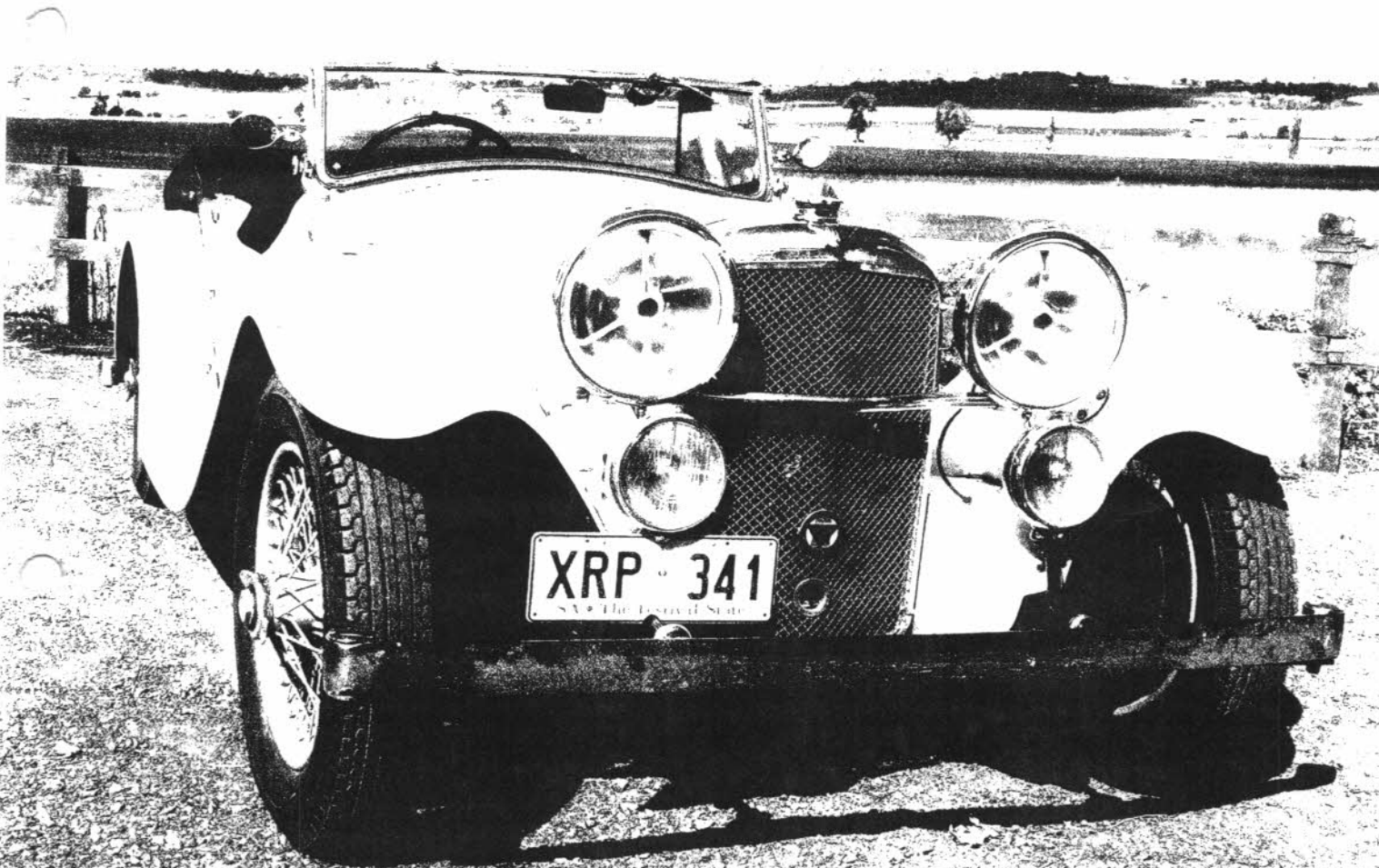


The Newsletter of the Alvis Car Club of Victoria (Inc)

June 2009

Alvic



"ALVIS on the the Downs" Report
UK International Alvis Weekend
More cars for sale

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
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Front page: seen here on the recent "Alvis on the Downs" Rally is Peter and Anne Mott's 1934 SB Speed 20
Engine # 11776, Chassis # 11326, Car # 16316 and body by Terdich

President's Report

The National Rally to Toowoomba has come and gone and I'm sure those who attended had a most enjoyable time. We now look forward to the next National Rally in 2011 to be held in Wagga and Orange and organised by the N.S.W. Club under the baton of Heather Goldsmith and team. Our turn will be in 2013 and we already have a rough idea of what we hope to achieve. Watch this space for further developments.

At the last meeting, there were a couple of technical problems associated with the clubrooms. We had no power in the kitchen and the roof was lifting in a number of places due to high winds. Both problems were rectified by Andrew McDougall who secured the roof with a huge quantity of roofing screws and traced the electrical fault from the kitchen via a dubious switchboard to the main house.

The rear sliding door needs replacing and we have bought some steel to make a new one. Also we need to build a new door frame as much of the timber bearers have rotted away. At night one doesn't notice these things, but in daylight one can certainly see the problems that definitely need attention. The light in the spares room has also been attended to.

Our annual trophy presentations will be happening in July so I urge you all to attend. You never know, you might end up with a trophy for the good deeds you have done over the last twelve months.

The June run has been organised by Richard and Pauline Tonkin and it looks like it will be a great run. It seems ages since we have had a club run as opposed to static events so if you wish to attend, please get in contact with Richard and let him know your intentions. The more the merrier.

We received a number of items from the estate of Roy Henderson that are now safely housed in the clubrooms. Included were a set of newsletters from day one to 1970 and a number of medallions won by Roy on various Alvis events during the 1970s. If anyone has any newsletters from 1970 onwards that are surplus to requirements they would be gratefully received by our librarian. It is our intention to build up a complete set of newsletters for the library.

Some time ago someone asked me about the purpose of stabilising bumpers on Speed cars. Whilst doing some work for the VSCC library I came across an article on front end instability that led to another article on leaded weights on front and rear bumpers. Whilst it doesn't go into great detail, it does explain the principles. I have scanned the article for inclusion.

Chester McKaige

SUPPER - The McKaiges

2009 EVENT CALENDAR

Jun	19	General Meeting
	21	Bush Fire Recovery Run - Richard Tonkin - see note page 4
Jul	17	General Meeting
	19	Mornington Peninsula Run - Darrell & Jocelyn
Aug	21	General Meeting
	23	VSCC Rob Roy Hill Climb
Sept	18	General Meeting
Oct	9-11	Otways and Beyond - Alan McKinnon
	16	Annual General Meeting & Trophy Presentation
Nov	20	General Meeting
Dec	6	Christmas Party - Darrell & Jocelyn

ALVIS PEOPLE BEHAVING BADLY



What lengths will some people go to, to appear in the pages of APBB!

(for anyone not familiar with the "animal, vegetable or mineral" dress up at the "Alvis on the Downs" National Rally, Ian Parkinson went to a lot of trouble to dress in the animal section)

00000000000000000000000000000000

EDITORIAL NOTE

Many thanks to those who responded to my plea for newsletter articles. Your efforts are rewarded in this edition. Thanks to both writers and photographers.

You will **all** be aware that the newsletter is a vociferous animal that needs to be fed monthly and requires your input to survive.

Please share the workload and send me your contribution.

.....ed

BUSHFIRE RECOVERY RUN - SUNDAY, 21st JUNE

A reminder about the run to the National Park Hotel at Kinglake, via morning tea at Healesville on Sunday, 21st June. Full details in May ALVIC. Meet at 9.30 at The Greenery plant nursery carpark in Templestowe (Melway map 33, G3) for a 10am departure. Route directions will be provided there. Nice drive to Healesville where we will have morning tea - bring your thermos - cake and biscuits will be supplied. Then via scenic route to the pub - excellent food (\$13 Seniors roast).

If you aren't coming to the June Club meeting, please ring me on 9710 1465 (evenings) or 0407 944 987 by Friday evening, 19th, so we can give numbers to the pub.

Richard and Pauline.



PENINSULA RUN 19 JULY 2009

Meet at the "Frankston Waterfront," Pier Promenade (Melways 100A A9) at 10.00am for a 10.15 departure.

It is worth arriving early and having a look around and a walk on the pier. Toilets available.

Lunch is at Westernport Marina in Hastings after an interesting and challenging run.

Darrell & Jocelyn 5983 2016

33rd HISTORIC WINTON
 PROUDLY PRESENTED BY THE AUSTIN 7 CLUB
30-31 MAY 2009

Victoria
The Place To Be

Tourism Victoria

BENALLA
RURAL CITY

VACC

The last weekend in May is traditionally Historic Winton and this year celebrated the 33rd meeting run by The Austin Seven Club.

From humble beginnings to a world class historic event!

For those who have experienced a F1 Grand Prix in its very sterile, go and no go areas and the restrictions relating to pit passes and the lack of being able to see a worthwhile area of the track, even from a grandstand seat, Winton is an event for the enthusiast.

You can walk through the pits. You can talk to the drivers. You can stand beside the cars as they warm up prior to driving to the assembly yard.

Having missed a couple of years, I am impressed by the "new" initiative to control the pedestrian traffic in the pit area when cars are on the move. The potential of broken legs or ankles and cranky drivers was previously a possibility.

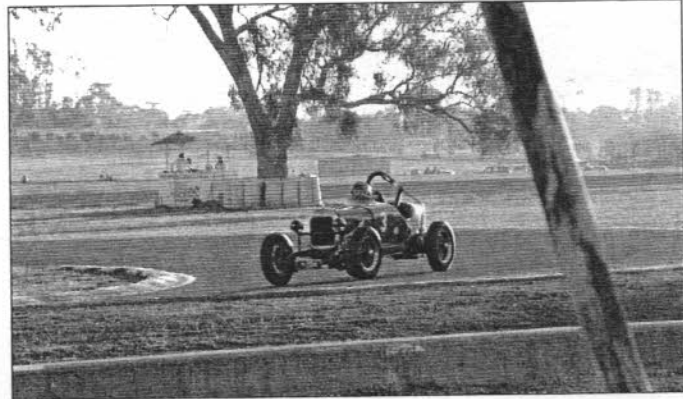
Again there was historic motorcycle racing and some of the falls those guys take rattle your bones even though you haven't taking the fall.

I saw Andrew Green (12/50), Geoff Hood (12/50 supercharged), John Rowe (Speed 20) from WA.

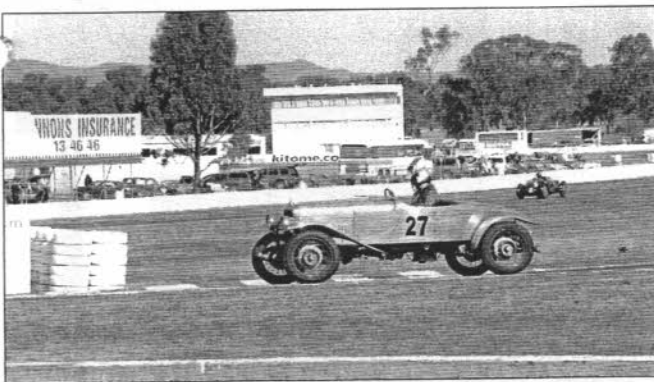
Unfortunately Dale Parsell's Silver Eagle made it all the way to Winton and succumbed to some rear end problems before he got a run.

Some of the photographs Dale took of the Alvises are shown below and other marques on the following page.

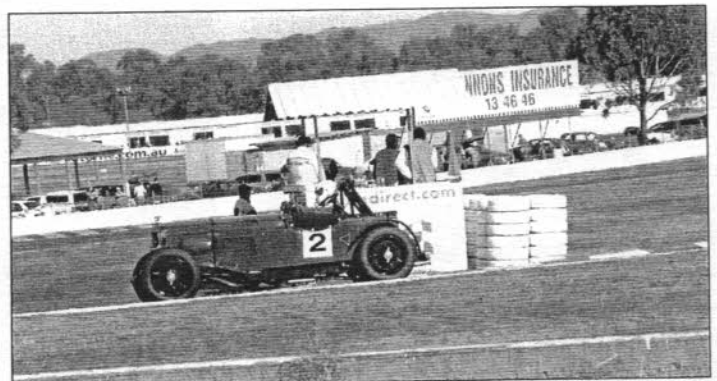
John Lang



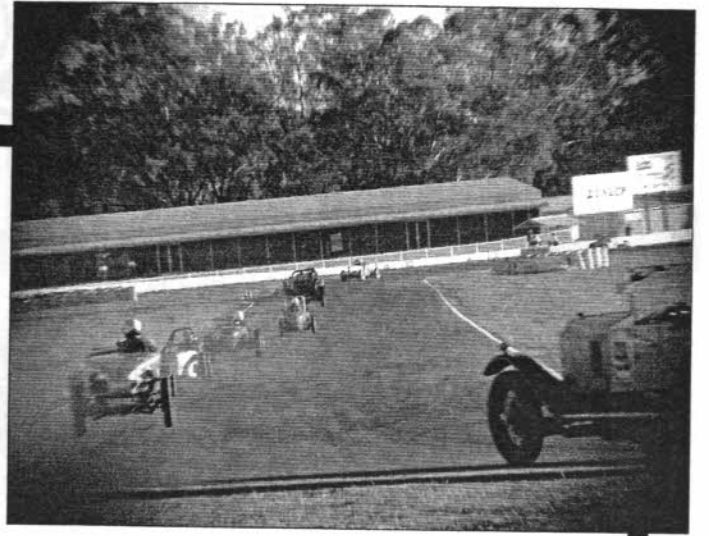
Above: Geoff Hood 12/50 Supercharged



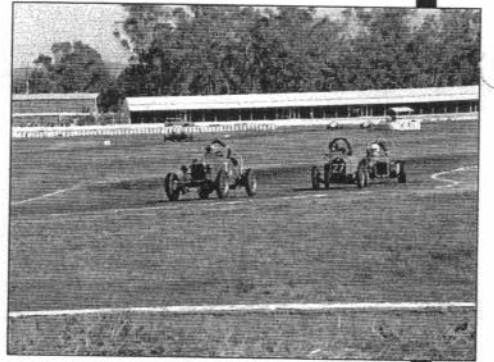
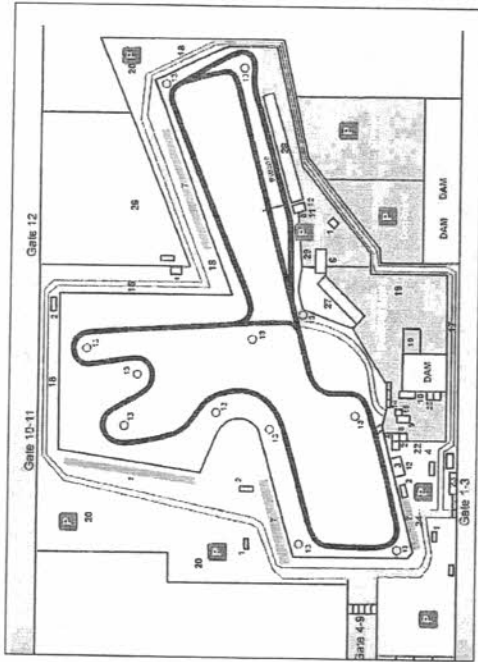
Above: Andrew Green 12/50



Right: John Rowe (WA) Speed 20



WINTON



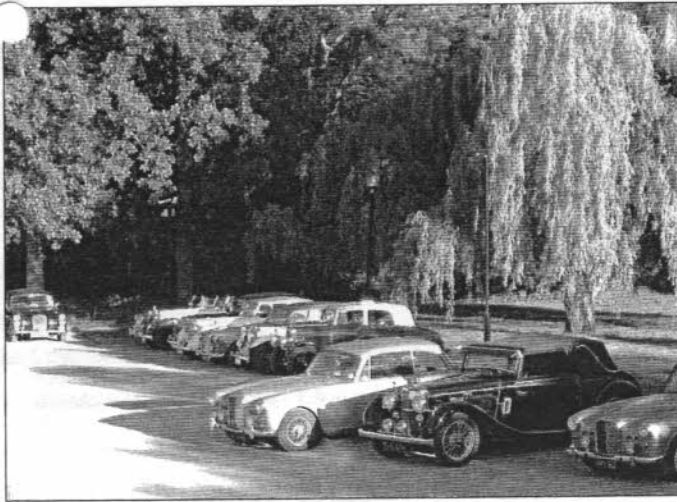
INTERNATIONAL ALVIS WEEKEND,

29th to 31st MAY.

Or one can have fun in Pomland too!

What a fabulous weekend, made even better by fabulous weather and the fact that I had nothing to do with the organisation. Just turn up with my lady and my car and enjoy it.

The venue for Friday 29th and Saturday 30th was the "Runnymede Hotel" on the banks of the River Thames near Windsor, Berkshire. In 1215, Runnymede Island in Father Thames was the scene for King John signing the Magna Carta, the foundation stone of our British democracy. In these days of Gormless Gordie and the Mother of Parliaments inhabited by a bunch of sanctimonious thieves, it is refreshing to know that there was a group of fine individuals determined to put the Great



The Runnymede Hotel car park with David Lowe's Silver Eagle prominent

ck in Great Britain. These were the South Eastern Section of the Alvis Owner Club. In this they very much succeeded. Many thanks to Derek Tourle and his team, for all their hard work and faultless organisation.

Friday 29th

The drive over from North Essex around the Northern fringes of London in the SA Speed Twenty on the Friday morning turned into a major traffic jam between Slough and Windsor. With no radiator fan, I was apprehensive of boiling over, but by switching off when we came to each frequent stop, we managed to crawl our way slowly through. In fact, I was quite amazed at how well the car had coped. Oh for the open Victorian roads, with only a 'roo or two to watch out for. Others had similar problems, with an accident on the M25 motorway holding some prisoner for up to three hours.

No sooner had we arrived than the fun began. Iain Galloway had organised a buffet lunch for the JNBC tourists, and it was great to meet up with so many familiar friendly smiling faces again. It was also great that Darrell Horton and Jocelyn Coates, and John Link honoured us from over your way. Lovely to see them



The lunch with many familiar faces

and next year more must come and join us. Almost all the "tourists" made it, excepting Martin and John, Nick and Pat, David and Kay (who were Bentleying in Canada), Jes and Jenny, and most unfortunate of all, Bob and Marie who were delayed in traffic from Scotland, but joined us later. Peter and Susan Holmes had organised a slide show of the JNBC from a number of contributors, with some hilarious commentary. Thanks to them. Iain gave a speech thanking Chester and all others for such wonderful memories, following which Peter presented Iain with a copy of the new edition of Ken Day's "The Story of the Red Triangle," some suitably decorated coffee mugs, some Scotch and chocolates for Jane, on behalf of us all. Well deserved, Iain, despite your modesty. It was especially welcome to see Iain and Jane, as Iain was attired in a large foot plaster after major leading edge surgery not long ago. Hopefully, a full recovery is just around the corner.

The hotel was very comfortable and welcoming, despite major refurbishment work going on, (which reminded us of the RACV at Healesville), and Helen and I enjoyed the swimming pool both days. The hotel is situated alongside Bell Lock on the Thames, only a short walk downstream from Runnymede Island. A River Cruise was organised with Dinner aboard for

the evening, but having lunched, Helen and I decided to miss this. Having watched the "Queen of the Thames" depart, we joined Richard and Sushama Day for drinks on the river sun terrace, and then had dinner all together in the restaurant, where Darrell and Jocelyn happily joined us. An hilarious evening ensued. John Lang, your ears must be burning. If not, they jolly well ought to be! Darrell and Jocelyn were off to Wales the following day, and are suitably briefed on how to cope with the Welsh.

Saturday 30th

The Alvis car park is full.

Various options of entertainments were organised for the day; visits to the Royal Botanical Gardens and Kew Steam Museum (the Victorian beam engines waterworks which used to supply London with water), curtesy of an old Routemaster double decker bus; and a "Thames Reaches" driving tour crossing numerous Thames bridges in the countryside and lanes west of the hotel. We opted for the latter. The route totalled 56 miles following a leisurely circular path via Maidenhead, Bourne End, Marlowe, Henley on Thames, Sonning and Twyford. Amongst others, we crossed Maidenhead bridge, where I used to row 35 and more years ago, and passed Cliveden House, where John Profumo met Christine Keeler, much to the embarrassment of the Macmillan Government. The Storrars stopped for

morning coffee at the "Bel and the Dragon Hotel" in Cookham, where we held our wedding reception "a year or two" ago. It seems not a minute ago. Which of us is the Bel (beauty), and which the Dragon you may well ask? Easy, innit! This was followed by lunch with Alan and Thelma East and others at the "Dog and Badger" at Medmenham, before a return to our hotel home via Windsor Great Park.

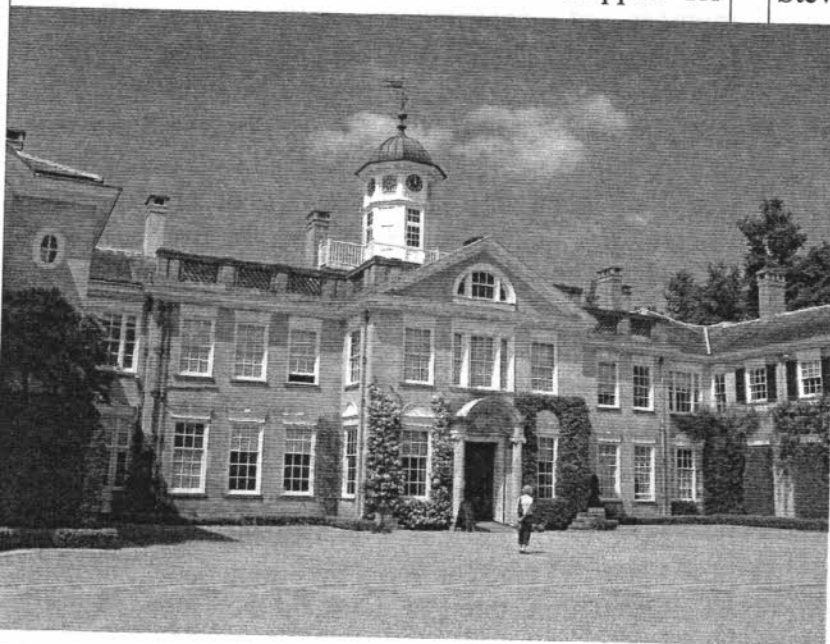


Above: the Field at Polesden Lacey. President Mike Baker's 4.3 Van den Plas short chassis tourer to the fore. Approx 200 cars there

The evening was occupied by the Gala Dinner, where we joined amongst others our Essex neighbours Steve and Alison Horne and daughter Julia, John and Nadine Fox from Lincolnshire, Stuart Nell from Leicestershire and David and Mrs. Salter from Yorkshire. The guest speaker was John Hickman, who gave a spell binding talk and slideshow of his recent participation, in an Alvis Silver Eagle, in the Peking-Paris Rally, a tough assignment for which he is to be congratulated. There were people from many parts of the world, including Australia, Monaco, Switzerland, Germany, Holland and Sweden, many in their cars, and united in the friendship with which our Alvis cars bless us.

Sunday 31st.

The day commenced with a short drive of 23 miles along the M25 to the National Trust's Polesden Lacey in Surrey for the day. The sun still shone, with the temperature at 27 deg, and many old friends were met with, some going back over 40 years. These friendships are what



The House - Polesden Lacey



JNBC participants Helen Storrar Susan & Peter Holmes with grandson Jonathan

our Club is all about. Amongst these was Martin Boothman and PY.

The House dates from Regency times, and in later Edwardian times it was the country retreat of the Hon. Mrs. Ronald Greville, who remodelled the house in 1906-9, and hosted Princes, Maharajahs, Viceroy's and Prime Ministers, as well as King Edward VII. The future King George VI and Queen Mother honeymooned here. The gardens were beautiful.

We visited the house in the morning, and in the afternoon I put on the yellow jacket and helped marshal one of the driving tests. This involved a reverse parallel parking test. See, the South East Section trusts East Anglia! A huge field full of Alvises congregated, at least 189 in total, with almost every model, from a lovely little side valve rear wheel braked wide two seater (my favourite to take home), to a selection of TF21s. Missing were examples of FWD, Crested Eagle, and TB21, otherwise I think we would have had a "full house". This year being the 80th Anniversary of the Silver Eagle (1929), and the 50th of the TD21(1959), there were displays of both, including examples from the first years. If I heard the

tannoy commentary correctly, the first three Silver Eagle chassis were shipped to Australia and bodied there. I am sure there will be those who have the full details. Robin Bendall "trucked" the Duke of Edinburgh's special TD21 drophead from Sandringham, and it was interesting to see the power hood and higher roof line of this car.

As well as driving tests, the concours was well subscribed. We did not stay for the prize giving right at the end, but the results will be circulated by the organisers shortly. We took the alternative Easterly route home around London, via the Dartford Tunnel, but yet again got caught in heavy queues, and eventually escaped to the back roads via Chelmsford.

Why does time go so quickly when one is having fun? Well, less than four weeks to go before our own East Anglia



Above: The Duke of Edinburgh's TD21

day at Wimpole Hall near Cambridge on 28th June. We look forward to then!!!

Best Regards to all in Victoria. The biggest thing we missed was YOU!!

Chris and Helen Storrar.

Alan & Thelma East were participants on the JNBC Tour in 2008 and recently rejoined the ACCV. Alan was on loan from the RAF during the 1960's, and in response to my plea for newsletter contributions, has sent copies of his letters to the 12/50 Register during his time in Australia and relates some of the history of the club as seen through the eyes of an English visitor.

Letter From Australia.. (1).

For the two years that we are out here on loan to the RAAF we have had to leave our Alvis at home in the U.K. So, before we left, we decided that rather than remain Alvis-less for that time, we would contact some like-minded folk out here and join in their fun. Tony Collins had given us a few addresses, and, incidentally, appointed us the Register's Australian Correspondent (unpaid). This then is our first communique.

We have joined the Alvis Car Club of Victoria and on Friday, 29th. Sept. We attended our first function - the Annual Presentation Dinner. We had already received a couple of letters from secretary Roy Henderson, and the tickets, and a thoughtful invitation to be piloted through Melbourne by Evelyn Muirden, wife of David the Spares. But when we climbed the stairs to the Private Dining Room in Union House, University of Melbourne, we had not actually met anybody. This did not worry us unduly and sure enough we found about 50 of the friendliest people in the world (except perhaps for a collection of Register members).

The Club has about 70 paid-up members and catering as it does for Alvises of all ages, it has on its books a fairly comprehensive of models, not many missed between 12/50 and Graber 3 litre. The club is run very energetically by a committee of 10 (one seventh of the total!) and a meeting is held once a month. This is well supported for such a relatively small club whose members live over a wide area. The regular attendees are obviously those who live in the Melbourne area and the 'country cousins' attend as and when the opportunity presents itself. Unfortunately the latter category includes us.

This monthly meeting is held in the Club Rooms, which are on the property of the widow of Basil Bowes, a founder of the club, who, before his death in 1965, ran the Club virtually single handed, as far as we can make out. Mrs Bowes generously allows the Club to continue to use the extension to his garage which was made for the purpose. They are very grateful to her for this gesture.

When her husband died it was found that much of the keeping of books and records had been done in his head, so perhaps it was a natural reaction to form such a comprehensive committee.

The Presentation Dinner was a most enjoyable evening costing \$6 (50/-) per couple in all. We found the university all right but got lost within its grounds. Our mistake was that we were looking for a car-park with at least a few Alvises in it, but they are as bad as us, and turn up in something else. Everyone we met made us very welcome and sought our opinion on the future of Alvis Ltd following a report that the last car to bear the name had left the production line. (Can someone tell us please?) The conversation sounded very familiar - overheard were such opening gambits as:-

'Mines a Silver Eagle what do you run' or

'John did you pick up that engine I told you about?' or

'What happened to you on the second half of the night navigation run?'

'After spending two hours passing you lot going the other way and \$5 on oil we threw it away, only to find we reached the rendezvous on time!

After dinner Bob Morrow, one of the founder members spoke of his memories of the early days of the club. It was formed in the early 50's so we could get other folk to help us when our cars went wrong.' The Austin 7 Club is the only other one-make club in Victoria to have formed earlier. Bob paid tribute to Basil Bowes and, also to the present committee. He compared the way the club is run now with his earlier efforts by relating of a man who having sold his house some years ago, revisits it and finds that the magnolia he planted but could not get to make progress despite all efforts has now, in someone else's hands, flourished into magnificent tree. Nicely put we thought.

The club holds some half dozen events per year. Details of individual prize winners would be of limited interest but would like to mention their main trophy. It is presented for the best aggregate score in three events, the Day Trial, gymkhana and Treasure Hunt. This year it was won for the second time running by David Caldwell, who in fact designed it. It is the design we think may be of interest. It stands about 18 ins high, has a diameter of 7 in. at the base and 3 in. at the lid and the main body and handle are of turned aluminium. The base and the lid are of native wood not unlike teak - very modern and smart. It carries an Alvis radiator badge below which is engraved :

Alvis Car Club of Victoria.

Basil Bowes Memorial Challenge Trophy

Around the base are set individual. plaques, also of the triangular shape of the rad. badge. It was first awarded in 1964. A half-size replica remains the property of the winner, and at this year's dinner a replica was given to Mrs Bowes 'in appreciation.'

We spent the weekend in Melbourne, and on the Sunday, before starting our 150 mile journey back to Sale, we were invited for tea with Moira and David Wischer, the club President.

Here we were able to inspect our first Australian-bodied Alvis, a 1925 12/50 four seater body of polished aluminium, with dark green wings, Although his only car, it was in the process of having the engine reassembled (they are just like us) having suspected the quality of someone else's workmanship.

Rightly so, apparently, having found No 2 conrod on No. 4 piston (for those with a classical education behind them, only Nos 1 and 4 or 2 & 3 are interchangeable).

We met one or two other Alvis types here, but all too soon we had to set course for home.

The next event we hope to attend is a combined club effort in February, so more from us anon.

Alan & Thelma East

I am indebted to James Elliott, the Editor of *Classis and Sports Car* magazine for his kind permission to reprint this article about Nick Simpson who is the AOC's Technical Advisor. Many of us enjoyed Nick's company on the JNBC Rally.ed

COLLECTOR NICK SIMPSON

HOOKED ON THE RED TRIANGLE



If Nick Simpson's parents had anticipated the long-term effect that their trusty Alvis TA14 would have on their son, they might have sold it when the new Ford Consul arrived. "I grew up with the Alvis," recalls Simpson. "My father bought the 'woodie' as a tax dodge and used it to take us to school. He cherished it and never had the heart to sell it. In 1960 it became my first car and I've never been without an Alvis since."

Today the founder of Earley Engineering treasures two cars – a '32 SA Speed 20 tourer and a '57 SA 3-litre with Graber bodywork – but also has a wonderful memorabilia collection: "My dad was into stamps, so collecting was in the blood. In the '80s, when the kids were young, I started focusing on Alvis bits and pieces. Through permanent adverts in the club

magazine, I started being offered an amazing range of artefacts, from coachbuilder body plates to an ex-Holyhead Road factory clock. It'll still ping and stamp your card."

Part of the appeal is the diversity of Alvis engineering, from aero engines to tanks, scooters to cars: "I've tried to find photos of everything. I have a great shot of Arthur Varney by a prototype tank powered by twin 4.3 engines. All 12 were sent to Russia and are long gone."

His favourite brochure is a catalogue for the Speed 20: "I love the pre-war designs and the Art Deco-style illustrations are gorgeous." Other treasured items include a loose-leaf photo album produced in limited numbers to promote Alvis' range of skills: "The photographs of the satellite factories are beautiful. I've never seen another." MW

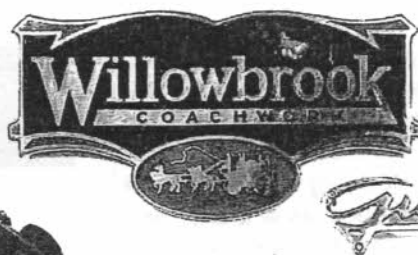
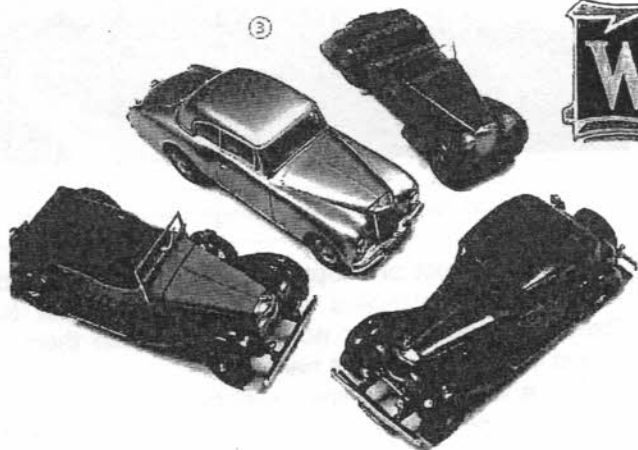


1 A full set of Alvis brochures, including stylish pre-war designs

2 Stylish badge for short-lived pre-war Alvis Car Club – "I wish the Owner Club had adopted the design"

3 Impressive 1:43 model collection ranges from a pre-war Dinky 4.3 tourer toy to hand-built Minimarques of Speed 20s. Gold Graber 3-litre is based on Simpson's old car

4 Coachbuilder badges include Willowbrook, Mulliners, Cross & Ellis, Park Ward and Swiss associate Graber



APRIL 2009

Alvis on the Downs

CHESTER McKAIGE

Preparations for the 2009 National Rally to Toowoomba Queensland, began in earnest about eight weeks prior to the big event when I took the cover off the 12/50 and started cleaning the wheels. After cleaning one wheel, I suddenly realised that the poor old Speed 25 hadn't had a decent run for some time and as I had heard that Brian and Joan Hemmings were thinking of going on the rally, (unfortunately unable to attend) I put my one and only now clean wheel back on the 12/50 and removed the dust sheet to examine the Speed 25.

Back in January I had the springs re-tempered and new rear shocker absorbers fitted after spending a considerable amount of time making new brackets etc. This made a huge difference to the handling of the car and all that remained was to put it on the hoist and go through it from stem to stern. This I did over Easter, tightening up nuts and bolts, adjusting brakes and slowly completing all the jobs on my list.

We had decided to truck the car to Brisbane and have a few days looking around. Also trucking their cars were Richard Tonkin, Parky and John Link with Richard given the task of organising a suitable trucking company, through a mutual friend. This was completed, only to find the day before departure that the truck had broken down and couldn't do the job. At the eleventh hour Richard came good with a company in Laverton who could truck us there by containerised rail which to me was far better than having the cars open to the elements.

On the morning of the 28th April at some ridiculous time in the morning, Richard, Parky and I gathered in Laverton to drop off the cars, all of us wondering if we would ever see them again.

Sal and I left for Brisbane the following day and spent three days doing all the things one does as a tourist and catching up with a couple of friends who we hadn't seen for years, with a morning set aside to make the trip to Acacia Ridge to pick up the car.

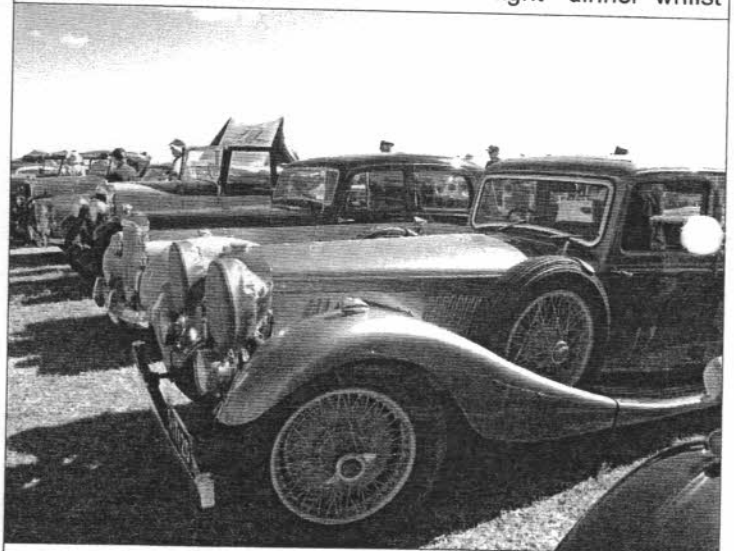
On Saturday 2nd May, we left Brisbane to head for Toowoomba, our home for the next week and after climbing the big hill into Toowoomba and negotiating the car park that when built hadn't taken into account the turning circle of a Speed 25 and the lift system that had a mind of its own, we settled back to enjoy meeting old

friends at "Registration" and examining our rally packs.

The opening dinner was held next door at the Burke & Wills Hotel and Dean Prangley gave us a general rundown of what he and his troops had planned for us in the forthcoming days.

The next day after breakfast (with no toast available) we headed out to Toowoomba Airport for an aircraft and classic car show that attracted over seven hundred cars, including our fine display of Alvises. The aircraft, both on static display and flying, provided a great spectacle and I was amazed at the number of people in attendance. It was a great event.

The rest of the day was free. Some prepared themselves for the "Garden Theme Night" dinner whilst



Stuart Paton's SP20 in the foreground at the airport

others did a spot of shopping. These theme type dinners have become standard practice it seems on National Rallies and whether or not you agree with them, one is bound to at least look the part.

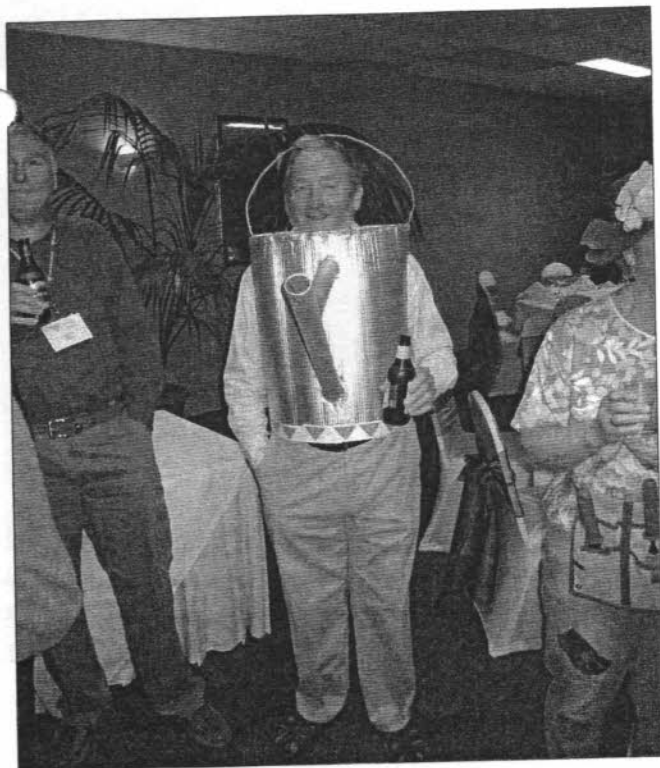
There were quite a few really good costumes including a number of carrots, a few garden gnomes, a walking watering can, a sprinkler system and various flowers and insects. Prizes were given to the best costume with Parky

dressed as a carrot complete with a very interesting root system attached winning first prize with Geoffrey Farrance (walking watering can) coming second.

The next day we departed for the Jondaryan Woolshed traveling along some interesting roads with amazing scenery. The Woolshed provided us with morning tea followed by a guided tour of the property and the woolshed

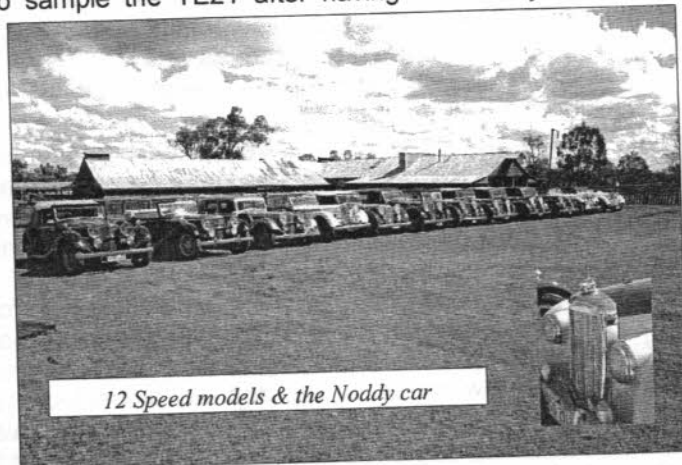


*The three flower ladies of Toowoomba
And
Geoff Farrance with his version of Ned Kelly's armour*



where we watched a couple of sheep being shorn and a sheep herding demonstration prior to sitting down to lunch. After lunch we assembled 12 Speed Model Alvises for a photo shoot although there was a particular "Noddy car" that wanted to get in on the act.

JFH and I swapped cars for the trip back and it was nice to sample the TE21 after having been subjected to the



12 Speed models & the Noddy car

heavier Speed 25. It's nice to be able to view your own car from the rear view mirror of someone else's car and we both overtook each other so we could share the delights.

The dinner that night was a barbecue and it was here that we learned that some of us had won awards at the Toowoomba Air Show the day before. I was lucky enough to receive People's Choice whilst Norman Zylberberg and Norman Webster also won awards. I was also presented with my glasses that I had left behind at the woolshed!

The morning of day four, took us on a longish drive to Ipswich for a tour around the Railway Museum and workshops. This was a very interesting place to visit and the lunch was pretty good as well.

Richard Tonkin had decided to go with John Link in John's TD which is probably why we never saw the pair again until dinner time when it was conveyed that they had gone in the opposite direction and had got temporarily misplaced.

Prior to our evening meal, we were given a guided tour of a recently restored art deco theatre situated within walking distance of the abode. It happened to have a restaurant attached and the staff put together a truly sumptuous meal.

The next day comprised a short drive to view the Cobb and Co Museum followed by a scenic drive to Cooyar for lunch at the local Cooyar Hotel.

So that Richard wouldn't get lost again, Sal and I accompanied him in Mrs. Graber with Sally doing the navigating from the rear. This is a very comfortable car to travel in and I was fortunate to be handed the wheel for the return journey after lunch. Dinner that night was back at the Burke and Wills Hotel.

The next day saw us picking up lunch packs after breakfast as we were going on a picnic to Spring Bluff. Spring Bluff happened to contain a railway station in a very scenic little area up the side of a steep hill. A large picnic area complete with seating and tables was put to good use and with lunch finished it was but a short trip back to base camp where we could do what we wanted for the rest of the day. Dinner that night was in a restaurant next door to the previously visited theatre.

Our last day of rallying saw us with Parky on board and

Pat Parkinson savouring the delights of the Hetherington's TE21. Our morning tea stop was Glengallan Homestead, a country mansion that had a rather unusual history in that it had spent most of its years unoccupied and had recently been restored to its former glory. Our tour guide was quite eccentric and explained the history of the homestead by using a number of children's wooden toys to highlight various points. These, she had made herself and probably made the multi-coloured wig she wore as well.

From Glengallan we had a 60 km drive to Nobby where we had lunch in Rudd's Pub named after Steel Rudd the author of Dad and Dave etc. Apparently Rudd frequented the pub and wrote many of his stories whilst propped at the bar sipping on a glass of beer. During lunch we were treated to a chap reciting poetry by Bango Patterson and Henry Lawson.

The dinner that night was our final one before setting for home the following day. As is traditional, Presidents of NSW (Paul Lunsmann deputising for Rob Blacket) and Victoria had a few words to say and we presented the organisers with a suitable gift on behalf of both clubs. We were then addressed by Heather Goldsmith about the 2011 National to be held in Wagga and Orange. Dean Prangley sang a few songs accompanied by Parky on the keyboard and the Victorian Club also got to sing a song as well.

Thus ended the 2009 Alvis National Rally.

The next morning saw the car park a hive of activity with people packing cars and saying their good-byes. As we were leaving later than most people, I endeavoured to help Chris Higgins load his 12/50 onto its trailer and offer help to David Pearse who was having difficulty starting his 4.3. After a new battery and some sorting out of cables etc, he managed to get going a couple of hours later.

Richard Tonkin, Norman Zylberberg, John Link and I traveled in convoy back to Acacia Ridge to drop the cars back to the transport company, Richard then organising us transport to the airport and then back home.

It was a great rally and very well organised by the tag team effort of Prangley and Singer. There were a couple of gremlins to do with meals etc, but these things are out of the control of the organisers. The route instructions were well written and accurate and from the feedback, everyone seemed to have a most enjoyable time.

Don't forget 2011 for the NSW National, and 2013 for our turn.

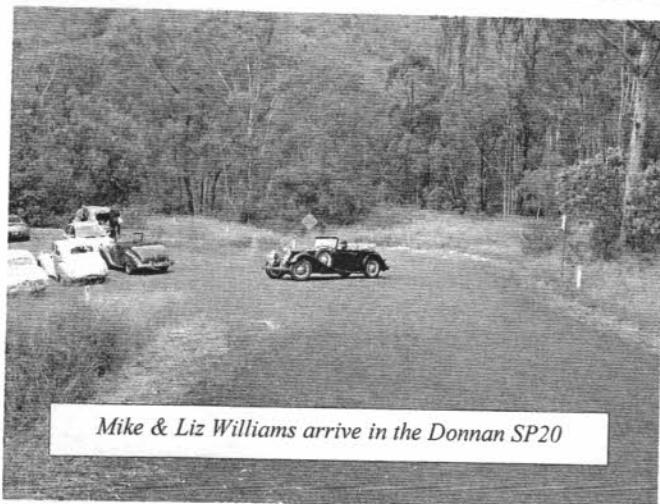
Those in attendance were as follows:

Bill and Kath Austin TA14
 Greg Berkman 12/50
 Richard and Ann Budd TC21
 Bill and Rosemary Chapple 12/50
 Frank and Anne Corbett 12/50
 Derek and Gaye Dixon 12/50
 Des and Edna Donnan FWD
 Bill Ewing and Joanne Sherwood Speed 25
 Geoffrey Farrance TA21
 Roger and Christine Fry
 Rob Gunnell and Heather Goldsmith FWD
 Tony and Beni Hannam Firebird
 John and Marg Hetherington TE21
 Graham and Anne Hesse Speed 20
 Chris Higgins and Eric Nicholl 12/50
 Geoff and Helen Hood Modern
 Max and Judy Houston 4.3
 Vic and Marg Jarrett Speed 25
 Fred and Betty Jones TA21

John and Annie Link TD21
 Paul and June Lunsmann 12/40
 David McDonald and Ken Shaw Speed 25
 Stuart and Clair McDonald TD21
 Chester and Sally McKaige Speed 25
 Alan and Noeline McKinnon 12/50
 Kendall and Joyce McSkimming TA14
 Peter and Anne Mott Speed 20
 Ian and Pat Parkinson Noddy
 Dale and Maritta Parsell Silver Eagle
 Stuart and Mirium Paton Speed 20
 David and Elizabeth Pearce 4.3
 Dean and Christine Prangley Speed 20
 Graham and Dorothy Singer 12/50
 Eric and Irene Smith TA21
 Richard Tonkin Mrs. Graber
 John and Lynda Voller TC21/100
 Ross and Janet Walker modern
 Norman Webster TC21/100
 Mike and Liz Williams Speed 20 (Donnan)
 Richard and Jutta Williams modern
 Doug Young and Roger Payne Speed 25
 Norman Zylberberg and Tony Lister Speed 25



Would this be messrs McKinnon & Parsell in drag?



Mike & Liz Williams arrive in the Donnan SP20

Photography by Dale Parsell and Chester McKaige.

LOTS MORE CAR PICS IN JULY ALVIC

Following a recent meeting, the issue of weighted bumper bars employed to damp out wheel wobble and other vibratory forces was discussed. Various theories were brought forward. Chester McKaige found the following information in the M.E. Vol III providing a simplified description of the basic principles.

.....ed

STABILISING BUMPERS

WHENEVER machinery is in reciprocating motion a certain amount of vibration must be set up and wherever possible this vibration has to be controlled. Vibration is misplaced energy and causes disturbances in many other directions than on the unit causing the initial vibration. A motor car has many parts that can vibrate—if particular care is not given to this possibility in the first place. The engine has a specially balanced crankshaft and in many instances a vibration damper is incorporated in the flywheel. The mounting of the engine almost invariably has some form of insulation system to prevent vibration being transmitted to the chassis frame and thence to the body.

Front End Instability

When the car is in motion there are a varied number of conditions which can result in vibration of the various parts of the car. Wide ranges of speed, coupled with varying and bad road conditions, exert forces on the suspension system in such a manner that certain vibrations take place that are not so easily controlled.

The introduction of shock absorbers, working in conjunction with suitable springs, has to some extent controlled and dampened out a considerable amount of the vibration connected with the car's suspension system.

There is yet another difficulty that car designers have had to face, and that is front end vibration or instability, which is particularly

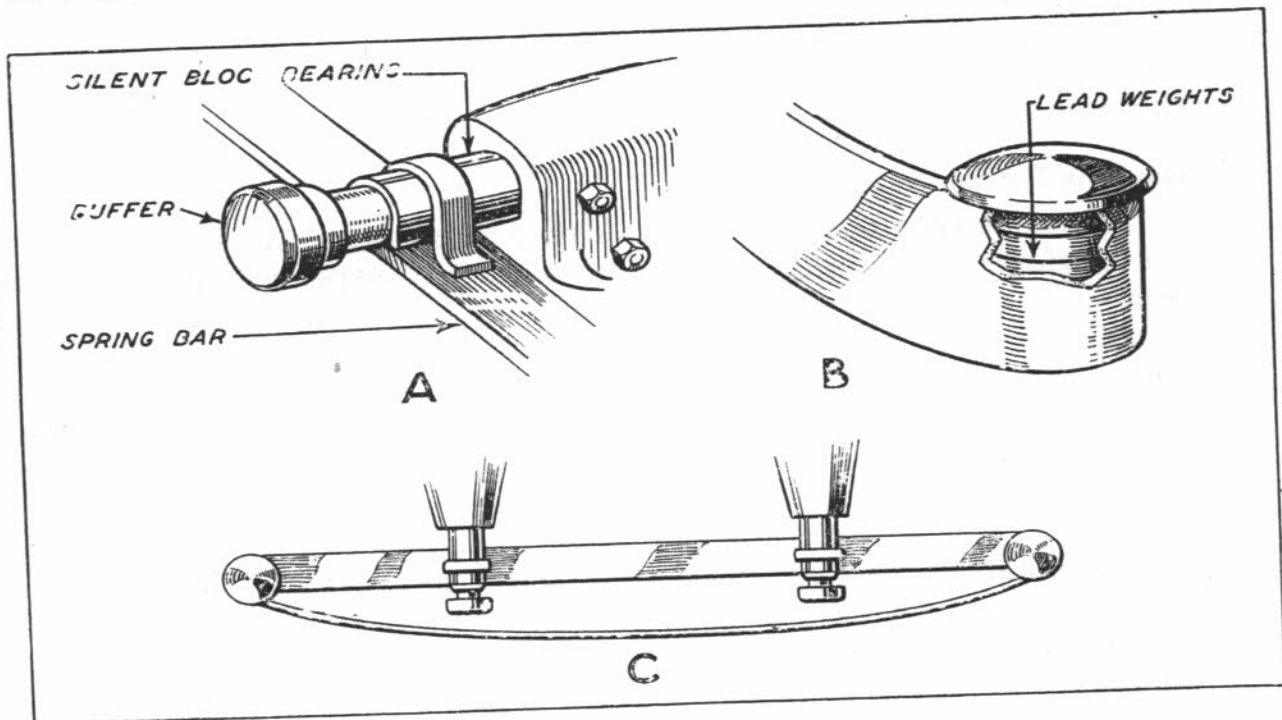


Fig. 1.—DETAILS OF THE WILMOT STABILISING BUMPER.

apparent when the car is travelling at high speeds. The cause of this instability is in a measure due to the use of extremely flexible engine mountings thus robbing the frame of the stiffening effects of the power unit which it enjoyed before. This problem has engaged car manufacturers for some time in an attempt to find a satisfactory system to overcome this trouble.

The Wilmot Stabilising Bumper

The Wilmot stabilising bumper has been introduced to overcome this trouble. The method adopted here is to incorporate a stabilising device in the bumper.

The device consists of two parts: a horizontal flat spring, the same length as the bumper bar, connected at each end of the bumper and to the dumb irons of the frame at two intermediate points by bearings which allow it to flex freely; and the bumper bar itself. The ends of the bumper bar are bent round to form a cylinder in which lead weights are carried. These lead weights are carefully calculated in the first instance to enable them to become applicable to the particular car on which they are to be fitted.

The bumper and spring are fixed to the front dumb iron by the use of a "Silentbloc" bearing. This bearing consists of an inner and outer steel tube which has had the intervening space filled with special rubber that has been stretched into position. The material is under sufficient tension to prevent any possible movement taking place between it and the inner and outer tubes. Sufficient movement is possible between the fixing bracket and the spring bar without causing any friction and yet enables a firm grip to be maintained.

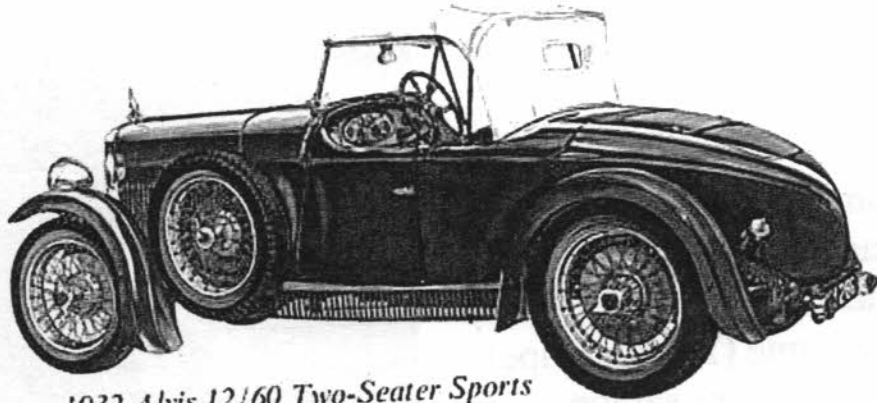
Rubber cushions are fixed on the end of the brackets. This is for the purpose of preventing any impact should the bumper be bent inwards through coming into contact with an obstruction.

How the Device Works

It will be seen that the whole arrangement is in the form of a horizontal single leaf spring with weighted ends, suspended at two points near the centre. The effect when the car is in motion is to set up vibration in this bar and an increase of speed sets up increased vibrations within certain limits.

Having produced what may be termed "artificial vibrations," they are employed to cancel out the similar vibrations occurring within the limits of the two weighted parts due to the frame vibrations. This will perhaps be better appreciated by considering the fact that one noise can drown or subdue another noise that is not so great in volume, but any noise which is of a different pitch will be heard in spite of this.

The vibrations set up by the stabiliser will dampen or cancel out similar vibrations that are occurring in the front end of the car.



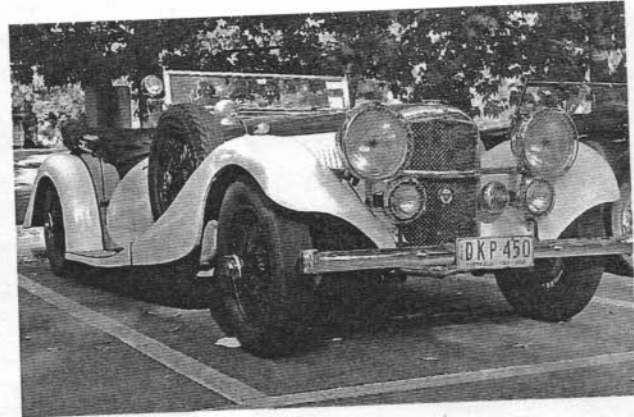
1932 Alvis 12/60 Two-Seater Sports

Four cylinders, 60mm by 110 mm, overhead valves.
2000 cc, carburettors, electric 12/24 volt ignition.
Four-speed gearbox and suspension shock. Four-wheel brakes

SWAP, BEG, BORROW or STEAL

FOR SALE

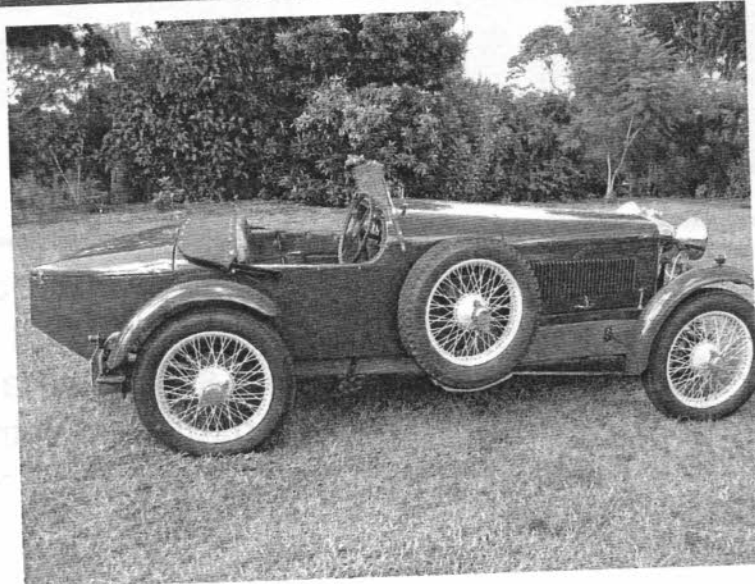
Alvis Speed 20 Tourer. 1935 SC. Originally a Charlesworth saloon. Rebodyed in the early 1970s by David and Moira Wischer, as a very stylish two door four seater tourer which says "if you've got it, flaunt it". In the style of VDP. Major component nos. match. I have owned it for 20 years. Well known in Australian Alvis circles. Well traveled. 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@mcmmedia.com.au

FOR SALE

1928 Alvis FD FWD is for sale. Chassis # 7190
Eng # 7653 Car # 11982. Major restoration was recently completed which included a replica TT body and engine work including new conrods with slipper bearings, new main bearings, new pistons, valves, new gearbox gears, etc. The supercharger has new gears and the lobes and interior casing have been built up using teflon. The front hub splines have been re-made. Full details are available to serious parties. I will be away from 8 June to mid August but can be contacted on the following email address:
dedonnan@bigpond.net.au (Des Donnan)
Price is \$100,000 firm.



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.



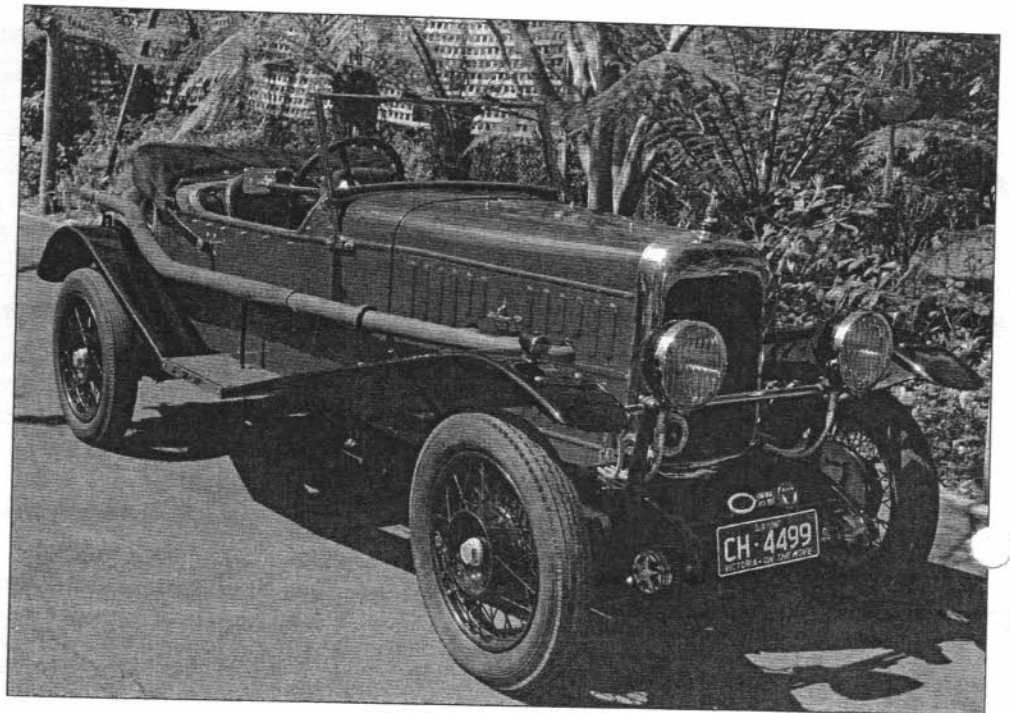
Contact: Andrew Wegener, mobile 0400 501 073.

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 12/50 subframe project for sale.

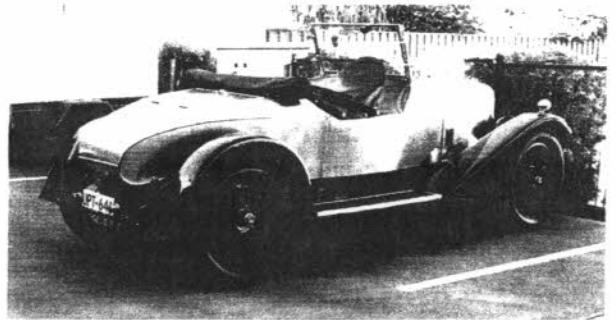
1x standard chassis, 1 x shortened chassis (8'6"), 1 x crankcase, (subframe needs repair), 1 x front axle complete, 1 x back axle complete (no differential), 5 x rebuilt wheels with new tyres (21"), 1 x gearbox, 1 x steering wheel, 1 x foot plate, 1 x set of springs, 1 x fuel tank, 1 x brake cross shaft,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

FOR SALE

1924 Alvis 12/50 SC Beetleback

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

W. Elliot - phone 08 83310833



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.

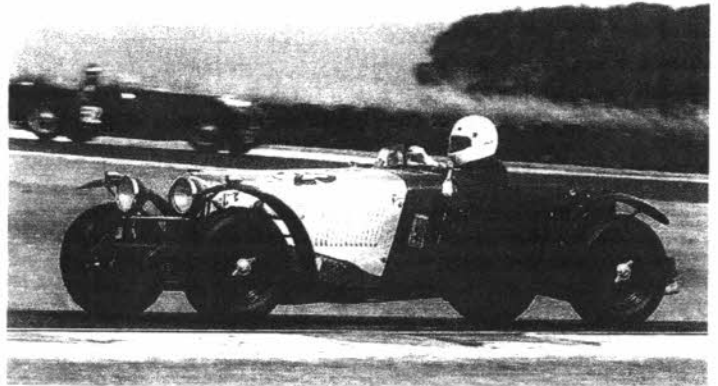
Axles and Brakes: Alvis Firefly differential. Straight cut crown wheel and pinion. 3.3:1 ratio giving approximately 25mph/1000 rpm in top gear.

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:

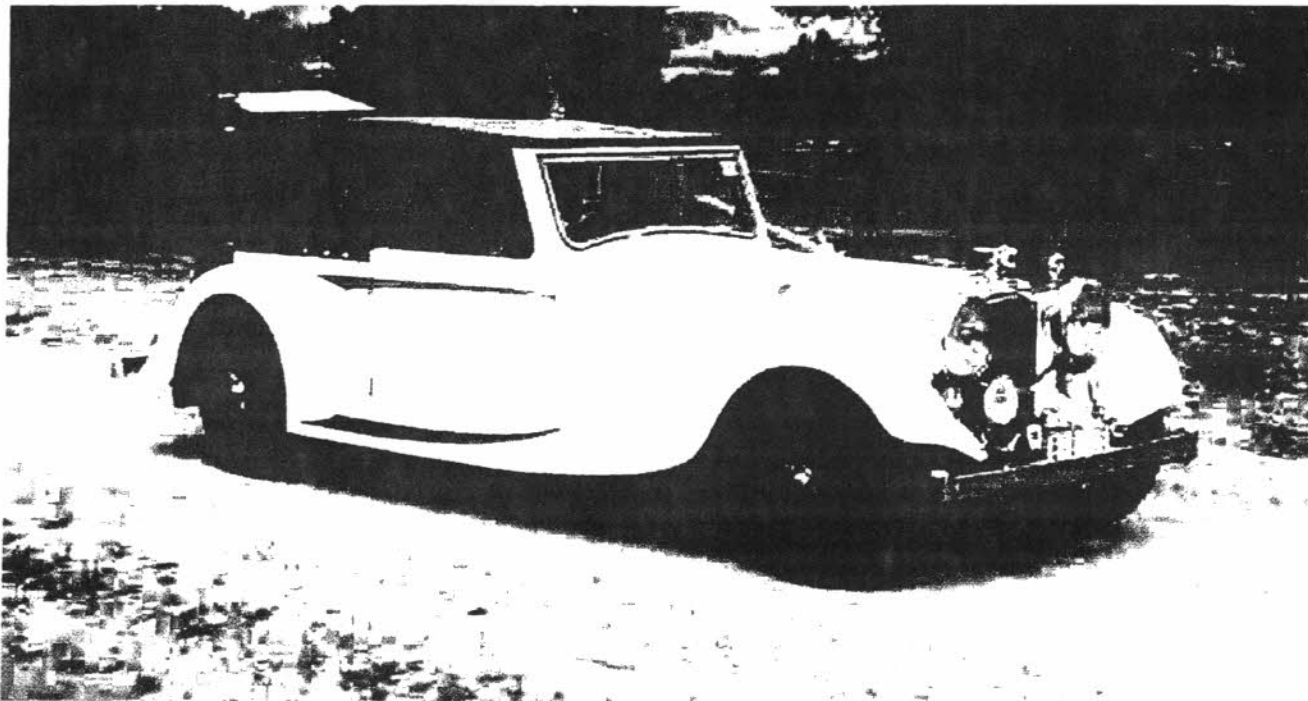
Lucas "New Alto" horn to suit 1934 SB Speed 20. For LH side mounting with vertical slots Dia 5.5"

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

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

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