

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

April 2009

Alvic

A black and white photograph of a vintage Alvis Birkin Speed 20 race car driving on a track. The car is a two-seater open-top model with a prominent front grille and round headlights. The driver is wearing a helmet and a dark jacket. The car is positioned in the lower half of the frame, moving from left to right. In the background, there is a long, low building with several large, closed garage doors. The sky is bright, and there are some blurred figures of people in the distance. The overall scene suggests a motorsport event or a club activity.

This month
The Birkin Speed 20
Final
"A Tale of 2 FWDs"

Alvis Car Club of Victoria (Inc)

A0017202F

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Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline - first Friday of the month.
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Front Page: 2009 Phillip Island Historics with Andrew Green in his 12/50

Photograph by Dale Parsell

President's Report.

As some you might know, I like collecting books and over the past few weeks, a number have actually been read. One that is worth mentioning and a copy exists in our library is the biography of Harry Weslake. Who was Harry Weslake you might ask? Harry Weslake was a genius in regards to solving problems with gas flow in cylinder heads. He was born in 1897, designed his own diffuser type of carburettor in his teens and then went on to re-configure and even re-design cylinder heads that motor manufacturers produced for new model vehicles but had proved in testing to be totally useless. He cut his teeth on motorcycle engines initially progressing to car engines including a number of significant racing car engines for B.R.M. and Dan Gurney. He died in the late 1980s.

When you read a book such as this, it often gives you a totally different perspective on things. For example, the overhead valve arrangement on a 3 litre Bentley has never been regarded as totally satisfactory and when the 4.5 litre car was introduced in prototype form, it produced very little in terms of performance to that of the 3 litre. This was due largely to the valve arrangement and it was Weslake who was employed by W.O. Bentley to fix the problem. Now nothing is mentioned in all the tomes on Bentleys and only a passing sentence highly camouflaged appears in "The Other Bentley Boys" by Elizabeth Nagle, (another good read if you can get a copy).

Weslake re-designed the Austin Healey 100-4 and 100-6 engines and almost the full range of Armstrong Siddeley engines including the Hurricane, Lancaster and Sapphire.

It's a pity he wasn't involved in the design of the Speed 20, 25 and 4.3 cylinder heads whereby in these units to adjust the tappets you need one person to swing the crank, two armed with spanners, one with a feeler gauge, one with a screwdriver and one to hold your glass of red wine.

The fourth edition of Ken Day's book "Alvis The Story of the Red Triangle" has also hit the bookcase and as already have the other three editions, I now feel my collection of Alvis books is complete. All Alvisists should have a copy of this book and I recommend it highly.

I guess we are all getting busy fettling cars for the forthcoming National Rally? We are certainly looking forward to from this end.

Some ages ago that we actually had a run as the last two events have been very much static. The "Wings and Wheels" event was held in rather damp conditions but managed to raise enough money to purchase the paint for the DC2. Thank you to Thorpe, Dale and Chris for bringing their cars along and also to JFH and Marg for coming down from Shepparton. Kalorama was interesting to say the least. We shone as usual with eleven cars on display and would have won a prize if there had been one! Not sure what the future holds for Kalorama and it will be discussed I dare say at our next committee meeting.

Take care and we look forward to seeing you all on the National.

Chester McKaige

WELCOME TO GEOFF HEWITT WHO HAS BOUGHT SIMON RAMSAY'S 12/50
& GEOFF HALL WHO HAS BOUGHT THE EX-BUCKLAND TA21

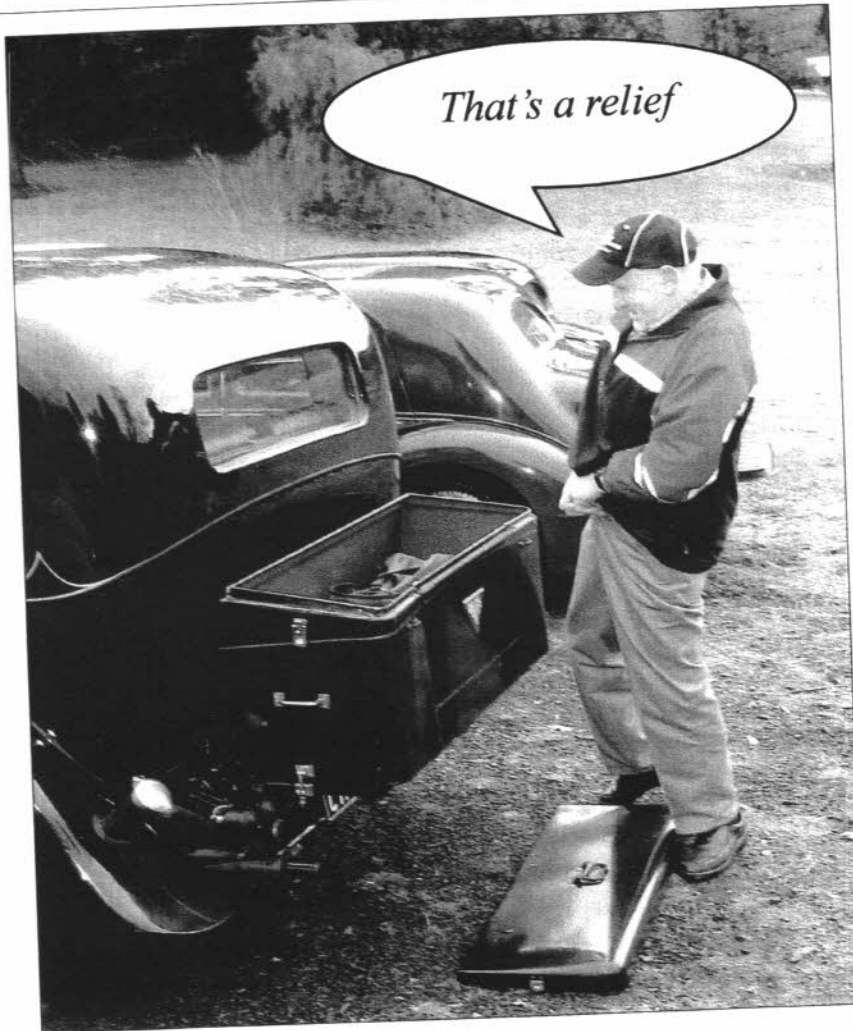
SUPPER - THE LANGS

THIS IS THE LAST NEWSLETTER FOR UNFINANCIAL MEMBERS

2009 EVENT CALENDAR

Apr 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 - Darrell & Jocelyn	(See note inside)
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 & Jocelyn	

ALVIS PEOPLE BEHAVING BADLY



Richard Williams sent me the following article, originally published in the 'Australian Model Engineer.' It has been reproduced in several publications and you may have read it before, however the issue of safety in the workshop cannot be overstated.ed

TECHNICAL

I was using the grinder to smooth the edge of a hacksaw cut on a 2" length of 105" angle iron. I had been grinding for about a minute and a half or 2 minutes when there was a loud thump accompanied by about a 1 foot diameter brilliant yellow fire ball. The fireball lasted no more than half a second and then completely extinguished itself. It completely enveloped the machine and my hands halfway up my forearms and to the top of my stomach. As soon as it went out it was obvious that I had suffered some serious burns to my hands. Besides large areas on the heel of each thumb and the palm of my left hand, the skin was hanging from the heel of both hands, from my little finger to my wrist and from the finger joint to my left hand. Also the right cuff of my shirt was smoldering, my face felt burning. The workshop was filled with dense white smoke with very little odor.

Initially I could not understand how I could have suffered such severe burns from such a small exposure to the heat. A few days earlier, my son ground the heads off about 12 aluminium pop rivets. Finally divided aluminium mixed with finely divided ferrous oxide (the black residue from grinding steel) produces a compound called 'thermite.' Thermite is used to fill incendiary bombs and to commercially weld large steel items. It burns at approximately 3,500 degrees Centigrade—hence the extensive burns from such a short exposure time.

In light of my experience, I felt that there should be STRONG WARNINGS passed on to the readership as to the dangers posed by grinding steel after having ground aluminium, unless the machine is **thoroughly cleaned of all aluminium dust.** The potential is there for even more serious injuries.

Continuing the story of the JNBC Tour as seen through the eyes of some of the UK participants. Acknowledgement is again made to the AOC Bulletin in which the epistles were first published. Also thanks to those who put pen to paper to tell the story.

THE JNBC TOUR

Ballarat via Bendigo to Echuca *Ian & Jo Todd*

Today was a rest day in Ballarat and in the morning we visited the Sovereign Hill gold mining town, a re-creation of Australia's early gold mining history. There were opportunities to pan for gold, watch a gold pour, musket firing, wheelwright demonstration and many other activities. The rest of the day was free to see the sights of Ballarat and many people took the opportunity to visit the local fine arts museum.



Dinner that evening was a special occasion celebrating the production of Alvis FWDs 80 years ago and was held at Pipers on the Lake. After yet another superb dinner, we were delighted to have Tony Cox from the UK there. He came to Ballarat especially for the occasion. Tony is the FWD Registrar and was a close friend of Julian Collins. Also present were Graham Cook and John Cole who used to drive FWDs in the 50s and 60s. All were welcomed by John Lang who outlined the reasons for the tour which was initially proposed two years ago. Sadly Chester was not present as he had succumbed to the 'lurgy'.

Tony Cox gave a powerpoint presentation on the history to date of the Alvis FWD cars with the theme 'FWD owners: are they normal people?' 'No' was the verdict in a straw poll taken at the end of the talk. Alvis were the first to manufacture FWDs on a production basis but only one hundred and forty three were produced as the market in 1928 was not ready for this innovation.

Of the twelve which came to Australia, eleven survive and five of these were present for the evening. The drivers were Don Bosanquet, Des Donnan, Heather Goldsmith, Rob Gunnell and John Lang.

Graham Cook (yellow folder) looks at the restored FWD he owned from the 60's to 2005. New owner & restorer, Des Donnan far right

It was an evening for presentations: for the ladies there was a stationery pack illustrated by Beverley Graham, botanical artist and wife of ACCV member Robert, and for the men a book 'Alvis Front Wheel Drive' about the Australian FWDs which had been prepared by John Lang. Every page was based on the format of the original brochure.

John Hetherington thanked John Lang for his work on the book and Tony Cox, on behalf of Alvis and all the tour, presented John Lang with a facsimile of the only blueprint of a 4 cylinder FWD engine. There was also a commemorative plaque for those who brought their FWDs to the event.

Thursday 16 October

Another sunny day for a lovely run through the countryside to a morning tea stop at Jubilee Lake in Daylesford. We then drove to the Paramoor Winery for an excellent lunch organized by the Country Women's Association and the winery owners Will and Cathy Fraser.

The afternoon's drive to Bendigo included a cryptic quiz to keep us alert after lunch.

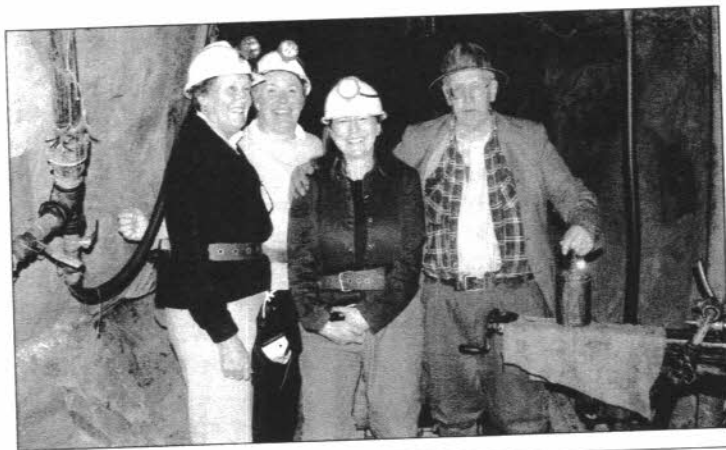


Above: Paramoor Winery - Helen Storrar, Bryan Pooley, Chris Storrar, Elan Pooley, Nick Simpson, Martin Boothman, Ian Todd

Friday 17 October

This morning, a rest day in Bendigo, we boarded a tram on the Vintage Tramway system which took us to the Central Deborah Gold Mine. There we donned helmets and lamps, descended in a lift and were taken on an excellent guided tour at level 2, 68 metres below ground. There was a self-guided tour above ground of the engine room and blacksmiths's workshop and another opportunity to pan for gold.

After the gold mine tour we visited the tram depot and museum where restoration and maintenance work is carried out. During the afternoon while fettling of the cars took place, there was a 'Secret Women's Business' meeting which caused much amusement to both men and women alike. Dinner that evening was at our own choice of venue.



Above: Marg Lang, Frances McDougall, Lesley Northey &

The JNBC Tour

Bendigo to Beechworth: Chris & Helen Storrar
18 October, Bendigo to Echuca

After the fun at Bendigo (Central Deborah gold mine, trams, outdoor pool), the morning's drive promised to be an easy one, only about 60 miles northwards to the Murray river town of Echuca. However, to quote Robbie Burns 'The best laid plans of mice and men gang aft agley. And leave us naught but grief and pain for promised joy.' We left the Lakeview Resort after a good breakfast. At the filling station, we met Jes and Jenny Jarvis with a leaking filler pipe on their lovely TA21 DHC. Later on, Jes told me it had been speedily fixed at the local Ford repair shop and he had had to press payment on the guy. This on a Saturday, a good reminder of the resourcefulness and generosity of the Victorians.

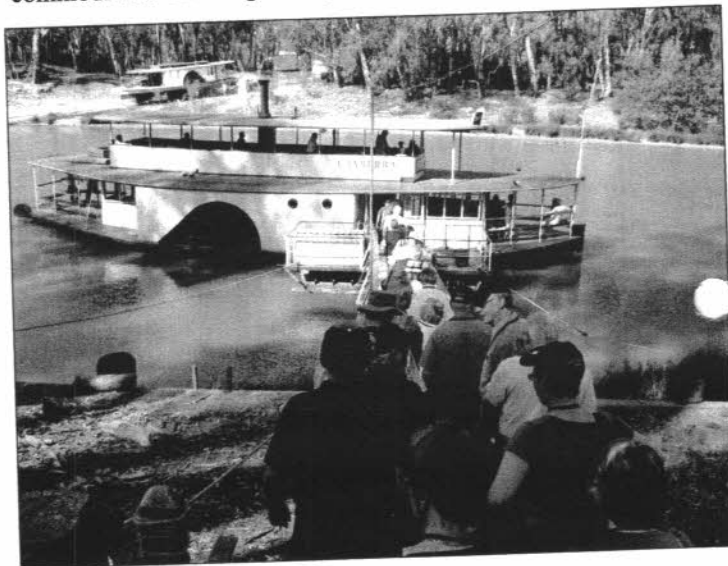
For the first and only time on the tour, we lost the route. After approx 15 miles on the backroads, the (excellent) instructions provided by our hosts said 'At the T intersection turn left to Elmore'. However, the signpost clearly said Elmore right, which is what we did, oh foolish ones! We should have had more faith in the instructions. By the time we realised our folly, we were well and truly in the boondocks. In this we were in good company, namely our revered UK leader Iain Galloway and Jane in the TD21. It did have two compensations, additional to Iain and Jane's company of course. Firstly, we avoided the usual morning's ambush and beating up by the Hirst/Diffey high speed 12/50 convoy. Mike accuses me of speeding up whenever he appeared in the rear view mirror. Quite correct, Mike, but whether out of competitiveness or panic is another matter. Mike, Ruth and Phil and Janet were just great! The second was a drive along a beautiful straight tree lined avenue which apart from the red gums instead of planes or poplars could have been rural France at it's best, greyer, drier and on a larger scale. The result though was to drive from Bendigo to Echuca via Heathcote, (a wine growing centre), which is a bit like doing London to Cambridge via Brighton. About double the mileage, but no harm done. As we got further north, the trees became less frequent, the land became drier, and the temperature higher, a warning of what was to come the following day.

Just before Echuca, we detoured off the route again, this time intentionally, to Nanneela. Our daughter Harriet's partner Dave's family have farmed here since 1864, so we took the opportunity of a reunion and coffee. Ed, Dave's cousin, has a

Ruston Proctor steam traction engine, so the car created a lot of interest. Water is a big problem in this region, and good dairy cows are being sent to slaughter. Opinion of Australians here on their politicians is at about the same level as we have of ours.

Steam Paddle Boat Trip

So to Echuca, which means, 'Meeting of the Waters', in Aboriginal. By the 1870's, Echuca had risen to become Australia's largest inland port, being the nearest point the Murray River reaches to Melbourne, for rail transshipment, handling wool, wheat rice, livestock and timber amongst other commodities. The large rice packing plant shut some years back



and nowadays the town is being developed for tourism. We enjoyed a one hour cruise, starting at 4pm, on the Murray from the historic wharf aboard the steam paddleboat *Canberra*. Echuca is home to a number of historic paddleboats, the oldest being the *Adelaide* from 1866. *Canberra* is a more recently built up 'bitza', employing a 1912 flat bottomed wooden hull, with a 1923 Marshalls of Gainsborough cross compound two cylinder condensing engine, with a hand stoked wood burning fire tube boiler, driving side paddles by chains each side. The overall impression was the mechanical silence. The other favourable impression was the bar, which opened as soon as we left. Toc Toot!!! Near the end of the cruise, we were treated to a 'flashing' and 'mooning' display by youths on a nearby houseboat. Didn't our Australian hosts go to some lengths to provide variety of entertainments for us !!!?

Dinner at Antonio's

Prior to dinner, Helen and I enjoyed outdoor drinks at the hotel with John and Margaret Hetherington, Sally McKaige and Richard Tonkin amongst others. Our daughter Harriet was with us and thought Richard's name was Euan. Apparently Richard had said to Harriet on introduction what she took to be 'Euan Fidgett.' What he had actually said was 'Are you infected?' Referring to the dreaded lurgy that was around. Well, there must be a prize for unusual chat-up lines. Cheers, Richard, we look forward to seeing you next time and so to Antonio's Italian Restaurant for dinner. Ace Master of Ceremonies John Hetherington announced Ian and Jo Todd as the Quiz winners, (a questionnaire on the Paramoor Winery-Bendigo section of 16 October), welcomed Harriet and Dave and announced the arrival of a new grand daughter for the McKinnons, their fifth, Reese

Chloe. Well done, Alan and Noeline!!! If she is a chip off Grandpa and Grandma's block, she'll be a good 'un! There then followed an awards ceremony presided over by Denise Blacket, Head of Secret Womens' Business (Witches Coven to us normal folk). Now that's what all the plotting had been about by the swimming pool at Bendigo and I thought they just had some super plonk they didn't want to share with the mere males.

Awards as follows:

Best Kept British Body
Best Kept Australian Body
Valour

Richard Day
Tony Hannam
Bryan Pooley (for chasing a huge spider out of the TA21 engine and for being propositioned, not once but twice, by the gentlemen of Daylesford (the pink capital of Australia)
Peter Holmes
Martin Boothman
David Woodburn
Alan McKinnon
Phil Diffey
John Layzell, for avoiding the lurgey
Jes Jarvis

Most Steady Driver
Furthest in a 12/50
Most Time Beside the Road
Most Happy to Share his Tools
Best Rear End
Survivor

Best Facial Woodwork

And so to Bed, as Winnie the Pooh no doubt would have said, at the Settlement Motor Inn.

19 October, Echuca to Beechworth

This was a journey of about 170 miles due east, largely straight and flat, but climbing on twisting roads through the forest for the final stretch towards our destination. The major change was the temperature, which rose to 37/100 degrees fairly quickly. The day started with drama in the car park at 7am, with a renewed attempt to hold together the exhaust manifold of Martin Boothman's 12/50. The crack had now made it's way round 360 degrees and front and rear sections had parted. Nothing was to deter Martin and John Layzell. Lord Baden-Powell would be mad of these boys. Apparently a repair bandage with splints from cut up stainless steel dinner forks held by hose clips did the job right to the end of the tour. Do Antonio's know about this??

We left before breakfast and after refueling on the outskirts of Echuca, followed Andrew and Frances McDougall in their 12/50, a brisk motorcar! The scenery was a mixture of dairy and beef cattle country, with pears, peaches and vineyards later on. We stopped for breakfast at Yarrowonga after 92 miles and had a walk along the banks of Lake Mulwala, formed by a dam. The heat was already evident. We noted Richard and Sushama Day's TD21 with the bonnet up, to allow the engine to cool.

A further 35 miles took us to Corowa, where the John Foord Bridge was closed, so we had to detour, but no harm done. There followed a light lunch and lecture at the Oddfellows Hall, now the Museum. In 1893, this Hall was the venue for the political conference, which paved the way for the Australian Federation.

The heat was now beginning to tell. The electric pump on the Speed Twenty (one of the few non original parts) was hundering away, a sure sign of vapourisation, although the car seemed as strong as ever so liquid petrol was obviously getting through. Only just over 40 miles to go from Corowa to our final destination! This was not to be! On the final climb, the engine

began to falter, a change down to second made no impact and we pulled over onto the dirt with the petrol pump thundering and a dead engine. Up with the near side bonnet, to allow things to cool. John and Margaret Lang soon appeared, a wet cold poultice was applied around the petrol pump (see how these Australians treat their Alvises like human patients) and within 40 minutes all was well. Once we rounded the next bend, it surprised us how nearly we had made it. We were not the only ones to have petrol vaporisation problems this day, but it is interesting to note that not one 12/50 suffered. Gravity feed!! Another problem reported during the day and speedily resolved, was condenser failure of John and Gill Harvey's nice TA21 DHC.

Our destination and home for two nights at Beechworth was 'La Trobe' a former long stay psychiatric hospital, set in glorious gardens on the edge of town. Very apt!! It is now the Hospitality Industry Training School of La Trobe University, Melbourne. A good informal buffet meal was enjoyed in good company. On both evenings, a Ghost Tour was organized around disused parts of the former hospital. We did not participate. From those who did, I gather it was not particularly spooky, but gave an horrific picture of institutional life for mentally ill and some not so, former inmates.

20 October, Beechworth

Helen and I liked Beechworth and it is a place we will return to. We were joined by a lively contingent from New South Wales on their Fairfax Run. Every two years ACCNSW has a long weekend away that involves some navigation/observation etc. This year they decided to vary things a bit so that their Fairfax met up with our JNBC. Someone counted 58 Alvises at Beechworth.

Nick Simpson Technical Session

Nick's Technical Sessions are always good value and as before, this was an informal discussion with much floor participation. It commenced at 9.30am and a full house attended, all male but for one lady. No doubt, the political correctness police will have something to say. The lady was Heather Goldsmith from NSW, who had participated in the Ballarat display and drives a FWD, so some special lady. Helen enjoyed the shops, which she said were food, after almost two weeks sitting in an old car. Topics covered included Vapourisation, Steering, Transmission, Wheels/Tyres, Petrol Additives, Valve Clearances, Coach Work/Woodwork, (termites-Cuprinol is a great product, but even this will not work), scuttle strengthening on TA21 Tickfords and Conservation of Saloons. As always I left feeling fortunate in having old fashioned beam axle Alvises. There then followed a 'bonnets up' session with Nick in the car park. Perhaps the most interesting car for me was Paul and June Lunsman's 1923 12/40 Kirkham tourer, from NSW. It was fascinating to see an early side valve engine close up and I can confirm from the next day's run, that this car is no slouch. These early cars are so rare. Many thanks to Nick, for an informative morning.

My good friend and neighbour back home, John Oliveira, our 3 1/2 litre model secretary, had asked me to look out for David Caldwell's 1935 Bertelli saloon and it was a pleasure to meet David and Margaret, together with this magnificent motorcar. Two such were bodied by Bertelli, the other one survives in Scandinavia, but with a 4.3litre motor, so this handsome car is the only original survivor. Not only was I given a ride into Beechworth, but was allowed to drive it back. We passed Helen

on our way back from town and fortunately she did not believe me when I said I had bought another Alvis! The car is in fact for sale, but I suspect David will be sorry to see it go. He has rebuilt it, as written up in the Bulletin some time ago. It was a much quieter, smoother drive than the SA Speed Twenty, a reflection on how much Alvis had progressed in two years. David gave me some signed photographs, which have now been passed on to John, who was very pleased to receive them.

The Stanley Pub

On getting back to La Trobe, I decided to give the faithful Speed Twenty a much needed clean. Andrew McDougall was in the car park, at a small table working on a magneto. No sooner had I started than Martin Boothman, John Layzell and Alan Willingham appeared, announcing that they were going into town to find a pub for some beers and lunch. Now it doesn't take a PhD in Rocket Science to decide what to do! No doubt the car will understand. So off we piled in Alan's and Martin's 12/50s and soon we were enjoying whitebait and Australian Ale (brewed at the Beechworth Bridge Street Brewery) at Gigi's Bar and Bistro, where we were joined by Helen. On completing lunch, Alan announced that he knew the best pub in Australia, at Stanley, a few miles up the road. Now who can resist a challenge like this? Into the 12/50s and off we went up the hill, John joining Alan in his ducksback and Helen and I in Martin's wide two (comfortably three) seater. Soon the cavalcade arrived at the Stanley pub. It was closed. Now Storrar's law definitely says that however good it is, a pub is useless if it is shut. We were just debating what to do when the (new) landlord came to the door, saw the two 12/50s and immediately opened especially for us. Now that's what I call a great pub. It would not have happened if we had arrived in Holden utes! It was a good pub too, with two lovely guest rooms and we feel tempted to stay next time we visit Victoria. Thank you, Alan, John and Martin.

The Ned Kelly Trial

At 4.00 we joined the rest of the tour at the historic Beechworth Court House, for a re-enactment of Ned Kelly's trial. The story is perhaps well known. Ned and his gang were late 19th Century bushrangers, who terrorized Northern Victoria and Southern NSW, blowing up Banks and besieging pubs. Several people were killed including three policemen. In 1880, the gang besieged the pub at nearby Glenrowan and filled it with hostages. There was a plan to derail a train to capture more hostages, but the pub was attacked by the police, several of whom were killed. Ned was captured alive after his home-made steel armour failed



to protect him. The pub was burned to the ground with the loss of several lives including his two brothers. Subsequently, Ned has become something of a folk hero.

The trial was enacted by the following actors, suitably gowned, wigged and helmeted as appropriate.

Ned Kelly
Police Constable McIntyre
Defence Counsel Mr. Binton
Prosecuting Crown Counsel, Mr. Smyth
Justice Sir Redmond Barry

David McDonald
Bryan Pooley
Chris Storrar
David Webster
Alan Willingham,
who somehow
had acquired an
Irish accent or
was this a result
of the Stanley
Pub????
Actor Michael
Beattie

Compere

Despite the eloquence and sheer brilliance of the wonderful Defence Counsel, our Ned is pronounced guilty by the illustrious Sir Redmond who for good measure also condemned the Compere. Ned is invited to meet the Melbourne hangman Mr. Upjohn for a rather unpleasant encounter.

Dinner at La Trobe

Another wonderful buffet, attended by the NSW contingent on the Fairfax Run. Master of Ceremonies John Hetherington welcomed the NSW contingent. Mike Menzies of NSW announced the winners of the Fairfax Trophy as Paul and June Lunsman, in the 12/40, the oldest car present. NSW President Geoff Farrance proposed a toast to the late Roland Comfort, and presented a hat to Fairfax organizer Mike Menzies. Mike did such a good job of organizing the run that the members nominated him 'Commissioner of the Fairfax' and thought he should have suitable headgear in the form of a pukka pith helmet. Do all adults behave in these ways, or is it just Alviators when they congregate in one place?

What a wonderful Tour. Both Helen and I say we haven't laughed so much for ages and we were with a great group of people, both Poms and Aussies. Much thanks to Iain Galloway, Chester McKaige and John Lang (and their ladies) and all the others who put in such hard work to make it happen. A special thank you to John Hetherington, who masterminded this sections. Presumably, he is now in hiding from the man with the blunderbuss intent on silencing that duck whistle!

Beechworth to Healesville: Sue and David Little

21-22 October

We left the beautiful town of Beechworth to set off into the mountains. They say that Victoria can have all four seasons in a day and we experienced that with warm sunshine in the morning and just a chill wind as we started to climb the long slow slopes up towards Mount Beauty. After lunch the fun started when we went through Tawonga Gap and then Hotham Heights. David was chased by up the winding mountain road by Bob Clark and they both enjoyed the exhilarating ride. The tallest mountain in the range is Mount Bogong which is 6500ft. This is known as the alpine region and the whole area had massive bushfires only a

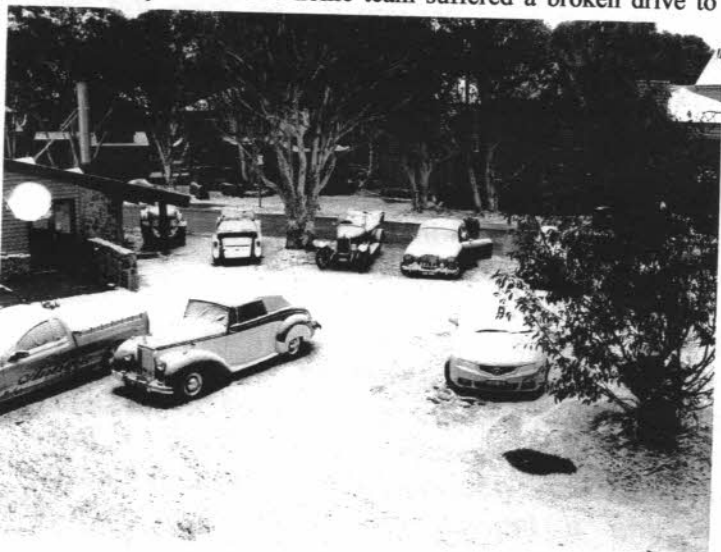
couple of years ago. Although the trees were killed by the fire they shed their seeds and the undergrowth is teeming with fresh growth. At the end of this wonderful journey we reach Dinner Plain which is an alpine resort on the mountain.



Dinner Plain on arrival

Having found our lodge we walked down to the only hotel which is open at this time of year as all the snow finished a month ago. It was cold and windy walking down to the hotel and we were told to expect 4 degrees of frost in the morning and snow. During dinner we were entertained by a young Australian guitarist who had just spent the last year in Ireland. He played bluegrass music which was very nice. Following that he joined our group and spent a pleasant time jamming with David Webster one of the Brits, who had brought his fiddle out with him.

Morning brought two inches of snow on all the cars and a brisk cold wind. After much preparation the cars started but unfortunately one of the home team suffered a broken drive to



Dinner Plain - next morning

the water pump. We also had a few frozen radiators but only one car had to go home on a lorry.

Only one night in Dinner Plain and we were off down the hill. Not so dramatic this side but much more rolling and alpine. We had lunch at Omeo which is a small town in the mountains where the ladies of the Country Women's Association gave us a sandwich and cake. No pumpkin soup this time although on this

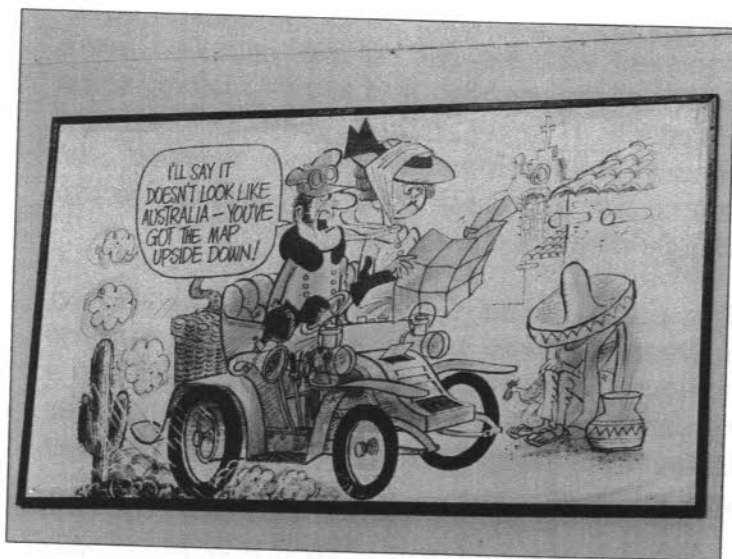


On the road to Omeo

occasion it would have been most welcome. They do it very well and it is a good way for them to add some money to the community coffers.

That night saw us in Lakes Entrance which was where the first Australian oil was discovered. This was extracted from the 30s but has proved to be uneconomic as it has too much water to be of use these days. It would have been nice to walk all the way to Maffra where the Gippsland Motor Museum is housed. This massive shed is rented by a local co-operative to the museum at a peppercorn rent. The vehicle display is changed every three months and comprises mainly locally owned vehicles. It is very well supported by the local clubs as it stages theme days and they all feel ownership as their cars are on exhibition. It was a very friendly, interesting museum.

This journey's end was at Inverloch, which is a little piece of heaven, a beautiful hotel run by the RACV, situated on the beach with stunning views from every window and luxury unlimited. It was a lovely place to stay and we were sorry to leave after just one night.



THE FINAL NEXT MONTH



SPEED 20

These days I am not the avid collector of motoring magazines I once was.

In the 1970's I lived from month to month on a diet of "Classic & Sports Car," "Thoroughbred and Classic Car," "Autocar," and the various local publications which all contributed over the decade to the amassing of a degree of knowledge about the cars of my choice, and that lies dormant until some item pops up in reading or conversation to trigger my memory.

A case in point occurred recently when I happened upon the December edition of "Classic and Sports Car," and under a box headed "Coming soon," I saw a photograph of a familiar Alvis I had had the good fortune to inspect when at Brooklands a couple of years ago. I refer to the so-called "Birkin" Alvis, which was reported to be coming onto the market in the UK last November. On an information board displayed with the car on that occasion, were details of its inception and known history, some of which I knew I had read before, and somewhat coincidentally I have sourced that information in a back copy of "Autocar" which may be of interest to readers.

The edition dated 1st. March 1975, carried an interesting article under the title of a regular column "Talking about Sports Cars," and sub-headed "A Tale of two Alvis's," in which the car is featured along with a creation it is credited with inspiring.

I will not go into detail here other than to say that the concept of a Speed Twenty racing machine came about as a result of Sir Henry Birkin lamenting the absence of a British car capable of offering serious competition to European makes

after the demise of Bentley Motors in 1930. We are told" it was endowed with a light sports two-seater body with a seventeen gallon tank for long distance events, and specifically for the Tourist Trophy race (and possibly Le Mans), for Birkin to drive. It was finished in red, the colour he used for his personal cars (such as the blown Outer Circuit Bentley, now owned by BM Russ - Turner)."

The late "F Rivers - Fletcher, who knew the car, is quoted as saying" Alvis were very slow building it," and although it was intended for Birkin, he never drove it, because his death from blood poisoning after burning an arm on the exhaust of the Maserati he was driving in the Tripoli Grand Prix, most sadly intervened. It was ordered in 1932, but not ready until 1933, when Charles Follett, then a great Alvis exponent, sold the car to Sir Ronald Gunter, of Bentley fame.

It seems that its only notable racing appearance in its day was at the Junior Car Club's 1933 International Trophy race at Brooklands, when, amidst much sterner racing car opposition, it was driven by Gunter and "Sammy" Davis's old Bentley team - mate, Dr. Benjafield. The engine broke, and it disappeared from the racing scene.

Rivers - Fletcher went on to say in response to the question what chance did he think the car would have had against contemporary opposition - - "Not good enough; the fact is that Alvis hadn't been racing for a long time, not since the front - wheel - drive cars (1928). Although it was an extremely nice car, it wasn't really competitive; I think the truth of the matter is they did the car too late."

The Alvis was found in a barn in 1967 and restored over a number of years and was described in the article as being in beautiful condition, an assessment I would endorse from my first - hand observation. So, although it never became a famous car in its own right it nonetheless is a noteworthy member of historic Alvis vehicles.

Due acknowledgement is made to the publishers of "Autocar," edition Weekending 1st. March, 1975, which inspired this article and from which quotations have been lifted..

Darrell Horton.
February, 2009.

Alan East asks, 'How's your navigation?'

Did you think that the In-car Navigation, the Global Positioning System, or even the humble magnetic compass were relatively modern inventions?

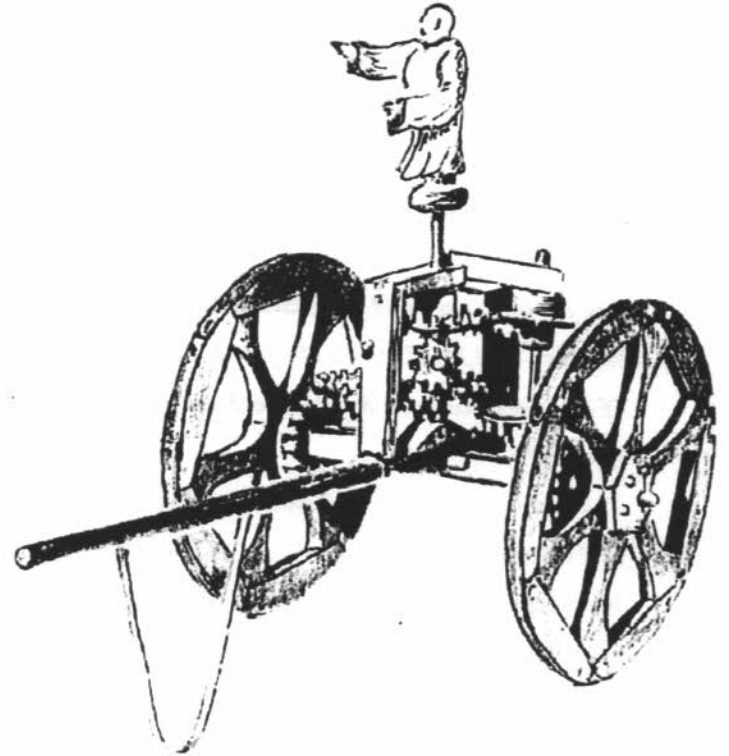
Maybe so, but consider the

Ancient Chinese South-pointing Chariot

Although we may not all be an expert with map and compass, these days most of us can find our way from A to B. Thinks: If that is the requirement, why do we sometimes consult an A to Z? But I digress already!

The erstwhile scouts and guides amongst us are probably still confident with map and compass. Many of us still don't have a gadget to receive updates from those ubiquitous blue masts at the roadside nowadays. Anyway, modern road numbering and sign-posting is usually very clear. But that was not always the case. And for sailors, there are precious few nautical 'signposts' once out of sight of land, yet with tide tables, chart and compass they can achieve long voyages safely.

A knowledge of the night sky is a useful backup, of course, because that is nothing if not a panoramic 'signpost'. Indeed, before the development of the magnetic compass, that was perhaps the most reliable aid. Indeed, in their open longboats, the Vikings crossed the Atlantic with reasonable accuracy by using just a notched stick to make regular checks of the angle of the sun in order to stay on the same line of latitude. All good stuff; but, as you might have guessed, the fiendishly clever Chinese got there first. No, not across the Atlantic!



The aid to oriental orientation illustrated above is thought to have been invented, lost and reinvented a number of times before the discovery of magnetism which, in turn, led to the development of the compass and a totally different solution. Old Chinese legends suggest that, as early as about 2500BC, those who had to travel the wide prairies of Asia had some sort of mechanical device to indicate constant direction.

The Science Museum model illustrated was constructed by George Lanchester and uses the differential odometer. This principle is thought to have been invented in China about 2,000 years ago. As with a modern day driven axle, when changing direction the outer wheel will travel a predictable greater distance, and therefore faster, than its inner partner. But here, the different speed of each wheel

is used by the differential to control the figure to which it is attached, so that its outstretched arm continues to point at the chosen datum. Rather clever, what?

Like to know more? See Part II, Vol.4 of Joseph Needham's SCIENCE & CIVILISATION IN CHINA (1965). I also acknowledge the Jan/Feb 1988 Newsletter of The Royal Institute of Navigation. Alan East.

There was a great turn up of Alvises at Kalorama on Sunday, 22nd March. The weather was perfect for a days outing in a proper car and Alvis was by far the most numerous marque on the oval.

Those present (and roughly in chronological order of cars) were:

Chris Higgins (12/50), Alan & Noeline McKinnon (12/50), Andrew and Frances McDougall (12/50), Dale Parsell (Silver Eagle), Eric Nichol (with David & Cathy Skinner from England (14.75)), Frank Mornane (Speed 25), Chester & Sally McKaige (Speed 25), Alan Bratt from Corowa and friend Noel (TB14), Richard & Wendy Wallach (TA21), Darrell Horton & Jocelyn (TA21) and Richard & Pauline Tonkin (TA21 Graber).

There were a number of comments from our and other Clubs about the "good old days", when the hill behind the oval was packed with cars that did not qualify to enter and every available space on the oval was taken. This year, there were no cars on the hill and perhaps 10% to 15% of the oval was not occupied by qualifying cars, that is, those made 50 years ago or more. There were also no Gymkana-type events this year, insurance and chewing up the ground have put an end to those. Notwithstanding those issues, I felt it was a good day and well worth attending. There was judging for the best car on the day and the McDougalls got a gong (again) - well done!

Does it really matter how many cars are there, and were the events an important part of Kalorama, to the extent that one would not keep going because they have stopped?

Many of the Alvis people had lunch together

under the shade of an obliging poplar tree and I think most of us did at least one walk around the oval inspecting at other cars.

No doubt there will be discussion at future Club and committee meetings about whether we should continue to make Kalorama an official Alvis event but I, for one, think it is well worth our continuing support.

Richard Tonkin

There is no better place to spend an idyllic autumn day than in the lovely Dandenong Ranges with friends of like mind and shared commitment to enjoying the good life.

Or so thought the drivers and crews of eleven Alvis's who gathered to display their passion in what may rightly be said to be the most impressive array of single-make cars on the day.

With Club identification in place, greetings were followed by polite remarks about the weather forecaster's misinformation for the day's outcome and how fortunate it is that "Alvisi" are now well able to read the right weather and turn up for an occasion in the knowledge that the sun always shines on the true and deserving.

With cameras to the fore a round was made of the assembly to admire and renew acquaintanceships with many familiar cars in attendance and some not so, as the clever and impressive replica Bugatti and Alfa Romeo proved. Lovely cars indeed but are they true to the name they bear? Had they not displayed names we would all have been able to identify the source of the inspiration that brought them into being, but enough of this. They added to the overall display and were rightly much admired.

Inspections and greetings completed the "Alvisi" repaired to the shade of a popular poplar, there to break bread and discretely sip of a nourishment of choice, and before one could follow with the post-prandial nap that has now become part of one's "brain restoration" procedure, words were being exchanged about "how nice to see you again but we really must be off". And so, to the accompaniment of the public address system announcing that an "Alvisi" had won for himself and his beloved two bottles of beverage one departed hoping that the gods would continue to smile upon the true and deserving until their carriages were safely put to bed after a delightful day of motoring, showing off and reminiscing.

Post script:-

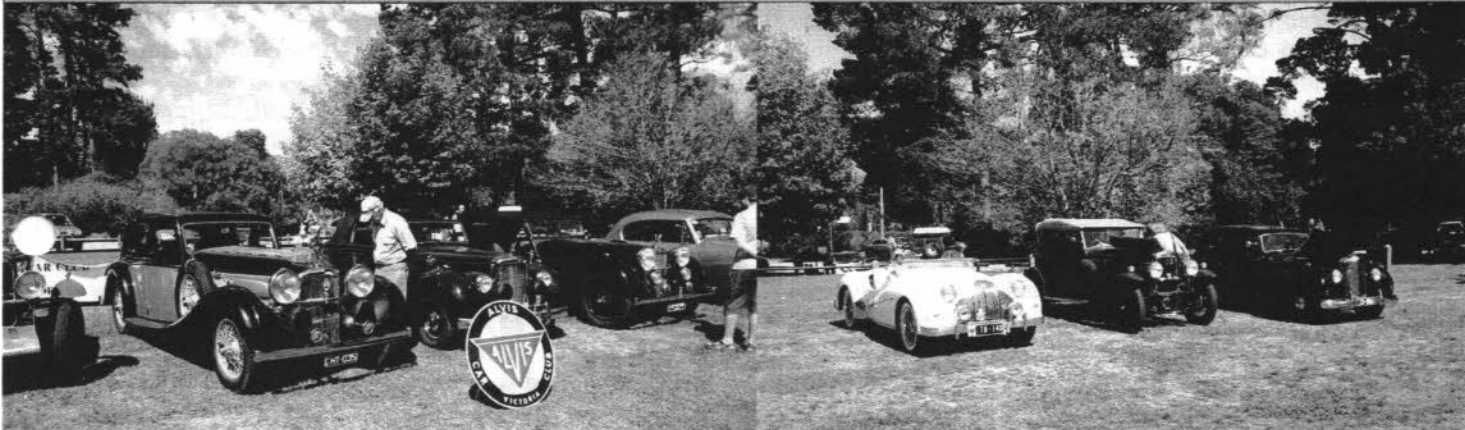
Cars in attendance covered pretty well the manufacturing life of Alvis Cars, ranging from 12.50's through to the youngest, known affectionately these days as "Mrs. Graber", while it pleased us all to be in the company of Alan Bratt and his lovely TB 14 and Richard Wallach and family, who introduced their recently restored ex Tonkin TA 21 to Club outings. And finally, but by no means least, the Secretary's "Eagle" looked so much at home in the line-up, even if it did mean risking a touch of sunburn on the day. Well done all.

Reillard Throon.



Alvis at Kalorama '09

KALORAMA



A Tale of Two FWDs

By now you will have become sick of waiting for this episode as the previous were in August and December of last year.

7257 had undergone a significant rebuild from derelict to drivable in the years 1973 to 1997 with the previous owner, and then by me to 1999.

I am fortunate to be living in a lightly populated area and was able to drive the car on sealed roads within one or two kilometers of home without attracting the interest of the police.

As with most vehicles that have been off the road for a number of decades there were some engine issues that needed to be resolved. The Solex 40MOHD carburettor had been rebuilt but I found that the car performed much better with the carburettor from chassis 7231. That unit had what I would loosely describe as a chimney or diffuser extending from the main jet and would obviously have the effect of atomising the fuel more effectively, although the blower should do the job adequately.

A real positive for me was that the gearbox was easy to use after my experience with 7231.

I found the handling of the car to be totally different in such a way as to give me concern as small undulations in the road affected the balance of the car.

7257 was used sparingly in the next 12 months until it became obvious that the mechanics of the car, that I had unfortunately accepted as reconditioned, were in need of investigation.

I was still shift working at this time and as we had the use of 7231, I delivered the car to a local automotive engineer, experienced in old cars, along with a copy of the Instruction Manual and copies of relevant emails from the Hells Confetti Forum, and a list of what I wanted done. *(If you have not yet discovered the Hells Confetti website on www.hells-confetti.com and would like to see the support available to owners and other interested persons, it is an excellent read)*

The engine was pulled down quite quickly and it became very evident that it had been subject to sub standard work. The cam shaft was quite badly pitted and had obviously not been touched and its bearings were quite badly worn. The cam buckets appeared to have been ground on a bench grinder and the case hardening was compromised.

The pistons were new, however one had obviously nipped up and the bore was damaged and the piston unusable. There were 3 different types of conrods, one of which was longer and its piston extended slightly into the combustion chamber, whereas the others were flush.

The clutch mechanism was quite badly worn and obviously needed to be rebuilt.

At this stage it was obvious that the car would decorate the workshop for a significant period and a decision was made to bring it home.

The real concern was the head. David Head dropped in to see me

one day as I was looking at some cracks or casting marks in the between the number one exhaust valve chamber and the waterway. David suggested using some blue kerosene in the chamber and some chalk on the other side and leave it overnight. The telltale blue was on the chalk quite quickly. As time progressed Chester McKaige offered to take the head to Headworks in Melbourne for assessment. While they were looking at it, Chester touched a mark in one of the other valve chambers with a screw driver and a piece fell out.

There were 2 chambers with this problem. The head had obviously been ported too energetically.

Having explained the problem to an engineering works on the other side of Melbourne, it was suggested that I bring it in. On arrival with the head on the counter, I was advised that they no longer did that sort of work as people were demanding warrantees for work that was difficult at best, to do.

Other contacts for cast iron welding gave me no confidence and sat on the problem.

Time was marching on and Don Bosanquet, who by this time owned 7231, told me of work he had had done in Adelaide and would I like them to look at the head.

The owner of the business told me that it was a difficult repair and would get his dad out of retirement to do the job.

A couple of weeks later, he said the job was finished and would \$260 be OK. I caught my breath and said I thought that sounded about right.

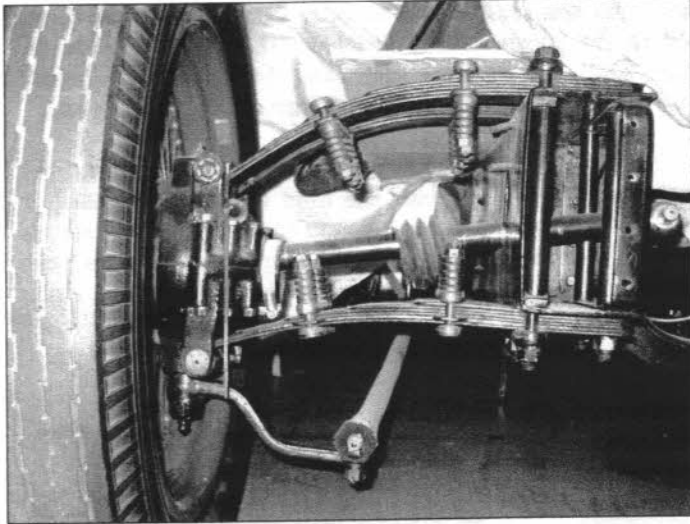
I accepted Don's offer to take the head to Bob Eglinton who had sold his automotive engineering business and who offered to project manage the normalising of the head, the replacement of the camshaft bearings, replacement of a valve guide in a hole that had been welded and the resolution of a variety of other problems.

On return to Melbourne the head went to a local automotive engineer to do the valve work and fitting. The cam buckets were too worn to be reused and the cylinders that they operate in were oval in shape. He offered to source off the shelf buckets as time allowed. The head was there for 2 years being used as a coffee rest in the lunch room.

Subsequently my phone and face to face calls became more frequent and the work was finally done. Toyota diesel buckets were sourced and their adjustment was by discs that are installed on the top rather than the shims (*hells confetti*) that Alvis had provided. Their diameter is slightly bigger than the originals which allowed for the head cylinders to be trued and enlarged.

While the head was holidaying interstate and locally, the issues that had been side lined could be addressed.

As previously mentioned, the front springs had apparently been reset at some time and the profile used was incorrect as the half shafts would touch the bottom of the slots in the chassis rail if the wheels extended. The front suspension was labeled,



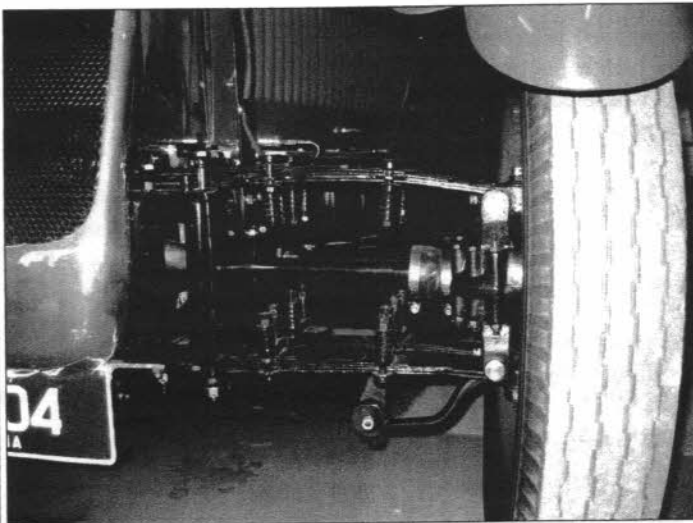
The engine is out but made very little difference to the spring profile. Marks on the half shaft can be seen where it was touching the chassis slot. The spring eyes should hold the spring pins the other way round

photographed and disassembled for the spring maker to reset according to the original engineering drawings. He rang to tell me that I had labeled them incorrectly as they were they were upside down. I explained that they were labeled and then disassembled. He then suggested that they have been mounted upside down on the car. My photographs were compared with other FWD photos and that is exactly what the problem was!

All 48 individual springs were reset and then mounted on the car. Later when the front hubs were being assembled, nothing would fit! Back to basics - had I assembled the sets correctly? Had I mounted them correctly. Finally were the spring lengths correct? No! The springs from mounting holes to spring eyes were up to 32mm out.

The spring maker was uncomfortable about welding the holes and redrilling as he felt that they may fail due to the heat involved. New springs were not feasible as the steel was no longer available in that size.

Using a die grinder, I elongated the holes to the correct length in the two leaves in each set and made crescent moon shaped spacers to correct the hole shapes.



Now refitted with the correct profile

The wear on the springs suggested to me that the leaves were all original and so the mind turns to, "how did they possibly finish up on the car, tops to bottoms and visa versa and with the lengths of the main leaves varying by so much."

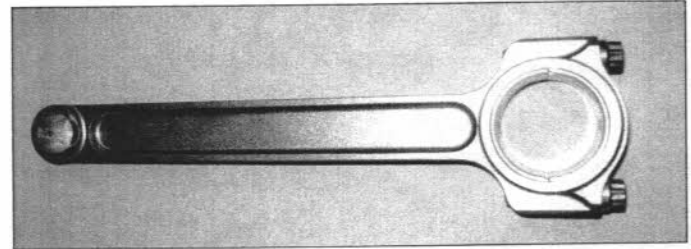
The fact that the hubs had no chance of fitting with the springs in their correct positions makes me suspect that it left the factory that way! Period photographs of the car in the early 60's clearly show them mounted incorrectly. Hopefully I am wrong and someone good at puzzles can give me a theory that negates my suspicions.

The original spring pins were badly fretted as I suspect they were never lubricated properly and had to be replaced. The high tensile bolts I used as replacements did not have the greasing gallery in them and I spent hours drilling the four 15cm blanks using a carbon drill in the lathe.

Paul Bamford rebuilt the clutch and part of the transmission assembly and was instrumental in having 2 sets of crown wheels and pinions made to replace both our badly worn ones. They are helical rather than cross cut and the ratio was changed to 4.2 : 1. Paul also machined me a new bearing cap required for the bigger bearing for the helical gears.

I machined a casing for a lip seal to replace the original scroll seal at the input end of the main gearbox shaft as historically this is a source of a persistent oil leak.

The problem of having 3 different conrod forgings was resolved with a new set of rods made by ArgoRace in New South Wales which were fitted with modern slipper bearings.



A set of NOS pistons was sourced from surplus spares. The engine components were balanced before reassembly.

I decided to strip the front hubs while the assembly was off the car and found it most unlikely that they had been touched in many decades. All the large bearings in the hubs had rust spots where they had obviously been sitting for many years. The thrust washers on the king pins were significantly worn and the bushes in the inboard front brakes were also badly worn.

I replaced the 4 hub bearings and found the hubs a mongrel to work on as they each were held together by 2 long studs and 4 bolts. The bolts were easy to remove and refit, but the studs with a nut on either end were a nuisance. (*studs were used because the shape of the hubs did not provide sufficient space for bolts of the required length to be fitted*). It was easier to cut the old ones as some of the nuts were frozen on. Fortunately a Bendigo bolt and fastener supplier was able to source BSF threads and all the bolts and studs with the exception of the sump plate, were replaced in the engine, transmission and mountings.

I machined new thrust washers and their fitting was time

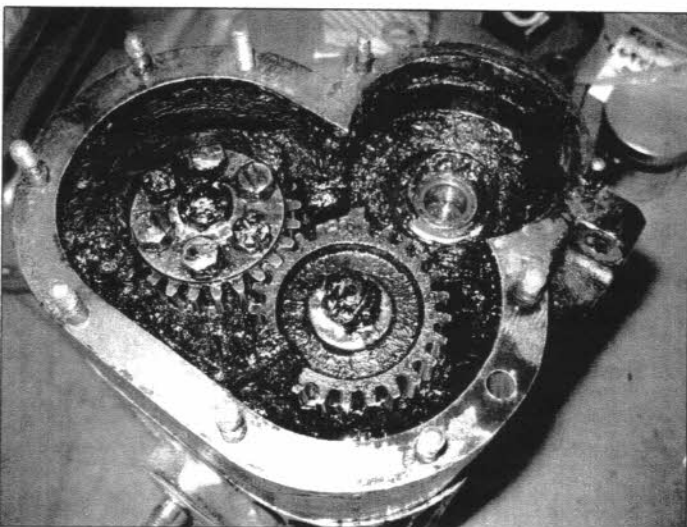
consuming because the hub shells had to be split each time for clearance and I found it was a matter of stoning the flat face of the new washers and sneak up on the required clearances.

The felt seals on the hubs were missing and the fitting of new ones was time consuming as the nominated dimension of the stock material needed to be significantly reduced to avoid the hubs binding. Each fitting required the hubs to again be split and the bolts tightened on reassembly. I literally spent tens of hours refurbishing the hubs.

The supercharger drive was probably original and consisted of three dogs. All were quite badly worn and in spite of the clatter that the unit tends to make I avoided the easy fix of using double chain and sprockets. The dogs were not repairable so I had a new set made.

The blower bearings were replaced. Some are difficult to remove and I am advised that one method is to weld an old bolt to the bearing to be removed so that it can be removed from the casing.

When the blower was opened, the grease in the gearbox was caked around the periphery and not lubricating the gears. A slight modification from the original was a small hole drilled and tapped at a level in the side plate to create a sump for oil. It introduces another routine task for the owner.



I had gears cut for the gearbox to effectively spread the middle ratios and remove the significant wide third to fourth change that made climbing hills and overtaking difficult with the standard ratios. All the gearbox bearings were replaced with the exception of the bearing on the gearbox input shaft. I replaced its rollers as I could not source a new one.

Much of this work was going on well into 2008 in the hope of the car being ready for the 80th Anniversary Celebrations during the WNBC Tour. The pressure was on as I had suggested we try to gather as many FWDs as we could and would have looked pretty silly if I had not made it.

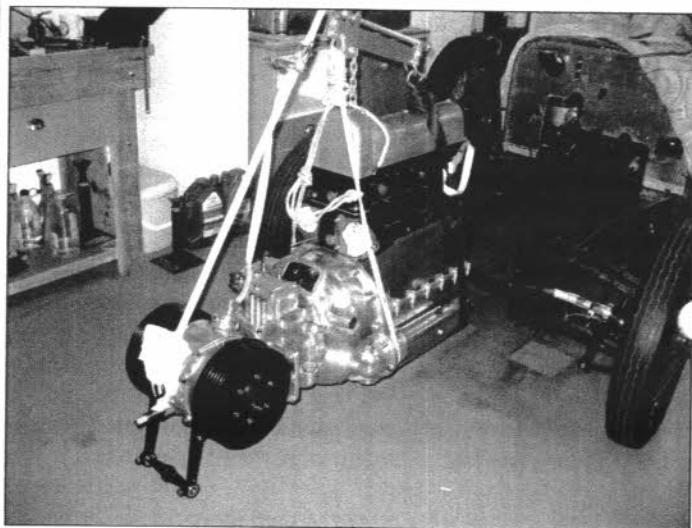
In August 2008, the engine and transmission were still in pieces in the workshop and I started to have doubts that it would make October 15th.

My friend and club member Peter Miller had offered to help reassemble the engine and in spite of a busy schedule, made the time.

The engine was reassembled to Peter's exacting standards and fitted to the transmission. The local saddlery had made the leather boots for the drive shafts and the engine transmission unit was reinstalled in the car having been out for some 8 years.

In trying to fit the front cross plate I was alarmed to find that I had fitted the brake arms back the front and the only resolution was for the engine and transmission to come out again. I am not sure that I would have been as even tempered about it as Peter was, particularly in the light that what should have been easier the second time took about twice as long.

The ancillaries had to be fitted up once the engine was in place.



The engine & transmission about to be fitted in the car. The offending brake levers can be seen at the front rather than the rear

The water pump shaft had been replaced with a new one in stainless steel as it would have been incapable of a proper seal with the material in the stuffing box.

One of the three bolts that secure the water pump to its brass mounting is very difficult to access and I modified the head of the bolt with 3 cuts across its face to allow a screwdriver to fit obliquely to start the thread. I then abandoned good engineering practice and used the blade of the driver at right angles to the bolt head to nip it up tight.

The magneto mounting is not slotted and timing it to 38.6 degrees took some time even with the radiator and guards off the car. Would be an interesting exercise to carry out on the roadside!

The first engine run was interesting as it would not accelerate without continually backfiring through the blow off valves on the blower. Kneeling beside the engine would have been akin to being in the trenches during a war.

After seeking help from a variety of sources, the problem was poor sealing of the blower to the inlet manifold to the head.

The engine now starts from cold in 4 or 5 seconds and quicker when warm.

The handling of the car is dramatically better with the front suspension properly set up and is fun to drive. The 'modern' cam timing, the close ratio gears, the taller crown wheel and

pinion require a different driving technique and have transformed the car.

It is returning about 20mpg which I consider is acceptable.

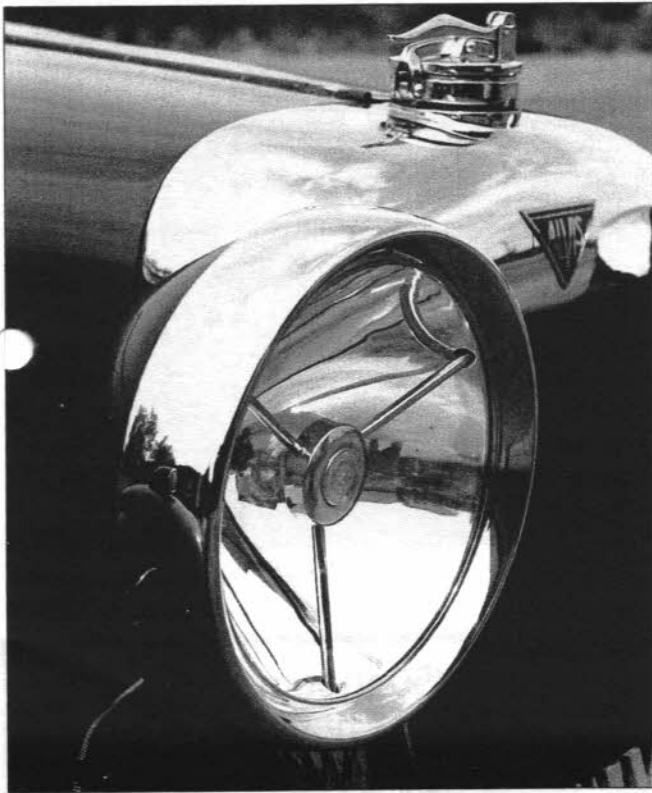
The car was registered on club plates 10 days before the 80th celebration and left for Ballarat with less than 50km on the speedo. With the exception of some oil leaks, it performed faultlessly and is continuing to do so.

Many thanks to all the people who helped in this project, it may have still been decorating my workshop without their assistance and advice.

There are still some projects to complete. The navigator said she would not go to Ballarat without a windscreen and a roof. These are still to be done and we didn't get lost going to Ballarat!

The majority of FWDs were equipped with Lucas RB60SC headlamps which were not used on many other marques and are difficult to procure. The tripod holds the main globe to rear and a concave mirror is mounted in the rear of the reflector. 7257 had lost its originals and I was able to procure one RB60SC on the internet and an RB60 (no tripod or mirror reflector) from Tony Cox. The bowls and rims have been panel beaten and plated and are awaiting assembly. The tripod and socket have been made.

.....John Lang

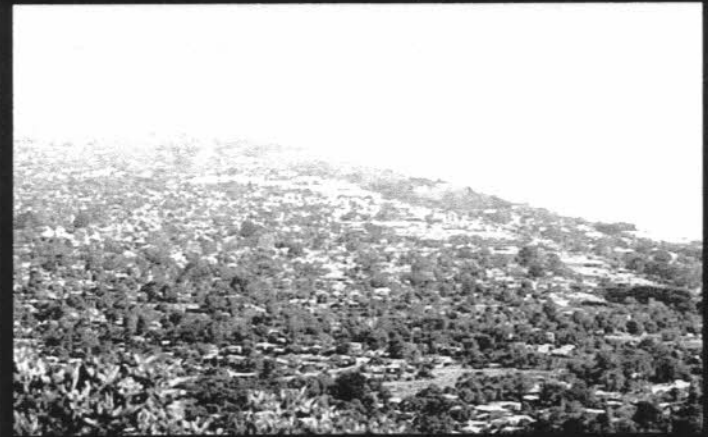


The Lucas RB60SC on Alan Stote's car.

Photograph courtesy of the Hells Confetti website

MORNING PENINSULA RUN

July 19th



Attention is drawn to a change of destination for the Coates/Horton planned July outing which was to have focused upon a visit to one of the Mornington Peninsula's top attractions, Beleura House and gardens, situated on the cliff top at Mornington.

So popular is this attraction that it is booked out for the remainder of 2009 and I have been advised to make early arrangements if we schedule a visit for next year.

I do know that there are many members who have been broken hearted over missing one of the delightful Mornington Peninsula rambles that are becoming a feature of our annual calendar of outings and they will be excited to know that another has now been planned for this date. Following the "hill climb" theme of last year, our meander shall take in the site of the much lamented Arthurs Seat Hill Climb that passed into history some years ago due to official concern over the supposed lack of safety barriers. Participants, however need not worry.

Our passage will traverse the coastline of Port Phillip Bay before ascending the hill and proceeding through one of Victoria's prime wine producing regions to a luncheon stop at Hastings.

For those who may be worried about putting their Alvis through a demanding outing, the organisers assure them that both cars and passengers will not be stressed by the route or the scenery, although we have heard it said by some who have come this way, that the whole place can lead the unwary to become quite soporific.

Plan now to be there.

Darrell Horton

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 0400 501 073.

For Sale

1931 Alvis

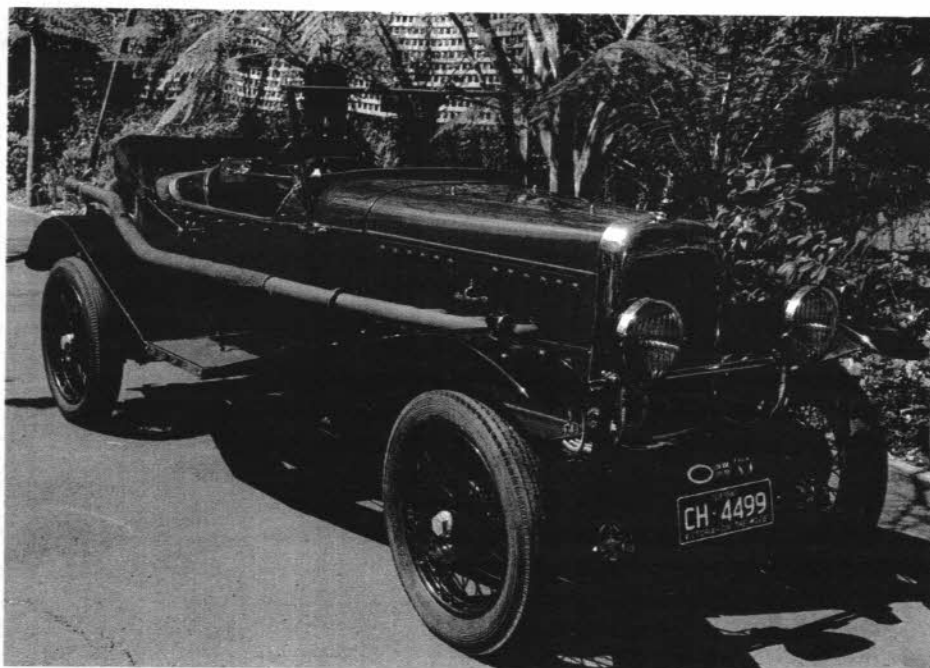
12/50 TJ

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

NOTICE IS GIVEN

The late Andre Chaley's car will be sold by tender or auction at a date to be advised.

3½ Litre chassis # 13139



Further information will be made available as it comes to hand.

If you are interested you could advise the newsletter editor on:
jdmelang@bigpond.net.au or (03) 5426226

WANTED

Wanted a pair of front shock absorber drop arms/ links to suit a 1949 TA14 (part no C2843)

Bruce Sharman

Daytime 0448 001 072 or evenings/weekends 08 9574 4905 (WA time)

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

If your advertisement appears on this page and is no longer relevant, please notify the newsletter editor.

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FOR SALE

Alvis 12/50 subframe project for sale.

1 x 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

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).

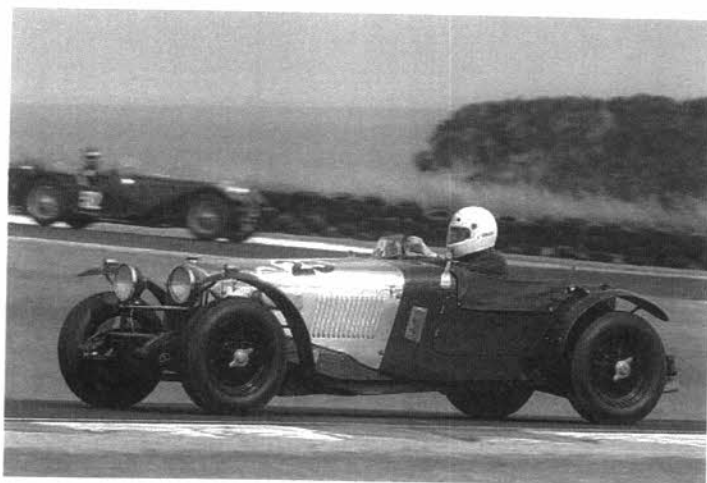
Complete with hood and tonneau. Windscreen and aero screens.

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



WANTED

AVAILABLE

Wanted:

Lucas "New Alto" horn to suit 1934 SB Speed 20. For LH side mounting with vertical slots Dia 5.5"

Peter Mott, ph. 08 8327 3323. Email mottpa@bigpond.com