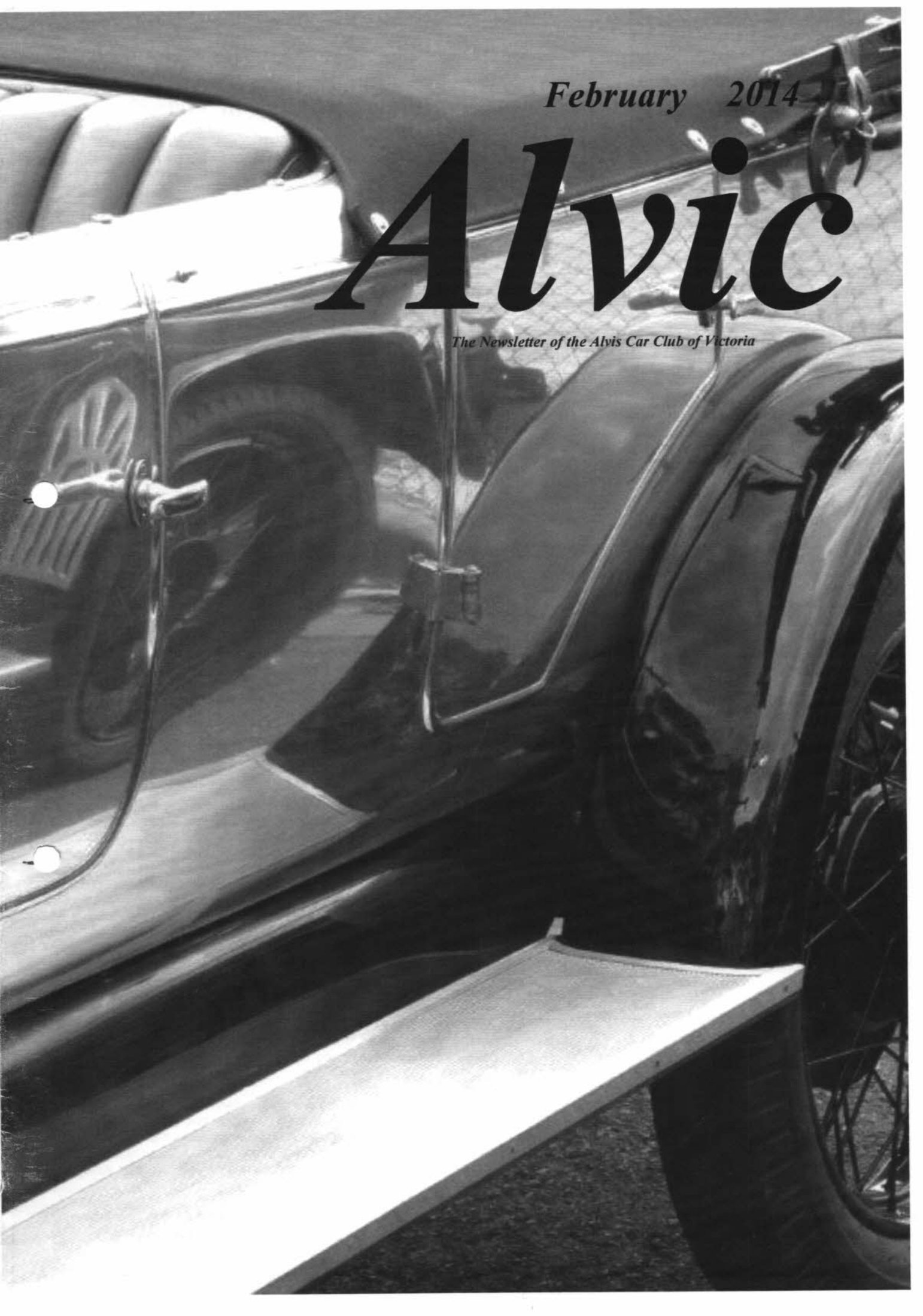


February 2014

Alvic

The Newsletter of the Alvis Car Club of Victoria





FEBRUARY 2014 VOL 53 ISSUE 1

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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

Time has flown and we have already been through one month of 2014. I hope everyone had an enjoyable Christmas and New Year celebrations with family and friends.

We have already started our 2014 events calendar with a most enjoyable BBQ in the Kevin Bartlett Reserve, which was held on a very pleasant evening. Again it was good to be accompanied by members of the Armstrong Siddeley Club. This demonstrates that it is beneficial to share some events with other one make clubs. Alvis cars were well represented with 3 x 12/50s and 2 x SA Speed 20s and 1 x TA21. I had intended leaving before the need for lights, however time passed and so lights were needed on the 12/50 for the return journey. On coming around a corner we were confronted by a breath testing station and w flickering lights I felt sure I would be pulled up, however the police seemed to enjoy seeing a vintage car on the road and waved us on.

Dale Parsell has been busy updating our constitution so that it complies with the new Model Rules. It is pleasing to note that this has been accepted and that the Club's affairs are in order. Many thanks to Dale for his efforts.

Our next event will be mounting a club display at the RACV Classic Showcase at the Flemington Racecourse- Members Car Park on Sunday 30th March. I look forward to us being able to create a display at least as good as last years, where Alvises took out 2 of the awards. This year we will be able to display our new blade banners. We will also mount a display of advertisements of cars known to be for sale, with the hope of attracting new members. It is a great opportunity for us to present the Alvis marque to a large contingent of the public, so it will be appreciated if you can find the time to join us. Details of how to enter the event are elsewhere in ALVIC.

Talking of new members I am very pleased to report that we have had 3 new members join the Club, with their vehicles, in recent times. Gary Guiver from Longley in Tasmania has a 12/50 powered 12/40 ducksback, which the remaining Tasmanian contingent are look forward to having join their ranks on runs. Nigel Spragg from Croydon, Melbourne has purchased the ex Roland Comfort SC Speed 20 Saloon. In Nigel's case this is a rejoining of the Spragg name to the ACCV as his father John, who had a Speed 20 tourer, was an early member and Editor of the Club. John Balthazar from Kilsyth South, Melbourne has purchased the ex Richard Harvey Firefly Coupe. Welcome to you all and we very much look forward to having you participate in our activities.

Whilst the first few events are static in nature, we also have some day and overnight runs in the pipeline, where you can exercise your Alvis. Also on Sunday 18th May we would like a good turn out of ACCV members to uphold the honour of the Club at the combined clubs Petanque Challenge, being hosted by the Daimler/Lanchester Club at Somers.

Although a bit over 12 months away, planning is well in hand for the biennial National Rally. This is being hosted by South Australian members, in the Barossa Valley. Please schedule this major event into your planning and submit an entry form. The reasonable all encompassing costs can be paid by instalments, thereby easing the cash flow.

When referring to what I had written for this report, this time last year, I

see that I was in the process of fitting an all synchro Silver Crest gearbox and reconditioned clutch to the SB Speed 20 Special. As many of you will know the car returned to the road and was much nicer to drive, however on returning from a function in December there were ominous noises and lost motion in the clutch pedal, so at present the car is in the sin bin, with it again requiring an engine out job to investigate and rectify. My priorities are at present with the restoration of my 1909 Sizaire Naudin, so the Speed 20 will have to wait. Fortunately the ever reliable 12/50 is raring to go at a moments notice.

Whilst our Alvis friends in the UK are experiencing winter, torrential rain and floods, some of our members have experienced close calls with fierce bushfires. I am pleased to

report that all is well. However we all need to remain vigilant in the dry hot Australian summer months. This is amplified by the beautiful Grampians vistas we saw in October last year now having been extensively burnt.

Just a reminder, that prior to the monthly Friday meeting at the club rooms, a number of members meet around 6.00pm, at the nearby Malvernvale pub, for a meal. Everyone coming to the meeting is welcome to join us. All you have to do is let me know ahead of time (by Wednesday prior) so that I can give an indication of numbers and reserve sufficient places.

Andrew McDougall

SUPPER - THE McDOUGALLS

2014 COMING EVENTS

Club events are listed in BOLD and non-Club events are in Italics

Feb	21	General Meeting
Mar	21	General Meeting
	30	RACV Classic Showcase - Flemington Racecourse
Apr	5	<i>GREAT Macedon Grand Tour - John Lang for further detail</i>
	13	Yarra Valley Outing & Lunch
	17	General Meeting (note this is a Thursday due Easter)
May	2-4	Lake Goldsmith Steam & Vintage Rally WEEKEND AWAY
	16	General Meeting
	18	Petanque - details to follow
	23-25	<i>Winton Historics</i>
Jun	8 & 9	<i>Echuca Steam Rally</i>
	20	General Meeting
Jul	TBA	WEEKEND AWAY - Wangaratta
	18	General Meeting
	27	Pub Run
Aug	15	General Meeting
	17	Rob Roy Hill Climb
Sep	19	General Meeting
	26-29	WEEKEND AWAY in Daylesford - TBA
		or
Oct	10-12	WEEKEND AWAY in Daylesford - TBA
	17	Annual General Meeting & Trophy presentation
Nov	21	General Meeting
	29-30	Geelong Revival
Dec	7	Christmas Party - Tonkins at Smiths Gully

Front page: the McKinnon 12/50 reflecting the McDougall 12/50

(a Frances McDougall photograph)

NEW MEMBERS

In the December ALVIC, mention was made of John Balthazar's purchase of a Firefly Coupe.

We now welcome John to ACCV membership and look forward to catching up with him at a meeting or outing very soon.



We are very happy to welcome Nigel Spragg into the membership.

Nigel's late father John, is mentioned in the 50 year history of the ACCV and was a News Letter editor in the early days of the Club.

Nigel has purchased the late Roland Comfort's Speed 20 saloon and we would like to catch up with him at a meeting or outing very soon.



Alvis Owner Club

We don't normally field paid advertisements in Alvic, however on page 12 you will note an advertisement from the Alvis Owner Club advertising their International Alvis Weekend. Having negotiated a huge fee for its inclusion, I draw your attention to the detail as the AOC is very keen to make it a truly international weekend and would like to see as many Aussies as possible on the event. August would be a great time to visit the UK as there is a chance that it will have stopped raining before you get there and their cricket team might finally have won a game!

(sorry I have just fired my script writer I'm sure he means no offence)

Alvis VSCC News

At their recent trophy presentation, two Competition Trophies were awarded to ACCV members:

Steve Denner—the DuPont Plate

Mark Burns—the Bail Trophy

Sorry Martin your letter to the editor got lost in cyber space or did the editor lose it too

Thanks John, I liked the leopard lady emanating from a certain Sp20 saloon.

You lucky people going to Halls Gap: I hope you get some decent Spring weather.

Yesterday my weekly old codgers walk was in very far from decent Autumn weather.

It rained very hard and blew too with the result that I utterly wet thru after 2 1/2 hours to the extent that I stripped to my underpants standing in the rain in the pub car park [luckily no maiden was around to get a fit of the vapours] piled on dry clothes and went into the pub to stand with my back to the excellent log fire to help dry out said foundation garment.

Not a proper motoring story, I'm afraid, but all human life is to be found in the Cotswolds.

All the best.

Martin Boothman

an ALVIS DAY IN THE YARRA VALLEY

SUNDAY 13 APRIL

Enjoy a day in the Yarra Valley and bring out your Alvis (you will gain points, not for an overseas trip, but for the much sought-after Andy Hannam Trophy).

Meet at the Greenery Nursery carpark, Porter Street, Templestowe, Melway 33 G3. at 9am. Route maps will be distributed as you arrive.

Then on to the Watsons Creek Antique Shop & Cafe for morning tea (our hosts, John & Jo, will accept your credit card, or even cash, for the antique that you may wish to purchase for Madam).

Thence to Yarra Glen to visit historic Gulf Station, recently reopened after 6 years of renovations.

Onwards via a scenic route for lunch at the Home Hotel, 2170 Warburton Highway, Launching Place, arriving at around 1pm.

We haven't had an enroute quiz for a while, so we will, and the prize will be a choice of my Armstrong Siddeleys (just joking -I do love them, but My Alvis Rules).

Please ring me by Tuesday night, 8th April, so I can advise the venues of numbers.

Pauline & I look forward to seeing you.

Richard
9710 1465
0407 944 987

Watson's Creek café & antiques



GULF STATION



The Home Hotel



CAR NEWS

Keith Williams, my next door neighbour and ACCV member gave me this photograph, taken by him and lists "Leyburn , 20/8/00 Roger Ealand, 1936 Alvis Speed 25 3600cc."

Even with my interest in Alvis car history I was unaware of the car. Nor had I heard of the Leyburn, Australian Grand Prix nor the Sprints.

Firstly does anyone know if this car still exists or is still in Australia?

Secondly I decided to find what I could about the Leyburn Sprints. With acknowledgement to the "Historic Leyburn Sprints" organisers and website, I extracted the information shown below.

Subsequent to the above I spoke with Des Donnan, who knew Roger Ealand and was able to give me some information about the cars that he drove and his work in establishing the now defunct "Speed on Tweed" event.

.....ed



The Historic Leyburn Sprints

A Commemoration of Queensland's first-ever Australian Grand Prix and the associated stories of Leyburn's hosting of the 1949 Australian Grand Prix makes for some interesting reading.

To complement such a significant time for Queensland motoring, the historic Leyburn Sprints recaptures that sense of achievement annually. 15,000 plus people descend on this scarcely populated rural domain. The Sprints concept caters for competition in 14 historic classes and an array of open wheelers.

The event provides a massive injection into the local economy that is a welcome financial boost for the town of Leyburn, the Warwick Shire and the entire South-West Queensland region.

Motor racing in Australia came of age in 1928 with the inaugural AGP held at Cowes on Phillip Island. A short 21 years later, after enjoying a lengthy eight year stay at its original home and then stints at Victor Harbour (South Australia, 1937), Mount Panorama, Bathurst (NSW, 1938/47), Lobethal (South Australia, 1939) and Point Cook (Victoria, 1948), the plan was to strengthen the national significance of the event and the door was left open for Queensland to snare its own slice of motoring history.

What a history that turned out to be. Lowood was the first choice Queensland town to play host to the who's who of Australian Motor sport due to its growing popularity at the time. With the AGP scheduled for the traditional Sunday racing time slot, this hit a moral nerve with Lowood locals who confronted the Queensland Motor Sporting Club, voicing resistance to scheduling a sporting event during church mass and so the event was re-scheduled to take place at Leyburn, about 75 km south west of Toowoomba.

At the time Leyburn, like every small country town in Australia, was rebuilding following the Second World War and the opportunity to host the Grand Prix provided a real highlight for the township, but not even the most supportive of locals could have imagined the flood of spectators that made the journey to witness the 14th Grand Prix. That occasion still stands as the most populated time in Leyburn's history and those who have come along in recent years to the Historic Sprints will appreciate what an amazing scene it must have been to see 30-odd thousand people descend on a community so small.

1949 represented just the third year that the AGP had been reintroduced on the annual sporting calendar after a seven-year lay-off between 1940-46. World War 2 had played a significant part in all activities in Australia during that time and ironically it too would provide another chapter to the Leyburn story when an abandoned WW2 airstrip just outside of the main township was used as the venue for the '49 feature.

Similar to the eight years of the Historic Leyburn Motor Sprints, public consultation was vital to the staging of the '49 event. The airstrip intruded on the land of three local farming families who granted permission for the site to be established as the Australian Grand Prix track. Their names have been immortalised in racing history with Hamblyn Corner, Porter Corner and Backhouse Bend forming the three turns of the original Leyburn circuit.

The 150-mile AGP journey played a major hand in establishing the final results of the 1949 Australian Grand Prix, at a time when motor racing was endeavouring to shrug off its amateur status. What were described as custom-made special vehicles formed the bulk of the Leyburn field, with a strong contingent of Aussie and MG Specials and a number of discarded European models featuring. Many of the entrants succumbed to the elements with their vehicles unable to complete the 35 laps and so it was left to the hard-nosed semi professionals to fight it out.

John Crouch, in a sleek looking Delahaye collected chequered flag honours to etch his name in Queensland's motoring history books and along with Frank Kleinig in a Hudson Special, also obtained the equal fastest lap time for the event. Both drivers clocked 2m 52 seconds around the 6.9km circuit at an average speed of 145km/h. So with the 150 pound winners cheque handed over and the 30,000 spectators packing up and heading home, Leyburn once again laboured away to its traditional rural tune until 1996, when local Mike Collins, a self-confessed motor sport junkie, latched hold of the idea to establish a commemorative event and contacted the Historic Racing Car Club (HRCC).

"Realising the significance of 1999 as the 50th anniversary of the Australian Grand Prix in Leyburn, I thought we could lay the platform for a huge celebration," said Collins. "In conjunction with the HRCC we surveyed the original site of the Grand Prix but it was deemed too far gone to renovate and so the concept of establishing the sprints in the town was born."

Once again community consultation was sought before proceeding with the plans to re-establish Leyburn on the Australian motoring calendar and after gaining public approval, the Historic Leyburn Sprints was developed.

It was through unusual circumstances that the history of Queensland motoring has been shaped. Who would have thought that the events leading up to the first ever Australian Grand Prix held in the State, would go on to provide a valuable legacy for a small country town of just 150 people? Certainly the well entrenched locals of Leyburn, all have their own story to tell about the day that their rural community grew to in excess of 30,000 people; the day that Queensland first hosted the Australian Grand Prix on Sunday September 18 1949.



I owe Alan an apology - this email was received in October and filed away in some obscure part of my computer or my brain and has just seen the light of day - again!

By now it may well be pristine and we look forward to a further report.

.....ed

Hi John just a few photos of restoration of TB14 car no 23509. This is the car I purchased about 8 yrs ago from Roy Baskin in Sydney, which had a TA21 radiator fitted to make it look like a TB21. I started the resto about 4 yrs ago and it was carried out very badly by a so called expert restorer. I became very despondent and sold the car. Three months ago I bought the car back and found an excellent metal worker in Eldorado Victoria, who has completely rebuilt the front and rear of the body. He is of the old school and doesn't use bog. Next week Alvi goes off to the painters in Wangaratta so I will send more progress photos

regards

ALAN BRATT





1950 ALVIS TB14 Special Sports Tourer

'Individuality. A striking combination of graceful lines and quiet effortless performance the Alvis Fourteen Special Sports Tourer has, embodied in its design, all the famous qualities of the true Alvis tradition with its reputation for the highest quality workmanship, high performance and utmost reliability under exacting conditions, with a strikingly beautiful but practical body'
So read the Alvis company's advertising for these cars.



Exactly one hundred were made between 1948 and 1951, followed by a short lived six cylinder version, the TB21, of which thirty were made. With such small numbers, the buyer certainly got the 'individuality'.

Chester Henchen of Brisbane has been a sports car enthusiast since an early age. He has owned Triumph TRs, Austin-Healeys, a Jaguar XK120, and more modern Porsches. He bought this Alvis in 1968 and, it says a lot for the car, that it has remained in his possession when the other have gone.

Chester first saw the car as a boy in Maryborough, Queensland, where he grew up. The Alvis was owned by Mrs Rief of Hervey Bay and Chester often admired the car when he saw it parked by the roadside. Years went by, and Mrs Rief's use of the car slowed. Chester approached her about buying it, and an agreement was reached on condition he looked after it well, and retain it. He has kept to her wishes.

When I first saw the car I was practically lost for words. Bright red paintwork with white leather upholstery, and large 'maple leaf' style grille certainly didn't fit into late forties



Controversial styling broke away from Alvis tradition. The 6-cylinder TB21 which followed reverted to an upright radiator style

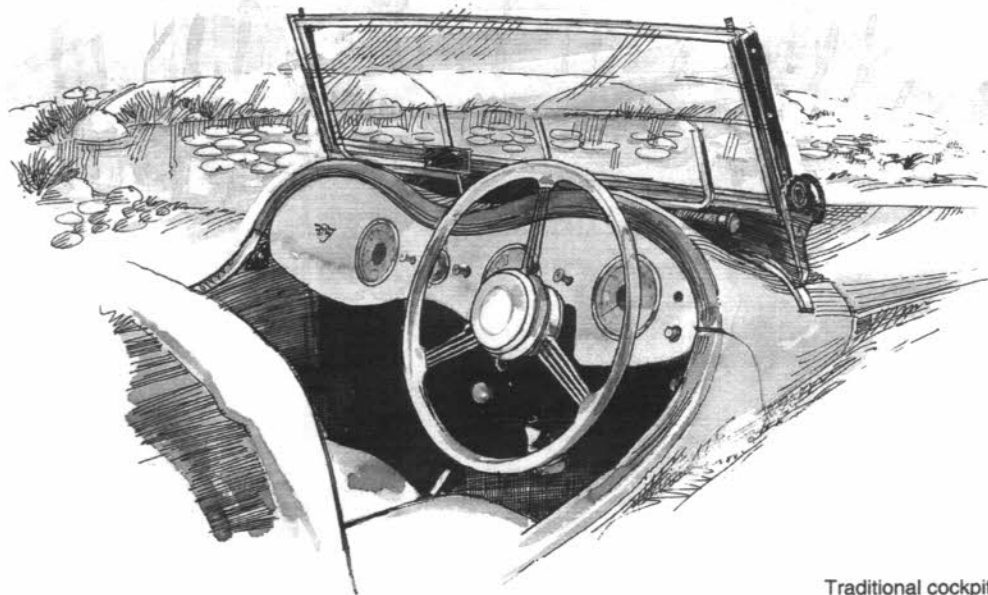


Illustration: Gooitzen Van der Meer

Traditional cockpit with full instrumentation, fold flat windscreen, typically large steering wheel of the era.

Australian Classic Car

British sporting style. Underneath this extroverted exterior, though, it is all conservative forties technology. Rod operated mechanical brakes, semi-elliptic springs with beam axle up front, and a Thirties-designed long stroke four cylinder engine give it away.

Alvis commenced car manufacturing in 1920, at Coventry, Britain's centre of the motor industry. Quality and performance quickly became the hallmark of the marque. Innovation, too, when in 1928 they became the first British firm to produce a front-wheel drive car, and then in 1933 synchromesh on all forward gears, and independent front suspension on conventional rear drive cars. The 12/50 and later 12/70 four cylinder cars, and the Speed 20 and 25 gained the company a fine reputation around the world.

The origins of the TB14 are in a car displayed at the Brussels Motor Show in February 1948 by Belgian coachbuilder F.J. Bidee. Interestingly this original vehicle was also red with white trim. Production started in 1949 with bodies being made by AP Metalcraft in Coventry. There were some detail changes to the original design, including mounting the

headlights on the front guards instead of behind the large grille. The engine was actually based on the pre-war 12/70 unit. With a stroke of 74 mm and a bore of 110 mm, and a total capacity of 1892 cc, it developed a modest 68 bhp at 4000 rpm. The compression ratio was a low 6.7:1, fairly typical for the period. The car was no lightweight either at 24cwt, but a creditable top speed of 80 mph was achieved by period road testers.

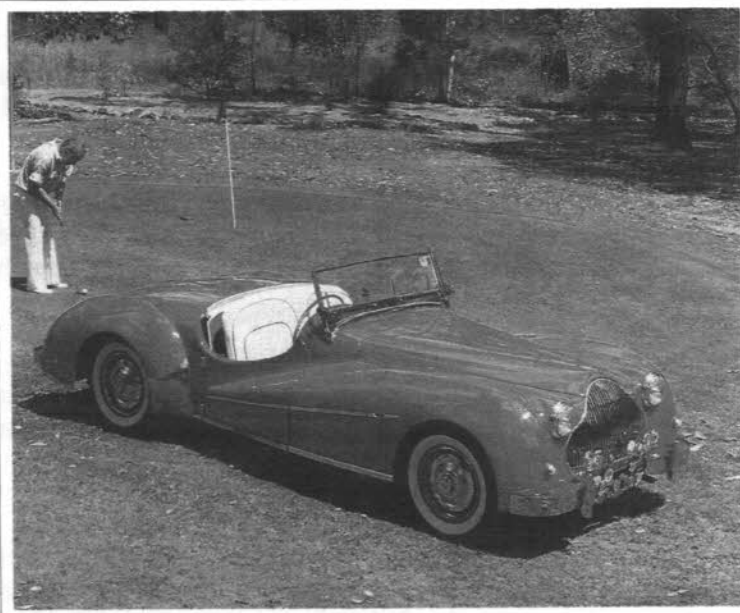
This car carries a plaque on the dash saying it was sold by Markwell Brother in Brisbane. Markwells have long since moved entirely into marine engineering. Recently I spoke to Fred Markwell, who was a principal of the firm when they held the Alvis agency. He told me they imported three TB14s in June 1950. Colours were cream, green and red. All were sold quickly.

Essentially the Alvis was in sound condition when Chester acquired it. It required reupholstering and Chester repainted the car some years ago. It retains its original 'Q' type number plate. The grille required the skills of a fine metalworker to be rebuilt, but otherwise the car has needed very few repairs indeed during Chester's ownership. This is one of the reasons the Alvis has endeared itself to him.

My impressions of the car when I got to know it better were of quality build and strength, rather unlike some of the lightweight sportsters of the period. Road performance reinforces this, the engine feeling quite lazy at cruising speeds. Nice detail features are the fold down windscreen, with small racing screens mounted on the scuttle also. Under the bonnet the engine is a pleasure to behold, with polished aluminium tappet cover and S.U. carbies. The taillight glasses are actually white, with red bulbs - a period touch not often seen now.

The TB14's styling was controversial and it certainly could not have been a commercial success. This, the sixth to be built, has been sympathetically preserved, and I went away after spending a day with Chester and his Alvis with the feeling the model will gain more respect from enthusiasts with time.

I also pictured the bright red tourer with a woman at the wheel, hood stowed under its special cover, hurrying between business appointments around Queensland's Wide Bay district. It must have been quite a car in the early fifties.



The Alvis TB14 tried to give a sportsman's image, but with the Alvis 'Maple leaf' style grille, it did not just seem right



Simplistic style for sports motoring, with windscreen folded down one was protected by the Brookland screens. Note placement of the wipers



INTERNATIONAL ALVIS WEEKEND 2014

PROPOSED PROGRAM

The Milton Hill House Hotel (M3H), is the confirmed venue for International Alvis Weekend based in Abingdon-on-Thames in Oxfordshire. This Manor House Hotel, its grounds and the ancillary buildings have been made available for our exclusive use for the whole weekend. Early booking is essential to avoid any disappointment, so look out for announcements in the coming months. The Midland Section Organising Committee has opened bookings for the event and reservations for the Hotel in early January 2014. Some rooms have been reserved for non UK vistors but please book them early.

Friday 29th August

- 2pm Hotel and Grounds open for arrivals and welcoming party.
PM Peruse display areas, use Gym, Swimming Pool and Beauty Parlour. Possible Technical Lecture for early arrivers.
6pm Pre BBQ drinks.
7.30 pm Luxury BBQ in Italianate Garden with live Jazz Band.
Evening Quiz and possible speeches. Chill out around the grounds and Hotel

Saturday 30th August

- 7.30am Breakfast available until 9.30
9.30 am Start off for the three planned days out viz:-

A. Drive to boatyard for 10 am start for river trip on the Thames. Arrive Oxford City Centre 1pm for open top bus tour (with guide) around historic Oxford. 3pm. River trip back to boatyard and then drive back to hotel.

B. Cotswold Tour Route with visit to Morris Motors and Bus Museum in the morning. Break for lunch at selected Pubs on route. Continue tour to Nuffield Place the home of Lord Nuffield for afternoon guided tour with display of selected cars in the forecourt of Nuffield Place.

C. Drive to Ride and Drive event at Bicester Heritage centre from 10am to 3pm. Ride in and drive each others cars around the private estate and airfield perimeter road. Possible rides in Gliders and Tiger Moth airplane. This airfield was built in the 1910s and is the oldest surviving grass field in original condition in the UK.
Incorporate a shopping experience at Bicester Village.

- 4.30pm One-hour lecture for 80 pre-booked members to hear the story of the Alvis Grand Prix Cars presented by Tony Cox with a Grand Prix Car on display. Visit display arena and dedicated display rooms at the Hotel and use Hotel Facilities as above.
6.30pm Pre dinner drinks with Close Up Magician entertainment.
730pm Gala Dinner. Close Up Magician entertainment between courses. Speeches and After Dinner Speaker to talk to us about Lord Nuffield the philanthropic benefactor associated with mass production of the Morris Car and Medical Science in the Oxford area.

Sunday 31st August The Day Itself

- 7.30am Breakfast available till 9.30am
9.00am Event opens.

.30am	Cavalcade of 20 chosen Concours Entered Cars to drive to Abingdon Town Centre for a display in the Market Square for the General Public and Press. Photographic session with the impressive backdrop of the famous County Hall. Concours judging to start at the Market Square and continue back at the Hotel with all Concours entries to be paraded in front of the hotel. Members to support the Market Square gathering and indulge in historic Abingdon and use the many Coffee Houses and Pubs around the Market Square.
11.30am	First session of Driving Manoeuvres on Tarmac around the Hotel Grounds.
AM	Start of Inter Section Boule and Croquet Games continuing into the afternoon. Treasure hunt around the grounds also continuing into the afternoon.
12.30	Lunch Break
1.30pm	Live Music until 4pm with breaks. Second session of Driving Manoeuvres.
2pm	Falconry Display
3pm	Fly-past and aerobatic display by two De Havilland Moths
4pm	Raffle, Prize Giving and Close of event.

The Hotel will have free teas and coffees available for us during the whole weekend
 There will be trade stands of spares, books and Alvis memorabilia around the grounds.
 A non Alvis vintage and classic car display is anticipated.
 A tent has been arranged with beer from a local brewery- an ice cream van is anticipated.
 Bonhams will be present with a stand of catalogues and possibly a vintage car
 Red Triangle is planned to bring one of their new Alvis 4.3 litre cars.
 We also plan to have RAC and ADAC representation as part of our programme to strengthen the club's links to the national automobile associations.

The Big International Alvis Weekend 2014

The Alvis Owner Club weekend of the 29th to 31st August has been extended for those travelling long distances, principally from Europe, to spend additional time enjoying the countryside around which the main weekend event is being held. A list of these events is attached.

The AOC welcomes all members to participate in this event, to strengthen the awareness of Alvis as a maker of very high class automobiles and to invite you as Chairman, as well as encouraging as many of your club members to attend as possible.

Abingdon, the event location, is located in the heart of England within 60 km of some of the most well-known historic palaces, churches and manor houses, as well as the University of Oxford and some of the most beautiful scenery in Britain. The optional programme has been designed for the families as well as the drivers as you will see in the attached event list. We are also happy to help visitors plan additional days of exploring this very important area of England's cultural history and the cradle of its motor car industry.

The Sunday will include some old timer biplane demonstrations over the hotel grounds and Saturday a visit to a very early 1910s airfield some 5km distant. It will also include what we hope will be a regular feature of every International Alvis Weekend - technical seminars on issues such as fuel vaporisation, the projected development of fuel additives and spares and components.

There will be a special Alvis welcome for our non-UK guests, but we must emphasise early reservations for places at the Gala dinner and the hotel for couples coming from outside the UK is essential, as we are targeting 200 plus people for this event. The hotel itself will extend accommodation at £80 inclusive of breakfast for our visitors from afar to include Wednesday night to Tuesday morning, so that you can make this International Alvis Weekend a memorable occasion. Early booking is essential at Milton Hill House Hotel at Steventon near Abingdon Tel 01235.825716.

Should the hotel be filled, there is another hotel 1500 metres from our hotel with over 100 rooms. Our hotel will also be able to accommodate an additional 100 places for the Gala Dinner.

We will endeavour to have guides to meet the visitors arriving in Dover and Harwich, but sufficient maps and road books will be sent out in good time so that you can plan the route as you require.

The international flavour will be highlighted with Bonhams participation and they have promised to bring one of their vintage cars. Red Triangle will bring their "new" Alvis 4.3 car and the Grand Prix car

We look forward to welcoming members of the Alvis Register with vintage aircraft, lectures on Alvis vintage racing cars, technical seminars, Alvis spares and book stands of motoring interest.

We are targeting for 20 arrivals from mainland Europe, and a total of 200 cars over the five days. If possible we would be delighted to have two cars from the USA, Australia and/or New Zealand!

Please use the link for our website for details of the Friday evening, Saturday and Sunday events www.alvisevents.wordpress.com. And please persuade non Alvis Club owners of Alvis cars to come to the big event in Abingdon.

Looking forward to seeing you at Abingdon.

Phil Owen, IAW International programme Co-ordinator. Pow24@btinternet.com, 44.207.370.6036

NB: These events and timings may change depending upon the response from Alvis owners.

Optional Events Alvis IAW Programme for Overseas and Distant Visitors

Wednesday 27th

Arrive at hotel

Thursday 28th

Waddeson Manor –Leave hotel at 1030– limited to 10 cars – 30km drive

Home of the Rothschild family, with 45 rooms containing the highest quality French 18th century antiques and English, Dutch and French paintings. Victorian gardens containing fountains and many species of trees and shrubs. A main feature is the wine cellar and shop displaying Rothschild vineyard wines from France and around the world.

Lunch at 18th century old pub in Long Crendon

Tour of village with medieval timber framed Court House and church. Village contains many thatched roof cottages and good views from the churchyard.

Claydon House

Georgian house in rococo decoration, some 8 km from Waddeson Manor. Built in 1747 for Sir Ralph Verney, on the shell of a 15th century manor, its interior is regarded as one of the finest in the UK, Highpoints are the mahogany inlaid staircase and the first floor Chinese room with pagodas and lions embellishing the décor.

OR **Stowe House, School and Park**

One of the finest manor houses in the UK built in 1715 with interiors designed by Robert Adam and exteriors by Vanbrugh, the most influential British architects and interior designers of the 18th century. The park contains a superb Gothic Chapel used by the school, one of whose most well known alumni is Sir Richard Branson.

Arrive at hotel at 1700

Friday 29th

Leave hotel at 1000 - Limited to 10 cars – 40km drive

Hook Norton Brewery

The oldest brewery in the same family, constructed in 1899

Voted one of the Top Five range of English beers

Sample room and beer museum

Lunch at pub in Hook Norton Village

Enjoy a good pint of Hooky beer and a steak and ale pie

A Saxon street line village with many 18th century (Georgian) houses

Hidcote House and Garden

Hidcote is an Arts and Crafts garden in the north Cotswolds, very close to Stratford-upon-Avon. Created by the talented American horticulturist, Major Lawrence Johnston from his world wide visits. Explore the maze of narrow paved pathways and discover secret gardens, magnificent vistas and plants that burst with colour.

Chastleton House, Moreton-in-Marsh.

Built in 1609 the House lies in rolling Cotswold valley. One of England's most famous manor castles. The house has not changed since the 17th century both inside and outside since the Jones family, a Welsh wool trader built it. The outside has a stunning golden Cotswold stone face with stables and gardens.

BBQ at 6pm in the Hotel grounds

Saturday & Sunday The main IAW programme

Monday Sept 1st Leave hotel at 0930—Limited to 10 cars

Blenheim Palace – 30km drive

Home of the Duke of Marlborough. Blenheim Palace is considered a giant amongst England's palaces. George III admitted on seeing it that "We have nothing to equal this splendour in England". Its interior is stunning and the grounds have been laid out by one of England's finest landscape artist, Capability Brown.

Lunch in pub near Broughton or Bloxham (Victorian public school)

PM **Broughton Castle**

Near Banbury. Elizabethan (originally built in 14th century) opulent round tower castle with moat occupied by Lord Saye and Sele. The castle has remained untouched since its construction, and contains a Great Hall complete with ancient weapons dating from 1448. The first floor contains comfortable Elizabethan bedrooms (16th century) and a large parlour, all in original condition.

If time allows, we will drive back to the hotel via Burford

Burford St Johns Church

Large cathedral type small Cotswold town church built in 1205 with Norman tower still in evidence, to house the Guild of Merchants Chapel, and added to over the centuries. Very good condition 13th century stained glass windows. The altar screen is one of the finest in England, built in the early 15th Century. Burford - very pleasant market town with many old buildings.

Pub Lunches will cost about £15 per person

Maps of the area and the route will be provided on arrival at the Hotel

We may be able to break these visits into two or more smaller groups if necessary

All the tours will be led by an AOC member familiar with the area

On the Monday there will be volunteers to guide you on a customised tour of your recommendation should that be required.

Approximate Distances round trip

Thursday	70km Round trip	Costs £30 per person for site visits
Friday	130km Round trip	Costs £20 per person for site visits
Monday	75km Round trip	Costs £30 per person for site visits

Other Options could be as follows:

Options are: 1. **White Waltham Airfield**

(Home of many vintage aircraft – and aircraft restorers)

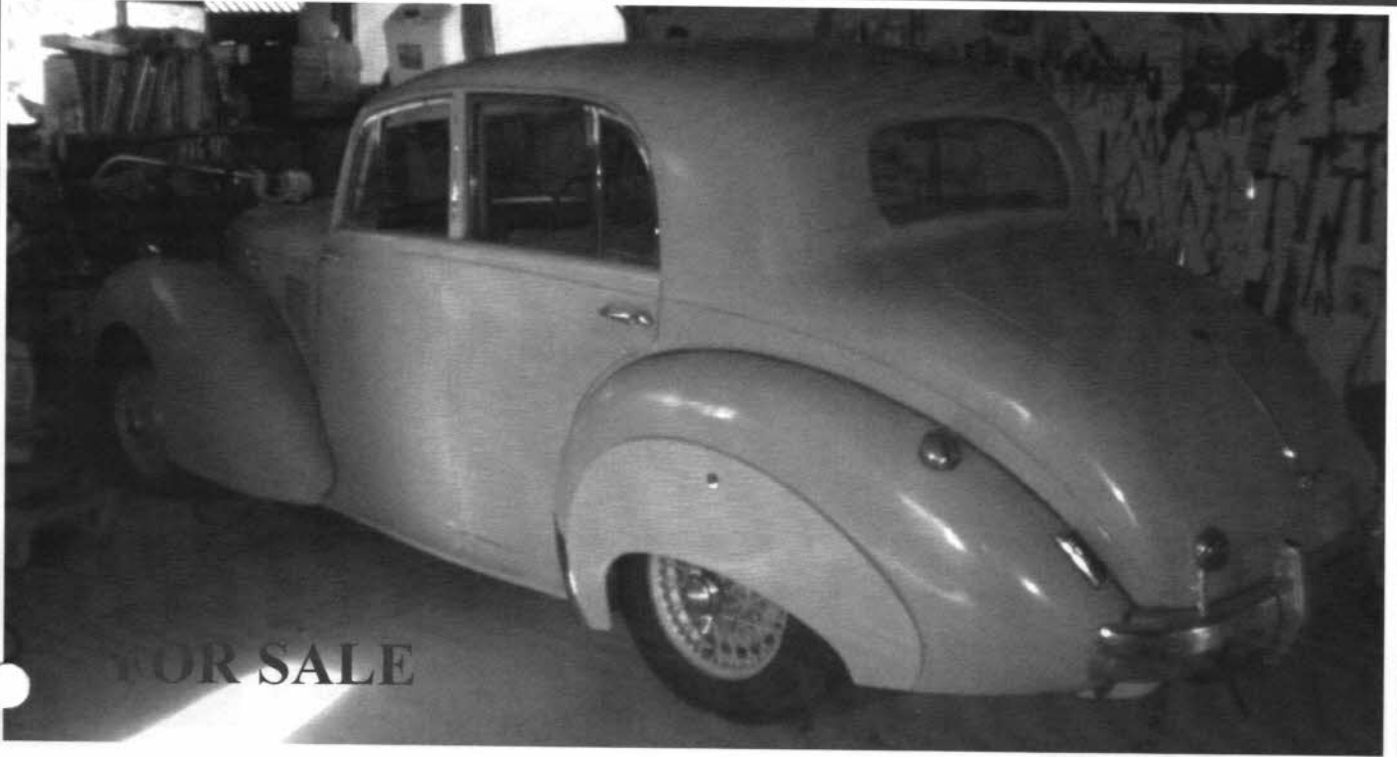
Features biplanes and Russian fighter and sport planes

2. **Gaydon National Motor Museum**

The Heritage Motor Centre is home to the world's largest collection of British Cars; it boasts nearly 300 cars in its collection which span the classic, vintage and veteran eras and is a mecca for car enthusiasts.

3. **Didcot working steam railway**

Unique collection of Great Western Railway steam engines, coaches, wagons, buildings and a recreation of Brunel's broad gauge railway. Located in a rural setting based around the original 1930s engine shed.



FOR SALE

ALVIS: Grey Lady: TC 21/100 Mulliner Saloon chassis # 25823
 Deceased estate car; Body off restoration; not quite completed but only needs some tidying of the wiring and the fitting of the interior jewellery (all rechromed). Has new headlining; new leather trim; new carpets; refurbished woodwork; new tyres, etc.
 This particular model is fitted with wire wheels.
 Still needs its final paint coat to make it a really nice vehicle.
 The car is unregistered and currently in Sydney. **\$ 17500**

Contact; Phil Dadd
 0418 646 149
 Email; pdadd@bigpond.net.au

FOR SALE

TIES
 \$25
 EACH



MUGS
 \$7.50
 EACH

RING THE TREASURER, MARG LANG FOR PAYMENT DETAILS



Our top tips!

WEAR IN THE BEAM AXLE ON EARLY MODELS

We have had several early cars come in for service recently with wear in the hub bearings or kingpins. This will often affect the way the car handles and steers. A usual indication is free-play at the steering wheel and a tendency for the car to track across bumps in the road as well as having an inclination to follow the white line as if on a 'Scalextric' track. This is how to check for the problem.

1. Using axles stands, support the front axle with the front wheels off the ground. Securely chock the rear wheels so the vehicle cannot move.



2. Grip the wheel with both hands at the six o'clock position [fig. 1] and rock the wheel in and out at the top and bottom, checking for play in the wheel bearing. Any movement of the brake drum in relationship to the back-plate will indicate the play is in the hub.

3. Now rotate the wheel and check for roughness in the bearing and any excessive noise [fig. 2]. If the bearing feels rough or is noisy then the hub should be stripped, the bearings cleaned and examined. If they are found to be in a poor condition they should be replaced. Sometimes the bearings will only require repacking with fresh grease, refitting and adjusting.

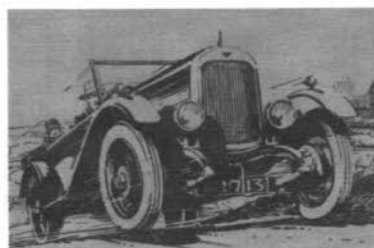
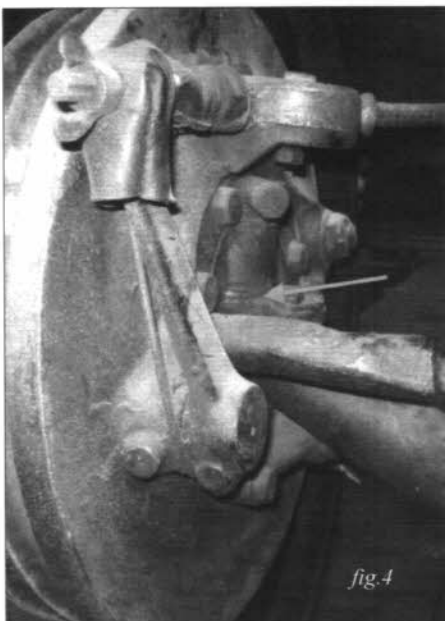
4. Now to check for play in the kingpin. Carry out the same set-up procedure as above but with the brake on. Place a bar (a tyre lever or similar) under the wheel to lift the kingpin bearing. By lifting the bar and gripping the top of the wheel you can feel for wear [fig. 3]. Having the brake on means that any play detected will be in the kingpin bushes or the axle and not the bearing.



Look for any 'lift' between the hub and the axle to check thrust and also rock the wheel to check for wear in the kingpin bushes [fig. 4 & fig. 5]. It is unusual for the axle itself to be worn, but this can occur, although it can be difficult to tell if the play is between the kingpin and the bush or between the kingpin and the axle. If the play seems excessive then, when forcing the wheel up with the bar, turn the steering so you can see if the kingpin is turning in the axle eye. The kingpin must be a 'press fit' in the axle eye, as it requires seven tons of pressure to remove a kingpin from the axle. If the kingpin is moving in the eye it can very quickly wear both the kingpin and the axle. This is not the end of the world as the axle eye can be bored out and sleeved back to a size where it will accept a standard kingpin.

I hope you find this helpful and happy Alvis motoring.

Dave Langridge - Mechanical Workshop Manager - Red Triangle



In what is becoming a tradition, we meet at the Kevin Bartlett reserve in Burnley and in the last couple of years we have enjoyed the company of the Armstrong Siddeley Club, as we did again.

It is interesting that we either have a lovely summer day or it is cold with a southerly wind and uncomfortable conditions. This year it was the former and could not have been more conducive to an evening BBQ..



Photography by Frances McDougall

The J A N U A R Y Opening B A R B E C U E

ALVIS PEOPLE BEHAVING BADLY



FOR SALE



1962 TD21 Series II Park Ward DHC number 26811 First registered MUM21 in June 1962. In June 1964 became 389HWR. Now registered S20070 and located in Queensland Australia. Restored 2003-2012. 5 speed manual. \$100,000 ONO.
Bill Anderson +61 410 430 208

ALVIS: Grey Lady; 1954 TC 21/100 Mulliner Saloon Chassis #25605 Deceased Estate car restored some years ago. Last Registered 2012. Shows 12666 miles on Speedo.

Has Wire Wheels; Full Leather Trim; Headlining and Woodwork is good; Red paintwork is in fair condition. I have never driven the car for any distance but it seems to be good mechanically.

Have some paperwork and Plates from the first registration in the UK. Car is unregistered and is now in Sydney. **\$14000**

Contact: Phil Dadd 0418 646 149

Email: pdadd@bigpond.net.au

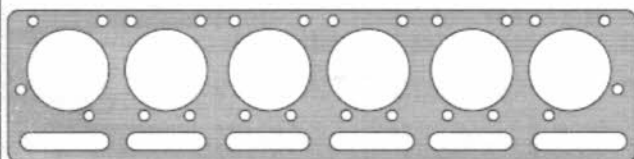


FOR SALE 1952 TA21 DHC - \$58,000 (negotiable)

Car No. 24639 Tickford Body No. 20144
Ring Darrell Horton

FOR SALE

ALVIS 3 1/2 Litre Engine COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

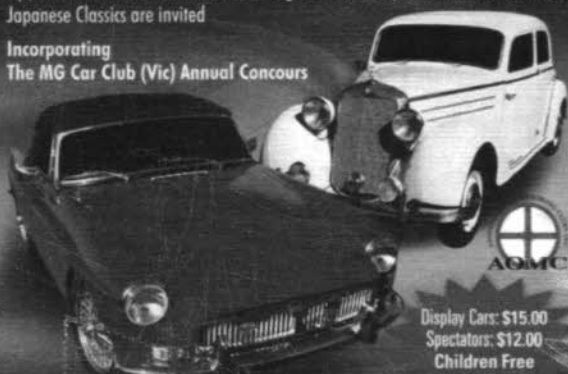
\$168.00 + postage

Contact Peter Miller
Email - moulen@tpg.com.au

RACV Classic Showcase

Open to all vehicles manufactured in England and Europe and for the first time Japanese Classics are invited

Incorporating
The MG Car Club (Vic) Annual Concours



Display Cars: \$15.00
Spectators: \$12.00
Children Free

Sunday 30th March 2014

Flemington Racecourse - Members Car Park

Music, Kids Entertainment, Trophies & Catering available

Gates Open for Display Cars at 9:00 am & Spectators at 10:00 am

Club displays encouraged, for more details and site plans contact: 03 9890 0524 or visit www.racv.com.au

MOTHERS

PENRITE

PENRITE

If your advertisement appears on these pages and is no longer

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