

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

July 2009

Alvic



Just how good are TA14s???????

Inside



Bushfire Recovery Run

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



JULY 2009
VOL 48

ISSUE 6

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: John & Lyndal Voller's TC100 during "Alvis on the Downs"

President's Report:

Yesterday (4th July), I attended a model engineering show at Bendigo. I took with me a friend who shares the same passions and we both had a most enjoyable time.

On our arrival, I spied Simon Ramsay followed by David Head plus a few other members of the Vintage Sports Car Club who had also come for a look.

These engineering exhibitions are well worth investigating as the quality of the work is mesmerising to say the least. What we do on cars is nothing compared to what we saw yesterday on display in the form of scale miniature car engines, locomotives, aero engines, traction engines and Meccano models. Three or four clubs were represented which just goes to show that model engineering is still alive albeit for the time being but like our hobby, it is not attracting younger people.

Unlike our hobby, the problem with model engineering construction is that because of the lack of trade schools, young people are no longer taught the basics of fitting and turning nor are they interested in learning the necessary skills from an older generation. This was noticed yesterday by the huge number of people who were responsible for most of the models on display being in the 65-75 age-group. Very few indeed looked younger than 50.

The trade stalls are just as interesting as the models and I was able to buy a few bits and pieces that you would not normally find at a swap meet or in your local Bunnings Store.

On the way home, we stopped at Kilmore to visit my friend's mate who has arguably the best model train set I have ever seen. Most train sets depicting dioramas etc are usually cluttered but this one is different. It is based on the Alexandria to Mansfield line and takes up a conventional garage in terms of size. The track is set-up off the ground about four feet and is fully computerised. The lighting system is fantastic with all the shadows from the station lights just perfect. The detail in gum trees, paddocks and the telegraph poles are a work of art in themselves and the diesel locos actually sound just like the real ones. Five years in the making, absolutely brilliant and less than a KM away one can view the devastation of what was the Kilmore bushfires of Feb this year.

Speaking of devastation, we certainly got a good look at what became of Kinglake and its surrounds when we visited the Kinglake ~~Hill~~ for lunch on the recent Pauline and Richard Tonkin run. The day was a great success as was Pauline's banana cake and whilst we only had five Alvises; we had a couple of MGs and a 14/40 Vauxhall to swell the numbers. Thank you to all those that made it the great day it was.

We shared our room for lunch with the Morris Car Club many of whom had never heard of Alvis cars. When it was pointed out that Alec Issigonis had worked for Alvis, it seemed to draw a complete blank as to who Alec Issigonis was and his connection a. with Morris and b. with Alvis. Mind you, I find this quite common in car clubs these days where people haven't a clue as to the history of either their own car or the company that manufactured it.

This month was meant to be trophy presentation night, but we have put it off to AGM night in October. Having it combined with the AGM makes more sense and hopefully will attract a few more people.

The July run has been put together by Darrell and Joc and promises to be a good one as usual. They have a good reputation for organising runs so come along and share the experience.

Enough rambling from me so I'll sign off and see you all at the July meeting.

Chester McKaige

SUPPER - the REMFREYS

2009 EVENT CALENDAR

Jul 17	General Meeting (David Head to talk about his involvement in the replica Duigan bi-plane being built HAS BEEN POSTPONED TO A LATER DATE)
19	Mornington Peninsula Run - Darrell & Jocelyn
Aug 21	General Meeting
23	VSCC Rob Roy Hill Climb
Sept 18	General Meeting
Oct 9-11	Weekend Away - details to be advised McKaige/Lang
16	Annual General Meeting & Trophy Presentation
Nov 20	General Meeting
Dec 6	Christmas Party - Darrell & Jocelyn

THE LATE ROY HENDERSON

The ACCV would like to acknowledge the kind donation from the family of the late Roy Henderson. Roy Henderson was one of the four founders who were instrumental in the formation of what is known as the Alvis Car Club of Victoria. Roy was President during the years 1958 - 1961. The donation consisted of books, documents and memorabilia. We thank Joan and her family for their generous donation. They will be treasured in the memory of one of our true statesmen.

LETTERS TO THE EDITOR

Hi everyone

A VERY special day - after 4 years of hard work, lots of \$\$ & puzzle solving "Grace" is now registered with the Dept of Transport in Queensland.

To the many who wished to be kept informed about her progress; to those who gave invaluable assistance & to family & friends for their support we thank you sincerely. The journey to Ipswich this morning was not without incident, John in the Alvis travelling in front got stuck behind a concrete mixer struggling up one of the steep hills which runs by the Brisbane River, near Karana Downs. He managed a perfect hill start although I did allow him plenty space following behind!! By the time we reached the gas station at the Warrigal Highway everything was HOT. The tyre pump was out of action so we filled with petrol & two complete strangers (females) came over to oh & ah. When I came out of the office having paid the petrol bill John was having his photo taken by one of the young ladies' on her mobile phone camera!!

Dept of Transport Ipswich Branch was well organised & we had the Alvis details on the register & a set of number plates - all within 1 hour - much to our astonishment!! We decided the return journey would be more comfortable with the hood down - even though the outside temperature was only about 18C & it was extremely pleasant in the winter Queensland sunshine.

John is currently looking at spark plugs & checking carburettors - all part of the adjustment & running in process. When he has this complete, we'll send a photo of "Grace" with her new number plates.

For those interested her rego number is S 18762
So we're going to have a few days off from Alvising - I

wonder what John will find to do with his very capable, creative hands.

Thanks again for your interest & support

Kind regards
Ronnie & John

Hi All

If it is not too late for July's newsletter you may wish to advertise the AOMC's Winter Seminar which is open to all club members.

It may not seem so relevant to our vehicles, but this year they are having guest speakers talking about the vehicle wrecking and obsolete parts industry, particularly those businesses around Melbourne. The seminar is being held on Saturday 18th July 2009, 8.30 for 9.00am start at the East Malvern RSL, Stanley Grose Drive, Melways Ref Page 60 A12. If intending going, people should contact Graeme by Monday 13th July: Ph. 9555 0133, Fax. 9555 1230, Email secretary@aomc.asn.au

For future planning, the dates for the 2010 car shows are; RACV Classic Showcase (English and European) - Sunday 28th February

American Motoring Show - Sunday 28th March

Both to be held at Flemington Racecourse

Permit System: - still nothing definite, but the feeling that Vic Roads management will forward a proposal to the Minister in the very near future.

Cheers,
Andrew McDougall

A SPECIAL WELCOME TO PHILLIP MOSTYN FROM WESTERN AUSTRALIA

Thought for the Month

As we age and become more relaxed about life, we can laugh at ourselves and others and share the annoying things that play tricks with our memories.

If you haven't yet been able to do that, now is the time to start!

If you are offended, don't read next month's TFW.

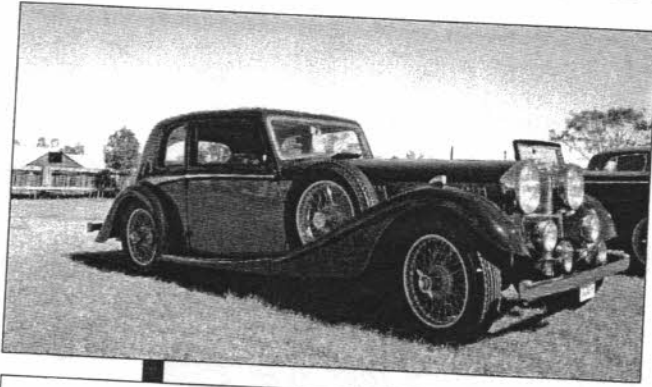
Happy Alvising.....



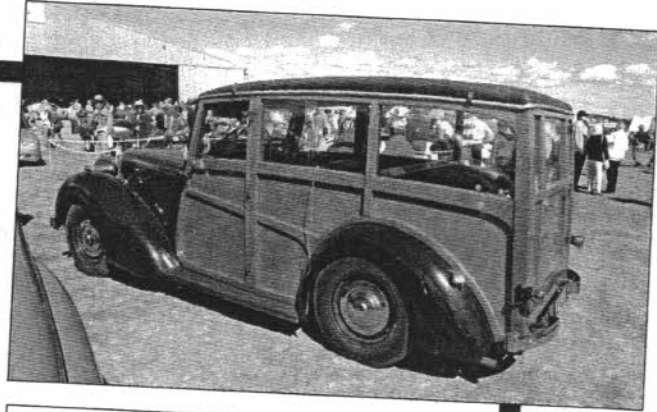
"GOODBYE TENSION! HELLO PENSION!"

More Pics from

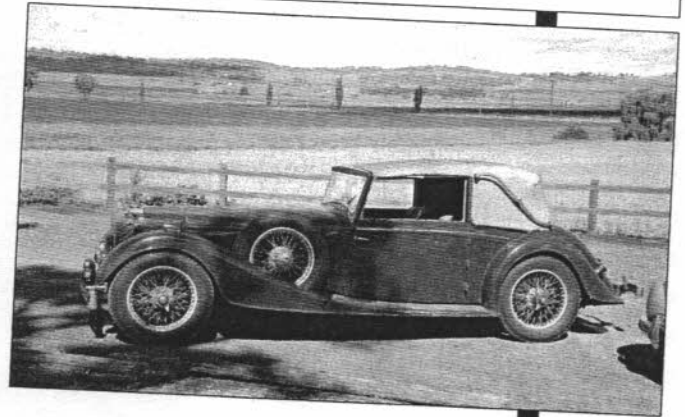
"Alvis on the Downs"



Above: Max Houston's 4.3
Below: Stuart MacDonald's TD21



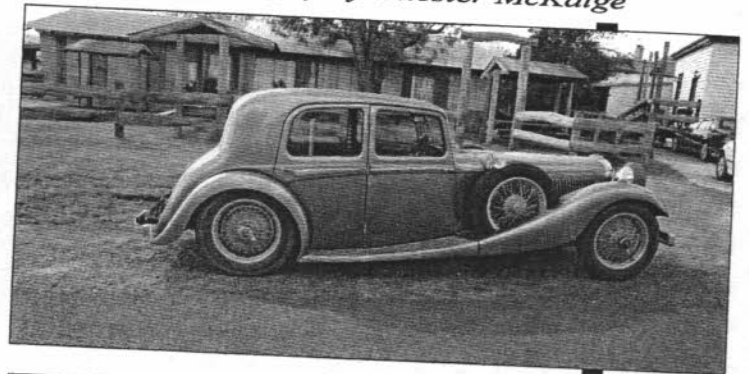
Above: Dale Hanley's TA14 Woody
Below: David MacDonald's SP25



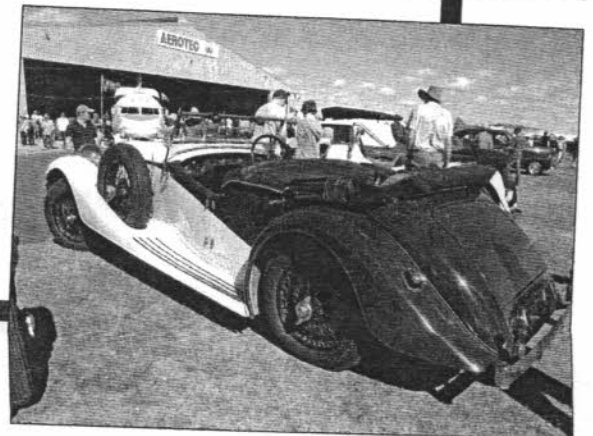
Photography by Chester McKaige



Above: John Link's TD21
Below: Derek Dixon's 12/50



Above: Stuart Paton's SP20
Below: Doug Young's SP25



ART EXHIBITION

(includes ALVIS)

An exhibition of recent works by Sue Bayre (automotive artist) and Kylie Sirett

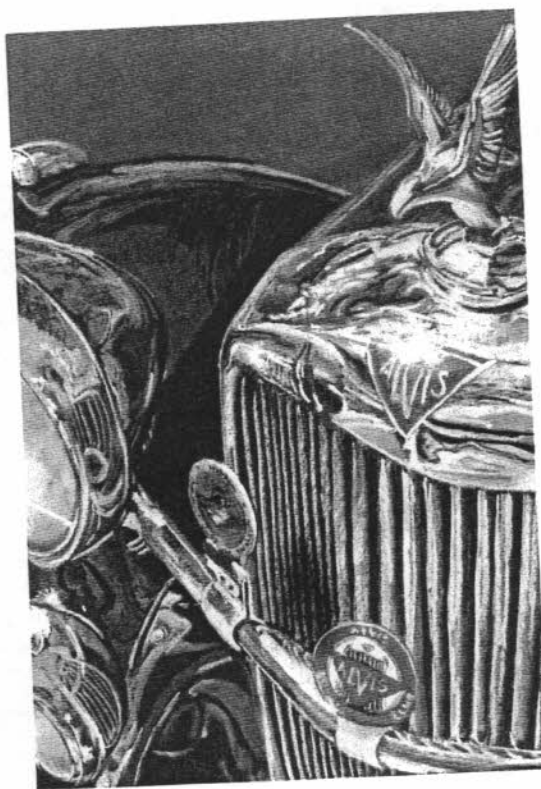
The Victorian Artists' Society, 430 Albert Street, East Melbourne

McCubbin Gallery - 21 July to 5 August 2009

Gallery hours: 10am - 4pm Weekdays & 1.30pm - 4.30pm Weekends

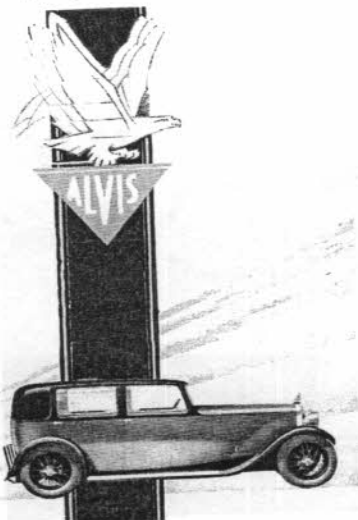
You are invited to attend our opening on Saturday 25 July 2pm - 4pm

www.nellstreetpainters.com



**ALVIS
IN
AUSTRALIA**

**Please review the flyer that was in
the June ALVIC
WE WOULD LIKE DETAILS ON
YOUR CAR/S**



Please note the change of detail in regard to Rob Roy.
Now on 23rd August and as a club we have offered to help on the day with the provision of staff for various duties.
There will be an informal roster, so you will not be required for multi-hour stints.
Bring your car! Bring a Billy-Cart! See the invitation below.



Historic Rob Roy Hill Climb

CLINTONS ROAD, CHRISTMAS HILLS, MELWAY 264 K7

DATE: 23TH AUGUST, 2009

The Vintage Sports Car Club would like to invite the members of the:
ALVIS CAR CLUB

to participate and/or show off your members' cars at this year's Historic Rob Roy Hill Climb.

There will again be a presentation for **every club** that participates and an award for the '**BEST CLUB DISPLAY**'.

As we are encouraging our visiting clubs to picnic with their cars, there will also be an award for the '**BEST PICNIC DISPLAY**' in the period of their cars.

A new event this year will be fun for the kids of all ages.
'**THE GREAT ROB ROY BILLY CART RACE**' will be held during the luncheon break.

Enter on the day:

RULES AND REGULATIONS - (As authorised by VSCC Chief Scrutineer S. Hands)

Maximum length : 2m

The billy cart must be of Vintage style. That is, no streamlined carbon fibre F1 replicas, however it may resemble a pre-war car, or be of more traditional billy cart design.

The wheels may contain ball bearings, but ball races may not be used as wheels.

A working and effective brake must be fitted that operates on the two rear wheels.

The driver must wear gloves, knee and elbow pads and wear a bike or crash helmet.

The marshals on the day reserve the right to prohibit any cart from running and to handicap any cart showing an unfair potential by starting them on the bridge.

Protests must be accompanied by six pennies worth of mixed lollies [no chocolate bullets].

This all pre-war event; a veritable showcase of our cars, is on again at the Historic Rob Roy Hill Climb venue. This will be the 16th year that the Club has run the event, and it enables all of our members and visitors to attend and see the magnificent facilities that we and the HRR have contributed to this venue. Often called the southern hemisphere's "Prescott", it

was the first sealed hill climb venue in the antipodes and has a long history. It was initiated at "Clinton's Farm" – a Shetland pony stud and "pleasure garden" opened by the then Mayor of Heidelberg. The Light Car Club of Australia discovered the venue and negotiated with Mr. Clinton in the 1930's to open a Hill Climb at the venue.

ADMISSION REMAINS AT ONLY \$10.00 PER CAR

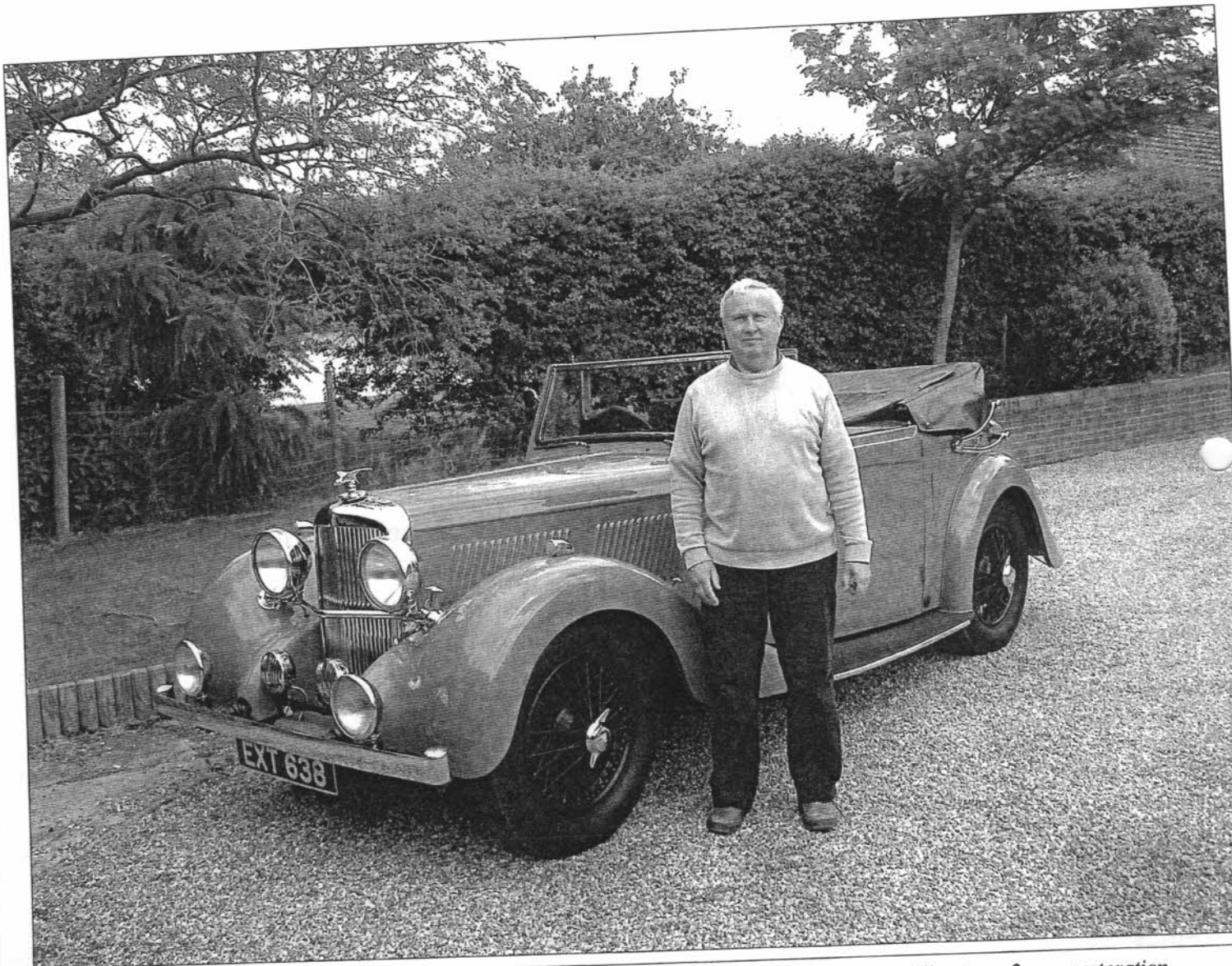
COMPETITION COMMENCES 11.30 AM
(Club display cars should arrive by 10.30 am)

Entry forms and supplementary regulations are available from VSCC web site:
< vintagesportscarclub.org.au >

COMPETITION ENQUIRIES TO:

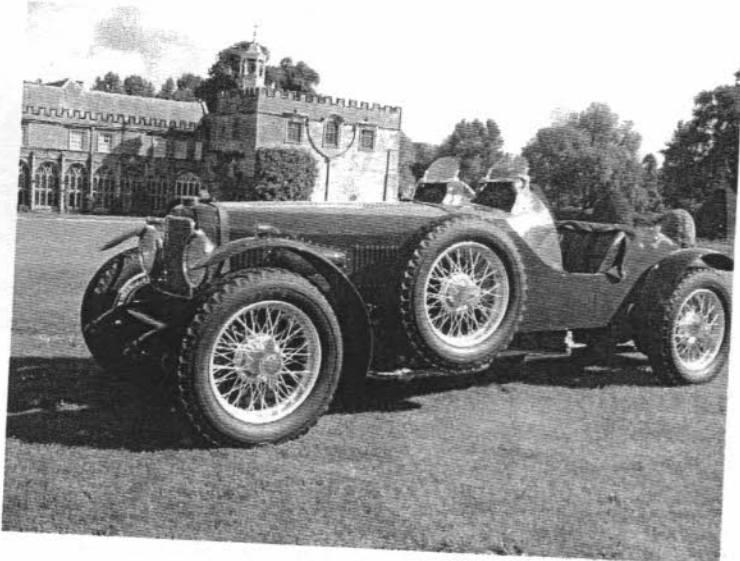
EVENT SECRETARY DAVID SMALLACOMBE (03) 9571 7129

CLUB DISPLAY AND BILLYCART ENQUIRIES TO:
JOHN COX (03) 9758 2643



Chris Storrar sends this photograph of his newly restored 12/70 DHC. Back on the road following a 2 year restoration. Has owned the car for 38 years and looks good for another 38!

Here are two photos of the "new" Trevor Hirst special as seen at South West Alvis Day (UK). It may be of interest to Aussie readers of ALVIC. Built from bits, it comprises a Firefly chassis with a Speed 25 Engine and Gearbox - and it is just running in. I was taken for a ride at South West Alvis Day and I definitely want one for Christmas. It goes like "Dingbat" (Come to think of it - we did not see a Dingbat on the JNBC Tour - are they all faster than sight?) Trevor trained as an aero structures engineer and now specialises in building/rebuilding complex car bodies in alloy.
Iain Galloway



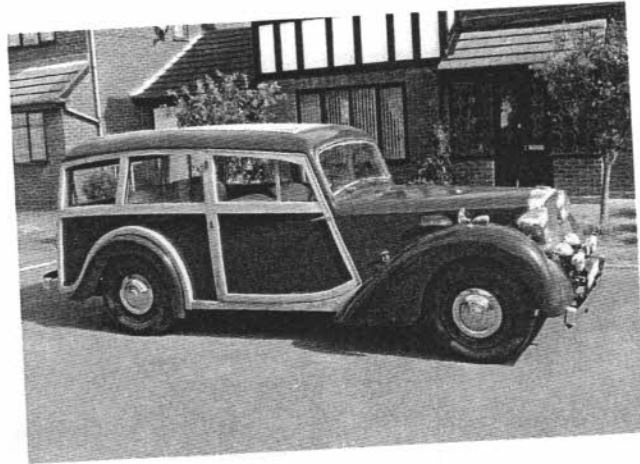
oo



Steve Denner is on sabbatical in the UK at the moment. Not sure what he has been up to, however he sent this photograph of an unlikely combination of 12/50 Advertising, a Hare and a kilogram of Alvis Mature Cheddar with a use by date of the 19 June! If it is vintage cheese, it should have been labeled "Very Mature Cheese." If it is 2009, let's hope someone ate it!

STEVE SUGGESTS THAT SUITABLE CAPTIONS SHOULD BE SOLICITED
and a prize awarded
OVER TO YOU, THE READERS WITH FERTILE MINDS!

Anyone who took part in the JNBC Tour will have fond memories of Peter & Susan Holmes who, with minor problems, completed the whole event in their faithful TA14 woody LWA 683. Among other commendations, they won the "Pure Guts and Determination Award" and their efforts and personalities won them many friends. In answering my appeal for newsletter contributions, they responded with this article starting with the acquisition of LWA, its restoration and most importantly its place in the history of their family. It has been necessary to serialise the article and I am sure you will look forward to reading future newsletters.ed



ALVIS TA14 - LWA 683

Way back around 1959/1960 which, today, feels almost pre-history, a problem was beginning to become apparent. Child No three was due in May 60 and two adults, three children, luggage and camping gear for holidays would, as you can see, be too much for our existing cars two Austin A40 Devons:



Our two A40s

So, early in the year, we started a search for a suitable replacement car. Process of eliminations dictated that we would need an estate car, or 'shooting brake' as they were known in those far off days.

Not many to choose from as Morris Travellers were a bit small and, in any case were well beyond our means.

A rather nice Lea Francis was inspected but was too expensive.

Next to see was an Alvis TA14 in Meldreth that seemed to fit the bill, but again the asking price was more than we could afford.

We also looked at a Rolls Royce Estate, which must be a pretty rare car! We travelled up to Great



The Rolls Royce woody

Gidding, near Sawtry, to look at this unlikely vehicle. Whilst it really was a Rolls "Woody" its general condition was not up to RR standards and the body inside it looked more like the interior of a railway cattle truck, with a bare planked wood floor and generally no upholstery to speak of in the back. I am not sure if it even had seats in the back.

Sometime later an advertisement in the local paper appeared for another TA 14 in Stansted Mountfitchett, the price asked was closer to our budget so an inspection was arranged.

The car was complete and working but was moderately tatty, with various dents and scratches, particularly on the wings. The owner, who was probably a retired army colonel, didn't seem to know much about cars in general or conveniently didn't! His only comment was "It doesn't use anywhere as much oil as it does petrol."

After a little friendly bartering we became the "proud" owner, around March or April 1960, of a 1948 Alvis TA14 for the princely sum of £45.

Unfortunately we do not have the original logbook - although we have the continuation RF60. DVLA kept the original when issuing the replacement. The details quoted give both the engine No and chassis No as 21918 and engine size as 1892cc, which are

quite correct, and the date of original registration was 5th November 1948; the first owner being a baker's shop in Sheffield. It seems quite certain that it was used as a baker's delivery "van" for the first few years of its life.

When we bought the car there were only two previous owners, we do not know how the gentleman who sold us the car came to obtain it from Sheffield, nor do we know how long he owned it.

We have no idea who built the body; we suspect it was a local company in Sheffield. Although the lines of the car are quite attractive, the construction seems quite amateurish, the two sides of the car are quite different inside and the fit of the interior trim is certainly not of a cabinetmaker's standard. Unusually, all of the framing is made of oak and most joints are reinforced with steel brackets. At that time, steel was in short supply which, no doubt, explains why the door and rear side panels were made of paxolin sheet, covered with a wood veneer. By the time we acquired the vehicle, the veneer was lifting in many places.

Although the car was some 11 years old, the price paid for a working vehicle made it quite a bargain! For comparison we had paid around £250 for the rather younger A40 a couple of years previously.

We bought the car knowing that a considerable amount of renovation would be necessary, particularly refurbishing the bodywork. Brian Taylor, who lived opposite had paint spraying equipment and we had successfully re-sprayed several vehicles, including our old Standard 9.



Work just starting - original colour

I imagine that we immediately made a start working on the car, with the welcome help of Brian Taylor and also Pete Steggles; we took all the wings off in order to respray them as well as the rear panels in order to make repairs to the woodwork. It is certain that we were working on the car in early May as the work was temporarily interrupted (probably just for an hour or two!) by the arrival of Trevor on May 2nd.

A change from white to British racing green and, after learning the art of 'scumbling', the appearance changed dramatically; having panel beaten the dents away and using a considerable amount of filler the car really looked quite smart - almost unrecognisable from its appearance a few weeks previously.

The veneer on the rear panels was in poor condition so was removed, whilst the doors appeared to be OK we painted all the panels in green rather than finishing them in scumbled wood finish.

I do not remember doing any important mechanical repairs at that stage as everything seemed to be in satisfactory condition and we that stage as everything seemed to be in satisfactory condition and we that stage as everything seemed to be in satisfactory condition and we that stage as everything seemed to be in satisfactory condition and we that stage as everything seemed to be in satisfactory condition and we

were soon on the road enjoying the extra space of the estate body. Certainly we went to Scotland camping for three weeks in August 1960 - Trevor was 10 weeks old and I vividly recall that it rained *every* day.

It was during 1961 that the house-building project in Trumpington became a reality; a tow ball and trailer socket were added to the car so that we could tow a newly obtained pretty decrepit trailer. It was over the next two years that poor LW A was given a totally unfair treatment - she acted as builder's lorry, collecting practically everything from local builder's merchants, as well as towing trailer loads of anything from used railway sleepers to sand, gravel and garden plants. Some of our magnificent paintwork suffered scratches and dents and I rather fear that maintenance took a back seat!

In January 1963 we did have one occasion when LW A let us down with a rather unusual fault. It was snowy weather but we made a visit to the building project in Trumpington and were travelling in the dark from Royston towards Westmill. We had all the children, Roger being only a few weeks old, and Betty's sister Doris with us. For whatever reason we stopped in a lay-by on Red Lion Hill; on attempting to restart, the engine backfired - I had omitted to retard the ignition on the steering column control. From that moment the engine would turn over readily but would not fire at all.

I probably phoned Betty's brother Ron from the "Red Lion" pub which was nearby, or I may have stopped a passing car and arranged a lift for Betty, Trevor and Roger to Buntingford to contact Ron, who no doubt, fetched the rest of us and took us onto Westmill, and then took us all back to Bishop's Stortford.

We left LW A in the lay-by to be rescued next day by Smith's garage (where Ron worked). Wilfred Smith came out with his breakdown truck whereupon we discovered that the battery and the spot lamp had been stolen in the night. Wilfred quite chided us for not calling him the night before! It had snowed slightly in the night and it was interesting to observe footprints in the snow going to the front of the car (spot lamp) and the nearside (battery). The clock had stopped around 6.00 am thus determining when the thefts took place.

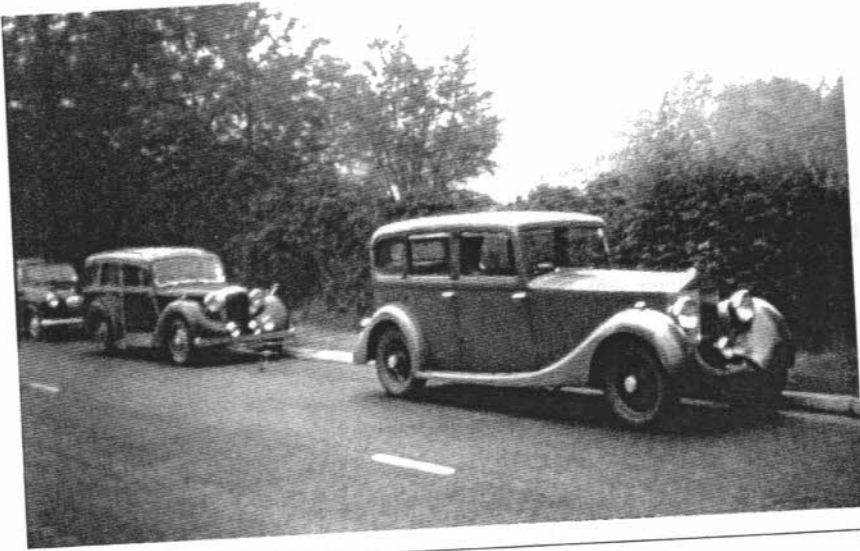
Interestingly, our good friends Paul and Carol now live in the old "Red Lion" pub, near the top of the hill - just about where we had stopped.

Memories are somewhat hazy, but it appears that the car stayed at Smith's garage for a week or two during which time the fault was diagnosed and corrected.

The fault was somewhat obscure - the valve timing appeared to be incorrect and it subsequently transpired that the timing

chain had slipped a tooth or two when the engine backfired.

A 'phone call to the Alvis factory brought the information that the timing chain had a spring loaded tensioner which could compress and allow the chain to slip. "We'll send you a shorter chain - throw the tensioner away, we only fitted it to keep up with the Jones's i.e. Lea Francis and it does no good, only harm!"



L111 towing LWA

back & forth to Bishop's Stortford. Miraculously he agreed and advanced the necessary cash for us to buy a second hand caravan - which we could also use for holidays! (We didn't tell him that bit). Poor Alvis now had a caravan to lug around as well as being fully laden with people and luggage; particularly when someone, who shall remain nameless, sneaked half a hundred weight of potatoes in the caravan unbeknown to me.

It must say a lot for the quality of Alvis motorcars, as never once did she let us down on all our trips to Scotland, although occasionally she balked at steep hills, hardly surprising!

By the time the house project was effectively completed, the car was showing the need for some real TLC. The door panels looked as though they were suffering from chicken pox, with bubbles appearing through the veneer and the engine showing severe signs of strain.

Luckily the house project included a double garage with a pit as well as a steel beam capable of supporting a hoist for engine removal. So! Off the road, engine out, door panels replaced with aluminium and attention to everything mechanical.

Fortunately, at that time - early 1960's - Alvis were still in the car business and Turner & Hoare's garage, in Cambridge, were Alvis agents hence spares were freely obtainable. It soon became apparent that the engine needed reconditioning, but this is a relatively costly operation. However we discovered a TA14 saloon disappearing in the weeds at the back of a garage in Harston. Hopefully this might have a usable engine thus avoiding the work and cost of reconditioning our own engine. I believe the sum of £10 transferred the car to our patch of weeds but close inspection of its engine revealed that the block was cracked, no doubt the reason it had been abandoned!

However the car was a source for other spare parts and therefore it was, sacrilege, plundered for parts, many of which we still have!

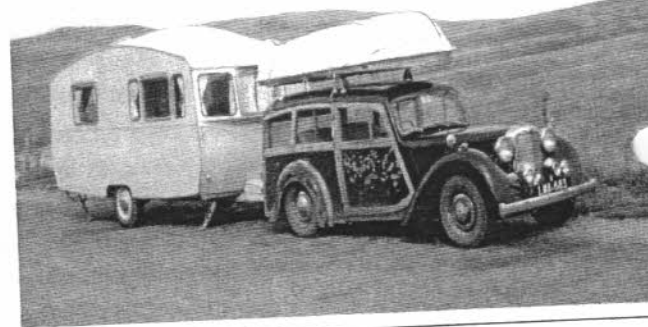
So our own engine was carefully dismantled, taken to Moores engine reconditioning experts in Histon Road, Cambridge who rebored the block, reground the crankshaft and re-metalled the bearings; we soon had an engine in tiptop condition.

The car's dashboard was also showing its age with veneer beginning to lift and the instruments were looking rather sad, with the temperature gauge not working. The remedy was to make a new dash board with a completely new layout for switches and controls, updating to the then modern ideas - eg a key switch control for the starter motor and a push button for the reserve petrol tank that would automatically turn off the next time the ignition was switched off. So a suitable sheet of 3/4" plywood was covered with wood grained Formica, and drilled for the various switches, choke cable and controls for the various additional items on the car. Suitable labels were engraved and, a good idea at the time but outrageous now, a visit to the local car-breakers produced a set of "new" instruments from, if I remember correctly, a Morris Oxford. The speedometer was within a few percent of the correct ratio and

There must have been one other breakdown, memory fails us as to the details, but we have photographic proof as we have a photo of the Alvis being towed by Bertie Dean's 20/25 Rolls Royce on some occasion.

The mystery deepens somewhat as the photo of the Rolls and the Alvis clearly shows the spot lamp in place and that spot lamp was stolen whilst the car was left on Red Lion Hill.

Holidays in Scotland continued unabated but with one major difference. Following our 1960 very wet camping trip the attraction of a caravan became real, especially as we now had a tow ball and socket. The problem was cost but a bit of smart talking with our solicitor, who was providing the bridging loan money for the house project, convinced him that we needed a caravan on site at Trumpington so that we could stay overnight at weekends rather than travel



Working hard in Scotland

surprisingly, the original clock fitted; a mixed blessing as the clock was very problematic to keep going. Four separate rectangular instruments completed the transformation.

The original seats were pretty spartan and not particularly comfortable, a second visit to the local scrap yard produced a set of luxurious seats from a scrapped Jaguar, surprisingly they fitted quite well and are there to this day. The car was quickly back on the road whilst the old saloon (KAU 145) propped up the weeds for another year or so before being sent to the scrap yard - what a shame, it was still restorable but pretty valueless in those days.

By now the workload for the long-suffering car had increased as we had obtained a sailing dinghy, which we can-ied on the roof of the car. In 1968 we bought a new Thompson caravan, which was larger and designed to sleep the six of us. Fortunately, although it was some 18" longer, it was actually 1½ cwt lighter which reduced the load a little.

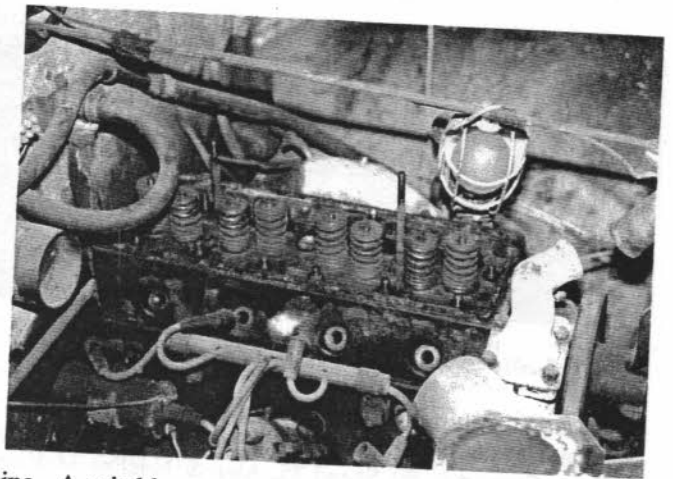
Later in 1968 the car took us, complete with caravan, through France to Ribadesella in northern Spain. The only protests she made were to boil when climbing the Picos de Europa on a very hot day and, David recalls, petrol pump failure just outside Dieppe on the return journey. We carried a spare pump, which was changed in a matter of minutes.

After all this work, the car was becoming somewhat tired and bodywork showing its age as well as a selection of minor dents and other damage. In the early 1970's she was given semi retirement when the bulk of the hard work was undertaken by a newly acquired second-hand Rover 90. From about 1973 road use ceased and the car was stored, always under cover, firstly at Trumpington, then with Mr Grimwood at Somersham before moving to an old shed at our boat yard at Earith. From there Joe Ovel brought it to our new residence in Polesworth on 7th July 1992.

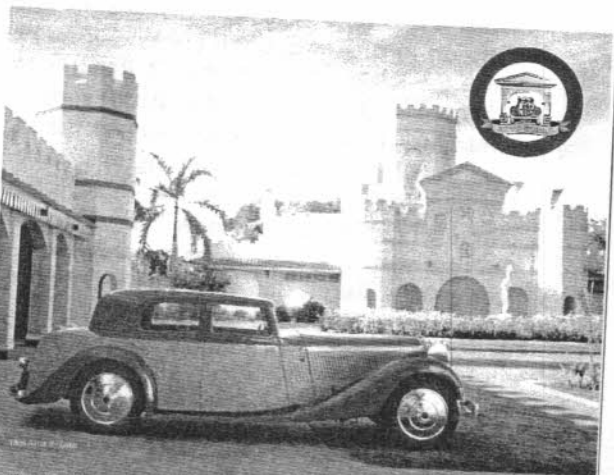
Seven years later - new enthusiasm - restoration begins on New Year's Day 1999! Cylinder head removed to disclose rusty valve ngs but oil in the bores over the pistons. As we already knew, the engine would not turn. No amount of hammering the pistons or any form of pressure would get any movement whatsoever. After a few weeks of various attempts to get the engine to move it became apparent that there was no alternative but to remove the engine from the chassis and work on it on the bench. Removing the engine would not be particularly easy at Polesworth and eagerness waned even quicker that it had formed in the first place.

At about this time we contacted an upholsterer in Tamworth, who had done some work in the house for us, to ask if he repaired car seats. He didn't but suggested a company called Mosstrim and gave us the telephone number. This we rang to be greeted with an answering machine. A suitable message was left on the machine, but no response whatever was ever received.

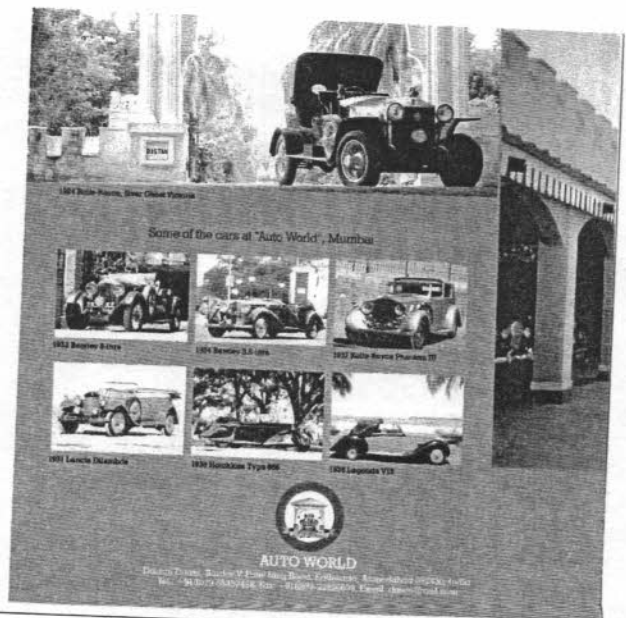
About a year passed by and no progress was made, the introduction to Mosstrim had produced no result. It was becoming apparent that the reality was that I was unlikely to ever manage to get the car going again. So the engine was reassembled to ensure that no parts got lost.



TO BE CONTINUED



"Auto World" is a part of one of the most important collections of Antique vehicles, Cars, Motorcycles, Utility Vehicles, Buggies etc. built by one family over the last century. It represents several of the greatest masters of cars from all over the world, of all types and ages. "Auto World" showcases that time of history when an automobile was not a mere means of transport but a symbol of wealth, power & style; the motley ceremonial limousines, the romantic convertibles & the snappy Sports Cars, cars specially coach built like Railway Saloons, Horse drawn carriages, boat tailed Wooden Speedsters, Shooting Brakes-Cars built for the rich & famous. Cars to see and be seen in.



Don Bosanquet sent in the photographs above, of a 3 1/2 Litre car on display at Auto World in India and their brochure Speed model buffs may be able to identify the coachbuilder

BUSHFIRE RECOVERY RUN

Due to Andrew decamping to the opposition and competing in the VSCC 24 Hour Night Trial in a Darracq, I was in the enviable position to have a ride in two different Alvis cars. We met in the car park at The Greenery Plant Nursery in Templestowe and a variety of cars were at the start.



The Tonkin Graber, McKaige 12/50 & Remfrey 12/70 Special.....

Richard and Pauline Tonkin in the Graber, Thorpe in the 12/70 Special, Chester in the 12/50, Chris in the 12/50, Frank Mornane & Doug Stewart in the Speed 25, Alan & Noeline McKinnon in the MGA, Dale & Maritta in the MG PA, John & Margaret Hetherington Modern and John & Lois White Modern. We were joined in Kinglake by John & Margaret Lang and Geoff Hewitt in his Vauxhall 14/40.

The run up to Healesville for morning tea was through some



Frank Mornane in his SP25 tourer



.....and the McKinnon MGA & Parsell PA MG

interesting back roads and lovely countryside – made all the better when seen from the comfort of the back seat of the Graber. The closer we got to Healesville evidence of the recent bushfires could be seen. I had a wonderful trip up in the Graber and made me wonder why we persist with open cars!! After a scrumptious morning tea provided by Pauline we motored on to Kinglake. The full effect of the Black Saturday fires in February soon became evident. It was a sobering drive.

We were greeted at the Kinglake Pub by John & Marg Lang and the Morris Car Club was there as well. The pub was full and the open fires were welcome as it was distinctly cooler in Kinglake. Lunch was good and there was lots of chatter and our new member Geoff Hewitt joined us as well.

When it was time to leave I changed my mode of transport to Chester's 12/50 Ducksback for the run down the Kinglake –St Andrew's Road. It was an exhilarating drive round the sharp corners and sweeping curves – I now know why we persist with open cars!! I found it interesting to compare the handling of the Ducksback to our 12/50 Tourer – was a very different experience. The destruction by the fires was all around us on the way home but was good to see the new shoots on the trees and the intense green of the new growth against the black of the fires – recovery is on the way.

I was dropped off at the Greenery and then had drive home in my little yellow Suzuki – not at all exciting as my two rides in two different Alvis

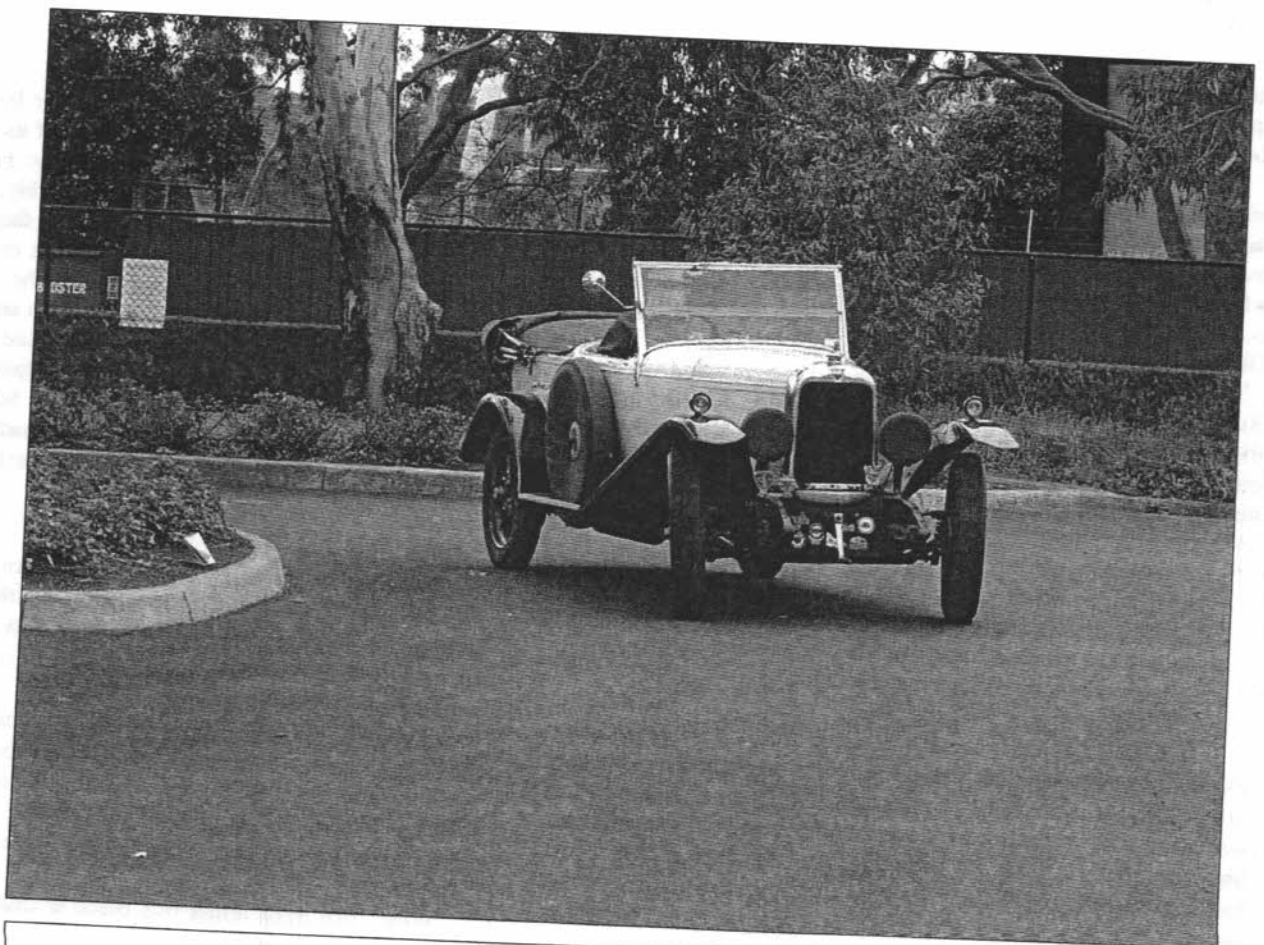
My thanks to Richard and Pauline Tonkin for organising the event and for taking me in the Graber and my thanks to Chester for taking me in the 12/50.

Frances McDougall



*Photography by
Frances McDougall
Dale Parsell
Chester McKaige*

.....and always good for a photograph, Chester McKaiges 12/50



.....and always reliable, Chris Higgins all the way from Rosebud.

Whilst U.K. folks have been tackling the problem of winter motoring, we have been experiencing for the first time temperatures in excess of 100°F.

Today it was 90°F before 9 a.m. and for the fourteenth successive day it has been declared a day of total fire. This means that no fire of any kind may be lit out of doors; a sensible precaution as the countryside is tinder-dry and bushfires are an ever-present possibility.

Another effect of this long dry spell is that the Melbourne metropolitan area is under very severe water restrictions and the rivers of Gippsland - that is the coastal plains of eastern Victoria - are so low that the salt water of the large lake system that they flow into is penetrating upstream and threatening irrigation and domestic supplies.

Australia is indeed a very dry place; approximately equal in area to the USA, the total watershed in all rivers into the sea is less than that of the Mississippi alone. Perhaps the weather is also the main reason we do not see many soft-tops here - better to have the shady protection of roof. We have not resorted to the typically 'pommie' topic, the weather, because we have nothing about vintage motoring to report - we just thought, you may be interested in the comparison.

We spent a four-week Summer holiday camping and touring up the coast of New South Wales, and spent Christmas on a site literally sandwiched between the Pacific surf and a banana plantation. To be swimming and sunbathing on Christmas Day seemed to make the atmosphere of Christmas very allusive. A Salvation Army car touring the camp sites and playing carols through a loudspeaker somehow lacks the spirit of a group, protected from the cold by coat and scarf, singing by lantern light. Who feels the same joy in singing carols as we did on a summer evening dressed in shorts and flip flops sitting round a barbecue?

We stayed for a week in Sydney, an attractive city built around a harbour full of small bays and beaches. This enables a large proportion of the people to live either right on or overlooking the waterside. We called on some ex-RAF friends who are earning twice as much with QANTAS and also (and this is where the story really starts) we called on Rob and Ann Gunnell.

It was Year's Day - a national holiday here - and we found Rob in his garage working on his FWD rebuild. We had not met them when they came to the U.K. in Smokey, as we were a little out of circulation up in Anglesea still rebuilding our Silver Eagle, but we were made very welcome. Rob recently built himself a splendid 6-car garage which at present house 5 Alvises:-

- Smokey (see page 214 of The Vintage Alvis), 1927 TG 12/50 in concours condition finished in a very attractive and authentic two-tone green)
- a FWD which is almost at the engine-into-chassis stage,
- their everyday TC21 coupe, and
- a very unhappy looking TB21.

Rob is having to make a number of bits missing from the FWD and one side of his garage provides ample space for lathe, bench etc. He is obviously very grateful to Barry Cooke who has written to him with a lot of valuable advice and sketches (we do him an injustice, they are drawings not sketches). The TB21 looks so unhappy because it was run over by a truck and pushed into a tree. Rob says that it really is a heap of junk but he is sentimentally attached to it because he believes it is the only one in Australia. It was a tragic accident that happened on a rally a few years ago. A truck ran out of brakes and into a line of cars,

killing the driver and an old lady and damaging several vintage cars, including writing off a rare 12/40. Very sad.

We called on Ray and Mildred Neeley, who have a 1927 12/50 polished aluminium Duck's Back in splendid original condition, that reminded us of Peter Glover's.

Ray also has a Phantom II chassis of which he is building a replica boat tail body and making an excellent job of it. We followed Rob and Ann home, our two girls riding in Smokey, and were not allowed to leave without having supper. They made us very welcome and again through this letter, we would like to thank them.

Also while in Sydney we found a motor museum. It is run virtually single-handed by a fellow who realized that he had a collection and made presentable so many vehicles, that he could give his income an effective boost by opening his collection to the public. He has about 16 cars and the atmosphere was completed by having various radiators, contemporary adverts and other items around the walls. His collection includes Bullnose Morris, Model T, Chevrolet, Hupmobile, Dodge and Hudson, but of particular interest were:-

- 1930 Vauxhall 'Hurlingham' coupe, a smart convertible; but we thought the artillery wheels looked wrong.
- Curved Dash Olds in immaculate original condition.

- Bedelia cyclecar, one of six imported from France in an effort to promote interest in racing them, and a
- Garford Fire Engine from USA

The combined event we mentioned in our last letter is in fact 16/17th March, which should ensure that there will be at least a third in this series.

oooooooooooooooooooo

Having bragged about the weather in our last two letters, we now have to admit that we allowed it to put us off going to two meetings on consecutive weekends recently. Friends who went tell us that it was wet and cold and very muddy.

Mud is not an uncommon problem when the first rain falls on the dust left behind by the summer and it is only in the densely populated parts of the coastal areas that the roads are sealed. Leave the main roads and head into the bush and you are driving on gravel roads. Generally they are well graded and 45 to 50 mph is a comfortable speed; the locals drive faster. Luckily most garages stock and fit new windscreens. In South Australia and Northern Territory most of the country roads are just packed graded earth and they often become impassable in 'the wet,' as the tropical rains are called.

From Alan.

Recently duty required me to spend five days, including a weekend, on the Gold Coast. This is the southernmost stretch of Queensland beaches just north of the N.S.W. border. Six of us hired an Avis (not Alvis!) car, and from our hotel in Surfer Paradise made good use of the weekend.

Amongst the many places of interest visited (Thelma is not convinced about the bird sanctuary bit!) was George Gilltrap's Auto Museum. This is a rather modest title because the collection includes examples of just about every form of transport, agricultural machinery and other interesting pieces of Australiana.

What like most about this place is that the exhibits do not stand idle. From 8am to sunset there is a 'floor show.' In one corner of the larger hall there are two tie

of seats at right angles from which approximately a hundred people can watch about ten of the vehicles being demonstrated, and the quick ones get a short ride. It is not only the cars that are demonstrated, the entertainment involves a Bone-Shaker and an 1886 Humber tandem tricycle. The whole show is most entertaining as well as instructive, and all without spoiling the dignity of the cars. The star of the show is Genevieve, and those who saw the film (and who didn't?) will be pleased to read that she is in daily use and yet is in excellent condition.. The complete show lasts about an hour.

In all the townships that together make up the Gold Coast, the parking meter abounds, but here it is not an offence to 'feed' it. This fact has brought about a new life form, attractive in idea as well as in form. She is called a meter maid, and any one of them could do well in a high class beauty contest. They are employed by the local Chamber of Commerce and their duty - much to the

chagrin of the local Council and its Traffic Wardens - is to patrol the parking meters and insert a 5c coin into any that have 'expired.' They wear a smart uniform of gold bikini and shoulder bag, the strap of which is a wide blue sash worn diagonally. In winter they add stocking tights and a gold Cossak-style tunic, but that hardly detracts at all. It was winter while I was there, but being only 28° South, it was still warm enough to sun bake, which helped us to remain solvent, for like any holiday resorts the Gold Coast is an effective money filter - as you pass through it your pockets are cleaned of filthy lucre.

Alan & Thelma East

MORE NEXT MONTH

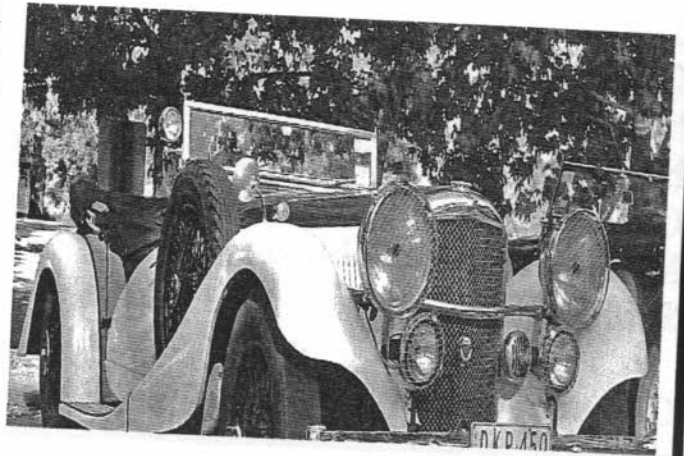
SWAP, BEG, BORROW or STEAL

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



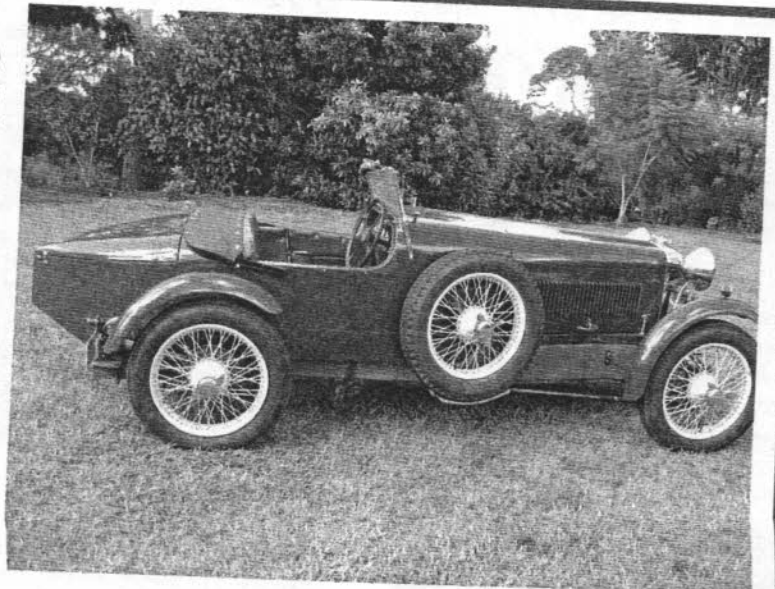
FOR SALE

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 am to mid August but can be contacted on the following email address:

edonnan@bigpond.net.au

(Des Donnan)

price is \$100,000 firm.

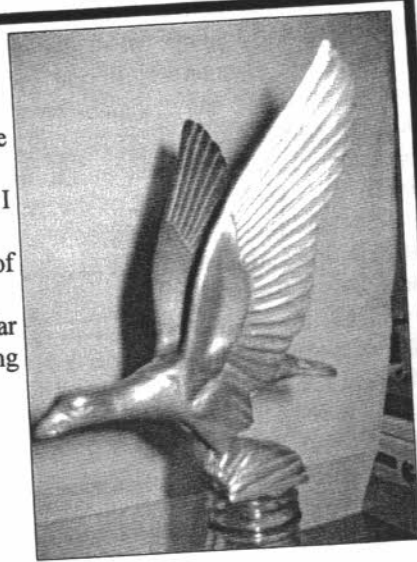


WANTED

Information about Alvis Eagle Mascots
I recently purchased a raised wing eagle mascot on the internet and would like some information about it.
The mascot is in bronze however appears to vary slightly in appearance from those with which I am familiar.

Its dimensions, wingtip to wingtip and, base to wingtip are identical, however the curvature of the leading edge of the wings is slightly less pronounced.
The sides of the base have several longitudinal lines on it that are not on the more familiar design. It has a screw in the base appropriate for a radiator cap? The feather detail is missing
It has the LeJeune logo on the rear of the base.
It appears never to have been plated.

As with the Hare, were there several designs of raised wing eagle?
Is this from a vintage Alvis or have I bought a pup?
John Lang jdmelang@bigpond.net.au



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.



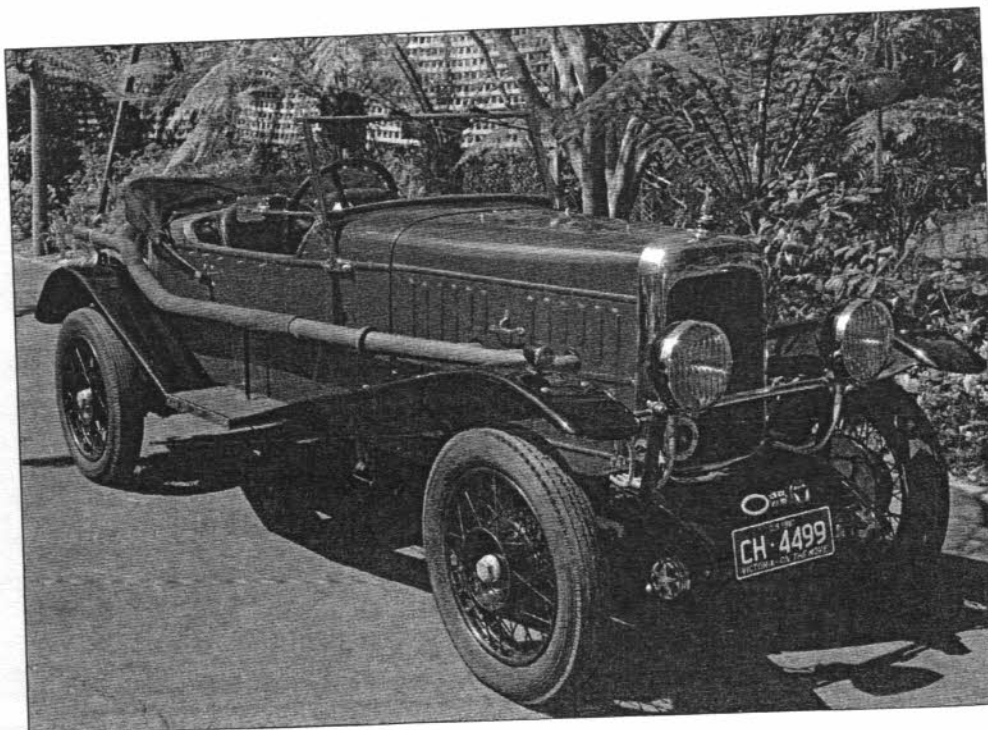
Contact: Andrew Wegener, mobile 0400 501 073.

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



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.

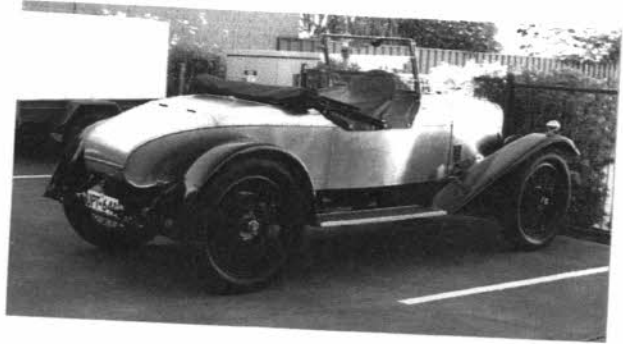
Email: sgdenner@yahoo.com.au or Phone: 03 9885 4290 Steve Denner

FOR SALE

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.

ic 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.

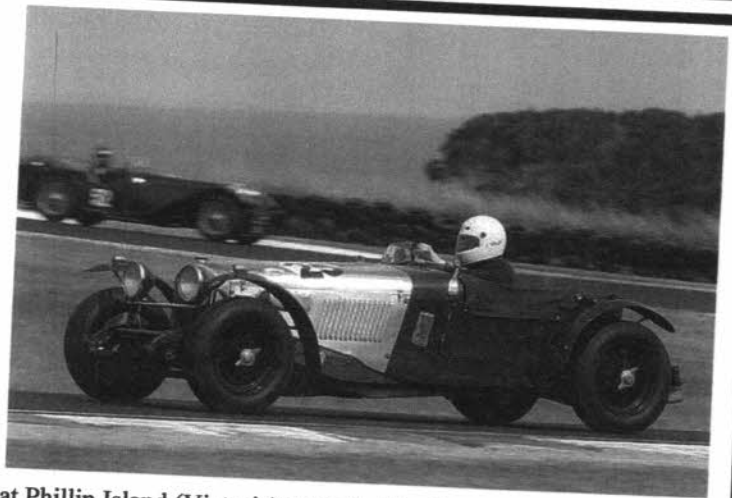
Axles and Brakes: Alvis Firefly differential. Straight cut crown wheel and pinion. 3.3:1 ratio giving approximately 25mph/1000 rpm in top gear.

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 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 slots Dia 5.5"

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

FOR SALE BY TENDER

The late Andre Chaley's 3½ Litre DHC chassis # 13139 is for sale by tender.

All offers to purchase should be made in writing by 30 September 2009 to the office of:-

Engel & Partners Pty
109 Main Street (P O Box 464)
BAIRNSDALE 3875

They advise that the highest tender may not necessarily be accepted.



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 genuiness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.