

April 2013

Alvic

The Newsletter of the Alvis Car Club of Victoria





APRIL 2013
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Alvis Car Club of Victoria (Inc)

A0017202F

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

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

PRESIDENT'S REPORT

I would like to start, by thanking John Hetherington for holding the fort at the March meeting whilst we were away on single and twin veteran rallies and for having to contend with a heavy sliding door at the clubrooms which came off the rails. This will require major work and will most likely involve some members' assistance in due course. Whilst we always enjoy participating in Alvis events we also enjoy the more primitive vehicle events. The Single and Twin Veteran rally in Canberra was held in fine warm weather with many locals out and about celebrating 100 years since the proclamation of the site for Canberra as the Nation's capital. Our little vehicles provided much interest for the public and we enjoyed being part of the celebrations. This was followed by an excellent extended weekend of motoring around Moama/Echuca with a wonderful entry of around 80 vehicles.

I understand that the Hogan's Pub run was enjoyed by all, which serves to highlight that this a great time of year to be out in cars. The weather is generally fine, mild and stable.

Talking of events, I am hopeful of being able to mount a good display of Alvis cars at the Classic Car Show at Flemington on Sunday 21st April. It hasn't been quite as simple as I had hoped to obtain a pre-entry, which saves a couple of dollars and speeds up entry into the event. I expect to get some pre-entry tickets in the mail in the next few days and distribute them to those who are able to attend. Direct contact will be made by phone or email.

Chester and John Hetherington have done a final sweep over the National Rally routes, making a few minor corrections and some tweaks to the Thursday run to save on a bit of arm twisting in power steered cars. I wish to thank all those who have been putting effort in behind the scenes to ensure that we have a great National Rally. I look forward to welcoming and catching up with all the participants.

Frances and I are off to the Barossa Valley for another veteran vehicle event on the 13th/14th of this month and on our return plan to spend a couple of days around the Grampians area checking out details for our extended weekend Alvis event, set for 18th to 20th October.

Also please make a note in your diary for the interclub Petanque/Boules/Bocce challenge which is set for Sunday August 11th at the Veteran Car Club Clubrooms in Camberwell. Details for this event will be provided in a later edition of Alvic.

For those who wish to have a meal at 6.00 pm at the Malvernvale Hotel prior to our meeting on Friday 19th April, please give Frances a call on 0417 310 852 by Wednesday evening prior, so that I can make a reservation with the hotel.

As I write this report, I have been informed of the sad news, that

long term supporter of both the ACCV and the Alvis Car Club in NSW, Joan Hemmings has passed away. Over many years we have enjoyed the company of Joan and her husband Brian on joint Alvis events. We extend our

thoughts and condolences to Brian and family and also to all their close Alvis friends who will most surely miss her.

Andrew McDougall

The front page:

Northeys make a fine picture steaming through the streets of Balharring Beach.

A very warm welcome to **Paul Braybrooks** from Cootamundra in NSW, who owns a Speed 20 Tourer and **Lawrence Storey** from New Zealand with a TC21

2013 COMING EVENTS

(please note: items in bold are designated club events. The remainder are either under consideration for inclusion or options available for your individual attendance)

- Apr 19 **General Meeting**
21 **RACV Classic Showcase at Flemington Race Course—page 7**
- Apr 28 - May 3 **“of Ghosts & Gold” 2013 National Rally**
- May 17 **General Meeting**
19 **AOMC National Heritage Day—more details to follow**
24-26 **Winton Historics**
- Jun 21 **General Meeting**
23 **Breakfast Run to the Fox Museum**
- Jul 19 **General Meeting**
- Aug 11 **Petanque/Boules/Bocce challenge**
16 **General Meeting**
18 **Rob Roy**
- Sep 20 **General Meeting**
- Oct 18 **General Meeting**
18-21 **Weekend Away - details to be advised**
- Nov 15 **Annual General Meeting**
- Dec 1 **Geelong Sprints (planning a short weekend away—overnight Geelong)**
8 **Christmas Party at the Langs**

OF NOTE

Oh to be in England now Spring is here!!!!!!!!!!!!!!
Mike Hirst



Vic Elliot has moved into an assisted living arrangement at a nursing home in Adelaide and any correspondence should be to him at 435 The Parade, Kensington Gardens SA 5068

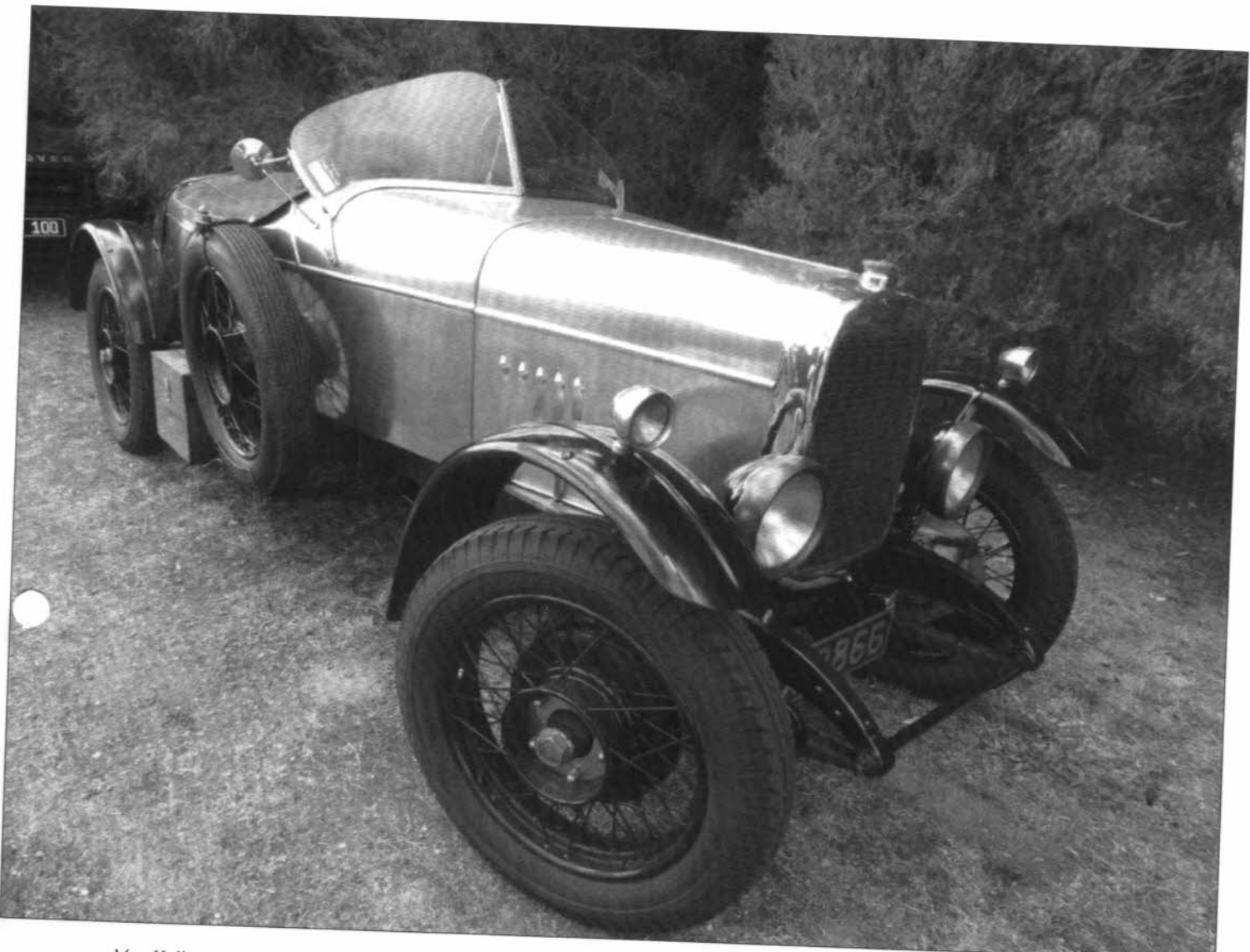
At the last meeting, we welcomed Mark Weller as a guest and he joined us on the Hogans' Run. Mark is looking for a Speed 20 or Speed 25 DHC or Tourer

Alan & Noeline McKinnon are presently enjoying the Targa Tasmania, driving (*if I heard correctly*) a VW Beetle

Des & Edna Donnan are about to leave for overseas with their FWD, for another foray in the UK. Also Parsells, McKinnons to the Alvis International at the end of June and David Head to Goodwood in September

Warrick Hansted has bought himself a 23/60 Vauxhall

Next month, John Layzell and son Brett, are about to launch on the adventure of a lifetime in the Peking to Paris challenge. We wish them the very best of luck in "Little Red" a VW Beetle.



Mac Hulbert took photographs of Steve Denner's 12/50 (above) and Mark Burns 12/50 (below) at the recent Eddington Sprints



Alvic

HISTORIC WINTON

24-26 MAY 2013

Historic Winton, Australia's largest and most popular all-historic motor race meeting, presents a weekend of non-stop racing featuring over 400 historic racing cars and motorbikes from the 1920s to the 1980s. Celebrations in 2013 include significant milestones:

- 110 years of Buick, Standard and Vauxhall
- 100 years of Morris
- 80 years of Railton
- 60 years since the 1st Redex Trial
- 60 years of Lightburn Zeta, Sunbeam Alpine, FJ Holden and Triumph TR2
- 50 years since the 1st Bathurst
- 50 years of EH Holden, Lamborghini and Honda
- 40 years of Leyland P76

Historic Winton highlights include:

- * Shannons Classic Car Park featuring car and bike club displays
- * Spectator access to the Competition Paddock with fabulous old racing machines on open display
- * A selection of Minervas
- * Veteran and vintage cycle-cars
- * If you have a classic or special-interest car or bike, join the spectator car park display.

Raceway entry fees: Sat \$20, Sun \$30, competition paddock \$5, children 14 and under n/c

Sunday 26 May 2013

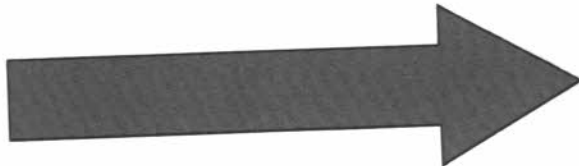
Join a special display on Sunday 26th May incorporating:

- * Historic Commercial & Military Vehicles - free entry for vehicles 50 years and older
- * Aussie Ute gathering for pre-1975 vehicles - great trophies awarded
- * Classic Car Show for veteran and vintage, sports and classics, hot rods and customs, street machines, commercial and motor bikes.

Public enquiries: Noel Wilcox

Email noelwilcox@rocketmail.com ph0413 702 558


Friday 24 May 2013 - Benalla & District Classic Car & Motorbike Tour. Be part of the Benalla & District Classic Car & Motorbike Tour assembling 9am on Friday 24 May at the Benalla Art Gallery. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display outside the Benalla Civic Centre from 3-5pm. Further information, phone Graeme McDonald on 0417 306 332. Proudly supported by the RACV, Benalla Rural City Council and The Austin 7 Club, organisers of Historic Winton.



**Please mark
this date in
your diary**



**We would like
at least 10 cars
present**



RACV CLASSIC SHOWCASE

Open to all Vehicles Manufactured In England and Europe

Incorporating

- The MG Club Annual Concour's
- The Mercedes Benz Club Annual State Concour's
- Austin Healey Club Display Day

Proudly Presented by

**THE ASSOCIATION OF
MOTORING CLUBS**

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**Music, Kids Entertainment,
Trophies, Catering Available**



Celebrating

- 100 Years of Morris
- 50 Years of
Lamborghini,
Hillman Imp, Rover P6



**Club Displays
Encouraged**

More details and site plans

www.aomc.asn.au

Details 03 9890 0524

RACV

SUNDAY 21ST APRIL 2013
Flemington Racecourse Members Car Park

Amazing how changeable the weather is during Victoria's autumn. One day it's a total fire ban, the next day it is raining! So there were heroes on the day and some who decided that they would forgo their hero status.

Chris Higgins whose hero status is legendary in that routinely he drives for a couple of hours in his 12/50, just to get to the start of events, decided early on, that wet pants and no fish was for another day! I don't blame him!

Dale & Maritta Parsell drove their MGB without roof or wet weather gear on the basis that the faster you drive the less wet you get. Suggesting that an MGB goes faster than the Silver Eagle on skinny tyres in the wet! Their hero status is questionable!

Simon Ramsay drove the Speed 25 with roof but no side curtains, so maybe 4 out of 10.

Richard Tonkin drove an Armstrong Siddeley (probably with heater) - no hero points for that one! In fact he will have to drive an Alvis to the next 5 outings to regain any status at all!

Chester, with Mark Weller. Speed 25, closed car - sensible choice.

Bosanquets & Sally McKaige - in modern with heater, cruise control, ABS, DRS, KERS, electric window what can we say - dear! Dear! dear!

Mac & Madge in MGY saloon - no push start required this time! Well if you haven't got an Alvis in Australia, I suppose an MG will do! No hero points though!

Hetheringtons in the TE21 - sensible choice

Northeys in a Subaru - tut tut tut! 12/50 wouldn't start. What a missed opportunity for hero status - 3 up and Lesley sitting in the ducksback's tail - now there would have been a heroine!

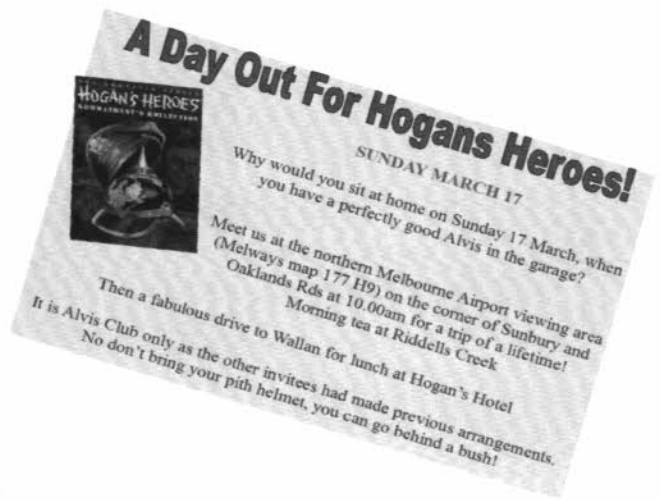
All met to the north of Melbourne Airport and departed on time via Wildwood to Riddells Creek for morning tea. Into "Seasons Cafe" where there was a full house. Amazing how quickly the manageress found 20 seats for our booking! Not sure what she said to those halfway through breakfast, but they fled. Probably told them that we were on Harleys and members of the "Hells Angels."

Great driving through the Kerrie Valley to Romsey and on to Hogans at Wallan.

Unfortunately people parked all over the place making any group car photography impossible!

So, pics only of people eating And talking

Thanks to Mac for the photography.



Left & above: some of the eaters, some of the talkers. Not a hero in sight!

A VISIT TO FORT LYTTON BY THE MINI ALVIS CLUB OF QUEENSLAND

17 March

There were three Alvises left on the grounds of Fort Lytton, Queensland when Greg Berkman in his Narrow Tourer 1927 12/50 leant over and said to me "We can form our own Alvis Club!!" On his other side, starting his engine, was Bruce Jorrs in his 1926 Ducksback 12/50; my TC 21/100 DHC Grey Lady completed the triumvirate .

It was a beautiful Queensland day and the end of a fascinating visit to the Fort, organised by the Vintage Car Club of Qld. (VCCQ). Twenty five Vintage & Classic Cars, with a few moderns gathered at the Club Rooms for the pleasant short drive through back street countryside to the Fort site. Jon & Lyndall Voller came in their "restored" Alvis TC 21 Grey Lady saloon, so the Alvis contingent was well represented amongst the large selection of beautiful vehicles.

The first report of a Fort on this site, south side of the Brisbane River, was made in 31 August 1877. It is unique as it is the only Fort with a moat, in Australia; the moat being hand dug by Queensland prisoners – not convicts. They were housed on the River and rowed across to the site, given a pick & shovel & told to dig or NO FOOD!!! The design & operations were based on experience gained in the American War of Independence – so mines were laid in rows across the Brisbane River and controlled by electricity from a control room in the tower. This was very innovative for its day and the personnel were initially Red Coated British Artillery. The first gun dates from 1878 and is still fired on the first Sunday every second month. This is quite an achievement as all guns from the Fort were taken to the Wynnum foreshore in the early 1900s for kids to play on!!

The Australian Army took over and there was a brief Russian scare, when the Fort was made ready to protect the City of Brisbane. Training for WW1 took place at the Fort.

In 1938, the Guns had all been removed and the Fort became a Signal station. Fort Batteries at Moreton & Bribie Islands took over the defence. After WW2 the Australian Army moved out, the brick & stone buildings survived a fire in late 1940s when the long grass was torched by the Caretaker. The large wooden superstructure which stood on top of the stone base succumbed to the fire, however photographs show it looked like something out of the "Wild West"!!! Ampol bought the site for a refinery in 1960s & in 1984 the land was sold back to the people of Queensland for picnics and recreation. Some Animal Quarantine took place on the site until 1984.

Sixteen WW1 Veterans formed the Fort Lytton Guides and

the organisation still continues today with volunteers to show people around the site. We were able to walk through dark passages, look at a "Disappearing" Gun made in the Armstrong Works on the River Tyne, Northumberland, near the village where I grew up as a small child. The Gun number 4833 was built in 1886, fired 100lb shells and took 1½ minutes to load with an 8 man crew. They hope to have it firing again soon!!

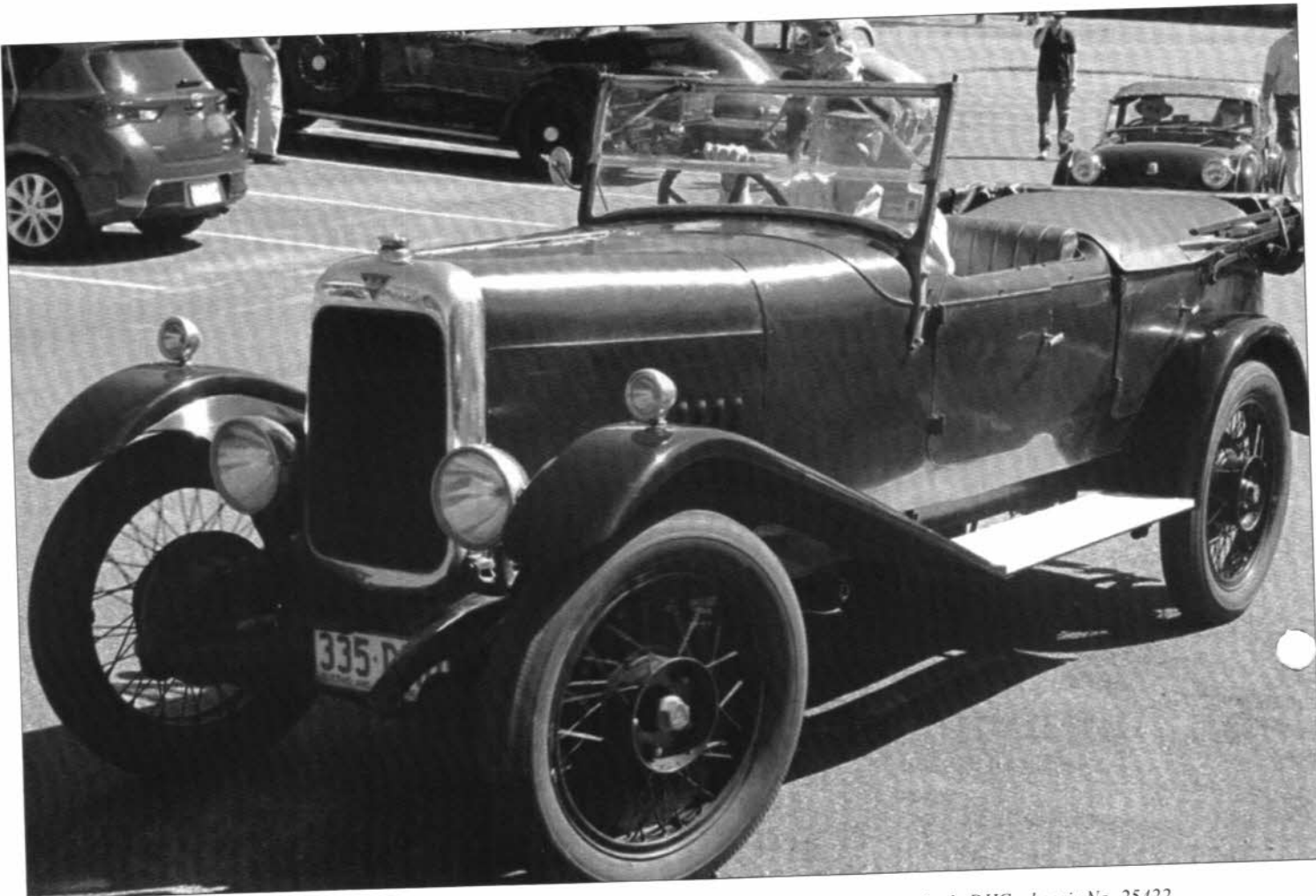
One got the impression that it was with regret that none of the Guns were ever fired in anger – they are fired now as entertainment for passengers on Cruise ships, which enter the Brisbane River!!!

So the three Alvises set off to join the rest of the group for an excellent lunch on the deck of a VCCQ member's house overlooking a brilliantly blue Moreton Bay - a wonderful, relaxed end to a great motoring experience!!

Ronnie Brown



Above: Bruce Jorrs' Ducksback Chassis No 4192



Above: Greg Berkman's 12/50, Chassis No. 4858 and below: Ronnie Brown's TC21 Grey Lady DHC, chassis No. 25422



Alvic



Top Tips – PRE-WAR CARS - HUBS & DRIVE PLATES

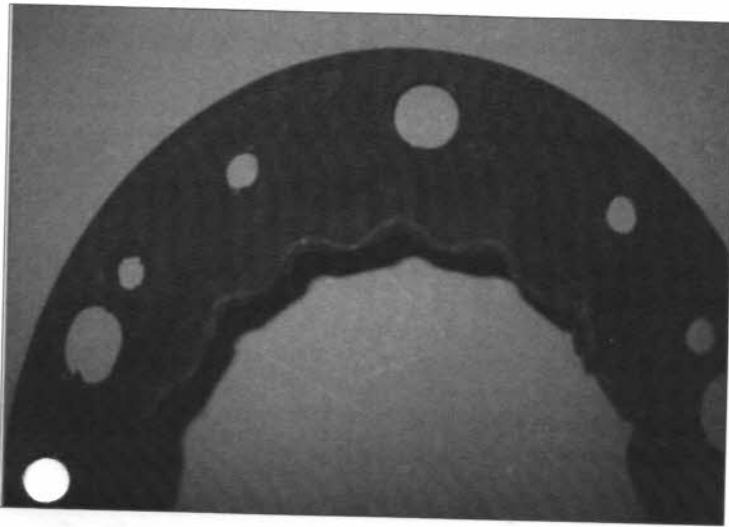


Figure 1

Wear in the wheel drive plates (often called jelly moulds) and the dowels, is quite common and results in clonks when taking up drive and braking. Eventually the holes elongate to such an extent that the three retaining screws that hold the drive plate to the hub actually shear. Although this condition is undesirable, it is not immediately dangerous. However there is one implication that is not so obvious. As the wheel clunks backwards and forwards on the worn drive plate, the wheel spinner moves with it. This is because the spinner locks onto the tapered wheel centre. The wheel spinner is open ended and the threads are exposed to water, road dirt, grit and salt etc. These contaminants mix with the grease on the threads and after time, form an abrasive compound similar to grinding paste. Therefore when these conditions exist, rapid wear on the hub threads and spinner threads occurs.



Figure 2

We therefore recommend that periodically the threads should be thoroughly cleaned and checked for wear. Carrying out these checks on a number of cars has revealed an alarming amount of wear, which could result in the threads failing and then the loss of a wheel.

Recommendations: -

- 1) Rectify worn drive plates and dowels before they get really bad.
 - 2) Periodically clean the threads on the hub and spinner with solvent, inspecting for wear by fitting the spinner on the hub without the wheel and rattling up and down. Then apply fresh grease.
- These actions could ultimately save the replacement of hub and spinner and prevent the possible loss of a wheel.

Dave Langridge
Mechanical Workshop Manager – Red Triangle

THE TALE OF TWO ROADWORTHY CERTIFICATES

I recently sold my 1967 Mark I MGB, providing a Roadworthy Certificate. I went to a local roadworthy man, who seemed to be very efficient and he gave me a list of about 20 items going into very fine detail; including requiring me to take off the reversing light switch which was factory fitted when it was first registered in 1967 and insisted that it be gearlever operated, otherwise he wouldn't pass it for roadworthy.

In addition, he said that the speedometer needle was flickering and reading slow, the window winder was stiff and needed to be fixed and the spare wheel had to be fastened into position. \$1100 fixed those four problems. I also repaired the heater as there was no demisting available on the windscreen (which was reasonable). There was a slight knock in the rack and pinion steering which was going to cost \$280 to fix the right hand end or \$450 to replace the whole rack and pinion system which I did. The handbrake was worn and needed to be fixed and so on and so on. A total of \$3,500 later, I had a roadworthy certificate, a happy buyer and completed the sale.

I then found a rubber bumper late model 1977 MGB which I bought in Berwick, Victoria and the seller provided a roadworthy certificate. He fitted two tyres, and repaired lights, signals and reflectors. The horn needed a loose wire fixed and the lights were focused. He made a special note to say there was a knocking noise from the steering rack, which was the same as the problem I had on my first MG, but that it was still roadworthy.

The next day I took the car to the same local man and asked him to go through the list as though it was to be a proper roadworthy to the same standard as my previous roadworthy. He produced the following list: -

- Align both headlights
- Sheet Metal at the front of the boot had speakers fitted which should be removed and the sheet metal welded back in.
- Upper bumper stops split
- Lower bushes split
- Steering rack box has free play
- Both front upper control arm front bushes split
- Diff oil leaks
- Engine and transmission oil leaks
- Both rear and trailing arm bushes split
- Speedometer jumping and reading wrong speed
- All wheels to be balanced
- Steering and suspension to be aligned

When I went back to the seller's roadworthy garage, he said he was sympathetic to old cars and although many of these things were split, he considered the car still to be roadworthy. He advised that some people find faults in order to make a fortune on the repairs.

He specifically said that an occasional drip of oil from an old car didn't make it unroadworthy. However, if it was leaking badly, of course it would have to be fixed. He refused to acknowledge any of the items brought up in my roadworthy.

I then registered the car and I will proceed to fix the problems raised at my own expense. My expectation was that the roadworthy given to me by the seller would give me the car in excellent condition just as I had done with my sale. Roadworthy Certificates are obviously very flexible and vary from mechanic to mechanic. It is probably better when purchasing a car, to obtain a roadworthy from a neutral party whom both buyer and seller agree upon.

I hope this cautionary tale is helpful when people are buying and selling cars.

Interestingly, I spoke to Shannons on another matter and they advised it was preferable to sell a car without a roadworthy as they cause too much conflict between buyer and seller which could lead to the buyer being able to back out of a transaction.

Of course if you purchase a car without a roadworthy you have to be prepared to maybe spend a lot of money to get it right.

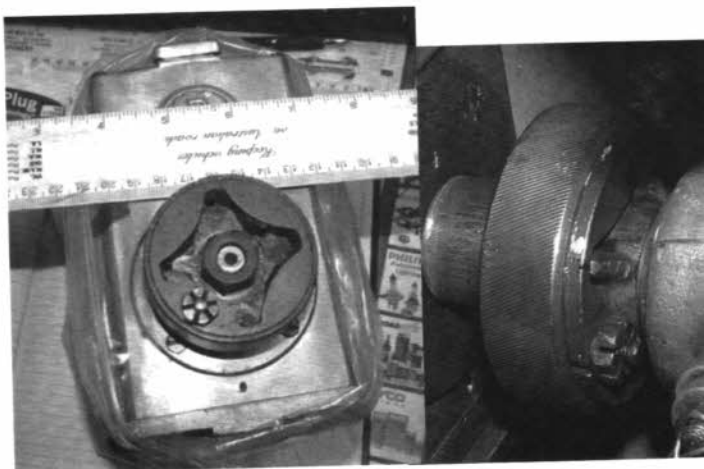
Yours in motoring

JOHN LINK

Wanted:

Magneto coupling or parts as per photo. Fitted to SA Speed 20's amongst other cars in the early 1930's.

Dale or Paul, Historic and Vintage Restorations, 03 9877 0666



SOME NOTES ON PREWAR ALVIS ENGINES

I have run SA Speed Twenties for over 30 years (same motor as the SB) and mended many. The original 'safe' maximum engine speed was said to be 4500 rpm with a 4.5 axle ratio. Today an engine running an original crankshaft and connecting rods, in perfect condition, should never cruise higher than 3200 rpm with short bursts up to 3500 on the indirect gears.

There are a number of factors to take into account when deciding how fast to run these engines:-

What is the condition of the engine? Reputed rebuilds without certification and evidence may have been partial. The only safe bet is a thorough strip followed with inspection by a marque engineering expert to assess the true condition. The immortal words "reground crank and new white-metal bearings" is no guarantee of engine-worthiness to run at high speeds.

Original reciprocating components are liable to metal-fatigue due to old-age and overheating by previous owners and/or unskilled assembly.

Many cars were driven through the war period and may have had several impecunious owners so maintenance and overhaul may have been skimped. (Don't blame early and impecunious Club owners – these were the guys who saved many of these cars for us from the scrap-yard when they had no value!)

Most crankshafts have been reground several times, sometimes below the safe limit. They may have been re-assembled with new, extra thick white-metal bearing material to make up the space in the con-rod big end. This extra-thick white-metal squashes under pressure from high revolutions and temperature and *will* fail very quickly.

Connecting rods have often been abused by over-revving, over-tightening and overheating in around 80 years of service life. The original 'pinch-bolt' gudgeon-pin clamp design is not considered good engineering practice today and they are liable to wilt and break, wrecking an engine! This happens due to the uneven stress loading around the clamp bolt area in this arrangement. Today gudgeon pins are not clamped but fitted by means of heating the piston and freezing the pin at the moment of insertion; the subsequent reduction/rise to ambient temperature providing a secure interference fit without the need for a clamp bolt. New connecting rods without clamps enable this better technology to be used improving the reliability of the engine.

If you want to run 80 + years old engines at original speeds or more you really need a new crankshaft as well. The four bearing design is still a limiting factor, but modern crank materials, design, balancing and the ability to use shell bearings give a much improved life and smooth running. Alvis were no strangers to shell bearings and they were specified on Silver Crest and 4.3 engines before World War II.

It is important to check and, ideally, up-rate the oil pump and other bearing areas in the engine and a conversion to full-flow oil filtration improves bearing life enormously. The original six cylinder oil pumps don't have much reserve capacity. A lot of oil pressure may be lost through wear to the spigot supporting the timing chain tensioning device. All pre-war engines should run at 45 psi @ 2000 rpm HOT. That is **not** hot from a gauge reading from an engine left idling but after a ten mile run with a few hills to thoroughly warm everything!

When overhauling an engine, it is absolutely vital to eradicate wear at every point if the original performance, reliability and silence are to be experienced. In addition to the more familiar pistons and bearings, worn valve gear including camshaft bearings, camshaft lobe profiles, lifters and rockers cause a huge reduction in power due to retarded timing making the engine inefficient, noisy and causing the driver to use heavier throttle openings to achieve a desired performance. This is not good – it increases fuel consumption, puts the engine and particularly the cylinder head under constant pressure and often increases coolant temperature.

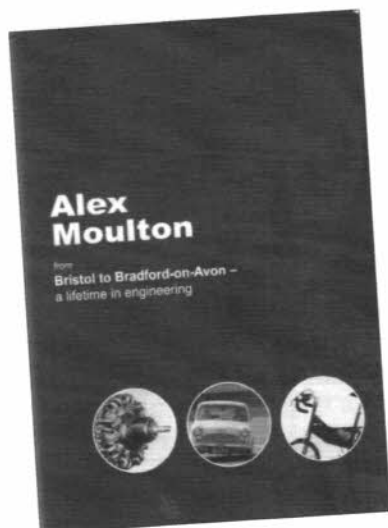
While this has nothing to do with these engine notes, increasing the final drive ratio stresses the engine enormously on motorways. Raised axle ratios and overdrives have become very fashionable these days, but on the smaller capacity sixes the engines are pulling too hard for too long on the long motorway hills that these cars were never designed for. This is inclined to overheat the valves and valve guides and shorten their lives.

Nick Simpson.
AOC Technical Advisor and ACCV member
Roussillon.
2013.



ALEC ISSIGONIS, ALEX MOULTON, ALVIS

and HYDROLASTIC SUSPENSION



I have recently been reading Alex Moulton's interesting autobiography, "Alex Moulton-from Bristol to Bradford - on - Avon - a Lifetime in Engineering," 2009 Rolls-Royce Heritage Trust, to whom acknowledgement is given.

What is so fascinating is that, in collaboration with Alec Issigonis, Hydrolastic

Suspension was tried out at Alvis before it was taken up by BMC for the Mini, which is generally considered to have been the first. Exactly what Moulton's relationship with Alvis was, if any, is not clear, but it is well known that Issigonis worked at the Alvis in the mid fifties on a new, not proceeded with, prototype, between his work at Morris on the Minor and returning to BMC for the Mini.

I can do no worse than quote from the relevant paragraphs of the book.

"1952 saw the formation of the British Motor Corporation (BMC) which was essentially the merger of Austin and Morris with its subsidiaries - MG, Wolseley, Riley etc. This merger was driven by the formidable Leonard Lord, the boss of Austin, who at one time had worked for William Morris. Alec Issigonis had risen to be Chief Engineer at Cowley and was highly regarded there due to the success of his Morris Minor. He feared for his position with the technical authority moving to Austin at Longbridge.

John Parkes, Chairman of Alvis in Coventry, together with his son Mike (the future Ferrari racing driver) were both friends of Alec. Sensing the doubts in Alec's mind about his future at BMC, Parkes suggested he should join Alvis to design a medium sized car which he had in mind for significant production, in contrast to the ageing "Silver Lady" (sic). Alec jumped at this opportunity, which would give him full authority for the new design. By 1953 Alec was at work in the Alvis works in Coventry in a little "cell" comprising principally Chris Kingham, a most able mechanical designer of long experience at Alvis, John Sheppard and Harry Barber, a design engineer from the industry's body manufacturer, Pressed Steel. The car which Alec was projecting was essentially a four door "three box" of conventional shape. The engine was a three-litre V8 in aluminium which was designed in the cell

and was located in the conventional position at the front and driving the rear wheels.

The all-independent suspension was by telescopic dampers, each with two rubber springs in series fitted back-to-back around the damper rods, The rubber springs which were used were our new cone springs with rubber bonded between an inner and outer conical metal ring-the design we had successfully developed in 1951 for the Admiralty minesweeper engine mount contract. These units were installed like today's "coil over shocks" but acting through rubber bushes onto the suspension arms, and not to be confused with the now ubiquitous MacPherson struts which were then first appearing at the front of the new Ford Zephyr and Consul. We were sensitive to the importance of not having "sticktion" in suspensions and used to push down the front of the Fords to feel for this.

"At Alvis I remember the enthusiastic discussions we had with Alec and John Morris on the merits of interconnected suspension. I believe that they had done some experiments together before the war."

"My notes and diaries remind me that early in 1955 I was in a state of high activity in my little research cell at Bradford, with frequent visits to Alec in his little cell at Alvis in Coventry, when I would stay overnight at a travel lodge at Kenilworth. There we sometimes entertained young Mike Parkes who was later to become a notable Ferrari works driver."

"Our suspension worked satisfactorily on the prototype" (presumably Alvis, but not stated?) and the inherent "rising rate" progressive stiffening of the rubber in compression and shear was appreciated for the cornering stability it gave. I recall trying the car for the first time on the road at a "secret" rendezvous at Point X, north of Cirencester, with Alec driving. He then visited at Bradford to see the first experiments on our test rigs of the interconnection, having lunch at the Works and meeting my brother John, who remembers being impressed by the car."

"Sir Leonard Lord, later Lord Lambury, had a vision for the future of the British Motor Corporation (BMC). He was determined to replace the entire amorphous range of models inherited after the merger, essentially Austin and Morris, with three new "platforms." To design them, he was seeking the best automotive engineer in the country, whom he knew to be Alec Issigonis. So John Morris, as an old friend of Alec's and the Chief Engineer of SU (now belonging to BMC), was instructed to get Alec back to BMC to be responsible for the engineering of these three

new platforms, which were destined to bear the badges of the many marques acquired by BMC.

Alec was for some time tempted but not convinced that he should accept the offer. I recall walking with him in April 1956 in the little square outside his hotel in Turin. We knew of the doubts whether Alec's Alvis prototype would ever be put into volume production and I was urging him to see the scope and opportunity for his talents for high-volume car designs at the new BMC.

In a meeting with Sir Leonard Lord and George Harriman about his return to BMC, Alec mentioned that he was keen to continue the collaboration with me on my new rubber-based innovations, especially the fluid interconnected suspension of which we had experience at Alvis. The idea of an opportunity for exclusive rights in a new field appealed to them and it was arranged for me to meet them on my own. It is worth reflecting that Alec, in accepting to join BMC, wanted to strengthen his position by bringing some new ideas in his portfolio. His reputation was high due to the success of his "Minor" launched seven years earlier. So he was pleased to bring with him the prospect of the radically new interconnected suspension. He had confidence from the work we had done together over the last few years, culminating in the road test at Alvis, to propose this system to be used across the range of new cars which he was being hired to design."

"Despite the limitations of our lash-up on the Alvis being a "hybrid," as only part of the load was being taken by the fluid under pressure (the rest by the rubber cone springs), I shall never forget the revelation at Coventry, with Alec driving, of experiencing the "big car" ride due to the lowered pitch frequency. The reality of the benefit of fluid interconnection was thus revealed and the seed was sown, not that we realised it then, for the radical new

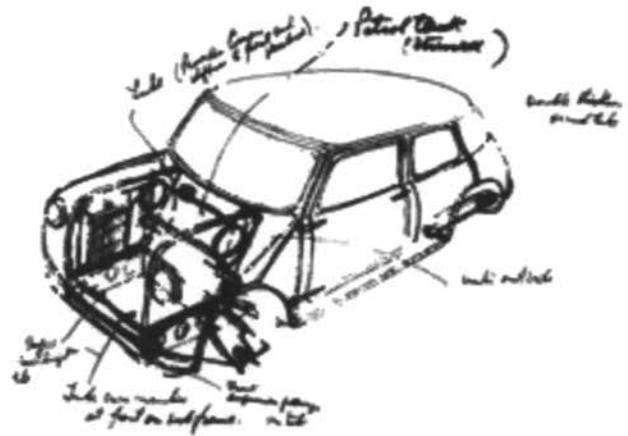
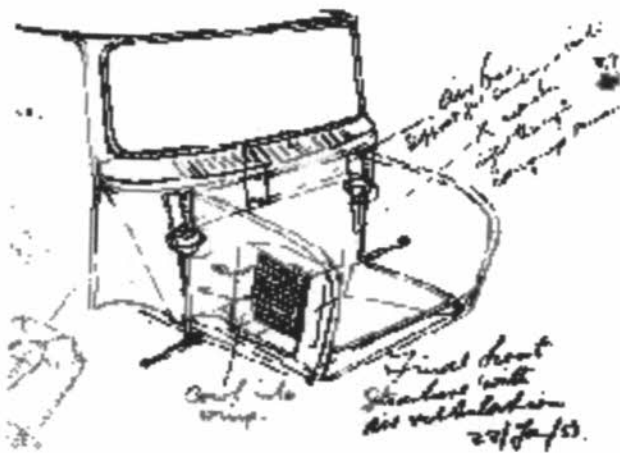
suspension to be made in vast numbers."

Some questions are posed, which have been answered for me by Malcolm Davey and Francois Gordon. Two prototype cars were made, which were small conventional looking saloons. The intention was to launch the car in two engine sizes, the V8 and a four. The car tested as in Moulton's write up above was one of these with the all new V8 engine. This featured the rubber coned suspension. The hydraulic interconnection is thought to possibly have come later, although fluid under pressure is referred to above and as we have seen, this was developed by the two of them during Issigonis' tenure at Alvis.

The surviving Alvis mid engined 3 seater prototype at the British Motoring Heritage Trust at Gaydon is a different car, dating from Alvis' partnership with Rover and uses the Buick derived three and a half litre V8.

What an innovative Company Alvis was !! FWD, Sychromesh gearboxes and although never put into production, as outlined above, Hydrolastic suspension.

CHRIS STORRAR





FOR SALE

1935 Alvis Speed 20 SC
Chassis # 12052

Ex-Roland Comfort and lately Roger Comfort, this car has been a regular at Club events. It had a major engine and differential rebuild in late 2007 and has always been well maintained.

Asking price \$75,000 or near offer

Contact **Roger Comfort** Tel:: 02 4754 4143; Mob: 0427 907 660; Email: rogercomfort@bigpond.com

WANTED

For P100 H/lamp.

1 outer rim, (top hinged)

1 glass retaining rim extension

All condition. Or repairable.

Frank Smith.

08 8254 3488

Could pick up at National Rally

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

Alvic

FOR SALE

5 MRF Brand Cross Ply Tyres
and Tubes 6.40-15 \$300.00.
One unused the other 4 have
done only 150 Kilometres.
(I changed over to Radials)

1 4 speed Gearbox Kit
including Clutch Housing
and Tail Shaft. Came
originally from a TC-21.
Make me an offer.

Items are on the Sunshine
Coast

Phone Bill Anderson 0410
430 208



FOR SALE

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

ARE YOU INTERESTED

After receiving several enquiries, the HISTORIC & VINTAGE RESTORATION team is preparing to commence a series of tailored weekend workshops aimed to introduce enthusiasts and hobbyists to the lost trade of panel fabrication.

With a mixture of hands on skills and theory based learning, students will be guided under the instruction of one of Australia's leading panel fabrication Masters, Vince Panozzo.

Students will learn on HVR's premises, and class sizes will be limited to ensure individualised tutoring opportunities over the course of the workshop.

Our goal is to give you the confidence and hands on skills you need in order to embark on your own projects.

Included in the workshop fee will be;
Morning & Afternoon Tea, BBQ Lunch, Safety equipment; ear plugs & glasses

Proposed Dates:

April - 20/21

May - 4/5, and/or 18/19

June - 15/16 and/or 29/30

email **Dominique** via info@historicvintagerestorations to register your interest.

Details on course fees will be finalised within the next couple of weeks and emailed to those who have expressed interest.

Alvis 12/50 Items For Sale - \$400.00

Fabric universal unused, I believe from a 12/50 it has 6 holes 7" external and 3" internal diameters

Lever action grease gun with square end to lube flat 12/50 nipples, chrome reproduction

Speedometers - blackface Smiths PA 0-60mph
Two complete with shroud
One without shroud
One in pieces

Hub spanner, unused reproduction

Lucas C45-HL Type 8118 Dynamo complete

Side light good for parts

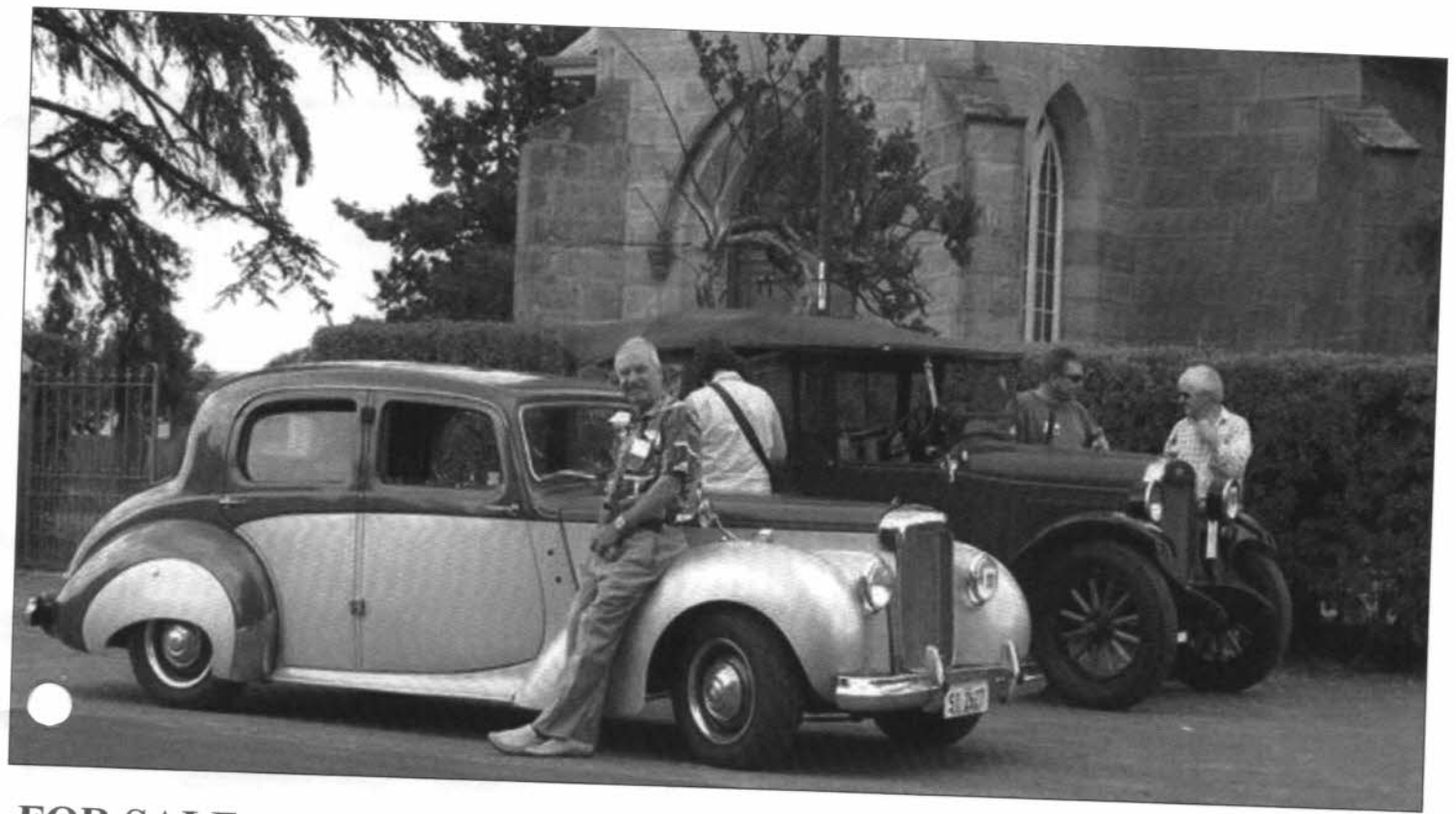
Email: davelyne@bigpond.net.au
Ph: 0439 429572

ALVIS PEOPLE BEHAVING BADLY



Can anyone recommend a good psychiatrist?

Alvic



FOR SALE

Listed in *autotrader.com.au* for \$30,000
Chassis No. 24303 Mulliner Body No. 2451



FOR SALE 1952 TA21 DHC - \$58,000

Car No. 24639 Tickford Body No. 20144
King Darrell Horton 03 5983 2016

FOR SALE

WANTED

Speed 25 or Speed 20 Tourer or DHC
Contact Mark Weller 03 9818 4324
or mark.weller@authenticage.com.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.

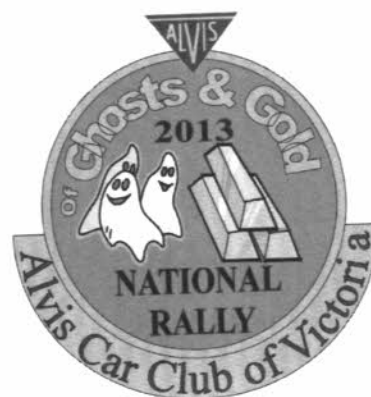
TA14 complete chassis has all
mechanicals including suspension front and rear
axels steering .. plus t/a 14 gearbox .. speed 20
tail shaft TA 21 head .. reasonable offers..

Phone: ALAN BRATT 0427405573
ah 0260332951

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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