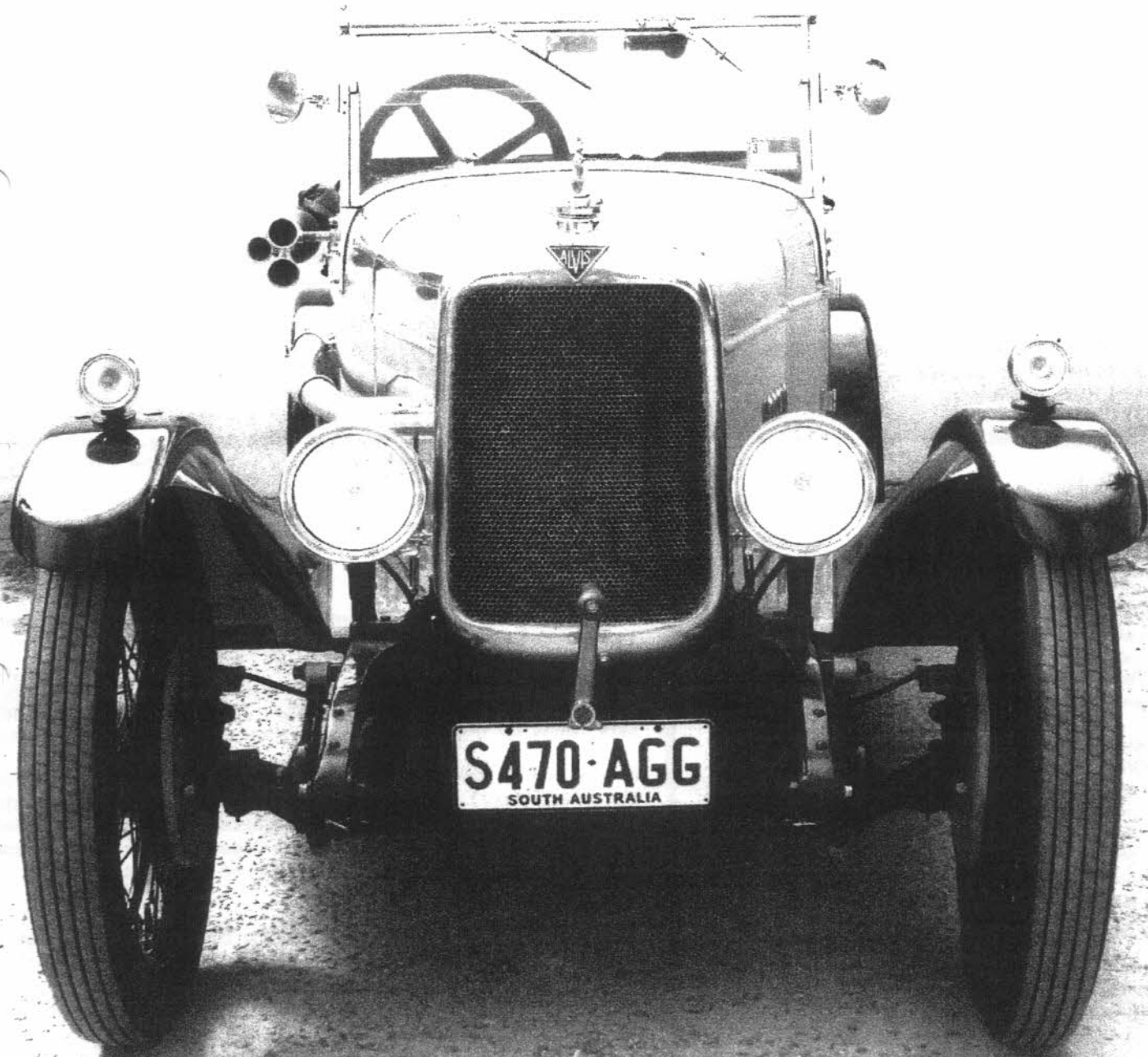


April
2011

Alvic

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





APRIL 2011
VOL 50 ISSUE 3

Alvis Car Club of Victoria (Inc)

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Deadline - first Friday of the month.
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PRESIDENT'S REPORT

I have just returned from the RACV Classic Showcase held at Flemington Racecourse. Unfortunately we weren't successful in scooping any prizes but those that attended I think had a most enjoyable day.

We had six cars on display four of which were 12/50s plus a viewing of the late Ross Williams' Speed 20 drophead. Thanks to all those that made the effort to attend.

It is my sad duty to inform you all the passing of Daraich Graham last weekend. Daraich was the only son of Bob and Betty Graham. Also not doing too well is South Australian John Mitchell who has been on life support for over a week.

Looking on a far brighter side towards the future, I have great pleasure in informing you all that the 2013 National Rally will be held in Gippsland and will take the form of a hub style rally based in the town of Traralgon.

Already we have made significant in-roads in terms of locating suitable accommodation to house in excess of 100 people. There are plenty of attractions on offer and the roads throughout Gippsland are well suited to vintage motoring. More to be revealed in the forthcoming months but keep the dates 28th April-4th May 2013 free in your diaries.

I can also report that we are about to start organising something special for next year so please keep April 2012 free as well.

Speaking of the next few months, there will be some disruption as half the committee will be away overseas taking part in AOC UK activities and also other events. Sal and I will be absent for the June meeting as will the Hetheringtons, Tonkins, McKinnons, Parsells and McDougalls. The club will be in the safe hands of the N/L Editor and Treasurer whilst we are away.

At the end of April, some of us will be heading to Wagga for the NSW National. If anybody wants to join us, we are leaving Melbourne on 30th April and overnighing at Shepparton where we will pick up the Hetheringtons. Please let me know if you wish to become part of the group and we can then work out a suitable meeting spot.

Look forward to seeing you all at the next meeting and let me know if you will be attending dinner at the pub prior to the meeting.

Chester

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

DID YOU KNOW THAT YOU CAN RECEIVE A DIGITAL COPY OF ALVIC IN LIVING COLOUR, INSTEAD OF THE BLACK & WHITE PRINTED ONE?

SEND YOUR REQUEST TO jdmelang@bigpond.com.au & YOUR WISH WILL BE GRANTED!



APOLOGY

Sometimes your editor gets the facts wrong. Last month I welcomed Angus & Carolyn Gibb as new members, with the news that they had bought Chris Higgins doctor's coupe.

The welcome was very much in order, but not the purchase news. In the future, to avoid the need of members seeking the help of the Family Court, I will confirm the details before announcing a sale to the world!

.....ed

EDITOR'S NOTE

Some copies of the March ALVIC had serious collation problems which were not detected until after posting.

They were reprinted and are enclosed with this edition

2011 EVENT CALENDAR

- | | |
|---------|--|
| Apr 15 | General Meeting |
| May 1-6 | 2011 National Rally - Western NSW
more info from Rob Simpson 02 4384 3571 or meta1447@yahoo.com.au |
| 15 | National Motoring Heritage Day - see details page 17 |
| 20 | General Meeting |
| June 17 | General Meeting |
| 19 | Lunch at the Whistle Stop |
| July 17 | Industrial Heritage Run (Western Suburbs) |

PEOPLE

When **Alan Bratt** decides to do things, it is not in half measures!

Alan recently sold his TB14 to Frank Gerada of Kapela, QLD. He has also sold his second TB14 to Mark Neal of Stanley, Victoria.

He has purchased David Seath's TB21 and the ex Bob Graham Sp20 Charlesworth saloon.

With so many lovely Alvises for sale at the moment, I would suggest the owners, consider putting Alan Bratt on a worthwhile retainer to arrange the sale of their cars!

With so many potential new members out there, we need Alan matching available cars with new members.

David & Jan Seath are on the move to live in Devonport. There must be just about enough Alvisi in Tassie to start a Chapter.

Congratulations to **Chris Storrar** who has been re-elected as Chairman of the AOC.

It was good to hear from **Martin Boothman** and we look forward catching up with him at Wagga in May.

Don Bosanquet has discovered a worrying failure in his FWD. During the repair of his car, having removed the spare wheel brackets, he finds a major crack in the chassis rail. Obviously caused by the weight of the spare wheel and poor location of the mounting bolts in the chassis.

Leigh Dwyer has been an ACCV member for many years and writes that having retired he is now able to look seriously at his TD21 restoration.

Andrew & Frances McDougall have been to the Veteran Car Club of SA's weekend rally at Strathalbyn earlier this month, and Frances writes, It was a great rally with about 60 cars and bikes in attendance. Amongst the cars were Stuart & Claire MacDonald's and Nigel Steele Scott's 12/50s. The countryside looked wonderful, green and with water in the rivers and creeks and the dams full. The roads were a lovely mix of flat running and some undulating ones. It was a great weekend of veteran & vintage motoring with wonderful company of like minded people.

LETTERS TO THE EDITOR

Dear John

I am not sure if you are the correct contact for the ACCV but as I have sent emails to you before perhaps you will be good enough to pass on the following sad [news](#):-

John Tummons Brown died on February 21 2011 after a short battle with Pancreatic Cancer.

John was immensely proud of being awarded the Bill Barber Literary Award & this fact was mentioned in his Eulogy. In fact John & I had planned on visiting the Club for the February Meeting on our return journey from The Tasmanian Wooden Boat Festival. We had flights booked & were about to contact the club re appropriate accommodation when his illness was diagnosed on Feb 1st. Peter Anderson the Artist & friend wrote a piece for the Vintage Car Club of Qld & I could forward that to you should you wish for more information about John.

Needless to say I am devastated at the loss of my dear husband of 52 years & shall attempt to keep his restoration Alvis in good shape. I have driven it around Brisbane recently with the support of my daughter Gillian & her husband Greg Harding. They hope to be able to accompany me & the Alvis TC 21/100 DHC to the May Rally in Wagga. I am in process of finding the best way to get the car to Wagga as my family has limited time to be away due to family & work commitments.

John really enjoyed the time he spent compiling his Restoration Articles for the Alvic magazine not to mention the encouragement you gave to him. For this I send my sincere thanks

Kind regards

Veronica (Ronnie) Brown

VALE

John Tummins Brown

Homage to a really good man

Many of you won't know that a recently joined member of the club has passed away suddenly.

John Brown (1953 Grey Lady Alvis) died on 21st February, after discovering he was afflicted with pancreatic cancer about three weeks before.

It is rare to meet the kind of person who has balance. John had a wonderful balance of wisdom and mischief, knowledge and humility. He was interested in many things and above all, in people. He was calm, intelligent and kind. He left behind a wonderful family, his wife, Ronnie, and children, Roger, Kathryn and Gillian, their partners, and four grandchildren. Wonderful, because of who he and Ronnie were, and are, as parents.

John and Ronnie joined the club a few years ago, after the acquisition of their restoration case Alvis. John restored the car with his engineering know-how, optimism and patience. He said the two most important tools for a car restoration are the digital camera and a hack saw blade. The camera, predictably, so you can put things back the way they were. And the hack saw blade.... you always need. One of the many stunning details on the Alvis is its dash board, fashioned by John, from a long cherished piece of Jamaican timber.

John loved quality cars, when at university, he took to pharmacy, partly because the local chemist drove a Jag.

He discovered, at his memorial service, that he has written an award winning tome on the Alvis restoration process. We had no idea. That is vintage John.

Roger, Greg (son in law) and Les (future son in law) had the car out, with John's advice, just a couple days before his demise. They all helped with the restoration at various stages.

John's professional expertise was as a chemical engineer/pharmacist working at first with the U.N. in underprivileged countries, establishing factories where life saving medicines could be cheaply produced for the populace. He revelled in the difference he knew this would make.

Living in many countries, he and Ronnie sought out and involved themselves with the local people, reaping the rewards of that contact and having a wonderful, enriching time in the process. In doing so John understood the problems of developing states and formed strong and practical answers to help with their problems.

I admired his sense of values, finding perspective amongst the chaos. John's intellect allowed him to cut through to the real issues.

John loved the Caribbean, Reggae and rum. Their extended work stay in Jamaica, allowed John to follow his love of the sea, skin diving, and the great outdoors. There is a story about he and Ronnie even going to the trouble to filling balloons with rum, in order to play cards under water with their scuba friends.

Coming from a line of Master Mariners, where-ever John has lived, he has had a boat. Hence, John and Ronnie's current, beautiful, wooden yacht, Benicia, which they restored with patience and love, over many years.

I first met John in the 1980's when I was living in the sawdust aboard my own boat. Our boats, including Bill Ewing's 'Typhoon', were all on the same marina finger in Manly. Many an hour was spent discussing the trials and tribulations of refits aboard. These discussions soon became a side issue, because the depth of John's knowledge extended in so many directions, that boats were just the catalyst for the next interesting topic, most of which manifested in me listening and learning from his long and varied experience.

At first the mutual enjoyment of things material brought us together, but John's curiosity at, and empathy with, the human condition made him an even more valuable friend.

John and Ronnie have been consistently generous with time, soul, and financial support for everything from the Qld. Symphony Orchestra to recently helping a young and extraordinary Ethiopian family come to Australia to make their home here.

I won't forget John's beautiful, soft Yorkshire voice. Never preaching, always thoughtful, generous, considered and above all, calm and wise.

We were lucky enough to speak to John just two days before he left us. He was as surprised as we were at his situation. His message to us was 'do it now'. Good advice.

He will be sorely missed.

Peter Anderson

I have just obtained a set of "The Book of the Motor Car" by Rankin Kennedy CBE in 3 volumes. What a delightful set of books. They are not dated and research on the internet shows that they were printed sometime around 1910-1913. They are beautiful books and it looks like they were really printed on a press. The print on the page has actually pressed through the page so that the printed words stand proud on the reverse of each sheet, if that makes sense. A bit like Braille. On the inside cover of each volume is a lift up plan. For example volume two has a Precision water cooled 3.5 HP engine. The top illustration shows the outside of the engine, lift that up and there is another hand coloured drawing of the crank and piston etc, lift that up and there a cross sectional drawing through the piston and crank each part is numbered and referenced on the facing page.

Flicking through the pages I have come across numerous devices that I have never heard of before, plus a huge section on carburettors again many of which I have not heard of before. So I thought that I may pass onto you an occasional article extracted from these pages. So the first one is the Nodon Valve. Now how many of you have heard of these before?

Now I am no great expert on things electrical, but from what I can understand reading the text the Nodon Valve was an early method of charging a DC Accumulator (Battery) from an AC supply. It basically converted an AC supply to DC using a chemical process to create a non conducting surface which only allows the AC current to flow in one direction (DC). It then uses globes as a resistance to reduce the current to the correct strength for the battery.

So please read, enjoy, and let me know if my interpretation is incorrect because I am not 100% sure.

Bruce Sharman

Also does anyone know if this device was mounted on the car or was a separate unit a bit like a modern car battery charger?

Nodon's Valve

two 4 volt batteries may be charged in series. Another method is to charge from primary batteries, but no primary battery yet invented is at all satisfactory. Their general nastiness, their great expense, and the amount of labour necessary to keep them up to their work are very great. Better by far, if no other means for charging is available, to discard accumulators altogether and take the primary dry battery on the car for ignition.

In order to charge an accumulator from an alternating current supply we must convert the alternating high pressure to a continuous current at low pressure. This is done in two ways. First by a motor generator (Fig. 183). This consists of an alternating current motor on the right hand and a continuous current generator on the left hand, coupled together.

Nodon's valve may be used. Two cells are shown in Fig. 184. In this form it consists of an iron tube F, perforated at its sides and closed by an insulating plug, and provided with a terminal C. A cylinder A, formed of an alloy of zinc and aluminium, passes through the plug concentric with tube F, and has a terminal B. The whole is contained in a cylindrical vessel R in a solution of phosphate of ammonia in water.

This cell acts as a valve; it allows current to pass only in one direction. The slightest current passing from A to F shuts it by forming a non-conducting film of phosphate of aluminium and zinc on A, when A is positive. If F is positive the film disappears and current passes. Hence, although the E.M.F. is alternately + and - only one of the impulses passes and that always of the same sign.

If now we group two pairs of cells, and connect to the alternating current main as shown in Fig. 185, and connect an accumulator N M at A B, the current will always flow in the same direction through the accumulator, and if we connect a continuous current motor in the same way it will run as such.

S is a resistance, such as lamps, to reduce the current to a proper strength for the accumulator.

Nodon's valve is a rectifier of alternating current. It is shown complete in Fig. 186, four cells in a box with two lamps in circuit.

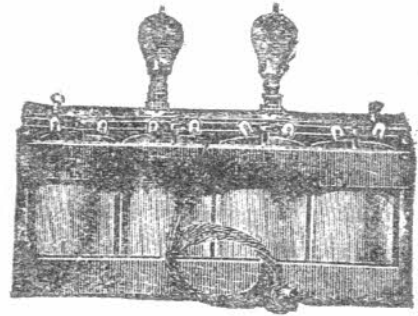


Fig. 186.
Nodon's Valve.

in Fig. 180 complete and all coupled up in diagram Fig. 181.

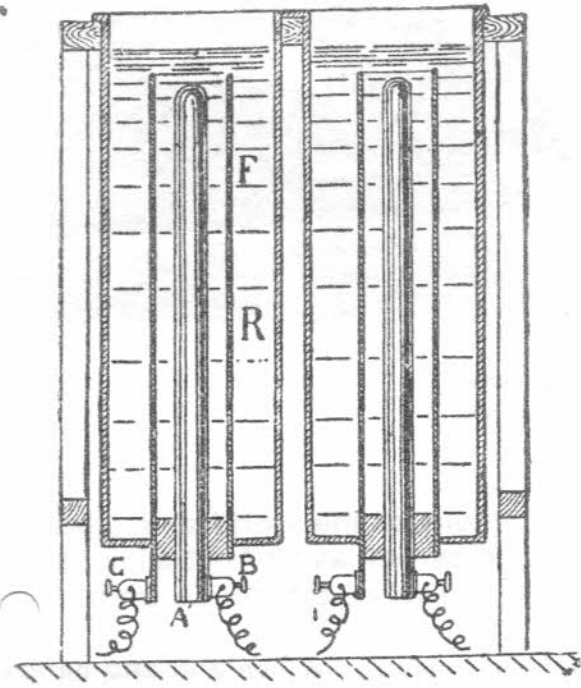


Fig. 184.

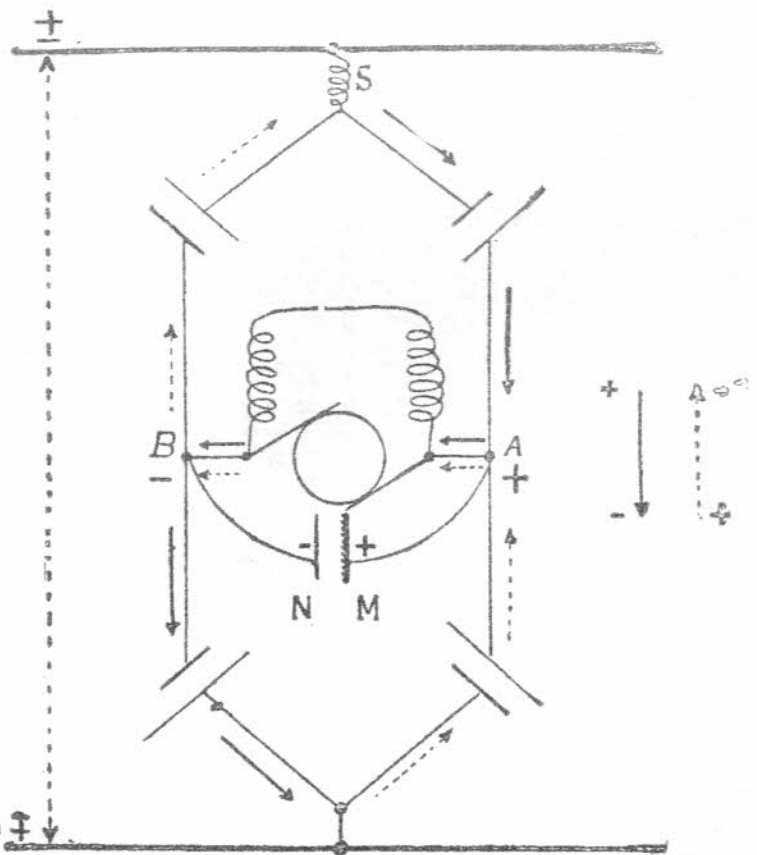


Fig. 185



24 Hour Team Trial

June 25th & 26th 2011

at Kyneton Vic.



Advanced Notice

The VSCC invites members of the **Alvis Car Club** to form a team and participate in the 2011 **24 Hour Team Trial**. This is a Multi Club Touring event, incorporating a series of come and try activities on public roads throughout the weekend of 25th and 26th June 2011, around the Kyneton area of Victoria.

Spanning a total of 24 hours, the trial consists of a six events requiring a range of skills and driver abilities.

Events include: Transport Section, Day Trial, Economy Run, Night Trial, Scatter Run and Treasure Hunt.

Cabin style Accommodation and meals are provided for all competitors.

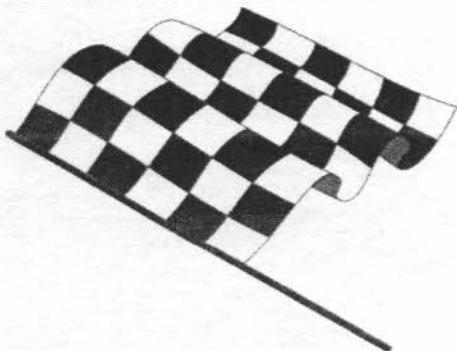
A team would ideally consist of 4 to 6 vehicles with at least one navigator to assist each driver.

The event is open to all pre-war vehicles.

We encourage you to organise your own team.

Register your interest by contacting the event organiser now.

John Balthazar (03) 9728 8614 or email: vscc24hour2011@internode.on.net

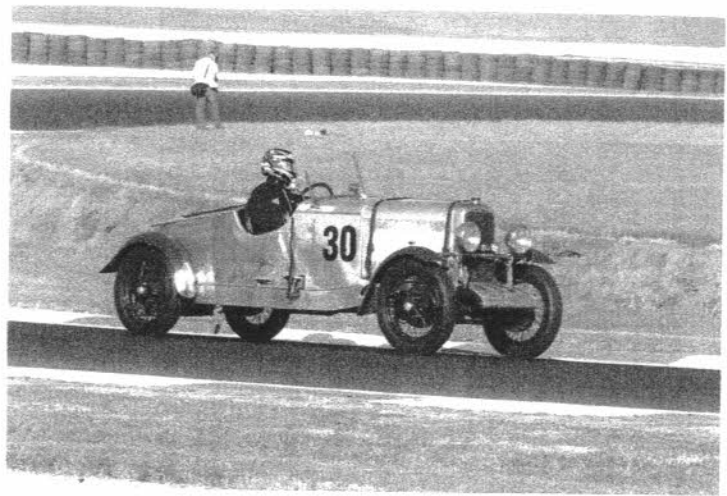


WANTED

TC21 (100) brake drums & hubs

Ring Alan Bratt 0427 405 573

The Competition Page



ALVISTI & VSICC

PHILLIP ISLAND HISTORIC RACES, 18th to 20th March

This annual event draws a wide variety of cars from all corners of the world and attracted around 500 entries from USA, UK, NZ and many other countries as well as all Australian states. Phillip Island Raceway is in an idyllic setting with stunning views of the ocean from many locations around the track.

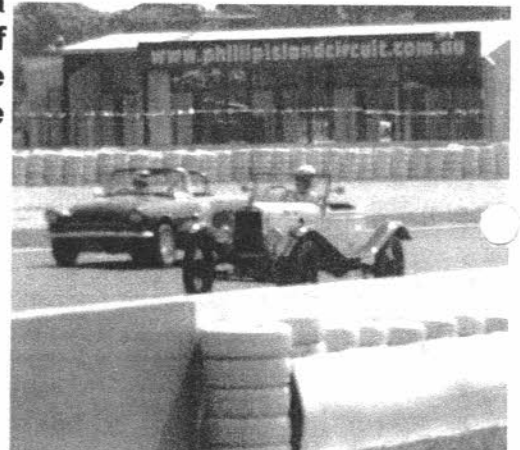
The earliest car competing was a magnificent 1906 14.5L Darracq from New Zealand and almost every category of Historic Racing was represented.

Three Alvis competed, Trevor Eastwood (4.3/ Silver Eagle) in Group K Racing and Mark burns (12/50) and myself (Silver Eagle) in regularity. WA member John Rowe was also competing in his CWM Ford Special. Many other Alvis people were helping out in the pits and I apologise in advance for not mentioning any that may have been on display around the track as I didn't get the opportunity to walk around.

In addition to the wide variety of competition cars, a huge array of Historic Vehicles were on display in the grassy fields bordering the track.

Competing in regularity (in a relatively slow car like mine) is a great way to get close to the action and the experience of being overtaken mid corner by three 250F Maserati's (or the 1906 Darracq for that matter) is an experience not to be missed.

Dale Parsell



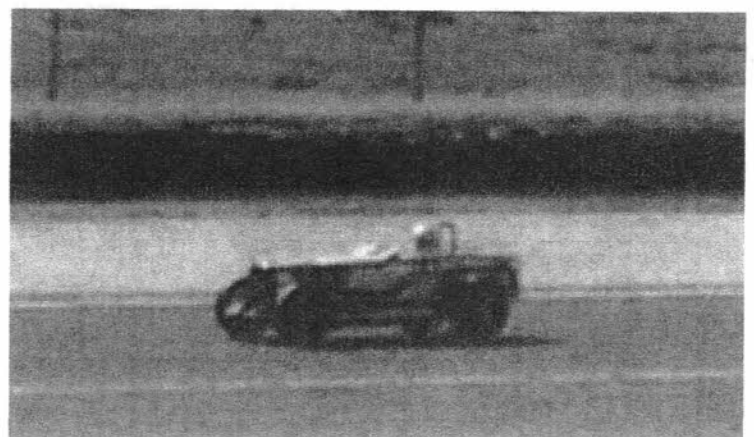
Top right: Dale Pasell's Silver Eagle

Right: Mark Burns' 12/50

Bottom right: Trevor Eastwood's 4.3 litre race car.

Below : Parsell Silver Eagle & Burns 12/50

Photography by Maritta Parsell



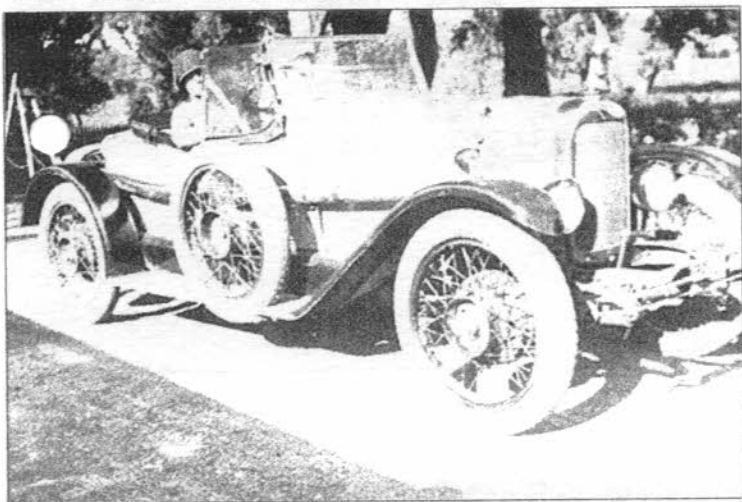
Andrew & Frances McDougall are just back from a Veteran & Vintage Run in South Australia and Nigel Steele Scott's 12/50 at Strathalbyn, graces the front page. Nigel provided the following information about his car for "Alvis Cars in Australia" last year before the car was back on the road. It is appropriate to celebrate one of its early outings with its history.

.....ed

Nigel Steele Scott's 12/50

I am fortunate to own a 1925 SC 12/50 Alvis ducksback with an almost complete history. It is car no 8960, Chassis no 3625, Engine no 3601, a ducks back by Carbodies, Coventry. It was registered NSW 88-867

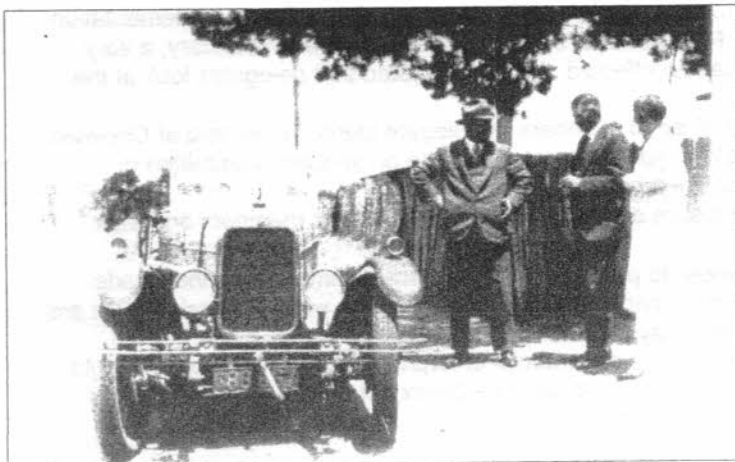
The first owner Mr George Wilson (d 1942) of Lake Cowal Station near West Wyalong in NSW bought it in the UK and the recorded delivery date is July 25 1925. George had lost his right leg in WW1, presumably below the knee and had a wooden leg. His stiff legged pose can be seen in photos of him (hat) with his car in 1936. The car was fitted with six wheels, a second spare alongside the driver embedded in the running board. It also had an unusual three rung bumper bar at the front. These features can be seen in the photo of his wife Freda in the car in 1934.



In the 30's George became the NSW State MP for Dubbo. He used the Alvis to commute to Sydney and there is one photograph of it standing outside the old Federal Parliament house in Canberra. He also owned at least one Ford A. He died in a bath in Parliament House Sydney in 1941 (I have no other details!) and the Alvis was then put into storage at his property Clifton, near Bathurst.

The car was listed in the sale of George's effects when his property was valued 24/4/1942 "Old Alvis car 10 pounds." Freda later married Dr Brooke Moore, a surgeon in Bathurst, and subsequently offered the car to her nephew Alan on his 19th birthday in 1944. As well as being his Uncle, George was also Alan's godfather.

The car eventually arrived on the back of a truck. The ML (?) magneto needed rewiring (?), it had a broken half shaft to fix and Alan replaced the



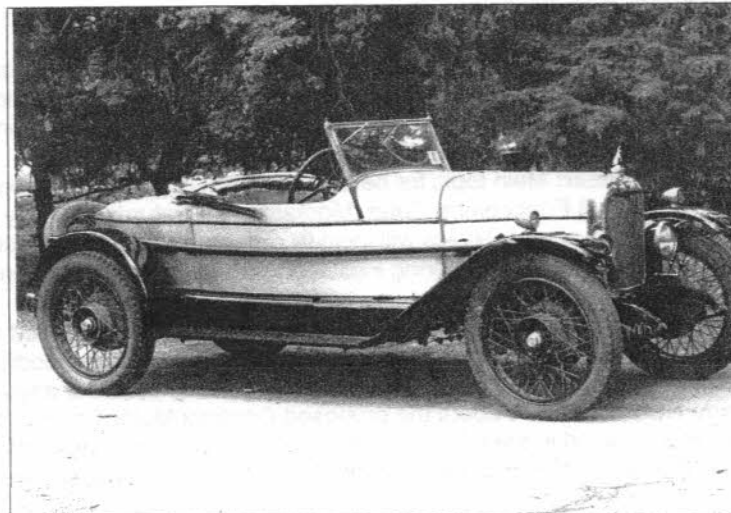
missing switch box with one from a Bean and the missing clock with a jam tin which he used as a glove box. Alan used it on his honeymoon and his wife remembers the jam tin glove box. It was registered FY881 and nicknamed Fifi. The deficiencies were fixed when Alan move to Sydney, where he obtained a clock and also fitted a rev counter, made by "a man who was making rev counters out of speedos." The rev counter I have has an over-engraved dial on a speedo dial. Rex Loose (owner 4) told me he had made it. The one Alan refers to was probably made by "Steve" McClay who was foundation president of the VSSCA who screen printed dials to fit onto old speedos.

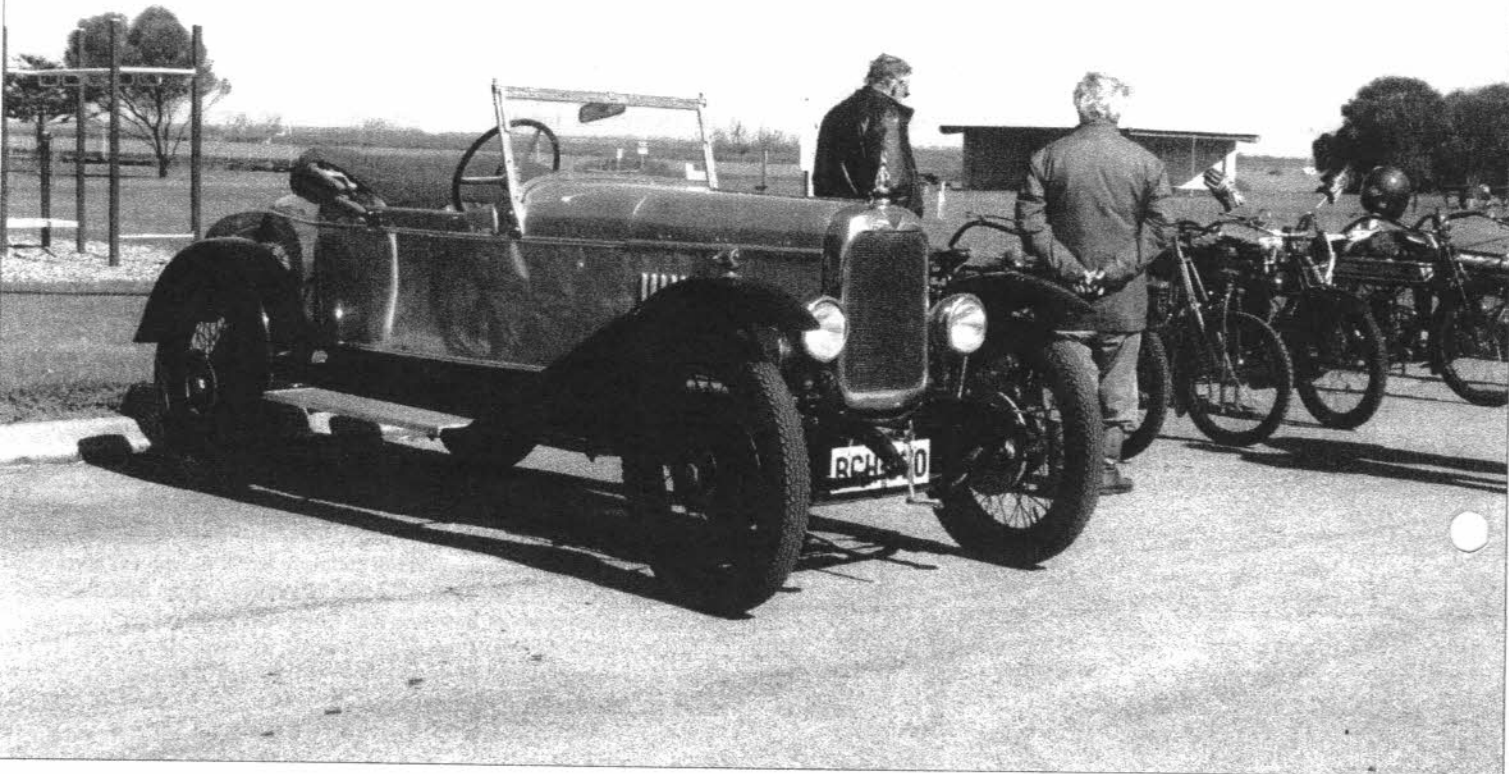
The 2nd owner Alan Wilson lived at Droubalgie Orange Rd Forbes NSW 2871, he died in 1999, but not before he wrote several letters to John Grenfell and visited him and the car in the 80s. Mrs Joan Wilson still lives at Droubalgie and provide the Photo of her aunt Freda in the car. Alan drove it to Sydney in 1947 for Alex McKinnon, of Spit Hill garage, to sell. Alan netted 140 Pounds and took delivery of his first 30/98 Vauxhall on that trip. He had a 30/98 until he died. The trail is not completely clear from 1947 to 1949. Alex McKinnon certainly lent it to Bob Pritchett who drove it in VSSC 1 1/2 day mountain trial 22/2/1947. Brian Marsland may also have owned it about this time Rex Loose (3rd or 4th owner?) bought it in Sydney 1949 for 120 Pounds and moved to Adelaide in June 1951, where it was registered No SA 397009. In Sydney Rex was one of the active members in forming the Alvis club.

While moving to SA Rex used it to visit his girlfriend in Sydney. Eventually they married in Sydney in Sep 1951 and used the car for the honeymoon to Adelaide.

The gearbox was stuffed (Rex' diagnosis) and he got a later one from Ron Bloyd in Adelaide, probably from a 16.95 in good condition with close ratio gears, (The current ratios match those specified for an SC12/50 NSS). He fitted it in Sydney before the honeymoon. On these trips Rex claimed a cruising speed of 60mph. The Diff ratio is 4.77:1 and the gears 1:1, 1.53, 2.31, 3.88.

Rex fitted the rev counter driven off the Magneto. In Adelaide, he replaced all (some from my observation NSS) woodwork and some panels in the body with help from a body builder at Vacuum Oil Co using the originals as pattern. Lawtons wheeled the new rear panels (just the ducktail panel from my observation). A good job was done but Rex felt it was not particularly good. He also made a frame for the spare wheel as the original hung off the ducks back and had broken it. This frame was not sightly and did not have the right angle. I have replaced it with internal strengthening to the ducks back.





*Also at Strathalbyn, Stuart & Claire Macdonald's 12/50 chassis No. 1948, car No. 7211
Photograph by Frances McDougall*

PRESS RELEASE FROM THE AOMC

The February Delegates meeting was held at the Chevrolet Club clubrooms in Moorabbin.

Guest speaker was Rhys Timms who went on the recent Peking to Paris Rally in a 1938 MG saloon. 97 vehicles attended the event which covered 14,500 km over 37 days. Although his car had some problems such as rear shock absorbers broke off, steering fail front springs became inverted, chassis cracked, three tyre blowouts, brakes failed, radiator was holed by stones, differential cracked and lost all oil, and the clutch failed, he made it to the finish line and received a silver medal. Most places had no electricity and the temperature sometimes went down to 15 degrees C. Most enjoyable presentation, and clubs should consider Rhys as a speaker at their own club meetings.

VACC reps attended the last AOMC exec committee meeting to discuss identifying mechanics & suppliers available to work on older cars, and providing a list of these for distribution to clubs.

AOMC are currently having discussions on purchasing a property in conjunction with several clubs, which would be available to many other clubs that can't afford their own clubrooms to access.

Club Permit Scheme (CPS): Rod Amos advised that there were only minor hiccups with the new red plate scheme implementation. Next phase is VicRoads review of standards for modifications/replicas. New National standards were released in January, a very large complex document. Concern that cars with minor modifications may be affected. It was suggested that delegates look at the FAQ's on the AOMC website for more information.

Winter Seminar: Main topic for next seminar will be Club Management. **Free** to members of delegate clubs. To be held at Chevrolet Clubrooms, 1/3 Edgecombe Court, Moorabbin on Saturday 30 July 2011. Anyone who intends to be on an exec. committee is encouraged to attend. Topics will include club management, constitution, membership and newsletter.

The Australian Historic Motoring Federation (AHMF) is still gathering statistics on the number of collector car members and their vehicles.

Child Restraints. AOMC are looking for an appropriately qualified engineer to put together a technical submission to Vic Roads based on the unsuitability of fitting restraints to older, wooden bodied cars. Having difficulty finding anyone willing to assist (most are already involved with VicRoads), asked delegates to consider anyone who may be able to assist in this.

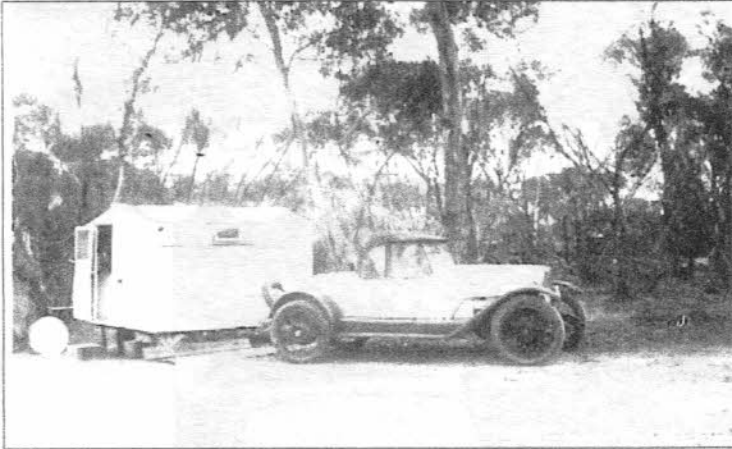
Norm Nettleton talked about the proposed Cardinia Motor Sport Complex (**Not** a commercial enterprise). Clubs in that area should become involved in the future of the complex by sending a letter of support/interest to glenmuir@nex.net.au

Next Delegates Meeting will be at the RACV Building in Melbourne on Monday 23 May 2011.

The car was too noisy for his wife so he fitted an exhaust under the valance to replace the external pipe, which had a big fishtail fitted originally by Alan Wilson. Alan had kept the original town silencer that fits on the end of the exhaust pipe. He gave it to John Grenfell and I now have it. Rex told me the electrical cables ran in both woven and rolled metal cable sheathing. The woven cable was waxed

Owner 4 John Bateman 1954 paid Rex 120 pounds for the car.. John was a jack of all trades teacher at St Peters College and died some years ago.

Owner 5 John Hornabrook an Engineer, now living in Brisbane was the next owner and photos from his album show it hauling a small caravan. John became more financially viable and interested in T series MGs a passion he still has.



Owner 6 Glen Jamieson was another engineer who gave it a hard time as it neared the end of its useful life. He used it while courting to commute from Penola to Clare at weekends at 60+mph. The last photo of it in a mobile state shows a battered rear view as Glen departs on his honeymoon. This was honeymoon number 3 for this car. Glen changed the wheels to 21"



when tyres became hard to get and also gave the original hare away.

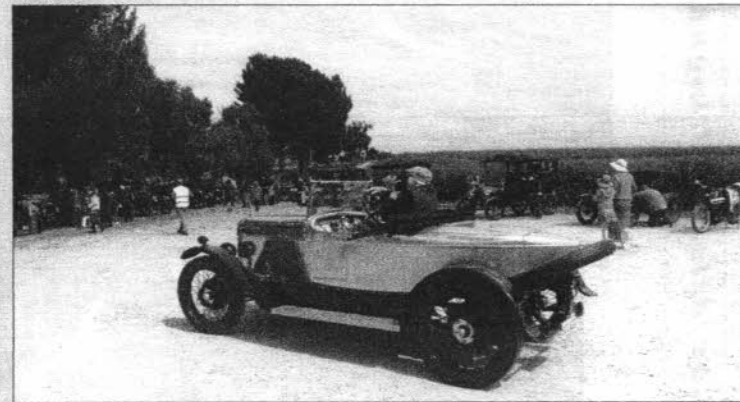
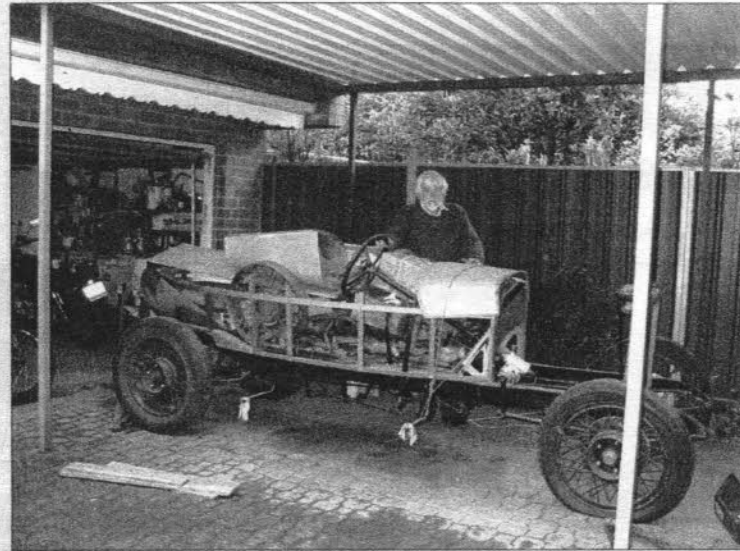
Owner 7 John Grenfell a long time car and Norton motor cycle enthusiast purchased it for rebuilding in about 1975. John largely dismantled the car and body. The framing was completely knackered at all the joints, but very suitable for templates. John began the reconstruction of the body, and completed an enormous amount of work on the chassis and brakes, straightening the chassis, repairing cracks, rebushing all the brake levers and equalizing bars. It is a four wheel

braked, sub frame car. Wheel bearings, brakes relined and drums ground to size.

When John became ill in 2002, he sold the car to me, a deal I first suggested some thirty years before. Fortunately he has recovered and is now working on a Riley 9.

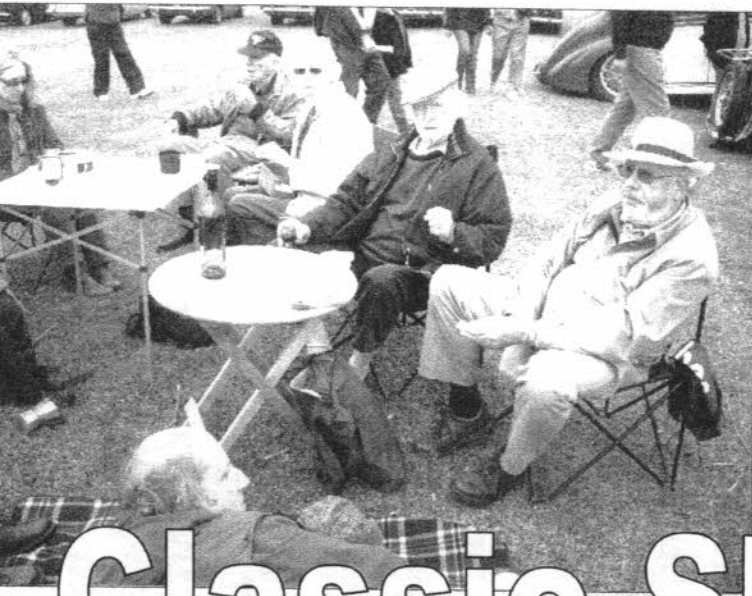
The upholstery and hood are now in progress. The photo below is of the car in March 2010

Nigel Steele Scott

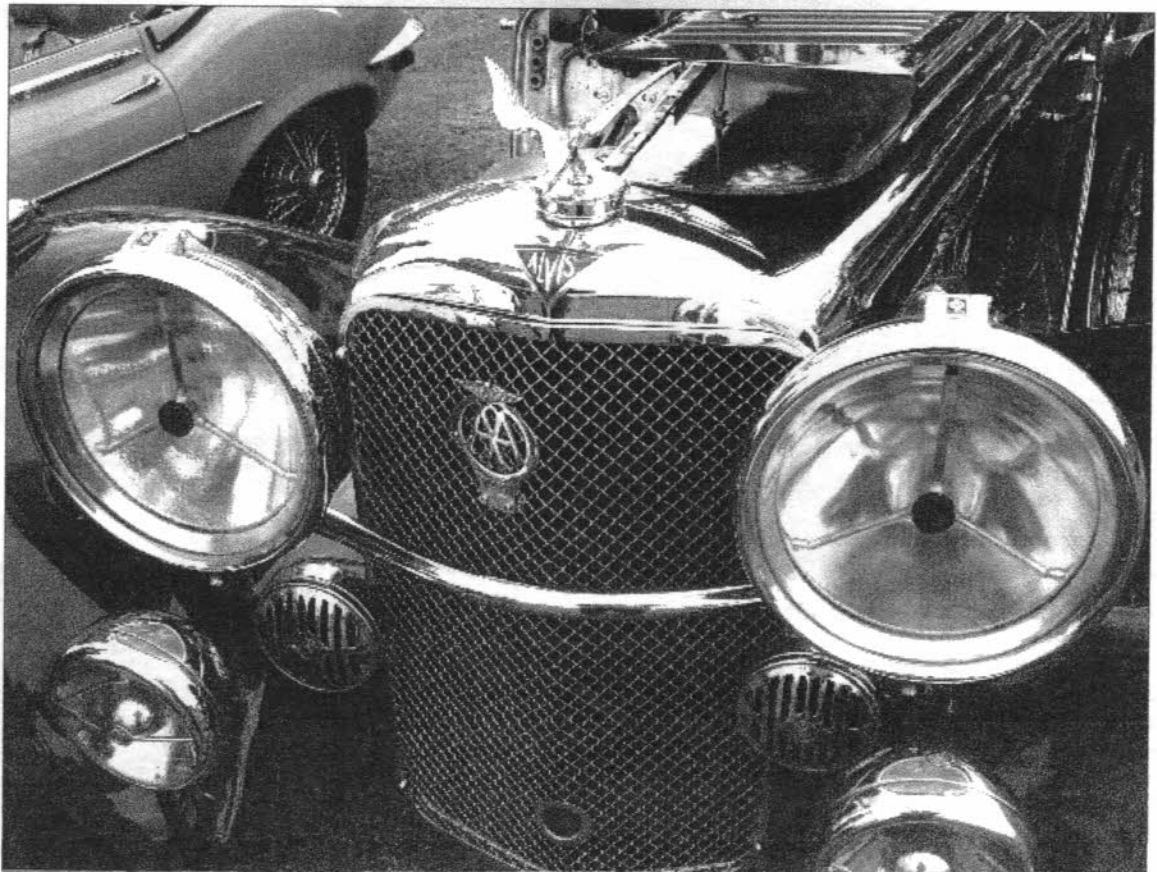


Above & below: Nigel at Strathalbyn. Photography by Frances McDougal





Classic Showcase



Photography by Allan Willingham

Mike Williams continues the story of his TA14

Alvis National Rally 1971 – Narrandera NSW

The next major trip was to participate in the 1971 National Rally that was held in Narrandera on the Queen's Birthday long weekend in 1971. A long weekend doesn't give one much time but we (my TA14-owning mate and I) were determined to participate so we headed off via the Barossa, Mildura and Hay to arrive on the Saturday afternoon in Narrandera with only one alarm en route. About 30 miles short of our destination and rolling along long straight roads at about 55mph, there was a violent crashing noise. A hasty stop and inspection showed it to be the exhaust (again) that had come adrift at the rear mounting and was trailing along the ground. A twitch of fencing wire soon fixed that and we were off again.

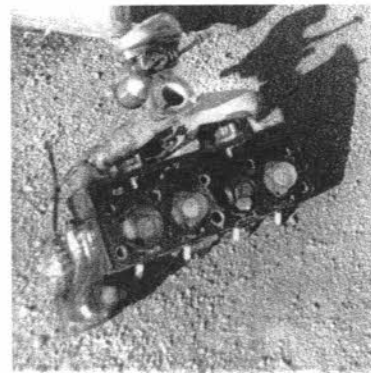


My memories of the rally itself are rather dim although I remember driving to a property outside Narrandera for a lunch time barbeque and finding myself being pursued by a madman in a 12/50. It was Max Houston and by crikey that car flew. I was completely ignorant about 12/50s and was staggered that it could (easily) stay with the TA14, even

when the latter was driven *fortissimo*. I was even more staggered when I inspected the car afterwards – let's say it was less than immaculate and the motor was swimming in a pool of oil sloshing around the flanges of the crankcase. As the now owner of a 12/50, I understand this phenomena well – the oil seems prone to emerge from various locations including the magneto drive and the bush in which runs the oil pump shaft.

My poor memory of the event itself is probably influenced by the fact that, shortly after arriving in town the generator failed to charge. On dismantling it was seen that the commutator was completely knackered (possibly not helped by those few hundred miles of bulldust?) and a repair was not possible. How to drive the 550 miles back to Adelaide without a generator? We decided to charge the battery overnight and leave at the crack of dawn on Monday in the hope of making it back to Adelaide in daylight. We also concluded that battery usage to power the coil was probably proportional to time rather than distance so decided that it would be important to press on.

Off we set (did I mention that my co-driving mate had a broken leg?). The only material habitation between Narrandera and Hay is a location, I can't call it a town, called Darlington Point that is at the junction with the Griffith-Jerilderie Road about 30 miles from Narrandera. It had two motels and a petrol station and possibly one house. About 300m before the town, the car let out another violent crashing noise (we'd been pushing along at 60mph+ in our quest to get home in daylight). I stopped immediately and hopped out to search for the offending exhaust problem – none to be seen, the exhaust was still held in place by the trusty fencing wire. On cranking the engine, strange noises were evident so up with the bonnet. No obvious external signs of off with the rocker cover – No. 3 inlet valve was stuck down and there was no clearance on the equivalent exhaust valve – looked



like trouble. I set off to walk to the service station I could see in the distance (remember that broken leg) to meet the owner and a truckie whose empty vehicle was being filled with diesel. They'd obviously been watching my antics with interest: "This bloke reckons he knows what's wrong" – "too right I do, I think I've broken a valve". The

truckie offered to tow me in. While I was tying the rope on, truckie was standing beside the road watching. Every time a car went by he jumped about a foot in the air – I don't know what he was on but the effect was electric. We survived the 300m tow and my mate and I proceeded to pull the head off where, as expected we found a mangled exhaust valve head,

bent inlet valve and a piston with a hole in it – we clearly weren't going any further.

After a despondent chat with the service station owner we came to an arrangement that a chap that carted limestone (I think) between Angaston and Griffith (goodness knows why) in a tandem dump truck that he'd take the TA14 to Angaston as a back-load in a couple of weeks time for a modest sum (\$20 I think) so that was one problem solved. The next was to find a way of getting ourselves back to Adelaide. I contacted the rally organiser who was still in Narrandera who said that another participant (whose name I've forgotten to my shame) would stop by on the way



through to see what help he could give. He turned up a while later in his Mazda 1500 and, after listening to our sad tale, offered us a lift back to Adelaide with him. Blessings from above! I hadn't met him during the rally and assumed him to be one of the other South Australians who had travelled separately. Only one minor snag, we had to go via Jerilderie as he was carrying the spare wheel for Horrie Morgan's FWD and needed to give it back to him – It didn't occur to me to wonder what a South Australian was doing carrying the spare for a Victorian participant but I was to learn. We spend a pleasant drive to Jerilderie with the Good Samaritan and his wife – I think he said he was/had been a driving instructor with the RACV – and was impressed by both his skilful driving and amazing awareness of the environment in which he was operating.

We stopped in Jerilderie to await the arrival of the FWD and my mate and decided we'd exercise his broken leg so wandered off down the road a bit. On the way back I noticed that my benefactor's Mazda was sporting Victorian number plates! This bloke had been quite happy to take us a thousand miles out of his way – that's Alvis people for you. Of course we couldn't let him do that and I rang my long suffering father who agreed to meet us at the BP service station in Nhill – only about 500 miles out of his way! The rest of the trip passed without drama.

A couple of weeks later my mate (whose leg was now out of plaster) and I drove to Angaston and collected the car, which had survived with the loss of only the gear knob, that was then towed home (by my mate's TA14).

Repairs

After the horse (or valves) had bolted, I decided to replace valves and guides – the valves I got from Red Triangle but for some reason I chose to use Holden guides which were cast iron (I think – definitely not phosphor-bronze). The head had been cracked so that was repaired by what was (is?) know as "Iron-titing" whereby the crack is drilled out and plugged by small overlapping steel plugs that are driven into the hole – still OK 40 years later albeit without much use. There was not damage to the bore so I replaced only the damaged piston which I accomplished with the engine in the car and the sump on! Luckily the piston was one of the middle ones and could be accessed through the sump plate – there is just enough room to extract rod and piston past the crankshaft and out the hole in the sump (the big-ends being larger than the bore). Getting the new one in was a bit of a trick though – compressing rings with the ends of one's fingers is an effective way to find out how sharp ring edges are. All this was accomplished in the driveway of my parents' home in Adelaide.

Having bolted everything back together and fired it up, I set off for a road test. I got about 200 yards when it started to run on 3 cylinders with clearly being no compression on the fourth. Back home and off with rocker cover – a stuck valve so off with the head and out with the valves. After taking a whisker (a technical term, roughly equal to a few tenths of a thou) off the guides with an expanding reamer and cleaning up the stuck valve stem, it was back on with the head and off for another test run. This scenario repeated itself three or four times until the stuck valve could be freed with the tap with a spanner – no trouble since and the head's still on; hasn't been off since 1970.

Declining Years

The next few years saw declining use of the TA14 as got married the next year, started to earn a bit more money, and expanded my fleet firstly with an Elfin Streamliner with Alfa 1600 mechanicals modified for road use, an Alfa 1600Ti, a Fiat 500C (my wife's – there were two of them actually, one without engine and gearbox), a Singer Buchanan, and finally an immaculate Lotus Super 7. By this time we were in Tassie and the TA14 was feeling very tired (for example, driver's door held closed by "gaffer tape" as the screws holding the striker plate were sunk into rapidly decomposing ash that formed the remnants of the "A" pillars). I doubt if the TA14 covered more than about a thousand miles in those last few years.

Finally, in 1975, I decided to take the car off the road, strip it to the chassis, and undertake a complete rebuild – I use the word advisedly, I doubt that anyone would classify the ensuing years of intermittent enthusiasm and distraction, a restoration.

To Be Continued

ALVIS PEOPLE BEHAVING BADLY



One would think that the newly re-elected Chairman of the AOC could arrange to have drinks served at the Cutter Inn Get Together. A veritable forest of empty glasses!

FOR SALE

1952 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





Ballarat Festival of Motoring

20 - 25 April 2011



Ballarat hosts motor race revival at Easter

The 50th anniversary of a unique International motor race meeting will be celebrated in Ballarat over the Easter weekend, 2011. The Ballarat Festival of Motoring will commemorate the running of the Victoria Trophy race held on 11th and 12th of February 1961 at the Ballarat air field. Over that memorable weekend Ballarat in central Victoria reverberated to the sight and sound of Formula 1 racing cars racing in an International race meeting organized by the Melbourne and Ballarat branches of the Light Car Club of Australia.

The meeting was graced by the presence of BRM, Lotus and Cooper factory cars driven by Formula 1 stars Dan Gurney, Graham Hill, Ron Flockhart and Innes Ireland and supported by local open wheeler stars Stan Jones, Lex Davison, Austin Miller, Bib Stillwell, Alec Mildren, Jon Leighton and John Roxburgh.

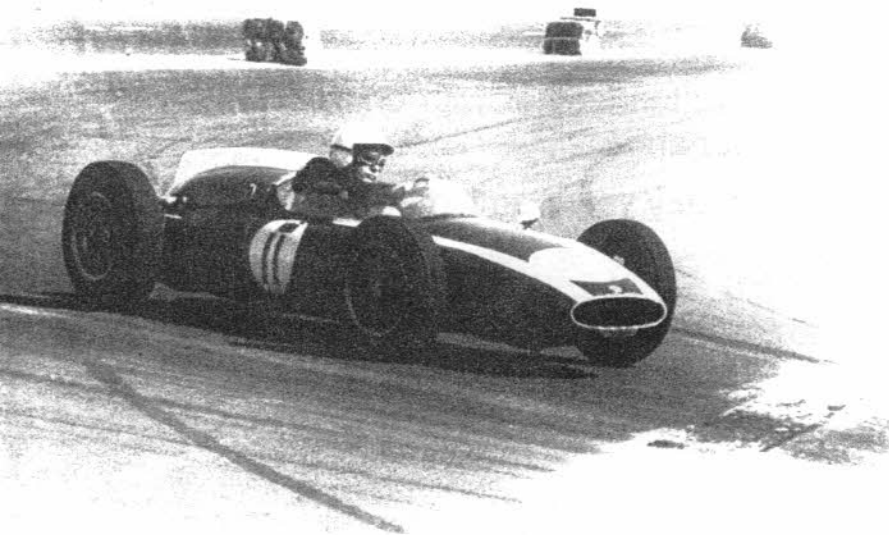
They were backed up by a program of racing which included touring and sports car legends Norm Beechey, Bob Jane, Bryan Thompson, Harry Firth, John Fish, Jim McKeown, David McKay and Murray Carter.

Thousands of motoring enthusiasts from all over Australia are expected to attend the five day Ballarat Festival of Motoring celebration, which runs from 20-24 April. Events will include an Historic motor show, a reunion dinner with many of the 1961 drivers present and appropriate guest speakers, a show and shine display at the Ballarat Polo field on Easter Saturday. The highlight will be the track activities at the Ballarat airfield on Easter Sunday April 24, including regularity runs and parade using as much of the 1961 track as is possible. In addition, a section of the airfield has been set aside for timed sprints.

These events are open to CAMS certified historic racing and sports cars of the period.

Great support has been received from the Ballarat community, particularly the City of Ballarat council and the Ballarat Light Car Club, so visitors can be assured of a warm welcome for the celebrations. The organizing committee is headed by local Ballarat motoring identity John Emery together with Gary Grant, former organizer of the famous Geelong Eastern Beach sprints, supported by a number of experienced motor sport organizers.

Further information and entry details will be available from the event web site, www.ballarat.vic.gov.au from late February 2011 or contact John Emery, 0408 570217, johnkemery@bigpond.com



Ron Flockhart
BALLARAT AIR STRIP

LIGHT CAR CLUB OF AUSTRALIA INTERNATIONAL MOTOR RACE MEETING BALLARAT AIR STRIP

Saturday, 11th and Sunday 12th February,
1961



GRAHAM HILL driving a BRM
at GOODWOOD, England.



Official Programme 2/-

Veteran returns for Ballarat Race Commemoration

Veteran racing driver and aircraft pilot Bill Prowse, now aged 86, will return to the Ballarat airfield on Sunday April 24 to drive in the **Ballarat Festival of Motoring**. Prowse drove a Riley Imp in the race meeting held at the Ballarat airfield in 1947, the first post war race meeting held in Victoria, scoring a fourth and a fifth placing in his two races. On Easter Sunday he will be behind the wheel of the car he still races at historic race meetings, an Alfa Romeo based Ricciardi Special

Bill Prowse is well known in Ballarat, having been born there in July 1924. He attended Ballarat College and soon after befriended local car enthusiast and businessman John Hollway. Together they became involved in the formation of the Ballarat branch of the Light Car Club of Australia. Prowse worked as a Flight Mechanic at Ballarat airfield before being posted to 93 Attack Squadron in Borneo during World War 2. He was National President of the Australian Ferrari Register for several years and National Treasurer for many more.

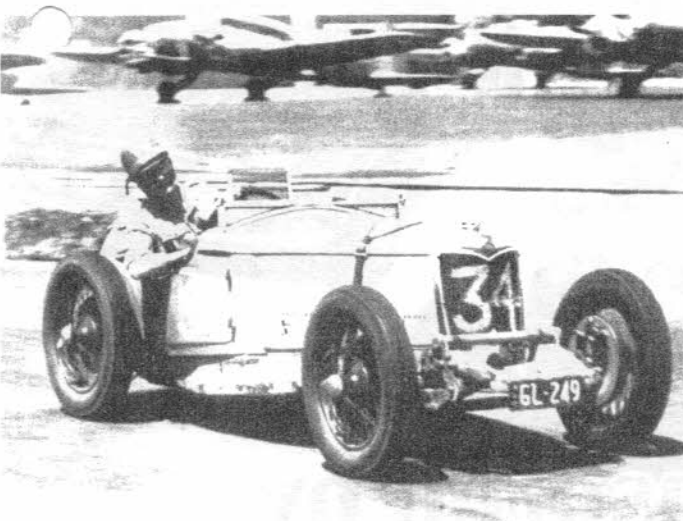
Bill first obtained a racing competition licence in 1946, and has competed widely in a Ferrari 275, including eight Grand Prix rallies. Bill has promised his wife Lois that he will retire from racing cars when he gets old.

Prowse will be joined by an impressive field of historic racing and sports cars, including a rare appearance by the famous and recently restored Maybach Mark 2, a rare Birdcage Maserati sports car owned by Geelong's Graeme Alexander, a C type Jaguar, a MARCH Formula 5000, the ex Stan Jones (F1 Champion Alan's father) J2 Allard, and one of four 1931 Austin factory built Austin Seven based streamlined single seaters. Due to their unusual appearance these cars were affectionately known as Rubber Ducks, and one lapped the Brooklands track in the UK at 106.9 mph.

Bob King's beautiful type 35 Bugatti will be there along with a rare (one of only 3 built) 1926 straight 8 supercharged Talbot - Darracq Grand Prix racing car, now owned by Dr. Noel Cunningham. This car competed in the 1950 and 51 events at the Ballarat airfield. The 'Regah' MG Special, that competed in the 1961 event will be driven by the son of the gentlemen who raced it.

The **Ballarat Festival of Motoring** is a double celebration. As well as commemorating the race meetings held at the airfield in 1947, 1951 and the International meeting held in 1961 won by Dan Gurney in a BRM, the festival celebrates the recent 60th anniversary of the formation of the Ballarat Light Car Club. Formerly the Ballarat branch of the Light Car Club of Australia, the Ballarat Light Car Club will be organizing the track activities at the Ballarat airfield, as its predecessor did for the earlier meetings. Fittingly the Ballarat Light Car Club's clubrooms are located at the Ballarat airfield.

For further information, go to the Ballarat Festival of Motoring web site www.ballaratfestivalofmotoring.com.au or contact John Emery (details below)



Association of Motoring Clubs



Cavalcade of Transport

A drive to Yarra Glen Racecourse

Sunday 15th May 2011

To celebrate the

National Motoring Heritage Day

A tribute to Australia's Motoring Heritage

Entry is by Gold Coin Donation

Proceeds donated to fire affected regions

Event Sticker & Grille Badge

Childrens face painting

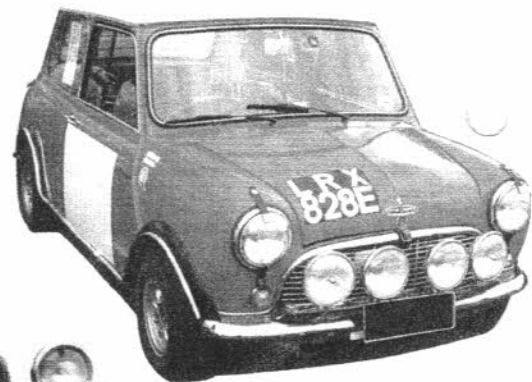
Picnic atmosphere

Local Producers market

Various starting points

Onsite catering

Entertainment



Proudly sponsored by

Lumley Special Vehicle

Insurance

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



WANTED

Wanted 25HP engine (ie 3.5 litre) in any condition or Crankcase for same and complete diff assembly for a six cylinder car.

Contact John Rowe, Perth

email: jarowe@westnet.com.au

mobile: 0412 348 246

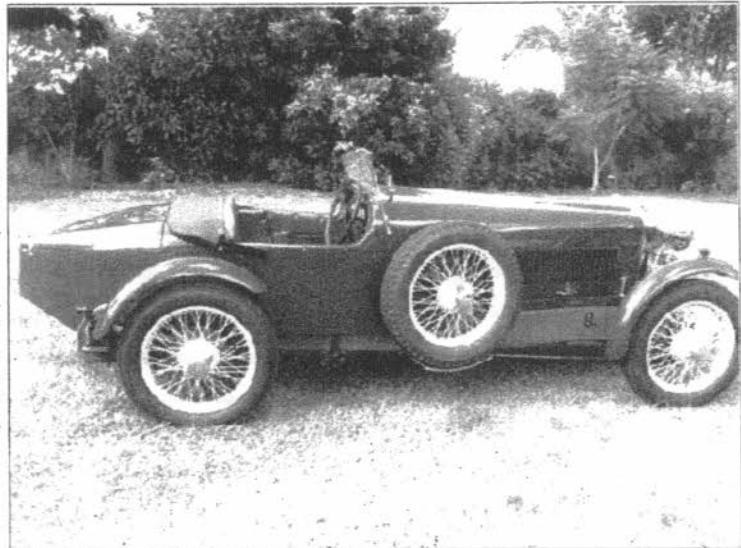
FOR SALE

FOR SALE New Crown wheel and Pinion for prewar Alvis cars. Ratio 4.1:1 Bought from Red Triangle and never used. \$1200-00 Ring 07-5478 6630 or email dedonnan@bigpond.net.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.

Des Donnan
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



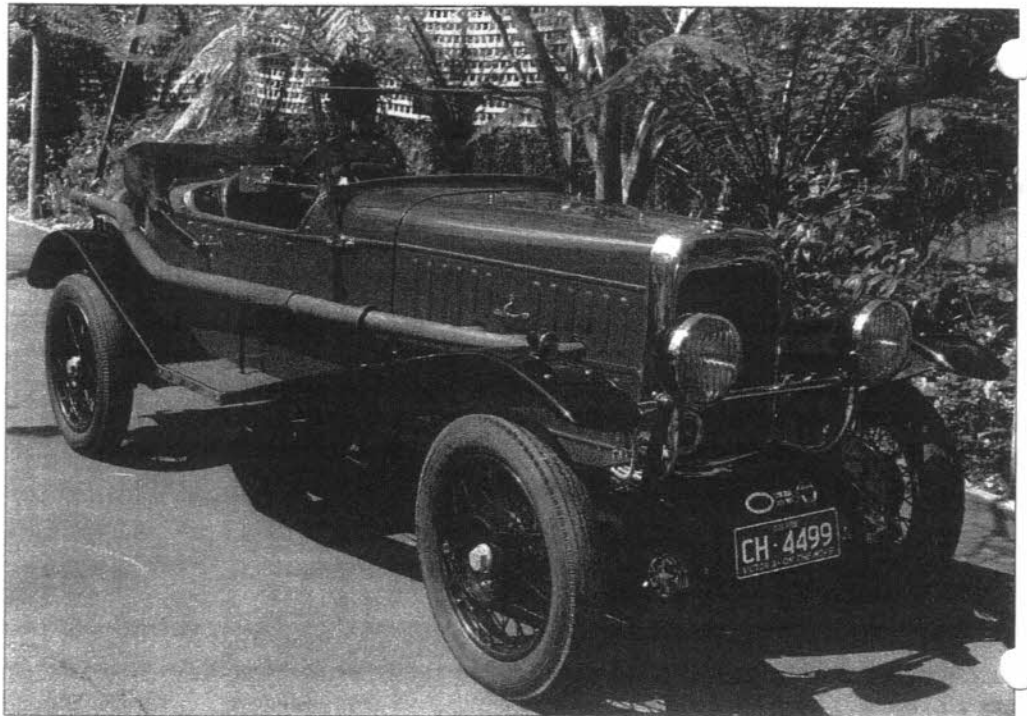
For Sale 1931 Alvis 12/50 TJ

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

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