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

Alvic





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Alvis Car Club of Victoria (Inc)

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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.

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PRESIDENT'S REPORT

There has been a changing of the guard, as at the October Monthly Meeting, which incorporated the AGM, a new committee was elected. Chester, having done more than his fare share stood down and I was appointed in his place.

Firstly I wish to acknowledge and thank the previous committee for all its work over the past 12 months and in keeping the ACCV a successful, active and enjoyable club. Those who retired from their positions were President - Chester McKaige, Treasurer - Darrell Horton and Committee Person - Lesley Northey. I wish to thank each of them for their contribution to the wellbeing of our Club and in particular make special mention of Chester, with the support of Sally, for his outstanding leadership over the past six years. Through his foresight and energy his achievements included the compilation and publication of the Club History and the creation and direction of the magnificent JNBC Memorial Tour. The JNBC certainly was an appropriate and excellent event which was not only enjoyed by many Australian Alvis owners, but by many overseas visitors as well. It certainly broadened our horizons and has resulted in our Club being highly regarded by UK and other overseas Alvis, with many new friendships having developed. Through Chester's leadership and support from our members, our Club has demonstrated that it can punch well above its weight. His will be a hard act to emulate!

The new committee comprises: President - Andrew McDougall, Vice President - John Hetherington, Secretary - Dale Parsell (thankfully it appears to be a permanent role), Treasurer - Marg Lang, Newsletter Editor - John Lang (for which we are continually grateful), Librarian - Frances McDougall, Committee Persons: Sally McKaige, Alan McKinnon and Richard Tonkin. The committee's initial focus will be on the up coming National Rally in Gippsland April 28 - May 3rd, where we hope as many Alvis owners as possible from around Australia and hopefully from beyond, will join us for what is going to be a very good driving and activities event. Also the committee will be developing an events calendar for 2013, which may well include some joint events with other one make car clubs.

Whilst on the topic of events, I wish to mention that the recent AAA extended weekend tour, organised by John and Margaret Hetherington and based at the club friendly venue of Rusty Springs in Avenel, was a cracker! It was one of the most enjoyable events of recent times and included some wonderful roads suitable for our kind of cars and where you could let your "hare" down and really enjoy giving the car its head - excellent vintage motoring. There was a great combination of camaraderie, driving and places of interest to visit. It also attracted a Tasmanian entrant and overseas participation in a borrowed car and rides for others. Well done John and Margaret. This event leads me to think that it would be good to have some of those members who normally associate with competitive VSCC activities, come and participate in events such as this, as I am sure they would enjoy the driving as well as the company. I invite them to give serious consideration to joining in.

Besides the AGM being the time to establish the new committee, it is also trophy or awards night. The following people justifiably were the recipients: Basil Bowes Trophy – Mark Burns in the 12/50, Andy Hannam Trophy for regular attendance to events in an Alvis – Richard Wallach (TA21), McDougall Trophy for best presented Alvis on a nominated event – Dale Parsell (1930 TA 19.82 Silver Eagle), Bill Barber Literary Award – Frances McDougall and finally but most importantly David Muirden Club Person of the Year – Noeline McKinnon for her greatly appreciated efforts in organising the very successful tour of Tasmania.

On the topic of the news letter, with John Lang's long tenure as editor, it does seem unfair of some people to comment that ALVIC contains too much overseas content. John can't be expected to be editor and to produce many articles as well. So I ask all members with an interest in Alvis and our Club to take the time to write a short piece about something to do with an activity, technical topic or history and submit it

to John, so that ALVIC can provide items of interest to other members. ALVIC is a creation by the members for the members.

I am sorry for the long winded report, however as I write this, it has just been sadly brought to my attention that long standing stalwart of the Club, Ron Wilson has passed away. Ron will be long and fondly remembered for his abiding interest in all things Alvis and for the great service he provided to the ACCV over many years, having served as President as well as other positions of office and for organising numerous major rallies for the enjoyment of others. As appreciation of his outstanding service he was made a life member of the Club. I am sure that others who were associated with Ron will provide further comment and anecdotes about his service and about Ron the person.

Andrew

Ron Wilson

26.11.1918 - 5.11.2012

We are sad to advise that we have lost our oldest member. Ron passed away on the 5th November and his funeral was held on Thursday 8th. Ron joined the club in the mid 1960s and held most office bearer positions in the ensuing years. Ron was a life member of the club and was influential during the formative years of the club.

SUPPER - The McDougalls

COMING EVENTS

- | | |
|----------------|---|
| 16 Nov | General Meeting |
| 2 Dec | Christmas Party - Joc & Darrell Tel 03 5983 2016
28 Carisbrooke St, Balnarring Beach from 11.00am. BYO everything. BBQ provided. |
| 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 |

Front page: the Speed 20 of John Hetherington and the 12/50 of Chester McKaige, are framed in the doorway of the Alexandra Timber Tramway & Museum. See story on page 8

The Alvis Car Club of Victoria, held its Annual General Meeting on the 19th October, during which the financial report was given and received and all the Office Bearer's positions became vacant. At the ensuing elections, the following positions were filled:

- President – Andrew McDougall
- Vice-President – John Hetherington
- Secretary & Public Officer – Dale Parsell
- Treasurer - Marg Lang
- Editor – John Lang
- Committee Persons – Sally McKaige, Alan McKinnon & Richard Tonkin
- Librarian – Frances McDougall

Following the meeting, the following awards were made:

- David Muirden Trophy for the Club Person of the Year – Noeline McKinnon
- Basil Bowes Trophy for Competition – Mark Burns
- Andy Hannam Trophy for highest attendance to events in an Alvis– Richard Wallach
- McDougall trophy for Best presented car at a nominated event – Dale Parsell
- Bill Barber Literary Award – Frances McDougall



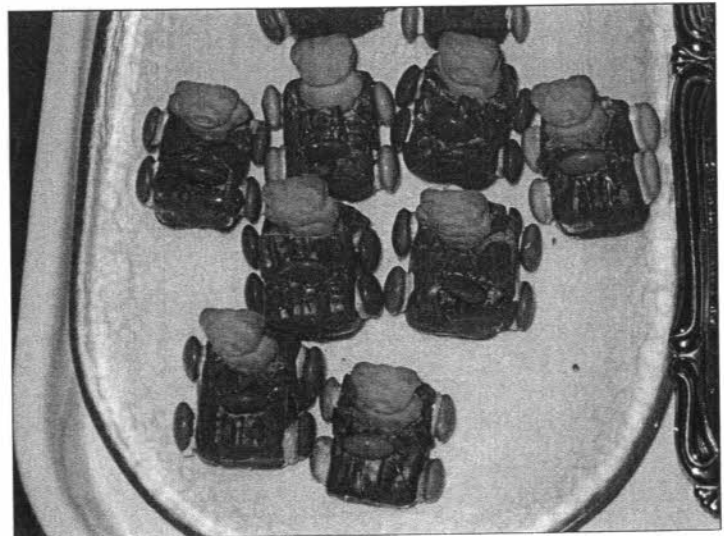
As occurs traditionally at AGMs, the new President was crowned with the ACCV tiara. (no wonder it's difficult to get volunteers! He starts obedience training on Sunday)



Frances McDougall receives the Bill Barber Award



Peace at last!



Jill & Don Bosanquet have etched their names in ACCV history for one of the best AGM suppers. Among other things, there was a plate of cars reminiscent of several of the FI starts this year.



Your Ron Wilson

Ron Wilson was always immaculate and unflappable. Other tributes will tell of his immeasurable contribution to the Alvis community in Australia and Victoria in particular; but I would like to describe him from the perspective of his friends in New South Wales.

My husband first met Ron in the sixties at some formal do when Ron was wearing a jacket with an elaborate Alvis logo, which was much to his elegant taste. After his introduction to, a no doubt rather scruffy, Rob Gunnell, Ron asked "Do you like my jacket?" to which Rob replied "It's a bit ostentatious isn't it?" and for some reason they both found this extremely funny. Every time they met subsequently, after a long break, one would say to the other "Do you like my jacket?" and the other would say "It's a bit ostentatious." and then they would

both fall about in fits of laughter. So, you see, they were kindred spirits.

In 1980 a mob of Victorians entered the New Zealand International Rally and at the last minute Ron's navigator reneged so he asked Rob to fill the void, thinking he was a top navigator (after all he drove half way around the world without getting lost). Rob happily complied and they set off for NZ. Rob was amazed to find out that the Victorians were afraid of being without good beer in NZ, so they fitted false floors to their Alvises and filled the cavity with slabs of VB. Despite this subterfuge they, and their cars, made it to NZ.

On arrival at the Rally headquarters, Ron provided Rob with a pile of maps, instructions and other papers he had received at the drivers' meeting and said "Here you had better read all this, I am keen to win this rally." To which Rob retorted "I have no intention of reading all that guff and you won't win the rally with me - I'm a lousy navigator." Ron was aghast and Rob then explained "Listen Ron there are thousands of cars here, many more keen and capable than us, who want to win this rally. But only one will win; the others will have wasted their energy. Let's not waste ours but set our goals more realistically - of participating and enjoying ourselves." Ron could recognise good advice and so they revelled in the pleasure of driving around the beautiful New Zealand countryside - a country that is truly designed for vintage driving.

Other Victorians took on this advice and set their own goals for the rally. Richard and Ginny Creed aimed to be the last to leave each morning, to pass every car on the road and to be the first to arrive at their destination in the evening, thereby losing the greatest number of points (and terrifying competitors and spectators alike); and I believe they achieved that goal. As for the beer - well the Victorians acquired a taste for the local Lion Brown (aka 'lying down') beer and found that their VB was greatly sought after and could be used to purchase parts and work on their cars as they went along. So they happily drank the local beer and kept their own stuff for currency.

The pinnacle of the rally was the final night when Ron and Rob decided to put on a dinner for some of their fellow competitors. This wasn't easy with the limited facilities in a NZ motel room, but they had ingenuity on their side. Ron ingratiated himself with the local butcher (he was in the trade) and obtained the best cuts of meat, usually kept under the counter and they prepared a gastronomic delight, complete with tablecloths and serviettes. To top it off they purchased a bottle of 'gripe water', which in those days was used to placate distressed babies, so was sickly sweet and full of alcohol. They then tried to pass this off as an exotic after-dinner liqueur and enjoyed watching their guests' reactions. The Victorians were so taken with the local beer that they refitted their false floors and took slabs of 'lying down' back to OZ with them.

My favourite recollection of Ron was on the 1991 interstate rally he organised at Echuca. He was seventy-four then, but looked fifty. He had enticed our patrons Jim and Nancey Whitehead along in their beautiful 4.3-litre drophead coupe, 'Red Ruby' and their son, Mark and wife, Judy, brought their two daughters, then about 4 and 5, in the family V12 Rapide Lagonda. As was his style Ron had a large sign exclaiming 'Rally Director' over his motel room and of course the rally, as always, was run superbly. However one misleading direction to a location one day had many Alvis cars driving up and down the road with red faced drivers shaking clenched fists. When everyone finally made it to the destination a mob-like mentality had set in and people were after Ron's blood. But Ron was nowhere to be seen and we eagerly awaited his entrance to see what would happen. Finally Ron arrived, immaculate as ever and with two little Whitehead girls, one on either side, holding his hand. Well what could you do... no-one could abuse the man in front of these two sweet little girls and so he remained unscathed and I realised that I was in the presence of a master.

Heather Goldsmith

Many in our Club would have shared our sadness at hearing of the death of Alan East.

Jocelyn and I had the privilege of meeting Alan when he and his wife Thelma came to Victoria to participate in the JNBC tour in 2008 and joined members at our favourite watering hole prior to our monthly meeting immediately before that event .

I recall Alan being burdened by more than travel weariness, having picked up some bug en-route that was threatening to take the edge off his much looked-forward-to journey around our state. With undaunted enthusiasm, he nonetheless quickly identified himself and I learned that they were no strangers to Victoria, having lived at or close to the RAAF's base at Sale, in east Gippsland, many years before.

Alan had been a Royal Air Force exchange pilot on a year's appointment and during that time he and Thelma had become sufficiently familiar with the place, to have some affection for it. I recall thinking "this bloke and his missus are going to get a kick out of the coming ten days even if he is blighted with a bug."

Upon recollection, I think it is fair to say that they did enjoy the tour and the camaraderie shared with fellow enthusiasts and by the time of going home, did so with some sorrow.

However, that was not to be the last we were to see of them, for our paths crossed again in England, at the 54th. International Alvis Day celebrations in 2009. Following proceedings at the Runnymede hotel in Surrey, where we compared notes on the marvelous array of Alvis, we arranged to meet again in Wales, where we were staying and of course, where Alan and Thelma resided.

Several days later, our last meeting took place in Glamorganshire, at Llancaiach Fawr Manor, when we spent a very pleasant couple of hours, over scones and tea, enjoying the company and reminiscing over our flying careers, families and the wonderful land we were experiencing.

At separation, Alan and Thelma presented us with a couple of lovespoons, something to remember them by until, we all agreed, our next meeting.

Alan is no doubt now somewhere driving an Alvis and flying again with the Red Arrows aerobatic team, squeezing the most out of the moment as I am sure he used to do throughout his life. We express our condolences to Thelma and give thanks that we had the opportunity of meeting them on the occasion of that well-remembered tour in 2008.

Darrell Horton &
Jocelyn Coates.

BURRA TO MORGAN RE-ENACTMENT RUN 2012

We are literally just back from Burra, having enjoyed this splendid event - great cars, locations and company. So what more could you ask for?

Top marks to Roger Cross, Merv Matthews and the NARC team for setting the whole show up, with such enthusiasm and eye to detail. I've put October 2013 in the diary already.

Some 55 cars registered for the run, with a good contingent arriving in Burra on the Friday night, with the occupants staying in the Paxton Cottages, Burra Motel and the caravan park, all a short distance from the starting points and the catering. We opted to take the Alvis as it was Alice's 10th anniversary with us and what a good car she has proven to be. I forgive her the puncture as we neared home. Jim and Jean Sewell joined us in the Bristol and we made our way via Auburn and Manoora to Burra, all in fine weather.

The Alvis marque was well represented - Roger Cross in the Silver Eagle, Peter & Anne Mott in the Speed 20, Frank Smith and Wendy in a spacious 4 door Speed 25 tourer, John and Katie Murray in the post war TA14, our 1951 TA21 DHC and the 1961



Mike & Mary Osborne and their TA21 DHC

Park Ward TD 21 saloon. This would have been one of the largest Alvis groups in SA since the 2007 National Rally

There were about a dozen veteran cars and motorcycles. Eight cars and one truck made up the vintage group, with about thirty five classic cars, a 1947 Morris Z ute and a 1954 Ford truck.

On the Saturday, we lined up in the main street before heading off to lunch at the Galleys Meeting House, Farrell Flat. This cafe, restaurant, conference centre and B&B is run by NARC members Gerry & Sally Fieldhouse. A full house or some 80 people sat down to a two course lunch from a wide choice of mains and desserts. An overflow contingent was made welcome on the nearby patio area. In glorious weather, we headed back to Paxton Square, where Julian Cross showed a group how to Boules. With bottles of wine on offer as prizes, there was some fierce but humorous competition!

Sunday's run had an early breakfast start, before the vehicles left from 8.30am. Joan Connell's MG TC only made the start due to Merv Matthews being able to supply a new carbide float. Great team work all round on that one!

The fifty mile trip to Morgan was broken by a fine morning tea at The Gums and then it was on to Morgan for the main street line up attracting lots on-lookers. We headed for home after checking out the Morgan Caravan Park.

Our evening meal was with Ashley Farrow and Margaret Edwards at the hospitable Burra Hotel. Nice meal, great wines and friendly service there. OK so my wife did mishear Tim Adam's wines, as "two madam's wines." Joan Connell and Neville Farrell joined the fun, but Joan thought that something was in the offing when friend and mechanic, Neville knelt down, only to see that he was tying his shoelaces,

A good night's sleep and run home via Mintaro brought the weekend to a close, but there is always the next one.

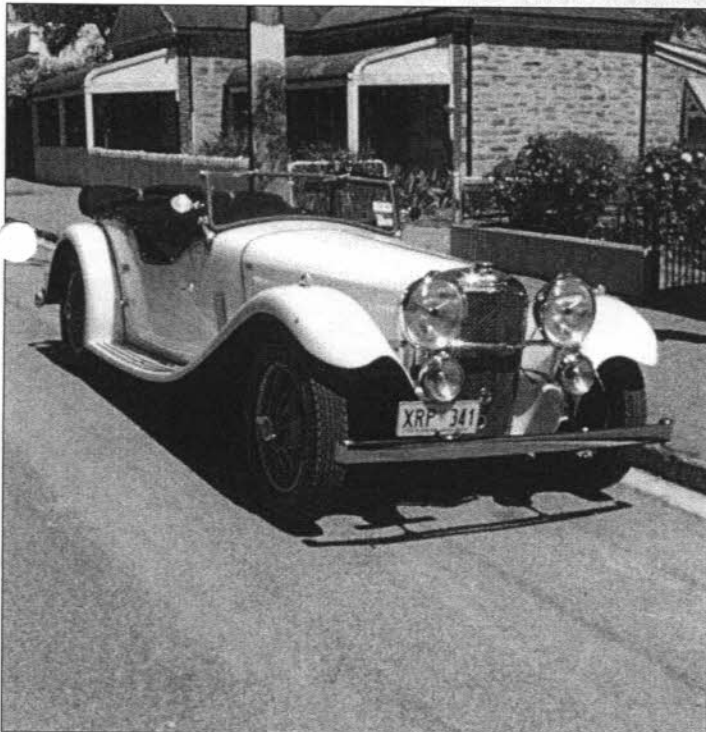
Mike Osborne



Frank & Wendy Smith Speed 25 Tourer



Stuart & Claire MacDonald's TD21



Peter & Anne Mott's Speed 20 Tourer



Roger Cross' Silver Eagle



ALVIS AT AVENEL: A COUNTRY WEEKEND AWAY 26 – 29TH OCTOBER 2012

What a fantastic weekend away in the country. A weekend of great Alvis touring roads, perfect weather, much laughter and good times.

The weekend started with perfect spring weather on the drive to Broadford for lunch, where we met up with most of the participants in the Alvis Weekend Away. It was good to see Helen & Chris Storrar and Andrew Robison (from the UK) and Liz & Mike Williams (from Tas) again.

After lunch we made our way over a scenic drive to the Army



Army tank museum - Puckapunyal

Tank Museum at Puckapunyal. The route took us along country roads, empty of traffic, just made for Alvis cars. The Tank Museum made for an interesting visit in that it traces the history of the armoured division from the early days of the light horse through to the present time including a couple of Alvis made tanks and scout cars. It was then a short drive to Avenel and Rusty Springs.

Rusty Springs is a uniquely themed bed & breakfast facility run by the congenial hosts Bob & Judi McGrath. We were all accommodated in rooms around a central gathering area that ranged from the Mayors Chambers to the Police Lockup, the General Emplorium, the Fire Station, the Bakers, Butchers, the Barbers, the Bank, the Doctor, the Lawyer, the Iron Monger & Funeral Parlour, the Chapel of Love and Patricia's

Palace of Physical Pleasures! There was quite a lot of laughter as everyone found their rooms.

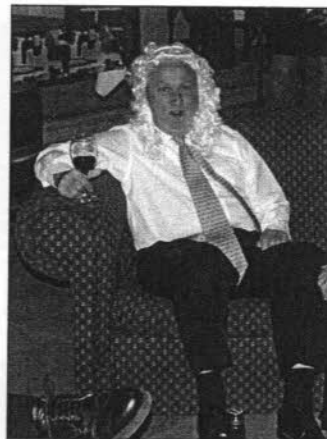
Saturday's run was a tour taking in the Avenel Maze – with a Ned Kelly Theme, Longwood, the Shepparton Car Museum, the Four Bridges Trail and Tahbilk Winery. It was a cool start to the morning so a quick run around the maze looking for clues (based on the Ned Kelly story) and trying to make sure you didn't get lost, soon warmed us up, as well as the coffee at Longwood Gem Shop. Lunch was at the Shepparton Car Museum during which we looked at the cars and bikes on display. By now the sun was out and our journey home took in four old timber bridges that cross the Goulburn River and were built between 1891 and 1937. Some like Chinaman's Bridge are no longer used by traffic but are still standing. Some like Kirwan's Bridge are in a very poor state – this timber bridge is one of a few that have a bend in it. It was good to see the Goulburn with so much water in it.

Saturday night saw the participants getting into the character of their allotted rooms ready for the murder mystery that was played out during the various courses of dinner. The photos will tell the story and the effort everyone went to with their costumes.



Our host Bob had soon set the scene of the murder of poor Mrs Parker – what did she have stuck in her back, was it the butcher's knife or the barber's scissors or maybe one of the iron monger's tools. And just who had the unfortunate lady been seeing – was it the Mayor or maybe the banker! Much

hilarity followed the twists and turns of generous amount of ad-libbing that was flying around the room, nobody was safe from having suspicion thrown their way, not even the two oriental gentlemen from the General Emplorium or the Minister from the Chapel of Love. In the end it was the banker (aka Chester) who dun it. It was a thoroughly enjoyable evening.



Left: Maritta Parsell, the assistant Fire Chief.
Right: Chris Storrar the Irish Lawyer



Marg Lang, Policewoman McCarthy

Sunday's run was over the hills via Ruffy to Alexandra. This was an excellent road to let your Alvis have it's head – rolling hills, winding road and wonderful corners. I was able to experience it in Chester's 12/50 Ducksback, just the right sort of car for this road. The Timber Tramway & Museum was open in Alexandra and the cars looked good lined up in front of the station. We had a talk on the history of the tramway and the timber industry

around the area before we had a ride on the old tramway before lunch on the station platform.



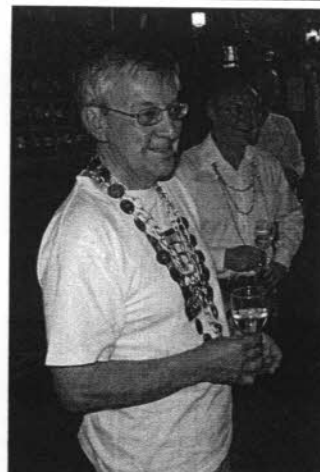
From the left: Chester as the banker "Interest cut! You've got to be joking!"
Helen Storrar, the Lawyer's partner.
Jacelyn Coates as "Patricia" from "Patricia's Palace of Phyical Pleasures."
Darrell Horton as Patricia's pimp, Chris Storrar, Richard Tonkin as the baker.
Chris Higgins as R So 1 and his brother R So 2. John Hetherington as the butcher with a knife for every occasion. Mike Williams as the Curate from the "Chappell of Love." Bob Northey the Iron Monger.



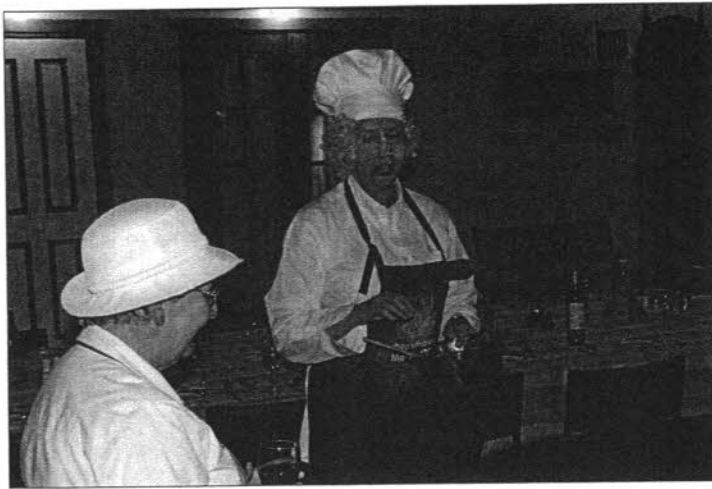
Dale & Maritta, both with degrees in arsony. Alan McKinnon as Dr Spreadum & nurse Noelene whose best line was "sorry but the pathology specimens got put in the wrong Safeway bag & the path report said that the frozen beans were past their use by date and the cream was sour."



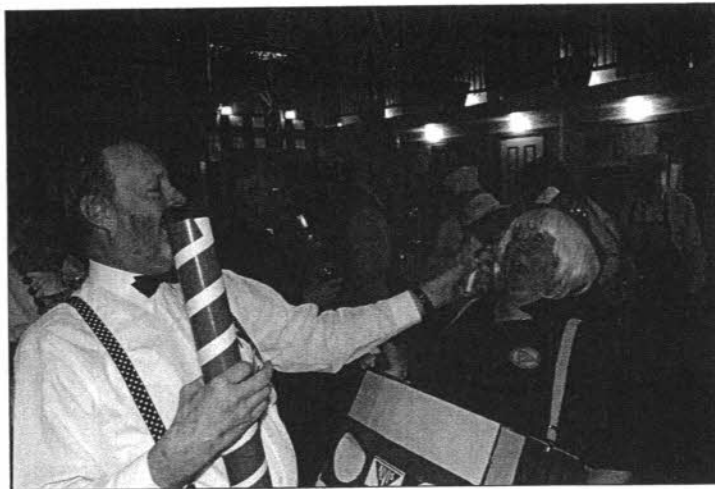
The Curate's lovely wife Liz. "He saved me from a life of sin!"



Left: Andrew Robison was the mayor with Roger Kettle as Assistant Mayor. Right: Bob the Iron Monger with Lesley the Undertaker



Marg Hetherington was the butcher's wife and Pauline Tonkin the baker's wife



Andrew McDougall, grasping his barber's pole, attempted to cut anybody's hair



Left: the editor dressed as Sgt McGrath

Below: sadly the only person missing from the line up is Frances McDougall who was always smiling behind the camera. Frances was the barber's assistant. Thanks for the photos.

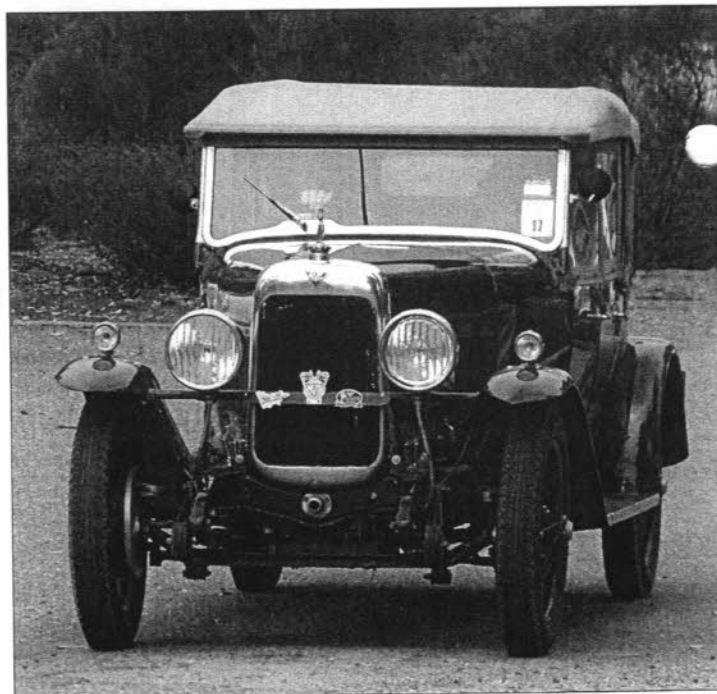


Above: Dale & Maritta Parsell's Silver Eagle Chassis 7809

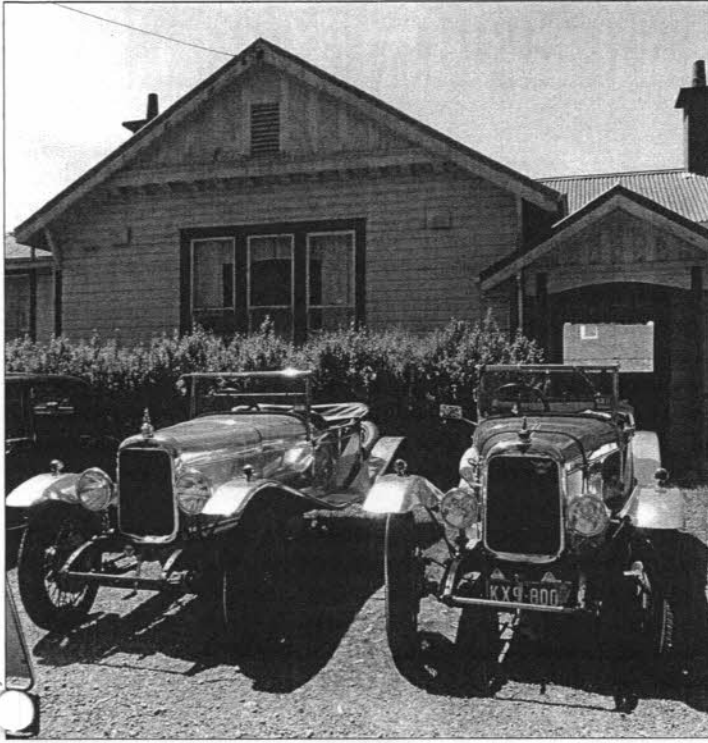
Some of us had to return to Melbourne that afternoon, while the rest returned to Rusty Springs before heading home on Monday. It really was great to be able to enjoy driving our cars on near empty country roads. Many thanks to John & Margaret Hetherington for organizing such wonderful weekend away.

Frances McDougall

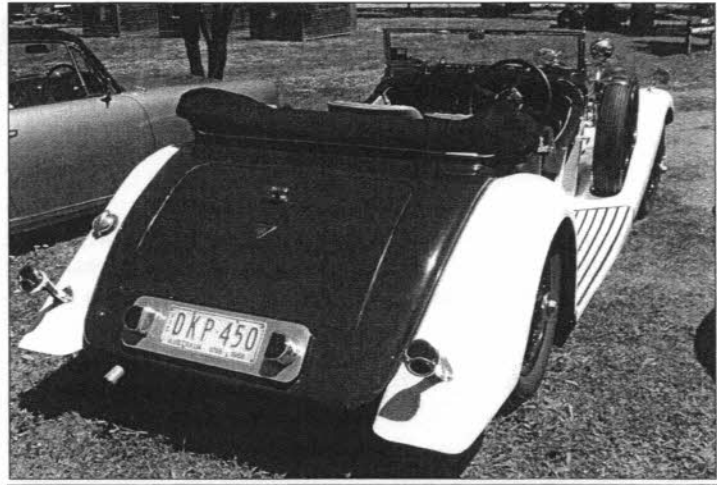
(special thanks to Dale Parsell for his photography)



Eric Nicholl's 14/75 chassis 5935 with Chris Higgins at the wheel



*The Northey's 1925 12/50 Super Sports Chassis 3391
Chester Mckai's 1933 12/40 Chassis 2417*



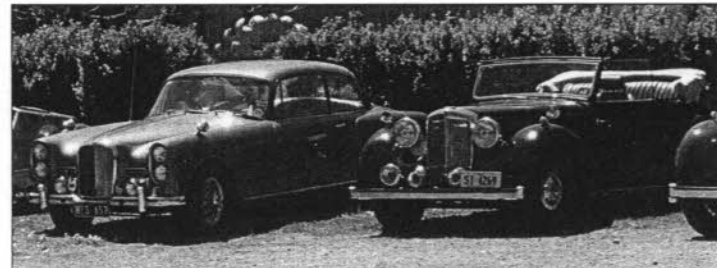
John Hetherington's 1935 SC Speed 20 Chassis 12120



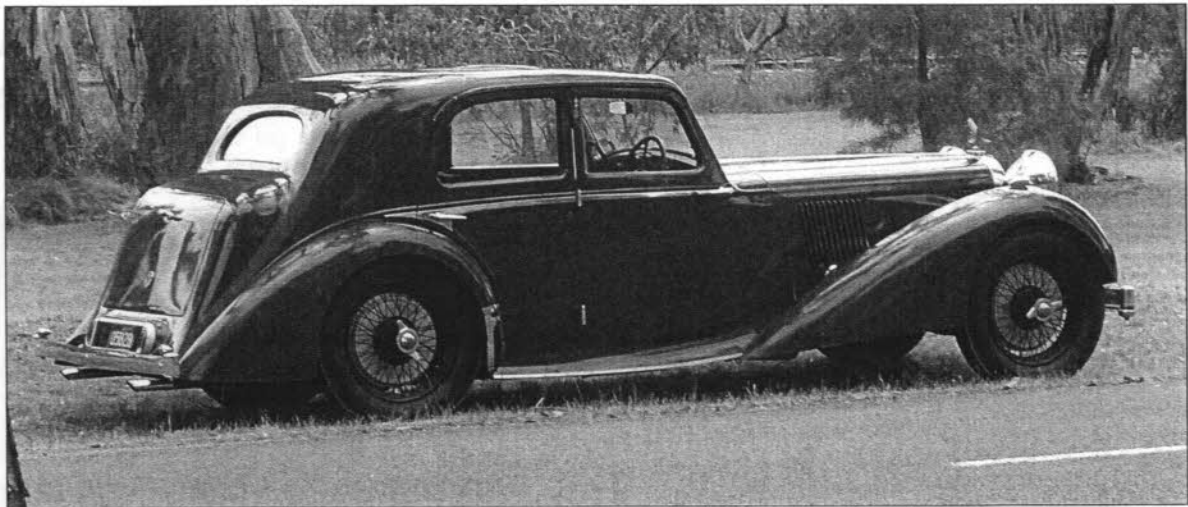
The Tonkin's 1964 TE21 Chassis 27048



The McDougall's 1926 TE 12/50 Chassis 4213



*John Hetherington's 1964 TE21 Chassis 27127
& Mike Williams 1949 TA14 Chassis 23435*



The Lang's 1939 SC Speed 25 SC Chassis 14668

PROGRESS REPORT ON SPEED 25 CHARLESWORTH SALOON RESTORATION

Andrew McDougall

It is amazing how time passes as I see the last time I wrote about the restoration was in March 2007, when most of the mechanical components had been rebuilt and I was just commencing to focus on the body restoration.

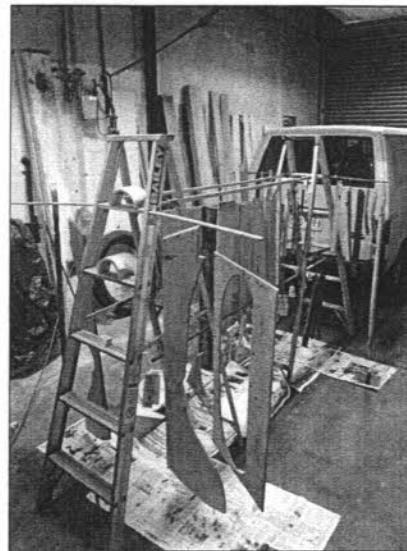


By way of a recap, this vehicle is a SP 25 SC Charlesworth 4 door Saloon, Chassis # 14684, Body# 20373, Original Engine# 15168, Current Engine# 15366 (4.3 litre fitted in 1950), Original Registration# EVC 565 and which left the Alvis works on 17th October 1940. It was owned by Michael May for the decade 1950 to 1960. He used to tow his racing Alvis with it and was responsible for fitting the 4.3 litre engine and hydraulic brakes. It briefly went to a London resident 1960 to 1963 when the body was already reported as being tired and loose. Dr Iain Mathewson purchased the car in 1963 and eventually brought it to Australia in 1975, by which time it was in very poor condition mechanically and structurally. I purchased the car in December 2005.

Whilst reasonably complete the car was in a structurally parlous state. It was not possible to lift the body from the chassis as it would have collapsed. Thus all remedial work has been done with the body in situ, so that some measure of alignment could be achieved. The previous owner had tried to patch up the body by substituting thin aluminium sections for the main longitudinal chassis timbers, chassis body connection brackets, flooring and the frame in the drivers door. The mudguards were removed (the front ones having been cut back to a "more stylish?" shape rather than repairing 1960's accident damage), revealing patched and disintegrating inner rear wheel panels. Then the entire body panels were removed from the frame. This revealed virtually non existent timber "A" pillars, aluminium "B" pillars with corroded bases and broken top brackets, rotten roof timbers, rotten "C" pillars and rear wheel arches, rotten boot floor and surrounds and almost non existent timber below the hinge point of the boot lid and around the rear light/number plate box. This presented somewhat of a dilemma as to finding enough whole pieces of timber for use as patterns. Also there was much panel corrosion and stress cracking in the aluminium panels.

I purchased a quantity on rough sawn American White Ash which

is a strong relatively easily machined and beautiful to use timber.



Not having done any body framing before I also purchased some wood working machinery, including band saw, compound angle cut off saw, saw and router bench and thicknesser. It is very good what can now be purchased at DIY stores. It was then a matter of getting sufficient pattern information from the remnant timbers, metal reinforcing strips and witness marks. It became quite a forensic process. Body filler was also used to extend/patch timbers in

order to try and replicate the original shape. Sometimes I only had one hand of timber to serve as a pattern and from this had to make a new copy and then another of the opposite hand. This proved to be quite tricky and challenging as in saloons I found many of the timber pieces have multiple compound shapes and chamfers, etc. It often took quite a lot of thought to work out a way of getting a shape with the fairly basic tools to hand. Besides making a lot of saw dust, which goes everywhere and covers the other vehicles in the workshop no matter how well covered they are, I had a lot of offcuts (none thrown away in case they could be used elsewhere) and some failures which didn't fit when offered up to the frame. I had expected that as the body was hand built, that there would be variations in dimensions from side to side, however I soon learnt that this body was the same in dimensions, virtually to the millimetre, when comparing one side to the other. The moment I thought that it was ok for a timber to be different to its equivalent on the other side I was wrong. I guess by the stage the Charlesworth built this body they had done it many times before and had developed good patterns.

Due to the state of the body and the missing major structural components it was hard to find datum points and as a consequence I mounted the "B" pillars at least 3 times in order to try and get reasonable door gaps. With both doors hinging off the same pillar I would find that I may have got the front door fitting reasonably well, only to find the rear door was not coming within a bulls roar of the correct alignment, or vice versa.

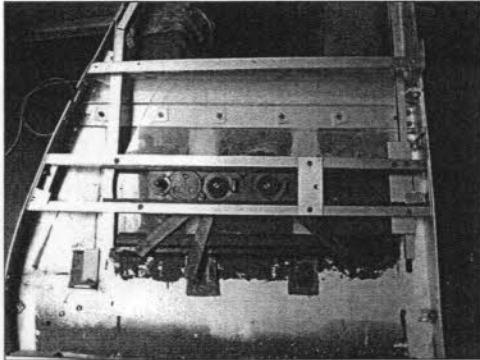
As I completed the timber frame components to the point that I was happy with them I would give them a couple coats of a 2 part wood sealer/preserver and then a



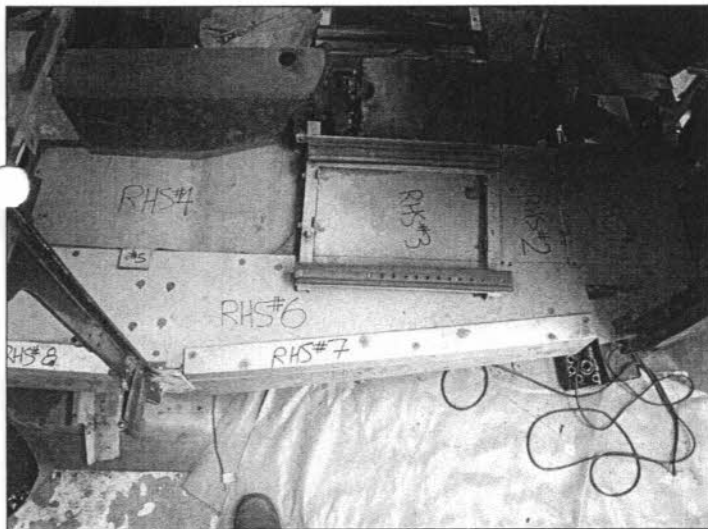
top coat of satin black paint. I was fortunate that John Lang, who has a sister car, decided that he needed to make new floor boards. This gave me the opportunity to measure and make copies of the floor boards and supporting timbers as well as establish the shape and dimensions of the main longitudinal timber rails which sit on the chassis.

The timber frames in three of the doors had rotted towards the base. I was able to retain the original upper timber framing whilst splicing and fitting new base timbers and thin flat steel strips around which the aluminium skins are folded. New steel door pockets were fabricated to replace the rotted ones. Also the hinge screw holes which had rotted and enlarged were drilled and dowels fitted with marine glue. The driver's door was another story as the entire timber frame and some of the window guide fittings were missing and had

been replaced by welded and screw joined aluminium section (from corrosion marks on the interior of the door panel I suspect that the timber frame in this door would have been no worse than the others, so if left



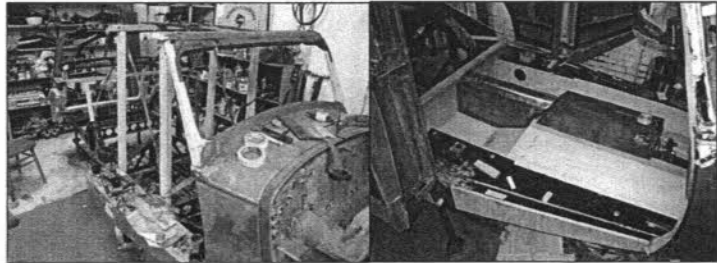
alone would have been repairable). This took quite a lot of work to make a new wooden frame, using the in situ passenger's door frame as a guide. Most of the wind up window metal sliding channels which connect the base of the window glass to the winding mechanism had to be remade to replace unserviceable corroded channels. The window winding mechanisms were reconditioned. Also the door hinges were reamed and new oversize pins made and fitted. The door locks were also dismantled, cleaned and repaired where necessary.



I want the sun roof to work correctly as I believe this provides a great form of Alvis motoring: a saloon which can be a closed car on cold and wet days whilst affording great open day touring with the two piece sliding roof open on fine sunny days. There was just enough information left to be able to replicate the fine structural timbers which form part of the sliding roof covers. The steel sun roof frame which is let into the roof timbers was repaired and coated with a high quality paint. New corner drain outlets were fabricated in stainless steel and are of larger bore than the originals,

in order to ensure that rain water can readily get away and not cause future roof timber rot.

This being a late model Charlesworth saloon it is not fitted with running boards, but instead steel valances which run beneath the doors and between front and rear mudguards. These valances are completely rotted with much of the remaining items being body filler. These will be remade by a panel beater. There was only just



enough remaining timber frame associated with the right hand valance for me replicate the frame and there was virtually no remaining timber for the left hand valance. Again I resorted to opposite hand frame manufacture for the left hand side.

All timbers have been sealed and painted, reinforcing steels coated with POR 15 and the frame put together with stainless steel screws. Rot should not be a problem in the future and what's more the car is unlikely to ever get the same harsh environmental exposure as it did in its original life. It should remain in good condition for a long time.

The aluminium panels had the stress cracks welded, small dents and tears repaired and all folded and nailed edges stress relieved. These panels have now been refitted to the frame using marine



grade monel metal nails.

New steel inner rear guards have been fitted and protective coated. The rear mudguards were considered to be unsuitable for repair due to previous accident damage and rust, so new ones are being fabricated. The front mudguards will be repaired and then new front aprons will be fabricated and welded in place so that the mudguards will be the same shape as originally fitted. I will borrow John Lang's car and take it to the panel beater so that he can make patterns of the front mudguards. The scuttle panel will retain its original top with air vent, but new sides will have to be made and welded at the top bead line. The steel panel which runs from above the windscreen and forms the covering of the upper "A" pillars and the windscreen surround will be remade as the original is too extensively corroded. As mentioned previously new

under door valances will be made and the small apron beneath the radiator, which is missing, will be made, using John's car for patterns.

The chassis with the body frame and aluminium panels is back on its wheels and has now been transported to the panel beater so that he can do his phase of the restoration.

As a comment, I feel that this saloon is fortunate to survive, as even with me doing a lot of the work it is still going to be an expensive restoration; costing more than I can expect to get back if it was sold. However it has not been restored with a view to resale, but rather to enjoy to the restoration challenge and the car's original attributes. It would have not been an economic proposition to have had it fully professionally restored and I can imagine if it

had been purchased by someone as a restoration project, professional restorers would most likely have recommended body replacement. In this case it may have been justified, however from what I have personally seen and also read about there are numerous cases where the replacement of a saloon body can not be justified due to the original body's condition or on ethical grounds.

I can envisage that it will be a few more years yet before the car gets back on the road. I don't expect it to be a concours finish, but rather it will have good appearance, will be solid and will provide reliable and enjoyable motoring. In the mean time I have other restoration and maintenance projects to work on.





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 (fig 1) 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

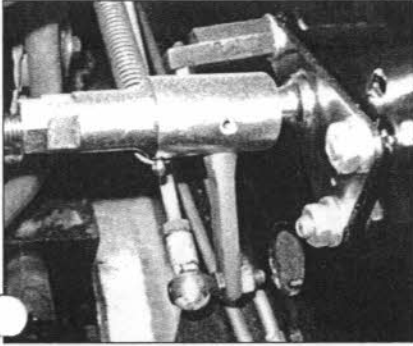
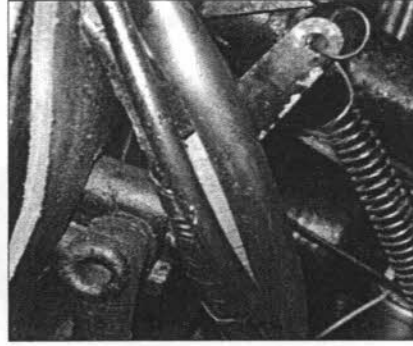
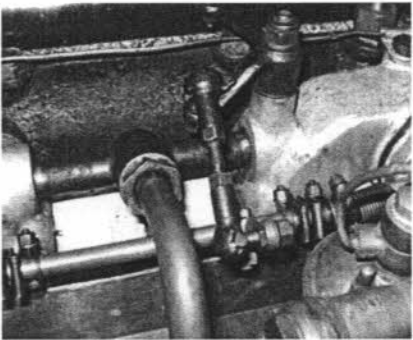


Fig 2



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

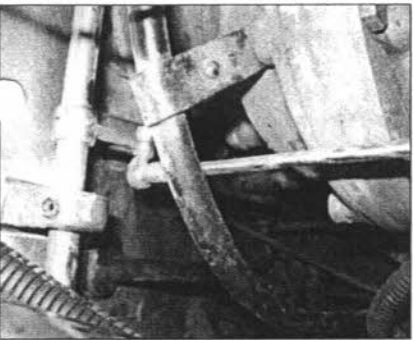


Fig 5

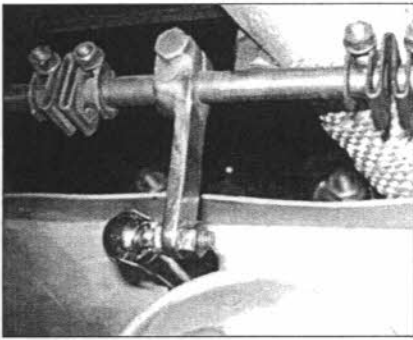


Fig 6

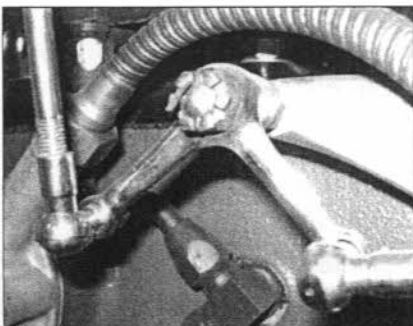
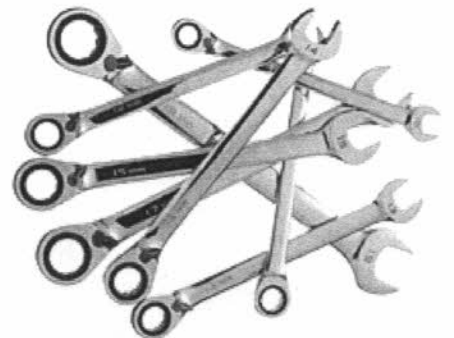
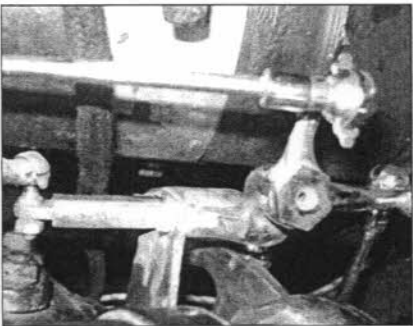


Fig 7





and don't miss the stage show, starts
Melbourne 30 January

START THE YEAR WITH A BANG(ER)

Friday, 18th January 2013
from 6.00pm

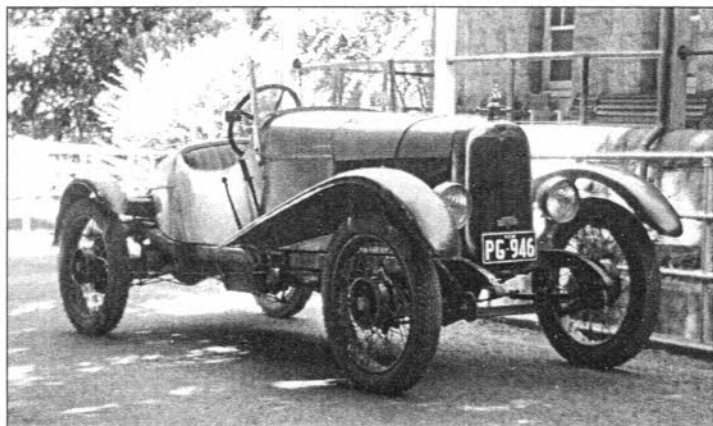
BRING YOUR CHITTY CHITTY BANG BANG to the Kevin Bartlett Reserve, off Swan St, Richmond.

This time we are joining with the Armstrong Siddeley Car Club for a relaxed, informal summer BBQ to usher in the motoring year - no Minutes or Treasurer's Report - The Siddeleyists are nice people (like us), and share our appreciation of fine British cars.

There are free gas BBQs, plenty of parking, toilets, picnic tables (take a chair), AND it's dog friendly. The Hetheringtons will be accompanied by Oxo and Glory and the Tonkins are hosting Ty and Suzie - so bring your (next) best friend, food, drink & utensils.

Melway map. 59 B1.

Richard Tonkin - 9710 1465 or 0407 944 987. No need to ring me unless you have a query -just come along.



FOR SALE

Offers are invited for the purchase of my 12/40, car # 8485, chassis # 3180, engine # 3539. Ex-works 12 Sept 1924.

The price will be moderate as its condition is poor, but an undertaking not to export, dismantle, or convert to OHV may be requested.

Contact David Manson

Tel: 02 9419 4495

Email: davidsmanson@hotmail.com.au



BRINGS SPEED TRIALS BACK TO THE GEELONG WATERFRONT

1ST — 2ND DECEMBER 2012

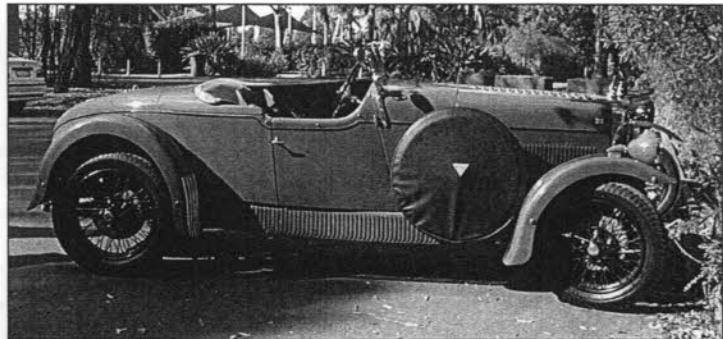
FOR MORE INFORMATION

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

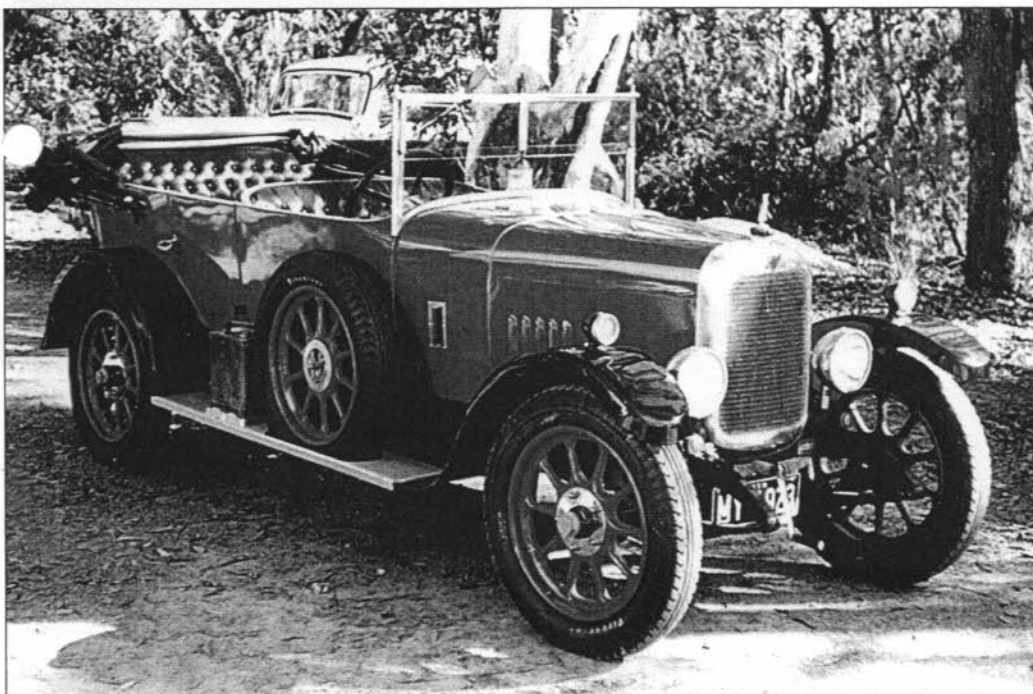


FOR SALE

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

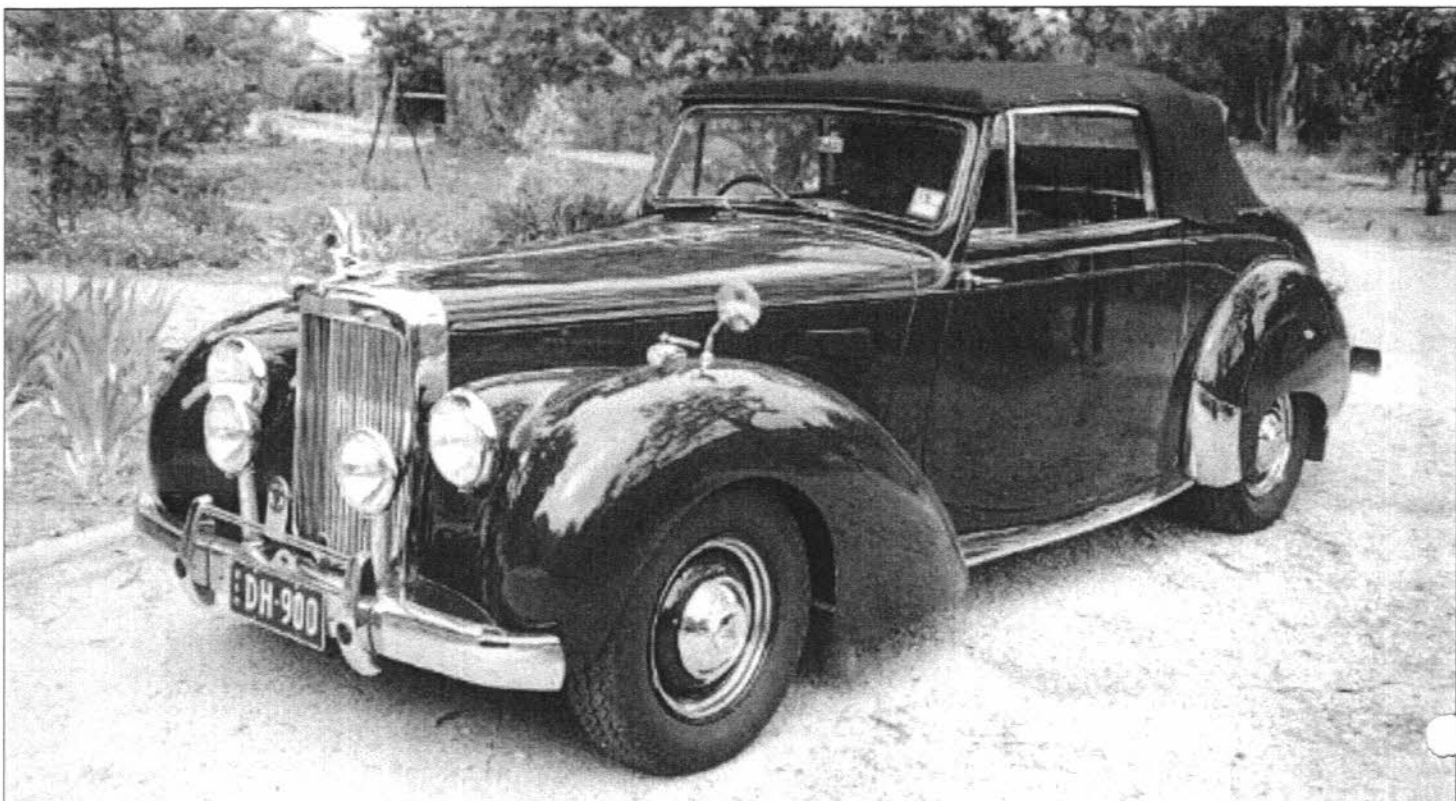
Asking price \$69,000

Contact John Doig Mob 0419 518 067



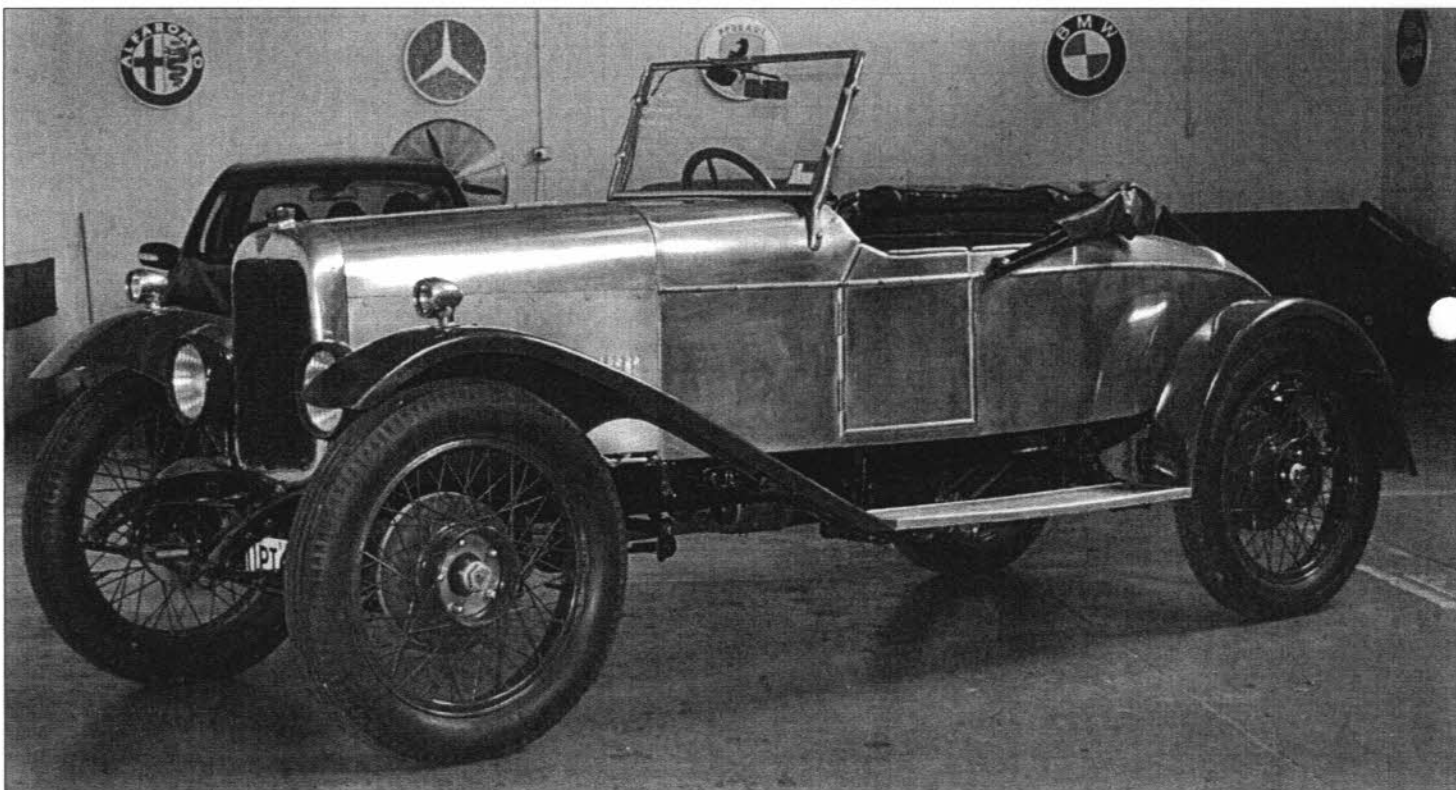
Mike Fitzpatrick would like to sell his 1923 12/40 to a good home. Chassis 2316. Asking price \$30,000. Contact Mike on 0408 433 141

FOR SALE



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)*



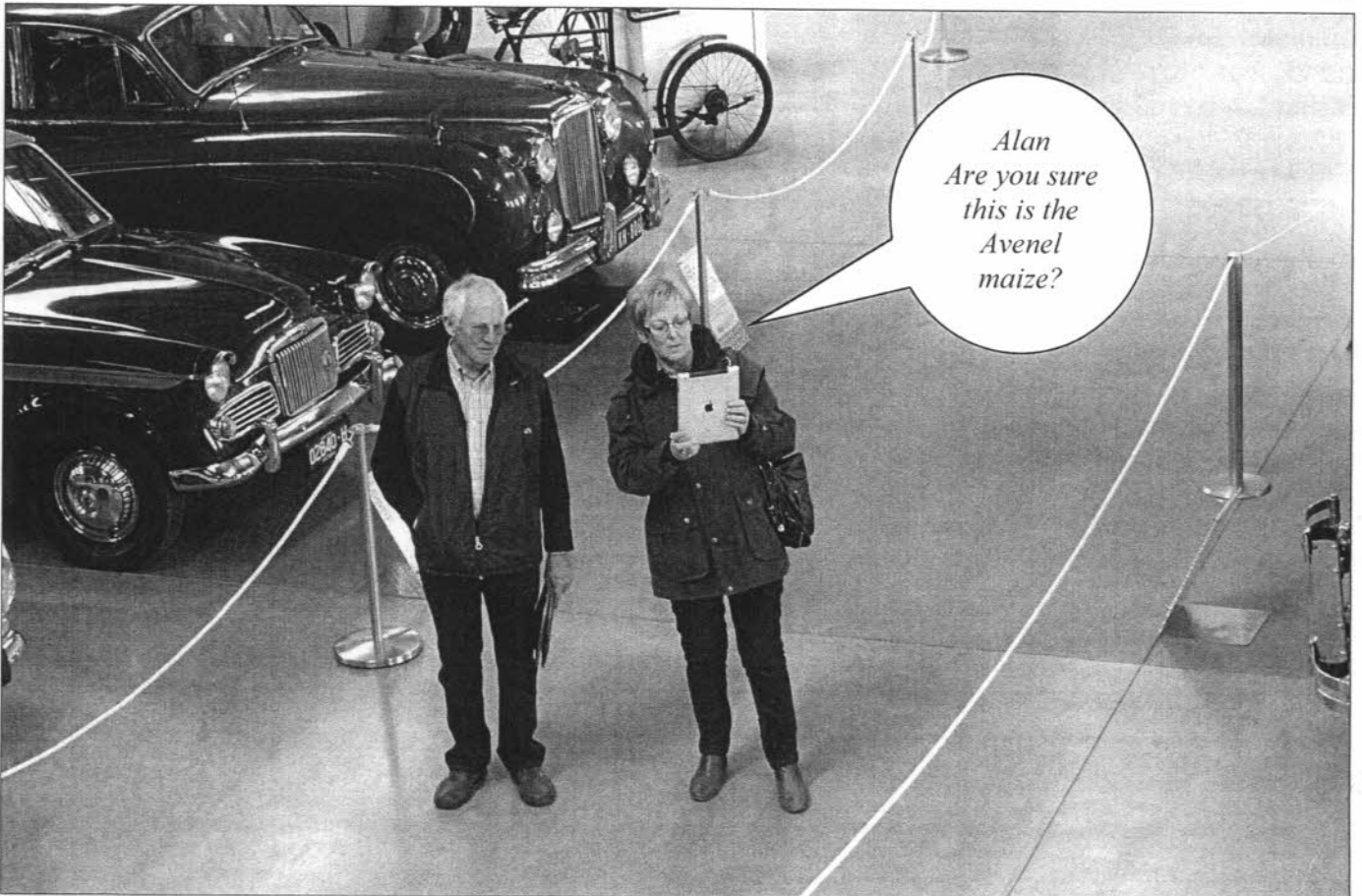
CONTACT
Dale Parsell
*his details
page 2*



FOR SALE

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

ALVIS PEOPLE BEHAVING BADLY



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

Original Hare mascot with radiator cap for earlier 12/50s. 10.5cm in height.
Asking \$500

Contact: Bob Blacket Tel 02 9997 2578
Email: deniseblacket@bigpond.com

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

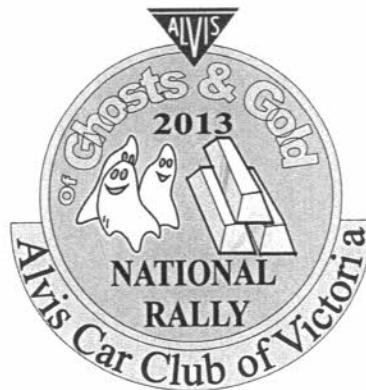
The 2 chrome strips that are on top of the mudguards of a 3 litre just behind the headlights. They are about 30cm long.

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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