

August
2010

ALVIC

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

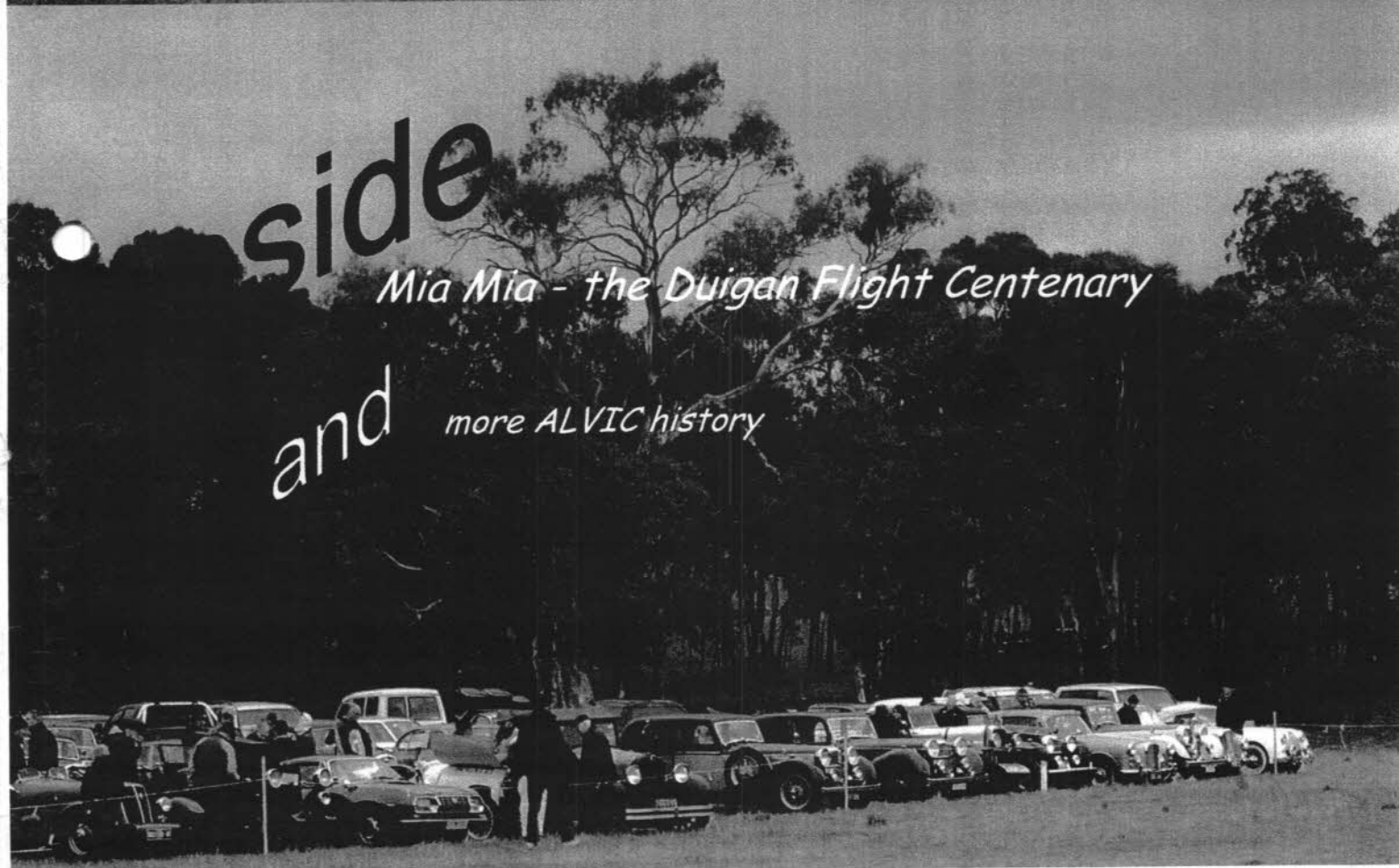


side

Mia Mia - the Duigan Flight Centenary

and

more ALVIC history



Alvis Car Club of Victoria (Inc)

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Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline - first Friday of the month.
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Upper Front Cover: the replica Duigan biplane

Lower: unfortunately circumstances did not allow all the Alvises to park together

President's Report

I don't know where all the time has gone this month but I must say it would be nice to get one of the cars out of the garage and go for a good long run. Unfortunately this will have to wait another couple of weeks.

The last Alvis event was the run organised by Richard Tonkin, John Lang and John Link to Mia-Mia near Bendigo to witness the unveiling of the Duigan replica pusher biplane that our member David Head has been working on for the last couple of years.

We had a nice morning tea at the home of John and Annie Link and Richard Tonkin had invited the Armstrong-Siddeley Club along to swell the numbers.

The V.S.C.C. was also in attendance at Mia-Mia and it was a great day to relax, have a picnic lunch out of the boot of the Speed 25 and enjoy one self.

Isn't it a great pity that we are blessed to have the original Duigan plane sitting in a box on pallet racking in a Melbourne suburban repository and a rather inaccurate copy complete with a V.W. engine hanging from the ceiling in the Melbourne Museum?

A couple of weeks later I attended the funeral of a friend of mine who along with another chap formed the Morris Minor Car Club in 1977. Dr. David Warren was also responsible for designing the "Black Box" flight recorder

and it was only after reading his eulogy in "The Age" that I realised he was a school friend of Macarthur Job, aviation writer and longstanding N.S.W. and now Victorian resident Alvis enthusiast. Why is it that you learn more about a person when he is dead than he was when he was alive?

Our next event is Rob-Roy Hill Climb on August 22nd. Because we did such a fantastic job last year, we have been asked to do it all again. I have a number of people volunteering for Marshal duties and if you would like to be involved please feel free to let me know. Lunch, morning and arvo tea is provided gratis.

Late in August we will be having a committee meeting to plan events for the rest of this year and into next year. If there is anything you think we should be doing or if you wish to organise an event or make a suggestion, please let a committee member know your thoughts.

Happy Motoring,

Chester

SUPPER - the Hetheringtons

2010 EVENT CALENDAR

Aug 20 22	General Meeting Rob Roy Hillclimb - McKaige
Sep 17 19	General Meeting Run to Healesville for the Steam Festival - note change of activity see flyer - McKaige
Oct 8,9,10 15	Weekend Away at Apollo Bay - McKaige/Remfrey AGM & trophy award night
Nov 19	General Meeting
Dec 6	Christmas Party - TBA
May 1-6	2011 National Rally - Western NSW more info from Rob Simpson 02 4384 3571 or metal1447@optusnet.com.au

LETTERS TO THE EDITOR

Hi John,

Congratulations on another excellent Alvic and what an amazing array of cars for sale!

In Private Eye here in sunny hot England there is a "Pedantry Corner" where the perhaps knowledgeable send in comments and corrections to the mag. I'm going to be one such pedant, so pop a patience pill and read on.

On page 12 of the July Alvic is a picture of a car captioned "Drs. Coupe". Although similar to a Drs. Coupe this is a Silver Eagle Sportsmans/Clubmans Coupe and the only one presently on the road. It belongs to Alastair Graham Bryce of Leamington Spa, who has another in his garage, which at some time will be got on the road. So that makes two of them.

I've the third and last of those known to survive, all with Cross and Ellis bodies, but mine is a drophead. It retains the full doors and the wind-up windows. Mine will be on the road by the time of the next Alvic, God and a small contractor willing. When it is up and about I'll send you some photos.

Now the matter of the doors is nicely linked to the picture on page

11 of a "12/50 Shooting Brake", because that car has doors from a defunct Silver Eagle Sportsmans/Clubmans Coupe. The car is owned by Mike Jones of Reading who I often meet, most recently at the Alvis Register meeting at The Phoenix, Hartley Wintney last Saturday. The windows in his doors slide whereas they wind up and down in the other 3 cars. Mike has had quite a lot of woodwork at the back of his car done recently, something I think you inevitably take on when owning such a vehicle.

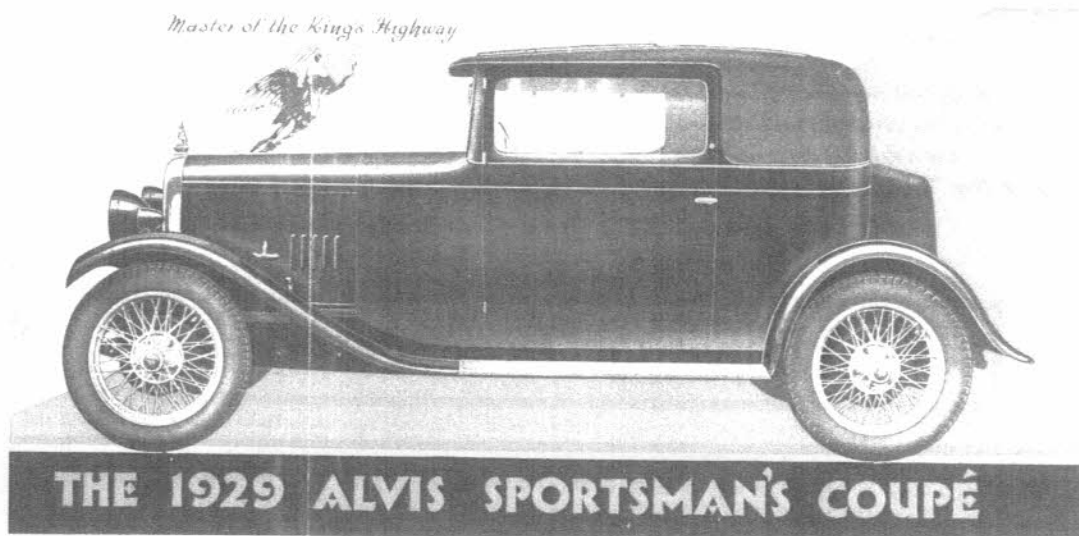
As a bonus I attach a photo from a 1929 brochure, that shows the prominent doors.

Those on my car have a wide bright orange stripe and orange wheels, which "lifts" the otherwise all black car. It was the colour scheme chosen by the first owner, an unmarried lady aged 39.

OK here is the real pedants bit: I'm all but certain that the "4.3 litre 2 Door Sedan" on page 12 is a Mayfair bodied Sp 20, but exactly which mark of Sp 20 I do not know.

Keep up the good work!

Martin Boothman



Dear John,

I am emboldened by Martin Boothman's comments to add my own pieces of pedantry. First, you refer to 'The 12/50 Register' but it is, of course, The Alvis Register. We 6-cylinder owners are pretty sensitive about this, you know. Secondly I'm surprised that Chester, en route to International Alvis Day, managed to reach Wokingham which is in Berkshire, and not as he thought in Surrey (unlike Woking). I was born in Wokingham and spent the next 55 years there. Slightly before my time Wokingham (a small clearing in Windsor Forest) was home to the Woccing tribe who later established an outpost in Woking.

All the best,
Paul Hays

From Your Editor

Sadly my July editorial in regards to the "New" 4.3 litre cars drew no comment, so I figure no one really cares or has an opinion about the issue.

However, the welcome correspondence above has provided me with a new communication tool. Make a couple of mistakes and people start writing. The next will be slightly less obvious and I look forward to hearing from more of you.

*Best regards
JL*

STOP PRESS

Apollo Bay Weekend.

October 8, 9 & 10th

The 10 rooms reserved at the Coastal Motel have been taken but we have reserved another two so if you intend coming ring the motel on 5237 6681 ASAP. Quote the Alvis Car Club. Room tariff is \$230 for the two nights.

For those who have time, we have arranged to have lunch at Birregurra on Friday before making our way to Apollo Bay.

Dinner Friday night will be at the Apollo Bay Hotel where we have a private room so that we don't corrupt the locals!

On the Sat we will visit the Otway Fly, a treetop walk through part of the forest, Dinner is at Monsoon, an Asian Restaurant.

On the Sun. we have been invited to attend the Birregurra Festival and parking will be reserved for us. This event sports an art show, bands, stalls with crafts & produce for sale and the local car club is attending.

For those just wanting to do a day run & attend the festival, Birregurra is about 2hrs drive from Melb in a modern.

For further details or to let me know if you intend coming on the Sunday please phone Sally Mckaige on 9557 1134.



MOTORCLASSICA

The Australian International Concours d'Elegance
& Classic Motor Show

22-24 OCTOBER > 2010
ROYAL EXHIBITION BUILDING MELBOURNE



PLEASE NOTE
MEMBERSHIP FEES ARE
NOW DUE AND PAYABLE FOR
2010 -11



VSCC Observed Section Trial. Yarra Glen. 13/6/10.

1st Vintage: Mark Burns. Alvis 12/50

1st Four Seater; Geoff Hewitt 1926 Alvis 12/50 ("Edwina") with Dog (not named).

John Hetherington

In my quest for historic information for the book on current Alvis cars in Australia, I am finding some interesting articles in past newsletters. This one written by Horrie Morgan appeared in a 1960's ALVIC.

While not specifically about Alvis cars, Horrie was an ACCV stalwart in the early days of the club and owned several Alvises. Probably best remembered for his adventures in the former AGP FWD.

This yarn brings home some of the stories that add to Australia's motoring folklore.

I would like to pass our best wishes to Horrie's wife Nola, who is in her 90s and living in Wangaratta (Victoria), is still an avid reader of ALVIC.

John Lang

The place, Perth, WA, the year 1938, Lloyd Jones and myself in a second hand car yard. The focal point, a long, low, different American hacks, the price, £25. The car - a Chenard Walcker. Model - unknown.

I haven't been able to identify the year. Distinguishing features, a double reduction diff with the final drive by plainspur gears in the brake drums. The rear brakes were external contracting, but were useless due to grease leakage from the reduction gear. The other stopper was on the drive shaft.

The engine was ordinary - side valves, the only things that come to mind are tubular con rods, pressure feed to the gudgeons and a long intake manifold that put the carburetor intake down low, a point to be remembered later.

After fitting new rings and a valve grind, everything else worked. We tried her out, but the attention we attracted was embarrassing. Not only was the "Wert Hog" entirely different from anything else, it was a matter of noise. The engine was remarkably quiet, but those brake drum spur gears really howled.

We touched 70 on test and she handles well, could be thrown around corners in a manner I had not experienced before, being used to various American models.

Full on confidence, we decided to return to work, not just around the corner, but to Port Hedland, with miles of real bush roads to cover and petrol and oil never less than 100 miles apart.

The first 200 miles were uneventful and then we struck the sand plains, the road being just two ruts with

My First Vintage Car

corrugated bottoms and this is where I first appreciated a factor that before had only been a

text book term - "Unsprung weight."

If one tried to get above 15mph the heavy diff alternated between hitting the chassis and whacking the ground. A look outside showed the wheels rising to a foot in the air and the ground impact was terrific.

At least the rear end was solid, chugging along in the 10-15mph bracket for hours on end. This drove us cuckoo and a flat out roar to get beyond the oscillatory period would be tried, but to no avail - it was always a return to chug and suffer.

One period of feverish activity was a fire from an overflowing vacuum tank on to the starter motor. The reaction when the starter was operated was reminiscent of the gangster method of wiring a bomb to the starter button. In this case, a few shovelfuls of sand put the fire and the starter motor out of action.

Somewhere we got out of the sand and were making up for lost time as fast as the yellow beams of the headlight would permit, when ahead appeared two red lights.

Now this was the time when high mounted twin tail lights were popular and they looked rather like a parked car, which we welcomed as suspicion was growing that it was the wrong road anyhow, when into the rays of the front head lamps came a vision of a washed out bridge, 12ft across and 12ft down. The tail lights were in fact red lamps - one each side of the washaway.

A quick twitch on the wheel (1½ turns lock to lock) put us right into a wire netting fence which, with an assortment of twangs and snapping posts, gave away for about 1/4 mile in either direction and bowed in about 50 yards, rather like an arrestor net on an aircraft carrier.

The noise of the fence going, or the sudden stop of the diff howl brought a farmer's house to life about 1/2 mile away and a stream of bobbing light over the fields put us flat out with wire cutters, etc, to make an opening to insert the crank handle then we reversed violently, dragging the fence just as far in the opposite direction.

A few violent tugs and we were free and fleeing back to safety. Daylight showed a fallen signboard – we were on the wrong road.

Thinking about it now, the farmer probably thought we were hurt, but all we could think of was that our holidays were too short to replace those posts and straighten the netting.

Gradually we worked our way into sheep and cattle country, gates disappearing to be replaced by grids.

Remember I said the "Wart Hog" was long and low –the exact length escapes me now, but I do remember that the wheel base of a two ton Republic truck was shorter by two inches. The front axle clearance was five inches and at the open flywheel, six inches.

gate grids were above ground level, due to erosion of the soil and we used to creep over, hoping to keep the flywheel clear. One day, however, to a tortured scream from the ring gear teeth, we halted, to find the from wheels beyond the grid and in the air, the new suspension point being the flywheel.

Building a ramp for the front wheels was unsuccessful due to the dry sand soil falling into the grid pit.

The final effort was to break up a petrol case, lay the pieces across the grid under the flywheel, then with one of us on each bumper, the front and rear wheels were lifted free and balancing on the flywheel, the bus was walked sideways until the flywheel dropped into a gap in the grid rail, allowing us to start the engine and creep forward until the rear wheels hit the grid and lifted us free.

That open flywheel caused a bit of trouble, especially when we ran into rain, the water being scooped up to hit the sloping floorboards and then deflected onto the engine. This was a minor trouble as the average temperature of 100 soon dried things out.

When we struck our first flowing river, precautions were deemed necessary as, with thunderstorms and flash floods a real danger, being in a river bottom is not the safest locality.

So out came another petrol box and the gap from the floorboards and the engine compartment was walled up. Then flat out we tackled the water, Halfway across there was a roar from under our feet, the clutch inspection panel in the floorboards blew inwards, followed by a fountain of water. Within seconds the water was over our knees and rising rapidly but opening the doors allowed it to drain away.

The last of our journey into Port Hedland was free from incidents, but not from pushing and shoveling, as we ran into two inches of rain and were the first vehicle to brave the mud.

The torque at low revs and the large diameter wheels make mud baths fairly easy except when the axle and flywheel got submerged. Different entirely to the high revs and wheel burying tactics necessary in the then and now modern car.

After recuperating at Port Hedland we started on the last 150 miles inland to the locality of the bridge building job we were on. This was through dry sandy spinifex plains and the road was two ruts which gradually got deeper. We

found that after a few hundred yards of travel, the car would stop due to the rampart of sand and spinifex pushed up by the axle. We would reverse, climb out of the ruts, go around the obstruction and continue ad nauseum. This was slow travelling and when we camped the first night out, a new V8 utility pulled up and the driver ticked us off. His reason being - I saw the leveled road and reckoned that it had been graded, so I opened her up, then I hit a wall of sand and went up in the air and landed 50yards down the track."

After many miles of our grading efforts, it was noticed that the bus was losing power and finally the engine stopped. After this it could not be started – the cause – no compression. The reason was that the low speed stirred up the sand and that because of the low carburetor intake position, the rings had worn away. Our remedy was to put oil in the cylinders through the spark plug holes and rush the plugs back before the oil heated, drained into the sump and we lost our seal. This worked well for a while, but as wear increased and power faded, we stalled more and then more oil was required for any sealing effect, so it wasn't long before our spare gallon of oil was in the sump and the sump oil was too thin to act as a seal.

The next sealer was our two gallon tin of cooking fat, which, thickened by many camp oven roasts was nice and gummy and the two gallons saw us through to our destination.

One of our memories of the cooking fat period was that when the engine first kicked over, there was a delicious aroma of baked onions coming from the exhaust pipe. Would make a good additive to the petrol of a man's car.

During the period on the bridge, we decided that more clearance was necessary and two inches was sawn off the bottom of the stub axle bush section and the sawn off part was placed on top as a spacer, this gave us seven inches clearance and grounding was reduced. But what it did to the steering, no ruts were deep enough to prevent the bus from taking off sideways like a startled wallaby.

If it had been composed then, our theme song would have been:

"She won't go straight, Mate"
"So tie me "Wart Hog" down."

After using the bus without any mechanical trouble for about two years, we decided to go into business ourselves and we took up the fishing rights of Monte Bello Islands, the idea being to catch sharks and use the liver oil as a substitute for cod oil, the flesh for animal food, the scraps as fertilizers. As power was required to drive the air blower for the oil burners wanted for heating and drying, the "Wart Hog's" engine was pressed into service.

This was the period of the Nazi build up and one night we returned to camp to hear over the radio that Hitler had invaded Poland. On the instant we decided to enlist and next day up anchored and away.

I have not been back and the three of us have never met again, but if my opinion is wanted, I should say that engine with its stubbornness and strength is just as good now as before the atom bomb went off.

H. W. Morgan

(for international readers, the Monte Bello Islands were used by the British for atom bomb tests in the 50s)

ALVIS/ARMSTRONG SIDDELEY OUTING ON SATURDAY 17TH JULY 2010 TO THE CENTENARY CELEBRATIONS FOR THE FIRST AUSTRALIAN BUILT AIRCRAFT TO FLY IN AUSTRALIA



There were some ironies in the build up to the three day Centenary Celebrations of the first flight by an Australian aircraft.

Firstly the need to build a replica of the original aircraft when the original is still in existence.

The original has in the past been displayed in the Victorian Museum but was badly damaged while being transported to a storage facility.

Must one ask how an organisation that is apparently dedicated to protecting and preserving the treasures of both Victoria and subsequently of Australia, has driven an aircraft, designed to be flown at a maximum of about 30 mph have expected it to survive on an open top truck in transit over the West Gate Bridge.

That a replica that had been made in 2000, with some replication inaccuracies could not have been made available by the Museum, for the event.

That when a band of volunteers who decided to finance and build a second replica, were not granted adequate access to the original.

Enough of the political issues lest they diminish the importance of the event.

Members of the Alvis Car Club of Victoria and the Armstrong Siddeley Club, met at the Mickleham Primary School and proceeded via the picturesque Konagaderra and Lancefield Roads to John and Annie Links country house at Romsey. There they were treated to a very pleasant morning tea.

The drive from Romsey to Mia Mia was via Lancefield and Glenhope on the Burke and Wills track.

It is interesting to note that 2010 is the 150th anniversary of the

Burke & Wills Expedition. The expedition was originally called the Victorian Exploring Expedition and its aim was to cross the continent of Australia from Melbourne on the south coast to the north coast, which at the time was uninhabited by the mialoo (white-fella). No one had done this before and to the Victorian colonists the centre of the continent was unknown, unmapped and unexplored.

The expedition was organised by the Royal Society of Victoria and it became the first to cross the continent. Three men travelled 5,000 kilometres from Melbourne to the shores of the Gulf of Carpentaria and then back to the Depot Camp at Cooper Creek. Seven men died in the attempt, including the leader, Robert O'Hara Burke and the third in command William John Wills. Only one man, John King, survived to return to Melbourne.

After travelling via Lancefield, over the great dividing range at what is now called "The Burke and Wills Track" the party halted for a rest day at Mia Mia, and sightseers from Heathcote and Bendigo came to see the camels.

On arrival at Mia Mia, we became aware that overnight rain and during the morning had made the recreation reserve somewhat saturated and interesting for narrow classic car tyres to retain drive. The cloud was low and drizzle set in which subsequently curtailed the planned flying display.

The replica aircraft had been painstakingly recreated from original drawings and due to holdups along the way was only completed

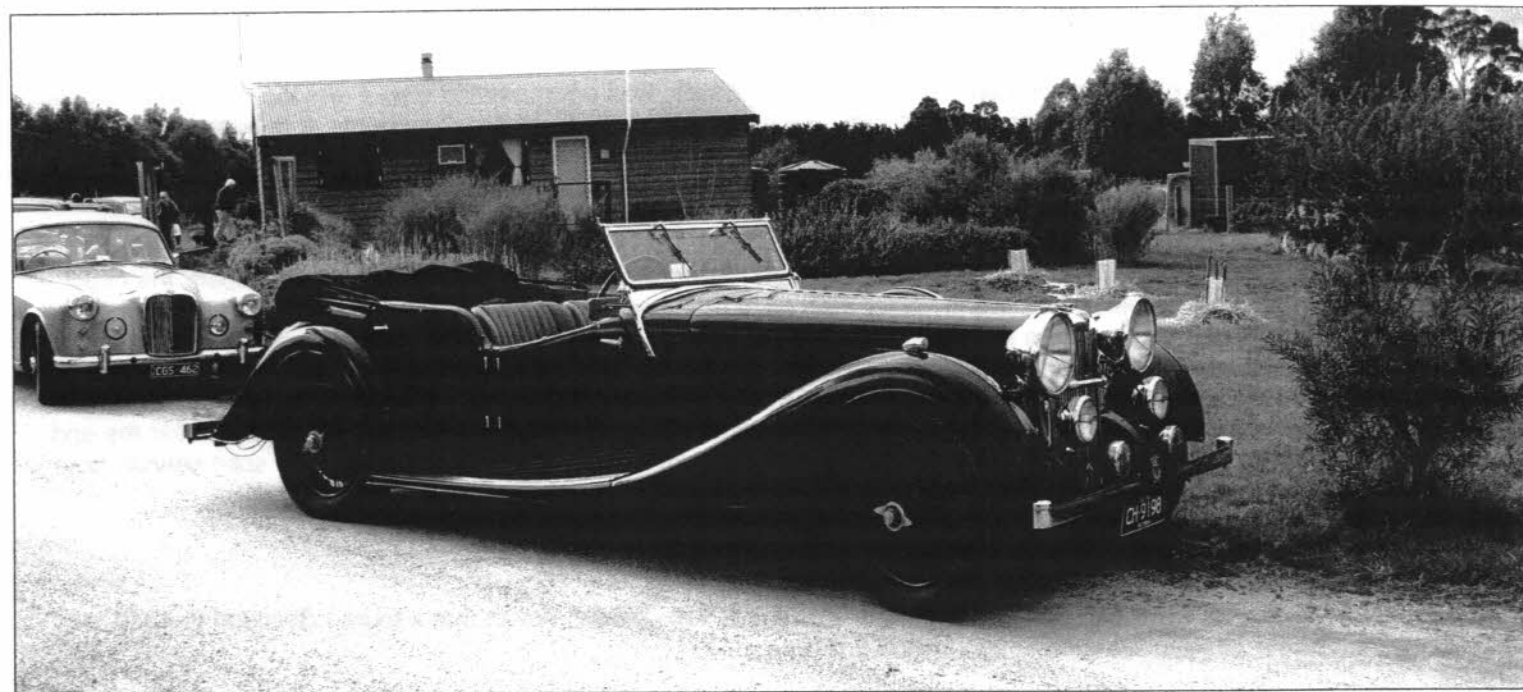


Above: David Head, facing the camera, discussing the project with the public

with its engine mounted, on the day before it was to be displayed. Thus being the case, the engine run did not take place because the engine was bench tested using an electric start, but it was found that the propeller did not retain sufficient momentum to swing start the engine at its location on the aircraft.

The engine was on loan from the Australian Aviation Museum and had been rebuilt by David Head. It was not identical to the original, however fundraising is taking place to recreate the Tilly engine that powered the first

flight.



*Above: Frank Mornane's SP25 at the Links
Below: Geoff Hood picks his way out of the car park*



Above & below - the paddock

The Vintage Sports Car Club was also present following their annual Frost Bite Run and had made an early morning visit to the Victorian Museum.

So all in all there was an interesting collection of cars from the public and the three clubs.

There were 13 Alvises present on the day, those being:

- 12/50s of Rob Sands and Geoff Hewitt
- 12/50 race car of Geoff Hood
- Silver Eagles of David Head and Dale Parsell
- SA Sp20 saloon of the Northeys
- 3½ litre of David Caldwell
- Speed 25s of McKaiges, Langs & Frank Mornane
- TB14 of Alan Bratt
- TC21 of Geoff Shepherd
- Richard Tonkins Graber

Following the event, participants made their own way home using a variety of routes.

Thanks to all participants and those who made the event possible.

Acknowledgement is made to the BURKE & WILLS WEB for the historical information in italics and for the photography by Parsells & Langs



DENIS KNOWLES, ALVIS OWNER 1926-1971

Denis Knowles, 1895 to 1979, of Olivers Orchard near Colchester, Essex, was a remarkable man. From the mid twenties until he gave up driving in 1971, he owned nothing but Alvis cars, not only in UK, but across two Continents, a true testament to his personal loyalty to the Marque, and to the pleasure of owning such a very special car as the Alvis. In all there were six Alvis, of which I own the last, his 12/70 DHC, having done so since 1971. Two others survive and three have disappeared, making a survival rate of 50%.

I first came into contact with the Knowles family in the 60s through rowing at Cambridge, where both I and Rupert, the middle son, rowed at Selwyn College, Rupert being slightly older than I. At that time I shared a TA14 with my twin Andrew (who still owns it). It was only some years later, in the late 70s, that the Alvis connection became apparent. I was using the 12/70 as the Wedding car at Wrabness near Harwich for Brendan Sullivan, another fellow oarsman, when Rupert came up and said "Chris, that's my Dad's car." Subsequently, I took the car round to Mr. Knowles and he told me he only gave up driving it due to failing eyesight and was full of praise of the qualities for which all Alvis cars embrace. This must have been very near the end of his life, so I am thankful I made the trip. Clearly the Alvis cars gave him much pleasure, as well as very solid service, over a period of 45 or so years, as is apparent from the below.

The following is based on notes from Martin Knowles, the eldest son, to whom my thanks are due.

Car No. 1, XN 5949, a side valve car, new in April 1923. Martin has few details, except that it toured Scotland in 1926, and was disposed of in Wales through Carlton Garage, Bettys y Coed.

Car No.2, YR 2992, car no. 9772, June 1926, 12/50 Sports Tourer. First owner Mrs. N.N. Lees Smith, of 46, Queen Alexandra Mansions, Judd Street, WC 1. Purchased by Denis Knowles in November 1927, and owned by him in 1928/29. Subsequently owned by Humphrey Truman, brother of Christine Truman the tennis player, and from 1957 by Brian Harcourt Smith, near Newbury Berkshire, in whose ownership it became a well known car. It was restored in 1966, and attended many events. After having been such a well known car, it is disappointing to record that it seems to have disappeared off the map. John Burnell of The Register, would love to record its whereabouts. Since November 1997, it had been owned by Mr. M.W. Hignett, a Register member, but writing and phoning his listed address in Melbourne, Derbyshire, has yielded no result. The car was believed sighted at Prescott in 2003 and is rumoured to be in Italy or Malta.

Car No. 3, YU 4746, car no. 11140, engine no. 6683, reg. 9th December 1927 by London County Council, 4 door Sports, Black and Green colour, 14.75 Six. First owner John Marsham Aiton, of Duffield Park, Duffield, Derbyshire (where incidentally the famous Heywood Duffield Park railway was built). It was purchased by Denis Knowles on 13th September 1929 and the registration book is still in Martin's hands, last stamped by the LCC on 14th May 1931. The car was converted to 16.95 Silver Eagle spec. on 16th October 1930. It was in this car that Denis toured Europe extensively in 1930 and 1931 and while studying in Berlin met his future wife, Martin's mother, who was also studying there. Martin has several photos and accounts of their trips to Dresden, Prague and elsewhere in Germany. On return, Denis shipped the car to Tauranga in New Zealand in 1932, where it became Y. 103 809. 6. It was sold in Tauranga in 1935, through Hewletts Garage, before he came home on leave. In September 1936, it was owned by W.L. Hall of 4, Pakeora Avenue, Remuera, Auckland, but has not been traced since.

Car No. 4, VC 2405, car no. 12759, reg 18th December 1929, Silver Eagle 16.95 Clubman's Coupe. First owner G.V. Goddard, Ashford, Louthenhey Road. Leicester. Purchased by Denis on leave in UK on 22nd July 1935 and used for another major tour of Europe which started in September 1935 with the car being shipped from Newcastle to Bergen. The route took in Bergen, Oslo, tour of Sweden, Fastebo, by ferry to Sassnitz, Berlin, Dresden, Karlsbad, Prague, Vienna, Baden, White Horse, Hann Wolfgang, Salzberg, Kitzbuhel, Arlberg Pass, Feldkirk, Lichstenstein, Chur, Andrematt, Lucerne, Black Forest, Belgium, and Calais. Not an unadventurous trip even these days! The trip was written up in a series of "League of Nations" articles for the New Zealand "Bay of Plenty Times," issues of 18/9, 5/10, 26/10, 4/11, 1935, and 7/2, 24/2, and 02/5, 1936. Denis managed to attend one of the big Nazi rallies in Berlin on behalf of the newspaper. The car is mentioned twice. Once cruising at 60-70 mph in West Sweden and once having a small spot of Autovac trouble on the Arlberg Pass. The car was then exported to New Zealand on board the "Rangitane" late in 1935. On arrival in New Zealand on the drive from Wellington back up to Tauranga the Autovac failed again, and Denis had to handpump petrol every 20 minutes for most of the journey. The car was left to be sold in 1937 in Wellington.

Martin has many painful memories of being sick in this car when he was four to five, especially on the twisty dirt road up from Tauranga to Rotarura. The restricted vision from the back seats of the Clubmans Coupe body no doubt did not help.

The car was purchased by William Hoskins on 21 January 1938, and was later owned by Geoffrey Easterbrook-Smith when it came 3rd in a vintage car hillclimb in New Zealand in 1951.

It was re-imported back into UK in more recent years, where an ill judged attempt was made to modify the chassis as a special. Fortunately, the car was taken in hand by Greg Wrapson of Cottingham, East Yorkshire, sans Clubmans Coupe body, who rebuilt the chassis back to correct form and had John Selway build a correct four seater tourer body returning it into a lovely car. On 20th May 2005, Greg and Ken Sheppard reunited this car with Martin.

Car No. 5, KV 1569, 1932 SA Speed 20, car no. 14479, chassis no. 9817, an early first series production, engine no. 10267, Cross & Ellis Saloon body no. B189. First owner named Aston. Nick Simpson believes this car to be a prototype, with a body

number out of the production series. Certainly, Cross & Ellis is very rare compared to Charlesworth, who were the chosen coachbuilder with a much more modern line. Nick also states the Car No. is out of sequence with the current chassis production, which usually indicates a 'Works' car, and may well have been a prototype when saloon production was being trialled. It was sold by the Works to Thompson Motor Pressings of Wolverhampton (Mr. Aston?), who made the chassis for the SA20.

Purchased by Denis on his final return to England in 1937 for £91 from Lex Garages, of Lexington Street, London W.1. The car was probably sold in East Anglia during the War. The last report is c1955 owned by B. C. Hamilton-Jackson of 19, Brooks Hall Road, Ipswich.

Martin recalls several drives in it, aged five to six, one of them, when a sparking plug broke up and they got home with father having plugged the hole in the cylinder head with a piece of wood. (*Now my SA Speed 20 still has its original row of spare plugs on the bulkhead, but whether any of them would work is an entirely different matter!*).

I have seen photographs of this car, which has quite distinctive "old fashioned upright vintage" style coachwork aft of the long bonnet, rather like a long nosed 12/60. It is a great shame it did not survive.

Car No. 6, EXT 638, SB 12/70 Mulliner Drop Head Coupe, car no. 19567, chassis no. 15384, body no. A44099. Purchased new on 17th June 1938 by Mrs Elaine Cuncliffe Hewitt of "Little Hut," Onslow Gardens, Sanderstead, and in Feb 1950 by John W. Blackhurst of Halifax Building, 57 Surrey Street, Sheffield. It was purchased by Denis on 5th January 1951. Martin refers to it as "the final love of my father's life" and has many memories of his him driving around in it. I have a photo of the car with the family inside, but it is too poor to reproduce. It was purchased by me in June 1971 and was my only transport for a number of years. No wonder I couldn't keep girlfriends in winter! The car has therefore had only two owners in the past 59 years. Having now owned the car for 39 out of its 72 years, I perhaps can claim it as my own, however I am aware of its illustrious past in the Knowles dynasty going back for many years. It has recently been at Red Triangle having the coachwork renovated, and back to the original colour scheme, light grey 42P with black wheels and hood..

I had hoped to unite the three survivors at the International at Houghton Hall with Martin Knowles a year or two back in 2006, but the inability to find YR 2992 put paid to this. Martin did attend the event, though I regret that "Display Duties" prevented me spending the time with him I would have liked. Perhaps it is as well with the dreadful rain that year. However, should this car resurface, I am sure Greg will join me for a Knowles family reunion.

Recent photo of EXT 638 attached, with Martin (left) and the youngest of the three brothers Nicholas Knowles at Bury St. Edmunds, Suffolk, in 2009.

Chris Storrar



ALVIS PEOPLE BEHAVING BADLY!



Just when I thought I had exhausted my cache of Alvis People Behaving Badly photographs, along comes the Chairman of the AOC proudly sending me a photograph of both his prize motor cars.

Being a couth and cultured God fearing Australian Newsletter Editor who doesn't drink alcohol, or swear, or go out with bad women and only reads "The Times," imagine my shock horror at these photographs with huge bird poos littering the fore ground.

I took the matter up with the photographer who laughed at my offence.

I guess the one thing I can be thankful of is that the birds in his garden appear to be healthy and eating a high fibre diet.

Alan East sends the following gem

Carburettor Icing.

Some years ago *Enjoying MG*, the monthly magazine of the MG Owners' Club, reported an interesting incident. One crisp winter morning an MG owner stopped to help a young motorcyclist who was in apparent difficulties. Discussion of the symptoms and inspection of the bike led the MG driver to suspect carburettor icing. But how to apply heat to the offending component when they were in a remote country lay-by? The only solution which came to mind was to pee on it! As the biker was still all toggled up in leathers, the MG driver offered his services. The ice was duly melted, the engine started and the biker rode off with a wave of thanks.

A few days later, the MG owner received a letter from the biker's father who explained how grateful - and impressed - was his daughter.

AOCL TOUR of GREAT BRITAIN

31 May / 20 June 2011

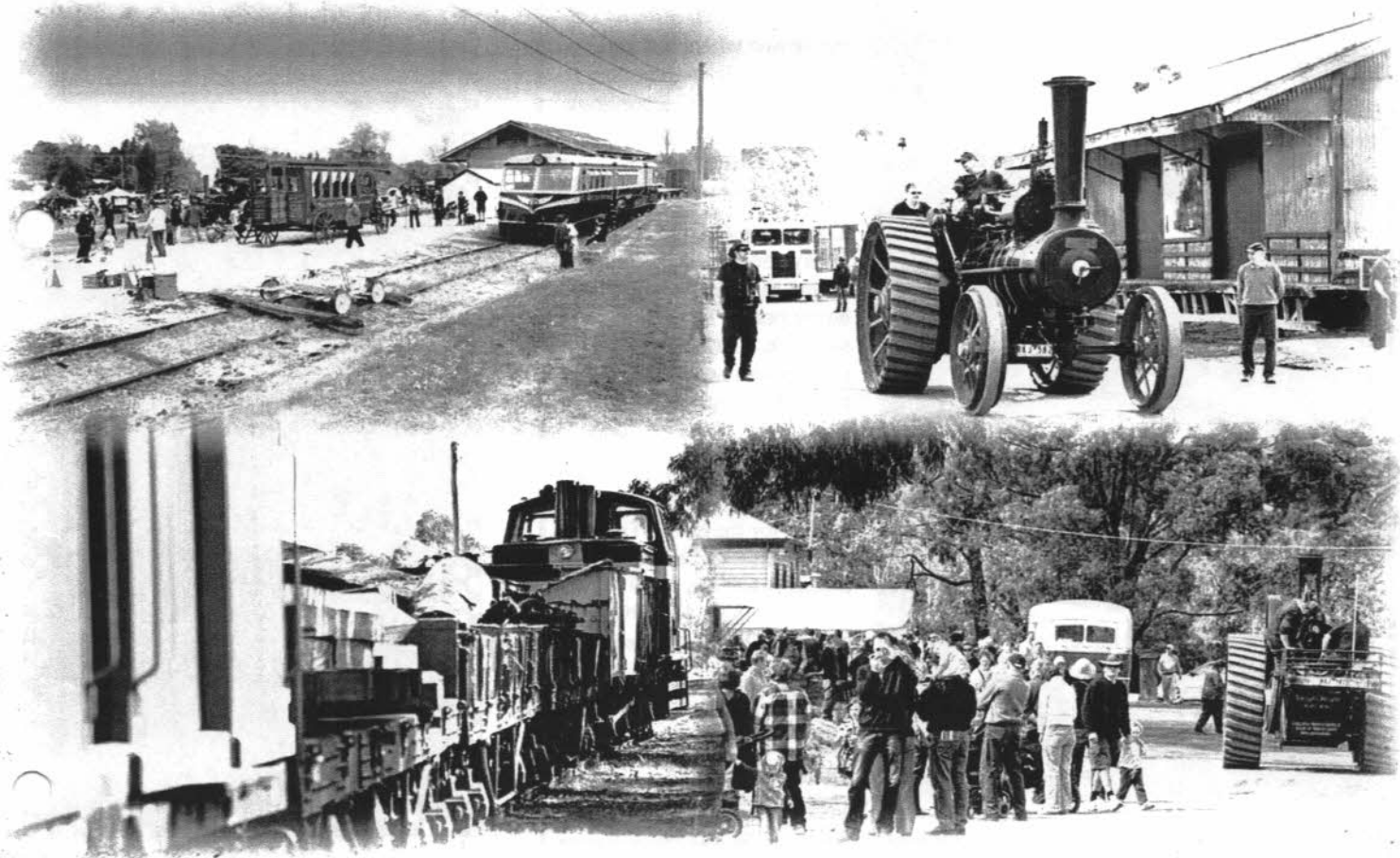
**See June ALVIC for details
Or contact the ACCV editor**

The Second Annual

HEALESVILLE RAILWAY HERITAGE FESTIVAL

Presented by the Yarra Valley Railway

18th & 19th September 2010



Over 4,000 visitors flocked to the first Heritage Festival in 2009.

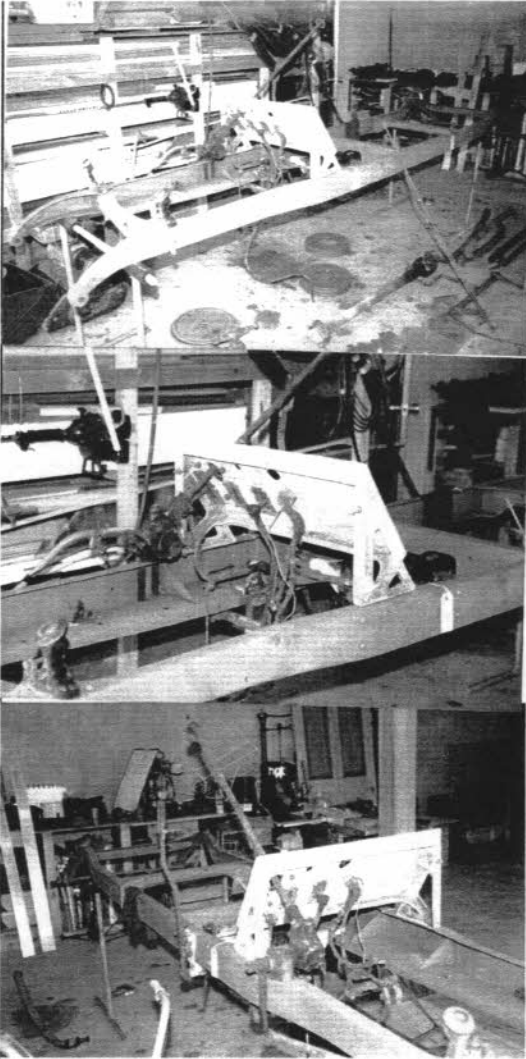
The 2010 event will be even bigger and better with many more attractions, many more displays and loads more fun for all!

Healesville Railway Station, Healesville - Kinglake Road, Healesville. Melways Ref. 278 A1
www.yarvalleyrailway.org.au info@yarvalleyrailway.org.au

SWAP, BEG, BORROW or STEAL

FOR SALE

TG 12/50 is basically complete except for the body. Previous owner modified the original body into a farm ute.



Body parts are firewall/dash forward. ie guards, bonnet, lights and radiator. Motor, gearbox, tail shaft, diff, axles, wheels etc are all complete.

Diff had a tooth missing off the crown wheel but was professionally repaired and totally rebuilt. The previous owner had also collected a second chassis, wheels, carbies and manifold.

The dismantled car has always been under cover and all but the chassis and a few larger panels have been stored in a large box. The chassis was sand blasted and painted (Primer) 20/30 years ago.

Chassis No 4749 Engine no 96875 is the complete car except for the body. The other frame and bits and pieces is Car No 9009 original engine No 3995 and was a 2/3 seater sports alum body.
\$10,000 firm

Doug Pearson
Ph 08 9841 1777
Mob 0417 080 055

FOR SALE

ACCV Grill Badges

\$30

Lapel Badges \$10

Cloth Badges \$5

Key Rings \$16

Fridge Magnets \$3

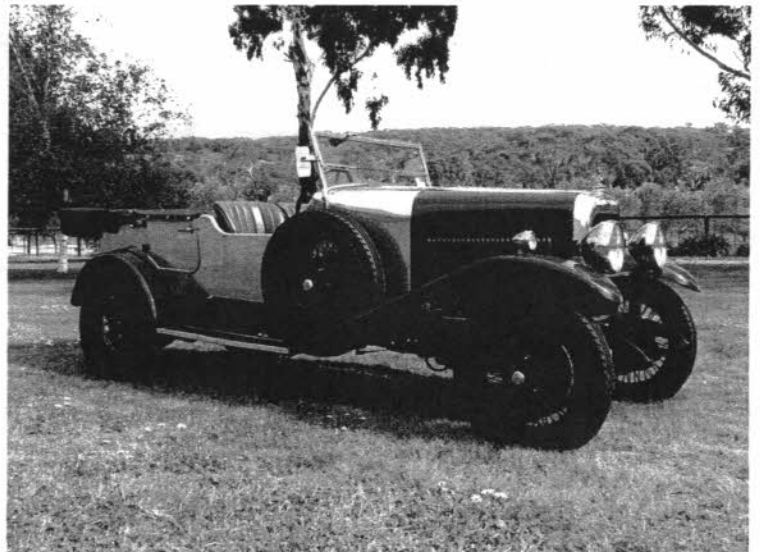
*'91 Nat Rally Coasters
\$1ea*

*Ring
Darrell Horton
(03) 5983 2016*

1991 Nat Rally Cloth

FOR SALE

1928 Silver Eagle,
chassis 7462,
engine 7949,
\$ 110,000 SB
contact Paul or
Dale (HVR) on
03 9877 0666





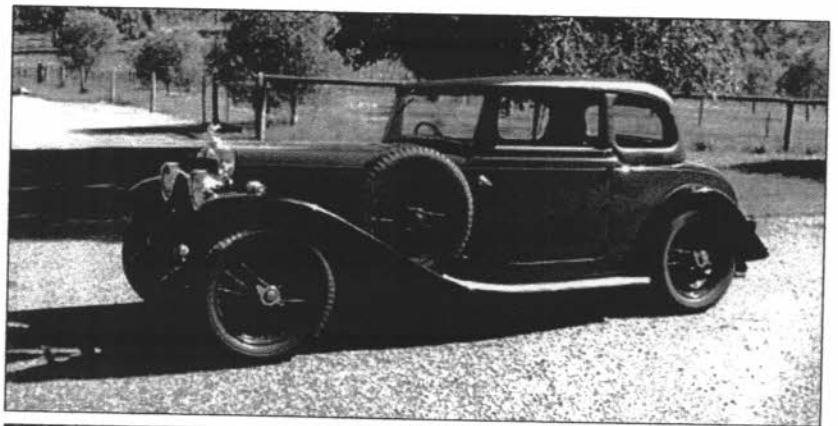
FOR SALE

12/40, new body, trim and hood, requires mechanical restoration, ch 2361, eng 2707, \$50,000

Contact Paul or Dale (HVR) on 03 9877 0666

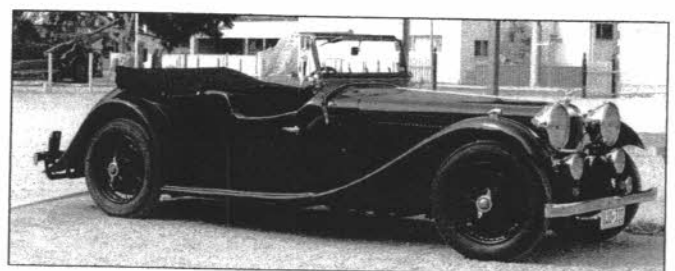
For Sale

Firefly Coupe,
car 16653 chassis
11878, engine
12068,



FOR SALE

Speed 20 chassis 11317
\$160,000, contact Paul or Dale (HVR) on
(03) 9877 0666

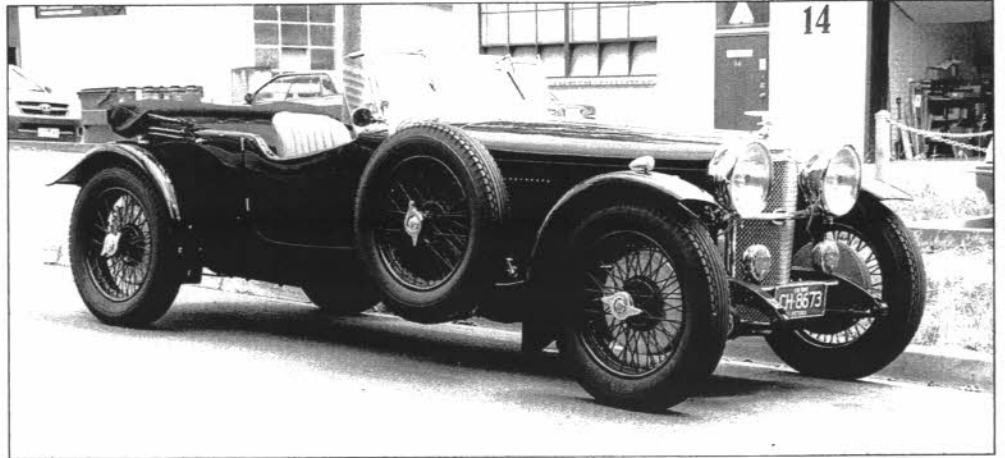


FOR SALE

SA Speed 20,
Ch 9851, eng. 10504. Very little
use since extensive restoration
including body, paint & leather
trim. 6 wheel equipped.

Engine overhaul including new
crankshaft, conrods and pistons.

Offers over \$180,000 considered.



In the first instance contact Paul or Dale (HVR) on 03 9877 0666

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



FOR SALE

10 Hartford Lignum Vitae discs

3¼"OD 1½" ID

Ring Vic Elliott 08 83310833

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