SP20



Right: The Tonkins' Crested Eagle



LETTERS TO THE EDITOR

Hello John,

Having just received the recent ALVIC newsletter and noting your request for updates on projects, I thought it was an apt time to let you know how the TD21 was going over here in country South Australia.

Certainly in the last 14 months, I have learned several lessons. These have come about as result of my decision not to sell the Series 2 TD21 to Robert Penn Bradley, despite his reasonable offer over a year ago. Whilst the car had ran well, signs of some cracks in rear wings confirmed what Earley Engineering had said on their inspection - some reinforcement pieces were lacking. This made the large panels somewhat flexible and hence any filler cracked!

I felt somewhat reluctant to sell the car in that condition even after disclosing it, plus the car had performed well on a 2000 mile tour that commenced immediately after the Flinders in the Outback event.

The sound of the 3 litre exhaust and the thought of new wire wheels replacing the current disc ones all contributed to my decision to have the car paintwork rectified. Having waited too long for an MGB to be welded and resprayed, the dream of getting the Alvis up to a standard I could accept saw me return to the same repair shop. Truth is that here in country SA, there is little choice and even taking cars down to Adelaide is no guarantee of a quick turn around. So the first lesson is probably to take the first offer you get before going down the road of restoration. The second is that if a guy says eight weeks to complete a job, take his wife, or better still, his daughter hostage, until the job is finished.

In order to speed the project up, I took off a lot of the trim, bumpers etc and delivered the car. It seemed that another local enthusiast was about to have his car repainted at the same time, so in order to avoid delays, I spent several days over at the body shop, stripping off the paint, not only on the Alvis, but also the 1972 Ford that also arrived.. The stripping was a long and tedious job and apart from rust in the rear of the lower wings, the previous repairs had held up well. It was a pity that the previous work has seen panels lap welded instead of butt welded.

Since then, progress has been limited. The discovery that the panel under the rear seat was in need of replacement saw a good job done in fabricating and fitting. A method of making the rear wings more stable was found after consultation with several TD21 owners, but to date, the workshop has done only one side.

Meanwhile, the queue of cars to be repaired seems to grow longer. As a local volunteer ambulance officer, I attend a number of local vehicle accidents and I cringe when I see the damaged vehicle heading off to the workshop where the Alvis sits, forlorn and covered in dust. Another vehicle to be repaired simply puts the Alvis further down the queue. It's become a joke with the local CFS teams.

A further complication is that the owner of the body shop is the Vice President of our local car club which just shows mixing business and pleasure is a risky policy. Jokes such as, "We had a different Prime Minister when this car came in - oh and a different monarch too," abound. As the editor of our own local club magazine, I recently found a picture of the body shop owner some 30 years ago. I am tempted to publish it with a caption, "The Repair Man When I took the TD21 in."

On a positive side, a lot of work in realising the dream of a better car has been done. I obtained a set of hubs and spinners from Chris Prince in the UK and got a good deal on some new wheels. With the seats removed, a local upholsterer restuffed the seats and made the correct pockets for the front seats. New carpet came in from BAS in Bayswater and various items were polished and odd items ordered from Red Triangle.

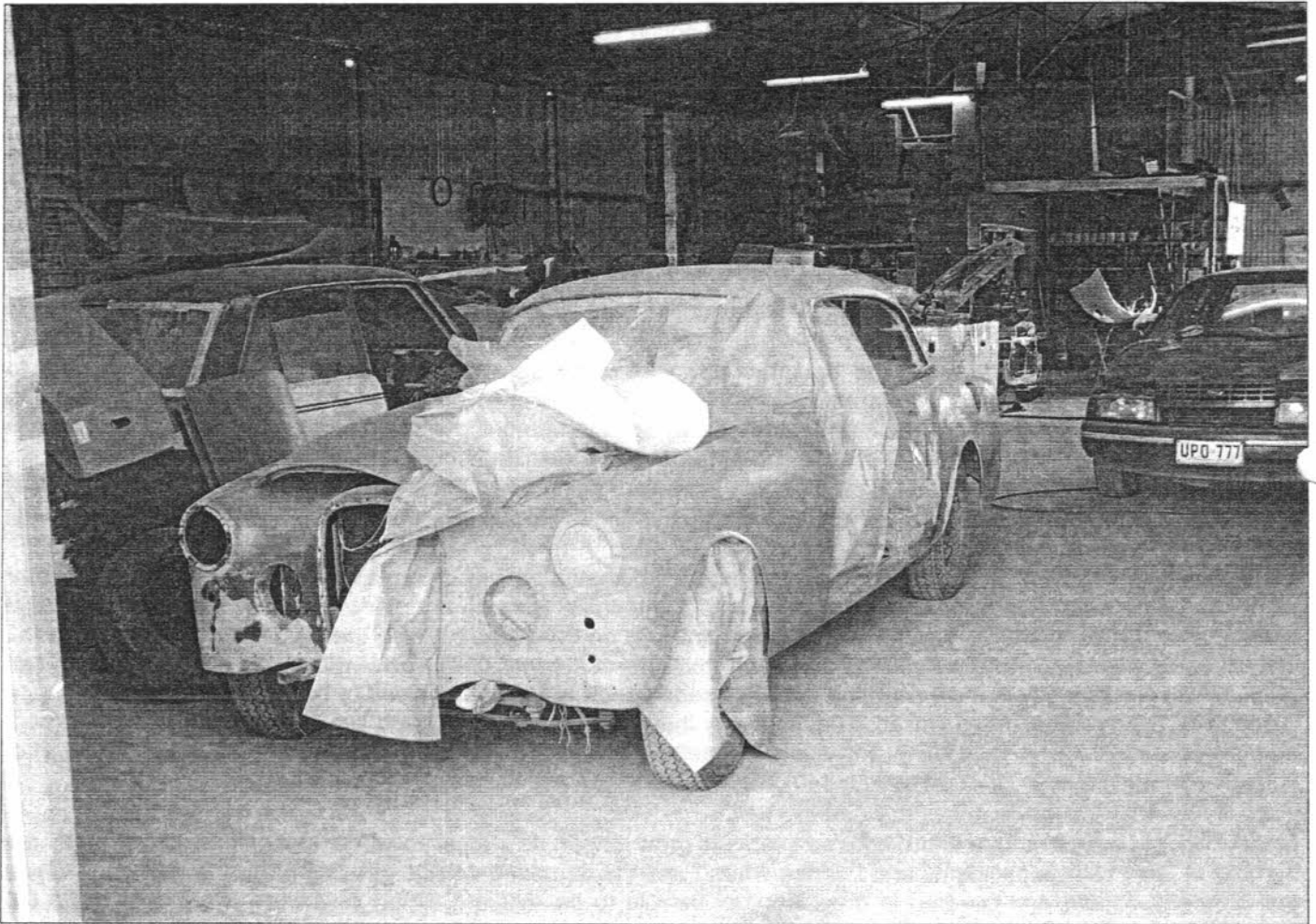
During all this, one deadline after another came and went, so hopes of entering shows and providing a wedding car for a friend were dashed. The prospect of another big 2009 national tour here in SA looked possible, but I began to doubt that. Then along came a call from an ALVIC member about my experience of buying a UK car and shipping it to Australia. This led on to the fact that a TD21 might be available, if only to appease my wife. This resulted in a flying visit by the member and his wife to see the car and it allowed him to see exactly what goes on under the surface of those notorious Park Ward bodies. Having said that, I reckon my car is well above the norm for one of these and should look good if it ever gets finished.

In addition to the TA21 Tickford which is the best car I've ever owned, and the TD21, we have a 450SL Mercedes. If anyone says about Alvis spares being pricey, the Mercedes takes the top prize, particularly on trim parts. Some items are only available from the USA resulting high postage costs and long delivery, so God bless the Red Triangle and Earley Engineering when it comes to prompt service. In the meantime, I continue to pray for no road accidents that will delay the TD21's return to glory. Only yesterday, I issued the ultimatum - "Get going on or it goes elsewhere." Yes, another body shop is willing to take the job, albeit at a higher price, but at least I might get the car back finished.

All this confirms that buying the best you can afford is a less stressful path. The ex Ball TA21 may not have seemed cheap at the time, but it has given us six years of great Alvis motoring.

Must go now as I have another ransom note to send!

Best regards,
Mike Osborne



Thumbing through some old magazines the other day I came across an article published in the April 1974 edition of "Veteran and Vintage Magazine" under the title "Sixty Years Ago - From the files of The Autocar The Car Illustrated" of 1914.

I suspect there is no reason why such material cannot be reproduced provided it carries an appropriate attribution and it may be useful to you and of interest to our members.

Prospects of Cheaper Fuel.

Though little has been said during the past few weeks about the recent rise in the cost of petrol, and while not much has been heard of new developments in the direction of providing an alternative fuel or fuels, it must not be assumed that nothing is being done. We have heard recently from more than one quarter of some exceedingly promising developments in the direction of the cracking of heavier oils, and the provision of a new and excellent motor spirit from tar, crude benzol or creosote, and all the time a large number of new benzol-distilling plants are being put up near extensive collieries. It cannot be said, however, that the prospects of using alcohol are very encouraging. As has often been stated before in these pages, there is the fact that in Germany and France the Governments, anxious to encourage the distillation of alcohol for industrial purposes in their countries, have been unable even by means of subsidies to encourage producers to make a spirit at anything like commercial prices for motor vehicle work. Moreover, it is not likely that the Government here will give material assistance of any sort; in fact, the official attitude is one of distinct discouragement, for over 40 million pounds a year is now raised here by the excise duties on alcohol. In our opinion, therefore, it is in the direction of new cracking processes whereby heavy oils of all kinds can be used, and of further development in the distillation of coal and tar products that there is the most hope.

Oh dear--ninety four years on and notwithstanding all the wonderful progress and developments that have taken place in other fields, the subject of this article still has relevance today.

DARTON.

Rob

Roy



Last year's Rob Roy was an unforgettable day with fine weather and lots of interesting cars. This year the weather didn't hold the same promise but it was a great day and lots of interesting cars.

The Langs had been offered the opportunity to drive Mrs Simpson (the Tonkins' Crested Eagle) to the event and this was to add a new dimension to our outing. "Big Red" was on blocks with the steering having some attention, so it was modern to the event. Mrs Simpson has had some very rude things said about her bulk and persona, however I believe that secretly, Richard Tonkin enjoys the attention and the nonsense that is said and written about his car even though he feigns offence.

Richard's boundary fence is almost a common boundary with the Rob Roy hillclimb property, so the drive was short and sweet!

On the way down the hill to the entrance I was glad that there was not a 10 ton truck coming the other way as Mrs Simpson claimed her right to use whatever road was available and it was sufficient provided no one else wanted to share.

For a limousine body by Charlesworth, Mrs Simpson was

quite lithe and responsive and we enjoyed the drive. Maybe Edward felt the same.

On arrival we found that as a result of the previous wet weather, the ground was too soft and our cars were spread about the parking areas. It was probably a very good idea as there were cars needing to be pushed on ground that appeared to have minimal slope. Rob Roy parking area is at the top of a hill and any excursion onto the slope had the potential of a creek recovery.

On the return trip we had the pleasure of driving the TA21 Graber, which took me back to my earlier days when my parents first car was a 1950s English car. Thank you Tonkins for some more Alvis drives.

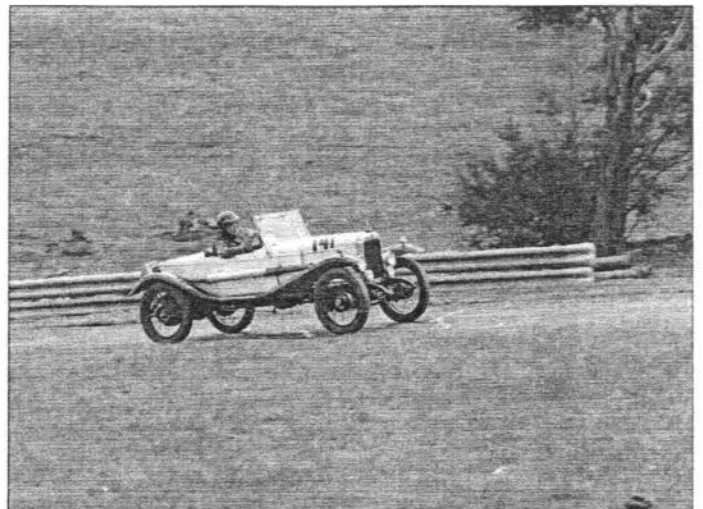
There were 10 Alvis at the event, with Mark Burns and Geoff Hood participating.

Geoff's best run of the day was 32.35 seconds and Mark's 47.08



Above: Geoff Hood's 12/50 special

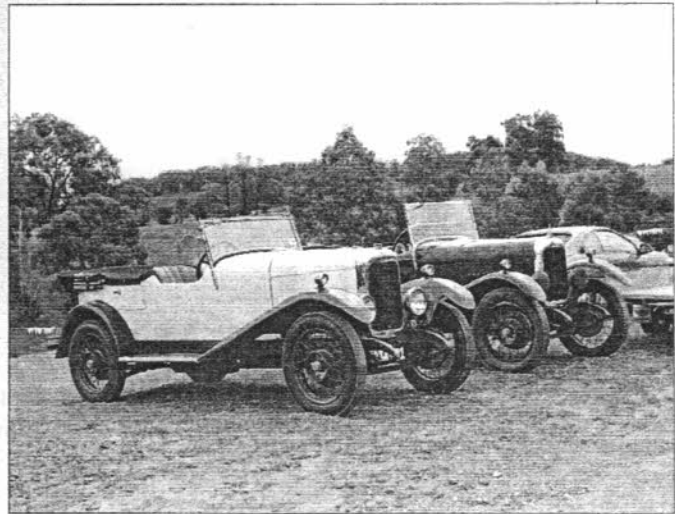
Below: Mark Burns 12/50



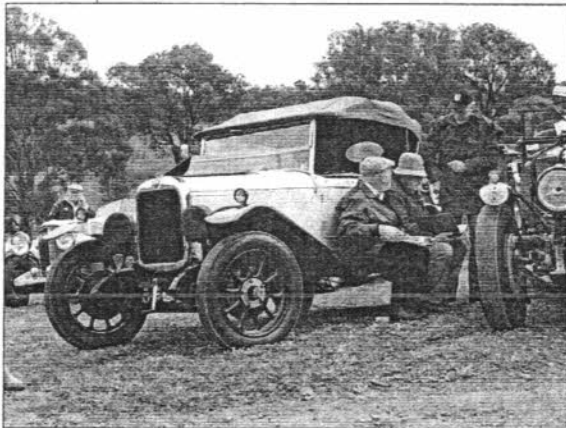


Left: the Tonkins' Graber

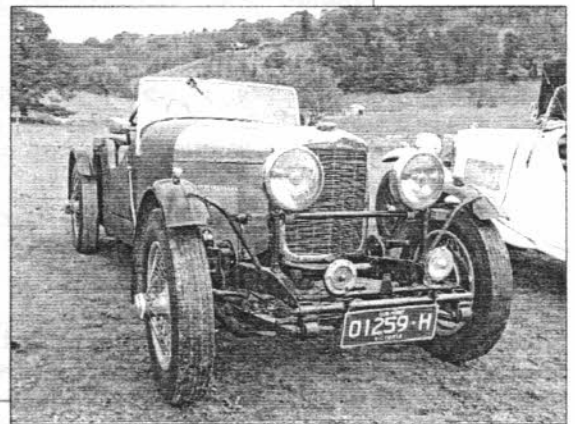
Below: the McKinnon's & McDougall's 12/50s



Below: the Remfrey 12/70 Special



Above: the ideal setting for a JNBC meeting



EDITORIAL

Very many thanks to those who responded to my cry for newsletter contributions, your efforts have been rewarded. Please keep up the good work. October is going to be a difficult issue to produce due to my involvement in the JNBC Tour I would appreciate early contributions for October so that I can get a head start on its creation. Thanks in anticipation

.....ed

The Grapevine

It has been suggested that Stuart Macdonald has been honoured and made a life member of the Sporting Car Club of South Australia. Congratulations Stuart

oo

I think most members were unaware that Murray Fitch has been very unwell. Murray had a knee replacement earlier in the year and picked up one of super bugs that is plaguing our hospitals. The knee replacement was the easy bit, and the following 3 months were very difficult. Get well soon Murray, we want to see you and Clare at Beechworth.

oo

It may be general knowledge but Geoff Hood's FWD now lives with Richard Dyson-Harvey in South Australia and is undergoing restoration. You will recall that this is the ex Albert Edwards car that ran in Australian Grand Prix in the early 30s.

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.....ed

CLASSIC & SPORTS CAR
EXCLUSIVE!



ALEC'S LOST ALVIS

Milford-on-Sea, July 1992. Deep in research for an article on the legendary Alvis V8 designed by Mini creator Alec Issigonis, I am talking with Harry Barber, a former director of Pressed Steel – but previously body engineer on the stillborn project.

Only one prototype was built, between 1952 and '55 when Issigonis was at Alvis, and when the venture was abandoned on grounds of its likely costs – not least for the steel unitary body – Issigonis returned to BMC as deputy engineering director. The car was shunted into a corner of the works, and – so the story went – it was walled up out of the way of inquisitive eyes. What became of it after that is shrouded in mystery. There are tales of the car being cut up, others that have it being stashed away at Alvis subsidiary Alvaire, at Coventry's Baginton airport.

Part of the legend surrounding the car – which used a 3.5-litre all-aluminium engine, Moulton suspension and a rear-mounted transaxle – was that there were no surviving photos. All that was known to exist was a line drawing in profile, held by project draughtsman John Sheppard.

Naturally enough, one of the questions I pitch to Harry Barber is whether he has any photos of the Alvis TA-350, by all accounts a plain but not inelegant saloon with more than a touch of the

Jon Pressnell uncovers never before published photographs of the Alvis V8 designed by Alec Issigonis, and tells the story behind this aborted supersaloon BY JON PRESSNELL

Morris Oxford Series II about its unornamented lines. "Ah," he replies. "I used to be a keen photographer, and in fact I took quite a lot of pictures of the car." Trying to contain my excitement, I ask whether he has kept the photos. "Well, when we moved house, I'm afraid we had a bit of a throw-out," he confesses. "The photos – and the negatives – went into a skip."

Deflation could not be more rapid. I imagine a lever beside me, whereby the floor around the good Mr Barber's floral armchair would drop away and deposit him in a vat of boiling oil. But history's like that. At the time it was just another failed one-off, and good engineers are always keen to move on to the next project.

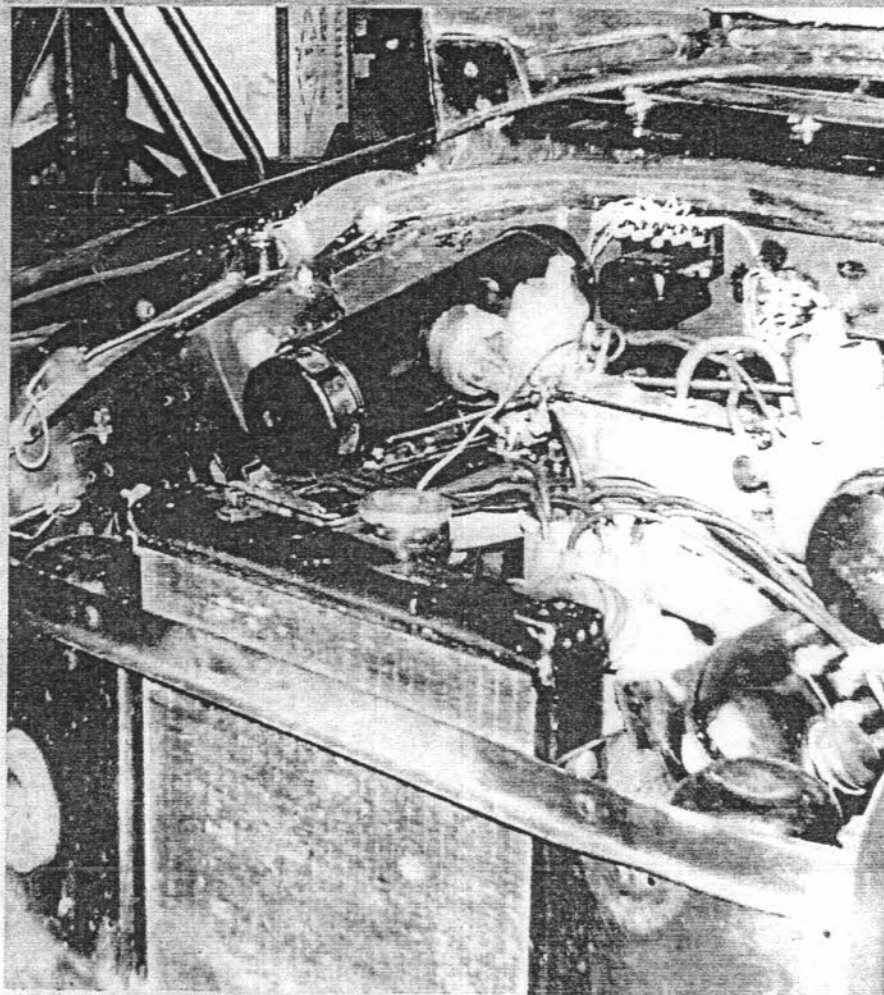
Spool forward 16 years, and right now I have

in my hands a selection not only of black-and-white, but also of colour photos of the Issigonis Alvis. That counts as a scoop in anyone's language. Furthermore, documentation among the Issigonis papers at the Heritage Motor Centre is now available to researchers, adding to our knowledge of the car.

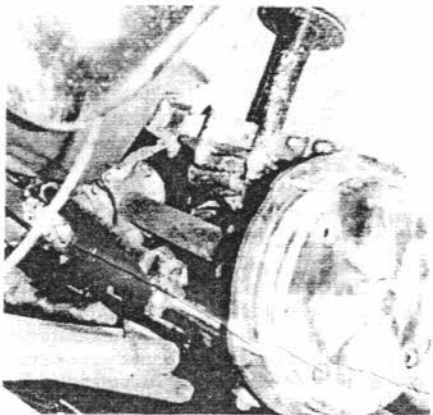
The colour photos came my way via the widow of a former Alvis employee, who explained that her late husband had been party to rolling the car out of the workshops one lunch-hour, for a quick photo-session. For years the photos stayed untouched in a tobacco tin. As for the black-and-white prints, they were provided by former Alvis fitter Harold Pearce, who recalled various details of the car – as well as sitting in it to have lunch.

In particular, Pearce confirmed that an electromagnetic clutch was used and that this was superseded by an orthodox twin-plate item, still mounted in the transaxle. Initially, the overdrive was also rear-mounted, but there were vibration problems with the long propshaft and as a result the overdrive was placed in the centre of the car, with a split shaft. The overdrive was necessary to give the Alvis four speeds, because the transaxle was only a two-speed unit.

Another recollection was that some of the vibration from which the car suffered turned out



From far left: wheel-at-each-corner stance gave large cabin and stability; all-alloy engine had overhead cams driven by skew gears (SU carbs one behind the other in sketch); rear set-up shows Moulton strut operating off upper arm, and rubber inboard joint; roomy boot



to be due to poorly cast brake drums. In this connection, it is interesting to see that in the Pearce photos the car wears ordinary pressed-steel wheels: at one stage it had spider-type wheels with a combined hub and drum forming the centre, in the style of the 4CV Renault.

The car was very much a work-in-progress, said Pearce, who remembers test sessions at MIRA with Barber and Issigonis: "We were trying different things all the time. We never went out for 500 miles testing just one thing."

So what do the photographs tell us? Although only 'happy snaps', they reveal a great deal about this radical design.

Yes, the car does look like a longer and lower Series II Oxford, complete with the swaged sills and wheelarches that were a feature of the Morris and reappeared on the 1100 and 1800. The wheel-at-each-corner space-efficient stance is pure Issigonis, as are the smaller-than-normal 14in rims, and there is just a hint of Lancia Aurelia saloon about the proportions. Alex Moulton was an Aurelia owner and Issigonis is known to have admired the Lancia. It's worth noting, too, that the car carries a traditional vertical radiator grille, integral with the bonnet. Issigonis originally played with various more modern horizontal grilles, somewhat American in style,

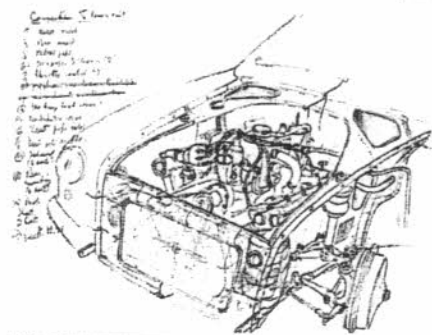
THE ISSIGONIS EYE FOR DESIGN

Fortunately for posterity, a collection of Issigonis sketchbooks and notepads is preserved at the Heritage Motor Centre, Gaydon and these give many fascinating insights into the Alvis. The sketches are particularly detailed, clearly showing the suspension and several alternative thoughts on front-end styling.

There is also a sequence depicting the projected assembly methods for the car – proof that Issigonis was not some ivory-tower thinker, but someone firmly anchored in the realities of motor-vehicle production. That he even noted minutiae such as 'protective guards fitted over front wings' demonstrates his depth of thought – and in this instance how he was ahead of the industry norms of the time.

Another annotation reads 'Body complete and water-tested by PSC before delivery' – presumably indicating that production would have been simplified by Alvis buying in ready-to-go trimmed and painted shells from The Pressed Steel Company, just as Rootes did with its Minx range. Yet one sketch shows the car as a rolling platform: was there the possibility that Alvis would also make the new model available for bodying by outside coachbuilders?

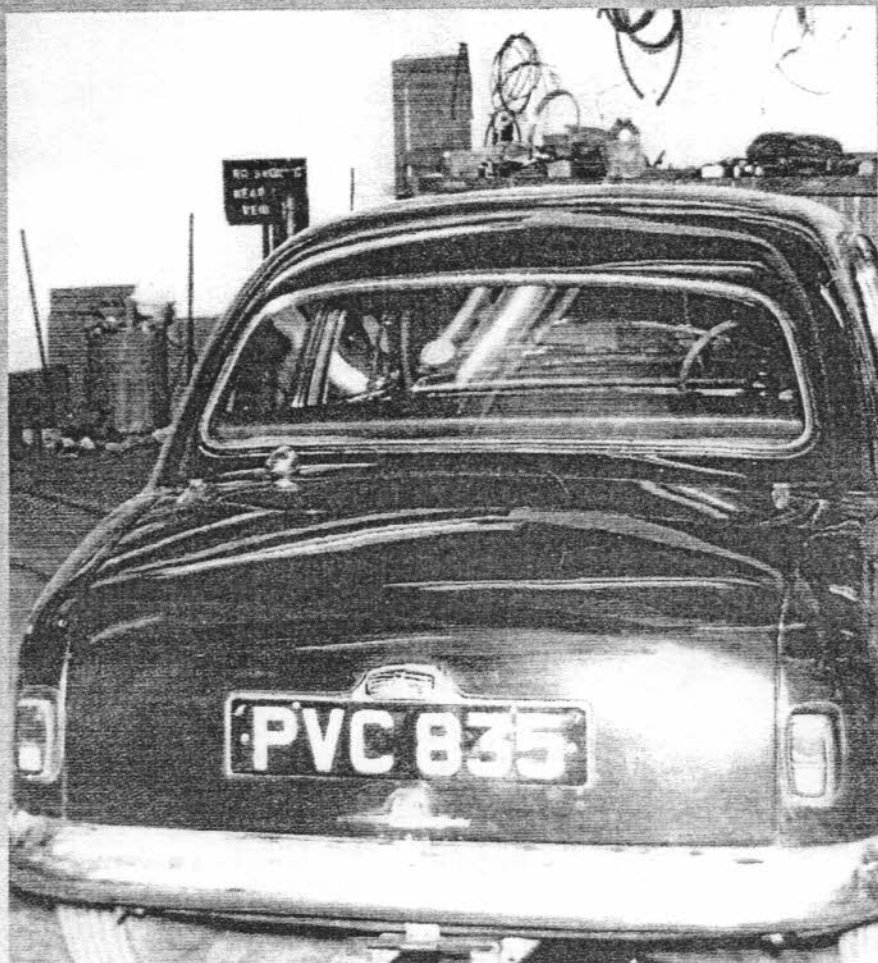
Finally, at one stage Issigonis lists all of the



patents he had filed – or planned to file – relative to the car: 'pedals', 'extractor fan in flywheel', 'rear suspension wheel steer', 'front-end sheet metal construction', 'header tank associated with induction system', 'body door post with detachable cover'.

What was special about the bottom-hinged pedals is not clear, unless they were adjustable, but a detailed diagram illustrates how Issigonis had devised a heating and ventilation system using the flywheel as a fan. As for the rear suspension, it seems that he was experimenting with a degree of rear-end steering, nearly 35 years before Honda's Prelude incorporated such a feature. The front-end construction referred to, meanwhile, is doubtless an allusion to the way the substantial front wings bolted into place and how there was no separate front panel, this being formed by the vertical face of the bonnet. That production efficiency was carefully considered is reflected in details Issigonis jotted down, such as the intended absence of labour-intensive leaded joints in the body.

Issigonis was never sparing when it came to engineering innovations, and the Alvis was as good a demonstration as any of his extraordinary mental fertility.

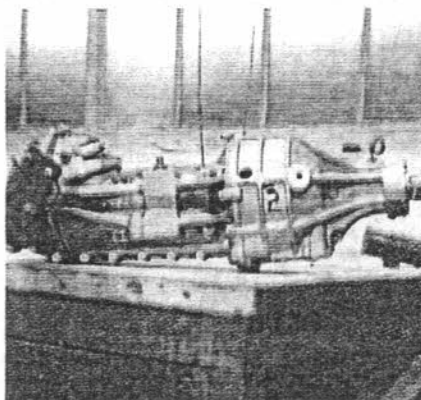


Above: registration dates from February 1955 – not long before the project's June '55 cancellation. Right: complex transaxle – latterly a twin-plate conventional clutch replaced the electromagnetic unit first used; by this later stage, 'spider' wheels have been abandoned

but the Alvis sales director rejected these as being unsuited to the marque's image.

The colour photos show the 'spider' wheels, recalled by project engineer Chris Kingham, in 1992, as being not without their shortcomings. "There was considerably increased heat input into the wheel-rim," he told me, "because there was no expanse of wheel to dissipate the heat. So we had to keep an eye on tyre temperatures when we were doing a lot of braking. The arrangement also limited the diameter of the brakes, and they were never up to the performance of the car. Another problem was that if you drove without hubcaps you could get a nasty burn on the calf if you leant on a drum – after fast driving they'd be near-incandescent!"

The shot with the door open is particularly interesting, showing not only the bench seat but also how the dashboard was rather less sparse than previously understood. Originally it had an open layout like that used on the SII Oxford and was remarked upon for its austerity. Issigonis obviously heeded these criticisms, because the dash has been closed off with a wooden facing. With its symmetrical design and horizontal line of switches it remains typical Issigonis, however – drawings of similar dashboards regularly feature in his sketchbooks.



Right: curved side-glass was advanced. Bench seat, on plywood base, latterly sat on top of overdrive. Below: trad grille a later addition; odd cranked gearlever plus intriguing gauge and tap on transmission tunnel – and mystery lever. Long steering column looks awkward

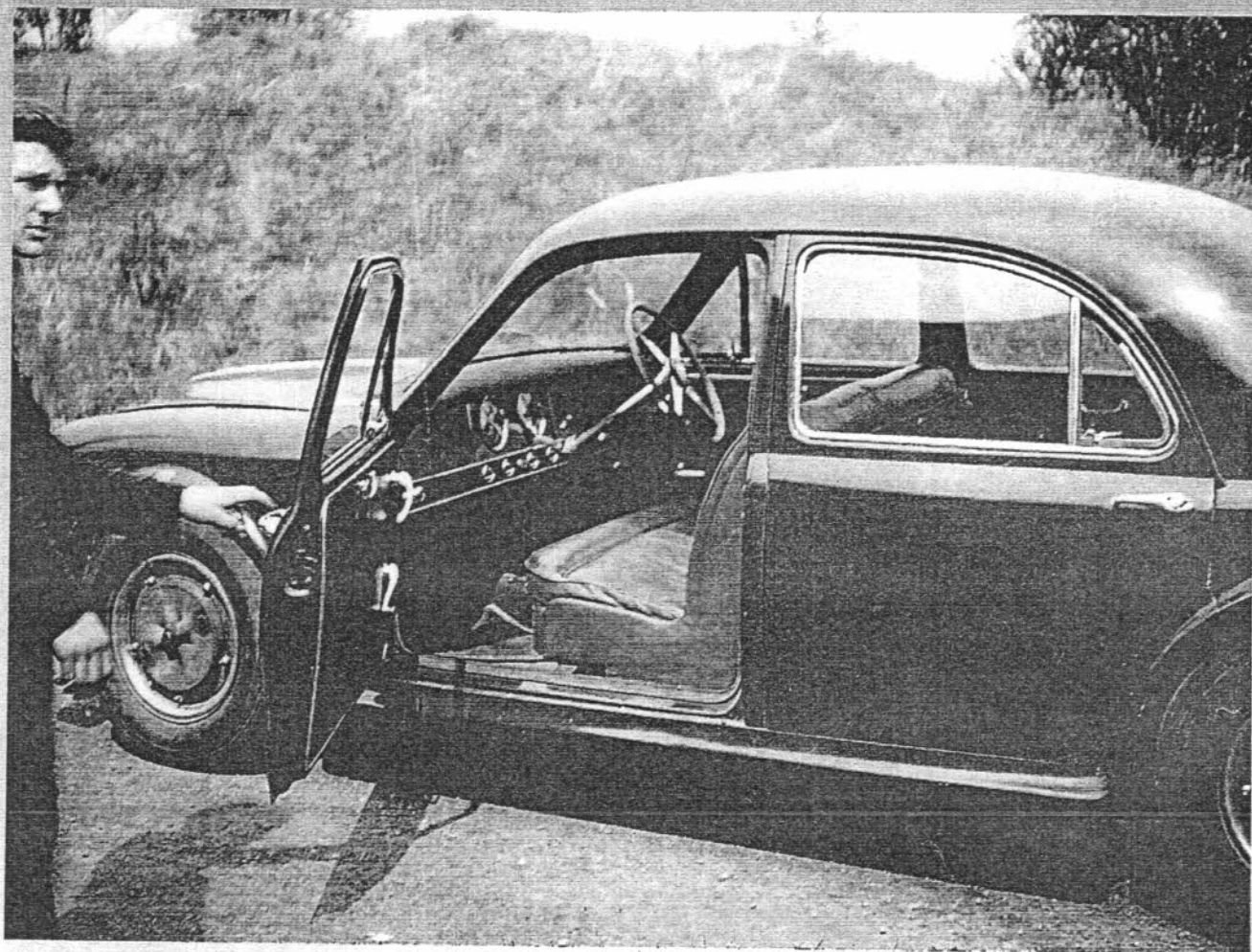


A final detail is the Bugatti-like wood-rim steering wheel, mounted on a bizarrely long column. A great admirer of Bugatti, Issigonis evidently had a weakness for this type of four-spoke wheel, because a near-identical item surfaced on a Mini-based coupé whose creation he oversaw at the beginning of the 1960s.

Turning to the Pearce black-and-white photos, we can see the car on normal wheels, while the close-up of the boot clearly shows the twin exhaust pipes. The cockpit shot is a particular find, because it reveals the odd cranked right-hand gearlever and a collection of apparatus on the transmission tunnel.

One item could well be the separate gearlever tried at one stage for the overdrive unit, and alongside are two components that must be part of the experimental fluid-and-rubber Moulton suspension system latterly fitted to the car. Kingham recalled the car having "a conventional central-heating tap in the middle of the pipe run" in a crude attempt to control the flow of fluid in the interconnecting pipes, which were 3/8in-bore copper tubing. There seems little doubt that this is what we are looking at here, along with a gauge to monitor pressure or flow.

The engine shot shows the unit in its later form, with a lightly inclined SU carb for each



“ The engine-less hulk became an encumbrance, and one Saturday the Alvis maintenance men destroyed it. ‘They broke it up with sledgehammers and then set fire to it,’ recalled Pearce ”

bank of cylinders. Originally a single SU had been used with an elaborate eight-branch manifold nicknamed the ‘Octopus’. This gave good economy but strangled the twin-overhead-cam V8 down to 100bhp. With twin SUs and better manifolding, output rose to 125bhp, in spite of the small valves Issigonis specified. By that stage, the troublesome barrel crankcase on which ‘Issi’ had insisted had been abandoned.

Other photos confirm the rear transaxle layout and how the suspension was arranged, with a strut operating off the upper control arm and with the inner halfshaft joint being a Moulton rubber unit. The front used a similar strut set-up.

At the outset the suspension used rubber cones similar to those on the Mini, but these were soon replaced by two back-to-back cones on each strut, known as ‘Diablos’ on account of their resemblance to the child’s spinning toy. Ultimately, the fluid suspension – precursor to Hydrolastic – was installed, the cones being turned around and held together to form a roughly spherical chamber for the fluid.

Despite its promise, this improvised system was despairingly rudimentary, remembered Kingham: “It was great fun, but it shows how you can be misled. With experience you discover that interconnection demands orifices in

thousandths of an inch, not in inches. The amount of fluid we had slopping up and down that gas-pipe was just out of this world.”

These photos are a major historical resource, but one final piece of information emerged from my visit to Harold Pearce: the ultimate fate of the car. Firstly, it was not walled-up, as I had understood. It was quite simply left under a dust-sheet in a corner of the Service Department, behind a glass-and-metal partition. Latterly it moved to the Experimental Department, where it languished until 1964 or thereabouts. Stories of its suspension having been spirited away seem incorrect, although Alex Moulton does retain a rubber-and-fluid strut unit used in the car.

The engine, though, had been removed earlier in the 1960s and sent to Aston Martin for assessment, at a time when the two companies were exploring various joint ventures. Alvis received an Aston twin-cam straight-six in exchange, which it experimentally installed in a TD model. All of this was a remarkably belated sequel to abortive talks Alvis held in 1954 with Aston owner David Brown, about Aston Martin either taking over the Issigonis project or co-operating on tooling and body supply.

Inevitably, the engine-less V8 hulk eventually became an encumbrance, and one Saturday the

Alvis maintenance men pushed the sole TA-350 ever built on to wasteland opposite the Experimental Department and destroyed it. “I can see it now,” recalled Pearce. “They broke it up with sledgehammers and then set fire to it.”

Brian Leake, then working in Experimental, also observed the destruction. Nothing was salvaged. “I wanted the steering wheel to fit on my Austin Atlantic,” he told me over the phone, “but we weren’t allowed to take anything. They just put a hammer through it all.”

The two engines briefly survived, being stored in the coach-house of Alvis boss JJ Parkes, whose engineer and racing-driver son Mike had planned to use the V8 in a plywood-monocoque racer. Parkes senior eventually returned the engines to Alvis and they were thrown on the company scrapheap – Brian Leake recalled seeing at least one engine lying on this tip.

Such was the sad end of the last new Alvis car to be designed by the famous Coventry firm. But at least we now have some photos to remind us of this fascinating missing link in the history of both Alvis and of Sir Alec Issigonis. ■

Thanks to British Motor Industry Heritage Trust: 01926 645085, www.heritage-motor-centre.co.uk

THE FINAL "MORE MOTORING MOMENTS"

This Motoring Moment actually happened during a VSSC Two Day Rally in the Western District with the usual team of Wilson and Graham in the Firefly.

We stayed overnight in Apollo Bay and on the Sunday we headed out towards Skenes Creek to Wild Dog Creek Road, I am pretty sure that is the right name. Here the cars were divided into a Red team and a Blue team and sent off along this road in a big loop to arrive back at the starting point. The Red team went clockwise and the Blue team anticlockwise with a car sent off at one minute's interval, first the Red team and then the Blue team and so on.

We went off in a clockwise loop up a narrow steep winding road only to meet Jacky Mayes in the supercharged Essex coming down the hill towards us like a bat out of hell. I swear Jacky Mayes rose a foot or eighteen inches out of his driving seat when he saw us - or maybe he was just putting more pressure on the brake pedal up there. Due to Ron's skilful driving, we avoided an accident. But it was very, very scary.

This next story is about a VSSC Alpine Rally with Ron driving and me navigating in the Firefly. From memory, we over nighted at Mt Hotham and Richard Tonkin was navigating for Stephen Mayer in the Fiat 501 and on the Sunday morning in the carpark I noticed petrol leaking from the Fiat and I alerted Richard who in turn told Stephen who fixed the problem.

In any case, the Rally ended at the Bonnie Doon Hotel with Ron accusing me of navigating him along dry creek beds.

In the Beer Garden where we were enjoying the sun (and a cold beer) Graeme Miller (he of 6½ litre Bentley fame) came over to us and told us we had won the PVT section.

To end the story, a day or two later I received a card from Richard Tonkin which reads as follows:

"To Rob-Wilson

One of the world's best navigators Congratulations and Bully for You
from Stephen Mayer and Richard (where
the hell are we) Tonkin."


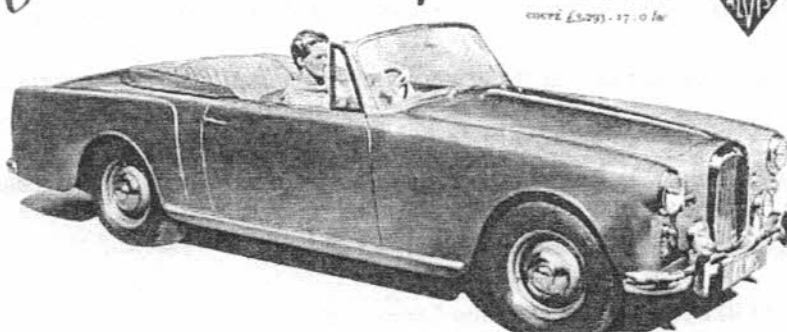
Rob Graham

October 27, 1938 THE ILLUSTRATED LONDON NEWS 683

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Alvis people behaving badly!



This is a photograph of John & Marg Hetherington that I have been sitting for some months—presented for your enjoyment!

JNBC REPORT

The stage is set for the Julian Collins Memorial Tour. There are 14 cars on the water and should arrive on 17th September when they will be required to pass a Customs and Quarantine inspection.

The cars will be ferried to the RACV Club in Melbourne and be available to their owners on arrival.

During their trip to Southampton, a couple of the cars showed mechanical issues that had not been present before & Historic & Vintage Restorations will help the owners by sorting the problems prior to flag off.

Chester has been doing battle with the arrival paperwork and has sorted a serious deficiency that may have left the cars stranded on the docks.

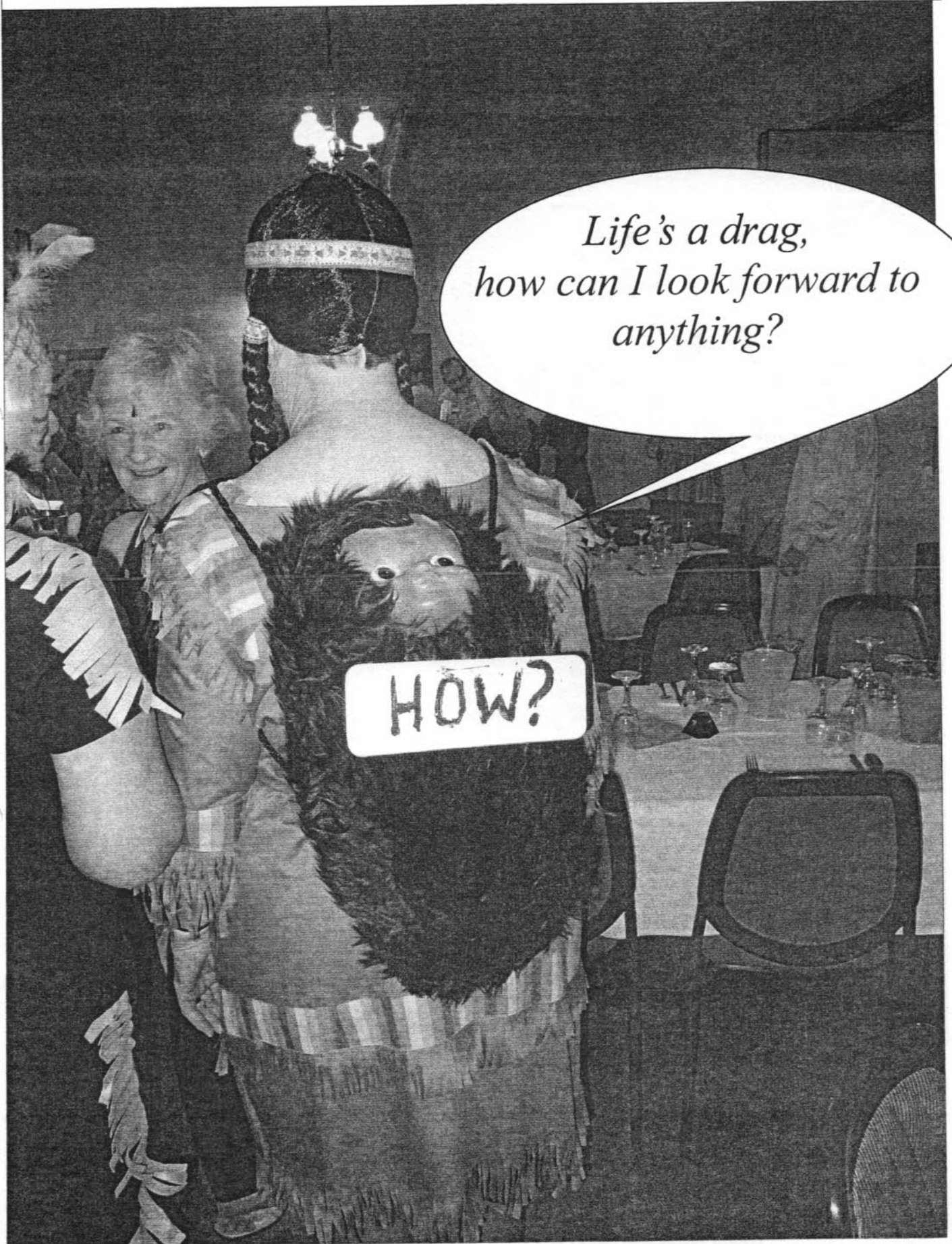
Meanwhile there is a lot of fettling of Australian cars and frantic work on FWDs for the Celebratory Dinner.

We are dealing with 20 different motels and all is in hand!

If there is anyone who would like to be at the Opening Dinner on the 7th October and has not stepped forward, please contact John Lang. At present there are about 80 attending. Will be a good night.

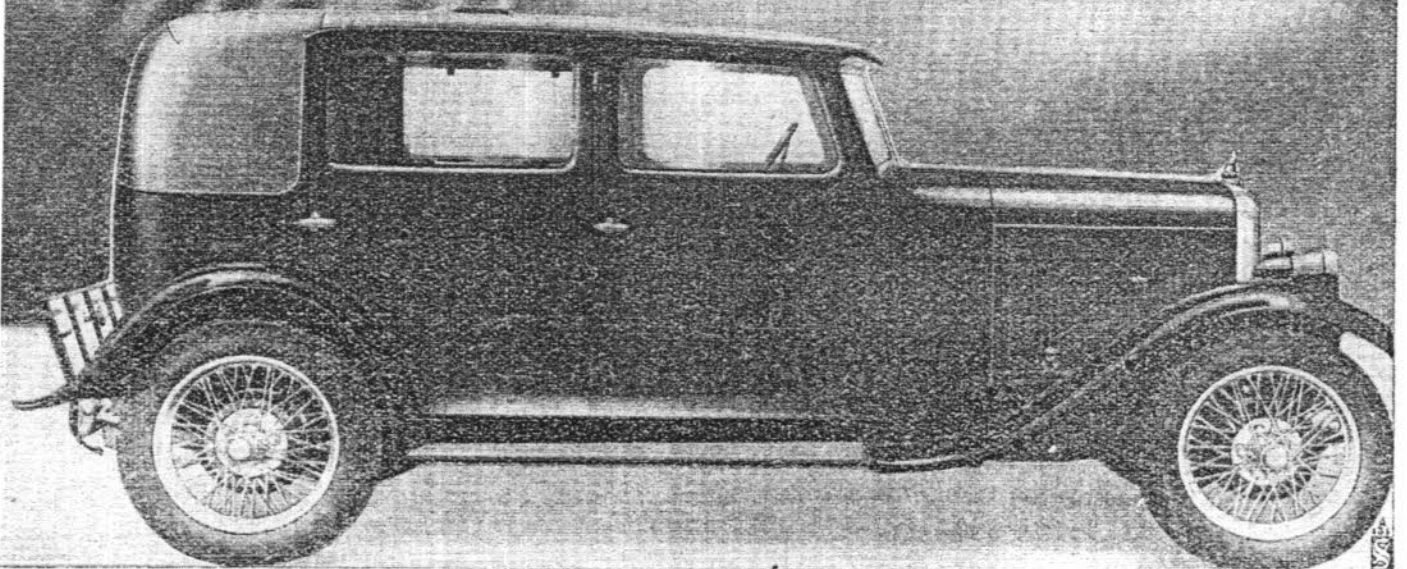
John Lang

MORE MEMORIES OF THE 2007 NATIONAL RALLY



Above: Pat Parkinson and friend at the Indian theme night.

"The car
of the cultured"



ALVIS CAR & ENGINEERING CO. LIMITED, COVENTRY

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Saturday 2nd to 9th May 2009

2009 National ALVIS Rally

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Graeme Singer gsinger@bigpond.net.au or (07) 3378 5970

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4 x Avon Turbo Speed 6.00 x 16 Tyres

Extend your TA14 to its limits. Rated to 140mph.

Bought several years ago for a special that was never completed.

Never seen the road.

Best offer over \$300

Don Bosanquet 9568 0397 or 0415 556 053

FOR SALE

1926 Alvis 12/50 TF Tourer
Chassis 4553, engine # 5884

In good running order

Recent new radiator core, reground camshaft, new valve springs, pistons and rings.

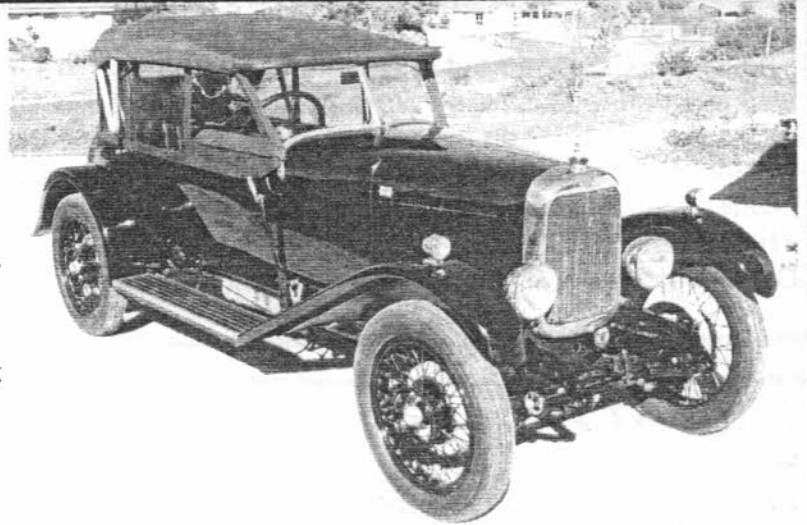
Alternator fitted, running off the jack-shaft between clutch and gearbox.

RWC provided to a Victorian buyer.

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WANTED bronze bodied 1 3/8 SU carburettors, any condition. Contact Dale 03 5968 5170 or dparsell@ozemail.com.au.

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,

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?

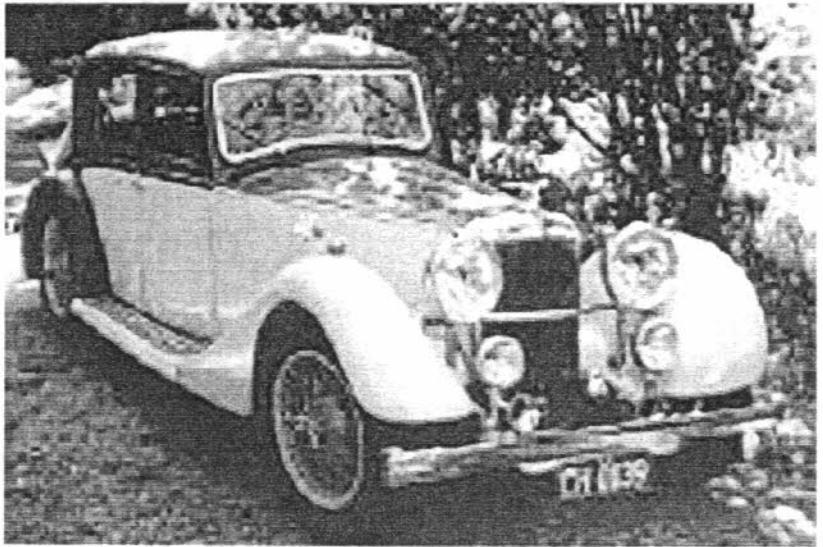
History as far as is known:

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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NOTICE OF ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS

The Annual general Meeting of The Alvis Car Club, Victoria will take place on 19/10/2006 at which time all committee positions will be declared vacant and the Election of Office Bearers for the year 2008/2009 will take place.

Nominations for positions on the committee must be received in writing no later than 21/11/2008, using the form below. Nominations may be called for on the night for those positions which remain vacant. Positions which receive more than one nomination will be decided by a formal vote at the AGM. Proxy votes may be forwarded to the Secretary (Note, only Full Members are eligible to vote or hold committee positions).

I nominate for the

position of : (please tick appropriate box below,)

- President
- Vice President
- Secretary
- Treasurer
- Spares Registrar
- Editor
- Club Captain
- Committee Member (up to 4 positions)

on this the Day of..... 2008

Proposed By Signature.....

Seconded By.....Signature.....

Nominee's Signature.....

Note only one nomination per form.

