

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

# Alvic

February  
1107  
2011



*An Interesting Comparison!*  
*Alvis 12/50 & 3 Litre Bentley*



**FEBRUARY 2011**  
**VOL 50 ISSUE 1**

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**Alvis Car Club of Victoria (Inc)**

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Deadline - first Friday of the month.  
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Greetings

Whilst it seems ages since I last wrote a President's report, much has happened in regards to the everyday running of the club.

Due to the bad weather in January, we had to change the date of our Opening Barbeque event to the last Friday of the month. This didn't have any effect on the attendance and it was good to welcome Mack and Madge Hulbert and also Chris Higgin's daughter Morag.

Prior to the January event, we had a committee meeting to discuss amongst other things the forthcoming National Rally of 2013. As most of you know, we had made a decision to hold this event in Tasmania and make it also attractive to International visitors along with their cars.

Following on from this meeting which incidentally was a huge success and achieved much, I had a nagging feeling that maybe Tasmania wasn't such a good idea and as it was a National Rally, then by rights it should be based here in Victoria. There were also a number of lesser issues and the more I thought about it, the more convinced I was that Tasmania was not the best option.

What followed, just goes to show what a great committee I have around me. By email, I think we all convinced ourselves that while Tasmania would be a great venue to stage a rally, doing it as a National Rally was not such a good idea. We therefore came to the conclusion that we would re-visit Tasmania in between National rallies.

The up-shot of all of this was that we had a clean sheet of paper in which to come up with a suitable venue in Victoria. Once more your committee came forth with some excellent venues. In the end thanks to a democratic process, we decided that the 2013 National Rally would take the form of a hub rally based around Traralgon and take in the magnificent countryside of Gippsland. I will confirm the dates in the next Alvic for those of you with long range calendars and any International visitors who are thinking of making a pilgrimage "Down Under."

The new permit scheme slipped through the radar and caught most of us unawares. We were led to believe that early February would be "D Day" but renewals due for February began trickling through late December and January. Dale Parsell is your chief Permit Officer and when he is not around, then John Lang has Vic Roads authority to sign your forms.

A week or so ago, Sal and I attended the opening rally and presentation lunch of the VSCC. As we are not competitive types the chances of us picking up a trophy were virtually nil and I was very happy to see that two of our club members were awarded for executing great

# THE MOXLEY MURDER CAR

*In sourcing history information for "Alvis Cars in Australia," I was interested within Frank Corbett's comprehensive information to a reference to the Moxley Murder car and thought I must follow this up for its relevance to the book.*

*It is not my intention or interest to become the ALVIC Crime Reporter, however I "Googled" (possibly an unknown term for some of our more senior members) on the internet looking for information. I was immediately presented with information pertaining to the death of Martha Moxley in Piedmont, California on the night of 30 October 1975.*

It was the night before Halloween and Martha Moxley had been seen flirting with a Thomas Skakel.

Seems that the 15 year old met with foul play and the following day, her body was found underneath a tree in the family's back yard. She had been bludgeoned to death with a golf club.

Thomas Skakel and brother Michael were questioned by police, but no charges were laid.

Interestingly, the Skakels were cousins of Robert J. Kennedy Jnr, and that fact did not go unnoticed by journalists and did not go unnoticed in the following months when no arrests were made and the investigation appeared to have been pigeon holed to remain that way for over two decades.

In 1997, following some investigative journalism, Michael Skakel was indicted to stand trial for the murder and in 2003 was convicted of murder.

*Obviously I was on the wrong trail - wrong country - no Alvis car - potentially the wrong decade.*

*To the rescue, Eric Cunningham and a copy of the December 1974 ACCV Newsletter (not known as Alvic at that time). "The Moxley Murders" involving a 12/50 Beetleback Alvis. Below is an extract from James Holledge's "Crimes of Passion" - as forwarded to the ACCV newsletter by Zel Cunningham.*

*Sadly, this one was far more barbaric than the American version.*

Back in April 1932, Sydney lived in terror as a cunning killer eluded hundreds of pursuers. William Cyril Moxley was an habitual criminal who had climaxed a lifetime of robbery, thievery and viciousness with one of the most brutal double murders New South Wales has ever seen. He had pounced on a romantic couple in a secluded bushland setting on the outskirts of the city. Through a night of tortured horror he kept them prisoners. Then both were slaughtered with inhuman ferocity and buried in shallow bush graves.

A hush and cry soon developed for Moxley, and women and children in remote, outlying areas barricaded themselves in their homes. Volunteer bands of grim-faced possemen scoured every foot of bushland for many miles round the scene of the murders.

But Moxley kept eluding his pursuers, and he even crossed over by bicycle via the newly opened Sydney Harbour Bridge to the relatively safe, then, wild, inaccessible forest areas out of Manly. There, finally he was cornered, and the man of whom many had lived in dread, yawned when they hauled him off to the Manly Police Station. "Not now," he tried to fend off detectives who questioned him, "I'm very tired and sleepy."

Moxley's crime occurred on the night of 5th April, 1932. After dinner that evening a couple set out from Burwood for a quiet drive in a smart, red Alvis two-seater beetle-back. Behind the wheel was a twenty six-year-old compositor on a Sydney newspaper, named Frank Wilkinson.

His companion was a strikingly beautiful brunette of twenty-one, Dorothy Denzel. She was a country girl who had been working in the city as a relief telephonist and also as a nursemaid at the house in Clifton Avenue, Burwood, where Wilkinson called for her,

The pair had been keeping company for some months and often drove in Wilkinson's new car to a favourite spot on the outskirts of Liverpool. They turned off the road a short distance into the bush. There they alighted to sit on a rug spread out beside the car.

Shortly after, along the same lonely road chugged an old truck driven by William Moxley, who was off on a timber cutting expedition in the bush near Bringelly, near Campbelltown. He noticed Frank Wilkinson's parked Alvis and thought he saw the chance of a profitable hold-up. Moxley pulled up. Armed with a shotgun he carried to shoot rabbit on his timber-getting expeditions, he crept up on the unsuspecting couple.

Despite the gun, Wilkinson did not submit easily. When Moxley demanded money, he threw himself at the intruder with his fists swinging. But he had no chance against the rough-house tactics of the marauder of the night. A heavy swipe with the gun barrel caught him across the head as he rushed in. Staggered, he walked into a barrage of punches as Moxley dropped his gun and started attacking with his fists.

Wilkinson was methodically beaten unconscious. Moxley then turned to the girl who had been too terror-stricken as she watched the fight either to move or to call out.

Rough hands stripped off Dorothy Denzel's stockings. One was used to bind Wilkinson's arms behind his back. The other secured the girl herself. Both prisoners were dumped into the Alvis. Moxley levered himself into the driver's seat and proceeded to a deserted house he knew outside Liverpool.

Wilkinson was dragged to a shed where he was more securely tied with rope and left on the floor. Then Moxley forced Dorothy Denzel into the house and over the next hour subjected her to torture, culminating in rape.

Subsequently, Moxley murdered both Wilkinson & Denzel and their bodies buried some distance apart in shallow graves.

The stolen Alvis car was concealed in a garage Moxley hired at Ashfield. Over the next couple of days he stripped it of almost every movable part and sold them round the suburban junkyards.

Meanwhile the murdered couple had been reported missing. Relatives discounted any suggestion of elopement and insisted to the police they must have suffered an accident or met with foul play.

Step by step the police traced the journey of the red Alvis car on the night of the crime. Traffic was not so heavy in those days and people were found who had seen it proceeding to Liverpool and later to Milperra. The service station proprietor recalled the sale of petrol to a man in such a car. Finally, the remains of the car itself were found in the garage Moxley had rented.

As people had noticed the missing couple in the car on the way to Liverpool, and they were not in it at the Milperra service station, it seemed certain they had met trouble somewhere in the Liverpool-Milperra area. Squads of police scoured the district, much of which was then still bush-land. But it was not until April 11, six days after the couple departed on their last joyride that any trace of them was found.

*A 24 hour Police hunt was mounted and it was several days before Moxley was captured in the French Forest area and he was sent for trial.*

Moxley's trial was followed by crowds and eventually the jury found him guilty of murder. He was sentenced to hang, and following the dismissal of an appeal and a plea for a reprieve, Moxley was hanged at Long Bay Gaol on August 18, 1932.

*The Moxley murders are not the only time that Alvis cars have appeared or been subject to crime or illegal doings.*

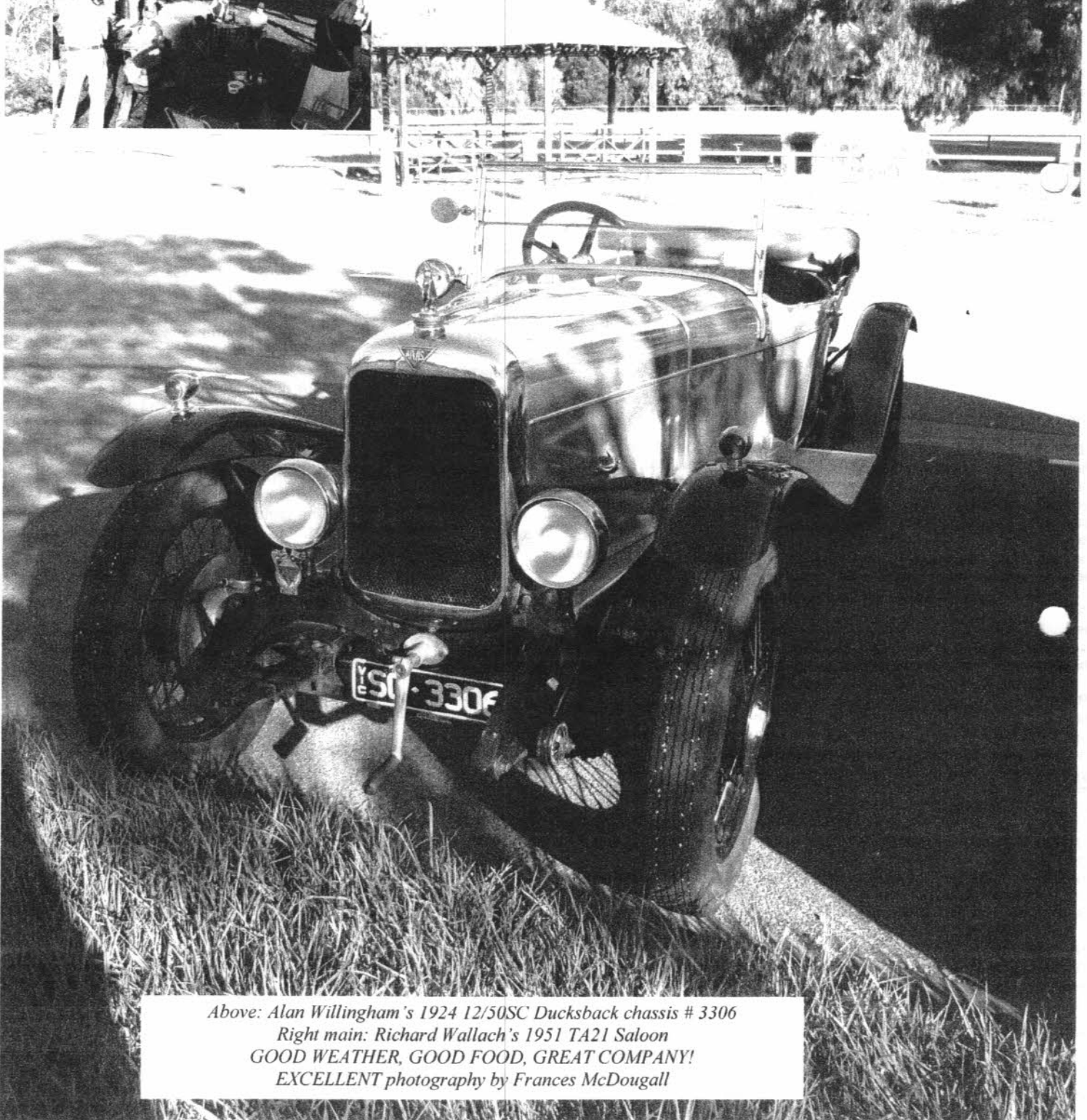
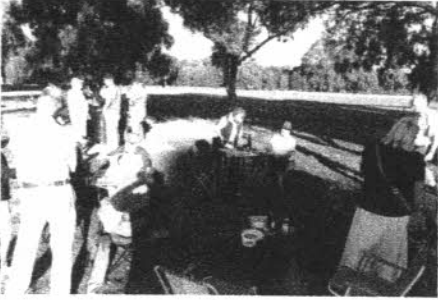
*In the 1930 Australian Grand Prix, Albert Edwards Alvis FWD crashed following a tyre failure. The tyre had been cut through the first layer of chord.*

*In 1931 the same car was stolen before the race, magneto and carburettor both stolen and the car set on fire.*

*Simon Ramsay tells of the story that it is believed that his Speed 25 crashed down a ravine while being pursued by a Police car.*

*These and other interesting facts will be told in "Alvis Cars In Australia" when the book is published later in the year.*

John Lang

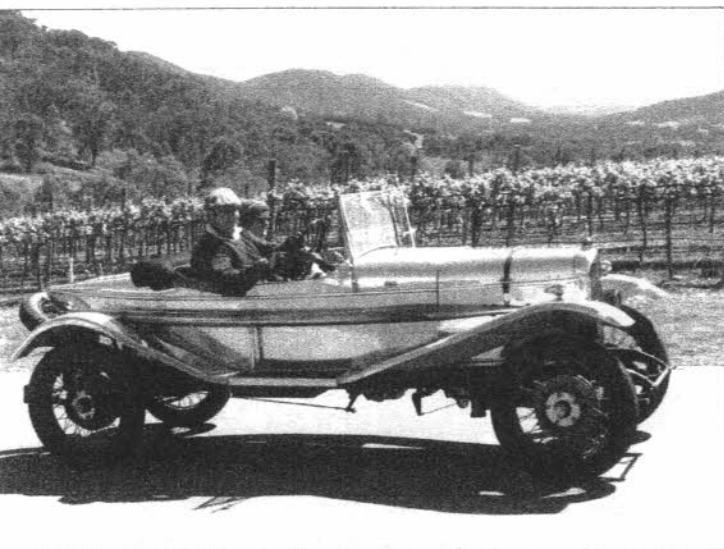


*Above: Alan Willingham's 1924 12/50SC Ducksback chassis # 3306  
Right main: Richard Wallach's 1951 TA21 Saloon  
GOOD WEATHER, GOOD FOOD, GREAT COMPANY!  
EXCELLENT photography by Frances McDougall*



# JAN BBQ

## 12/50 Alvis & 3-Litre Bentley—A COMPARISON



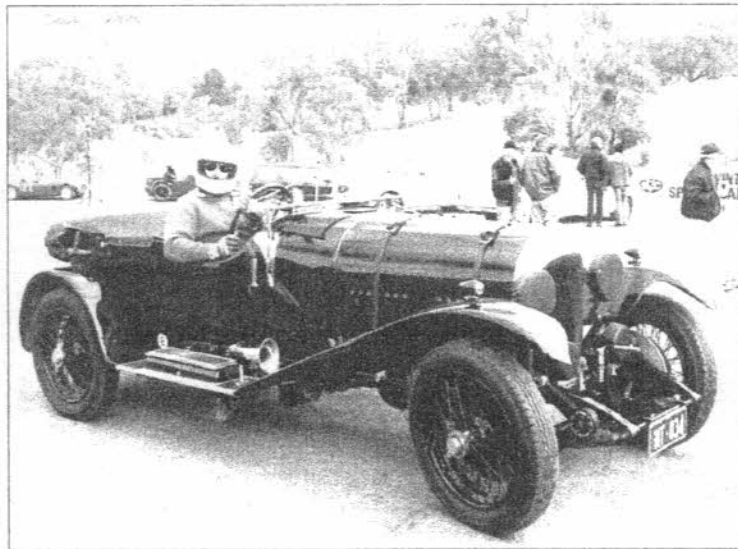
When Paul Hays, the Alvis Register Bulletin Editor discovered I owned a 3 litre Bentley along with a 12/50, it didn't take long for him to ask if I'd write an article comparing both cars. I gave this a lot of thought and even found some early comparison reports written up in various old motoring magazines of the 1950s but these reports, whilst interesting, didn't really capture the true essence of both cars. They are both poles apart on paper but in the flesh both cars share similar characteristics in terms of handling, braking, and sheer driving pleasure.

I guess before we get into the nitty gritty, I should give a brief description of both cars.

The Bentley (Speed Model 9ft 9.5 chassis) left the factory in June 1925 carrying chassis no. 1135 and engine no. 1137 and fitted with a Van den Plas four-seater touring body. Unlike most 3 litres today it still carries its original engine along with original crankshaft and rods. The only engine mod has been to raise the compression ratio to 6.7 : 1. The gearbox is known in Bentley lingo as an "A" box that was fitted to all "Speed Model" cars. The rear axle ratio is ( 3.533:1 ).

The car arrived in Australia towards the end of 1925 and was first owned by a would-be boy racer who campaigned the car whenever he could and virtually ran it into the ground. In 1929 he had a major accident, the car careering down a ravine damaging most of the body, radiator and cam box.

It was then sold to a rather curious character who had ties with MI5. By this time (1931) the car had been put back together albeit with a locally made Damyon Brothers of East St. Kilda body, new radiator, new steering box ex 4.5 litre and a new pair of Bosch headlights.



He kept the car for a number of years but did very little with it. In 1947 my grandfather bought the car for his 18 year old son (my father's first car) and it has remained in the family ever since. I did a complete engine, gearbox and rear axle rebuild about twelve years ago although unfortunately my father passed away before we could share some Bentley motoring together.

The history of the 12/50 is rather sketchy. It started life as a TC 12/40. The chassis no. is 2447, and carries car number 7796. Its sister car (2446) belongs to Alan McKinnon, a fellow club member and is half way through a restoration. His car also being converted to 12/50 specifications.

I have no details of her early life, although I believe she served much of it in N.S.W. Around 1960 she was rescued as a "pile of bits" by two Alvis enthusiasts who later on sold the parts to another Alvis stalwart who had the capability of restoring the car. It was fitted with a aluminium polished Ducks Back body (one of three made at the time) and the engine and running gear updated to 12/50 specifications. The original brakeless front axle was retained but later a braked axle was fitted.

She won a concourse on debut in 1963 before being sold to the late Bill Barber who as a ACCV member campaigned the car vigorously in Alvis and V.S.C.C. events throughout Victoria.

Bill kept the car for a number of years before selling it to a friend and fellow 3 litre Bentley owner, Darryl Stanisich. By this stage the car had done many miles and was in need of a total engine restoration. This work was completed although not completely to Darryl's satisfaction and was used

sparingly for the next ten or so years in favour of the Bentley.

I bought the car from Darryl in 2003 and having spent a considerable amount of time re-sorting her, she has been an important member of the family and continues to give huge enjoyment, as does the Bentley, to my self and wife Sally.

I have often heard it said that a 12/50 gearbox is a basically a scaled down Bentley box in terms of feel and precision. People who rely heavily on journalists giving descriptions of changing gear in Bentleys would believe that a Bentley box is full of neutrals and impossible to use without emitting noises and having to stop and re-select first gear. Of course we all know that it's due to feel, timing and rev range and this also applies to the Alvis box. Gear patterns are the same except for reverse, Alvis across and up (left), Bentley across and down (right). Both boxes have spring-loaded levers for locking reverse.

If there was a gripe about the 12/50, it is to do with the handbrake that sits far too close to the gearbox lever. Barking knuckles is often common. The Bentley handbrake sits outside in the open, readily accessible.

A well-sorted 12/50 should by rights give a 3 litre Bentley a run for its money. My 12/50 is just a whisker over 1,500 cc and will sit on 60mph all day. When pushed she can certainly raise her skirts to speeds in excess of 80mph. At this speed the noise from the side exhaust closely resembles that of a Tiger Moth bi-plane so I'm told.

The Bentley is also happy cruising along at 60mph that roughly equates to 2,300 rpm. Unlike the 12/50, the Bentley has a crankshaft vibration period that comes into play between 1700 and 1900 rpm. This is smack bang on 40mph so you either have to sit under it or go over it. Absolutely no good for slow processions or convoys behind slower cars. Even worse slogging away climbing a steep hill.

The 3 litre Speed Model was guaranteed for 80mph and whilst I have exceeded this speed, the car has a tendency to become light in the front end and as it still has its original crank and rods, its something that I don't usually make a habit of doing.

Nothing apart from the magic sound of a Merlin aero engine can match that of a well fettled W.O. Bentley on full song. The "Bentley Burble" is unique.

In regards to road holding abilities both cars hold the road exceptionally well in dry weather. On windy wet roads, the Bentley will just go around corners and bends like on rails. The 12/50 on the other hand will want to slide around and more than once there has been a few "little moments" where the "duck" wants to converse with the Hare!

The Bentley is fitted with two S.U. carburettors known as "slopers", the fuel sucked up from the rear tank via a Vac Tank. I also have a separate fuel line that runs a S.U. pump and can change over by turning on a tap. The 12/50 has a Solex 30MOV and relies on gravity feed. I have also installed a rear tank for long journeys whereby I can pump fuel from the rear tank to the front tank. This is particularly handy when on longish runs devoid of service stations and gone now are the days of having to carry 10 litres of fuel in a jerry can. It also provides a bit of weight over the back axle.

The Bentley is fitted with duel flanged mounted M.L. magnetos. Not the best of maggies but they do the job. The 12/50 is fitted with a BTH CE4 that has never given an ounce of trouble.

Brakes are a pet subject of mine. It infuriates me to hear people say that old cars don't stop. The real reason is that the owner doesn't know how to adjust brakes and keep them maintained.

Both cars have exceptionally good brakes, the Bentley with her massive drums that can be adjusted through a compensator that sits longitudinally across the chassis behind the gearbox. The front brakes are connected via rods from the compensator to Perrot shafts a system that many manufacturers used during the Vintage period. With all levers and rods setup in their correct plains etc, the brakes are exceptionally good. I have fitted a Feeney and Johnson assisted servo that makes life easier on the right foot!

The 12/50 has a mixture of cables and rods and are just as effective as the Bentley. Having a 12/40 converted to 12/50 spec means that I have a separate set of shoes for the handbrake. When I had to get a roadworthy for the car after I purchased it from Darryl, the examiner wanted to see how good the brakes were. I told him to brace himself (which he didn't) and almost went head first through the windscreen. There is absolutely no excuse for a car to have bad brakes except if you happen to own a 30/98 Vauxhall.

One must be comfortable driving a vintage car. The 12/50 originally had fitted a bench seat but I replaced this with two bucket seats on adjustable sliders ex Austin Healey 100/4. The Bentley on the other hand is fitted with a bench seat that forms part of the structure of the body frame. I know when I have done a long trip in the Bentley by the state of my bottom and the sliding around in the seat. After a long trip in the 12/50, it is just a matter of hopping out the passenger door rather than trying to straddle a hot exhaust pipe; there one can come un-stuck if slightly on the tired side!

Both cars are fitted with hoods that stay down at all times no matter what conditions. I'm lucky to have a wife who shares the same enjoyment I do and only complains if I ignore her navigational instructions.

In summing up, I'm fortunate to have two cars such as the 12/50 and Bentley as part of my fleet. I also own a 1936 Speed 25 Charlesworth Saloon that gets infrequent use and a 1905 single cylinder Darracq that gets even less.

I trust this article has been of some interest

Chester McKaige

In collecting history for "Alvis Cars in Australia" some very interesting detail is being received from Alvis owners. Mike Williams has compiled the following article on his TA14 Saloon

## Vehicle Details

Model: TA14

Year of Manufacture: 1947 (probably)

Chassis and Engine number: 21534

Body: Mulliners # M1037

Colour: Originally black, Dove Grey from 1968, two tone Polar white/midnight blue from 2006.

### Owners

1948 – 26/12/1966 – Schlanck (Schank?) – Adelaide Jewellers

26/12/1966 – date. Mike Williams, 5 Caroda Court, Howrah, TAS 7018

## History

Manufacture to 26/12/1966:

The date of manufacture is uncertain but late 1947 is likely. The car was sold by Tony Oldmeyer, then the Alvis agent in Adelaide. I met him in the late '60s when he still ran his garage in Burnside focusing mainly on MGs. I have not attempted to investigate the period of ownership prior to 1966 but the car obviously had a crash of some kind damaging the driver's front 'guard and radiator surround. The quality of repair was fair to poor. The car ended up in JK Stump's car yard in Pulteney St. Adelaide from which I bought it for £125 plus tax on Boxing Day 1966 having seen it advertised as a 1 1/2 litre 1946 Alvis (a make of which I, at 20, had never heard).

### 1966 - 1975

## The Beginnings

On driving the beast home, the first task was to check the oil – no dipstick! It took my father and I some time to track down the float indicator – we were greatly impressed by such sophistication. As a 20 year-old University student, this was my only car and quite a step up from 8 and 10HP Ford Anglia tourers (PHOTOS) that had cost me £8 and £12/10 respectively. The car showed about 76,000 miles on the odometer, was very worn, oil consumption was high, the clutch seemed close to the end of its life, the steering was dodgy as were the brakes, and there was rust in several areas – but it ran, and quite reliably compared with my previous experiences. I was working on construction at Bolivar Sewage Treatment works during the long vacation and used to flog the poor thing along the Port Wakefield road where I had enough distance to reach maximum speed, acceleration being rather leisurely. I saw over 80mph on the speedo on more than one occasion. The other thing I saw was a huge pall of oil smoke streaming out the rear. I've never seen speeds that high since – regardless of the state of the motor. On one of these trips to Bolivar I was pulled over by another car – a two-tone brown/fawn TA14. It was the late Bob Graham. We exchanged congratulatory comments on our taste in cars and he directed me towards the ACCV that I promptly joined. The then powers that be were very helpful in response to my queries and tolerant of my ignorance and naivety.

## Early dramas and "improvements"

The first serious drama occurred when I was filling up at the Bolivar petrol station having left the car idling (rather roughly) while paying the bill (around 3/6 per gallon as I recall at the time, about the same price as a bottle of beer or a packet of smokes). On return I noticed a strong trickle of water behind the car – it was being ejected from the tailpipe. A blown head-gasket – bloody siamesed cylinders. I drove it the 10 miles or so home, watching water temperature and oil pressure (the latter started to fluctuate as I neared home). A new gasket was made by the local gasket maker (\$9) and things were fine again. The next tasks were to replace the clutch; accompanied by hand scraping flat the flywheel which had been left with chatter marks from less than skilled machining; attempt to improve the steering by replacing the bearings and re-bushing it to negligible effect; and give it a coat of paint (Dove Grey rather than the original black - a \$90 special including bogging up the rust and painting a nice burgundy coach stripe down the side).

## Trip to Tasmania

Some mates and I decided to drive to Tassie after Uni exams at the end of 1967 so we fitted a roof rack (one that rested on the roof and held in place by clamps on the gutters – how it stayed there, heaven only knows as the gutters are held on by small nails, that were mostly rusted through, into largely rotten ash frame. Four of us left Adelaide late in the day and headed for Melbourne. We "cruised" at about 40-45mph (any faster the tail shaft would foul on the tunnel over bumps – the rear springs were rather flat) being passed at regular intervals by semi-trailers pounding through the night; an unnerving experience. We got as far as Keith by about midnight when we stopped to refill with oil from a supply we were carrying. No all-night servos in those days. Pressing on towards Melbourne we had a scary moment or two: we could see a train's headlight coming towards us and off slightly to the left and, when the train was nearly abreast the road turned at right angles directly into its path. Fortunately for us there was an overpass we hadn't seen. We toured Tassie for a couple of weeks then returned on Xmas Eve via the Princess of Tasmania. Unfortunately, while there was room for the car, there was none for us so we slept on the rocks at Devonport then roamed the town on Xmas Day looking for breakfast (no easy task) before we flew out. The wharfies managed to rip the flexible exhaust pipe apart when taking the car off so I ended up underneath the car on the side of the road in Port Melbourne trying to repair it with a pair of pliers and a screwdriver – ah



well, only 500 miles to go. We left via Essendon airport to pick up a lady friend of mine from Tassie who was coming with us to Adelaide for my 21<sup>st</sup> which was being held the next day. What confidence I had in the car! There was this sweet young thing squashed in with 4 un-washed undergrads and sitting between a couple of licentious Engineering students for a 10 or 12 hour drive (I recall we arrived about 7am the following day). We made it though.

## Engine Rebuild

Oil by this time was costing nearly as much as petrol and, since I'd earned a few dollars from vacation employment, I decided to rebuild the motor towards the end of 1968. Having stripped it, I decided it needed a crank grind, bearings, new pistons and rings, and a new timing chain. For some reason, probably because I didn't want to reduce even further the tiny space between the siamesed cylinders, I opted to put in Laystall Chromard liners and 12/70 pistons (73mm vs 74mm). The liners I bought from Tony Oldmeyer (see above) and were intended for an MG Magnette I think. Tony had had them in his shed since the late 50's and sold them to me for what he'd paid – 21/6 I think it was. I only gave the valves a regrind as I couldn't afford new ones, a decision I was later to regret. The motor now ran beautifully, maintained decent oil pressure and used relatively little oil (the worn valve gear and guides were largely to blame). It wouldn't do 80mph anymore though – only 74, as promised by the maker. The new timing chain had negligible effect on the timing chain rattle from the tensioner-less engine (this one of the cars that fell between the early ones with the 12/70 tensioner and the later ones with an "improved" version). I currently have a second-hand version of the latter that I will one day install.

## Leigh Creek Trip

A feature of the final year of the Adelaide University Engineering degree was a two-week survey camp held near Leigh Creek in the mid-north of South Australia. This version of Leigh Creek is no longer, having been dug up as part of the open-cut coal mine used to feed the Port Augusta power station. The town was resited to a small town south of Leigh Creek which was then called Copley.

The normal way of getting to and from Leigh Creek for these camps was by train (virtually door-to-door) but, probably from natural perversity, I decided to drive the Alvis and take a few Engineering mates along for company. The route will be familiar to anyone on the 2007 Alvis in the Outback rally: it follows the Port Wakefield Rd north to Port Augusta thence via Quorn, Hawker and Parachilna to Leigh Creek. In those days the road was sealed until about half way between Quorn and Hawker; beyond that it was properly formed to Hawker pending sealing but from Hawker north it was a wide (sometimes 100m) bush track, deep in fine red bulldust. The car ran beautifully on the way north, ploughing along with a bow-wave of red dust which found its way into every cranny in the car, until we hit a particularly deep section of dust where we damaged the

flexible component of the exhaust on a submerged ridge or rock. Fortunately this was but a few miles short of Leigh Creek so we kept on and just had to raise our voices a bit.

The exhaust problem was fixed by driving onto a ramp and through the skilful use of a pair of pliers, a screwdriver and a hammer – I was getting used to this by now.

The car was hardly used during the camp save for a drive out to the old Leigh Creek homestead where the group were feted by the owners to a barbeque.

The return trip was rather more interesting. Having farewelled our colleagues on the train at some hideous hour of the morning (freezing cold – frost inches thick on the seats in the back of the truck that used to take us to the surveying site), we breakfasted and set off back to Adelaide at a more congenial hour. Being in the area, we decided it would be remiss not to visit Wilpena Pound so we parted from the "main road" at Parachilna and headed through the Barachina gorge. After a couple of creek crossings and a few slow spots where there had been significant erosion, we emerged on the other side and ambled on to Wilpena Pound. In those far-gone days there was little but a ranger's station and not a soul to seen. After fording the stream, we drove down the track virtually into the Pound itself and ate a leisurely lunch admiring the countryside.

Between Wilpena Pound and Hawker it started to rain – the windscreen wipers failed so I resorted to my co-driver standing on the seat leaning out through the sun-roof cleaning the windscreen with another chap's hat. Fortunately the rain didn't last long but we encountered the effects of it a little further down the track. As mentioned earlier, the section between Hawker and Quorn was being prepared for sealing and a fair proportion of it was compacted clayey material that, when wet, had the coefficient of friction of greasy ice. The car was slewing wildly but I decided that if I stopped I'd be lucky to start again so pushed on at about 30mph in a barely controlled series of four-wheel drifts. This worked well except that when on right hand lock, the driver's side front wheel issued a stream of near liquid mud that passed through the clutch pedal hole striking the co-driver in the face – and after all those heroics with the hat! The remainder of the run home was undramatic save the only real mechanical problem which occurred about 50 miles from home. We were charging along in the dark at about 55mph when I felt the car start to gently lose way. It got slower and slower until I could feel that the motor wasn't fully engaged with the process – only three cylinders were contributing. A stop, a cigarette lighter, and the discovery of a detached plug lead soon had us rejoicing on our way again. The round trip is about 800 miles through some pretty ordinary going – I noticed that there weren't many cars on the Outback rally prepared to tackle the Barachina gorge, even in its modern form.

*To be continued*

## ADJUSTING SPEED TWENTY BRAKES

From the Technical Editor, Alvis Owner Club

from the Technical Editor, Alvis Owner Club.

The remarks below apply to any of the 1932 - 1939 models except the 12/70 and Silver Crest cars.

The Object of correct brake adjustment, assuming that cables, linings, cross shafts and pins are all in good condition and properly lubricated, is to adjust the brake shoes to fit as closely to the drum as possible.

1. Slacken off the central foot and hand brake adjusters to their full extent.
2. Taking each wheel at a time, move the eccentric cam adjuster until, with the maximum amount of slack taken up on each cable, a further slight movement of the cam will result in the shoes rubbing the drums ( slight movement = approximately  $3^{\circ}$  ) The wheels will, of course, have to be jacked up starting with this step.
3. Apply the hand-brake one notch, having screwed up the central adjuster as necessary, until the front wheels need some effort to turn them. With the hand-brake on three notches the back wheels will be much harder to turn than the front and the cables should be slackened to the point where equal effort, front and rear, is necessary.

The task of adjustment is not done in five minutes, but with care and trouble you will have good brakes with equal stopping power and the approximate percentage between front and rear.

On cars fitted with these brakes pre-war road tests gave stopping distances from 30 m.p.h. of between 28' and 34', according to the weight of the particular model.

It should be noted that the procedure given in the Instruction Manuals for adjusting brakes can result in the shoes being left in a position where they are fractionally further away from the drums and this will result in a very considerable loss of braking power.

A.O.C. Bulletin No. 87. Oct. 1960

DATA SHEET NO. 9th August, 1938. TAPPET CLEARANCES,

It may possibly be found on certain cars that the tappet clearances called for on the Instruction Plate on the top of the valve cover do not correspond with the figure given in the Instruction Book, It is important that tappet clearances should be set to the Instruction Plate figure and not necessarily to the Instruction Book,

Care should also be taken in the method of adjusting tappet clearances, and this should be done in correct rotation, namely 1, 12, 2, 11,3,10, and so on.

In the case of the 12/70 four-cylinder engine, the order is 1, 8 2, 7 and so on. The necessity for this action is that the larger clearance camshafts have a quietening curve, and although the valve may be on its seat, the tappet may not be on the base of the cam. If the above rotation is adhered to, however, there can be no error,

DATA SHEET NO. 6. 9th August, 1938. VALVE MATERIAL.

When decarbonising, or for any other reason removing the valves, care must be taken to replace the valves in the correct positions. It will be noted that some valves are marked NE. 965 and possibly some NE, 241. in these cases NE. 965 must be fitted in the exhaust side.

Your attention is specially called: to this as in one case a valve head was found broken off due undoubtedly to it having been fitted in the incorrect position.

# ALVIS CARS IN AUSTRALIA

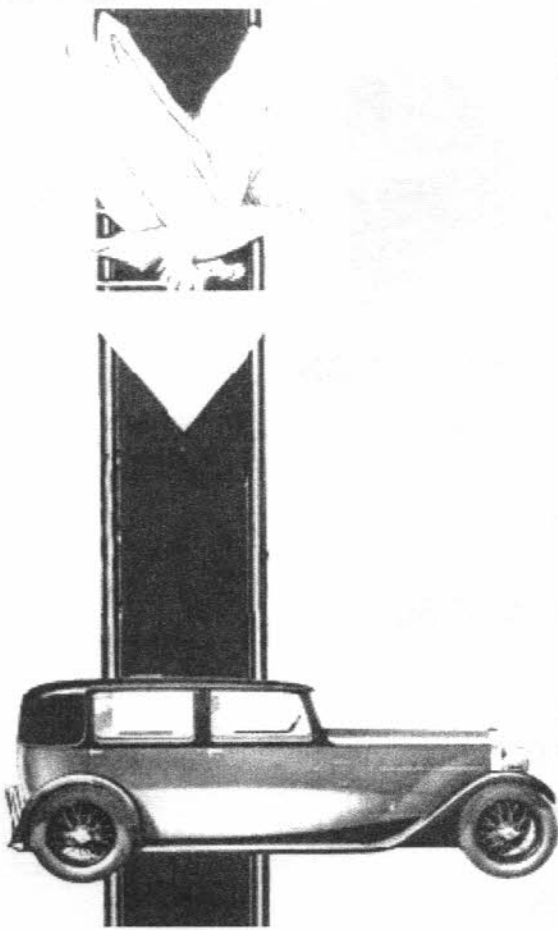
**T**his book describes the Alvis cars that remain in Australia, and groups them in chapters according to model for easy reference.

The introductory chapters cover a brief history of the Alvis make, the various agencies that represented Alvis in Australia and a description of both the Australian Alvis clubs that serve their members and promote the Alvis marque.

The bulk of the book is comprised of the known histories and photographs of individual Alvis cars including their specifications and their previous known owners.

This new book is the culmination of a joint effort by Eric Cunningham and John Lang. The latter has been strenuously gathering material from Alvis owners across Australia and the resultant book is expected to become a comprehensive reference for Alvis enthusiasts.

It is due to be ready for the publishers by the end of the year.



## An Alvis Motoring Adventure

By Ann Duncan and Rob Gunnell

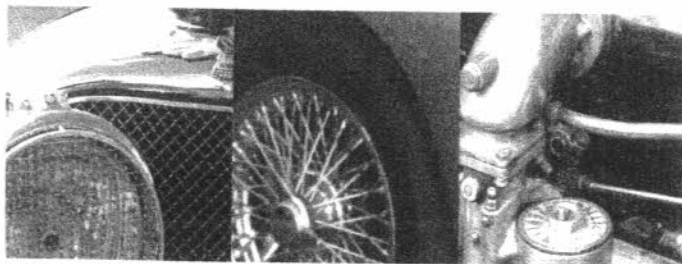
**L**ast year Rob and Ann celebrated the 50th anniversary of their departure from Sydney on 10th February 1960, for a journey to England, which took them through 22 different countries and across 29,000 miles over 11 months, in a vintage Alvis car. They enjoyed spectacular scenery with each country outdoing the other, profound cultures surviving over thousands of years, generous hospitality from their host countries and the cheerful camaraderie of their fellow travellers. Their expedition of two people, without sponsorship or backup, depending only on their spirit of adventure and ingenuity to succeed, was a life changing achievement of which they will be, justly, forever proud.

Rob and Ann's journey reminds us that countries, which today are considered war-torn, enemies of democracy and too dangerous for tourists to enter, were the ones that offered Rob and Ann so much friendship and hospitality. It demonstrates that the human spirit is irrepressible and a sense of adventure is alive in us all. It is also the story of a vintage Alvis car, Smokey, which would go wherever its owner directed and do whatever was asked.

This 200 page A4 landscape book, with 90 pages of colour photos, is a fitting tribute to their journey and can be purchased from Heather Goldsmith (Tel: 02 9427 0816; Email: HeatherAndRob@optusnet.com.au) for a mere \$40 plus \$9 postage.



Ann Duncan and Rob Gunnell



**BYGONE SPARE PARTS AND RESTORATION**  
**Yesterdays Motoring Today**

**Bruce Sharman**

**PO Box 1505, Toodyay, WA 6566**

**(08) 9574 4905**

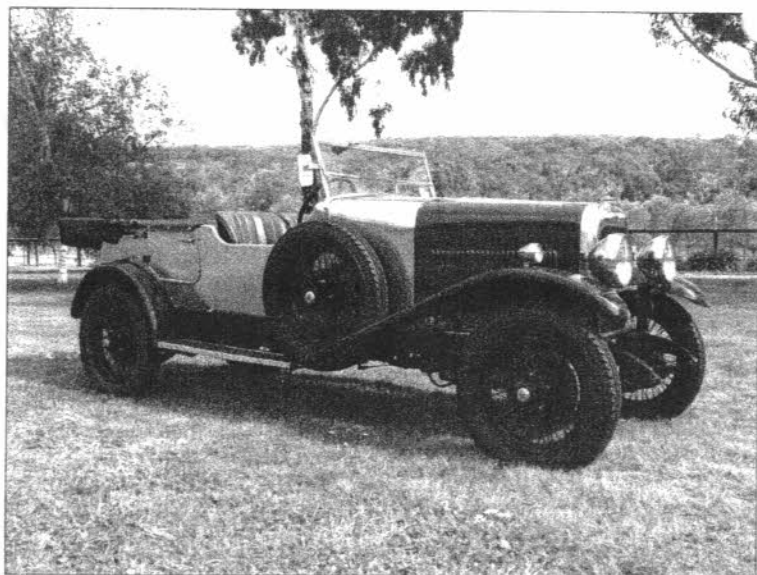
**M: 0408 88 92 79**

**Email: twojshed@bigpond.com**

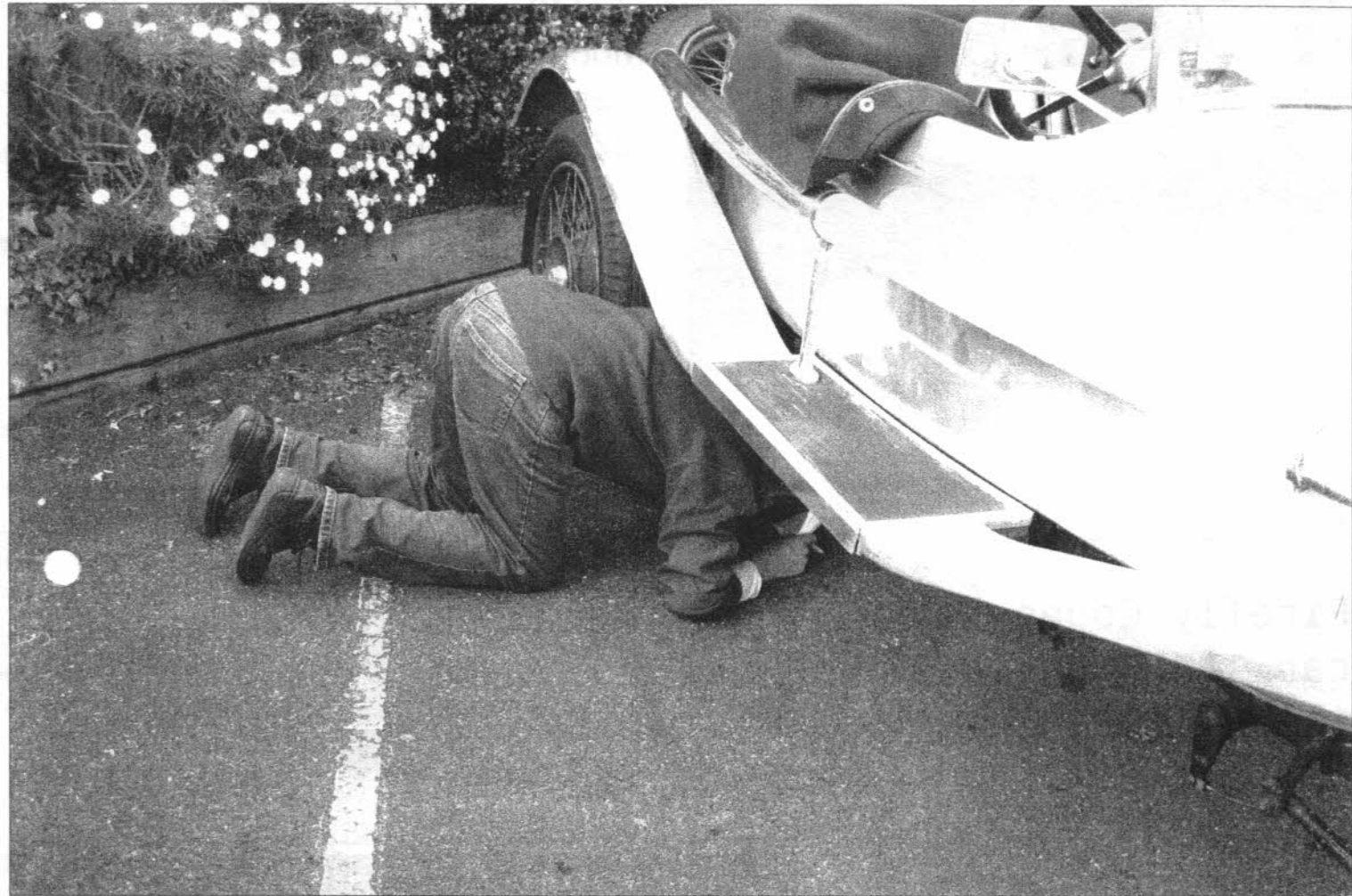
**Vintage Wiring Harnesses manufactured to Original Specs**  
**Chassis up or Part Restorations**  
**Preloved and new parts**  
**Consultation**  
**Rewiring**  
**Memorabilia**  
**Motoring accessories**  
**Parts finding Service**

**FOR SALE**

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



# ALVIS PEOPLE BEHAVING BADLY



*Is Alan McKinnon trying to hide his head in the sand or just make notes about the McKaige brake set up or is it far more sinister and he is actually knobbling this very potent 12/50 before a run up through the hills outside Apollo Bay?*

## FOR SALE

1932 TA21 DHC. Chassis and engine number 24639.

Black duck over original maroon body. Interior, tan leather with unusual walnut veneer dash in exceptional condition. Interesting provenance.

The car has been in the ACCV ownership for many years and in the hands of its present keeper, has undergone steady improvement to the point where it is delightful and reliable vehicle ready to participate in club activities.

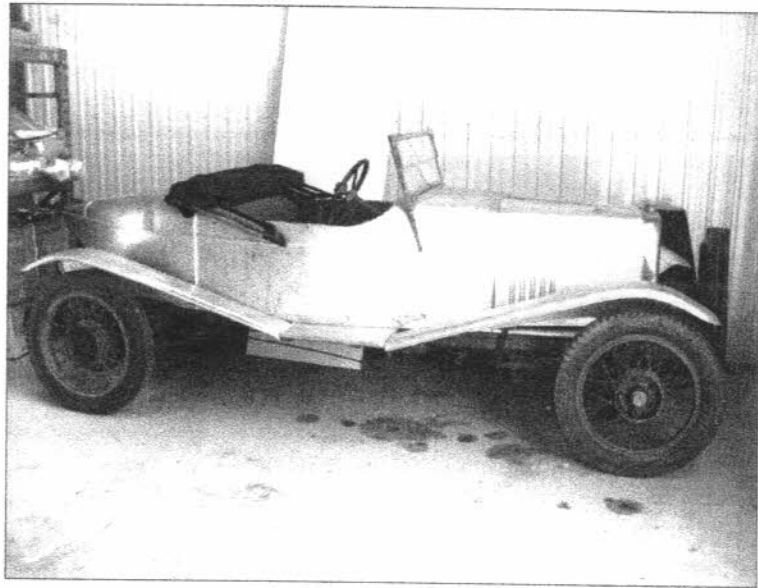
Offered due to circumstances beyond my control.

\$75,000

For further details contact Darrell Horton

on 5983 2016 or by emailing [jocelyndarrell@bigpond.com](mailto:jocelyndarrell@bigpond.com)





## FOR SALE

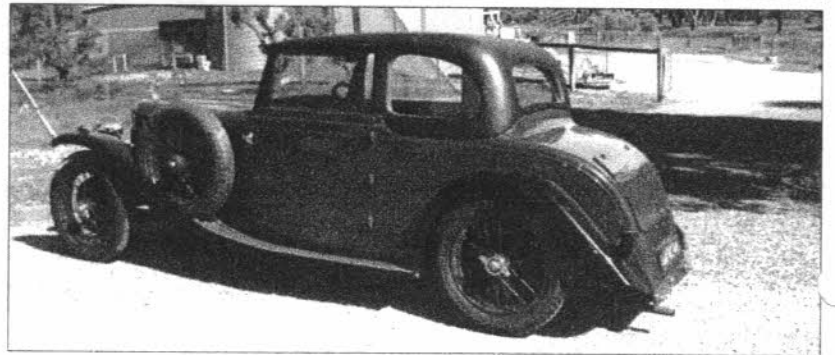
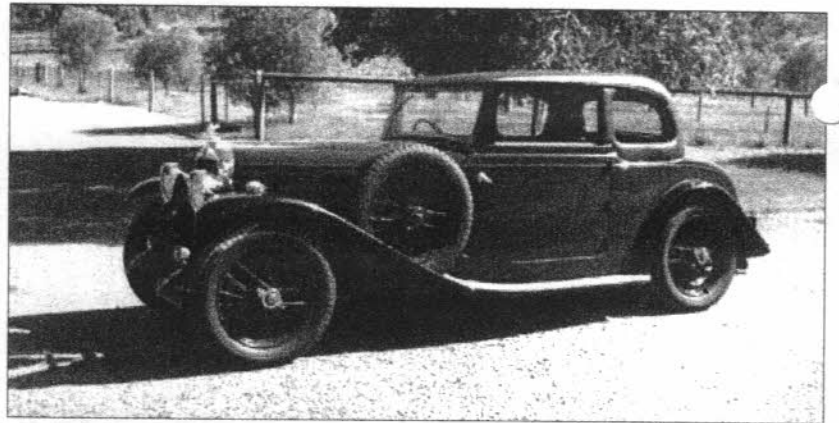
12/40, new body, trim and hood, requires mechanical restoration, ch 2361, eng 2707, \$50,000

Contact Paul or Dale (HVR) on 03 9877 0666

## For Sale

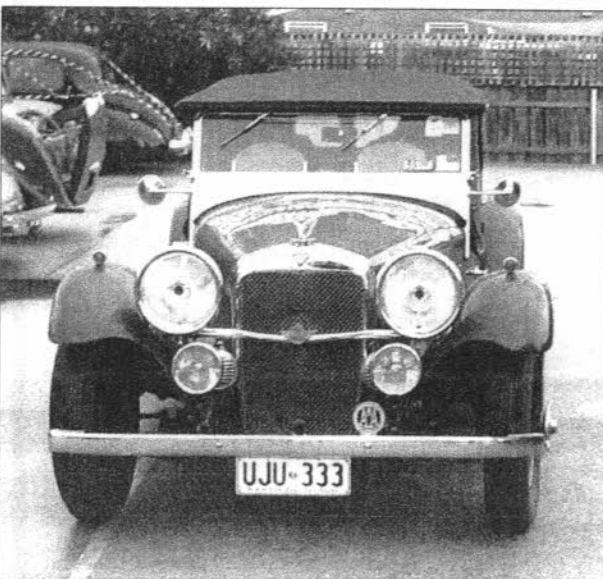
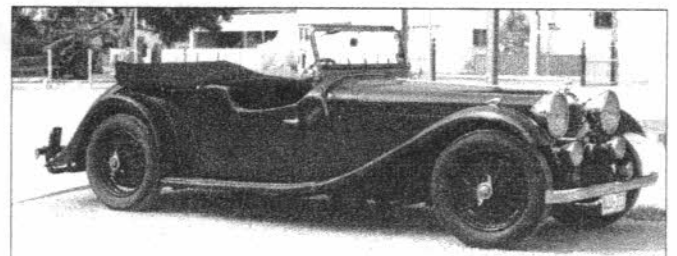
Firefly Coupe,  
car 16653 chassis  
11878, engine  
12068,  
\$ 50,000

contact Paul or  
Dale (HVR) on  
03 9877 0666



## FOR SALE

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



## FOR SALE

1936 6 light TF Crested Eagle saloon - chassis number 13197 "Mrs. Simpson"

This totally unmolested Crested Eagle saloon is offered for sale for the first time since being purchased from Brian Hemmings in 1996. She has been a much loved member of the family and is being offered for sale reluctantly because of lack of space following another purchase.

She has recently had the benefit of a full service from Historic and Vintage Restorations in Blackburn, Melbourne. \$75,000 ONO  
Richard Tonkin 0407 944 987



## FOR SALE

1949 TA14 DHC

Ring Keith 0419 357 512

Can be viewed

on: [carsales.com.au](http://carsales.com.au) (listing for

Alvis) \$23,000

Good little project for someone!



## FOR SALE

**Tandem car trailer. Excellent condition**  
Fitted with Pirrelli light truck tyres  
4.5 x 2.1 metres

With hand winch and ramps.

Full Victorian registration

No further use.

\$3000

Call John Lang (03) 5436 2256

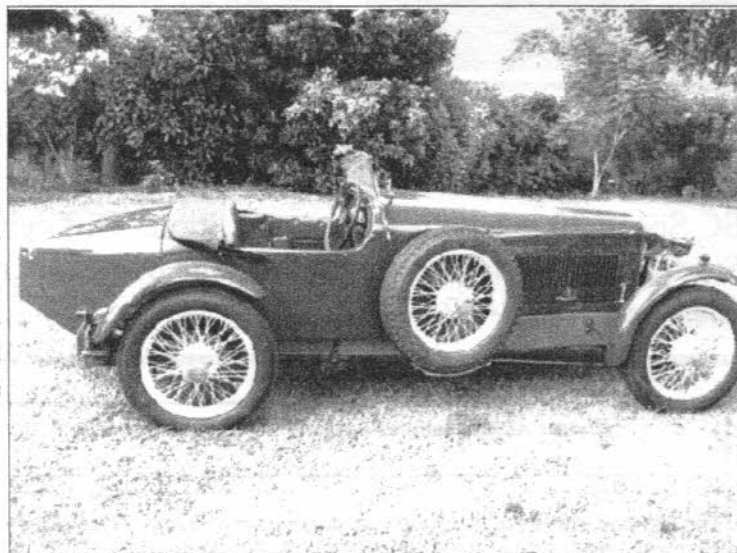
## FOR SALE

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.

Des Donnan

[dedonnan@bigpond.net.au](mailto:dedonnan@bigpond.net.au)

Price is \$100,000 firm.



## FOR SALE

FOR SALE

1958 TD21

Chassis # 25996

Manual gearbox, wire wheels, front disc brakes, electric fan, sun roof.

Re-built front suspension. Re-painted

Full History available

Recently restored. Repainted in red. Rechromed, new

carpets & tyres. Clutch & brake seals

Mechanicals restored—clutch & brakes

\$37,500

Ring Tery Hurst 0438 689 544



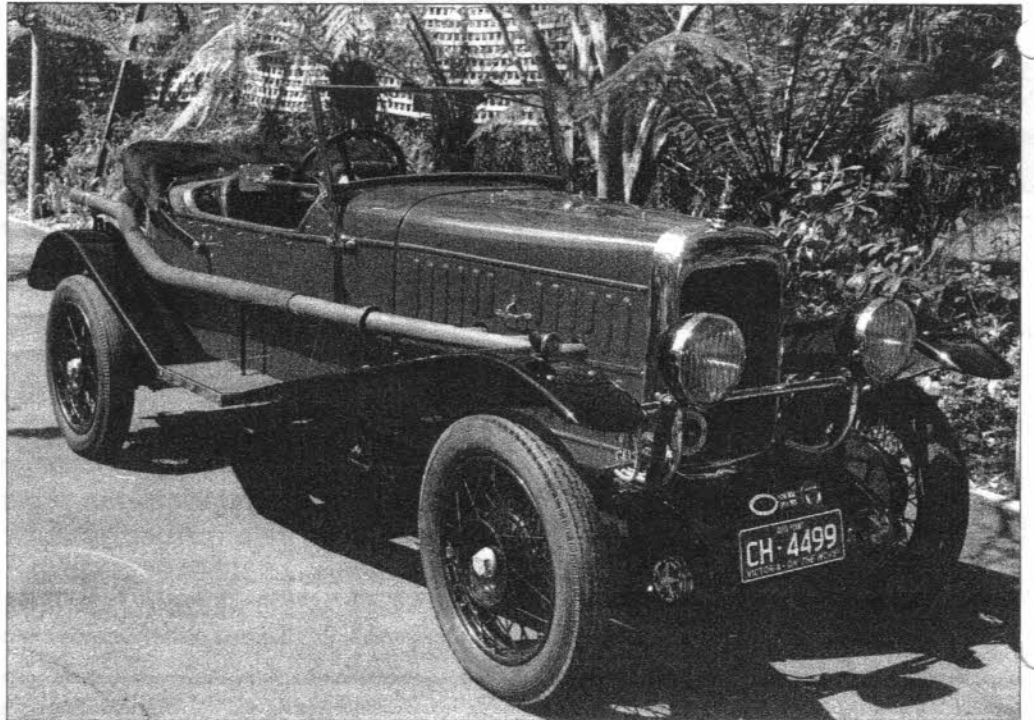
## For Sale 1931 Alvis 12/50 TJ

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

SC Speed 20 magneto—good condition. Diff centre. Alloy waterway for SA Speed 20.. Starter cover. Magneto to coil change over switch. New head gasket. Push rods. Alistair Clarke ph (02) 4447 8340

*If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.*

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# RACV CLASSIC SHOWCASE

SUNDAY 3RD APRIL 2011



CELEBRATING:

60 YEARS OF FORD ZEPHYR AND FORD CONSUL

50 YEARS OF E TYPE JAGUAR

THE MERCEDES BENZ STATE CONCOURS

CLUB DISPLAYS WELCOME

**RACV**



DETAILS: 9890 0524  
[www.aomc.asn.au](http://www.aomc.asn.au)

FLEMINGTON RACECOURSE  
MEMBERS CARPARK

Please note: John Lang has a booklet of entry tickets.  
Send your entry form & cheque to him. PO Box 129 Gisborne, Vic 3437. with cheque payable to 'AOMC'  
He will mail your ticket to you.

OR

Tickets will be available for purchase at February & March meetings



**RACV Classic Showcase 2011**  
Entry Form  
(Formerly British & European Motoring Show)



Your Details

Name.....

Address.....

Tel..... Email.....

Vehicle to be displayed

Make.....

Model.....Year .....

Registration Number .....

I would like to order a commemorative badge @ \$18.00 S.....

I wish to enter my vehicle in the Car of the Show Award  
Entry fee @ \$20.00 per vehicle S.....

I enclose display vehicle entry @ \$12.00 per vehicle S.....

Total enclosed S.....

Cheques payable to AOMC  
Credit card details

Name on card.....

Card Number ----- Expiry Date \_\_\_/\_\_\_

Forward completed form to:  
AOMC  
C/- 393 Mont Albert Road  
Mont Albert Vic 3127

Badges are to be picked up on the day at the AOMC tent.  
Pre entries close on Friday 18<sup>th</sup> March 2011.

# PEOPLE

*Chris & Helen Storrar will be with us at the February meeting – ostensibly on holidays, but with his AOC Chairman hat not too far away, to formally present the Apsley drawing to the club.*

*Heather Bowes will also be with us at the February meeting, for the dedication of the new seat, in memory of her mother Belle Bowes, whose generosity over a 50 year period has seen us occupy our own club rooms. The rooms are steeped in the history of the ACCV and must be considered as a key to the success of the club since its inception and its ongoing good health.*

*John Higham has recently purchased the ex Barnett 12/50.*

*Iain Galloway wrote asking after the safety of Alvis owners during the Queensland and Victorian flood disaster and his response to good news is copied below:*

*Hello John and Chester,  
Thank you for that news, John....Glad to hear the Alvis folk are OK.....*

*The last we heard on UK news from Queensland was that about 20 folk were known to be drowned and another 100 or so missing. We were told that the Mother and young boy were rescued from the roof of the vehicle being born along in the flood - photo on front page of London TIMES - but the Father was missing. We also heard about the older brother sending his younger brother off in the helicopter and then being lost. The TV News re Victoria is mostly about farms being underwater.*

*Corporal Ben Roberts-Smith VC (Aussie SAS) is in the TIMES today - Brave Man!  
- and now you are thrashing us at Cricket AGAIN!*

*.....*

*Best wishes to all,  
Iain*

*It was good to catch up with Frank Mornane recently and to see that he is recovering well following what was a life threatening illness.*

*Saw Simon & Aileen Ramsay recently, for Simon's birthday. Both are well, and as always, it is interesting to look in Simon's garage. His toy car collection leaves you gasping and there is usually something different to look at in the way of real cars. Simon related the problem with wheel wobble in the Speed 25 and the resolution lay in the choice of tyres.*

*Heather Goldsmith rang me recently to finalise our entry to the National Rally. For anyone who is contemplating entry you had better move fast. The event commences in Wagga on 1st May and finishes in Orange on the 6th. Contact Rob Simpson 02 4384 3571 or [meta1447@yahoo.com.au](mailto:meta1447@yahoo.com.au)  
Heather also mentions Rob Gunnells book "An Alvis Motoring Adventure" - see page 13.*

*Have been in routine contact with Eric Cunningham in relation to "Alvis Cars in Australia." It is interesting for both of us to be operating as co-authors, somewhat at arms length. We are working on an optimistic publishing date later in the year. If I have not contacted you for history information—your turn will come. I am holding basic information on 300 plus cars and slowly gathering more comprehensive information.*

deeds in VSCC events. Congratulations to Alan Willingham and Geoff Hewitt. I was then quite taken aback when it transpired that I had won an award for spending time reading books in the club library and was presented with a rather nice trophy that unfortunately I had to return. I did receive a very nice little plaque in lieu that will take pride of place in the so called "trophy cabinet."

The latest acquisition to the garage arrived in December in the form of a 1907 6 litre Napier so plenty of work lies ahead. It is interesting to note that a chap by the name of Russell Stapleton who was a member of this club many years ago and who restored the ex Frank Mornane 4.3 also owned a couple of Napiers one of which is now owned by a chap in N.S.W who has the only other remaining Napier like mine in Australia. The other acquisition arrived a couple of weeks ago. Last April I read a book on the history of Fowler ploughing engines and thought it would be a good idea to own one and perhaps be able to plough the back yard. The first stumbling block was that I would have to remove the carport and raise the garage roof. Then it occurred to me that by rights to plough a field, one needs two ploughing engines, a plough and a long length of wire cable.

A one inch scale model was thus substituted for a full size ploughing engine and has now been assembled and is ready to be "steamed up." The scary thing about this small scale engine is that it will pull a trailer with me on the back and keep up a very reasonable speed. I will report back on any future progress.

See you all at the next meeting and hopefully at the pub for dinner before hand.

Cheers  
Chester

(Malvernvale Hotel, 1321 Malvern Rd, Malvern - from 6.00pm)

*A very warm welcome to the following new members:*

**Ian & Jo Todd**  
**Peter & Susan Holmes**

**Supper - Mrs Pres**

## 2011 EVENT CALENDAR

Feb 18	General Meeting
Mar 18	General Meeting
27	Lunch outing to Jindivik (Gippsland)
Apr 3	RACV Classic Showcase - Flemington - brochure enclosed for Victorians
15	General Meeting
May 1-6	2011 National Rally - Western NSW
	more info from Rob Simpson 02 4384 3571 or <a href="mailto:meta1447@yahoo.com.au">meta1447@yahoo.com.au</a>
15	National Motoring Heritage Day - details to follow
20	General Meeting
June 17	General Meeting
19	Lunch at the Whistle Stop

Front page: Seen at the January BBQ  
Left to right: The Northey's 12/50, chassis 3391. The McDougall's SP20 Special, chassis number not known, engine number 14517