

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

*November 2009*

# *Alvic*



# 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 the month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
[www.alvis.org.au](http://www.alvis.org.au)



November 2009  
VOL 48

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## PRESIDENT

**Chester McKaige**,  
129 Tucker Rd, Bentleigh, Vic 3204  
Tel (03) 9557 1134 Mob 0407 113 516 [emc87134@bigpond.net.au](mailto:emc87134@bigpond.net.au)

## VICE PRESIDENT & Spares Registrar

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Tel 03 9486 4221 [amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

## SECRETARY

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## LIBRARIAN

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## COMMITTEE PERSONS:

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**Alan McKinnon**, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079  
Tel 03 9497 3414 [alan@antiquetyres.com.au](mailto:alan@antiquetyres.com.au)

*At the October AGM, the committee was re-elected unopposed. The position of Club Captain was not filled and Alan McKinnon is a Committee person.*

*Front page: from the passenger seat of the McKaige SP25 between Kyneton & Baynton. Darrell Horton's TA21 DHC*

## President's Report:

Greetings,

For those of you who were absent from the recent AGM, you will no doubt have noticed that I have been re-appointed for another year as your leader and (come to think of it), so was the rest of the committee!!

A number of awards were also presented and the format of having both the AGM and the Trophy presentation night as a combined unit seemed to work well.

With much happening between now and Xmas, we will be having a committee meeting early in the new - year and whilst we have a few ideas for events etc, we still need your suggestions as well.

I have been roped in to sit on an advisory board for a big event next October in the shape of a International concourse d'elegance that will taking place in and around both Melbourne Exhibition buildings and the adjacent parks.

The launch was at Como House two weeks ago and the Speed 25 graced the forecourt along with a few other rather delectable motor cars.

On the way home she disgraced herself by developing a leak in one of the exhaust flanges. Thought it was just a gasket, but turned out to be a small hole in the exhaust flange itself. My new gasless MIG welder did the job.

"Josephine", our new French addition will be on the road shortly. Got a 28 day permit for an un-registered vehicle last week that proved interesting. Apparently they have no specific classification for a two- seater roadster on their computer so it was classified as two door ute then re-classified as a coupe minus a roof!!!

At the next meeting we will be have Chris Storrar, AOC Chairman as guest speaker. Chris & Helen were with us on the JNBC Tour.

At the Feb meeting, I have asked Mac Hulbert to come along and give his talk on "A Year in the Life of ERA R4D". This talk comes with film and noise and should be a great night. Those of you who were present at his last talk with Julian Collins in tandem will know just what a good speaker he is.

Enough from me.

Chester McKaige

## SUPPER - THE McDOUGALLS

### 2009 EVENT CALENDAR

Nov 20	General Meeting Guest Speaker Chris Storrar—AOC Chairman Bring your real car - double points for attendance!
Dec 6	Christmas Party - Darrell & Jocelyn - full details inside
Jan 22	January BBQ at the Kevin Bartlett Reserve
Feb 19	General Meeting Guest Speaker - Mac Hulbert "A Year in the Life of ERA R4D"
Mar 19 28	General Meeting Point Cook Historic Flying Display
Apr 16	General Meeting

**HEREWITH THE AUDITED FINANCIAL SUMMARY FOR THE YEAR 2008 - 2009**

<b>ACCV Inc</b>		
<b>Statement of Receipts &amp; Payments</b>		
<b>for the Period July 1st 2008-June 30th 2009</b>		
Cash Balances brought forward		
ANZ General A/C 3082-11381	\$6,126.21	
ANZ Term De[ 9847-604731	\$15,586.81	\$21,713.02
Add Receipts		
Donation from UK Bushfire App	\$ 2,314.37	
Other Donations	\$ 59.65	
Event Refund	\$ 500.00	
Interest Gen A/C	\$ 1.33	
Interest Term Dep	\$ 1,317.45	
Sale Spares	\$ 583.00	
Souvenir Sales	\$ 106.00	
Subscriptions	\$ 6,005.00	
Supper	\$ 210.45	\$11,097.25
		<u>\$32,810.27</u>
Less Expenses		
AOMC Fees	\$ 187.00	
Auditor	\$ 175.00	
Consumer Affairs	\$ 39.70	
Donation Fire/Wildlife Fund	\$ 2,070.00	
Federation Fees	\$ 40.00	
Insurance	\$ 524.00	
Newsletter	\$ 633.45	
Office Supplies	\$ 130.30	
PO Box Rent	\$ 75.00	
Postage	\$ 1,095.20	
Rent Mrs Bowes	\$ 800.00	
Trophies	\$ 261.25	
Website Hosting	\$ 69.00	\$6,099.90
		<u>\$26,710.37</u>
Cash Balances as at 30/6/2009		
ANZ Generaln Acc 3082-11381	\$ 9,797.01	
ANZ Term Dep 9847-604731	\$16,904.26	
Petty Cash	\$ 9.10	\$26,710.37
Bank Reconciliation as @ 30/6/09		
Balance brought forward	\$ 6,126.21	
Add Deposits \$9,779.80		\$15,906.01
Less Payments \$6,109.00		\$9,797.01
Balance as per Bank Statement	\$ 9,984.01	
Less unrepresented chq #1407	\$ 187.00	
		<u>\$9,797.01</u>
Term Deposit as at 30th June 2009		
Balance Brought forward	\$15,586.81	
Plus interest 22nd Jul 08	\$ 650.35	
22nd Jan 09	\$ 667.10	
		<u>\$16,904.26</u>
Balance as per statement		<u>\$16,904.26</u>
Petty Cash		
Balance brought forward	\$ 0.00	
Add Deposit 28/12/2008	\$50.00	
\$50.00		
Less Expenses	\$40.90	
Balance per cash book		

<b>ACCV Inc Rally A/c</b>		
<b>Statement of Receipts &amp; Payments</b>		
<b>for the period July 1st 2008-June 30th 2009</b>		
Cash Balances brought forward		
ANZ Rally Acc 013-623 4923-68097	\$ 18,557.85	
ANZ V2 Acc .13-141 9096-90170	\$100,000.00	\$118,557.85
Add Receipts		
Participants Fees	\$105,645.00	
Interest Received V2 A/c	\$ 2,668.51	
Refunds from Accomodation	\$ 551.15	\$108,864.66
		<u>\$227,422.51</u>
Less Expenses		
Accom & Catering	\$137,679.47	
Attractions & Tours	\$ 4,201.10	
Bank Fees	\$ 127.55	
Freight	\$ 37,486.23	
Ground Hire	\$ 1,300.00	
Printing,Post & Stationery	\$ 4,832.95	
RACV Fleet Care	\$ 2,380.00	
Reimbursement to Participants	\$ 5,948.50	
Reimbursement to UK Participants	\$10,828.73	
Signage	\$ 198.00	
Trophies & Gifts	\$ 2,082.15	
Vic Road Permits	\$ 970.20	\$208,034.88
Members Funds		<u>\$ 19,387.63</u>
Cash Balances as @ 30/6/2009		
ANZ Rally Account	\$19,387.63	
ANZ V2 Account	\$ 0.00	\$19,387.63
Rally Account closed Sept 28th 08		
Bank Reconciliation as @ 30/6/2008		
Add Deposits	\$ 18,557.85	
	\$233,864.66	\$252,422.51
Less Payments	\$233,034.88	
		<u>\$19,387.63</u>
<b>V2 Account as at June 30th 2009</b>		
Balance brought forward 1st July 08	\$100,000.00	
Add Interest received	\$ 2,668.51	
Transfers from Gen Rally A./c	\$ 25,000.00	
		\$127,668.51
Less Transfers to General Rally A.c		\$127,668.51
	<u>\$0.00</u>	
Balance as per Statement 30/6/09		<u>\$0.00</u>
V2 A/c closed Sept 28th 2008		

These Accounts were Independently Audited by Geoffrey Kidd. CPA. Dated 14th October 2009.  
The originals are with the Treasurer.

# MACEDON RANGES WEEKEND AWAY

We are pretty much aware of the many merits of Alvis motor cars.

They can be an excellent excuse for getting out of those tiresome household chores like cutting grass, doing the washing up, fixing the leaking washer on the garden tap and so on, because their keepers can always successfully plead the case for maintaining such a beautiful thing and justify it if need be, by resorting to the fact that such a valuable asset should not be neglected.

I even know of one chap who used to use his Alvis to go to the barbers - the late lamented Bill would not hesitate to use his 1932 Silver Eagle to visit the children, with Marcia providing encouragement all the way.

A typical occasion on which the merits of the car really shine is on Club weekend rambles - when secluded roads meandering through any countryside can be heaven-on-earth for those who put up their hand to participate.

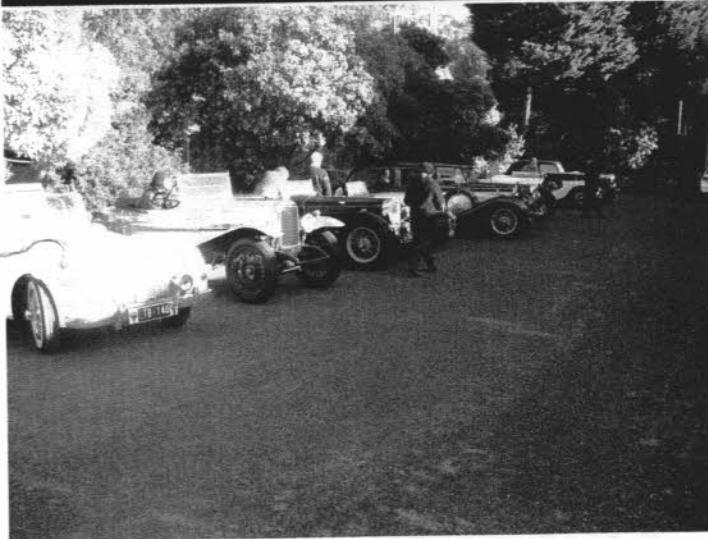
One such event has just been held by the club, and the twenty or so odd members who undertook the ramble through the by ways of the Macedon Ranges and surrounding countryside considered themselves anything but odd as they basked in spring sunshine and thrilled to the exhausts of a symphony orchestra of real motor cars out on a frolic.

The Langs who organised the event must be

congratulated for providing as near perfect a weekend of pleasure as is possible, and the only downside to the whole thing was a petulant "Big Red" who shimmied and shook so much after his joints had been refurbished that he had to be left out of things for the duration. Such a pity because his participation would have lent some colour to the cavalcade as it found its way to such delightful places as Woodend, Kyneton, Hepburn Springs, Daylesford, Trentham and hamlets along the way of the delightful two days of bliss.

For those fortunates who do not have to attend a place of employment during the week and were thus able to delay the return of their treasures" to their motor rooms until Monday, a journey was begun under solemn skies with a strong hint that rain could be encountered along the way, but for this participant and his lady such did not eventuate and their trip was completed under dry and sunny skies, much to the relief of "Bertie" who reckons that hoods up are for sissies. Oh well - you can't please everyone. Well done Langs and thanks for a great weekend.

By OWWT



*The Bratt TB14, Northey 12/50, McDougall SP20 Spc, Remfrey 12/70, McKaige SP25, Horton TA21 DHC, Higgins 12/50, Hetherington SP20 & Lang SP25*



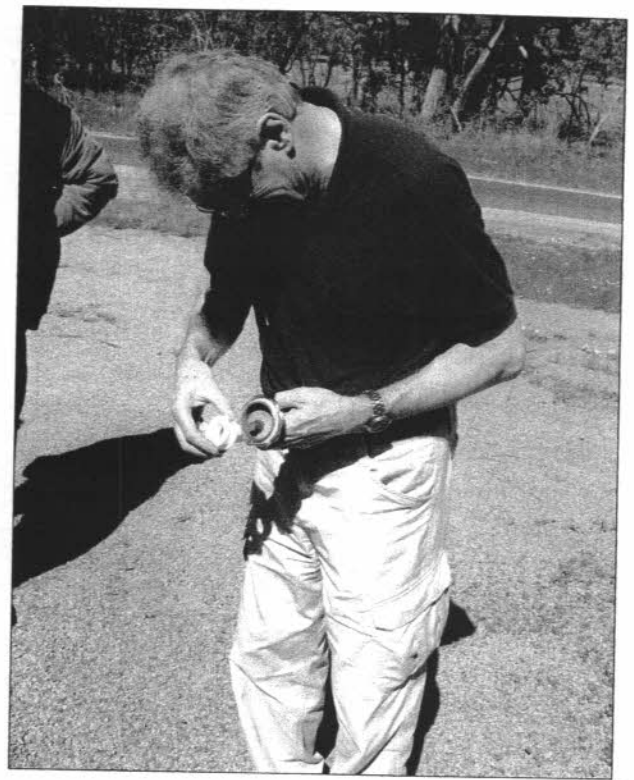
*Arrival at "Lavendula" for lunch*

*Postscript: the Speed 25 (Big Red) had just returned from gearbox out and the replacement of the rear universal joints. The exercise certainly fixed the gearbox oil leaks, but had introduced a sharp vibration that was not present before. Its return to the mechanic achieved nothing.*

*Having driven the car, Chester's comment was that if it was his, he would not drive it. It confirmed my thoughts.*

*The jack shaft (between engine & gearbox) had previously been modified to replace the fabric joints with standard universal joints & the sliding joint had been reassembled about 20° out. Friend & member, Peter Miller spotted the problem several days later and problem fixed!*

*John Lang*



*Morning tea stops at Baynton (above) and at the Coliban Reservoir (below)*

*Richard Tonkin using copious quantities of Teflon tape in an attempt to get Mrs Simpson's Eagle to face the front!*



*Darrell Horton & Jocelyn Coates about to go swimming in the res*

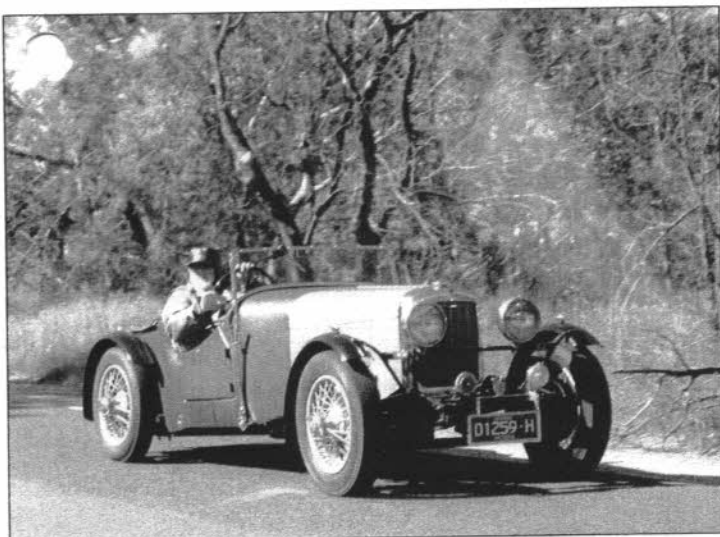
*Allan & Colleen Bratt's TB14*



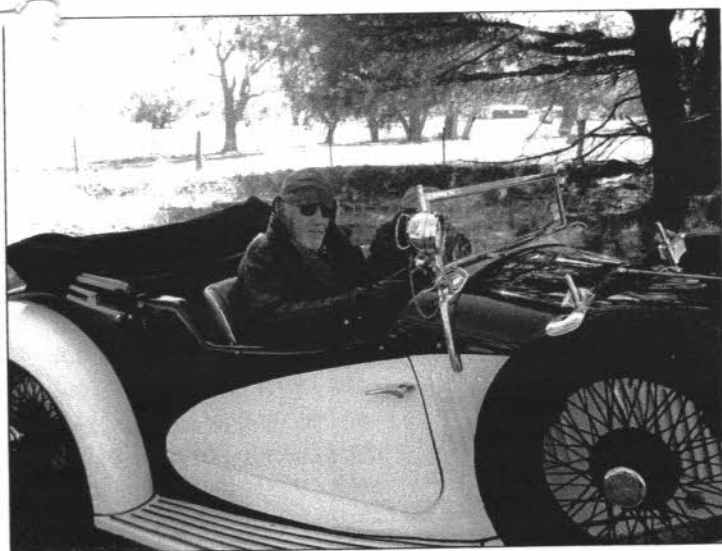
*Francis McDougall wondering whether she made the right choice for lunch*



*Open a bonnet and immediately segregate the party!  
Marg Lang (in the distance), Allan Bratt, Thorpe Remfrey, Chester  
McKaige, Andrew McDougall and John Hetherington*



*Thorpe Remfrey with the 12/70 special, back on song*



*John & Marg Hetherington*



Darrell Horton & Jocelyn Coates  
24 Johnson St, Balnarring  
Melways 193 B3 (24 is marked)  
Sunday 6th December  
from 11.00am

Bring picnic lunch if Total Fire Ban  
2 webbers lit if not TFB  
Bring a beach umbrella & chairs  
Tea Coffee, milk supplied  
BYO everything else



Restoration  
**1954 GREY LADY TC21/100**  
**DHC**  
**PART 4**  
 Chassis & Engine # 25422  
 Tickford reference # AL3

Well things are really starting to hot up now that much of the drudgery is out of the way and we can start to think about re-assembling the car and maybe even getting it on the road in the not-too-distant future.

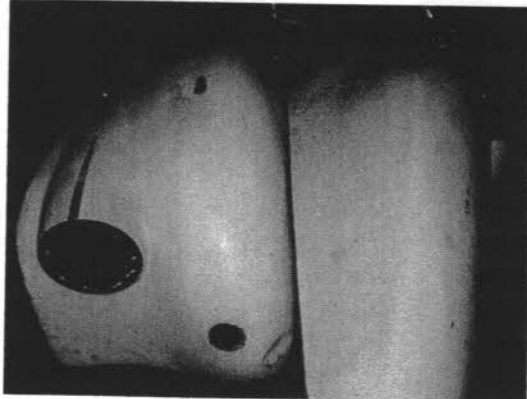
I'd just about reached the limit of what could be achieved by an amateur restorer working alone in a domestic garage. So now was time to re-assemble all the bits of my 'three dimensional jigsaw puzzle' and send it away to the coachbuilder for some professional attention and painting.

For this work I'd selected Dave and Chris Moss who run a specialist restoration business in Sumner Park, about 10 km from home. They'd already been to look at the work I was doing and had been very supportive with advice and the loan of tools. The car was basically reassembled, so that they could see the overall requirement, and come up with a 'ball-park' cost for the paint job.

So the assembled vehicle, plus boxes of miscellaneous parts were loaded onto Bob's Mobitow truck and whisked out to Sumner Park. It was interesting to drive behind the truck and watch the Alvis rear springs working over the bumps and to see the back of the car settling into a lower posture. I might yet be able to connect up those rear Koni shock absorbers which, to date, had appeared to be about 100 mm. too short!

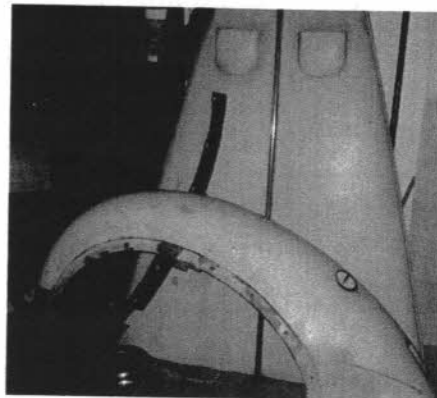
The first job undertaken at the body shop was to again remove the panels and attend to a few minor

dings and rust patches. (unrepeatable may be a



Minor dings need attention

Then, round the corner to the sandblaster - to be taken back to bright metal, given a coat of etch primer and returned to the body shop.



Rear guards & bonnet on route to the sandblaster

Somewhat more work was necessary in the boot area since there was significant corrosion all the way around the boot floor. The floor was completely replaced. The spare wheel carrier looked as if it had come off second best in an altercation with a large rock - I'd already taken it to a sheet metal shop but their comments had been less than favourable

more apt description - probably because I arrived at smoko time!). However the Mosses saw this as no big thing and soon refurbished the spare wheel carrier such that it would be difficult to

pick from a new one.

Then began the labour intensive process of filling, priming and sanding. A (very) little Gorilla Hair found its way into the job to take care of any fairing that was needed. This was particularly necessary around the curve of the back of the cabin where the hood trim strip had been nailed down on several previous occasions and left the metal looking rather perforated.

Fortunately the weather was kind to us and remained fine throughout, so there were no serious interruptions to progress.

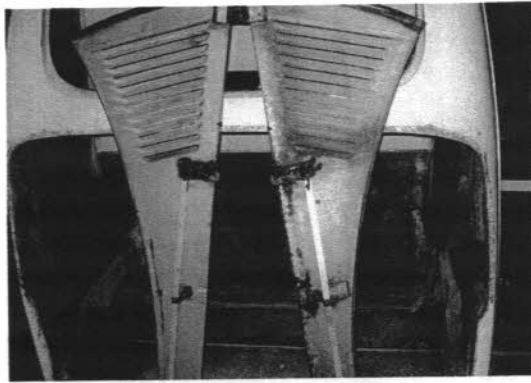
All plated parts were removed, repaired where necessary and sent off to the chrome plater for refurbishment. Fortunately, all had brass as the base metal and there was absolutely no irreparable damage to the components themselves.

The steel bumpers and over-riders were a bit more of a problem however and some welding was necessary to restore them to useable condition.

Dave Moss was extremely generous with his time and his advice. His coach building skills, learned in the carriage trade in UK and Australia, before he ventured into the car restoration business were unstintingly available to me and better still I was unofficially taken on as acting/unpaid apprentice for the duration of the job. This was a great learning experience although I suspect that I must have been about the slowest apprentice in the history of car restoration! The only downside was the sometimes appalling intensity of noise from the engineering works next door. I think they must have been building bridges, military tanks or something equally indestructible.

The question of what colour to paint the car now started to demand serious and urgent attention. Obviously, we could have assumed that when the car left its manufacturer it was painted in the same flatwhite as it was when we received it from Bill. But, on removal, the inner surface of the louvred bonnet side panels still wore a very pleasant shade of blue paint. Original colour or not? Clearly the car had two different paint jobs on it so I didn't feel any obligation to stay with an existing colour for the sake of authenticity, and therefore the whole painter's pallet was open for consideration. There didn't seem to be a lot of





Inside the louvred wings -?was this the original colour?- Perforated metal around the hood trim strip —nail holes by the score!

value in looking at manufacturers' colour swatches and then trying to relate them to the finished car when all I had to look at was a collection of panels. Better to find a car finished in a colour we found attractive and attempt to replicate it, as this had now become a family decision. We speculated on the reasoning behind the Alvis Company having given the car the Grey Lady designation. Maybe this was a hint that a shade of grey might be an appropriate colour choice. Idly flipping over the pages of Dave Culshaw's book on the 3 litre cars we were very impressed by the colour of Mr D.A. Lowe's Mk2 YBW 684.

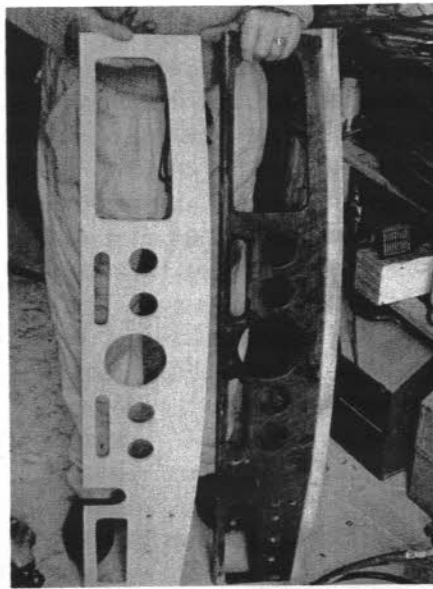
Reference to the AOC Membership List soon provided us with an address and British Telecom supplied the relevant telephone number. I suspect that Mr. Lowe may have been one of the most surprised residents of the august town of Kinver when he answered his telephone to be asked about the exact colour of his car by a perfect stranger - from Australia of all places. None-the-less we had a very useful conversation in which I

learned that YBW was painted in a commercially available shade of metallic blue which, apart from being a standard colour, offered the advantages of excellent stability and ease of matching for touch-up purposes. Mr. Lowe had no reservations about my utilising his colour selection on my car and so the decision was made.

The Grey Lady was painted and, when she was presented to Queensland Transport for inspection/registration I explained that her colour was Cosmos Blue (as it is known in Australia). They agreed that, indeed, the car *may have been painted* blue but to their eyes, and to prevent any future confusion, they would prefer it to be described as *grey*.

So there we are, officially I now own a *grey Grey Lady*. (Although it's really *blue*).

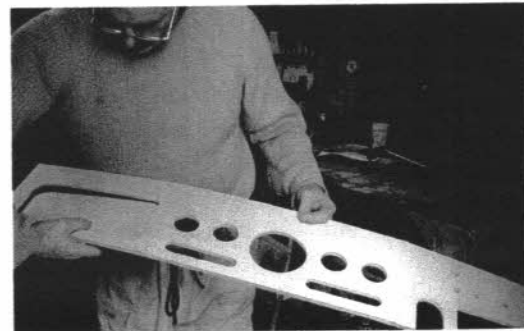
My 'work load' as acting/unpaid apprentice wasn't all that onerous so I still had opportunity to work at home on components that didn't demand the Moss expertise. The dashboard was one such component. The original dashboard was so badly delaminated that a restoration attempt would not have been worthwhile. Additionally, I didn't like the way the instrument apertures had been treated - the black-painted plywood backing being visible on the



Original dash showing delamination & black panel chamfered instrument cutouts beside the new plywood back panel

chamfered edge between the face of the board and the instrument itself. The plywood backing was something that should be retained in the interest of strength, but the face should really be a solid piece of ornamental timber with properly formed edges!

Fortunately I just happened to have a nice piece of 9" x3/8." clear Mahogany left over from a previous project. The original dashboard was



New 3/8 " plywood back panel showing kerfed bends

used as a pattern for a new backing board, to be cut from plywood, and also to provide the appropriate

shape for a former to give the correct bend angles for the ends of the board. A 3mm wide kerf was cut deep into each end of the new plywood board and it was then set up on the former to provide the required bends and the kerfs filled up with Epoxy glue. Twenty-four hours later I had a correctly shaped and bent plywood dashboard. Repeat the exercise with the Mahogany face and round over the edges of the instrument



The new mahogany dash in situ

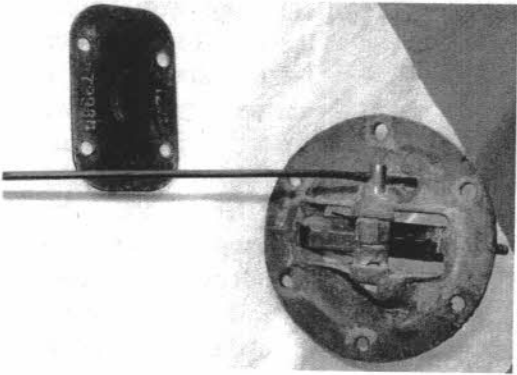
new dashboard. The two units were joined with 3mm. stainless raised-head bolts and nuts. I wish I could say that it had really been so easy - it wasn't getting the correct depth of kerf to ensure a clean

bend but not to cut right through the timber was critical. I believe that the final product is good, however, and to my eye, an improvement on what went before.

A couple of small jobs that were tackled at this time concerned the fuel tank fittings. As I've observed

previously, the fuel tank was well gummed up and unfortunately so were the fuel gauge sender and the

petrol pick-up/reserve assembly. The sender was capable of repair, and, fitted with a new float, is back in business. But the pick-up / reserve assembly was past repair and has been replaced with a single pipe pickup until I get round to sourcing a replacement.



Fuel gauge tank unit returns to the land of the living

Back with Dave and Chris Moss, we decided that the windscreen which came with the car wasn't the correct item. When we removed it, the screen was far too small for the aperture and there was absolutely no point in attempting to re-use it. So an accurate pattern of the screen aperture was cut from 3mm. plywood and handed over to Viridian who produced an excellent toughened glass 'screen to Australian Standards for a very modest price. The plated metal windscreen insert had not been fitted when I got the car so a second hand item was bought from Chris Prince, gently straightened and rechromed. But when we came to fit it, the insert

was about 1" too tall; so we removed a section from each side and fabricated a couple of stainless steel covers for the joints.

Bodywork and painting now being completed, the car was loaded back onto Bob's Mobitow and delivered to Exhaust Pro where Vaughn identified that Morris 1100 exhaust pipes were dimensionally almost identical to the original pipes and readily available; so a pair of these was fitted. We didn't put the tail pipe extensions on

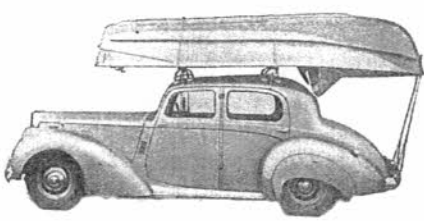
at this time since the bumper over-riders were still at the chrome plater's and therefore we didn't have an exact length for the tailpipes to be bent and fitted.

Once again, Bob and his Mobitow were summoned to collect the car and deliver back to my garage for my final effort – wiring up the car and starting the engine for the first time in over 35 years.

A very exciting time ahead I'm sure you'll agree – see it all in the next episode!

By the way, did you know that just ONE Grey Lady has been built -from scratch- in Cape Town, South Africa?

Picture next month.



**ALVIS NATIONAL RALLY 1<sup>ST</sup> - 6<sup>TH</sup> MAY 2011 WAGGA - ORANGE**

*The Alvis Escape*

**QUALITY ALVIS CARS OF ALL SHAPES, SIZES AND AGE AND THE CAMARADERIE OF YOUR ALVIS FRIENDS**

Contact: Rob Simpson, 24 Blue Wave Cresc, Forresters Beach NSW 2260  
 ☎ (02) 4384 3571 ✉ [meta1447@optusnet.com.au](mailto:meta1447@optusnet.com.au)

Type II **12.70 H.P.**

**ALVIS**

PRICE EX WORDS **£425**

*This motor car is built with the best materials and is especially adapted for touring. It is provided with a powerful engine and a gearbox of the best type, naturally and intelligently designed, which is a powerful motor which gives the car a powerful and steady pull, suitable for all conditions. There is a large luggage locker in the passenger compartment, the lid of which is hinged to the rear of the car and is hinged to the rear of the car as a motor cover. The engine gear, which is the only gear, is hinged to the rear of the car and is hinged to the rear of the car as a motor cover. The engine gear, which is the only gear, is hinged to the rear of the car and is hinged to the rear of the car as a motor cover. The engine gear, which is the only gear, is hinged to the rear of the car and is hinged to the rear of the car as a motor cover.*

*The new OPEN SPORTS FOUR SEATER*

# ALVIS PEOPLE BEHAVING BADLY

## ANOTHER FERTILE MIND!

Jon Voller was our only entrant in this competition & we will have to find him a prize.

And also one for Graeme Jackson for his entry in the August ALVIC

What a great place to park my car



So you old geezers want to drive my car?



I'm not sure it was worth killing her for this



During 2007, Chester & I had the pleasure of participating in the Golden Oldies Rally in Northern Victoria in his Bentley, along with a group of mainly American cars.

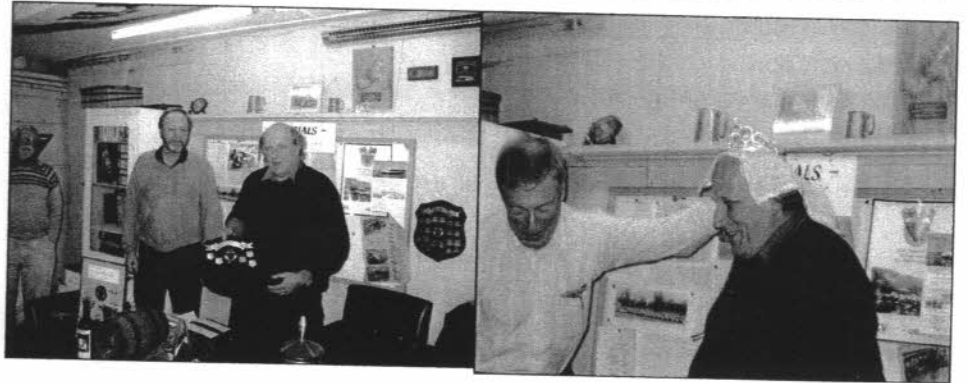
We found that the only vehicle that could give the Bentley some competition was the organiser's wife in her 4WD who found she had to do 120kph at one place to get past us to place the navigation signs.

During the course of the rally, Chester changed the name of the event to "The Old Farts Rally" which was definitely not appropriate for us two of much tender years!

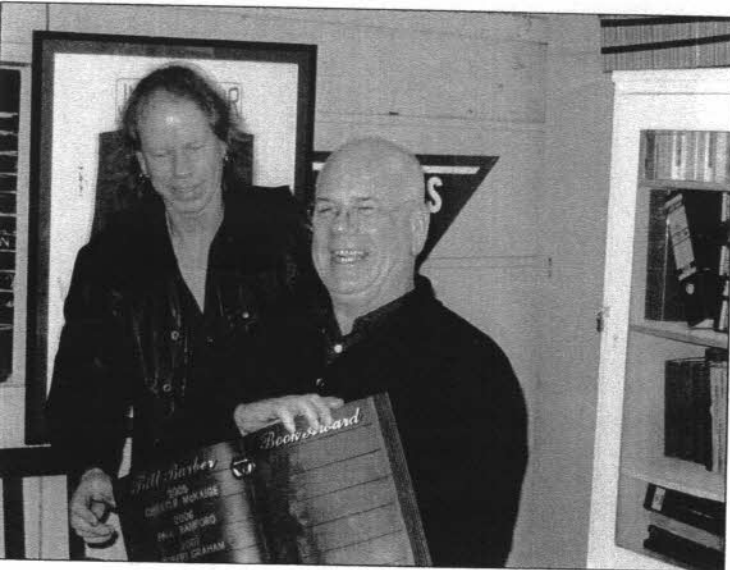
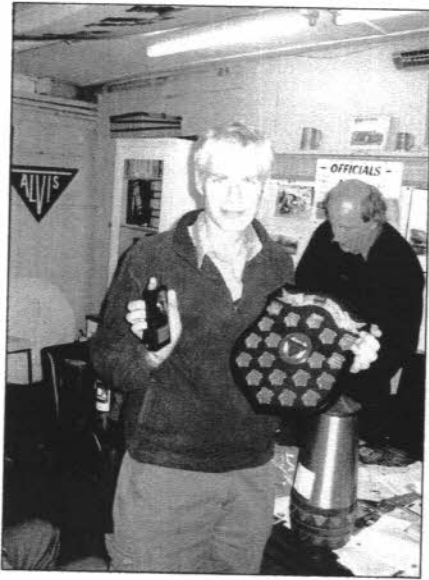
A photo stop at Bendigo caught Chester with his tongue out as he put his arm around this rather sassy white girl.

# 2009 ACCV TROPHY AWARDS

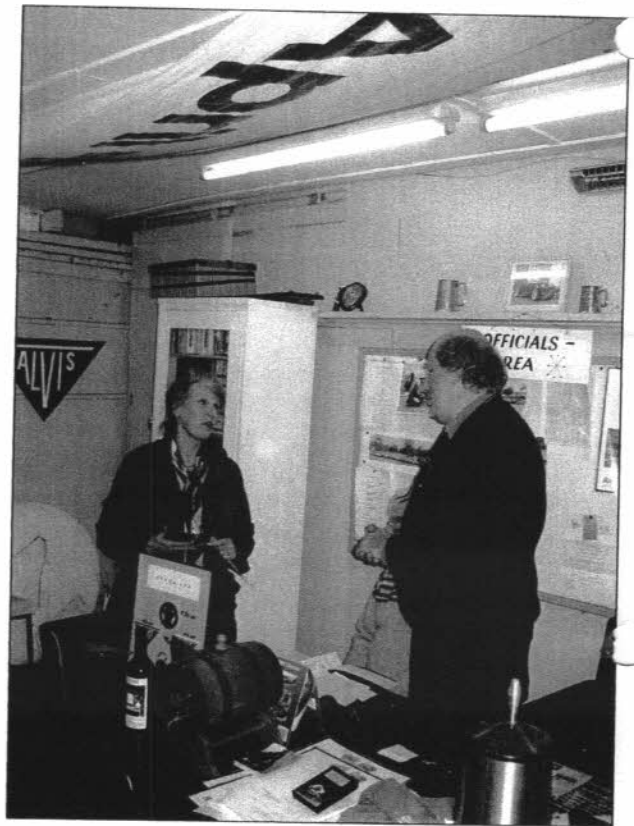
*Left: Bob Morrow Restoration Trophy - Richard Wallach for his TA21 restoration*



*Above: the McDougall presentation trophy to Chester McKaige  
Chester had the honour of wearing the silver tiara kept for special occasions*



*Above: Alan Willingham receives the Bill Barber Award for his literary skills with the "Grace" at the JNBC closing dinner.*



*Above: Carol Remfrey receives the David Muirden Club-person of the year trophy*

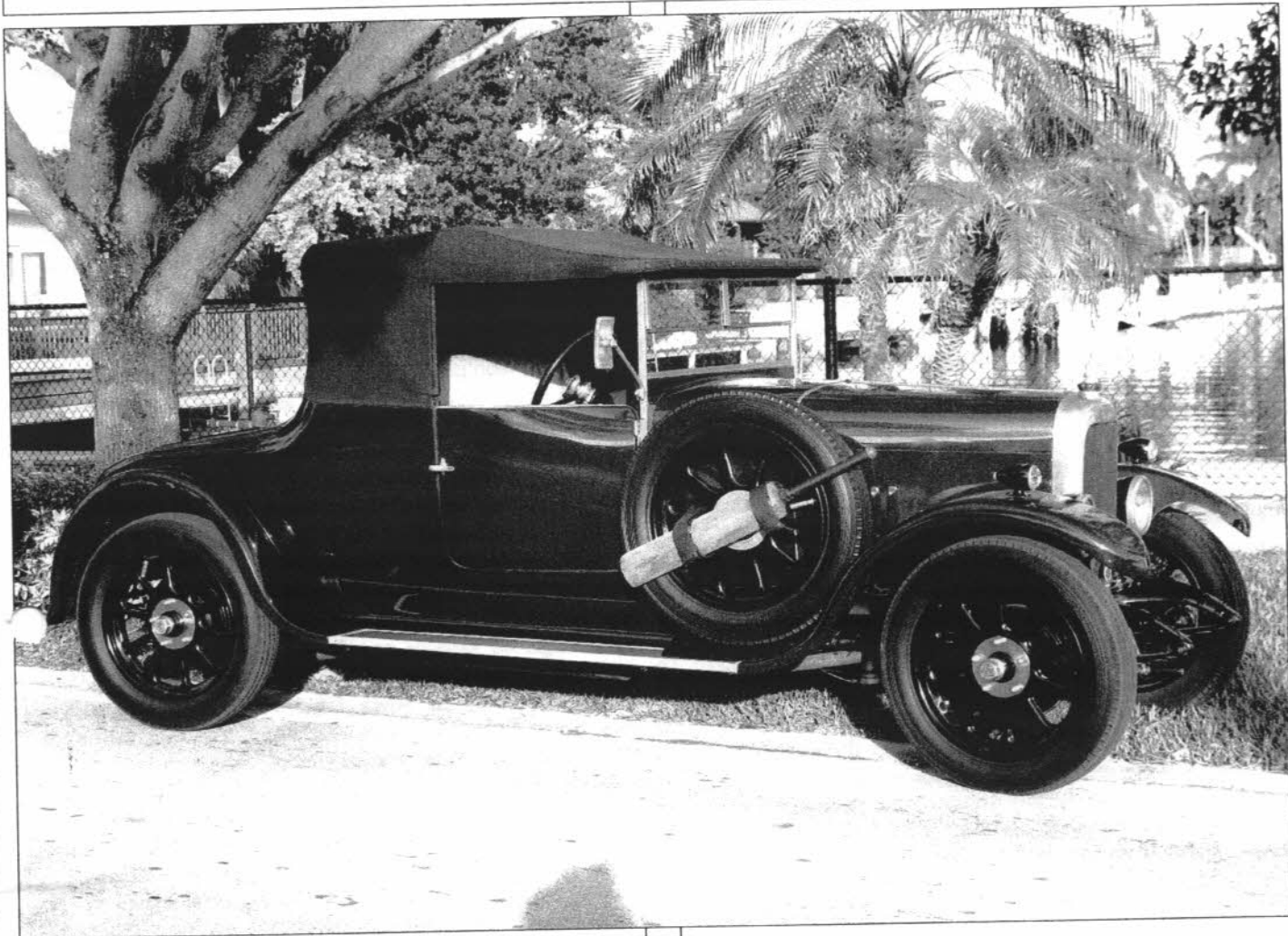


*John Hetherington the Tony Hannam Trophy*

*Mark Burns again was awarded the Basil Bowes Competition Trophy and Andrew Green the Simon Ramsay Fastest Alvis at Mt Tarrengower Hill Climb. Both Mark and Andrew were not present on the night.*

**CONGRATULATIONS TO ALL TROPHY WINNERS**

## A 12/50 IN THE SUNSHINE STATE



HP 9877, the British registration number by which my Alvis has been known for the past 84 years, is a 1925 Alvis SC 12/50 2/3 seater drophead coupé, body by Cross & Ellis in royal blue, first registered April 8, 1925. The engine is 68 x 110 mm, 1,598 c.c. (97 cu. in.) producing 12 horsepower (treasury rating) 1/50 b.h.p. Approximately 700 12/40s and 12/50s were produced in 1925, and between 1924-25 about 115 carried the S designation. Today, only 18 SC 12/50s survive worldwide.

To true aficionados of the marque and devotees of *The Vintage Alvis* I and II, much of the early history of my car in Britain may be familiar. The car has been in my family since my great-uncle, George McKerrow, collected it new from the Alvis Works in Coventry, England, on Easter Saturday, 1925. Because of the Holiday, the Works was practically empty with no workers and very few cars. An acting secretary introduced Uncle George to the Alvis works racing driver, Major Maurice Harvey, winner of the 1923 Brooklands 200 Miles Race in an Alvis at an average speed of 93.29 m.p.h. They walked over to one of the very few completed cars, and Harvey showed Uncle George very briefly "what did what." Uncle George declined Harvey's offer to take a test drive and purchased the car. The original list price was £570 (pounds sterling), which included front wheel brakes, offered for the first time in 1925 for an additional £25. Because my great-uncle purchased the Alvis through The Chloride Company, a generous discount was secured. Harvey advised that the engine had been run for quite a bit, but that the car should be kept to about 30 m.p.h. for the first 1,000 miles. Uncle George asked him what happened then. Harvey's reply was: "Put your foot

down and if you don't get 70 bring it back!!" After that, HP 9877 only went back to Alvis once when they offered to fit less noisy gears.

From time to time Uncle George, an engineer, made minor modifications. He was not interested in preserving a museum piece and always maintained that the Alvis had to justify its existence. In 1930, the three-piece windshield was replaced by a single pane of glass with wiper. The original Solex carburettor with manifold mounted fuel filter was replaced by a Zenith with a glass bowl filter. The original high-pressure straight sided tires and the 23" split rim wire wheels with open hub were replaced in 1934 by wheels from a later Alvis. A few years later the insides of the headlamps were replaced by something more modern. In all other respects the car remained as it was the day it left the Alvis Works on Easter Saturday, 1925. In all its 61 years of Uncle George's ownership, HP 9877 only stopped twice when it wasn't supposed to. One time, in 1938, when the speedometer drive dropped onto the flywheel; it was a loose set screw and put right immediately. The second time, in 1947, was due to dirty points on the magneto contact breaker. Uncle George twiddled them round a bit and he was on his way.

As Uncle George advanced in years he bought other cars including a 1934 Armstrong Siddeley, a 1952 Daimler and a 1968 Volvo, only keeping the latter. He considered the Volvo the modern equivalent of the Alvis 12/50, in terms of ruggedness and reliability. He drove HP 9877 occasionally until just a few years before his death in 1986, at age 94. That's when I inherited

the Alvis.

Actually, I first drove the Alvis at the age of 13 under the watchful eye of Uncle George (I had learned to drive at age 11 on a friend's 1938 Morris 8, which I put on its side studying the intricacies of the hand-brake turn, but that's another story.....). I have been driving the Alvis fairly regularly since 1961, and am one of the few people other than Uncle George to have driven it in the past 84 years. Consistent noiseless gear changes, however, are still a challenge!

After Uncle George's death in 1986, HP 9877 remained in storage until January, 1989, when a full restoration commenced at Wilkinson's of Derby, U.K. The single windshield was replaced with the original three-piece, without wiper. An original Solex carburettor with correct fuel filter was located in France, and the inappropriate wheels were replaced by correct (though not original) 20" well base artillery wheels. Restoration was completed in March, 1993, and the Alvis left Britain for the first time to come to its new home in Miami, Florida.

In anticipation of the Alvis' arrival, I joined both the national and local chapters of the Antique Automobile Club of America (AACA) and Veteran Motor Car Club of America (VMCCA), which seemed the most appropriate clubs to support Alvis related activities in South Florida. As the sole representative of the marque, the 12/50 attended several National judged shows, and with additional restoration work, fettling and detailing, made its way from AACA Second Junior, to First Junior then First Senior; and VMCCA Silver then Gold Award of Excellence. Shows up to about 100 miles away were, and still are, driven to. Over 100 miles and I usually resort to a trailer. It's very hot in South Florida! Longest distance driven to date was to an AACA show in Naples on Florida's west coast - 236 miles round trip. Unfortunately, any distance driving from Miami entails the use of an interstate highway with traffic traveling significantly faster than the 12/50. HP 9877 cruises fairly happily at 45-50 m.p.h., but initially proved to be a little unhappy with South Florida's 90° F+ (32° C+ ) degree summers. Frequently, on the way home from an outing when stopping at a toll booth or red light, the engine would suddenly die as a result of vapour lock or fuel boiling in the carburettor. Often the coolant would also boil in heavy traffic. Modern high octane fuel is apparently the primary culprit, about which much has been written elsewhere. The addition of an 11 inch electric fan, which can be removed in 8 minutes if necessary, and use of distilled water with *WaterWetter*,<sup>®</sup> a cooling system heat transfer agent, completely cured the coolant boiling, but not the vapour lock. One by one, I experimented with the various remedies proposed by members in both The Alvis Register and Alvis Owner Club Circulars and Bulletins, but it was not until all of the following steps had been taken did I achieve success:

- fuel filter bracket to distance the filter from the manifold
- aluminum and rollboard insulation heat sink between manifold and fuel line
- aluminum heat sink between manifold and carburettor, with 1/8" gasket
- exhaust pipe blanket wrap in engine compartment
- fuel line insulation sleeve, from petrol tank to carburettor

Finally, now added to the standard US 89 octane unleaded fuel is a liberal cocktail of *Marvel Mystery Oil*, fuel stabilizer and lead substitute, all of which have resulted in no vapour lock, boiling or engine dying in over ten years or about 4,000 miles. Oil used is Shell Rotella 15/40 diesel, and when hot, pressure is a steady 30 psi at 30 mph, or about 1,500 rpm in fourth gear. After experimentation with various different spark plug types, I have settled on NKG AB-6.

To date, my 12/50 has never been in the company of

another Alvis at any old car activity. Herbert Hoffman of West Palm Beach, 66 miles north of Miami, owns a 1927 SD 12/50 Beetleback, and although we have chatted and admired each others cars at outings, to date the cars have never met. Back in 1997, we agreed to park the two 12/50s side by side at the Boca Raton British Car Meet. My high spirits were, however, dampened less than two miles from home when the resulting bang after letting out the clutch as the lights turned green, followed by complete loss of drive, immediately signaled a broken half-shaft. All my uncle's detailed records indicate this was a first, so after 72 years I took the precaution of also replacing the "good" half-shaft. Incidentally, for 12/50 owners who have never replaced a half-shaft, Micky Radford's "The Restoration of a 12/50" (aka "The Bible") details the procedure exactly, down to the wooden broom handle required to be cut into 20-25 3/4 inch pieces! (The uninitiated are now doubtlessly wondering what the heck I'm talking about, but it works!) Other than the irritating vapour lock, which would correct itself with about ten minutes of cooling down, the broken half-shaft constituted the third time HP 9877 stopped unintentionally in 84 years.

The fourth and fifth times the 12/50 embarrassed itself were both BTH magneto related. On the 2002 GliddenTour (<http://www.vmcca.org/ntours.html>) of North Florida, sparks would disappear after about 10 miles driving. After several "flatbed" trips we gave up and toured with others. A rebuild of the magneto solved the problem. Two years later, on a Precision & Endurance Rally in South West Florida, while trundling happily along at about 50 MPH after a 150 mile stint, the engine suddenly died. No sparks! The 79 year old contact breaker spring had finally lost interest and broke. Installation of the spare Watford maggie produced enough sparks to start and run, but not enough power to pull the skin off a rice pudding. No amount of advance/retard and other fettling helped. Another embarrassing 100 mile flatbed trip home! The spring was replaced, the Watford rebuilt, and since I've purchased an American Bosch AT4 and a Simms K4 as back-ups.

For the past 5 years HP 9877 has behaved as expected and continues to be exercised on a regular basis.

John Layzell



John Layzell on the right, seen here with Alan Willingham, during the JNBC Tour

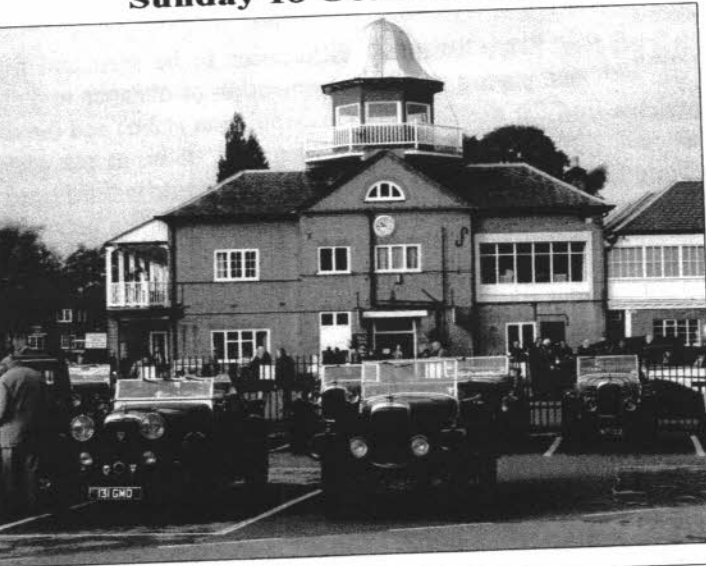
**JOINT MEETING AOC AND THE 12/50 REGISTER  
BROOKLANDS  
Sunday 18 October 2009**



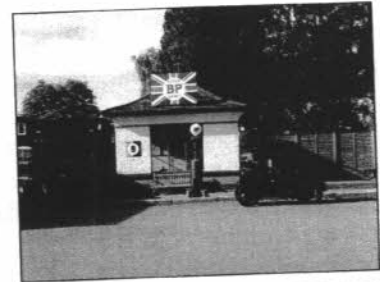
*The Test Hill*



*Members Tunnel*



*The Clubhouse*



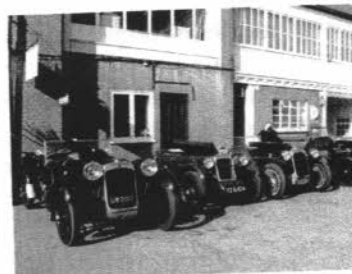
*The Garage*



*2931, as restored by Keith Taylor & Alan Stotes 10/30 HP3080*

*Yesterday at Brooklands. What a fabulous day. Joint Register/AOC meeting. Where do I start? Lots of wonderful faces. Names you would recognise. Martin Boothman, Tony Cox, David Little, Bryan and Elin Pooley, Ian and Jo Todd. Genuine Brooklands cars, the 1923 200 mile race car 2931, the Dunham 12/70 / Speed Twenty special.*

*Chris Storrar*



*Member's banking*



*Hand over of George Guard and Denis Webb Photo albums in memory of Les Colquhoun. CCS, Peter Dimmick, Director of the Solent Aviation Museum, MB.*

*Chris Storrar, Peter Dimmick and Martin Boothman.*

*Les Colquhoun, Helen Storrar's father, was a test pilot with Supermarine Vickers and Martin Boothman with a family member with Supermarine during the Schneider Trophy period.*

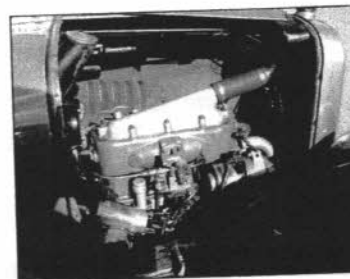


*Photography by Chris Storrar & Ian Todd*

*UW 2017. T. Crowe's 1929 FE FWD Carbodies 4 seater tourer 7708. SC 4076 I.Horner's 1929 FD FWD C & E Replica le Mans 7287 and Alan Stote's 10/30*



*1924 TC12/40 car #8523 chassis # 3106 engine # 3462*



Letter No 5, & 8 (October 1969) written to the 12/50 Register, by Alan & Thelma East, in the 1960s, during their secondment to the RAAF, and their experiences as members of the ACCV and the old car fraternity in Australia. This ends the series of letters.....ed

Having got over the shame of being left off Bert Salt's list of Silver Eagle owners (something to do with not paying our subs promptly, or some such formality) we find the deadline for the December Bulletin upon us and nothing written. Actually, we have a little game with Tony Collins every three months. We see who can delay the longer, us with our report or Tony with his polite reminder. The current score is 3-1 in our favour.

In this letter we have come the full circle in that we have been Aussie Alvis orientated for over a year now and in September we attended our second and unfortunately our last Annual Dinner. We renewed friendships with folk whose company we had not seen since last year and deepened friendships with those whose company we have enjoyed at intervening meetings. You may remember from Letter number 1 that last year we had difficulty finding the venue because we were foolishly looking for a car park full of Alvises. This year of course, we remembered where to go, found it with no problems and there in the car park were 5 Alvises.

It was a thoroughly enjoyable meeting and a format that Register members might consider appropriate for our 21<sup>st</sup> birthday celebrations. There was on significant disappointment in that, at the eleventh hour, our guest speaker was struck down by a dread virus whose origin we suspect was SE Asia and was banished to his bed. This was a great pity because we were looking forward to meeting Phil Irving on two counts:

- a. He is one of the leading lights behind the design and development of the Repco engine for the Repco-Brabham and
- b. He enjoys the reputation of being a very entertaining after dinner speaker.

A sample of what we missed could be found in his letter of apology where he wrote that he had 'done some research into Alvis history with the intention of impressing the members with my encyclopaedic knowledge of their pet subject. But, alas, all effort was in vain!

Phil's replacement was introduced in a very subtle way. We had almost all been 'collared' before we realised that Andre Chaleyer, the Vice President, was asking each male present to stand up and say something, preferably something suitable to the occasion.

Reluctantly we had the opportunity to repay some hospitality. Mike & Bev Menzies, from near Sydney, were passing through Sale on holiday. They stopped by for a few hours to look at Alvis and we saw a few of each others' colour slides. Mike is rebuilding a 12/50 in London by an Aussie who at the time was sufficiently homesick to think it looked like a kangaroo.

We are not that homesick but there are a few things we are beginning to miss, some of which Mr. Wilson has no doubt changed while we have been away. Here there are many

differences to be seen and felt whilst motoring in this vast combination of distance and climate. Considering the size of the population (12m) and the money available the road system is adequate. It is, in our view, the standard of driving that makes it the world's third most dangerous country to drive in. Not that the locals are unconcerned - one of the controversies currently being discussed in the Press and elsewhere is the 'give way to the right' rule. This has been chosen in favour of the major and minor road system used in the UK and USA. The law states clearly that '..... if there is risk of collision.....' you give way to the fellow on your right. So, if his light is red and yours is green, and he shoots his red light and hits you from the right, you are guilty of failing to give way to the right, which appears to be viewed seriously than his failure to observe a traffic sign. Consequently, some drivers slow down and five way when they need not, which can be most annoying to those behind. And four cars arriving from four different directions at a city intersection at the same time is checkmate.

Another thing we miss is cats' eyes. The centre and lane line markings are familiar, although in NSW they are yellow, but nowhere are there those helpful rows of guiding reflections down the middle of the road. The distance involved make it prohibitively expensive, of course, so there is a cheaper alternative scheme currently under way. The wide roadside verges are being strewn with beer bottles and cans and on some busy stretches, continuous coverage will soon be achieved. Also the campaign has been going on long enough for the relative reflective properties of bottles and cans to be compared. Unfortunately, the rate at which cans rust, and thus lose their reflective surface, is about equal to their rate of supply. So for the present anyway, there is a future for the glass container, but the future of the can could improve (and the new aluminium cans could find themselves acclaimed the road safety feature of the decade). For some years now one firm has held the brewing monopoly throughout Victoria, but this has now been challenged by a familiar cockerel - yes, even way down here we can now Take Courage, and it tastes very similar to the real thing as far as we can remember.

In typical fashion we seem to have started talking vintage and finished up on beer. As you read this we will be touring down the Murray Valley to Adelaide on our SUMMER holiday. So there are two more things we miss - a noggin and natter and the spirit of Christmas. We hope you all enjoy a liberal ration of both.

In fact:

From Alan - A Merry Christmas and a Happy New Year to you all, and from Thelma - Nadolig Llawen a Blwyddyn Newydd Dda i shwi pob un.

Be good to yourselves.

Thelma and Alan East

Letter 8

Can one get goose pimples at 75F at home? We cannot



remember. However the climate here is so changeable that it happens. We were told before we came that at Sale (the Victorian one, that is) one can experience all four seasons in one day. This is true and was reinforced by a comment overheard recently, "If you don't like Victoria's weather, wait a minute!"

Such a dramatic change affected us while on Christmas holiday. We were driving from Melbourne to Phillip Island, which is the bottom right hand corner of Port Phillip Bay and looks vaguely like the Isle of Wight. Thanks to a good 50kt wind behind us we were cruising at 65—70 mph which is not often possible in a VW Dormobile. In the space of one mile, the wind changed through about 180° dropping our top speed to 45mph and the temperature dropped from 95F to 75F in 10 minutes. That gives one goose pimples!"

But we did not start talking about the weather because there is nothing else of interest to report.

Before leaving on our holiday we had been given the name of a chap in Echuca, on the Murray River. Morgan Simmons is a joiner and must be of the few Alvis owners hereabouts who is not a member of the local Alvis Car Club. His 1925 12/50 has been restored very well as have a number of his other cars for which his joinery provides handy accommodation. He also told us of a few cars he has located around the area and rescued but not yet brought home. The car of which he is most proud and justifiably so is a 1919-20 Crossley which is one of the three used on the Prince of Wales tour in 1920.

As we drove into Echuca we passed an open plot on which were parked a steam roller, three traction engines and two horse drawn steam engines. We stopped to investigate and found a chap who had a large collection of steam and hot-air engines including a Sentinel three way tipper truck in original condition. In the early days the river was the main thoroughfare into this area and the main way out for the wool and other products. Many paddle steamers plied the river and on those were delivered many of the steam engines used for pumping irrigation water and the many other jobs that go with the development of virgin land into a fertile productive area.

Thus Stan Hazelman is another man who is collecting such pieces of history in order that the dreaded scrap man does not destroy them. This is good to see out here as there are a lot of Australians who dismiss their brief white-man period of history with a shrug and claim that there can be little of interest to preserve after only two hundred years. We think that this attitude is wrong; if there is any doubt about the value of an item it should be passed on at least for the next generation to decide its worth. The other day we saw a Triumph Mayflower resting in a shed near here we wonder if anybody will ever think like this about this model?

But some communities are now awakening to this moral responsibility and at Swan Hill there is a very good folk museum being put together. When fully organised it will be on a par with many of the national folk museums in Europe.

We have also discovered where flies go in wintertime. They come out to Australia in summer! But their nuisance value is

somewhat offset by the variety of beautiful moths, butterflies, dragonflies and damsel flies etc. to be seen. As there is so much untamed bush and desert here their chances of survival in the face of aerial insecticide must be a lot greater than their UK counterparts. It was not until seeing them here that we were reminded of the variety there used to be in UK only 20 years ago. In the past two weeks we have noticed that the dragonflies are conducting what appears to be aerial refueling trials. Does that mean for us summer is ending and for you the spring will soon be breaking?

Alan & Thelma East

*Also included in the Register news for October 1969 was this snippet*

#### More Australian News—October 1969

Another of our Digger chums, Ron Wilson from Victoria, gives some information about the 10th International Rally in April 1970 which may be useful to J.B. & Co. The entries received up to the end of June this year were 527 with a waiting list 75. 200 Veterans, 285 Vintage cars and 42 Veteran & Vintage motorcycles will cover two separate routes. Vintage cars covering 1163 miles while the Veterans do a local jaunt of 860 miles. The Alvis Car Club of Victoria will have two entries, Wilson's 12/50 tourer and a FWD. Which brings him to the point that, as car badges are not at present available, he would very much like to buy or borrow one from a Register member so that he can go properly attired. Would anyone who has a car off the road, or otherwise in a position to help out, write to Wilson at.....

Back to the Rally—the mind boggles at the organisation involved to provide meals and accommodation for such a crowd! The start is from Sydney on 4th April and the finish at Melbourne on 17th April.

Wilson remarks on the dearth of SC12/50s over here - in fact there should be at least three in the Register and George McKerrow's was at Alton Towers. There are two others in Victoria in addition to Wilson's, but they are in poor condition and he says many moons will pass before they feel the road again.





**"ALVIS  
IN  
AUSTRALIA"  
(a book in the future)  
I have some detailed, some basic  
information on 208 cars  
WE WOULD LIKE DETAILS ON  
YOUR CAR/S  
Info to the ALVIC editor**



**ACCV Grill Badges  
\$30**



**Lapel Badges \$10  
Cloth Badges \$5  
Key Rings \$16  
Fridge Magnets \$3  
1991 Nat Rally Coasters \$1ea  
1991 Nat Rally Cloth Badges \$1ea**

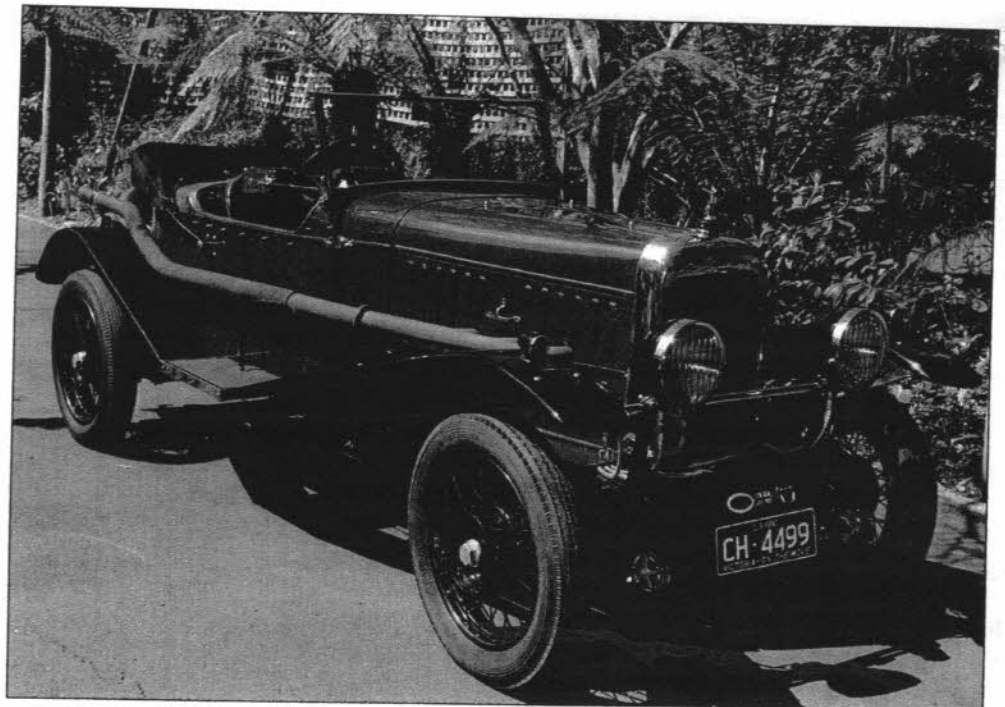
**Ring Darrell Horton (03) 5983 2016**

**For Sale  
1931 Alvis  
12/50 TJ**

**Chassis No. 9145  
Engine No. 9626**

upercharged two seat roadster in  
cellent condition. Full wet  
eather equipment in Mercedes  
oth with leather upholstery. A  
ell known Alvis Club Car with  
eat performance, reluctantly  
fered for sale. \$70,000

or more information contact Ray  
ewell 03 9755 3280 mob. 0428  
8 228



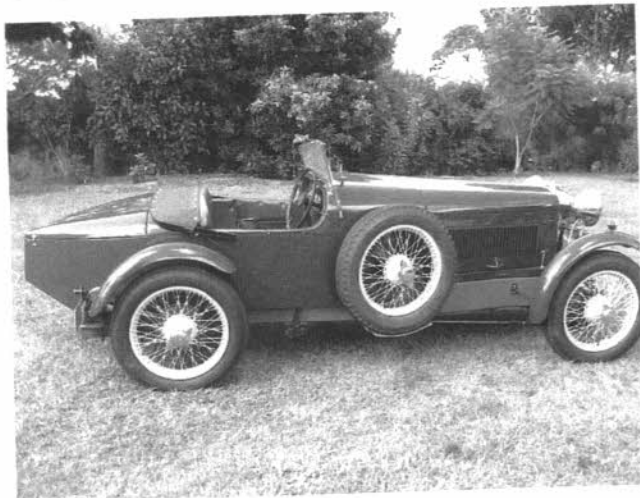
**WANTED. WANTED.** One only new head gasket for 1935 SC Speed 20.  
OR if you have a dead one let me know so I can get one made  
before I pull off the head.

Dean Prangley 0413425735 or 07 33694247 or email  
dcprangley@bigpond.com

## FOR SALE

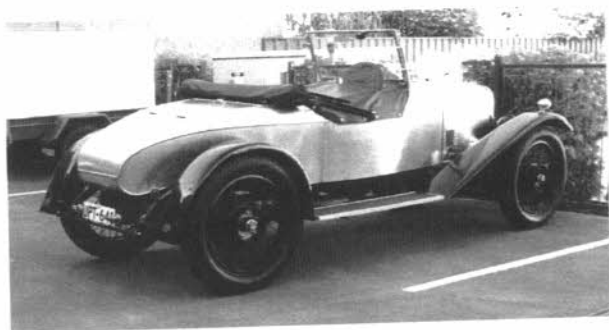
1928 Alvis FD FWD is for sale. Chassis # 7190 Eng # 7653 Car # 11982. Major restoration was recently completed which included a replica TT body and engine work including new conrods with slipper bearings, new main bearings, new pistons, valves, new gearbox gears, etc. The supercharger has new gears and the lobes and interior casing have been built up using teflon. The front hub splines have been re-made. Full details are available to serious parties.

Des Donnan  
dedonnan@bigpond.net.au  
Price is \$100,000 firm.



## FOR SALE

1924 Alvis 12/50 SC Beetleback  
Full weather equipment. Trimmed in Brunswick Green  
Howe leather. Spares include crankcase, radiator with  
some dents no badge, hubs, gearbox casing & some  
internals, cylinder head - some repairs, pedals, front  
guard stays, stub axles. Spare parts catalogue. Copy of  
Mick Radford's book on the 12/50.  
Vic Elliot - phone 08 83310833



**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

Running indian mascot complete with spear made for 4.3's and also a 12/50 bunny mascot.  
Available from a dealer, if anyone is interested call Dean Prangley on 0413435735 who will put you in touch

## FOR SALE

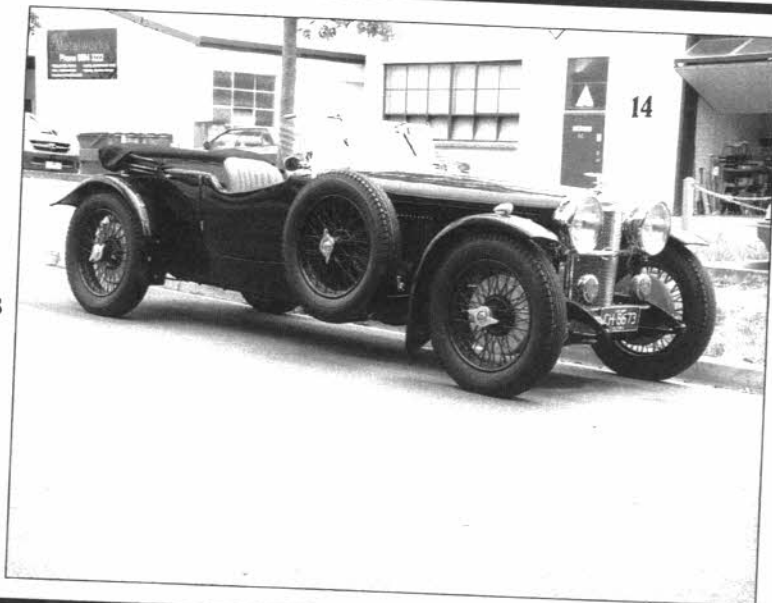
### SA Speed 20,

Ch 9851, eng. 10504. Very little use since extensive restoration including body, paint & leather trim. 6 wheel equipped.

Engine overhaul including new crankshaft, conrods and pistons.

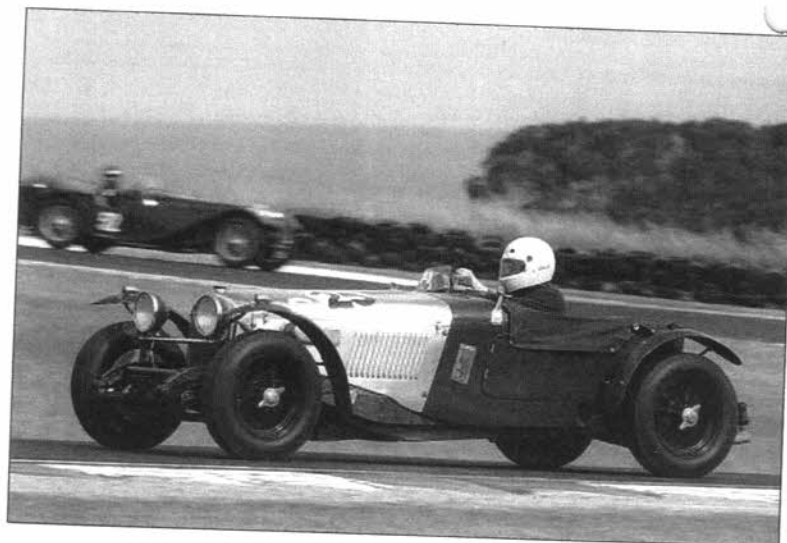
Offers over \$180,000 considered.

In the first instance contact Paul or Dale (HVR) on 03 9877 0666



## Alvis Speed 25 Special 1932/39

Car was built from all Alvis parts in the early 1970's  
Chassis: Alvis Firefly  
Engine: Speed 25. Modified for high performance with shell bearings, steel flywheel/ clutch, engine balanced etc.  
Original carburettors. Extractor exhaust.  
Engine is very strong and reliable.  
Gearbox: Alvis Silver Crest in unit with engine.  
Axles and Brakes: Alvis Firefly differential. Straight cut crown wheel and pinion. 3.3:1 ratio giving approximately 25mph/1000 rpm in top gear.  
Body: All alloy, cast Alvis firewall (original).  
Complete with hood and tonneau. Windscreen and aero screens.  
Wheels. 16" fitted with Excelsior comp V racing tyres.  
Car is ready to use (race, rally, hillclimb, tour). Competed 12/3/09 at Phillip Island (Victoria) Historic Meeting.  
Professionally maintained.



Complies with Historic Racing rules in Australia and acceptable to Vintage Sports Car Club in UK.

Paul Chaley 03 9877 0666 or [historic@historicvintagerestorations.com](mailto:historic@historicvintagerestorations.com)

## FOR SALE

10 inch Bosch headlight for sale, good condition and original glass. \$150

Des Donnan [dedonnan@bigpond.net.au](mailto:dedonnan@bigpond.net.au)

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