

July 2012

Alvic

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

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Alvis Register Weekend

Cars I have Owned



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 Dead-
line - first Friday of the month.

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PRESIDENT'S REPORT

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Somewhere in ALVIC, there is a report on the VSCC Welsh Rally that Sally and I attended a couple of weeks ago. If people are worried that young people are not interested in old cars, then they should have seen those who attended this rally, superbly organised by Alvis owner Peter Fleming. Questions have been asked in recent times in what direction is the VSCC heading. Is it a club purely for the upper echelons of vintage machinery or should it be made available for other makes of vehicles that may, or may not be, of a much lesser quality or (shock horror) manufactured from a non European country.

Not everyone can afford a Bugatti or a Bentley or even a 12/50 Alvis, but to see so many young people having so much fun in Bullnosed Morris Cowleys, Austin Sevens and the odd bit of black iron, is to me what this movement is all about.

To see Patrick Ryan's son Connor driving his old man around (and using him as ballast) in the family 30/98 Vauxhall and to see other young people being given the chance to campaign the family vintage car, was just great to see. To me, who cares what sort of car you own, as long as you get out and use it and enjoy yourself using it, then that's fine with me.

My problem on this event was that I had the wrong car, but we went along and had a great time even spectating.

These youngsters should be further encouraged. It's clubs like the VSCC that can do this. Our club being a specific one make club and one with a relatively small membership cannot entice young people with events such as the one Peter organised.

So how can we entice people into the club?

I personally believe Alvis since its inception has been poorly marketed. If only the company had engaged a Charles Rolls or a Selwyn Edge type who both had the gift of the gab and who could both market cars exceptionally well. Both companies went down similar paths. Royce lost Rolls to a flying accident and Napier lost Edge over ego issues. What might have been is often (for me) a cause to reflect.

Very few Napier cars survive in fact there would be less than 50 world wide and six cylinder cars like mine you can count on one hand. Yet, it is surprising just how many people that you bump into know the name Napier, both for their work on cars and or aero engines. Ask anybody if they know what an Alvis is and you see the lights go out and the blinds come down! Might be a slim recognition somewhere and as for aero engines well forget that one!

Here lies a major problem. I don't believe Alvis cars are all that expensive. We are not talking Bentley or Bugatti prices yet, because people don't know their roots, history and all those good things we know, they are particularly hard to sell and lack the wow factor that other cars seem to attract.

I notice at Shannons, there is a certain 12/50 coming up for auction. It will be interesting to see where this car ends up. Will it be sold, passed in or go overseas?

Should we be doing something to raise the awareness of Alvis Cars? Should we be doing all the things that Alvis failed to do in terms of marketing and making a name for themselves and ours?

Maybe this could be a good exercise for the new committee after October? Or do we just puddle on and do our own thing and not worry about where we end up?

Chester

SUPPER -

COMING EVENTS

- 20 Jul General Meeting
- 17 Aug General Meeting
- 19 Aug **ROB ROY** this is a celebration of 75 years since the first Rob Roy event. A special occasion not to be missed
- 6-7 Sep Healesville Steam Festival The ACCV has supported this event on the previous 3 years and will do so again this year. Sunday is the display day. Some members have arrived Saturday and overnighted at the RACV Club. If you would like to do so, contact Chester for bookings.
- 21 Sep General Meeting
- 19 Oct Annual General Meeting
- 26-28 Oct **ALVIS AT AVENEL** - note, there is a limitation to accommodation **SEE PAGE 5** for details - John Hetherington
- 16 Nov General Meeting
- 24-28 Nov **RACV 80 Years' Great Ocean Road Celebration Tour** - it is expected that entries will be open from 1 July. Overnights at Torquay, Colac, Lorne, Port Campbell & Port Fairy. It is expected to be a very popular event & I will notify interested parties when more info is available. Let me know of your interest. - John Lang
- 2 Dec Christmas Party Balnarring Beach - Joc & Darrell

Front page: The TJ 12/50 the McDougalls borrowed in the UK

Dear Aussie Friends and Alvis mates,

On behalf of myself, David and the Holmes family I should like to thank you all for the messages of sympathy and support which we received during these last difficult months. Your words were a great source of comfort, and it was good to be reminded of the happy times we spent with you all.

We held a Service of Celebration for Peter's life in Polesworth Abbey on June 23rd and we were delighted that Andrew and Frances were able to attend. We met up with them the next day at the Midland Alvis Day held at the National Trust property, Calke Abbey. David drove us over in LWA 683.

I was reminded of the lovely time Peter & I spent there with Jocelyn and Darrell when they were over in the UK for the JNBC Reunion in May 2009 (Was it really three years ago?!).

Dear John,

Attached is a photo of Sue Holmes with the Woody at Midland Alvis Day and an email that Sue sent after the event. Thought you might be able to use the photo and parts of the email in Alvic. The memorial service for Peter in Polesworth Abbey was a lovely service and there was a good number of AOC members attending. I will put together an article on the Register Weekend and MAD with photos before the weekend. We both came back with colds and are starting to come good.



Regards
Frances

Dear John and Marg,

After now a number of years sans an Alvis in the shed I have decided to let my membership expire. It has been fun and we have made some interesting contacts and good friends during our involvement. We do, however, expect to be part of the event planning etc. for a 2015 event here in SA. While we won't be travelling in an Alvis we will have at least one more run with the group even though we will be driving in a Jag!

Although airliner, ship and even tour coach travel gets the nod, car travel is still very uncomfortable for Clova since her serious spinal problems, seems mainly to be due to sideways body movement caused by uneven road surfaces which we have in abundance nowadays, therefore we will not be attending your 2013 National Tour even though we, with great hope submitted an expression of interest.

Thought that I would bring you up to date,

Kind regards,

Duncan Scott.

We thank Duncan & Clova for their membership over the years and wish them well in the future.ed

PLEASE NOTE

MEMBERSHIP FEES ARE DUE & PAYABLE NOW

***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.***

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.

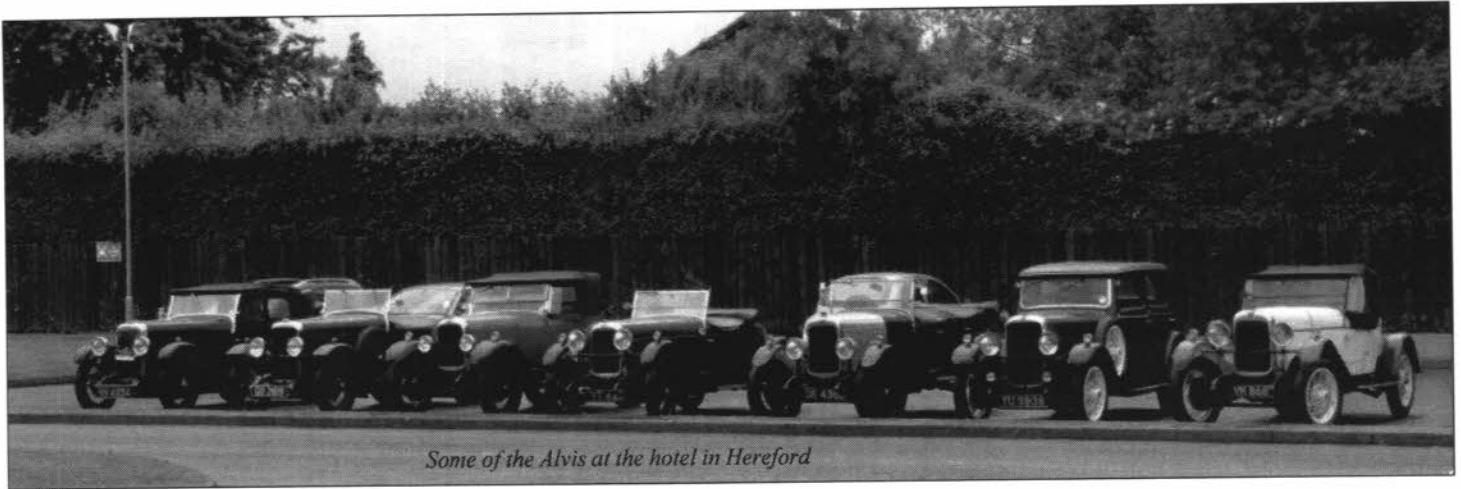
SATURDAY 27/10:- Visit the AVENEL MAZE and then drive for about an hour to " " SHEPPARTON to visit the brand new and very impressive " " MOTOR MUSEUM. A light lunch will be served. " " After lunch visit the SPC ARDMONA factory shop and/or the " " Shepparton Art Museum (SAM) where there are some very special " " sculptures on show. Or head straight off to CHATEAU TAHBILK via 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.



Some of the Alvis at the hotel in Hereford

THE ALVIS REGISTER WEEKEND: HEREFORD · 15 · 17 JUNE 2012

During our three weeks in the UK, we were fortunate that it coincided with the Alvis Register Hereford Weekend and we were even more fortunate that one of the organisers Dick Wilkinson had arranged for us to borrow his TJ 12/50 for the weekend. It was great to be able to participate in a "proper car!"

There were around 60 entries and it was a feast of 12/40s, 12/50s, 12/60s and 16.95s with a variety of body styles from saloons to wide bodies to beetle backs to ducks backs to sports tourers to tourers and Tony Cox in the Powys-Lybbe Special. The venue at the Three Counties Hotel was excellent as there was plenty of parking and everyone was able to walk around and view the cars.

The weather over the weekend was marginal with cool days and showers on and off on both days but with occasional bursts of sunshine – just enough to try and fool us that it was fining up and that maybe it was time to put the hood down. England has just had its wettest June in 100 years and the weather was much like it has been in Melbourne and it is called summer!

It was great to catch up with friends, to walk in to register and to be greeted by a smiling Ruth and Mike Hirst and Jan & Phil Diffey who had participated in the JNBC Memorial Tour of Victoria in 2008. Later in the evening we met up with other JNBC participants, Jo & Ian Todd, Thelma & Alan East, Martin Boothman and Kay & David Webster – it was a good reunion. Geoffrey Farrance from NSW was also in attendance.

The weekend runs had been organised with a choice of three different routes as well as a walking tour of Hereford. This enabled the entrants to be spread out on different local roads.



Jo & Ian Todd with Frances and the 12/50 TJ loaned to the McDougalls for the event

It worked very well and meant that you caught up with different people at various suggested stops along the routes. We travelled in convoy with the Todds and went first into Hereford Cathedral to visit the Mappa Mundi and the Chained Library. The Mappa Mundi is the largest medieval map of the world on a single sheet of vellum that is some 52 inches in diameter still in existence. It is an amazing map with Jerusalem at the centre of the world but showing the rest of the known world in some detail – China, India, the Middle East, Africa and Europe. The map has some colour used on it notably the Red Sea is in red! The Chained Library is exactly what it sounds like – the precious books both early printed ones and illuminated hand written ones are chained to the shelves and readers have to take them down, chain and all, to read on the desk below. The books are still in use today.

We did the Black & White Villages Tour on Saturday which involved around 70 miles of touring Herefordshire's old Tudor villages with their half-timbered houses, painted white with the wood in black. It was a very scenic route along hedge row lined lanes, vistas over the countryside and then entire villages with black & white houses. In Pembridge there was a very early 14th century hospital and almshouses and an extraordinary 14th century detached wooden bell tower beside

the church. The last stop was at Rowden Mill Station which closed as a station in 1952. It has since been restored as a house complete with the railway lines and platform. A loco and carriages beside the station are just waiting to resume their journey – the carriages are in the process of being converted into accommodation. The cars looked wonderful lined up in front of the station. All the cars were weighed on the weighbridge and our 12/50 weighted in at 1ton, 2cwt, 2qtrs and 15lbs.

On Sunday we decided to do the Hay on Wye and Back Route as this took us through the scenic valleys of the Wye and Dore Rivers. It involved a run up and down a 1 in 4 hill which the 12/50 managed without a problem and we had wonderful views over the surrounding countryside which was looking very green with the streams running at bank full after all the rain.

Hay is known as the second hand book capital and almost every second shop is a bookshop, there is also a ruined castle, a reminder of past turbulent times when this border countryside was fought over by the English and the Welsh. Today Hay is just over the border in Wales, so all the signs were in both languages. On the way back we stopped in Dorestone for lunch at a 12th century pub where Andrew had to duck to fit under the ceiling beams and then continued along narrow lanes and along a ridgeline which gave us superb views over the Cleve Hills and Black Mountains in Wales. The last stop was at Kilpeck village which has the most wonderful Norman Church built in 1140 with stone carvings that look as though they were completed just yesterday instead of a nine hundred years ago. It was a great two days of touring and it was lovely to see two Alvis cars winding their way along narrow lanes.

All in all it was a fantastic weekend, well organised, great route instructions and wonderful comradeship. We extend our sincere thanks to Dick Wilkinson for lending us his 12/50 as that just topped off the weekend by being able to participate in an Alvis.

Frances McDougall (& photography)



The Ex-Antony Powys-Lybbe Alvis E12-60 Racing Special Registration No. Go 5777 Chassis No. 8988 Engine No. 9516 Captain Smith-Clarke's 12/50 Alvis earned an enviable reputation during its production run from 1923 to 1932 latterly designated the 12/60 for reliability, economy and lively performance. It also however caught the attention of the motor sport fraternity, its engine proving receptive to considerable tuning without adversely affecting reliability and the E12-50 earned an excellent reputation on the racing circuits and in trials, today being much sought after for its versatility in Vintage Sports Car Club events. This car is perhaps one of the most famous of Alvis' E12-50 and E12-60 cars having a distinguished pre-war history in the hands of Antony Powys Lybbe. A talented driver as well as a clever engineer, he campaigned this car at Brooklands Donington and other competition venues with considerable success, the car being the subject of continual development during his ownership and enjoyed by him equally as much as his 8C Alfa-Romeo. The weary veteran was finally pensioned off and discovered in a breaker's yard in the late 1950s and acquired in 1961 and was actively campaigned at Silverstone, Oulton Park and other venues, proving highly competitive and one of the quickest 12/50s. The car was fitted with a 1½ seater Brooklands style body in about 1932, has a lowered chassis, the engine and radiator from a E10-30 are set well back in the chassis and double shock absorbers are mounted fore and aft on the rear axle.

ANTONY POWYS-LIBBE

29/6/09 - 10/5/04

British gentleman racer who owned the ex-"Raph" Alfa Romeo Tipo B. Started out racing Alvis, once beating Hans Stück in the supercharged 5.3 litre V16 Grand Prix Auto Union at Shelsley Walsh in 1936



Born at Rectory Farm, Streatley, Berks, Antony Powys-Lybbe was from a privileged background. He inherited when his father died in 1930. In 1932 he took up motor racing, both hill-climbing and on the track. Pre-war he drove an Alvis 12/60 and a Silver Eagle, notably beating Hans Stück in the supercharged 5.3 litre V16 Grand Prix Auto Union at Shelsley Walsh in 1936, albeit in appallingly wet conditions. He purchased a 1902 FIAT as a wreck from a farmer in the West Country. He got it to run and took it on several London to Brighton runs.

He took his racing seriously and even spent a couple of months in London at Alvis' workshops to learn more about the cars. Later he switched to running his cars through Thomson and Taylor at their workshops at Brooklands. They were responsible for at least one of Cobb's land speed record breaking cars and probably a few of his Brooklands record-breaking specials as well. In 1937 he drove John Cobb's Sunbeam to fourth place in the 500 Kilometre Race at Brooklands, sharing with Charles Brackenbury. In 1935 he acquired a 2.3 Alfa Romeo Monza which he raced until 1937 when he purchased a Talbot. In 1948 he bought the ex-"Raph" Alfa Romeo Tipo B. The Alfa was maintained by Thomson and Taylor again. He started racing it on small circuits such as Goodwood. Eventually he took it to Ireland to race at the Curragh and at Dundrod. As long as the Jaguars did not run, he had a modest degree of success, winning quite a few races over the following years, including the Wakefield Trophy in the Alfa in 1949 and 1953, and the Leinster Trophy and Ulster Trophy in 1950.

MORE MORGAN MISCHIEF.



MORGAN MOTOR
COMPANY

Most of the damage resulting from the soap-in-the-radiator episode was repaired quite quickly. The car was running well so all the mechanical problems seemed to have been resolved. My trousers were beyond repair but my scalded leg healed well. I never heard about Mr. Plod's bum but I'm sure that I would have heard had there been any total and/or permanent incapacity. There had been no complaints of indecent exposure from the primary school and neither bill nor official grumble from The Metropolitan Fire Brigade.

So, all was well with the world and we were all set for some fun. The car was to take us to the University Summer Ball. These were rather grand affairs lasting from dinner until after breakfast and held in several hallowed halls and adjacent marquees on the lawns sweeping down to the water. There would be about three bands including big-name ones and perhaps a celeb or two would appear during the evening. The food, the wine, the tables, the flowers, the music and the elegance of the dancers all made for a grand night.

Luckily it was a fine and warm evening and we did not have far to travel so we were able to squeeze into the very cramped cockpit, with the gorgeous long white ball gown with its voluminous skirt that the lovely lady was wearing. So long as I took care where I placed my feet there was room on the toe-board for hers in the delicate white satin shoes she had chosen. We must have cut quite a sight as we drove through London traffic with her stole fluttering in the breeze. We certainly received lots of toots and cat-calls.

We made a grand arrival under the portico. Several cars had arrived at the same time so the lackeys were all busy opening doors and assisting ladies to alight. I struggled "up and over" the driver's side of the car and walked around to assist the "delight in white" to get out. I was aware as I walked, of a certain "squelchiness" in my left shoe but my attention was elsewhere and there were only a few paces to walk. I opened the passenger's door and assisted her out of the car - a manoeuvre which can never be elegant when a ball gown is involved but we were doing alright until she was about half way out. At that point she let out a horrible scream. A truly dreadful scream..... The bottom half of the wonderful white gown was black! So were the delicate satin shoes. So was one end of the silk stole. And the more she screamed and carried on the more that free end jiggled up and down to spread the blackness far and wide. My trousers, socks and shoes were black anyway so she was no colour coding to help - but what was that black fluid spilling out of my left shoe?

The answer, of course, was engine oil. The pipe to the oil pressure gauge had sustained a hair-line crack just inside the firewall and just under the hem of the gorgeous skirt. Because the engine now had superb cooling the oil was not hot - indeed, the fine mist of oil must have been at just blood heat. Neither of us had felt a thing.

We didn't go dancing together that evening - or ever. The taxi journey to her flat was spent in silence, with all apologies refused by the averting of gaze. The silence was broken only by the grumbles from the tax-driver about the mess the smelly oil was making of his cab. Full of remorse, I went back to collect the car. The ball was in full swing. The night was young. Three and a half rolls of toilet paper sort of cleaned up my left foot and shoe. I had paid a lot of money for the tickets and the ball room was full of great music, good grog, delicious food and elegant ladies.....

John Hetherington



MIDLAND ALVIS DAY - AOC: CALKE ABBEY 24TH JUNE 2012

*from Frances McDougall &
photography*



After being able to participate in the Register Weekend, we were also able to attend the AOC Midland Alvis Day and so renew friendships made last year on the Nick Walker Memorial Tour of Great Britain – it is a wonderful hobby that we have in old cars.

Prior to the day, a memorial service was held in Polesworth Abbey for Peter Holmes, who with Sue had been part of our JNBC Tour. It was nice that we could attend, catch up with Sue and family and it was a lovely service which was a celebration of Peter's life.

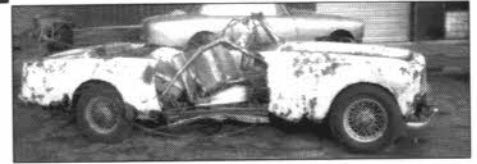
Dinner on the Saturday night was a wonderful night with the members of the Midland Alvis Group and David Head who was also attending the event. The following day saw about 40 vehicles on display in the grounds of Calke Abbey, which is a very large country house built in 1703. It has been added to over the years and was passed over to the National Trust in 1983 after the last member of family died. The house has been left much as it was and the Trust refers to it as a "country house in decline." Every piece of furniture and all the mounted animal heads and stuffed birds are just as they were left when the Trust took over the management of the house. Many of the rooms had been used as storage places by the family, so you have beds and floors that are covered by mounted animal heads, books, sporting equipment and toys. The trust continues to find more items as they explore further and have recently reunited the missing tail to the rocking horse! It was wonderful to be able to wander around the various rooms and have an insight into life in a grand country house.

There was a large variety of Alvis cars on display from 12/50s through to TE21s and at intervals those involved in the driving tests would head off out of the estate to return a short time later. The cars entered for the Concourse were inspected and the points added up. It was good to catch up with the Websters, Sue Holmes, the Forsters, the Kindells, the Smiths, the Milners and Iain Galloway at Peter Holmes Memorial Service. It was great to be able to participate in this event and that it coincided with our visit to the UK.



Aussies L to R: David Head, Andrew & Frances McDougall

"CARS I have owned"



Chris Prince

I was going to title this article 'the worst cars I have owned', but many of them turned out to be very profitable purchases and I can think of many worse possibilities in the second hand car market, so let us just call them notable cars.

One car, which many of you will know, featured on *Midsomer Murders*.

I bought the salvage from the filming company, it was interesting to learn some of the tricks of their trade. The fuel tank and pipe work is removed, carbys emptied of fuel and the battery removed. For the actual fire scene the wheels are removed and replaced with cardboard dummies to avoid exploding tyres.

I do have pictures of another wreck. Thankfully serious crashes are rare and despite the severity of this accident the driver and sole occupant of the car escaped with hardly a scratch.

The car was doing about 70mph on a motorway when hit by another vehicle. This caused a loss of control, the Alvis hit the central barrier and turned over. The roof immediately tore off and the car slid some distance upside down before coming to rest.

When I initially saw the remains my heart sank. There seemed little to save, all the panels were damaged, the seats were scuffed across their tops, the boot hinges were ground flat on the top, the suspension had clearly taken a knock and the



A few gallons of paraffin got the blaze going for the first few minutes of filming then the fire was extinguished. The body was then coated in inflammable jelly and the car re-lit for the second scene. This made the whole thing look much more dramatic. The fire was then put out.

The interior was completely wrecked, which was a shame because the front seats had picnic tables in the backs, an unusual feature. The roof had partly melted as had a bit of the bonnet, but under the bonnet was surprisingly sound. The distributor cap and leads were slightly melted but otherwise the engine was fine, as was the gearbox and all the chrome. The chassis was also retained. Unfortunately I cannot find any pictures of it.

condition of the engine was a guess. The carburettor dashpots had made little round holes through the bonnet!

Anyway, we struck a deal and I got it home. With the manifolds and carbys replaced and a fill of oil the engine turned out to be OK, but apart from the instruments and dashboard, there was not much else to save. The chassis was quite well bent.

Mostly though, it is simply rust, timber rot and neglect and there are a few contenders for the most rotten Alvis.

High on the list would be the TE, I fetched from Cornwall. Five speed box, wire wheels, who could ask for more. Apparently it had been left near a lead mine and something in the air had accelerated the rusting process.

I backed the trailer up to it and went to attach the winch. My favoured spot is the huge cross member beneath the engine, only in this instance most of it was missing. I ended up running the wire right under the car and onto the rear axle as being the only thing which would take the pull.

As the car inched towards the ramps I noticed the wheels were heading in different directions. The front cross member had given up completely and the chassis legs were starting the move apart allowing the engine to start to drop down. Fortunately the chap was on good terms with a local lad who happened to be working his J.C.B in a nearby field, so we slung a strap under the front end and used the digger to load it. Amazingly, the corrosion had not affected the engine and gearbox and once home, much of the car came to pieces quite easily.

Usually I can winch a car onto the trailer providing I can back up to it, my tractor and front loader comes in useful at this end for unloading. Many is the time I have tried to lift the back of the chassis only to find the middle of the car stays put. The



chassis seems most prone to corrode just under the rear seat and quite often with my sort of car, it breaks in half and makes it difficult to move it around.

There was one car I chose to leave where it lay. The chap said it had a very good chassis, but when we cleared the trees and undergrowth to take a look, he was quite shocked that much of it had disappeared. We agreed to let nature continue its course.

I have yet to dismantle a Park Ward Drophead; this despite rescuing some quite bad examples. One which I remember from at least twenty years ago had been kept in a lockup garage in London, a typical suburban group of backstreet garages in a



yard somewhat lower than street level. A burst water main had caused the entire yard and garages to flood to about five feet deep. The owner of the car, a series 1 drophead, was so disheartened when he opened his garage that he just shut the door and left. It was some months later when he contacted me to see if I was interested. We struck a deal and I went to collect the car. What a mess, there was a thick layer of dried silt over everything. When we tried to move it we soon found every wheel was seized solid. Fortunately I had brought a trolley jack and a bit of brutality with a heavy hammer on the discs and drums and we had it just about rolling. I sold it straight away as a project, actually the structure was OK, but goodness knows what the inside of the mechanicals was like.

I came by the remains of another drophead many years ago, it had been intercepted by customs and found to have been involved in drug smuggling. A condition of its sale was the car had to be cut up and the chassis destroyed. I learnt of this car and ended up buying the doors, screen surround and some other parts.

So much for the TD's, I have had a good many TA14's to



play with. Almost without exception the chassis will be sound, the same cannot be said for the bodywork. It is a standard job to take the rough body off and dust off the chassis to sustain the growing specials market. Recently though, something more interesting turned up, described as a coupe, I was expecting maybe a Carbodies or possibly something unique. It was certainly that! At first glance I thought what an ugly drophead, crude and boxy, very rotten, many of the body fittings and all the trim missing. The aluminium panelling was badly corroded in places and all things considered I could not see it being restored. Then it dawned on me, the hood sticks could never hinge down. They were not hood stick at all, but supports for a fabric roof. This was a faux cabriolet, a cheap way of putting a lid on a car whilst making it look like a drophead with the hood up. Anyway, all that remains of the body are some pictures, I do not know who the coachbuilder was.

I hope you have enjoyed this insight into the glamorous side of my work, if nothing else, I have learnt where these cars have their weaknesses and what to look for with a prospective purchase. This is information I am happy to share with would be purchasers to help anyone making mistakes.

Some Australian owners may be unaware of Chris Prince who has operated a new & used post-war Alvis spares business in the UK for a number of years..

.....ed

The GREAT Escape



**MACEDON RANGES WEEKEND
16TH AND 17TH JUNE, 2012**

The day did not start well. One of our black labradors, Suzy, got away overnight and was found with two large lacerations, apparently caused by a kangaroo attack – hardly a fair match – 'roos have razor sharp claws and are a dangerous opponent when cornered.

Anyway, Pauline, being a farmers daughter, got out her sewing needle and thread and stitched up the wounds (much to the horror of the vet who was consulted a couple of days later). As a result of which, we arrived in the Graber for lunch at Sitka Foodstore and Café at Macedon somewhat later than planned.

There was a frisson of concern on arrival at Macedon. The cover of the driver's seatbelt catch on the Graber had come apart on the Apollo Bay weekend a couple of years ago and I had never had quite got around to fixing it. I therefore, of course, did so on the morning of the Great Escape run, using the famous Locktite 406 adhesive, introduced to me by Alan McKinnon on the UK trip last year, where it did sterling service on the McKinnon 12/50 and the Graber.

When I went to undo the seatbelt at Macedon, nothing happened. Now, Locktite 406 makes super glue look like Clag. The thought crossed my mind that I would soon be surrounded by very well meaning Alvisi, armed with screwdrivers, pliers, hacksaws and the SES, trying to extricate the world's greatest Alvis mechanic from his latest conundrum. However, with some fiddling, I managed to get it undone and join the others for lunch. The moral, be very careful when using Locktite 406 – particularly don't rub your eyes, scratch your ear or undo your fly (or worse) when using the stuff.



At lunch, we joined **John and Margaret Lang** (modern), **Chester and Sally McKaige** (12/50), **Alan and Noeline McKinnon** (MG A) and **Bob and Lesley Northey** (Speed 20), **John and Annie Link** (modern).

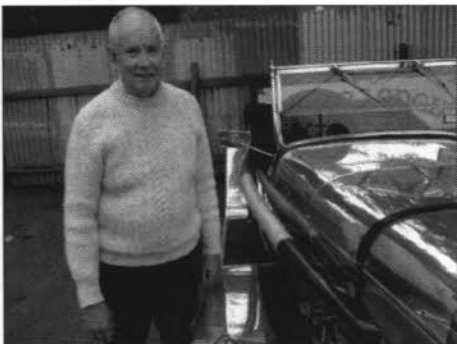


Following an excellent lunch at Macedon, we travelled through Woodend, Tylden, past the Lauriston reservoir (I didn't know it existed), and on to the Vaughan Springs Road, which involved a mile or so of gravel, at the end of which the Northey's Speed 20 called in sick with a seriously deflated front right tyre. Bob and Lesley changed it before I had time to head for the bushes for a call of nature and Lesley, showing true grit, hoisted the flat tyre onto the back of the car as if she did it every day. Somebody (not I) said it wasn't that hard, as the tyre didn't have much air in it.



We proceeded through the lovely old town of Chewton (where the Graber started to make a "funny noise" – like a golf ball rattling around in the front right mudguard – still undiagnosed) and onto the Campbell Street Motor Lodge, which we later found out was originally a boys' boarding school – which brought back fond (?) memories for me.

Shortly after we arrived, while I was fiddling with the Graber (something I do very well), a gentleman approached me in the car park, ignoring the McKinnon's gleaming 12/50 (obviously a man of exquisitely good taste). He asked what model the Graber was. Before launching into my potted version of the history of Alvis, I asked him if he knew anything about them.



Peter Dale

"Well, actually, I was President of the Victorian Club about 40 years ago," he replied. Talk about knock me over with a feather! He turned out to be Peter Dale, who lives at Castlemaine and Box Hill. He said that he had never actually owned an Alvis – so being President was quite an achievement. Peter remembered the clubrooms and he knows David Caldwell and Alan Willingham, who are fellow architects. Photos were taken and I promised Peter a copy of this issue of Alvic.



Simon Ramsay came to visit on the Saturday afternoon and Sunday morning, in his delightful red 2.4 Jaguar – it was good to see him again.

We adjourned for dinner to a Thai restaurant in Castlemaine, which had been a bakery in the gold rush days and where the Thai proprietors had preserved a lot of the old bakery relics.

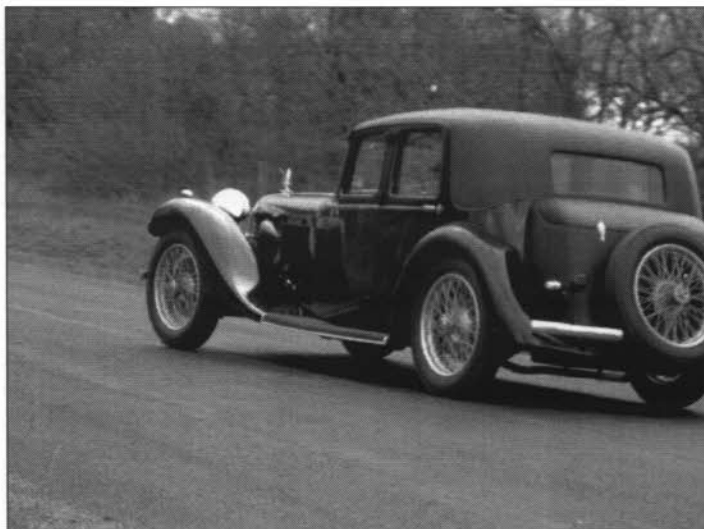
On Sunday, we set off for the run to Malmsbury, stopping at Maldon for morning tea. It was planned for a 20 minute stop, however the cars attracted some interest in the township and by the time the "boys" raided the toy shop and the "girls," all the other shops, a very pleasant hour was spent.

We drove through some spectacular countryside, the most dramatic of which was over Mt. Alexander, where the road twisted up and down the mountain and we travelled through cloud dense enough to put the headlights on.

On to Malmsbury, where we were joined by the Hetheringtons in their TE 21 for lunch at "Small Holdings," an interesting café/shoppe run by cheerful chaps who served up delicious meals, washed down with local Macedon Ranges wine.

And so it was over, too soon, and we all headed home. Thank you John and Margaret Lang for a most enjoyable weekend – these things don't just happen and their success is the result of careful thought and planning.

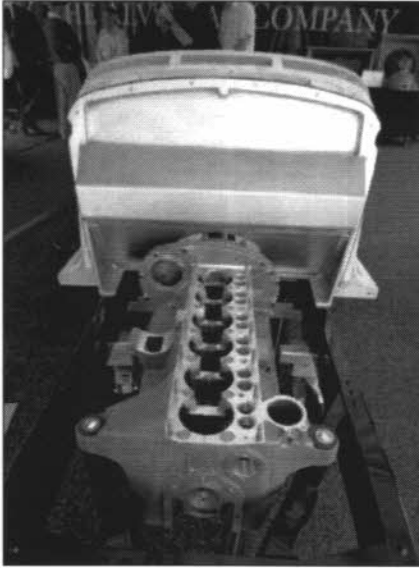
Richard Tonkin



*Above: the Northey's SA Speed 20
Below: 2 reprobates attempting to smuggle booze out of the Thai restaurant*



David Head just back from the UK sends the following photographs of the Alvis Car Company's new 4.3 litre DHC



IN THE WORKSHOP

Which modern shock absorbers are best suited to the TA21 –TC21 series of cars?



The following information is offered to members in an incomplete state and reflects work in progress.

Replacing worn out shock absorbers in these vehicles tends to focus on their ability to fit rather on their ability to effectively undertake the task.

The early series of cars were fitted with Girling shock absorbers. Unfortunately cross matching these with more contemporary brands ended decades ago. My initial starting point was finding something that fitted. To that end Gabriel Ultra shock absorbers were used. The following parts numbers are still extant; 69641 for the front and 69617 for the rear. The resultant ride is very firm.

With respect to the Girling shock absorbers The British Repair Manual lists

the following specifications for the TA-TC series of cars:

Compression 55lbs Front and Rear
Rebound 300lbs front and 350 lbs rear.
Vehicle weight 1475 kg
Weight distribution (unladen) 50/50

With this information I contacted Pedders as they manufacture shock absorbers and what's more they were willing to assist.

The issue they had with the data provided was the time period for the measurement of both the compression and rebound.

Their R&D department measure these over .3 of a second. I do not know what time frame was used back in 1952. Was it over 1 second or was it a purely static measurement?

The R&D staff at Pedders came up with the following products being the closest in their catalogue to TA-TC series of cars:

Fronts: Pedders Touring Black Gas part number 3302 (Also fits HQ Holden)
Compression 120 lbs and Rebound 600 lbs Both over .3 of a second.

At the time of writing the quoted price per unit for these was \$74.00.

Rear: Pedders Comfort Gas part number 8129 (Also fits Ford Econovan)
Compression 140 lbs and Rebound 450 lbs Both over .3 of a second.

The price of each was quoted at \$91.00.

If the results are measured over a second they appear to fall closer in line with the original specifications.

To date I have only fitted the front shock absorbers. In order to fit these the existing fork fitment on the bottom had to be removed. This requires some care in order not to damage the bush. I found that the standard Alvis attaching bolt provided a reasonable fit with the existing bush. An alternative is to have a new bush, with a 16mm hole, pressed in and then sleeve the existing bottom securing bolt.

As a word of caution the bottom pair of mounting brackets have a hole for securing the bottom of the shock absorber that is off centre. The bracket should be fitted such that the longer side should be innermost. This will prevent the shock absorber rubbing on surrounding suspension components.

Trying a set is obviously the best test however members may like to contribute to the discussion by offering comment or their own product recommendations. Replies sent to richardwallach@hotmail.com would be greatly appreciated and will be shared with members in subsequent publications. My road test of the new Pedders has not been sufficiently extensive to warrant a comment at this stage.

Richard Wallach



Dear John,

Some thoughts about Speed 20 Steering.

I had two problems, one was a violent wheel wobble of increasing intensity after going over road undulations and the other was a "wander" when driving on a good road- that made it hard work keeping a straight line.

The first problem was fixed by re-bushing the front kingpins which were found to be worn. Total cure.

The "wander" made me think of other things that can go wrong.

Things that can go wrong:

Has the main front spring settled and does this affect the steering geometry?

Are the tyres in good condition and wheels balanced?

Are the Shock Absorbers working properly? - I still have the Andre Telecontrols but they haven't been working for years - however they do provide a degree of friction.

What about Toe-in/out, camber and caster? I found in an old Alvisatics a table of settings for pre-war Alvis cars - my Speed 20 SC 1935 has 2deg camber, 2 deg caster and zero toe in. I carefully made the toe-in zero and it has transformed the steering- no "wander."

I'm back to enjoying the car again.

Cheers Des Donnan

Helpful hints

Now is a good time to prepare our cars for the better weather that lies ahead. One area we tend to neglect on the Three Litre cars is the steering and idler boxes because they are out of sight. When was the oil level last checked? Typical steering box lubricants, such as the Penrite product are very viscous and given the restricted access to both filler points, makes the task of topping up very difficult. Having removed the appropriate wheel, the problem can be solved by placing an appropriate amount of lubricant into the plastic top of a pressure pack can, first blocking the little hole with a match stick and then heating the fluid in the microwave. The end result is a very runny lubricant in a flexible container. A spout can then be made by squeezing the sides and the oil can flow easily into both boxes.

Another worthwhile task is to inspect the core plugs that lie below the manifolds. Any signs of seepage should be dealt with immediately. A benefit of replacing the plugs is the ability to flush out any built up detritus which settles behind the plugs and does not come out with the standard reverse flush. Replacing the coolant with a quality product will help ensure a cool running motor.

Richard Wallach ALVIC



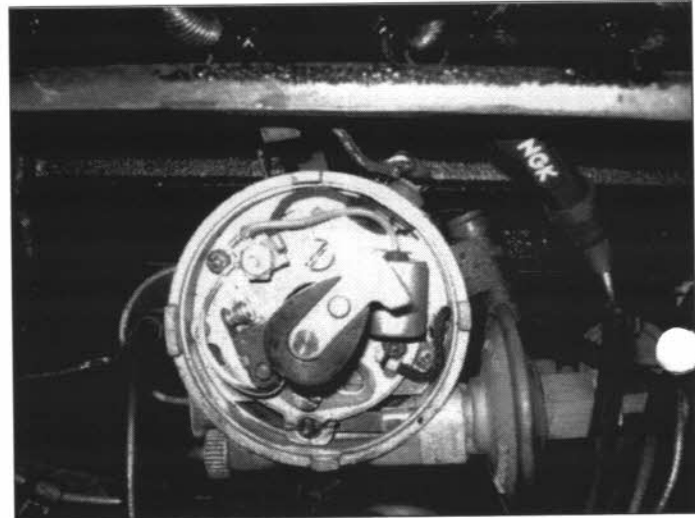
Top Tips –

The Distributor

Our top tips!

An efficient ignition system is critical to performance and poor running can frequently be linked to a badly maintained distributor. The internal low-tension wire inside the distributor is often in poor condition. This wire, which runs from the distributor terminal to the contact points, is usually made of fine stranded wire and designed to be flexible as the distributor base plate moves. The condition of this wire and its insulating sleeve should be checked carefully, as it often becomes brittle with age. It should be replaced with the correct type - not an odd bit of wire from a box under the bench! Remember, failure of this wire, or any shorting out through the insulation will stop the engine.

For similar reasons the external low-tension wires are often cracked, most commonly the wire from the distributor terminal to the condenser. Sometimes the wrong material has been used, or it has become hard and brittle; check ALL your LT wires, they should be supple without any sign of wear. An old trick is to run the engine where it is completely dark (but well ventilated) and look under the bonnet. If you can see little 'fireflies' dancing around the engine you need to inspect and replace the wiring in those areas. Have a torch handy and shine onto the spark and get an idea where it is. Please DON'T put your hands into the dark engine bay; *it is a good way to loose fingers!*



It is common for the automatic centrifugal advance mechanism to seize. To check this simply hold the rotor arm and turn it clockwise. It should turn freely through about 15° and then spring back to its original position. If it doesn't then you need to dismantle the distributor to free off the mechanism. It usually seizes on the centre spindle due to lack of lubrication. If it has been seized for some time and the ignition timing had previously been set statically, then once the mechanism has been freed up the ignition timing should be re-set correctly and the car's performance should improve dramatically.

David Langridge
Mechanical Workshop Manager
Red Triangle

VSCC WELSH WEEKEND

Chester and I recently took part in the "Welsh Weekend" held by the VSCC and loosely based on a British trial. It was ably organised by Peter Fleming but had the misfortune to fall on a weekend that followed some of the wettest weather that Victoria had seen for some time.

The actual trial was held on the "Cricket Willow" property of Ian & Trish Tinetti were mad enough to allow people in old cars to career all over the place as long as they didn't damage the willows used for making cricket bats.

We had used the 12/50 the weekend before on the Lang's excellent Alvis run to Castlemaine so Chester decided to give the Bentley a run. On the Sat we had an extremity-numbing drive up through Blackwood and Trentham to arrive at Daylesford for signing on outside the "Book Barn" on the edge of Lake Daylesford. After thawing out with a cuppa and chatting with other participants (and, of course, perusing the bookshelves) we walked a short distance to the Boathouse Café for an excellent lunch.

This was followed by a short navigational drive around the streets of Daylesford, finishing at the "Mill Market" collectables complex where (for a change) I bought nothing while Chester had a field day buying motoring items. Dinner was at the Daylesford Bowling Club Bistro and was good pub-style fare.

Sunday was the day of the actual trial and after heavy (and wet) fog initially, this lifted and conditions were cold but pleasant. Participants had five activities to undertake; a figure-of-eight egg and spoon drive, driving around a pole with a bucket on a rope, a slalom through the willows, a hillclimb and a parking test. We spectated as the Bentley was a bit heavy for these events but they would have been ideal for the 12/50. After a BBQ lunch we departed for home.

Whilst it wasn't an Alvis weekend the marquee was represented by Mark and Sue Burns in his 12/50 and by Andrew Green and his daughter Bella in their 12/50 (they actually won the heavy metal section). One thing that struck me was the number of young people competing which was good to see.

If this becomes an annual event I would recommend it, particularly to 12/50 owners and on another note, even if we have all been there before, Daylesford would be a good venue for an Alvis weekend sometime in the future.

Unfortunately we have no photos, as guess who left his camera at home!

who

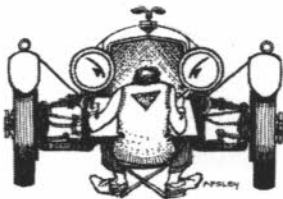


Sally Mckaige

CAN YOU HELP??????????

Mike Williams in Tasmania asks if there's anyone in the club who might have the capacity and be willing to store his TA14 DHC for him in Victoria, between the Avenel trip in October and the National Rally in April 2013 – it would save him the cost of ferry transits and 600km of extra driving.

If you can help, please contact Mike
mik.williams@bigpond.com
 or (03) 6247 8947



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The AOMC presents the: 2012 Club Management Seminar "Restoration Services" Saturday 4 August 2012

8..30am – 12 noon at the Chevrolet Club
 1/3 Edgecombe Court, Moorabbin (Mel. 78 B9)

There is no charge to AOMC Member Clubs but to assist catering please register with Graeme at the AOMC office before Tuesday 31 July with: The names of persons attending & The Club they are representing
 by faxing 03 9555 1230 or
 emailing to secretary@aomc.asn.au

Topics Include:

Manufacturing of Custom Hydraulic hoses

Chrome (and other) Plating

- What can and what can't be replated

Paint Stripping and Blasting

Oils for Historic Vehicles

Repair of Insurance Write-offs

Tyres for Historic Vehicles

- Antique Tyres will talk on Tyres

Resleeving of Hydraulic Cylinders

- Repair and rebuilding of Hydraulic components

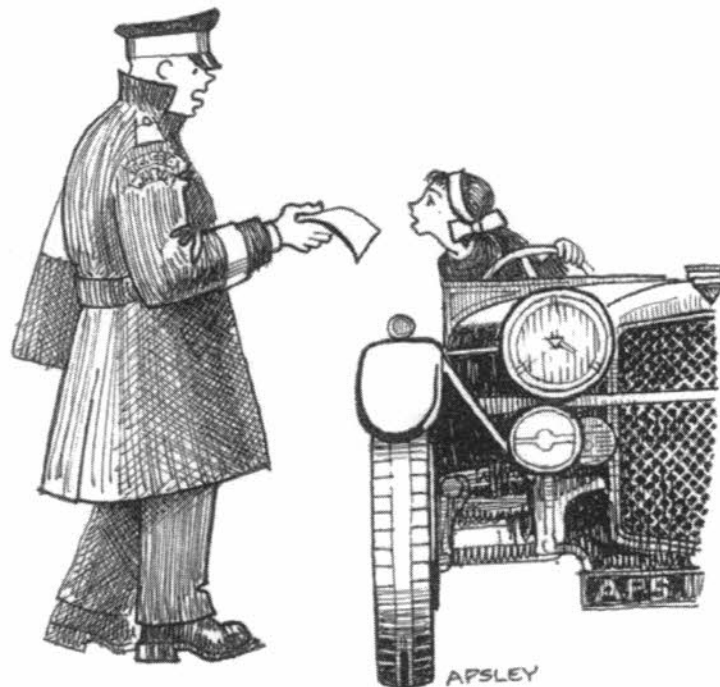
Lost Wax Casting

- How to create replacements for diecast components

And more



Amazing the number of Aussie owners who go to the UK for the UK summer. Geoff Farrence about to be picked up for his run with the Register
.....photography by Frances McDougall



"IT'S A PARKING TICKET, MADAM !"
"DOES THAT MEAN I CAN PARK ANYWHERE?"

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

ALVIS PEOPLE BEHAVING BADLY



Having been brought up on a farm, one would have thought that Pauline Tonkin would have been able to tell the difference between a nanny goat and a billy goat! Unfortunately the photographer missed capturing the look on the goat's face however we now know his name is Billy.

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

For Sale

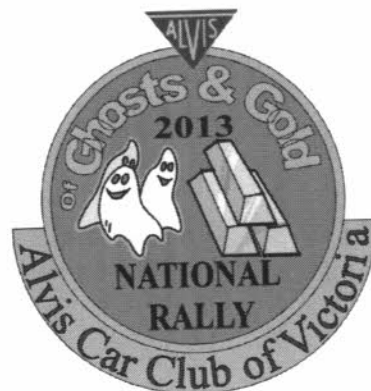
12/50 chassis in sound condition and various parts. \$500.

Contact Paul or Dale at HVR
(03) 9877 0666

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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