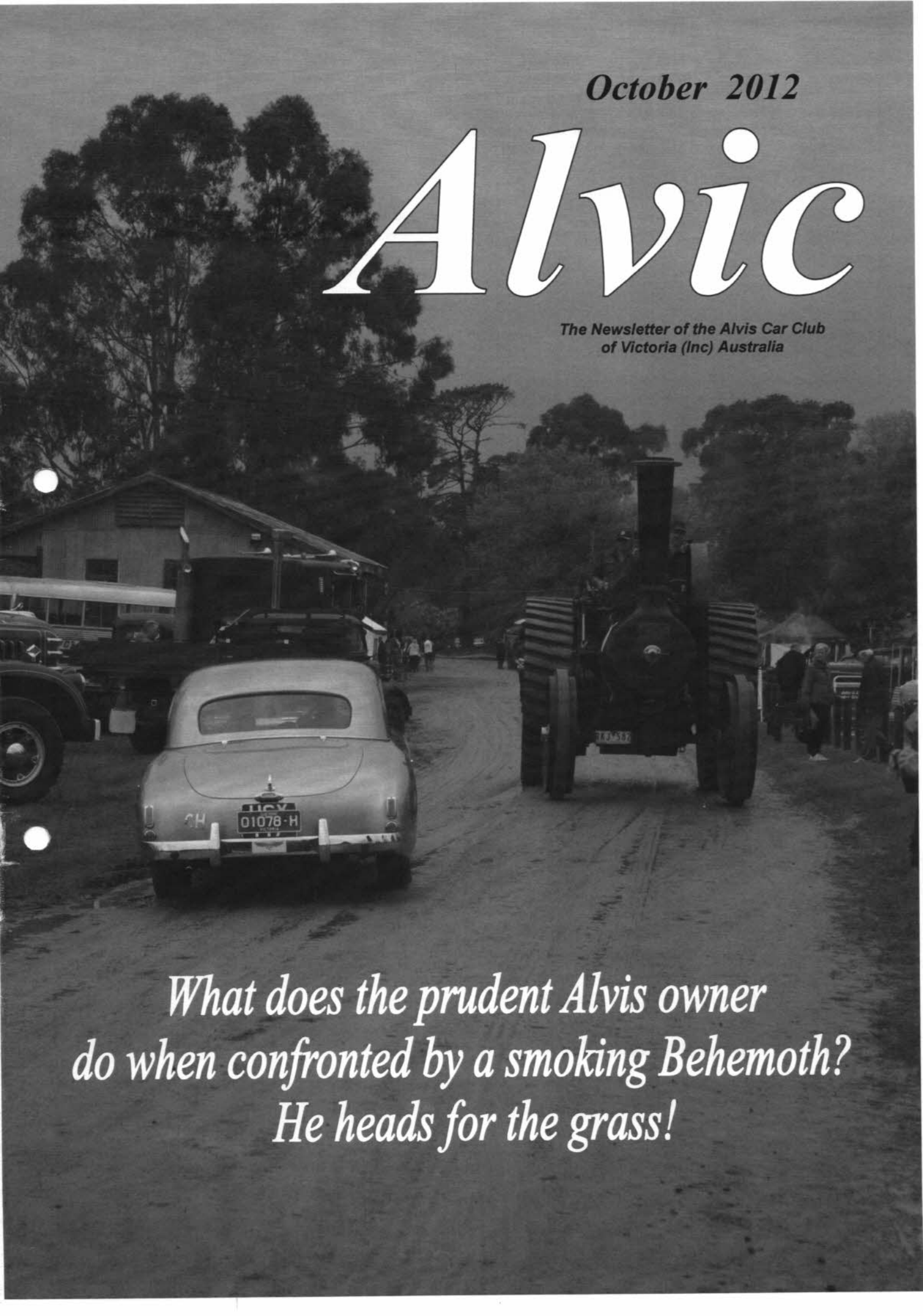


October 2012

Alvic

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



*What does the prudent Alvis owner
do when confronted by a smoking Behemoth?
He heads for the grass!*

Francis McDougall, Richard Tonkin, Alan McKinnon, Thorpe Remfrey, a big thanks for making me look good at monthly meetings. You all have made my job that little bit easier. I would also like to thank the wives and husbands who have also made a huge contribution over the past six years. I will not disclose the winner of the best chocolate ripple cake during that time, all have been exceptional.

A magic moment. Presenting the ALVIC Trophy at the 2010 AOC International.

A sad moment. Attending the funerals of five club members during my reign.

And what of the future?

An area that does concern me is marketing of the make. As I said a couple of months ago in my report, we need to do more in marketing Alvis cars. How we do this is for another day.

We must if we can, keep Victorian Alvis cars in Victoria. Losing cars interstate is like sending them overseas. We not only lose the car but also the member. We need to keep seeking out cars and new members for our club.

As we seem to be leading busier lives, we may have to look at attending or running shared outings with other clubs. Venues now require numbers that we haven't a hope of raising and if we cannot meet these numbers, we then as a club have to make up the shortfall financially. I also worry when we plan a rally only to have the full complement of the committee and a couple of members in attendance. This year we have been experimenting with holding bi-monthly runs, but to date we haven't been able to ascertain any advantages.

Another concern that we need to address, is the state of the

clubrooms. We definitely need to do something about the carpet and the floor in the old spares room. Also we need to address both front and rear sliding doors.

In 2013 we are holding the National Rally in Traralgon. Please give some thought as to where you will be in 2021 when we hold the next one. Scary isn't it?

So what will I do next?

Whilst I will be standing down as President and as a committee member, I will still keep my interest in Alvis cars. I'm currently Registrar of the Veteran Car Club and Editor of the Delage Club magazine along with being Librarian of the VSCC. Just recently I took up a position as Secretary for our local "Men's Shed." I'm involved in writing the history of the Veteran Car Club and in doing research work for a forthcoming book on Bentleys in Australia. I also have a veteran Napier to finish and a DM Delage to get on the road by 2014.

The National Rally next year still requires a lot of work and I have a few ideas for future runs. You don't have to necessarily be on the committee to organise a run.

I will now sign off for the last time and wish you all the very best for the future, happy Alvising and look forward to catching up again in the flesh on a rally either here or overseas.

Chester McKaige.

COMING EVENTS

- 19 Oct Annual General Meeting
- 26-28 Oct **ALVIS AT AVENEL** - John Hetherington see page 15
- 16 Nov General Meeting
- 2 Dec Christmas Party Balnarring Beach - Joc & Darrell
(Details to follow)
- Jan Opening BBQ - Date & venue to be advised
- Feb 21 General Meeting
- Mar 15 General Meeting
- Apr 19 General Meeting
- Apr 28 - May 3 "of Ghosts & Gold" 2013 National Rally



OCTOBER 2012
VOL 51 ISSUE 9

Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter
Deadline - first Friday of the month.

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au

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PRESIDENT'S REPORT

In October 2006, I was elected President of the Alvis Car Club of Victoria filing the rather large shoes left by John Hetherington. Little did I know I would be retiring from that position in October 2012. Where has all the time gone, I ask myself?

There was a number of things that I wanted to do but it was after a Sunday afternoon glass of red wine with Frank Mornane in September 2006 discussing AOC overseas rallies that he suggested that maybe our little club should organize an International rally in Australia and in particular Victoria.

I had been keen on the idea of promoting our club overseas and Frank's suggestion made sense. The next step was to sell it to the committee.

Prior to that I approached the then Chairman of the AOC Martin Boothman and bounced the idea off him. He was positive to the idea and suggested Iain Galloway as a contact that could pull it all together at the U.K.

At a committee meeting towards the end of 2006, I put the idea to the rest of the committee and as they say in the classics, the rest is history.

What came out of the J.N.B.C. Tour? The most important thing was valued friendships that remain to this day. I'm very proud of the fact that members are welcomed with open arms in the U.K. as we are to those visiting Victoria. The generosity shown by our U.K. friends in regards to putting us up in their homes, lending cars and generally making us feel at home has been staggering. To those friends, let me say on behalf of the club, a big thank you.

If it hadn't been for the J.N.B.C, we wouldn't have had our original Apsley hanging in the clubroom, nor would there be our ALVIC Trophy that is presented to a worthy recipient at Alvis International each year. We also wouldn't have our own Editor now Editing the AOC Bulletin. The results of the J.N.B.C. have put our club well and truly on the map internationally. Those who say that we have lost local content in ALVIC need to remember we have both local and European members.

I'm sure our Editor would only be too happy to receive more contributions from members closer to home. Maybe we need to appoint interstate correspondents?

So what else have we achieved?

Meetings have seen a steady number of people attending each month. Whilst we haven't gone to the trouble of having regular guest speakers, we have had the opportunity to have a couple of interesting speakers including Mac Hulbert who is always on hand in February to provide some great entertainment.

Club runs and two and three day rallies have been well attended considering the tyranny of distance of some members. The club is blessed with a number of people with exceptional skills in organising runs and rallies and we have had some beauties. Once more I say thank you.

As President, I chair both the monthly meetings and committee meetings. A President is only as good as his committee. My committee over the past six years has been exceptional. To Ian Parkinson, Darrell Horton, Dale Parsell, Bob and Lesley Northey, John Lang, John Hetherington, Andrew and

PLEASE NOTE

MEMBERSHIP FEES ARE NOW OVERDUE

*Your renewal was in the June ALVIC or attached to the email.
If you are operating a car on the ACCV register of the Victorian Club
Plate Scheme, you must be a financial member. If not you face being
charged with driving an unregistered vehicle.*

**PLEASE BE REMINDED THAT IT IS THE AGM &
TROPHY NIGHT AT THE NEXT MEETING
THIS FRIDAY
19 OCTOBER**

SUPPER - the Bosanquets



IN COMPETITION

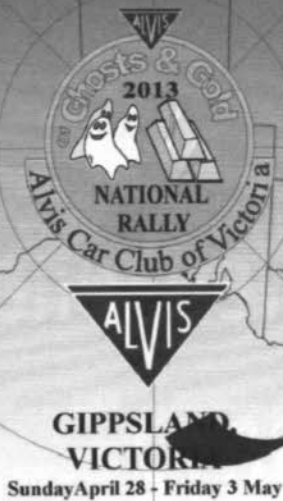
VSCC 2 Day Rally:

Geoff Hewitt & Liz Fitzpatrick 12/50 and Andrew & Robyn Green 12/50 participated
Mark & Susan Burns in 1929 Auburn 8-90 were placed 2nd in the Vintage Section



*Left: Chris Jackson negotiating
the hairpin at Mallory Park
(UK) in June.*

2013 Australian National Alvis Rally



For more information:
www.alvis.org.au
or ACCU, PO Box 634, Emerald, Vic. 3782, Australia

Planning for the National Rally is progressing well and the organisers are confident that we will offer you an enjoyable week in glorious Gippsland.

Our base for the week is the Latrobe Convention Centre, situated on the outskirts of Traralgon adjacent to the golf course. The rooms have recently been refurbished to a high standard and the venue provides an ideal environment for mingling and tyre-kicking.

Arrival and settling in on Sun 28th will be followed by a welcome dinner at the motel.

Monday involves a visit to a Robotic Dairy for a tour and morning tea followed by a drive to the town of Maffra for a BBQ lunch and tour of the Gippsland Motor Museum. We return to the motel via a scenic route and in the evening buses will take us to the Traralgon Vineyard for dinner.

On Tuesday we head to the interesting old gold-mining town of Walhalla. A trip

on the Walhalla Goldfields Railway will be followed by lunch, then the afternoon is free to explore this historic town before returning to Traralgon for dinner at the motel.

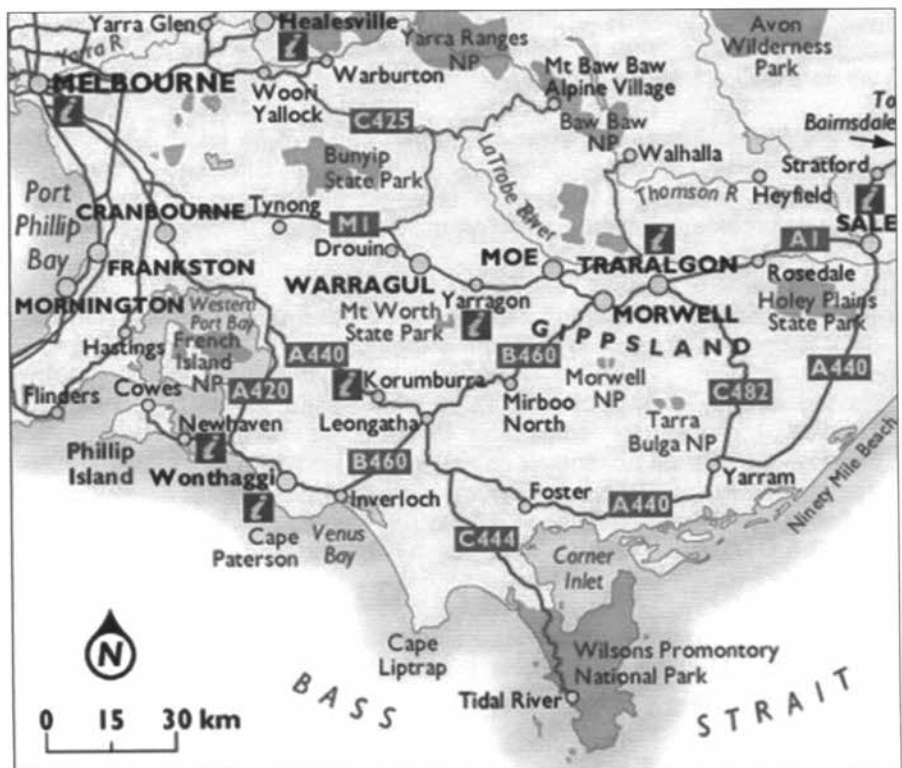
On Weds we have a change of scenery as we head to the coast and visit the town of Loch Sport where we will be lunching at the Marina Hotel situated on the shores of Lake Victoria. A short drive from here takes us to the ocean beach which is worth a look. Dinner will again be at the motel with some after dinner entertainment.

On Thurs we will follow a scenic route through the hills of Gippsland to the home of Graeme Jackson, a member of our club (albeit a non-Alvis – owning one) who has kindly offered to put on a BBQ lunch for us.

The Latrobe Valley in Gippsland provides most of the electricity for Victoria and on Friday we have an opportunity to see how this works when we visit Powerworks for a tour with morning tea and lunch included. The afternoon is free before the final dinner at the motel in the evening.

Everything is in place and we look forward to seeing as many of you as possible so don't forget to get in your entries to John Lang ASAP. Contact details for John are provided in the advertisement for the rally elsewhere in this newsletter.

Sally McKaige





Healesville Steam Weekend

7-8th October 2012

For a number of years now, the Alvis Club has been part of the Healesville Steam Weekend held at the old Healesville railway station and spilling onto surrounding parkland. Whilst it doesn't come near the likes of Lake Goldsmith or Echuca in terms of attracting a large number of traction engines, rollers and other steam appliances, it does provide a perfect platform to show off what's around the area and does much to support the local communities. Funds generated from this yearly event go towards rebuilding the railway line which was decimated in the 2009 bushfires. A worthwhile cause that we as a club are happy to support.

As the Steam Festival is a two-day affair, some of us take the opportunity of over-nighting at the R.A.C.V. Club at Healesville, enjoying a nice meal amongst friends and a leisurely breakfast before heading off to the rally site.

Usually we are blessed with good weather, but on this occasion, both Saturday and Sunday, were not the best of days to be out and about in an open vintage car.

Having already shown off the 12/50, the Speed 25 and Darracq, I thought for something different; I'd take the Bentley. So with Jill Bosanquet as passenger, we had a nice trouble free run to Coldstream where we had a nice cup of coffee in the Brewery. A short 20 km run saw us arrive at the R.A.C.V. Club just in time for lunch and the first downpour.

At dinner that night, we were joined by the Parsells and their friends. The McDougalls, Hortons, Bosanquets and Tonkins. The dinner was exceptionally good and the wine flowed freely.

Sunday dawned wet and miserable, so after erecting the Bentley hood (making spiders and insects homeless) and a very leisurely breakfast, we set sail for the short drive to the venue only to find stationary engines chuffing away merrily and steam engines in steam and waiting for the rain to abate, before showing themselves off to the public.

We were soon joined by the others and by lunchtime we had on display the McDougall 12/50, the Parsell Silver Eagle, the Nicholl 14/75 the Tonkin Graber and the Hetherington TE. The Bentley ended up being parked next to an Austin Westminster!

It was a good weekend for those who participated and I think we certainly did our bit, as a lot of people that were scheduled to participate didn't appear due to the inclement weather.

I had been told that there was going to be a collection of commercial vehicles that never eventuated so I was particularly pleased with our small gathering that certainly attracted attention.

At around 1.30pm, Don Bosanquet and I pointed the Bentley towards Melbourne and were home in time to catch the last two hours of the motor racing from Bathurst. A great end to a great weekend.

Chester McKaige



Once again the Alvis Car Club of Victoria made a weekend of the Healesville Heritage Festival. The weather wasn't as kind as it could be, with a cold and rainy day on the Saturday and cold and damp day on the Sunday, which resulted in muddy conditions underfoot. Fourteen sat down for dinner on Saturday night at the RACV Country Club and enjoyed good food, company and lots of chatter.

Sunday saw a line up of Alvis in amongst the steam wagons, steam rollers and stationary steam engines. There was plenty to see with spinners, weavers, wood turners and blacksmiths all giving demonstrations of their various crafts. The Yarra Valley Railway was busy all day taking patrons on a journey up the line to Tunnel Hill and back. All proceeds from the day go towards the restoration of the Healesville to Yarra Glen Railway line so that steam trains will run once again in the Yarra Valley.

A wander up to town enabled window shopping and maybe a purchase or two or you could elect to have a ride on a steam wagon



or an early 1950s bus which took you on a tour of Healesville. The weather kept the numbers down on last year but it was a great weekend with interest from the public in our cars.

Those attending with Alvis were, Andrew & Frances McDougall in the 12/50, Chris Higgins & Eric Nicholl in the 14/75, Dale & Maritta Parsell in the Silver Eagle, John & Margaret Hetherington in the TE21 and Richard & Sarah Tonkin in the Graber. Chester & Sally McKaige in the 3 litre Bentley. Don & Jill Bosanquet and Darrell & Joc Coates came modern, as well as friends of Dale & Maritta – Tristan & Lyn Roberts.

Frances McDougall



Left: the McDougall's 12/50



Left: Dale Parsell—Silver Eagle

Many thanks for the photography of Dale Parsell, Frances McDougall and Chester McKaige



Above & below: The Hetheringtons TE21 & Richard Tonkin - Graber

Above: Chris Higgins at the wheel with Eric Nicholl and his 14.75



Above: Don Bosanquet prepares for a cold trip home in the Bentley.

Right: Chester at the wheel

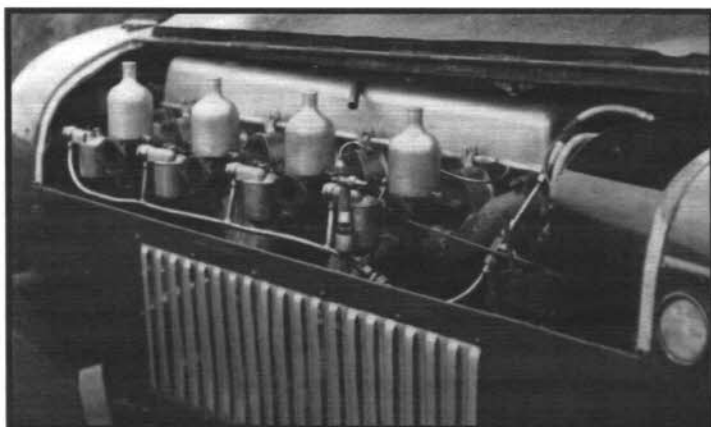


8 CYLINDER EXPERIMENTAL ALVIS ENGINE

Back in May, the Alvis Archive Trust sent me a photograph of an experimental 8 cylinder engine. I must admit that I was totally unaware that such an engine had been produced, which indicates a lack of reading on my part or a lack of memory!

Wayne Brooks in America, who has gathered Alvis history information for many decades, responded to the Bulletin request for information and provided the following about the Barson Special. His notes make very interesting reading.

.....ed



The experimental 8 cylinder, 4.4 Litre, Alvis engine, No. 13235, in the Barson Special.

Thought you might like photos of the Barson Special given to me by E. Chalenor-Barson and captioned on the back by the man himself.

On the back of the front end shot Chalenor-Barson wrote, "Barson Special No. 11. 1940. Cape Town."
I can't decipher all the writing on the back of the engine photo, it reads in part, "E. Chalenor Barson in 1940 Preparing car No. 11 for ?Kamps? Bay Hill Climb - 2nd fastest time beaten by 3/5 Sec. by Supercharged racing _____ I was 30 then."

The third photo is a copy of a copy Barson sent to David Van Schaick in the 1970s.

Same source for the fourth photo, probably a bit earlier because the car wears the English registration EXE 412 from an earlier edition of the Special before it was registered CA 7682 in South Africa.

I have a great deal of information on the Barson Special from correspondence with the constructor, E. Chalenor-Barson, later owners and Letters to the Editor of *Motor Sport* given to me by Bill Boddy.

Additional information from my Alvis database:

E. Chalenor-Barson wrote in a letter of 2 October 1988 to Wayne Brooks stating that the Barson Special No. 11 started life in 1937 as the Barson Special No. 8, which was built from scratch at the same time as Barson built the Deroy Car EKE 611, designed by Gerald Palmer, which slowed the construction of both vehicles. (See *Classic & Sports Car*, May 1989, page 18).

The frame was made up using Talbot-Darracq side members, (with 4 tubular cross members,) straightened and shaped to suit the Barson-built body from Special No. 7. The wings were made by Brown & Co. from Aston Martin blanks (from Barson Specials No. 6 & 7). It had a Lagonda 2 Litre twin OHC engine, a Lagonda 4 speed gearbox and a 5th Series Lancia Lambda vertical-coil independent front suspension. Barson built independent rear suspension utilizing a single leaf transverse spring, a Morris Oxford rear axle with Ford crown wheel and pinion (3.6 to 1) and Lea-Francis brakes.

The Barson Special was first registered EKE 412, which, according to the Measham Register, was issued by Kent County Council between March and September 1938.

First modifications to the Barson Special No. 9 specifications, included installation of an Armstrong Siddeley pre-selector gearbox and a '35 Ford V8 van rear axle (3.3 or 3.5 to 1) fitted on 1/4 elliptic Bugatti rear springs facing the rear (because the i.r.s. layout kept breaking the Morris U joints). It was exported to Capetown, South Africa in that guise when Barson was posted to South Africa by his employer, the Michal Box Co., as Works Manager, in 1939.

Second modifications to the Barson Special No. 10 specifications, in 1940, included installation of the Experimental approx. 4.4 Litre, 31.74 HP, Alvis 8 cylinder engine No. 13235, (casting date on cylinder head is 10.32,) fitted with 4 S.U. carburetors, a new radiator and cowl, and brake cross shaft altered.

Later in 1940 as the result of a "front end smash" with his commanding officer, (bet that's an interesting story!) it was further modified to the Barson Special No. 11, with Lancia Series 8 vertical-coil independent front suspension, a radiator cowl cut down from an Auburn, a made up stone guard, a Barson Special logo cut from 1/8" copper sheet and plated, Lucas racing headlamps from a Lord Howe Le Mans car, (Magnette he thinks,) Lucas T57 pass lamps as fitted on the Speed 25 and a flat fold windscreen (similar to the Speed 20). Two spare wheels (1 of each size, 19" Borranni front & 19" Rudge rear) were carried on the back. No. 11 was painted British Racing Green at the time and carried South African registration No. CA 7682.

The above information is from E. Chalenor-Barson, VSCC Member No. 12, Republic of South Africa. Chalenor-Barson claimed 120 mph in 1940 before breaking a gudgeon pin clamp and bolt, ("After that I went more quietly, although I was not known as a quiet driver").

W. Brooks: Driving the "Barson" has in the past said it required constant correction to keep it aimed in the direction you hoped the car would go, the steering is not just very quick, but diabolical. Recently breathed on and improved by Ben

Bragg. Never, never ride as a passenger in this car (any car??) with Gerry Michelmore. Terrifying would be a masterpiece of understatement!!

The Experimental, approx. 4.4 Litre (per Tony Cox), 31.74 H.P., 8 Cylinder Alvis Engine No. 13235 was originally installed in Charlesworth, Body No. 13662, Saloon, Chassis No. 12785, Car No. 17558. One of two built especially for T. G. John, Founder, Chairman and Managing Director of Alvis, Ltd. and Capt. G. T. Smith-Clark, Chief Engineer. Chassis No. 12785, T. G. John's car, from which Engine No. 13235 came, was said to be similar to the standard 3 ½ Litre Charlesworth saloon, except that the bonnet and chassis frame (reportedly modified Speed 20 SD) were lengthened (chassis to 11 feet) to accommodate the 8 cylinder engine. Chassis No. 12785 was finished in January 1935, carried a Charlesworth saloon body, Grey with Dark Grey wings and mouldings, Light Grey wheels and Grey hide and was registered AVC 988, (issued by Coventry County Borough Council in July 1935) - copy of Car Record is on file. It was dispatched to Mr. F. E. Elgood of Insul Crate Works, Yeoman Street, London on 19th May 1939, but must have been returned to the Works. It was written off in a crash, reportedly by Jean Pontremoli, a French engineer working on the Gnome-Rhone aircraft engine developments, who is said it was wedged between two trees.

Chalenor-Barson in a letter of 15 February 1990 to Wayne Brooks stated he purchased the crashed 8 cylinder Alvis car from Mr. Langworth, an Alvis Director, in 1939. He removed the engine and clutch, then sold the rest to Walter Hassen for use in one of his Hassen Bentley Specials. Shortly afterwards Chalenor-Barson departed for South Africa with the Barson Special No. 9, bits of No. 8, the eight cylinder engine, many parts and his tools. He states, "By the grace of God missed the Graf Spee and landed safely in Capetown at the end of November 1939."

The eight cylinder engines on the outside are similar in design to the Speed 20 SC and SD, but with two extra cylinders with possibly a different bore (E C-B said probably 80 mm) and stroke giving about 4.4 litres capacity.

The other experimental straight 8 engine was No. 13234, in Capt. Smith-Clark's car, Chassis No. 12784, Car No. 17133, Registration No. AHP 775 (Coventry January 1935) with Charlesworth Mk V Body No. 13439. Reportedly engine 13234 suffered a broken crankshaft and Capt. Smith-Clark ordered it melted down at the Works foundry. Chalenor-Barson built his home, an 8 metre 250 Kg ocean-going yacht, Camelot, in the early 1970's, in which he and his wife, Pearl, sailed. The Barson Special No. 12 with a Honda 800 body and a 1600 cc Ford Kent engine, was still being developed. Chalenor-Barson was President of the Crankhandle Club at Tokai in South Africa. He celebrated his 88th birthday 8 January 1998.

Gp. Capt. J. D. Tonkinson, Watford WD1 3TT in a letter of 28 August 1992 stated the Special was purchased from E. C. Barson by an RAF Squadron Leader in Capetown. Gp. Capt. Tonkinson bought it from the Sq. Ldr. when he was stationed in Pretoria but he couldn't do much with it during the war. (In a letter to Bill Boddy he said he purchased it from the constructor??) He was posted to the UK in 1944 and had to obtain special government permission to export it, which took a year. He was then posted to Germany and had the Barson shipped to Hamburg in 1947. When it was shipped back to the UK as deck cargo it was drenched in sea water crossing the North Sea and required an extensive service. He mentions breaking the rear axle twice, once in South Africa and again in the UK.

Pat Whittet wrote; "As far as I can remember, sometime in the spring of 1948, we received a letter from an R.A.F. Officer (Gp. Capt. J. D. Tonkinson) asking if we could sell the car for him. It was stored at his parent's home somewhere in Surrey and we had to go and collect it. It was not running, so we had to tow it to our works and I have memories of some very caustic remarks about the steering during the tow. We did whatever was necessary to get the car running and in July of 1948, it was included in our advertisement in Motor Sport."

Motor Sport, August 1948, page 266, Club News shows: Barson's eleventh Special was recently advertised for sale in this country - it had an experimental straight-eight Alvis engine, said to have lapped Brooklands at 104 mph in a Speed 20 4 seat saloon. Barson was timed over a ½ mile at 117 mph, and at 110 mph with four up, at Polsmoor track. At the 1940 Taunton Mountain Hill Climb it seems the car unofficially broke the course record in practice and in the event was 3/5 sec. slower than Steve Chiapinni's blown 2 ½ litre Maserati.

The registration MKX 968 was issued by the 1949 Buckingham County Council, probably in September or October.

The Motor, August 2, 1950, Used Car Market, Ad: A special open close-coupled 4-seater embodying I.F.S. self-change gearbox, high axle ratio and a most unique Alvis straight eight push-rod o.h.v. engine of 4 ½ litre capacity. This is a recent experimental unit and not an old F.W.D. engine. The whole vehicle is fully road equipped, has all-weather equipment and being registered for the first time in 1949 is on the £10 tax. Any demonstration welcomed. Immediate hire-purchase and insurance. Alton Garage. The Alvis People. 17 Brook Mews North, Craven Road. Paddington 3952 and 4710.

In Alvis Owner Club Bulletin 103 of February 1962, Page 2: Mr. (J. W.) Turner (2206 M) of Wanlip, Leicester wrote about the Barson Special. He bought the car after its return from South Africa and stated he had to remove a considerable amount of sand from the underpans. He purchased it from Alton Garages in 1951 and gave it a top overhaul. It was fitted with an Armstrong pre-selector gearbox and went very well, the top speed being over 100 mph. The rear axle was Ford and its adaption to take splined wheels was a constant source of weakness. Mr. Turner also mentioned that he saw it advertised for sale in Motor Sport of July 1952 by a firm known as Vintage Autos of South Kensington.

AOC Bulletin 265, February 1976, Page 41 letter from Laurie Merriott, in which he told of his Uncle Jack Turner owning the Barson Special circa 1949 or 1950.

Vincent Freedman of Papua, New Guinea, wrote to Bill Boddy, the Editor of Motor Sport, on 17 February 1985: He stated the Barson Special was purchased from Performance Cars in February 1952, using his J2 MG in part exchange plus £30. He drove away only to have a universal joint fail within a few minutes. He mentioned petrol consumption of 10 mpg, a hearty

appetite for oil and starter Bendix drives, along with constant overheating.

Vincent Freedman wrote to Bill Boddy on 1 September 1991: "I feel he, Brooks has got it almost right, as far as the car's movements are concerned during the 1951 / 1953 period, it obviously moved about a lot. I bought the car, very early in 1952, by exchanging my J2 MG, plus a surprisingly small cash adjustment, from Mr. Goldsmith of Performance Cars on Western Avenue. --- This deal took place in January or February of 1952. I ran it for the Summer and Autumn of that year, selling it to Mr. Bill Blunt of Anglesey late that year, moving on to a very original 1929 Brooklands Riley Nine. While my memory is highly fallible these days, the firm of 'Vintage Garages' in the context of '52 and South Kensington doesn't quite gel. I had a number of good friends at Jack Bond's excellent Vintage Autos, in Kensington, but the car did not go through that company although Mr. Blunt did physically head off for North Wales from one of their many lock up garages in Queens Gate Mews, off the top of Gloucester Road. I recall thinking he was brave to set out on such a journey with a "new" possession, and only hope he had a good run! 1952 is recalled as a hot summer, and the Chalenor was able to give full reign to its propensity for boiling at the first sign of a hold up in traffic. I took it several times to various race meetings, as a spectator vehicle, and it never let me down apart from the boiling problem. (David Van Schaick had a larger radiator installed which cured the overheating). Driver and front passenger sat more or less on top of the Armstrong pre-selector gearbox, which was warm and comforting on those occasions in the pouring rain, when we wished for the non-existent hood and side screens. However, it was an insight into hell when driving over the cobbles, which still existed in some parts of London, on hot summer evenings. I recall a return from Glyndebourne with a car-full, (in all respects), that became a very lively affair indeed!"

Bill Blunt, Y Bonc, Menai Bridge, Anglesey in a letter of 14 February 1985 to Vincent Freedman stated: I shortened the drop arm to allow the drag link to be horizontal instead of an angle to obviate the tendency for it to be steered by the offside front wheel moving up and down.

Bill Blunt wrote to Wayne Brooks on 11 September 1991: "I did a straight swop with an Alvis Speed 20 for MKX 968 with Vincent Freedman who was running a Laundry in Beaumaris, 4 miles from here. The Reg. No. MKX 968 was on the car in 1952. However MKX 986 had a Ford V8 torque tube rear axle and 1/4 elliptic springs, with Lancia (Lambda?) front suspension. It had an Armstrong Siddeley pre-selector gearbox. I used it in local motor club rallies etc. and occasionally at Silverstone. The only modification I made was to shorten the drop arm. The original was so long that whenever the right front wheel went over a bump the car veered to the left! I kept the car for about 1½ years and then did a straight swap for a Rolls-Royce 20 with a chap whose address was "Catton Grange", Norwich.

The last tax stamp on the Barson Special was issued 30 January 1954 by the Caernarvon County Council to Alvis MXK 968, with expiration date 24 March 1954.

The history of the Barson Special is unknown to me from Bill Blunt's ownership until it resurfaced in York, PA with George Sterner who is said to have used it only occasionally. George Sterner is said to have imported a number of English and continental cars which he advertised in the New York Times. Although York, PA is a mere half hour's drive from my home I have been unable to come up with any additional information regarding George Sterner. Dan Donoghue told me he purchased the car from George Sterner. Jerry Sherman, who knew both George Sterner and Dan Donoghue, told me the same story.

Dan Donoghue, Nokomis, FL, a VSCCA member, told me he ran the Barson Special in several hill climbs and once at Bridgehampton, but had constant overheating problems. Former Address: Malvern, PA. I accompanied David Van Schaick to Dan Donoghue's farm when David purchased the Barson Special and the ex Jerry Sherman Type 44 Bugatti in May 1971.

Tony Carroll, the Secretary of the VSCCA, recalls seeing the Barson at Bridgehampton with Dan Donoghue in 1963. So, Dan had it by 1963.

W. R. "Bill" Clark of Christchurch, New Zealand, an apprentice at Alvis 1949-51, in an April 1995 letter to Tony Cox, recalled the eight cylinder saloon (presumably chassis 12784) that was retained by the Works as the personal transport of Alvis Directors including Capt. Smith-Clark and Arthur Varney with the engine out of the chassis. An order came down from management that the car was to be scrapped. He was ordered to take the crankcase (presumably from engine 13234) down to the foundry for re-melting and did so. It is presumed that the rest of the car was sent to the breakers yard.

Ron Walton then of Totnes, Devon who worked at Alvis from 1944 to 1956, in a 11 May 1995 conversation with Gerry Michelmore, recalled seeing Smith-Clark's 8 cylinder saloon which was in everyday use. It had a Speed 20 chassis and a four door saloon body with an elongated bonnet. He saw the engine stripped down after the crankcase broke. It was then scrapped. This confirms the story of Arthur Varney who said he was in this car with Smith-Clarke when the crankshaft broke. The repair was considered too expensive, so the car was scrapped.

On 13 January 1996 David Van Schaick's car barn collapsed under the weight of snow, damaging the Barson Special and several other cars. The Barson had a badly bent bonnet and additional minor damage. The cosmetic damage was repaired by David George.

In 1997 Ben Bragg installed a limited slip differential in the Ford van rear axle to cure the vehicle's propensity to break axles. Ben also did a bit of sorting on the steering and front suspension.

David Van Schaick ran the Barson without problems at the VSCCA Fall Finale in 1997 and the Mt Equinox Hillclimb in 1998. Alvis Owner Club Bulletin 445 May/June 1997, page 186, article by Charles Mackonochie with photos of E.Chalenor-Barson and the Barson Special.

AOC Bulletin 449 Jan/Feb 98, P. 18, photo of David Van Schaick in the Barson Special.

Chris Blunt, to AOC Webmaster 26 November 2011 states: 'I am trying to trace the whereabouts of my father's (W. H.

Blunt) Alvis. I think it was a straight 8 and he used to race it at Silverstone at vintage meetings. The Reg # was WKX 968. Thanks for your help.'

Chris Blunt to Wayne Brooks 26 November 2011: Thanks very much, this is fantastic information. My father passed away a few years ago, but my mother is still alive and I will ask her to dig out any photos of the Straight Eight Barson Special and the Speed Twenty. I was pretty young at the time so I don't remember too much from the early 50's.

Vincent Freedman to Alvis Archives 30 January 2012 states: 'having returned some years ago from Papua New Guinea I have been sorting out various papers. I have a quantity of original correspondence regarding the Chalenor Special which I owned for a short time in about 1952. Somewhere I also have some photos of the car sent me by the gentleman in Wales to whom I later sold the car. Would these be a suitable gift to the Alvis archives??'

Information from E. Chalenor-Barson, H. C. Barson, Tony Cox, G. T. Smith-Clarke Arthur Varney, David Michie, B. H. Clinkard, Dave Culshaw, Gerry Michelmores, Bill Boddy, Pat Whittet, Bill Blunt, J. D. Tonkinson, J. W. Turner, Laurie Merriott, Dan Donoghue, David Van Schaick, Jerry Sherman, Tony Carroll and others.

Correspondence from E. Chalenor-Barson to Bill Boddy, Tony Cox, David Van Schaick and Wayne Brooks plus much more on file. See: The Light Car & Cyclecar, 25 Nov. 1932, P. 14 (on early Barson Specials); The Autocar, 13 Sept. 1935, P. 451; VSCC Bulletin Sept., 1938, P. 12; Motor Sport, July 1948, Advertised for sale by Pat Whittet & Co. Whinlands Works, MacDonald Road, Lightwater, Surrey; Motor Sport, Aug. 1948, P. 266 (Mentions Barson's Special was recently advertised for sale in the UK); AOC Bulletin 102 Jan. 1962, P. 2, letter from Lt. Cdr. Bryce H. "Clink" Clinkard; AOC Bulletin 103 Feb. 1962, P. 2; letter from J. W. Turner; Motor Sport July 1952 adv. for sale by Vintage Autos of South Kensington; AOC Bulletin 263, Dec. 1975, P. 13: article and photos by Tony Cox; 28 Dec. 1984 letter to Bill Boddy of Motor Sport from Nigel Plant; Motor Sport Jan. 1985, P. 72 letter to Editor from Vincent C. Freedman; 8 Jan 1985 letter to Vincent Freedman from Angus McDermid; 22 Jan. 1985 letter to Bill Boddy from J. D. Tonkinson; 17 February 1985 letter from Vincent Freedman to Bill Boddy; 28 February 1985 letter from Tony Cox to Bill Boddy; 2 Sept. 1985 letter to Bill Boddy from J. D. Tonkinson; 13 November 1985 letter H. Clifford Barson (brother of E. C-B) to David Van Schaick; VSCC Bulletin No. 181 Spring 1989, P. 10, letter from E. C. Barson; 2 October 1988 letter Chalenor-Barson to W. Brooks; 8 September 1989 letter Chalenor-Barson to David Van Schaick; 2 February 1990 letter Chalenor-Barson to W. Brooks; Motor Sport May 1991, P. 452 & 453, Chalenor-Barson's Specials by Bill Boddy; Motor Sport, June 1991, P. 562, Letter from Gp. Capt. J. D. Tonkinson; 27 Sept. 1991 letter from Pat Whittet to W. Brooks; 11 Sept. 1991 letter from Bill Blunt to W. Brooks; 1 Sept. 1991 letter to Bill Boddy from Vincent C. Freedman; 29 Sep. 1992 letter to W. Brooks from Gp. Capt. J. D. Tonkinson; 29 April 1995 letter to Tony Cox from W. R. Clarke, etc., etc.

I have dozens of photos of the Barson taken through the years and a similar number of documents and letters. More than most anyone would want to know.

Yours for longer bonnets,
Wayne Brooks

and Charles Mackonochie added the following:

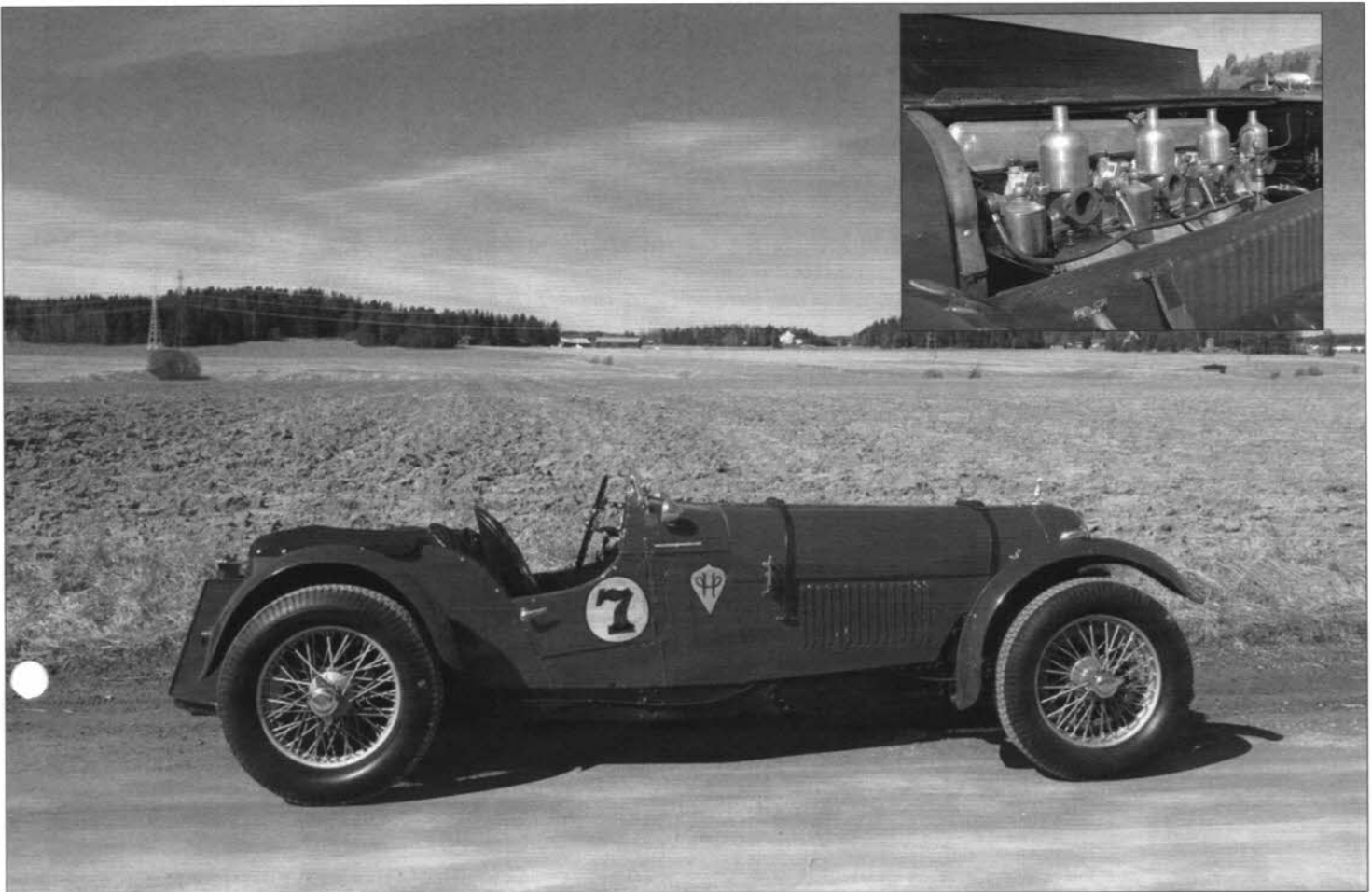
Just to add to Wayne's (Brooks) piece in the August Bulletin, in the third paragraph, Wayne states that he can't decipher all the writing on the back of the photograph, "?Kamps? Bay Hill Climb - 2nd fastest time beaten by 3/5 sec. by Supercharged racing" When I met Chalenor back in 1996, he also gave me a copy of the same picture and the original had "Camps Bay Hill Climb - 2nd fastest time beaten by 3/5 sec. by Supercharged racing Maserati."

Chalenor's Obituary appeared in the Crankhandle Chronicle (September 2000), the front cover of which I attach (*is below*). The local newspaper report, which appeared with the original picture (sans Chalenor's portrait) was entitled, "Hairpin Bends Provide Thrills at Hillclimbing Event at Camps Bay." It started: "Flag marshals, Press photographers and spectators had to jump for their lives during the Camps Bay hill climbing event on Saturday, for a number of competitors failed to negotiate the difficult hairpin bends and skidded off the road." I bet Chalenor was grinning all the way up the hill! The article then goes on to say that Steve Chiappini, in a racing Maserati, was fastest with Chalenor third. I wonder whether Chalenor forgot about the second place man?

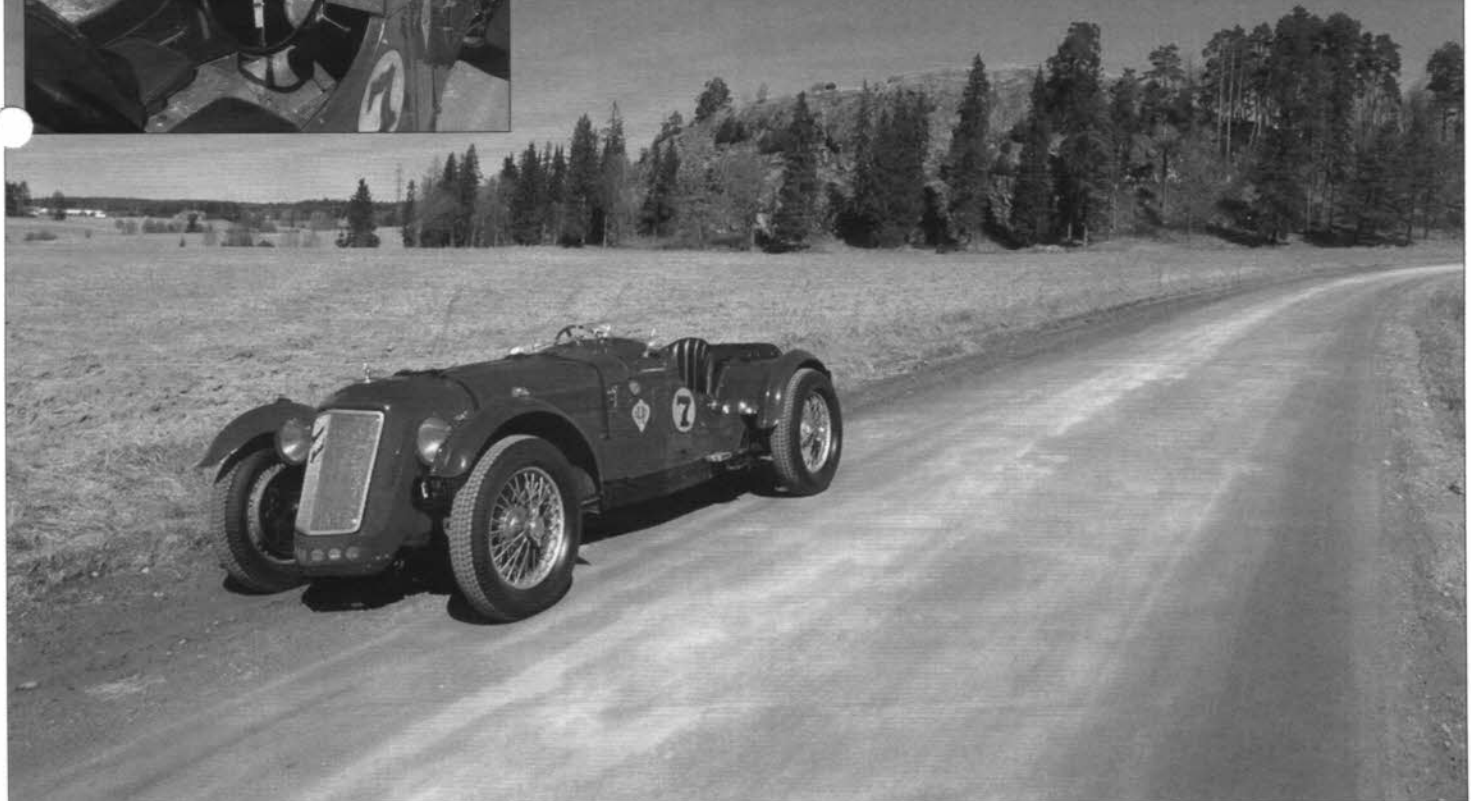
Anyway if you would like to read more about this larger than life man, see pictures of his specials and read about throttle cables being held in the mouth whilst driving etc. see Bulletins 445 May/June 1997 and 469 March/April 2001.

NOTE:

Ken Day in "The Story of the Red Triangle" Fourth Edition, refers to the 8 cylinder cars on page 124



The Barson Special



THROTTLE LINKAGES

As Alvis cars get older, throttle linkage wear is becoming an increasingly common problem.

For late 3 Litre models, the first place to look is the control lever and control lever cage positioned on the bulkhead (fig1) and similarly for early post war 3 Litre cars (fig 2 & 3)

On pre war cars the wear will be in the series of ball joint linkages (fig 4, 5, 6 & 7)

Fig 1

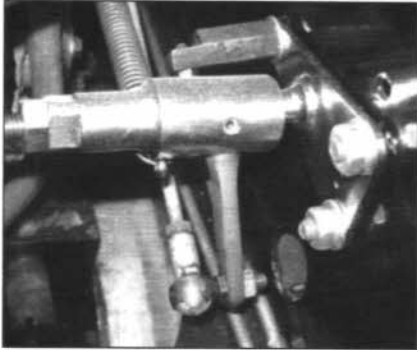
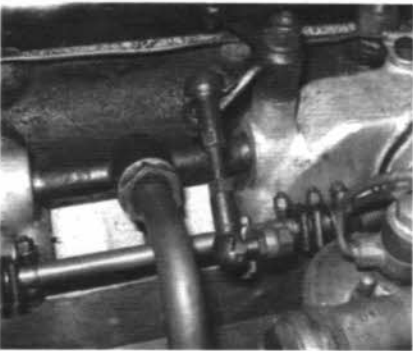


Fig 2



Wear in these components can lead to the car losing as much as 20% of the available power, because as you depress the throttle pedal with your foot, any wear prevents the mechanical action from being properly transmitted and therefore the lever position at the carburetors is not as it should be. We have seen examples where even when the throttle is fully depressed the carburetor 'butterfly' remains only partially open.

Fig 3



It is worth following the linkage through its entire course and assessing the play at each junction of components. You will be surprised at the amount of different wear points, you find. Wear is also common to the carburetor bodies at the point where the throttle spindle passes through the carburetor. This can allow air into the system, which will cause the mixture to weaken. This is particularly noticeable at idle and in extreme cases can cause the vehicle to run "rough" with persistent stalling at low revs.

If all the components are replaced as recommended, your car will feel more responsive and noticeably quicker!

David Langridge
Mechanical Workshop Manager - Red Triangle

Fig 4

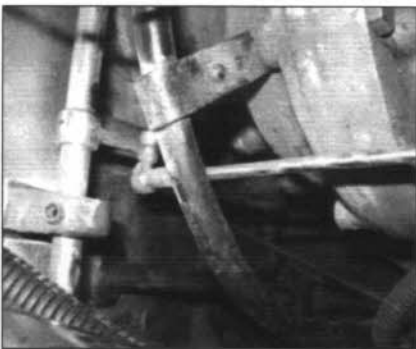


Fig 5

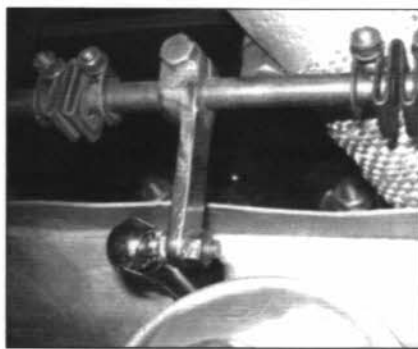
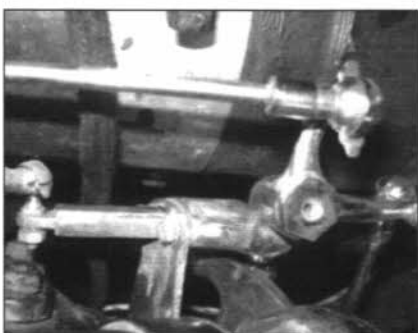


Fig 6



Fig 7



ALVIS AT AVENEL

On the last weekend of October ACCV will be spending a week-end away in the country. At Avenel, which is about 1½ hours drive north of Melbourne there is a D B & B with a difference.

“RUSTY SPRINGS” has 16 bedrooms with en-suite bathrooms surrounding a large communal living area for socializing and dining. There are another two bedrooms in a nearby building. BYOG. “Honour system” fridge. We are staying for three nights. Planned activities:

FRIDAY 26/10:- Meet for lunch in BROADFORD. (about an hour north of Melbourne, just off the Hume Freeway). After lunch a short drive on hilly country roads to THE ARMY TANK MUSEUM at PUCKAPUNYAL. Then a half hour drive to Rusty Springs to meet our hosts, Bob & Judi McGrath who will cook a BBQ for us later. Bob is into Jaguars.

SATURDAY 27/10:- Visit the AVENEL MAZE and then drive for about an hour to SHEPPARTON to visit the brand new and very impressive MOTOR MUSEUM. A light lunch will be served. After lunch visit the SPC ARMINA factory (to) and/or the Shepparton Art Museum (SAM) where there are some very special sculptures on show. Or head straight off to CHATEAU TAHEUKA a fascinating country road which includes two wonderfully archaic timber bridges and a riveted iron one. At the winery you can taste the wine and/or take a self-guided walk through the WETLANDS. From there a short drive returns you to Rusty Springs for a roast dinner and some special in-house entertainment with a difference.

SUNDAY 28/10:- We take to the hills. Up into the steep and rugged STRATHBOGIE RANGES for morning tea and then on to ALEXANDRA where we become part of their HISTORICAL WEEKEND. The cars will be displayed while we visit the TIMBER TRAMWAY, ENGINE SHEDS and MUSEUM and have a BBQ LUNCH on the 150 year old STATION PLATFORM. After lunch those who need to can return to Melbourne (about 2 hrs) while those of us who are able, will return via the highway to Avenel. Dinner will be “home delivery” pizza or fish & chips.

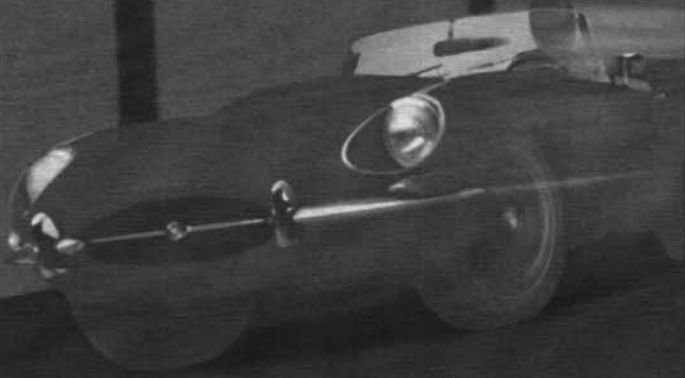
MONDAY 29/10:- Head for home.

COST:- \$250.00 per person (Yes for the 3 nights!) plus sandwich lunch on Fri & Sat plus morning tea and dinner on Sunday. (These not yet costed - numbers matter.)

The D B & B cost includes full cooked breakfast.

Twin rooms available. Single occupancy at double rate.

First in, best dressed. Expressions of Interest, please to John Hetherington. 03 5821 6422 or 0419 319 339 or email jfh@mcmmedia.com.au. If you can't stay 3 nights you can join later or leave earlier and pay pro-rata.



BRINGS SPEED TRIALS BACK TO THE GEELONG WATERFRONT

1ST — 2ND DECEMBER 2012

FOR MORE INFORMATION

SEE: geelongrevival.com.au

WANTED.

Early Alvis or D2 or D3 steering box, with column tubes and levers if possible, for 12/50 also early drop arm with the square connector for the box we already have.

Mike Hirst timbers@mikehirst.f9.co.uk

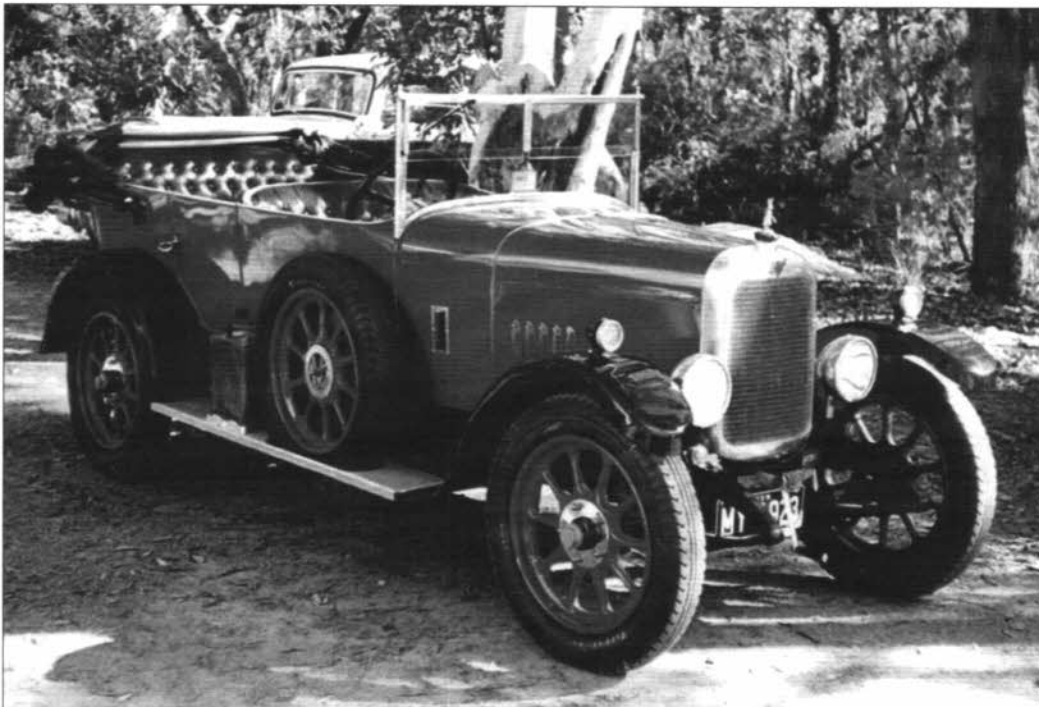


FOR SALE

1931 12/60 Beetleback. Car No 13669, Chassis No 9377. Full history known since arrival in Australia in 1939.

Asking price \$69,000

Contact John Doig Mob 0419 518 067



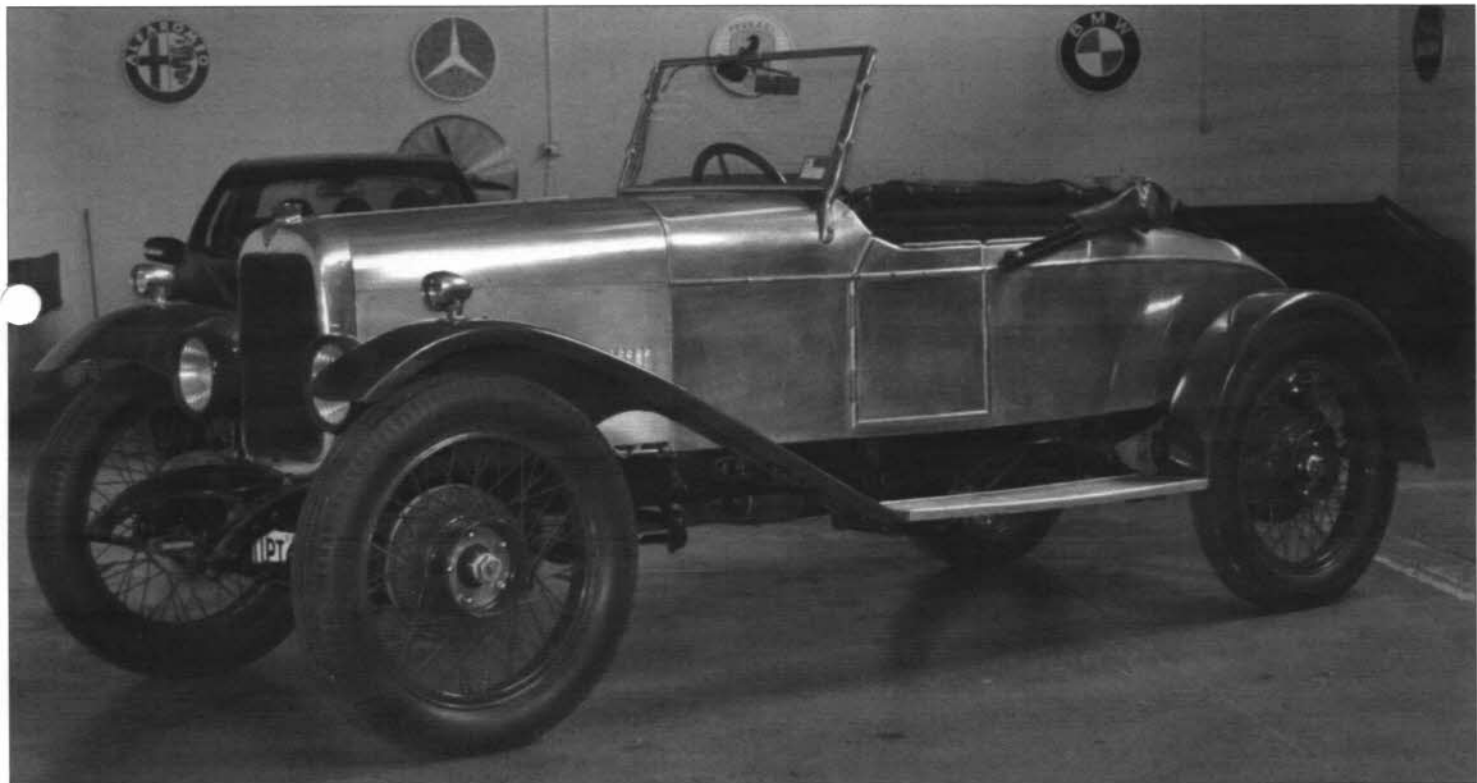
FOR SALE

Mike Fitzpatrick would like to sell his 1923 12/40 to a good home. Chassis 2316. Asking price \$30,000. Contact Mike on 0408 433 141



FOR SALE 1952 TA21 DHC - \$58,000

Car # 24639 Tickford Body #20144
Ring Darrell Horton 03 5983 2016



FOR SALE 1924 12/50 Beetleback—\$55,000

Engine 3716

see carsales.com.au for contact details

FOR SALE

Men's neck ties
with the ACCV logo

\$25
Each

*(plus
postage)*



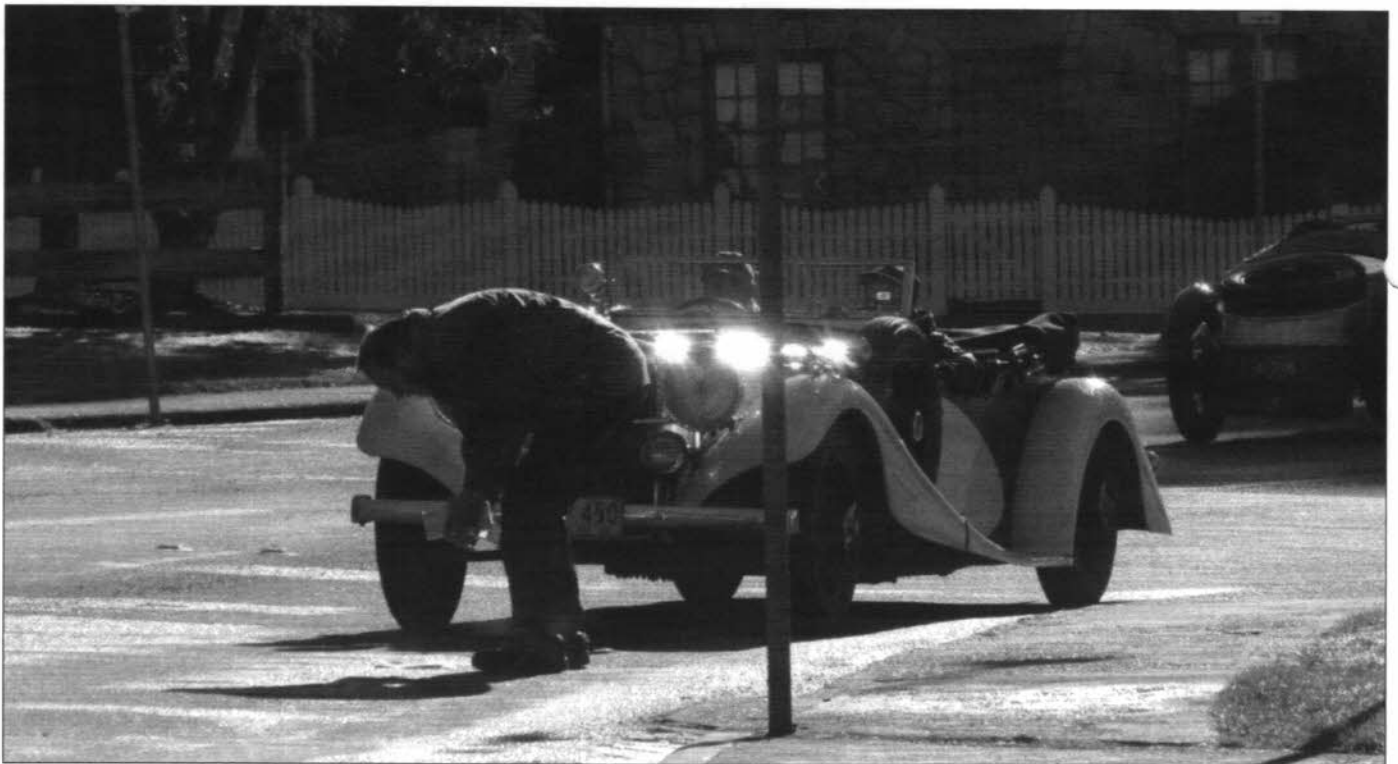
CONTACT
Dale Parsell
*his details
page 2*



FOR SALE

Stainless steel mugs with engraved ACCV logo.
\$7.50 each or \$15 the pair
Contact the Treasurer—see his details page 2

ALVIS PEOPLE BEHAVING BADLY



Andrew McDougall is either about to be run over by the Hetherington's Speed 20; looking for the dollar he dropped; or cursing the last glass of red he had the night before!

FOR SALE

FOR SALE

For Sale 11 "long" Alvis wheel nuts, as used in closed hub wheels. Nickel plated but some could be replated. \$50 the lot. Des Donnan
dedonnan@bigpond.net.au

FOR SALE

2 x 12/40s rolling chassis - engine #s 1665 & 2017. Chassis numbers not found, however history records suggest chassis 1506 carries engine no 2017. Both cars are missing some significant parts. One car carries a 2 door saloon body frame. There is a cache of spares.

Asking price \$11,000 (neg) for both cars
Malcolm Bailey 0418 462 005

WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable of being fitted as is or with some redeeming restoration.
Contact Ray Dalton 03 5971 1361

FOR SALE

Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$ 300.

ph ALAN BRATT 0427405573
ah 0260332951

Wanted

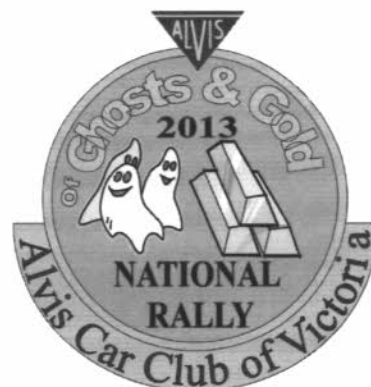
The 2 chrome strips that are on top of the mudguards of a 3 litre just behind the headlights. They are about 30cm long.

Contact Derek Dixon Tel: 07 5443 4320 or
Email: dgdixon@bigpond.com

"of Ghosts & Gold"

ALVIS CAR CLUB OF VICTORIA

2013 Australian National Alvis
Rally
28 April - 3 May



Contact

John Lang

(03) 5426 2256

jdmelang@bigpond.net.au

for your invitation

or write:

PO Box 129

Gisborne, Vic 3437

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