

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

May 2009

Alvie

from "Alvis on the Downs"

Progress on the McDougall Speed 25

Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline - first Friday of the month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au



MAY 2009
VOL 48

ISSUE 4

PRESIDENT

Chester McKaige,
129 Tucker Rd, Bentleigh, Vic 3204
Tel (03) 9557 1134 emc87134@bigpond.net.au

VICE PRESIDENT & Spares Registrar

Andrew McDougall, 424 Wellington St, Clifton Hill, Vic 3068
Tel 03 9486 4221 amfi@dunollie.com.au

SECRETARY

Dale Parsell 14 Symons Rd, Avonsleigh, Vic 3782
Tel 03 5968 5170 dparsell@ozemail.com.au

TREASURER & PUBLIC OFFICER

Darrell Horton, 24 Johnson St, Balnarring, Vic 3926
Tel 03 5983 2016 jocelyndarrell@bigpond.com

CLUB CAPTAIN

Alan McKinnon, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079
Tel 03 9497 3414 alan@antiquetyres.com.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129, Gisborne, Vic 3437
Tel/fax 03 5426 2256 jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St, Clifton Hill, Vic 3068
Tel 03 9486 4221 amfi@dunollie.com.au

COMMITTEE PERSONS:

Lesley Northey, 2 Orrong Rd, Elsternwick, Vic 3185
Tel 03 9528 6767 northays@westnet.com.au

Richard Tonkin, P.O.Box 280, Greensborough, Vic 3088
Tel 03 9710 1465 rtonkin@tonkinlaw.com

John Hetherington, 71 Hawkins St, Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586 jfh@mcmedia.com.au

Thorpe Remfrey, 63 Milroy St, Brighton East, Vic 3187
Phone: 9596 6680 thorperem@optusnet.com.au

SPARES PERSONS:

VINTAGE

Geoff Hood, 37 Thomas St, E.Doncaster Vic 3109
Tel 03 9842 2181

TA14 & 3 Litre

John White 30 Lyndhurst Cres, Box Hill, Vic 3129
Tel 03 9890 7066

PVT

Eric Nicholl 17 Ternes Rd, Upwey, Vic 3158
Tel 03 9754 5412

Front page: the Speed Models at Jondaryon Woolshed during the "Alvis on the Downs"

Editorial

At publishing time, Chester was in Queensland enjoying "Alvis on the Downs" and as a result you are presented with an editorial instead of a President's Report.

There appears to me to be two categories of owner in the old car fraternity, those who enjoy driving their cars without any interest in regard to the cars past or the history of its ownership, and those who enjoy the driving but are also very interested in its history.

Obviously this is an over simplification but serves the purpose for my comments.

Prior to last year's JNBC Rally, I had kept a mental note of the Australian FWD ownership without their detail. In planning the 80th Anniversary celebration, it was agreed that a booklet featuring the cars and as much information as was available, would be produced.

Tony Cox, in the UK, is considered by owners and Alvisists as being the first port of call for FWD information and I was fortunate that on request, he immediately sent me his history files on all the Australian FWDs. No strings attached, use the information as you see fit.

This was an extremely unselfish gesture as the information had obviously taken many hours and a great deal of time and effort to collect. It was to form the foundation of the booklet and the incentive to upgrade the concept from a folded A3 document in black and white to a more comprehensive colour publication.

My fact finding contact with present and past owners provided me with some interesting phone conversations, some information for the booklet and some additions to Tony's files.

Some months before the celebration I found the task becoming a bit of a chore but an unsolicited email from a former owner's son gave me some period photographs and information that rekindled my interest in the project.

Since the Rally, I have been given the name of a grandson of the AGP FWD's first owner and will follow up to confirm and supplement the current information on that car. From another source, whom I have known for some time, comes information about the Bosanquet car in which he told me that as an apprentice motor mechanic in the 1960's, while the car was in the ownership of the late Bill Barber, he had the job of cutting off the roofs of some Rileys.

The FWD was apparently stored outside, under a tarpaulin that had caught fire from the sparks from his cutting activities. My informant was oblivious to the drama unfolding until the boss rushed out and began extinguishing the fire. He apparently received a well deserved ear bashing from his boss and told to be more careful. I am one of those who enjoy the history and the search for some of the jigsaw pieces of the jigsaws that will never be completed.

On a totally different subject. A progress report on Andrew McDougall's Speed 25 project again solicits comment about his dedication in the preservation of a derelict saloon body.

You may recall photographs of the car appearing on a trailer at the 2006 January BBQ, following its arrival from Mackay (QLD). The body had been roped to prevent items blowing off!

Lesser owners might have been happy for those items to disappear on route and simplify a decision to junk the body and replicate a much easier body style.

The ACCV committee has not seen fit to create a policy in relation to the junking of saloon bodies and with club members like Andrew that stance is vindicated.

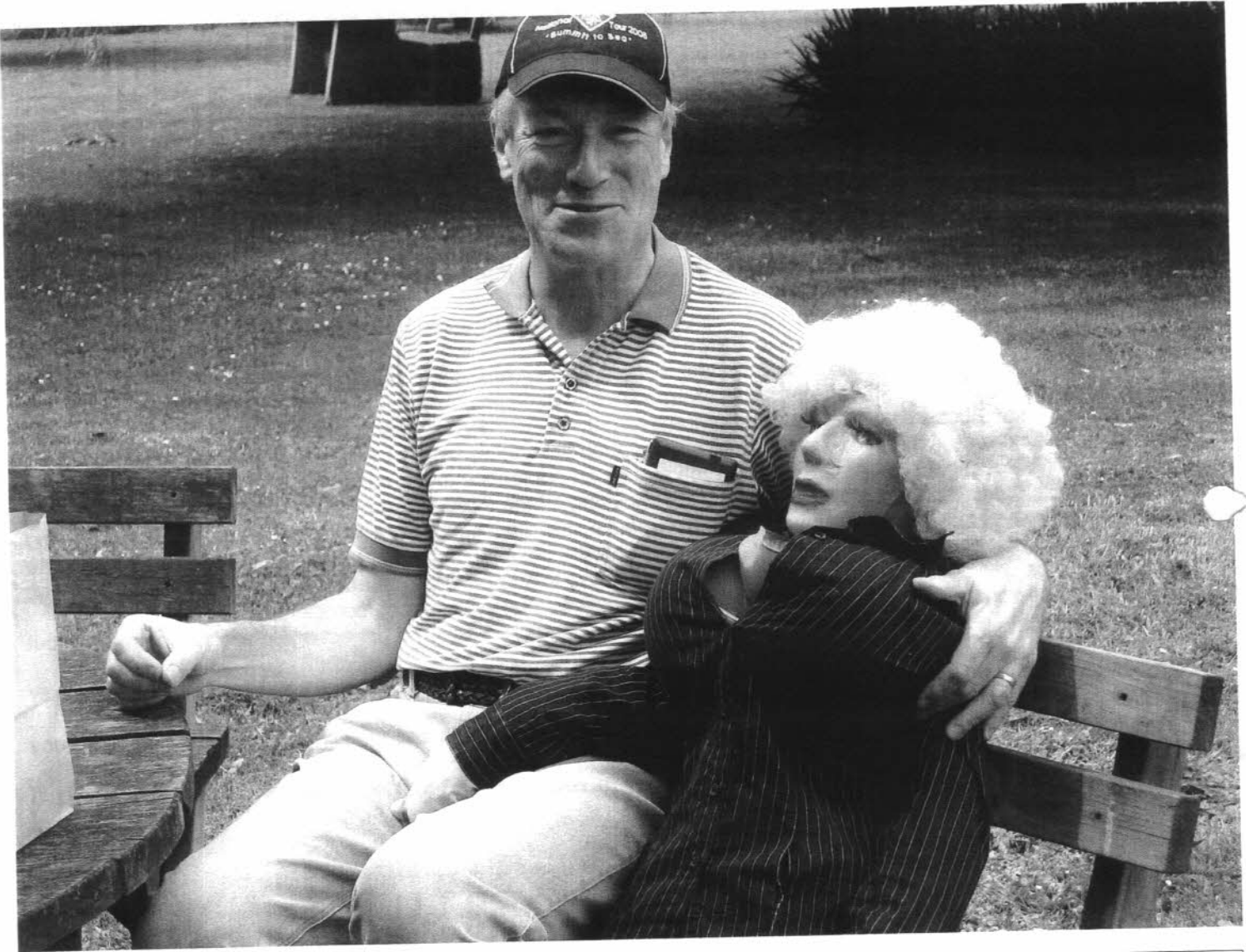
.....John Lang

SUPPER - The NORTHEYS

2009 EVENT CALENDAR

May 15	General Meeting
17	National Motoring Heritage Day - see flyer inside
Jun 19	General Meeting
21	Panton Hill Pub Run - Richard Tonkin
Jul 17	General Meeting
19	Mornington Peninsula Run - Darrell & Jocelyn
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



*Many people have graced the APBB pages. Some keep reappearing.
Richard Tonkin may be one of them!
Seen here at Camperdown with friend Maureen.
Their attraction to one another is remarkable!*

“ALVIS ON THE DOWNS”

“Alvis on the Downs” was still underway at the publishing deadline and I am indebted to Ian Parkinson, Chester McKaige and John Hetherington & others who provided me with some event photographs. What would have been easy on their home computers obviously turned into an epic of some proportion. Thank you gentlemen.

June ALVIC will carry a full report and more photographs.

For the time being you will have to be satisfied with those on the following pages!



The two Amigos. Ian Parkinson & Richard Tonkin. The legs were the reason Tonkin was band from being Santa Claus until the year 2050



Helen Hood & June Lunsmann knitting in the 12/40



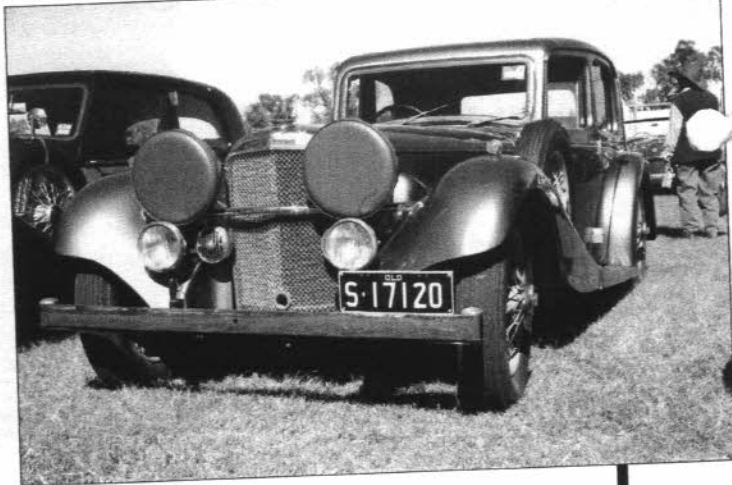
Des Donnan's Speed 20 driven by Mike & Liz Williams



Speed models at Jondaryon Woolshed



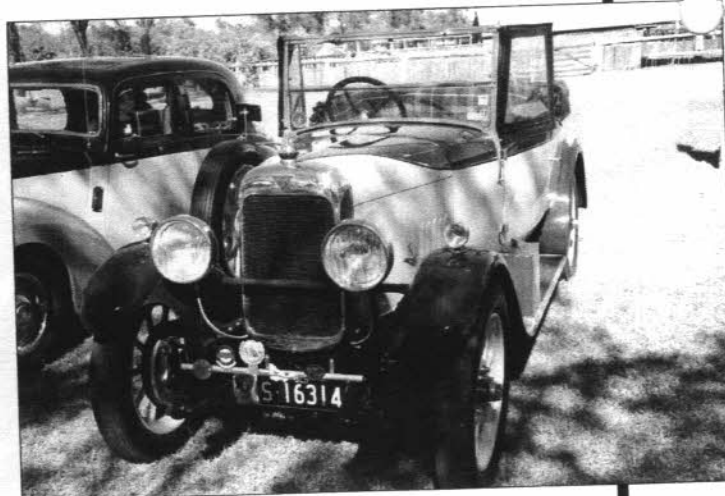
Dale Hanley's TAI4 'Woody'



Stuart Paton's SP20 SC saloon



The Speed models of Vic Jarrett, Peter Mott & Doug Young & the FWD of Rob Gunnell



Derek Dixon's 1928 12/50 Doctor's Coupe

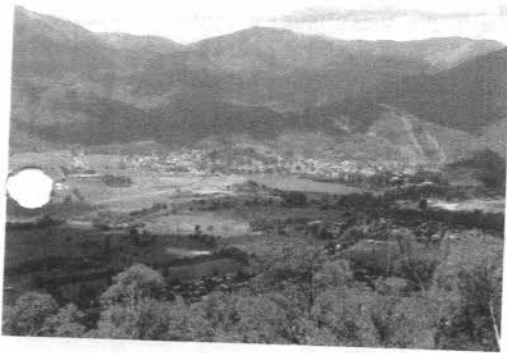
Completing the story of the JNBC Tour as seen through the eyes of some of the UK participants. Acknowledgement is again made to the AOC Bulletin in which the epistles were first published. Also thanks to those who put pen to paper to tell the story.

THE JNBC TOUR

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 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.

Having found our lodge we walked down to the only hotel which is open at this time of year as all the snow had 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 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 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 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 ended 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.

Inverloch to Healesville: Peter and Sue Holmes

24 October

A bell being tolled by Richard Tonkin started the day, calling us all to order for the day's instructions, most of which we probably forgot or ignored! Admiring the view and also the modern glass and polished wood of the buildings, all very impressive, delayed our start for a short time, thus ensuring that, as usual, we were almost the last to leave.

We had a very pleasant drive along the coast before turning inland and a stop to refuel. We continued along quiet roads through attractive countryside. After a while we became aware of a car following us flashing its lights, probably a young driver impatiently stuck behind a slow car. After a short distance we espied a nice spot, suitable for a coffee stop and an opportunity for the following car to pass. However it stopped alongside us, the occupants being two elderly ladies who pointed out that we were losing petrol whenever we negotiated a bend! Quickly solved – the petrol cap wasn't clicked shut.

The next town was Warragul where we stopped to look around and to buy provisions for lunch, at which point we met our two ladies again!

The sun showed itself as we did the forest run. We missed the turn for Tarago reservoir so thought we might investigate the ADA tree which is one of the largest trees in the world; apparently it would provide enough timber to build 66 Australian houses totally in timber! However our investigation terminated at the signpost which informed us that the access road was gravel and was some 24 kilometres there and another 24 km back again,



plus about 1.6km walking from the car park to the tree. We chickened out and continued on to Powelltown instead. Here there is an excellent display of the timber industry, which had previously thrived in the area.

As usual we were the only visitors at the site, at least for a while until a car arrived and stopped. Who should it be but our two ladies!! (Coincidence or are we being followed?)

Continuing along the very pleasant route planned for us, soon brought us to Healesville. We were aware that we were eating out independently that evening so took note of the various cafes and restaurants as we drove through to the RACV club, which is about a mile beyond the town, no doubt that, as usual, we were the last to arrive.

Every place where we have stayed has been different and this was no exception. The first problem was to find the reception desk; this entailed walking through long windowless corridors, which were lined just with unpainted plasterboards. Finally, at the end of the featureless tunnel, we arrived at the very smart foyer and quickly signed in and were soon in our luxurious room. The views from the room proved to be quite interesting and explained the temporary corridors. The Club is being kept open whilst being modernised and extended, it seems that all the buildings are being totally rebuilt.

Back to Healesville town where we discovered that all of the cafes were closed and the two remaining restaurants were fully booked. No alternative but to go to the expensive looking Grand Hotel; "Yes we have a table for two and, by the way, we have a special offer for seniors" so we had an excellent two course meal for A\$16 each. Just £13.01 for us BOTH in English money!! Very good value indeed.

25 October. Healesville Wildlife Sanctuary

A 'rest day' today insofar as we were not driving on any further. However as visit to the Sanctuary was included on the Agenda and provided we arrived there by 10.30, admission fees were



included as was a conducted tour by a volunteer guide. So, for once, we arrived in good time at 10.15 and joined the tour which gave us a good idea of the layout of the park and also some of the history and ethics of the

sanctuary. It is not a zoo in the normal understanding of the word as the animals and birds have plenty of space to be quite content and unstressed.

A gentleman with aboriginal origins showed flying boomerangs and also a didgeridoo. There was just time for quick refreshments before the daily Parrot show, where a parrot tidied away paper into a waste bin.

As usual we were the last to leave the Sanctuary so we scampered back to base to change into our glad rags for the final Dinner, which was at Sanctuary House. We were picked up by coach, collecting people from the other motels en route.

An excellent buffet dinner was preceded by a hilarious "Alvis Grace" by Alan Willingham, a few quotes are remembered at random:

Alvis Dei, Alvista, Alvicium, Alvibaticus, AOC, Alvis Extra Ordinus Assenbata.....



Touris Fantasticum Ad Infinitum, Jubilate.....
 Traversum climatica Ot, Traversum climatica Calda.....
 Alvi Boilum Achu Ca, Alvis Freezum Dinner
 Playn.....
 Gloria in Alvis Perpetua.....
 Alvis O Alvis Dei.....
 Hoo Re Men"

The meal was interspersed with speeches, expressions thanks and then trophies presented by Chester McKaige. Our TA14 Woodie won the President's "Trophy for Sheer Guts and Determination." We were delighted. There were many more presentations and toasts, apologies to those omitted from this report but there were far too many to record here, with the exception of the presentation made by the UK contingent to Chester and the Alvis Car Club of Victoria. This was a barrel, filled with Port, with an engraved label, Chester seemed totally surprised and, I think quite touched.



It was a very fitting conclusion to an incredible three weeks, with everyone leaving with very special memories and new friendships.

26 October: Return to Melbourne

Although the last evening was the closing ceremony, there was one more day of traveling complete with interesting stops en route.

All cars departed before 10am and proceeded to Sugarloaf Reservoir where we were greeted with masses of delicious home made cakes, brought by Pauline Tonkin, one of the organising team for this section, to accompany our morning coffee.

During the tour we were well aware of the serious water shortage in Victoria with water restrictions already in place. Our stop by the reservoir reinforced our comprehension of the situation as, bearing in mind we were at the start of the summer with minimal rainfall expected, the reservoir was alarmingly low being several feet lower than normal.

Continuing our journey took us to the Kangaroo Ground Memorial Tower Lookout. This was a small area well above the road level with a lookout tower, as its name implies, and viewing platforms with information boards about Aboriginal people. The



view afforded excellent views of the countryside with Melbourne with its tower blocks clearly visible in the distance.

Now, for the penultimate stage of the tour, as we set our sights on

Melbourne. Thank goodness for the excellent route directions as we now encountered, probably more traffic than we had seen in the whole of the previous three weeks! The day became warmer and warmer and the engine temperature got hotter and hotter. The route included a continuous succession of traffic lights. We became quite expert at counting them as the route instructions frequently instructed: 'go through 7 or 8 or whatever sets of lights then turn...'

As you might expect every set of lights changed to 'Red' as we approached and at every stop the temperature gauge went higher and higher. We finally arrived in Bourke Street and the

CV Club. Unfortunately we missed the turn into the Club's car park, but managed to go round the block and come to the club from the opposite direction. We do not know if a right turn on such a busy road is permitted, ignorance is bliss so we turned, which entailed being stopped broadside over the tram tracks whilst we waited for a gap in the traffic. No trams rang their bells in anger before an opportunity allowed us to proceed down to the basement car park and then check into our accommodation for the night.

After we, as well as the car, had cooled off, we changed for our last evening meal in the RACV Club with our many new friends.

27 October

Today really is the last day. We need to take all the UK cars to the premises of 'Link Pumps' which belongs to John Link, one of the club members, who very kindly offered safe storage for the cars whilst awaiting the departure of the ferry to Southampton.

It was raining, really the first real rain we experienced. Our windscreen wipers decided not to function so it was an interesting journey through relatively heavy traffic in a strange city, especially as the route instructions told us to turn right onto West Gate Bridge Freeway. You cannot turn right onto the Freeway, it was some way before we (a convoy of 6 Alvises) realised that we were proceeding totally in the wrong direction. A convenient U-turn brought us back to the Freeway where you can turn left and join it. After a few miles we needed to turn left off the freeway, which we did, well all except Bryan Pooley who missed the turn and carried on along the Freeway. We seriously thought that we'd probably never see him again; he was driving alone without a navigator! Luckily he met another car in much the same predicament and between them they did arrive at the appointed place. Remembering that, as usual, we were about the last to leave the RACV Club we were astonished to find that we were among the very first to arrive at Link Pumps premises! All the cars did eventually get there, Phew!

Well beyond the call of duty, Chester, John Lang and Andrew McDougall all came, in their modern cars, to give us all a lift back to the Club. Thanks indeed.

As a post-script to the story, the appointed car ferry back to

Southampton was making an unscheduled visit to Singapore for repairs or modifications, so our fleet of Alvis cars had to remain in Melbourne until 24 November, when they were loaded by members of the Victorian Alvis Club on to a brand new car ferry which is the largest such ship in the world and can carry 8,000 cars! Some ship. She is due in Southampton around 29 January, which means that our cars will have been on their travels for six months!

Well!! What an experience, words are inadequate to express our thanks to the members of the Alvis Club of Victoria and to Iain for organising such an incredible tour. We, personally, have never taken part in such an event before, so we entered with some degree of trepidation. In retrospect, we wouldn't have missed it for the world.

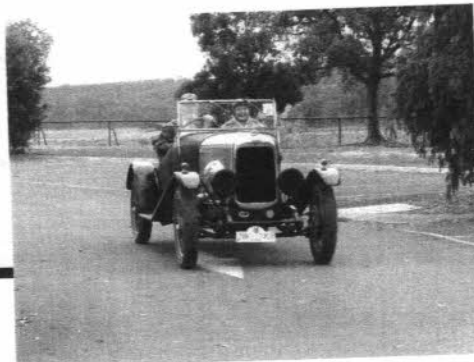
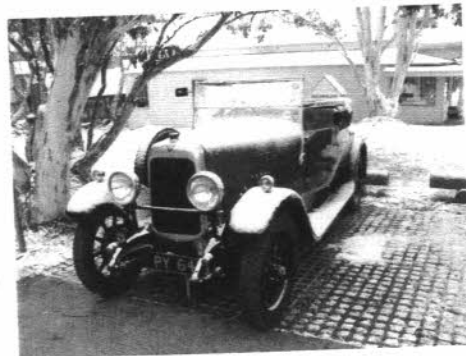
oo



*Just
Maybe
We Are Looking Seriously
At
Running the
2013 Australian National Rally
In Tasmania
In conjunction with an International
Alvis Rally*

EDITOR'S CHOICE OF JNBC PICS—The Cars

With acknowledgement to various photographers



The People



Chester McKaige



Kay Webster



David Little



Andrew McDougall



India McKinnon



Tasha Hannam



Jess Jarvis



Lesley Northey



Elan Pooley



Bryan Pooley



Iain & Jane Galloway & Marg Hetherington



Helen Storrar

from Chris Storrar

The article on the "Birkin" SA Speed Twenty was of great interest to me, naturally.

I had planned to have this car, still with its original Carbodies special body, in the "Wimpole Hall" International display in July 2007, but unfortunately the owner scratched at the last minute.

It is interesting to contemplate what might have been, with a driver of Birkin's competitiveness, had he lived. Le Mans is of course the ultimate for many of us. Gerald Dunham and Charles Follett both competed at Brooklands and elsewhere in 2511cc Speed Twenties, with Dunham lapping at 112.93 mph in 1938, and an estimated 117 mph down the Railway Straight, before moving to his new 12/70 car in 1939 (with acknowledgement to the late Julian Collins).

Winning Le Mans times for the Speed Twenty era were as follows;

- 1932 Sommer/ Chinetti 2,336 c.c Alfa Romeo, 76.5 mph
- 1933 Sommer/ Nuvolari 2,336 c.c Alfa Romeo, 81.4 mph
- 1934 Chinetti/Etancelin 2,336c.c Alfa Romeo, 74.7 mph
- 1935 Hindmarsh/Fontes 4,451 c.c Lagonda , 77.8 mph

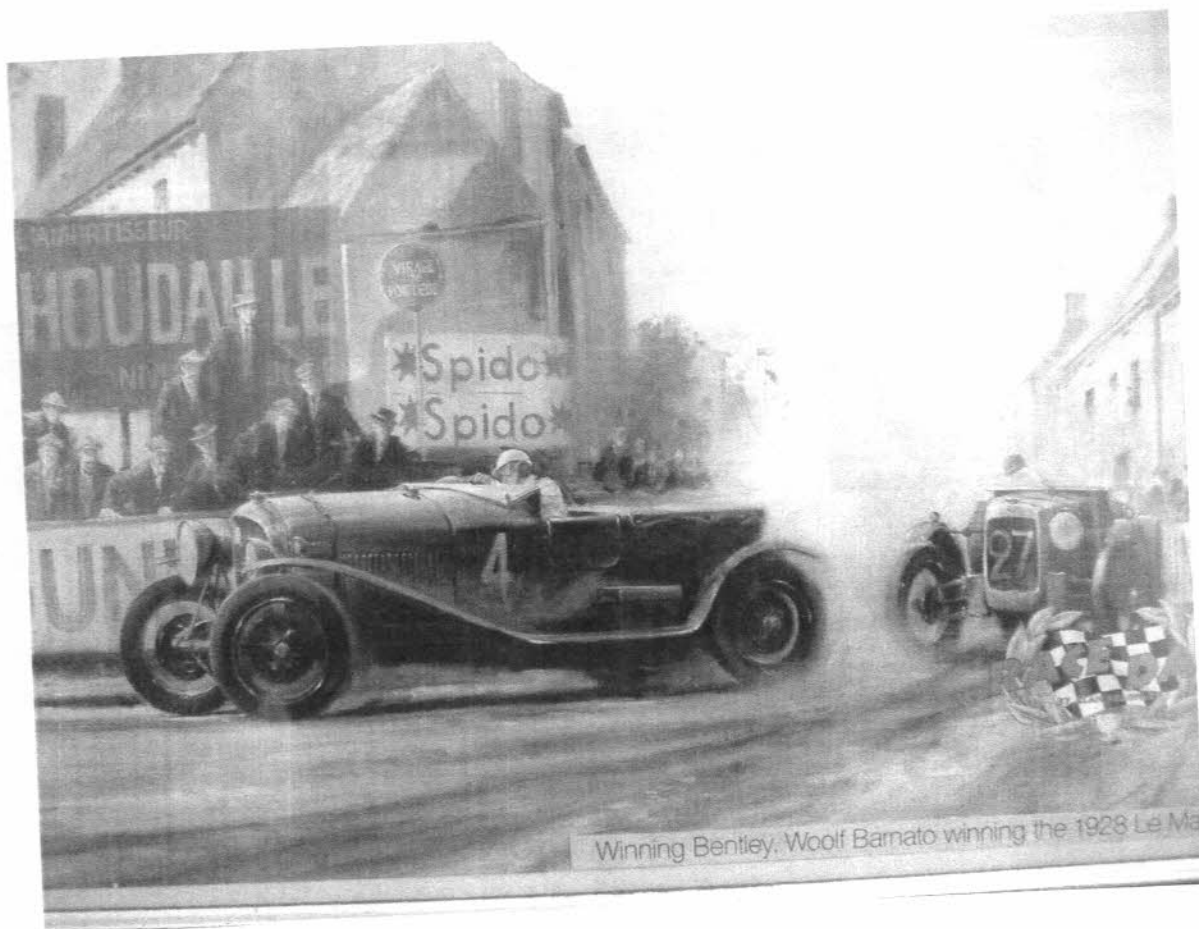
The Harvey/Purdy unsupercharged 1,482 c.c. FWD averaged 59.2 mph in 1928 to come sixth, and in 1934 a 1,458 c.c. 6 cyl Riley (Sebilleau/Delaroche) came second at 70.1 mph. (with another third at 69.7 mph (Dixon/Paul), a small MG fourth ,and a 1,067 c.c. Riley Nine fifth for good measure).

Undoubtedly, Birkin in a Speed Twenty could have considerably beaten the FWD time, not only because of the larger engine, but by that time the new Esses section was in use, bypassing the slow Pontlieue hairpin. However, the Alfa possessed a much more sophisticated engine, and the Lagonda, although of similar pushrod design, a much bigger engine.

It is one thing to be capable of high speed, but another to achieve it for a whole 24 hours on a twisting, demanding circuit. So on balance, I concur that things had moved on by the time the Speed Twenty came to be, and it would not have been fully competitive. This applies, of course, to being a favourite to win. The Speed Twenty was a fast car, and being an Alvis, very durable, so who knows, a high placed finish was a very distinct possibility and would have worked wonders for the Alvis Company's image in those difficult times. But it remains a nice dream.

I attach a photo of an Alan Fearnley print I have hung in my study of Barnato, in the winning Four and a Half Bentley No.4 and Maurice Harvey in the sixth place FWD no. 27 at Pontlieue hairpin in 1928. It would have been nice to think that Harvey was just lining up to streak past "the World's Fastest Motorlorry," but that too remains a nice dream!

Chris Storrar



Winning Bentley. Woolf Barnato winning the 1928 Le Ma

NEWS FROM OLD WHAT'S IT NAME (No no not STORRAR, the MOTHER COUNTRY with the Brown PM)

.....ed

Good Afternoon , Ladies & Gentlemen,
 Still operating, (just), brain cells indicate that Ozzies are away playing with their toys this weekend, up in Queensland. Hope you are having a great time, and wish we were there. The dear lady/wage earner of this establishment does not get home from work for a little while yet, so I will update the news from these parts. Hope you are all well. I gather welcome rain has come to Victoria at last! We are having great summer like weather this week, 21 c/70 f , and bright sunshine today. Will get the barbeque fired up later on if it stays like this.

As well as our usual monthly socials, we had our East Anglia AGM on Sunday, at Glemham Hall, an old 1560 Elizabethan haunted Manor House in Suffolk. Apparently the ghost appears only when one visits the loo at night. Any theories? 14 Alvis plus a Riley and Lagonda. David and Sue Little were there, plus Ernie Constable in his Silver Eagle. Ernie booked on the JNBC, but had to cancel for medical reasons, but after two ops. is now fine. The Speedy is running great, but sprung a water pump leak on the way home, perhaps it wanted to see the ghost?. Tightening up the packing has almost stopped it. Attached, David and Sue with their TF21 at the Cutter Inn, and Ernie's and other cars at Glemham.

The big news for me is that my other Alvis is now almost back on the road! I have owned the 12/70 for 38 of its 71 years , so we go back a long way. We are hoping for some great open air motoring over the International weekend at the end of the month. Especially for Mr. Laysell's benefit, I must make comment on the colour scheme. Grey with black wheels. This has nothing to do with yearnings for the Great Cheviot. They are the car's original colours. The fact that after too many beers the horn sounds like a muffled "baaaa" is also a complete coincidence.

Martin Boothman and I went to visit Andrew Baker of the Alvis Fighting Vehicles Society yesterday. Andrew has a huge shed with 42 tanks etc, all named beginning with S, almost all his, with every mark of Alvis Tank. The earlier

tanks were Jaguar 4.2 petrol jobs. The latest version, the Cummins Diesel engined Scimitar is not yet released for sale by the MOD, so Andrew is building his own up. Photos show a Scimitar outside, and Scorpions inside. Please note Generalissimo Boothman's stern countenance and the fact that our mate David Little owns an ammo factory. Ozzies



and Americans, take warning, none of this impertinence, correct etiquette is "Yes Sir, Another beer, Sir." Oh well, one can live in hope!!

We hope to see Andrew and Frances when they come over. We are planning to visit Harriet and Dave, plus my New Zealand relatives, in November. Air Malaysia have just started flying to Kuala Lumpur from Stansted, near here. At the moment, Melbourne via there isn't the cheapest, but we will see nearer the time.

Please give our regards to everyone.

All the Best. Have a good time.

Chris.

Post Script

Andrew Baker mentioned that he had recently sold a Scorpion tank to an Alvis Fighting Vehicle Society member in Tasmania, driving it into a container for shipping, as simple as that. So there is at least one out your way.

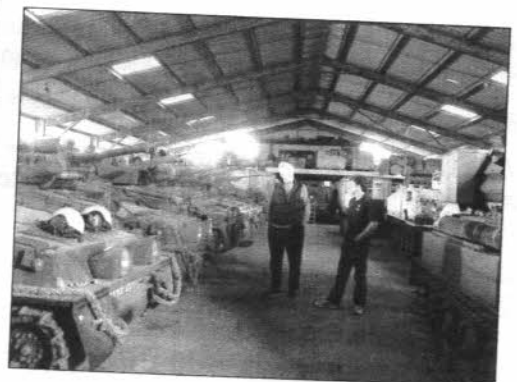


ABOVE: David & Sue Little



Above: Martin Boothman with his back to the firing squad and

Left & right: with Andrew Baker, the owner of the British army



The
RED PLATE
Scheme

Again with apologies to Interstate and International members for whom this issue is of no relevance, the scheme is again under discussion as a result of the Federation of Veteran, Vintage and Classic Vehicle Clubs proposing a significant amendment to a policy proposal to VicRoads.

The issue has been dragging on for 3 or 4 years and it was to be assumed that the proposal finally before VicRoads, and supported by the Association of Motoring Clubs, the Victorian Veteran Car Club and the Australian Street Rod Federation was close to being enacted.

Our committee discussed the matter by email and as a result, a letter was sent to the Federation expressing the ACCV's concern that their actions may jeopardise an early completion of the process

At the time of printing, no response has been received from the Federation.

It is generally thought that proposal will go ahead as presented, however only time will tell.

We will keep you informed as more information comes to hand

.....ed

BUSHFIRE RECOVERY RUN - SUNDAY 21ST JUNE, 2009

The idea of this outing is to have lunch at the Kinglake National Park Hotel, which is in one of the areas ravaged by the February bushfires. This will give members an appreciation of the devastation which occurred, but also enable us to see the remarkable revegetation of the landscape. Bushfire is part of the natural cycle of events, and so is the ability of the landscape, and the people, to recover.

The Kinglake and surrounding areas are rebuilding from the fires, shops are open and the communities are welcoming visitors, as part of the recovery process.

We will be meeting in the car park of The Greenery Plant Nursery on the Porter Street, Templestowe, on the left, going to Warrandyte, just past the Fitzsimmons Lane roundabout (with the apple peel sculpture) (Melway ref: 33 G3) at 9.30 a.m. for a 10.00 a.m. start.

We then drive through pleasant countryside to Healesville, where we will have morning tea in Queens Park. Turn right into Don Road from Maroondah Highway (Melway ref: 270 D12). Bring your thermos - cake and biscuits will be supplied.

Then on to Kinglake via Chum Creek and Toolangi, for lunch at the Kinglake National Park Hotel at around 12.30 p.m. (Melway ref: 380 E9).

After lunch, return via the Melba Highway and Yarra Glen, or through Whittlesea, or, for the more adventurous, the road to St. Andrews, which goes down the mountain.

Route directions will be supplied at the start of the run.

We need to advise the Hotel of numbers for lunch so please ring us by Friday, 19th June, or advise at the Club meeting that night - remember, your attendance counts towards the Andy Hannam Trophy.

Richard & Pauline Tonkin
0407 944 987

NATIONAL MOTORING HERITAGE DAY

A Tribute to Australia's Motoring Heritage



Presented by
The Australian
Historic Motoring
Federation & Local
Motoring Clubs



SUN 17TH MAY 2009

Local Events

The ACCV has designated this as an official run on routes of your choice, to promote NATIONAL MOTORING HERITAGE DAY.
You are urged to use your car on the day so that Politicians and the public are made more aware of the size and scope of the old car movement.

For More Information: www.motoring.org.au

ALVIS SP.25 SALOON RESTORATION CONTINUES

Looking back in the computer's file I see that the last report on the restoration progress of my Charlesworth Saloon was made on the 23rd of March 2007.

At that time the engine, clutch, ancillaries, front suspension and brakes had been rebuilt and stored ready for installation at a later date. Since then most of the mechanical items have been stripped, reconditioned and rebuilt ready for assembly back onto the chassis. The radiator has been re-cored, the petrol tank cleaned of stale crud and a new wiring loom made. The only major mechanical components which have to be checked and assembled are the steering box and the gearbox. On dismantling the steering box, due to accident damage, the main cross shaft was

found to be twisted, but uncracked. However I was keen to source a replacement rather than use the twisted shaft. It would be a very difficult component to make. I have managed to obtain a replacement shaft, but have yet to reassemble the box. Whilst the gearbox was reputed to be in good order and there was no metal in the old oil when I drained it, I have been advised to open it up and as a minimum replace the two front ball races – this has still to be done.

I then moved to the chassis, removing years of accumulated crud, replacing the loose rivets in the front cross member, welding the front diagonal members to the front cross member as Alvis did to many of the cars during recalls, resized and bushed the flogged out holes through which the idler arm pins pass and painted it with POR 15. The body was not removed during this exercise as it was in a state of collapse. I could get to virtually all of the chassis for cleaning and painting, however those areas missed will be done once the body is structurally sound and can be lifted.

During the past 9 months the focus

has been on the replacement of the rotted body framing. I have not done this before and so purchased a range of cheapish tools including a thicknesser / planer, saw bench, mitre saw, band saw and some hand tools such as a small router and belt sander. I was advised to use American White Ash and have since found this to be a great

timber for stability, strength, lightness and the suitability to cut and sand into complex shapes. Quite a lot of the work has been a forensic exercise, piecing together small details and witness marks in order to establish dimensions and fastening locations.

Many of the timber sections are complex with multiple chamfers, thicknesses and shapes. The shapes themselves have presented challenges but even more challenging has been the fact that some of the members had rotted and broken into non continuous short pieces making it difficult to come up with a pattern. This was particularly so with the front "A" pillars. In other cases I have managed to patch/bog and

reshape old members of one hand as a pattern and use these for making a copy and then produce one of the opposite hand for the other side of the car. Some timbers have been ok and are being reused. So far the framing at the front of the body, including "A" frames, scuttle, inner dash, windscreen and forward roof have been completed and about 50% of the rear body framing done. There is still a lot to go with the front of the rear wheel arches, rear roof frames, sun roof frames, side valance framing, main chassis members, flooring and door frames. It has been different working with wood rather than mechanical items as I am not getting my hands so dirty. However the enormous amount of saw dust and fine dust from sanding goes everywhere, covering everything including the other stored vehicles.

Once the timber work is complete the panels will have to be repaired, cutting out rot and welding up cracks. It will then be interesting to see how the panels fit the replacement framing and whether the doors, boot lid etc fit the apertures. I am sure this will present some more challenges. Going on trips away and attending rallies slows progress.

At least when the restoration is complete I will have the satisfaction of knowing extent and quality of the work. The main concern is, will there be any oil and fuel left when I finally complete the car!

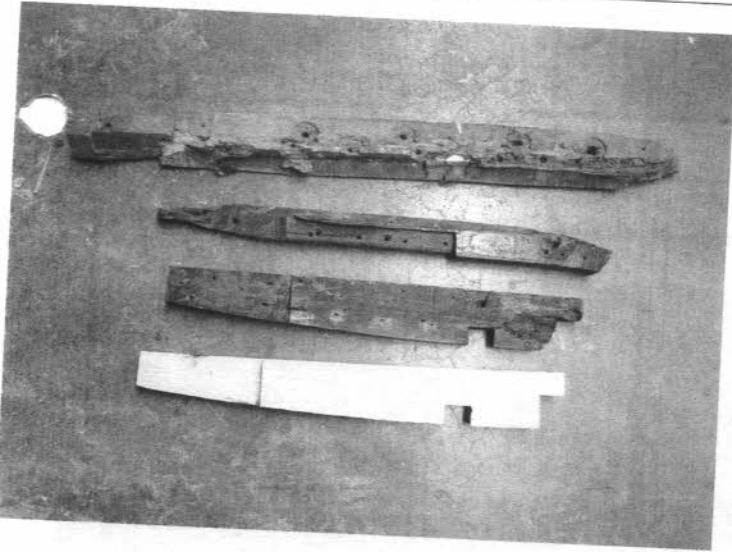
Attached are some recent photos of the "derelict" car, some new framing, some of the old timber frames, the wood working equipment and saw dust and the "as new" engine waiting to go back into the car.



Andrew McDougall



Works in Progress



THE GOAL



A recent Red Triangle Services Speed 25 SC restoration

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.



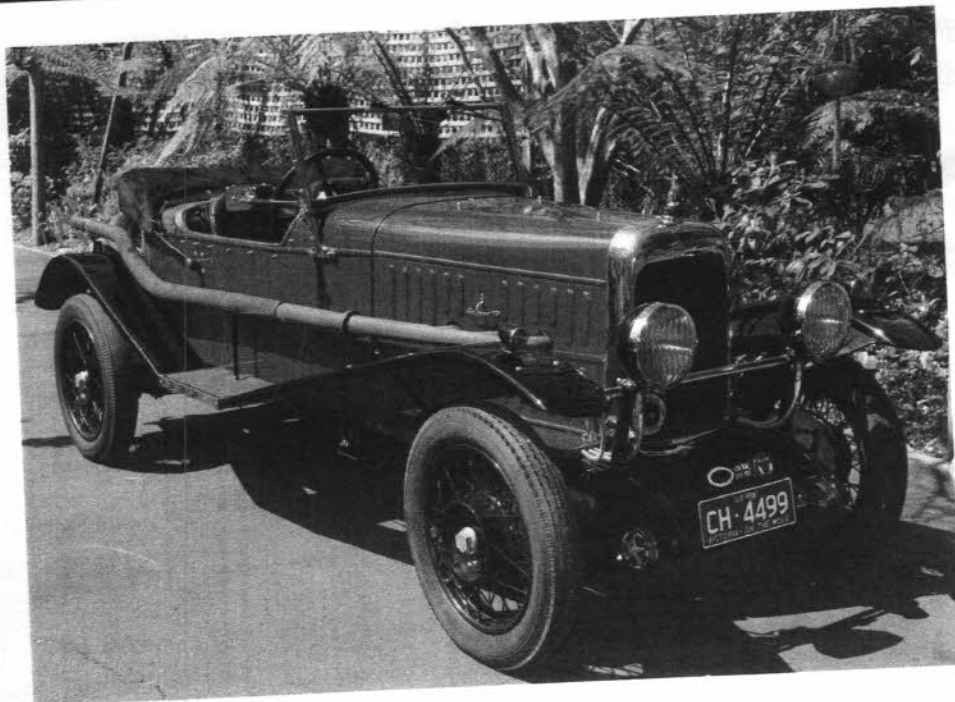
Contact: Andrew Wegener, mobile 0400 501 073.

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

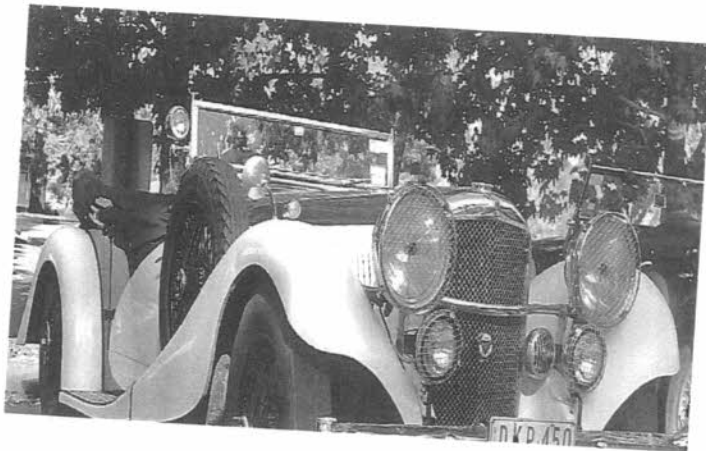
For more information contact Ray Newell 03 9755 3280 mob. 0428 558 228



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

FOR SALE

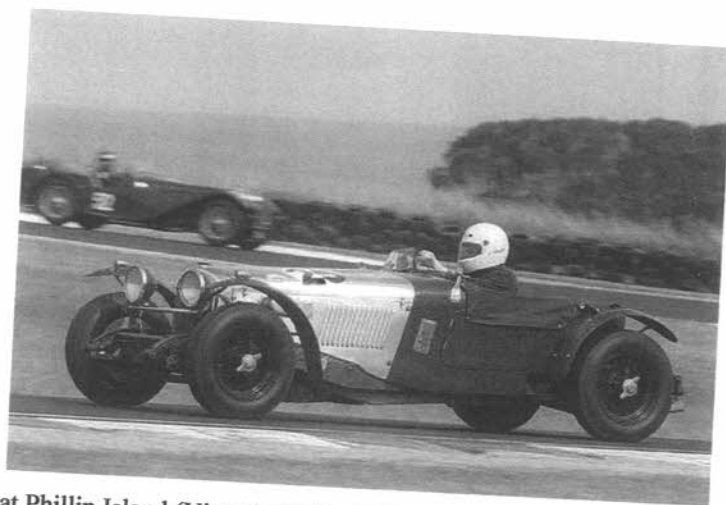
Alvis Speed 20 Tourer. 1935 SC. Originally a Charlesworth saloon. Rebodyed in the early 1970s by David and Moira Wischer, as a very stylish two door four seater tourer which says "if you've got it, flaunt it". In the style of VDP. Major component nos. match. I have owned it for 20 years. Well known in Australian Alvis circles. Well travelled. Well used. Well rallied. Well loved. Certainly not concours but it's all there and it all works and it goes very well. Lots of spares. Full Victorian Reg. \$100,000 see photos at :-<http://gallery.me.com/mrjfh/100055>



JOHN HETHERINGTON.
0419319339. jfh@mcmedia.com.au

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 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

Wanted:
Lucas "New Alto" horn to suit 1934 SB Speed 20. For LH side mounting with vertical bolts Dia 5.5"
Peter Mott, ph. 08 8327 3323. Email mottpa@bigpond.com

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) 54262256

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.

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.