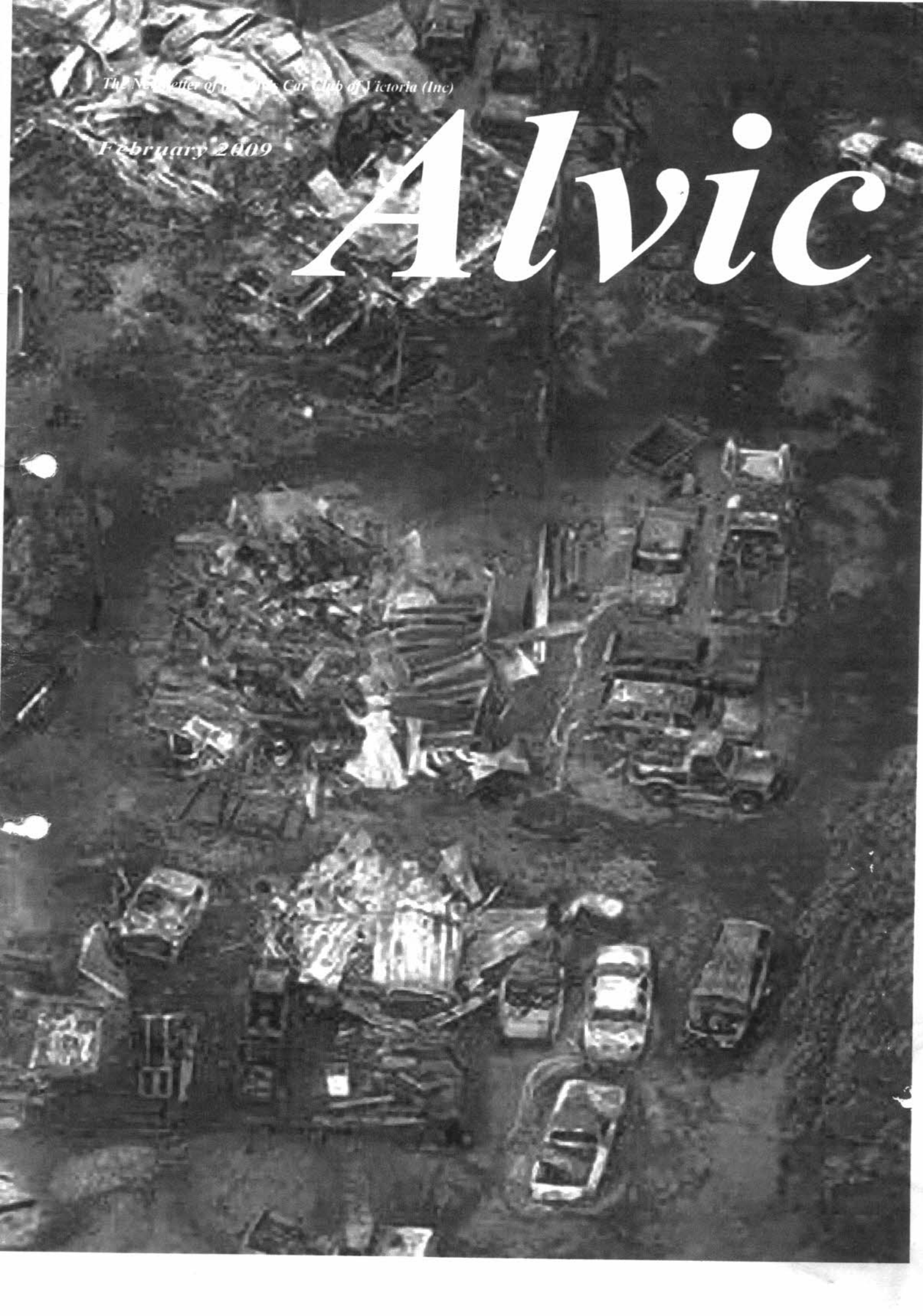


The Newsletter of the Victorian Car Club of Victoria (Inc)

February 2009

Alvic



EDITORIAL

Car Club magazines usually have photographs of nice shiny cars on the front page but this one is different!

Few Australians will have missed the horror of the past weekend and the following days, and from the emails of concern from our international friends, the world is also very much aware.

Our common interest in old motor cars is a leisure pastime and in difficult times may even be seen as a little indulgent. Alvic tries to reflect a light hearted approach to life and to the personalities within the club and for once there is a need for a sombre opening and an awareness that as a membership we have been fortunate that within Victoria we have been spared the loss and heartaches of many others, but to acknowledge as a wider community, there are many missing.

Many of us were fortunate to be part of the JNBC Tour in October last year and to experience some of the many joys Victoria had to offer at that time of the year. We were able to share that with many overseas and interstate guests and if you are like me you were proud to be able to act as hosts and guides.

Much of the tour route took us through areas that are now devastated and our lives may have been touched by people who are no longer with us.

At the end of the tour many commented that they will never see another like it and another dimension has now been added to enforce those comments.

An idea has been put forward that some of the surplus from the JNBC account should be donated to the Bushfire Appeal so that we as a group can in a small way repay some of a debt of gratitude that in the minds of the communities we visited, would never have existed.

As a mark of respect for the loss and sadness of thousands of people and because of the logistical issues, the run that was planned for next Sunday has been postponed and will take place at a more appropriate time.

We acknowledge and celebrate the lives of the many who are no longer a part of the living Australian communities and quietly grieve their passing.

..... John Lang

Alvis Car Club of Victoria (Inc)

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President's Report

This edition of Alvic has a somewhat sombre note to it what with the passing of Bob Graham and the devastating bushfires that have swept through the outskirts of Melbourne and country Victoria in recent days.

An excellent obituary written by Dale Parsell and Ron Wilson was published in the latest VSCC newsletter and the one printed within these pages totally sums up Bob the man and his great love for all things Alvis. It is great to hear that the Speed 20 will remain in the family and will no doubt be seen on Alvic runs in the near future.

To me the next part of my President's report sums up what Alvis fellowship is all about.

The tragic bushfires in the last few days (and still continuing) have had world-wide coverage and we have been blessed by receiving countless emails from AOC members and all our friends who came out here last October enquiring into our wellbeing. On behalf of all of us, a big thank you. We really appreciate your concern.

Likewise we send our sympathies to all of you in Pommy land who have had to put up with all the snow and bleakness for the last couple of months. If only we here could grab some of your snow!

The latest AOC Bulletin hit the mailbox today with a full report on the JNBC Tour. Well done to all the contributors and a big thank you to whoever submitted the photograph of my backside!

Again on a sad note, many of the roads we traveled on are now fire damaged and the beautiful scenery we saw is now burnt to a crisp. It will come good in time but when you then think that some of these fires were deliberately lit, it leaves you with a very nasty taste in your mouth. To dispel all rumours, the fires were not caused by a madman on a traction engine!

This year is starting off rather slowly as we have cancelled our Feb run due to the fires and so things won't happen until March. The good news is that Mr and Mrs McDougall are back home and we have a full committee once more.

Don't forget to let me know if you are coming to the pub for dinner prior to the Feb meeting. We will be having a whip around for the bushfire appeal.

Cheers

Chester

PLEASE REMEMBER YOUR MEMBERSHIP FEES ARE DUE AND NOW PAYABLE

2009 EVENT CALENDAR

Feb		
	15	EMR (early morning run) - Dale Parsell - POSTPONED
	20	General Meeting
Mar	20	General Meeting
	22	Kalorama, including the run to Kalorama
Apr	5	Wings & Wheels at Moorabbin Airport
	17	General Meeting
	27 - 16 May	National Rally
May	15	General Meeting
	17	National Heritage Day
Jun	19	General Meeting
	21	Panton Hill Pub Run - Richard Tonkin
Jul	17	General Meeting
	19	Mornington Peninsula run to Beleura Homestead - Darrell Horton
Aug	21	General Meeting
	23	Mystery Tour - Andrew McDougall
Sept	18	General Meeting
	27	Rob Roy
Oct	9-11	Otways and beyond - Alan McKinnon
	16	General Meeting
Nov	20	General Meeting
Dec	6	Xmas Party - Darrell Horton

VALE - ROBERT GRAHAM

Robert (Bob) Graham sadly passed away on 23 December 2008 after a short but serious illness. Rob was well known in motoring circles as an active member of The Alvis Car Club (Victoria), The Vintage Sports Car Club and The Peugeot Club. While resident in N.S.W. in the early days Bob joined The Alvis Car Club (NSW) retaining his association with that club to the present day.

By profession Bob was a fully qualified project engineer overseeing many mechanical ventures. On one occasion he was sent by Nissan to Japan to solve some problems with the Twin Spark "Bluebird" before production.

Bob applied his skills to his hobby and restored his first Alvis, a TA14 saloon that became well known for its reliability.

His next venture was an Alvis TB14; an open two seater that he restored to perfection and lovingly called "The Little White Car". Not everyone was enthusiastic about its body lines but Bob accepted the gibes with natural humour.

The Alvis model he always desired was a 1935 Speed 20 saloon. He found one in a parlous state and in many pieces and set out to restore the car to its original condition and specifications. It was a herculean task but years of dedication to the job finally produced a car of which Bob was extremely proud.

While working on his cars Bob was loyal to the Alvis Car Club Victoria competing in most events and occupying executive positions. In 1999 the Club recognised the value of Bob's work and honoured him with Life Membership.

In private life he was a person who loved nature with a deep appreciation of the beauty of the Australian countryside and a love of trees and birds. Bob was the perfect gentleman, always courteous and a friend to all he met. He was held in high regard and due respect and will sadly be missed by all.

Bob is survived by his wife Beverley and family to whom we send out thoughts and condolences.

Ron Wilson

BOB GRAHAM

The loss of Bob Graham will impact on many people with whom he had contact during his life, whether they were family, friends or Alvis. No matter what the relationship was, his passing will leave a hole. In my position as the ALVIC newsletter editor, Bob would regularly greet me at a meeting and hand me a most welcome article for the newsletter. It was always a start for the next edition. Often I would smile at being chastised for changing one of his words or frown if it was a spelling mistake.

Bob's articles were always typed on the same typewriter which created some problems in scan digitising it for the newsletter and this was the seat of my literary indiscretions.

The reliability of his contributions and his recounting of club outings and other observations was the reason he received the Bill Barber Literary Award in 2007.

It was ironic that the article Bob gave me for the September newsletter had a hand written note saying that this would be the last article as he had exhausted his memory.

Among other things, his contributions will be sorely missed by me and solicits contributions to partially fill the hole left by his passing.

John Langed

OBITUARY

ROBERT GRAHAM

On Wednesday 8th January 1960, nearly half a century ago, when Bob Graham was elected to membership of the Avis Car Club, he brought with him an enthusiasm to contribute to the Club in Sydney and this zest for being involved in Alvis activities broadened when he returned to Melbourne a few years later.

This and other articles published in "Alvibatics" as well as in "Alvic," displayed an engineering background that formed the basis of Bob's experience in the automotive industry.

When his work required that he live in Adelaide, he was still without an Alvis, but an article in "Alvibatics" prompted him to fly to Tweed Heads, in 1966, to purchase his second TA14 saloon (Car No. 21732). Bob's job in Adelaide came to an abrupt end when the boss

saloon as well as being the club's co-ordinator of spare parts for several years and, in particular, in charge of TA14 parts for an even longer period. As the club's President, Bob contributed regularly to the club's newsletter and for an even longer period he was the ACCV's representative on the Council of Combined Vintage Car Clubs as well as working on the Kalorama Committee which ran major events for older cars in Victoria. When any of the positions of secretary, vice president or president of the ACCV became difficult to fill in later years, Bob cheerfully took on those jobs again until replacements could be recruited.

In recognition of Bob's willingness to take on any position asked of him in the ACCV, the club elevated him to Life Membership in 1999.

As Bob retained his membership in the Alvis Car Club since his tenure in Sydney in the 1960s, his quiet, unobtrusive skills as a mediator were available to settle any matters needing clarification between Sydney and Melbourne.

When ex Lancaster bomber pilot, Bronte Frisby advertised a TB14 Alvis for sale in South Australia, Bob, who had seen his white Alvis roadster many times before while living in Adelaide, contacted the owner and arranged to buy it. So, in company with Andre Chaley, the pair drove to SA and Car No. 23504 became Bob's next Alvis - and one with more sporting promise than a TA14 Saloon. The pistons in the TB14's motor gave Bob trouble twice and he eventually replaced the English set with new locally-made pistons and, at the same time, raised the compression ratio, lightened the flywheel, reground the cams for more valve overlap and generally tuned the car for a performance promised by its sporty appearance.

Bob and his "little white car," as it became known, competed in the Geelong Time Trials, up Rob Roy hill climb, on the Phillip Island

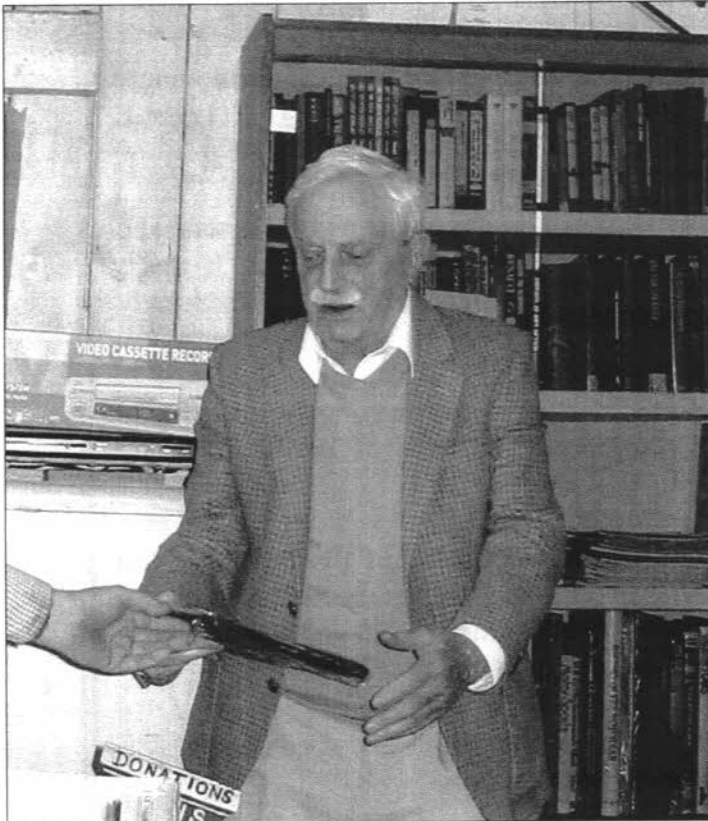
track and in other events where it distinguished itself, with its owner behind the wheel, as a formidable team in motor sports events. Bob and Bev drove on several long trips through Victoria and NSW in comfort in this roadster after Bob made several improvements to the cockpit and seating and improved the layout of the instruments. He employed his engineering skills by designing and fitting an electric fan which eliminated overheating problems.

When Bob obtained his SB series Speed 20 saloon during the late 1980s, it was in need of a thorough restoration and so he tackled the task with vigor. On viewing chassis 11827, stripped of its coachwork and standing in rather cramped garage at the Graham home in Caulfield, the task ahead seemed daunting, if not impossible. But that was in May 1991 and did not take into account Bob's mechanical engineering expertise. As Bob provided a detailed account of this ground up restoration in the 2005 October "Alvic," there is no need to recount the story. Suffice to say that Bob did as good a job as did Alvis when they delivered this Speed 20 into the streets of Coventry on 14th July 1934.

In their virtually new again, bright green Speed 20 saloon, the Grahams attended many ACCV and VSCC outings and their car was always the centre of admiration by other Alvis enthusiasts.

Bob and Bev as keen nature lovers, enjoyed spending time in the Australian bush where Bev as a professional artist, translated her knowledge Australian flora into fine artwork.

Following a fall last September, Bob was admitted to hospital in a serious condition and it was hoped that when he was transferred to a nursing home that he was on the road to recovery. But that was not to be. He passed away on 23rd December, aged 82 and his funeral took place on Tuesday 30th December 2008.



Bob had driven his grey TA14 saloon (Car # 21656) up from Melbourne but had to leave it in Mittagong when its engine expired in rather spectacular fashion. Soon afterwards he sold the Alvis and was then restricted in his ability to participate in club events during the 5 years he was in Sydney. Nevertheless, he drove his Peugeot in Club events as both a competitor and an official. Rob as an automotive engineer, contributed technical articles to *Alvibatics* from time to time. In a lengthy article to this magazine he also revealed his admiration for the Roesch Talbots as he explained "having owned several 14/75 Talbots for a total of approximately 100,000 miles."

embezzled the firm's cash and fled overseas. This turn of events caused Bob to return to Melbourne where he obtained a new job.

He took this Alvis with him when he went back to Melbourne where he and his wife Beverley immediately became involved in the Alvis Car Club of Victoria. Bob soon found himself on the committee of this club and was then elected as its secretary, a position he held until 1971 when he was elected as the club's Vice president. In 1974 Bob became the club's President and remained in this position for three years during which time he and Bev competed in club events in the TA14

As an engineer and avid reader of books on engineering and engineers, Bob collected works written by other Alvis enthusiasts and nature lover L.T.C. Rolt. There were a couple of Tom Rolt's books not on Bob's bookshelves and he asked a book-dealer to assist him in filling those gaps. In a neat but frail hand, Bob wrote on Saturday 29th November to the dealer saying not to worry about keeping a particular Rolt title for him and expressed his only immediate regrets were not being able to attend the dinner party to

celebrate Ron Wilson's 90th birthday, but "Bev is taking my place though." Ron and Bob were long time friends and fellow rallyists in their various Alvises.

Bob will always be remembered by his many friends as a real gentleman and scholar.

Eric Cunningham



Dear John,
 Thanks for the email and I'm sorry I cannot not be at the funeral.
 I have many memories of Bob Graham built up over many years that I lived in Melbourne. He will be sadly missed.
 Des

I am saddened to hear of Bob's death last night. Although I didn't know him very well It was Bob who first induced me into the ACCV fold.

It was probably January 1967, about a month after I bought my TA14, that I was flagged down by another TA14 on OG Road in Adelaide as I recall. It was a rather turgid two-tone brown/beige if memory serves and piloted by Bob.

After several minutes of enthusing over our discriminating choice of vehicle, he gave me the details of the Victorian club which I promptly joined. He moved from Adelaide shortly afterwards and I had little further contact with him since save the occasional National Rally and relieving him of some of his 14 spares.

He certainly had interesting tastes in Alvises, and colours, with the 14, the TB14 and the lurid green SP20!

Please convey our thoughts to his family. —

Mike Williams
 Tasmania

ALVIS ON THE DOWNS

Dear John,

Here is some news on the preparations for the tour:

Thanks to all those who have paid so promptly, it is much appreciated and helps us to confirm numbers to our suppliers. A number of new entrants have come in from Queensland again with cars not seen before or not for a long time.

We have been tracing some of the routes looking for interesting back roads and it is amazing where some of them lead you. I had no idea there were so many little towns hidden on the Darling Downs which somehow survive and in some cases thrive in the area. My navigator and note taker Christine has managed to break her arm in a fall at a Gold Coast shopping complex and since it was her writing arm has put paid to further route driving for now. Graham and I may take his 12/50 for a run up there soon to get a vintage perspective.

Our special theme night is on Sunday the third of May and I hope you are all working on your costumes. They can be as simple or as complex as you like and can be animal, mineral or vegetable as long as they represent the garden! Do you believe that there are fairies at the bottom of your garden??

Have just dusted off the Speed 20 and everything seems fine except the usual overheating which occurs if I push it too hard. The water pump appears to be the problem although the radiator may not have the capacity for handling hot Brisbane weather. It is not a honeycomb but in fact a Land Cruiser radiator which was cut into a V and soldered in when we built the car back in the late eighties so it should do the job! The switch for ignition which changes from coil to magneto appears to be worn as it began to send mixed messages to the magneto when it was actually switched on coil! Both systems were trying to work at the same time so Graham Singer disconnected the maggie and all was fine. We will pull it out next week and see what the problem is.

Don't forget the final payment is due end of March. Due to expenses already made we have decided that the initial deposit of \$100 will not be refunded after the end of January if entrants withdraw.

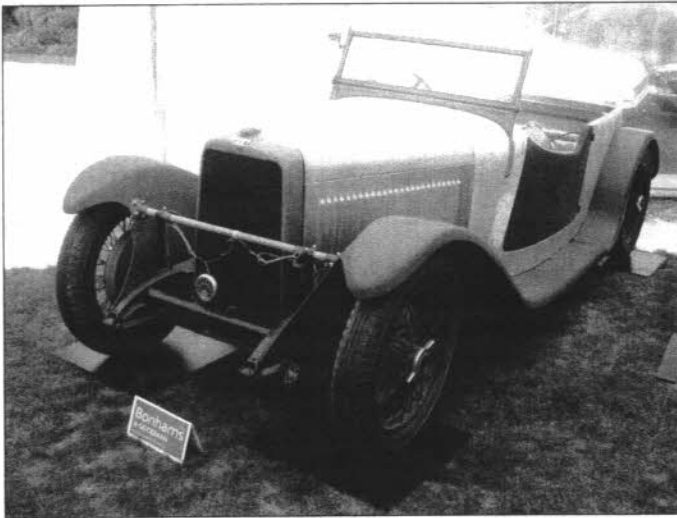
Look forward to seeing you all.

Dean

Several club members were at the Bonhams auction in Melbourne last March and met John Higham and his wife following their successful purchase of the 1933 Alvis Firefly, chassis # 10330, engine # 10780. John wrote to me recently and I publish his letter. He is to be congratulated on the progress he has made since purchase and we look forward to seeing his car on the road during 2009.ed

I was the successful bidder on the 1933 Alvis Firefly. I subsequently joined the Alvis Car Club of Victoria and have very much enjoyed the magazine. I certainly have wished we were closer to Melbourne to participate in some events. Anyway, I thought I should send a report on my progress.

My background with old vehicles has been with MGs and Riley and many motor cycles. I currently have a 1948 TC and a 1949 Riley Roadster, both on the road. But I was looking for a nice pre-war convertible sports car. I had helped David Pearse with his 4.3 Alvis and removing and re-installing the starter motor. A very impressive vehicle in the normal sense. But when I got underneath it I found the engineering of the car to be superb. This partly got me thinking about Alvis.



Buying the Alvis was the easy part. Getting it back to Bungendore proved difficult as the Aussie GP was on in Melbourne at the same time and transporters who could tell you anything useful about pickup and delivery were hard to find.

Anyway, I drove home and back to Melbourne in our Navara ute in about 40 degrees and picked the Firefly up on a trailer. The Bonhams people were very helpful in ensuring I had all the boxes and bits and pieces and we well secured the "car" on the trailer.

However, as I was touring by Euroa I just happened to glance back in the side rear view mirror. To my horror the right rear half shaft was protruding about 2 feet out from the wheel hub and about to dispatch itself onto the outer lane and traffic. I quickly pulled over. I knew the grease caps were missing but didn't know then that the half shafts were fully floating and only held in by the grease cap. No circlip or nut or anything else!

Even though the car was firmly tied down with no room for movement at the axles and wheels there was obviously enough agitation to enable it to work loose. The other side had just started to move out and fortunately hadn't ejected onto the near side and into the

verge un-noticed and lost forever. I saw this as a very good omen. The car was safely in our shed about 7 hours later.

I left the car in the shed and examined all the boxes. The "car" was really a rolling chassis, body, doors, wings temporarily attached and the crankcase. The rest was in the boxes.

As the shed was already occupied by the MG, the Riley and two 1948 Land Rovers, I stored the boxes under the bed much to my wife's dismay. (Definitely a Queen size required.) The boxes were brilliantly packed and indexed by the previous owner and ultimately the only parts missing were the radiator cap and mascot.

Quite a large historical dossier came with the car. I read what I could get my hands on. Simon Fisher, the Firefly registrar with the UK AOC, had just published a book on the Firefly and this has been very helpful. I also acquired a copy of the AOC notes and tips on pre-war Alvis, which has a very useful information on Fireflies. I also got an Instruction Manual from Red Triangle.

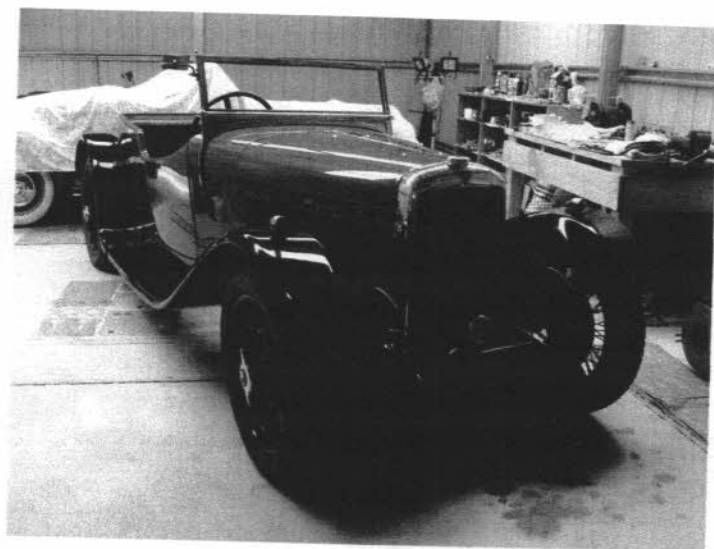
I dispatched the engine to a friendly engine rebuilding business in Queanbeyan owned by the guru on Rileys Australia wide. At the same time I dispatched everything needing re-chroming to an excellent business in Queanbeyan and the "car" went to a spray painter friend. The car in fact had been completely re-framed in timber, and at some expense, re-bodied in aluminium and with new steel wings and running boards by a coachbuilder in Adelaide. The chassis and other running gear had also been restored. The engine had run the big end bearing on number two and we deduced that the engine had been run without any oil. I had suspected this when I first looked in the sump and found white metal every where. The engine rebuild went well. We replaced the pistons and rings, converted the big ends to slipper bearings, machined and overhauled the head, re-profiled the camshaft and remanufactured the auxiliary drive shaft. Put in new timing chain, valve seats and springs and so on. The engine and chassis are original to the car.

The car is the same as David Webster's car in the recent JNBC rally. In fact the chassis numbers are only 235 apart and the two cars were dispatched by the factory 15 days apart in March 1933. Both are Cross and Ellis sports 4 seaters in green and black.

When the above work was completed I started cleaning, checking and reassembling the car. I purchased a new wiring loom from Autosparks and have nearly completed its installation. The carburettor required a full rebuild kit which I got from Burlens in the UK and have installed. As you can see from the photos, the car is getting close to being fully re-assembled. The offside front wing and running board is still to be put on. The head and tail lamps are still to be installed. The inside needs to be trimmed and

upholstered.

The engine and gearbox and all controls have been installed. But I haven't started the engine yet. The gear box is an ENV pre-selector. I have consulted with many people on this and I see this as the remaining potential issue at this stage. But I have been told to leave it alone, change the oil and see how it goes, but definitely DON'T open it up. The Armstrong Siddely people have been helpful and seem to have the expertise in Australia on these boxes and have offered assistance if needed.



The JNBC tour happened at a very opportune time and I made the time to get down to Beechworth knowing a Firefly from UK was participating. I must thank Andrew McDougall for his assistance in finding the owner and introducing me to David Webster. David was very helpful with a lot of information and tips and offered to take me for a drive in his car. I am ever so grateful to David for the drive we had out along the Stanley road.

As my car has advanced to its current state I find its design and appearance impresses me far beyond the expectations I had back in March last year. Just like David Webster's did. I have endeavoured to keep the car as original as possible but use new old parts where there is a need for reliability. I will install an electric fan rather than just rely on thermo-syphon for cooling.

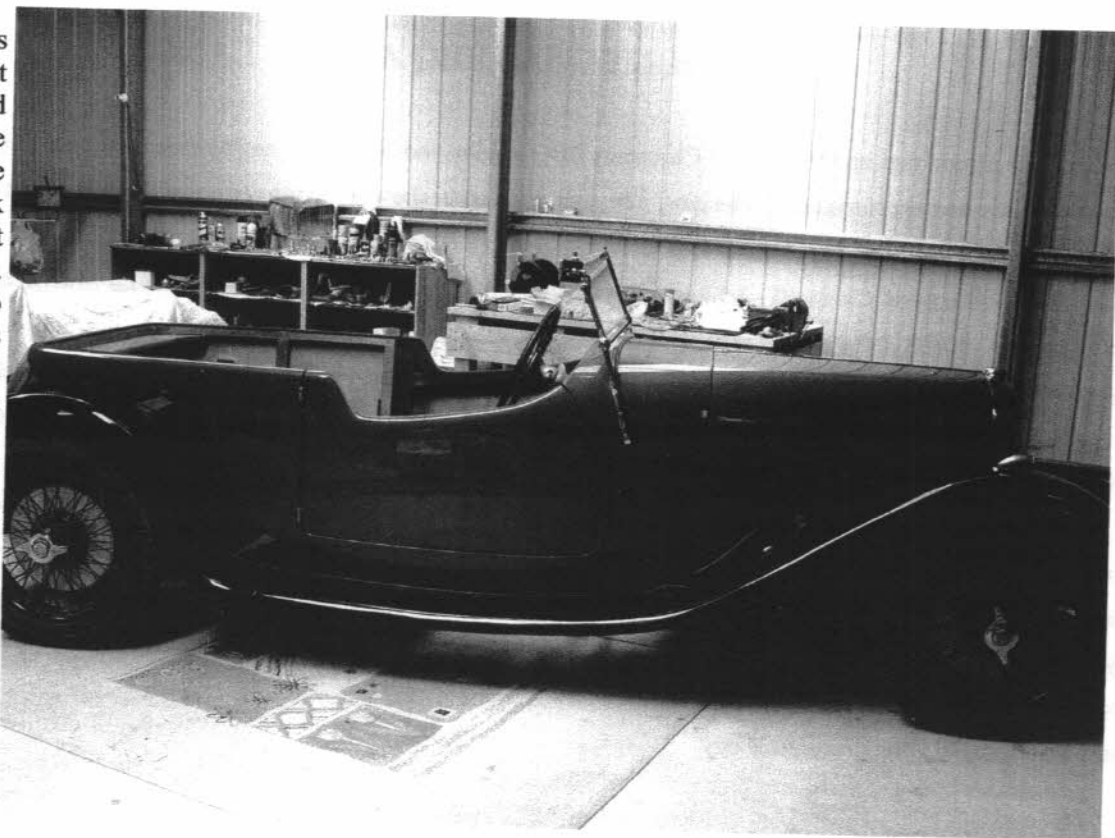
There are no more boxes under the bed! They are all empty!

When I got to the bottom of one of them very recently I found a note giving the contact details of the previous owner. I took this to be an invitation to contact them in Adelaide. I did this the following morning and the phone was answered by the most delightful lady who said they had been waiting for someone to make contact. I subsequently spoke for some time to her husband on the history of the car. Imported by Moxon Simpson, the industrialist in South Australia, in the late 1930s, who used it for his own personal transport.

You may recall that Bonhams also had a 12/60 saloon at the same auction. How I wish I had bought that too. Anyway I believe it has gone back to the UK.

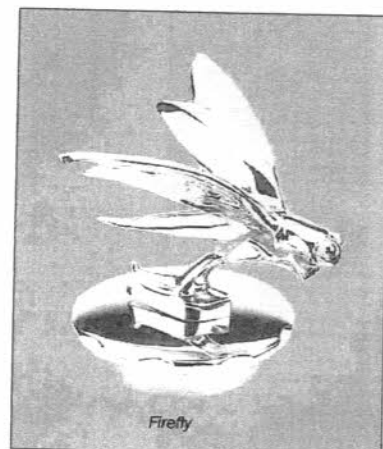
I hope to have the upholstery done in the next few months and the car on the road by about June, gearbox permitting.

I must mention that Dale Parsell has been very



helpful responding quickly with information, so thanks Dale for your help.

John Higham





CHRISTMAS BBQ AT THE LANGS

There was a good turn up for the 2008 Christmas BBQ at John and Margaret Lang's property at New Gisborne on Sunday, 7th December. The weather turned out to be nice, although some early showers kept a couple of Alvises at home.

Lined up in the paddock (or, as our JNBC visitors would call it, the field) at the Lang's were:

David and Margaret Caldwell - 3.5 Litre, David and Carol Head - silver Eagle, John and Margaret Hetherington - TE21,

Chris Higgins - 12/50, John and Margaret Lang - Front Wheel Drive and Speed 25 (sorry guys, you don't get extra points for having 2 red cars on display), Frank Mornane - Speed 25, Richard and Pauline Tonkin - 3 Litre Graber

It was a good chance to meet and mingle with Alvis enthusiasts that we see frequently and those not so often, and to inspect the cars. Keith and Lou Williams brought their pre-war MG.

We decided to try a different route on the way home, rather than coming down the Calder Freeway and onto the Western Ring Road. From advice from various of the locals who were present at the BBQ, we set off, through some delightful countryside, arriving at Monegetta. We then fell into error (no, I don't blame the navigator - this is a partnership), and we meandered for many kilometres along Joyce's Road (try to find in Melway or Vic Roads Country Directory - it doesn't exist!). However, we eventually got on to the Wallan-Romsey Road and returned home safely.

Many thanks to the Langs for a great day.

Richard & Pauline Tonkin



Darrell Horton



Enjoying the spoils



Sally McKaige &
Lesley Northey

ALVIS PEOPLE BEHAVING BADLY



Seen at Beechworth Court House—October 08

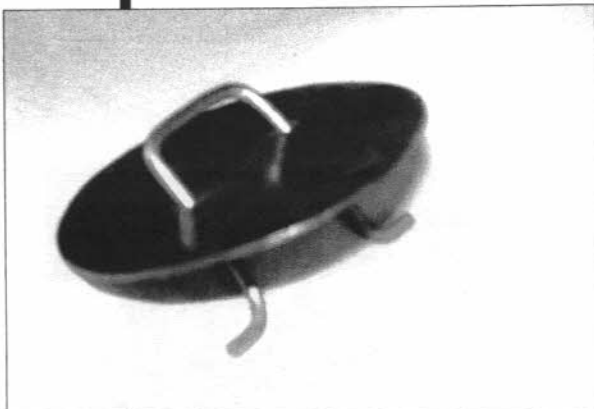
Left, David Webster trying vainly to remember where he put his violin. Alan Willingham trying to order 4 beers and Chris Storrar contemplating a stint in the old Beechworth Mental Hospital and a life away from rowing the frozen rivers of England.

THINGS TECHNICAL



Hi John. I showed this to some Sydney 12/50 owners last year, and thought it may be of interest to 12/50 owners down your way. With more than about 23/24 litres in a 12/50 tank, on anything but a really smooth road (is there such a thing?) the fuel sloshes up the spout and tends to leak out past any gasket, or the bleed hole in the cap, at least enough to smell until the level drops. I made a brass disc that just fits inside the filler and sits on the slight ridge inside. I think it may be or a fuel filter originally. Two holes take a bent piece of fencing wire, and the tank breathes through these. The 'handle' drops down when not in use and the cap fits over it. I can now fill up to 35 plus litres without fumes. Easy to do before setting off to QLD later this year.

cheers Mike Menzies



Springs & Things

Buying a car from a perfectionist has many advantages and this was the case when I bought the ex Brian Hemmings Speed 25 during the last National Rally held in Victoria.

It was a car that did all the right things and yes, there were a few things that could be re-invented which I'm sure were on Brian's list of things to do, but in essence it was a very well restored car, looked the part and went exceptionally well.

I have read and people have told me that Speed Model cars tend to wander, drive like a truck, roll on corners and are not a patch on a good 12/50 and as I had a good 12/50, why on earth would I need a Speed 25?

After a couple of years getting to know the old girl I decided to investigate the handling characteristics as yes, she did wander but this could be controlled somewhat by paying particular attention to tyre pressures and on sweeping bends she did have a tendency to roll.

The first step was to investigate the shock absorbers.

Brian had fitted a set of telescopic shockers on the front and was contemplating doing the same on the back but never got around to it. I replicated the front brackets for the rear and fitted four new telescopic shockers giving slightly higher lift to the ones that came off the front.

The difference in ride characteristics was noticeable particularly at the rear with two people aboard.

I persevered with this set up knowing the next job would be to look at doing something in regards to front and rear spring set up.

In Beechworth on the JNBC Tour, Nick Simpson as part of his "Technical Discussion" touched on the subject of spring heights that led to me peering under every Speed Model on the Tour looking to see where front transverse leaf springs sat in relation to bump stops.

What I found was rather interesting and this led to me to asking Nick for a set of factory spring settings.

I was always of the opinion that HT-

Chester McKaige recently had the springs reset on his Speed 25 and reports on the exercise

035 sat down at the rear too much and this was proved right when I was fabricating the brackets for the rear shock absorbers. My gut feeling was something in the order of a good 1 1/2 inches.

The front transverse leaf spring was sitting just on the bump stops and with this in mind and the set of spring data from Nick, I booked the car into Moorabbin Spring Works for either a set of new springs or the old springs re-tempered.

Measurements were taken of the car sitting on flat ground prior to pulling off the front transverse spring and when it was removed, we had basically a flat spring which would

of lack of wander.

Back at the spring works, we jacked up the rear and took some measurements and sighted by eye. With the rear springs removed these were re-tempered to what we thought would be the ideal only to find that we were within



+1/8 inch of the original spring settings.

Back on the car, the end result was remarkable.



have done well sitting on a racing car.

The front spring was re-tempered to the Alvis specs plus 1/4 inch for good measure.

When re-fitted I took the car for a couple of laps around the block and noticed a huge improvement in handling particularly in terms

I now had a car that sat correctly on level ground, steered in a straight line un-aided and did all the things that a Speed 25 should do.

For those of you who have a Speed Model, I enclose the data given to me by Nick.

Chester McKaige

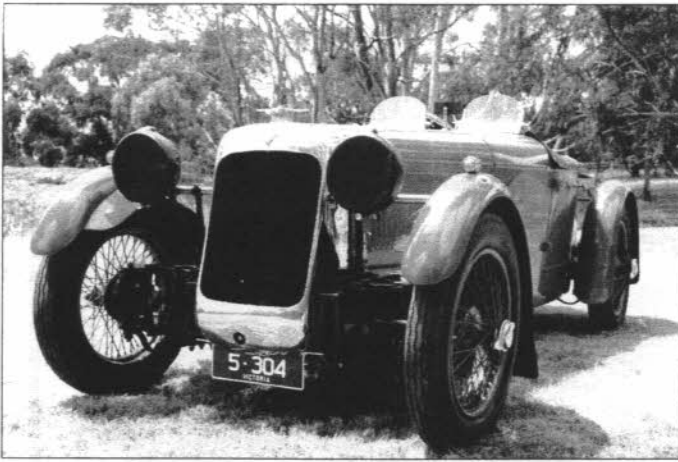
ALVIS FRONT TRANSVERSE SPRING DATA

MODEL & YEAR	PART No	CAMBER FREE	CAMBER LOADED	RATE lbs per inch def	CENTRE OF EYES	STATIC LOAD	WEIGHT set
1934 SB Sp 20	N12192	2.437"	.6875"	1018	47.0 + .125	1792 lbs	w/k
1935 SC Sp 20	N13389	2.9375"	-	296.4	46.687 + .125	-	-
1936 SD Sp 20	N13389	-	-	-	-	-	-
1936 SA 25.63	N13389	-	-	-	-	-	-
1937 4.3 SA31.48	N14558	3.41"	.687"	645	-	-	89 lbs
1937 SB 25.63	N14558	3.41"	.687"	645	-	-	-
1938 4.3 SB & SC	N14558	3.41"	.687"	645	-	-	-
1938 SC 25.63	N14558	3.41"	.687"	645	-	-	-

* see note

Speed 25 SB rear (standard)	N12193E	11.00"	3.00"	112.0"	57.5 +/- .125"	896.0lbs	88lbs
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80 YEARS ~~old~~ young on 24 January 2009

Photography by Chester McKaige

1929 ALVIS FE FWD—CAR # 12139, CHASSIS # 7257, ENGINE # 7672

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Our UK correspondents send photographs and tell of poor Alvis weather in England. The cars have finally arrived back at Southampton and conditions have forced many owners to truck their cars home from the docks as conditions are appalling on the roads.



Above: Chris Storrar has found other pursuits in the frozen river

Above: David Woodburn has put his motor mower away.

Below: Iain Galloway views the reindeer tracks from his study window



SWAP, BEG, BORROW or STEAL

FOR SALE

Alvis Speed 20 SC

Mechanically complete and drivable.
Original mudguards, bonnet, all lights,
horns, instruments.
New timber body frame (2 door coupe).
Car was originally a 4 door saloon.
More photos available on request.
\$30,000 firm.



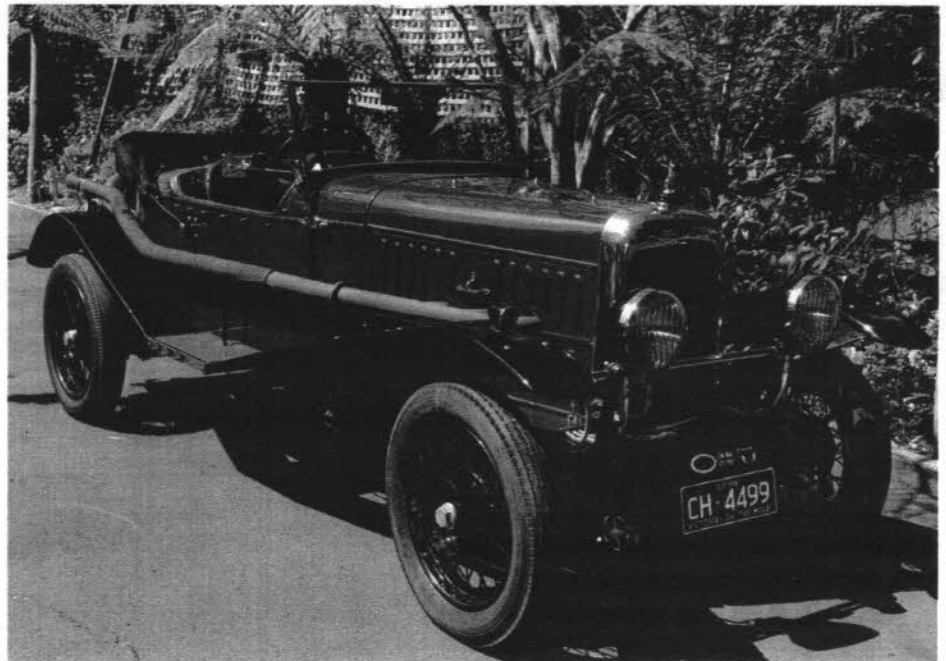
Contact: Andrew Wegener, mobile 0400501073.

For Sale 1931 Alvis 12/50 TJ

Chassis No. 9145
Engine No. 9626

Supercharged two seat roadster in excellent condition. Full wet weather equipment in Mercedes cloth with leather upholstery. A well known Alvis Club Car with great performance, reluctantly offered for sale. \$70,000

For more information contact Ray Newell 03 9755 3280 mob. 0428 558 228



WANTED. Am looking for some indirect gears for 12/50 that might be quieter than those that currently inhabit my gearbox, particularly 3rd which brings conversation to a full stop! Perhaps someone has a reasonable set they discarded when they upgraded with a close ratio set? Steve Denner.
Email: sgdenner@yahoo.com.au or Phone: 03 9885 4290
Steve Denner

FOR SALE

Alvis 12/50 subframe project for sale.

1x standard chassis, 1 x shortened chassis (8'6"), 1 x crankcase, (subframe needs repair), 1 x front axle complete, 1 x back axle complete (no differential), 5 x rebuilt wheels with new tyres (21"), 1 x gearbox, 1 x steering wheel, 1 x foot plate, 1 x set of springs, 1 x fuel tank, 1 x brake cross shaft, 1 x starter motor, several boxes of engine and chassis parts including new castings, 1 x radiator (original honeycomb). \$15,000, contact Paul at HVR on 03 9877 0666

FOR SALE

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.

Registration : DV 1926

\$55,000AUD

Ring Si Ramsay (03) 5472 4321 or fax (03)

5472 4081



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-mail caldwell8@optusnet.com.au



FOR SALE

Car badges \$30.00 each

Lapel badges \$10.00 each

Cloth badges \$5.00 each

Key rings \$16.00 each

'fridge magnets \$3.00 each

collectors memorabilia :- 1991 National Rally coasters \$ 1.00 each (rare & sought after)

1991 National Rally cloth badges \$ 1.00 each

JNBC Grill badges \$25

Ring Darrell Horton (03) 5983 2016

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