

MAY 2014

Alvic

The Newsletter of the Alvis Car Club of Victoria





May 2014
VOL 53 ISSUE 4

PRESIDENT

Andrew McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

VICE PRESIDENT

John Hetherington, 71 Hawkins St,
Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586
jfh@mcmedia.com.au

SECRETARY & PUBLIC OFFICER

Dale Parsell 14 Symons Rd,
Avonsleigh, Vic 3782
Tel 03 5968 5170
dparsell@ozemail.com.au

TREASURER

Marg Lang P.O. Box 129,
Gisborne, Vic 3437
Tel/fax 03 5426 2256
jdmelang@netcon.net.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129,
Gisborne, Vic 3437
Tel/fax 03 5426 2256
jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

COMMITTEE PERSONS:

Mark Weller

PO Box 5030, Hawthorn, Vic 3122
Tel 03 9818 4324
mark.weller@authenticage.com.au

Sally McKaige,

Carrick House
6 East St,
Carrick, Tasmania 7291
Tel: (03)6393 6212
sallymckaige@me.com

Alan McKinnon, 195 Lower Heidelberg Rd,

Ivanhoe, Vic 3079
Tel 03 9497 3414
alan@antiquetyres.com.au

Richard Tonkin, 15 Rob Roy Rd,

Smiths Gully, Vic 3760
Tel 03 9710 1465
rtonkin@gmail.com

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

At the great Alvis display we held at Flemington in March we also had the good fortune to secure another new member to the Club. We welcome Leigh Mummery and his family who have taken over John Link's TA 21 Special. In fact Leigh has had a long association with this car as he was with his uncle when it was purchased in Sydney in 1988. Now that Leigh has returned to Australia he is looking forward to joining in club activities with the car as well as turning his hand to wood working. We wish him a long and enjoyable closer association with the car.

Our next event is joining the combined clubs in the Pétanque competition on Sunday May 18th. So far we are being represented by 5 Alvis and 10 people. We will be happy to have more join us if they can, but it will be appreciated if you can let me know before next Friday, so that I can confirm the numbers with our host. This also aligns with the National Historic Vehicle Drive it day. Details of the event are elsewhere in ALVIC.

Unfortunately our planned weekend away to Wangaratta in the last weekend of July has had to be postponed until next year due to some health issues with the organisers. In particular we wish Murray Fitch all the best and hope that he will be firing again on all cylinders shortly. In place of the weekend away we will organise a day run for lunch at a pub and preferably one with a cheery fire. We will advise details of the run in June's ALVIC. Also this will allow you to look forward, with great anticipation, to our Daylesford weekend away in October.

For those who are planning to be at the National Alvis Rally in South Australia next year, but who haven't been in contact with the organisers or paid their first instalment, it will be appreciated if you can do so quickly. Stuart MacDonald will be very pleased to hear from you. We wish to support the hard working organisers with as many entrants as possible. The nationals are always great events and a time to catch up with Alvis enthusiast we only meet infrequently.

As I write this report I am currently in Robe South Australia, having attended the bi-annual national single and twin veteran rally. We have been fortunate in that for the first 4 days the weather was fine, if a little chilly. Today, Friday, the weather has come over wet, although we did manage to get in the morning run. It has been a great location for the low powered vehicles and the people of Robe have welcomed us with open arms. Last night was a gas light parade with enthusiastic crowds cheering as we did a couple of circuits of the town. There has also been an ACCV connection, with, in addition to ourselves, we have been joined by Sally and Chester McKaige as well as Geoff Hood, Fred and Betty Jones, Roger Cross and Jennifer Carter. Unfortunately most of my time has been spent as a passenger or driving other entrant's cars as my Sizaire Naudin, that I had been working on right up to the eleventh hour failed after 8 km of driving, with a seized engine. It would appear that insufficient tolerance was given to the main bearings. So much for using this event as a shake down run in preparation for our Adelaide to Darwin veteran event in August. I had anticipated some minor issues, however this is a bit more than I bargained for. So now it will be an

engine out job when I get back to Melbourne. Plan B is to take my 1915 Ford T if the Sizaire isn't ready. One upside was that I got to drive the remaining 3 Australian operating Sizaire's so I now know how my car will eventually perform.

Whilst my 12/50 is running well, the starter motor bendix gear failed just after returning home from the Yarra Valley day run. This will have to be fixed before next Sunday's Pétanque run so it just goes to prove that there is never a dull moment when your interest is with old machinery. There is no chance of getting bored and saying what can I do now! Hopefully we will see as many people as possible at the Malvernvale Hotel for a meal next Friday, before coming to

the meeting. Please let me know by Wednesday if you are coming for a meal.

Andrew McDougall

MEMBERSHIP RENEWALS ARE DUE 1st JULY

(Victorian owners are reminded that they must be financial to legally operate on the Victorian Club Plate Scheme)

2014 COMING EVENTS

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

- | | |
|-----------------|--|
| Jun 8 & 9
20 | <i>Echuca Steam Rally</i>
General Meeting |
| Jul 18
25-27 | General Meeting |
| Aug 15
17 | General Meeting
<i>Rob Roy Hill Climb</i> |
| Sep 19 | General Meeting |
| Oct 10-12
17 | WEEKEND AWAY in Daylesford - see page 11
Annual General Meeting & Trophy presentation |
| Nov 21
29-30 | General Meeting
Geelong Revival |
| Dec 7 | Christmas Party - Tonkins at Smiths Gully |
| 2015 | |
| May 3-9 | Australian National Alvis Rally "ALVIS IN THE VALLEY" |

Front page: John Balthazar's Firefly at the Boule Challenge

There are several administrative matters that need to be noted:

- I apologise for the late delivery of a somewhat depleted May ALVIC, it is amazing how medical issues can present themselves at the most inopportune time.
- Most importantly - membership fees are due and payable from 1 July. If you receive a hard copy Alvic, your renewal is included. If you receive e-ALVIC, the renewal is attached as a separate file. For overseas members, a separate collection arrangement will be made and you will be advised further. There will be a separate advice for immediate new members.



- Richard Tonkin advises of the following cancellation. Murray & Clare Fitch had generously offered their help in organising the Wonderful Wangaratta Weekend, however Murray is unwell and has had to withdraw from the event preparation. Also it is thought that the event was probably too close to the Daylesford Weekend Away and the double costs may dilute the attendances at both event. Wangaratta will be on the agenda for 2015 event planning.

June ALVIC will advise of a alternative outing for the Sunday of that weekend. Still keep your calendar clear for that day!

- The following email, in respect to celebrating the Centenary of the Alvis Marque, was received from Rob Rowe, who is the PRO for the UK based, Alvis Owner Club. It is an interesting concept to engage as many of the world's Alvis Clubs and Alvis owners in a significant series of interconnected events. The ACCV committee has made an initial consideration of the 2019 event and decisions will be made as to how best to promote and participate in this celebration. Heather Goldsmith, the President of the NSW Alvis Car Club has already responded to the idea, as 2019 coincides with the year in which they next organise the bi-annual Australian National Rally.

All

As the AOC's Public relations Officer, I picked up an action from the Board of the AOC to look and see what our partner Alvis clubs globally are thinking and planning regarding celebrating the 100th year of Alvis.

For a number of reasons, but definitely from the PR perspective it is important that we recognise this anniversary and maximise the value of it to the brand and our clubs.

Aston Martin who celebrated their 100th year in 2013 enjoyed a very good year with much positive publicity for the marque and we should look to do the same.

Whilst the centenary is still a few years away, time will slip by and maximum value will only be gained if we have a consistent message and possibly a combined approach to celebrating the event.

At this time we the AOC are seeing 1919 as the 100th anniversary for two reasons:

It is the year upon which previous celebrations have been based.

From a corporate point of view, it is the year that T.G. John took over Holley Brothers Ltd and started the move into independent manufacturing.

This may be contentious and some may have a different view and it would be good to air that at this stage? Being a good example of why starting now is important.

It is my suggestion that each club needs to appoint an individual responsible for the 100 year celebration so that at least this year, we can agree the year and the key common approaches we may wish to take. It should also lay down a road map in preparing for the big year. Such that assuming that we go with 1919, we have developed a programme for that year no later than 2018 giving us at least a year to enact it.

This would provide a means of each club having a say whilst also providing a reporting mechanism back to your executives.

Once a committee is formed we will look to meet regularly and use Internet meeting technology to hold conferences.

The members from the AOC are our President Edgar Shields and I as PRO.

It would be remiss of me not to approach you without some suggestions for what we as a group of clubs could do to make the centenary a more successful event than we'd achieve individually.

• Share ideas e.g. leveraging the value of other clubs, e.g. the VSCC in the UK.

• Develop and share common publicity material.

• Run cross border events.

• Tie our national events into the Centenary theme.

• Make the press and others whose programmes have a lead time to them aware that the Centenary is almost upon then.

One suggestion that has been made to me is the concept of having a global tour. This could be broken down into national sections, with each club owning a section. This would satisfy the local celebration tour, but also make the event bigger.

As an example, the tour could start in Australia; move on to New Zealand, cross the Pacific to the US, cross the Atlantic into Europe before coming to the UK to end at Coventry.

It is unlikely that many cars would do the full journey and it would require some careful logistics, but such a tour could be organised.

I am targeting a first meeting of those appointed by their clubs for the middle of June, so that we could have something to report at International Alvis in August and so that we could hold a second working session then.

I would welcome your thoughts please.

Thanks

Rob

ROBERT ROWE
Alvis Owner Club PRO

- Ron Allen, former ACCV President, advises of the passing of Terry Plummer who was President of the Club in its early formation of the 50s & 60s and also held other committee positions. Ron mentions that Terry had been a resident at a retirement village in Brisbane and passed away following a long illness. Terry owned a 4.3 litre tourer and in it with several other ACCV members drove to NSW for discussions with the NSW Club prior to the break away group and subsequent formation of the ACCV.

We acknowledge Terry's service to the ACCV.

Ron also sent a copy of the January 1960 ALVIC, at which time Terry was President and excerpts from that edition are contained in subsequent pages of this newsletter. They make interesting reading.

- President Andrew has been busy representing the ACCV during AOMC / Vic Roads discussions about further changes to the Club Plate Scheme, brought on by some elements of the current scheme providing issues for both Vic Roads and Vic Pol in its administration. The June newsletter will contain information on the progress. The ACCV committee has been providing input to discussions.

It seems that the McKaiges who moved to Tasmania a few months ago, have been running a pro bono motel operation ever since in what Parky, who moved to Tas several years ago, terms looking after the "free loaders."

Among those present at recent gatherings were the Hetheringtons and the Tonkins. Chester reports that Richard who wanted a ride in the Bentley insisted that regardless of the rain and usual Tassy weather, they should really venture forth.

John Hetherington sent the photographs below to show how the squire and lady squire have settled into their new surroundings and that the trip across Bass Strait has not inhibited the abilities of the Speed 25 to scorch along Tassie's deserted roads.

John writes:

A TINY TASTE OF TASMANIA.

You might have expected to come to the Pearly Gates when you had climbed all the way up St Peter's Pass in the centre of Tasmania. Thankfully there is no such way point as the road climbs steadily to 500 metres. And there was no Hell and Brimstone either - it was far too cold. But four of us, Chester and Sally McKaige and Margaret and I in the McKaige's magnificent Speed 25 were travelling well through rain squall and cold gale, en route to lunch at Oatland with Liz and Mike Williams and Parky and Mrs P. The car was going very well and I enjoyed the opportunity to take the wheel for the return sector. Thanks, Chester.

We had started at Carrick and gone all of 35 miles before making a compulsory stop at Ross, where the café sells coffee and "The World's Best Vanilla Slice." No coy descriptions in this village! Manufacturing in Australia may be in diabolical decline but in Ross they have a Female Factory, with many signs pointing towards it. There was no obvious evidence of new models but it may be worth a return visit.....

There is a shop selling woolen goods in town and another in Oatland, so much perusing was done but no purchases were made. Dunno how that happened!

Lunch was great fun. Mine host at the restaurant arranged a table for the eight of us in front of an open fire and we were able to reminisce and talk about Alvis and Alvis people. Mike and Liz came in the TA 14 DHC and had covered the ground from Hobart with ease. But it was definitely a "hood-up" day. Parky had previously indicated that Noddy would attend but it didn't appear, probably because his Japanese bits would not work properly on such a cold day.

It was only a brief visit to the Apple Isle but we saw a lot, ate a lot, laughed a lot and covered some interesting miles on great "vintage motoring" roads.

JOHN HETHERINGTON





L to R: Sally McKaige, Pat Parkinson, John & Marg Hetherington, Ian Parkinson, Chester McKaige, Liz & Mike Williams

ALVIC HISTORY (some interesting excerpts)

The Bulletin of -the Alvis Car Club, Victoria 1962

CLUB OFFICERS

Hon. President Terry Plummer, Caulfield,
 Hon. Vice-Pres David Bamford, Moorabbin,
 Hon. Secretary & Spares Registrar: Basil Bowes, Glen Iris,
 Hon. Treasurer Bruce Czynski, Briar Hill,
 Hon. Social Secretary John Larsen, Yarra.
 Official Scribe: Graeme Quinn, Blackburn.
 Club Captain John Cole, Tyabb,
 Hon. Editors: David Muirden, Caulfield, Derek Holyoak, Aspendale,

This publication is the official newsletter and journal of the Alvis Car Club, Victoria. It is printed in an edition of approx. 150 copies by the Hon. Editors and is issued free of charge to all financial Club members,

Contributions and letters are always welcome.

JANUARY 'GENERAL MEETING

8 p.m., Friday, 19th. January, 1962 at the, Clubrooms, 21 Edgar Street,, Glen Iris.

Covers

Because the Club can only boast about 40 financial members, it will no longer be possible, with our limited resources, to continue printing photographic blocks each month. This is not only a matter of sheer finance - we have no Club Photographer as the A.C.C.A has, nor have we a Photo Album from which to draw material. We have on hand at the moment only three photos from members and these will be made into blocks some time this year and will be inserted into 'Alvic' at appropriate intervals. However, it is not practical to kid ourselves that we can maintain a monthly photo block service, when the Original photos are not available. Of those contributed by members in the last year, most were returned by the process engravers as being of poor quality or poor contrast, thus making them unsatisfactory for block-making. In 1961, many blocks came our way in many an hour of need from other Clubs, in particular, from Group Captain Shipley of the Alvis Owner Club of Great Britain and we were extremely grateful for them. But we cannot and must not, come to rely on such sources for the future. To this end, we are producing a semipermanent cover for 1962 which will begin with next month's issue.

What has happened to all the Vintage Alvises?

(from Graeme Quinn)

A few years ago there were a large number of actively operating vintage Alvises and owners in the Club, but we see very little of them these days and in fact, are continually hearing how yet another one of them has rolled its last and has ended up in pieces with little or no hope of being reassembled., or has been allowed to fall into bad hands and has been driven to its death. Even at this moment there are several available cheaply, but very little market even among members of this Club. It is a great pity that the Club members who own modern and even P.V.T. cars, don't buy one of the many 12/50s that are available and sample what is in my opinion is the finest car Alvis ever made.

Whilst in Sydney recently, I was kindly offered David Manson's 12/40 for the 200 Mile Rally. This weekend turned out to be one of the most enjoyable I have had and it brought back many happy memories of earlier motoring in 12/50s that I have owned. This particular 12/40 was remarkably silent in comparison with the later 12/50. The overhead gear in my old ducksback seemed to travel along the outside exhaust pipe and I could hear this very well, as it was right at my elbow. It seemed that there were many little men trapped in the Works, beating with little hammers in an endeavour to attract attention. And this they certainly did! The 12/50 was much more an eye-turner than my present Three Litre could ever hope to be - on just about all counts - appearance, sporty roar, even roadholding.

Concours (news from the Combined Vintage Car Club)

Much discussion has taken place on complaints etc. regarding the Concours and its method of judging. It was felt by some Clubs that the amount of bitterness it caused and the extreme difficulty of judging, let alone the time and work it imposed on the Committee, was just not worth it. It was suggested that the best cars of the day be given honourable mention and this led to the idea of the most representative cars present at the Rally from each Club should do two circuits of the ground whilst car and Club is described over the P.A. system. This was considered to be a suitable compromise and therefore for 1962, the former Concours has been abolished.

Editor Comment:

Firstly - how the handling of printed media has changed since 1962. Then - photographic blocks. Now - Take a photograph and print or send immediately. Where ever you are, create text standing on a street corner or in a phone box (is there such a thing any longer??) send to a centre or save for later.

Secondly - "where are all the vintage Alvises" - obviously Alvises were not high on a list for preservation or considered as investment and were being broken up. How times have changed!

Thirdly—"Concours" - admittedly the comment came from the Combined Vintage Car Club, of which Google was unable to give me any trace, and the reference was to events at Kalorama. My preference is for cars to be driven and be prepared to show some age. There has always and will always be controversy about Concours and how it is judged.

As an interesting aside - at the recent RACV Classic Showcase a non Alvis person was interested to talk about how many flutes there were on a particular period of Lucas P100 headlight glasses. His SS had run foul of the same judge at many events discounting his 44 flutes per glass and he was sure they were original. Peter Miller was able to confirm 44 flutes for the year and the guy went away ready to draw knives at the next Concours.

How objective is Concours and what does it really prove???????????????

As time permits we will explore some more of Alvic history and ask ourselves - are we heading in the right direction in promoting and preserving the marque. I'm sure we are!

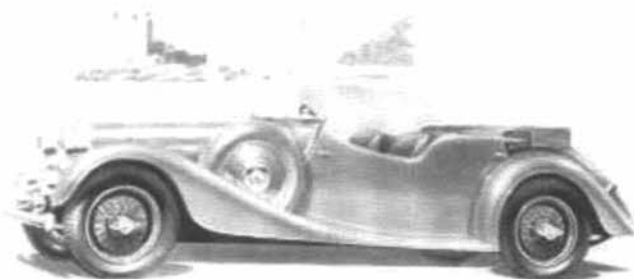
DO YOU NEED TO TRADE DOWN TO A LESSER MARQUE ??????????????????????

Chester sent the following:

Greetings,

Have a look at Prewar car.com and bring up the Australian cars for sale. There is a 20/25 Rolls Royce for sale with a Connaught body. The vendor is selling it for 50,000 pounds or want to exchange for Alvis.

c





Inter Club Petanque Competition - Revival

Back in 1998 David and Moira Wischer initiated the Boule (another name for petanque) Challenge Trophy, which was held at their property down on the Peninsular. The competition was keenly fought between three clubs: Alvis, Bristol and Daimler/Lanchester. Bristol was the first winner, followed by Alvis in 2000 and 2001 and the final competition at the time was won by Daimler in 2003.

There was interest last year to reactivate the competition, but opening it up to two more clubs: Armstrong Siddeley and Jowett. Unfortunately the scheduled date in August had to be cancelled at short notice and so the competition was postponed to this year.

Last weekend on Sunday 18th May, Michael and Pat Pringle of the Daimler Club very kindly hosted the revived competition at their home at Somers. Their home is set in 2 acres of land which provided a wonderful setting, with the representative cars parked in a circle on a grassed area shaded by trees and with tables and chairs set up near by. Surrounding the home was a perfect gravel area for the holding of the boules competition.

Having arrived at 11.30am on a lovely sunny day the initial priority was to meet the members from the other clubs, admire the cars and eat and drink before commencing the competition at 1.30pm. The Alvises attending were: Balthazar's Firefly, Chris Higgins 12/50, McDougall's 12/50, Northey's Speed 20 and Tonkin's Graber. There was an excellent role up of Bristols, including two 402 convertibles which I had not seen before. Also it was good to see the only Armstrong Siddeley, a two door with fabric roof (I am not good on AS model designations) which has been sympathetically preserved, as the last time I saw the car it was at a museum in Tocumwal looking very much unloved and sad.

When it came to the competition the ACCV was able to field two teams Alvis 1: Sharon Balthazar, Bob Northey, Chris Higgins (our secret weapon) and Andrew McDougall. Our second team, Alvis 2 was represented by: Leslie Northey, John Balthazar, Ian Barber and Peter Higgins (Chris's Son). Frances McDougall acted as stand in when not taking photos. As we felt that the Armstrong Siddeleys were disadvantaged with numbers the Tonkins switched their allegiance. The Bristol team also had a bit of an Alvis flavour with Mark Burns and Andrew Green (attending with Bristol cars) bolstering their numbers.

There were three competitions running in parallel and each competition had three rounds of bowling. At the conclusion of the first competition the teams swapped to play another team until all teams had played one another. Undoubtedly the competition was enjoyed by all as there was much laughter, shouted encouragement and close scrutiny of which boule was closest to the jack.

The final wash up of the competition was Alvis 1 first with 8 points (Chris Higgins' accuracy very much appreciated), hotly pursued by Armstrong Siddeley. It was special that David Wischer (looking in fine fettle) was in attendance and was able to present the trophy. It was good to be able chat with him and recall times past.

Another highlight was to have Marcia Barber along to spectate and catch up with friends. Ian had thoughtfully brought her along in a closed X19 Fiat instead of the Silver Eagle.

Undoubtedly the day was a great success and I believe that all who were there agreed that there is merit in the one make clubs getting together periodically to share events, appreciate each others vehicles and to enjoy the company of a wider audience of enthusiasts. An exchange of event calendars could well see more combined events.

Once again we must thank our hosts, Michael and Pat for opening up their home and for providing such a suitable venue. It was very much appreciated.

Andrew McDougall



C
A
R
S



Left: David Wischer

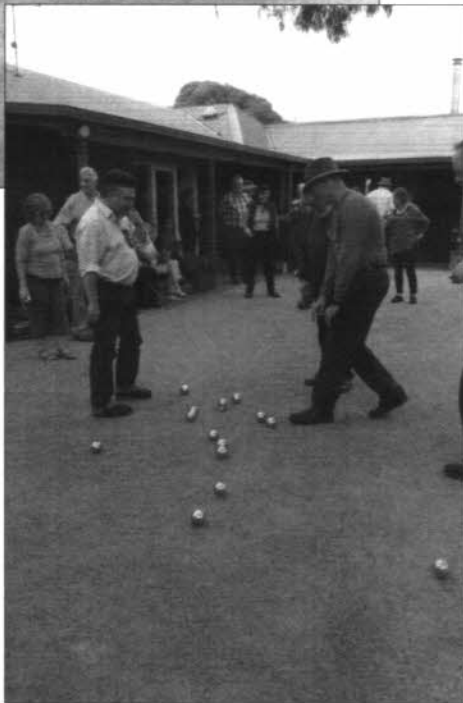


P
E
O
P
L
E



Left: Marcia Barber

THE ACTION



THE WINNERS



Photography by Frances McDougall

ALVIS CAR CLUB of VICTORIA

(Inc AO017202F)

MEMBERSHIP RENEWAL DUE 1ST JULY 2014

Name:

Address:

Post Code Phone #.....

Email Address:

Type of Membership:

Australia \$60.00 Overseas \$75.00

Changes to Car Details
(If more than 1 car use separate sheet)

Make:

Model:.....

Year:

Eng #

Chassis

.....

Car #

Payment Options:

Payment may be made by: Chq or EFT

EFT: NAB Gisborne Branch BSB 083 657 A/c # 94353 8818

Please tick if using EFT

Please ensure your name is on the EFT transfer and a copy of the receipt is attached to your renewal. Renewal form to be sent to the Treasurer.

Cheques to be made payable to: **Alvis Car Club of Victoria (Inc)**

Signature:

Date:

Please return this form together with your cheque or copy of EFT receipt to:

The Treasurer, ACCV, PO Box 129, Gisborne, Vic 3437, Australia

The club prints a membership list from time to time. If you do not want your details included please tick the box.

Roman Holiday Weekend

Friday 10th to Sunday 12th October 2014:



Come and join our "Roman Holiday" weekend away in beautiful Daylesford and Hepburn Springs and let yourself be pampered in Victoria's luxurious and decadent Spa Country.

Daylesford and Hepburn Springs have so many things to do, see and explore – perfect motoring country. The area is well known for its beautiful gardens, breathtaking scenery, quirky shops, rejuvenating mineral waters and fabulous award winning foods.

We have planned this to be a pampered, luxurious weekend of fine food, beautiful period accommodations and the chance to unwind just as the Roman aristocracy did in Bath. So think ancient Roman holiday and be prepared to simply indulge yourself.

Staying at the Grange Bellinzona guesthouse nestled in the heart of Hepburn Springs and just a couple of kilometres from the historic town of Daylesford. Bellinzona has its own in house day spa, if you don't want to travel too far a healing, soothing body treatment the region is famous for. They have an award winning restaurant with the full menu available to us to indulge the taste buds and glorious garden surroundings to lounge in, peel the odd grape or two and chat with like-minded friends. There is also an indoor heated pool, sauna and spa for guests to enjoy.

We have managed to arrange a weekend package for \$490 per couple sharing a room:
Arriving Friday – Bed and full breakfast
Staying Saturday – Dinner, bed and full breakfast
Checking out Sunday (if you don't want to drag yourself away, an extra night can be booked for an extra \$180).

You will need to contact Bellinzona directly to book your accommodation and mention the Alvis Car Club to receive the package rate. Contact via 03) 5429 1777.

So pack your toga and dust off the chariot for a relaxing, pampered weekend away.



Who was Joseph Whitworth?

By Dawson Miller

The next time you reach for a spanner, even if it is one of hundreds in a huge, enviable tool chest, say a quick thank-you to Joseph Whitworth. If it weren't for Mr Whitworth chances are that you'd need a dedicated set of tools for every car, lawn mower, bicycle and whippersnapper you have in your shed.

Joseph Whitworth was undoubtedly one of the great Victorian mechanical engineers. Although he did not take on large developments such as railways and steamships, he produced the machine tools, which made these developments possible. He is not known for his inventions but for his ability to perfect existing ideas to extremely high standards. His achievements were based upon logical methods and painstaking precision. He is best remembered for his promotion of true plane surfaces and the Whitworth screw thread. His standard of measures and interchangeability brought about an engineering revolution.

Joseph Whitworth was born in Stockport, UK. His father was a teacher and a Congregational minister, and at an early age he developed an interest in machinery. He was educated at Idle, near Bradford and after leaving school, Whitworth became an indentured apprentice to his uncle, Joseph Hulse, a cotton spinner at Amber Mill, Oakerthorpe in Derbyshire. The plan was that Whitworth would become a partner in the business. From the outset he was fascinated by the mill's machinery and soon mastered the techniques of the cotton spinning industry. Even at this age he noticed the poor standards of accuracy of the milling machinery. This early exposure to the mechanics of the industry created in him an ambition to make the machine parts with greater precision.

By the early 18th century with the Industrial Revolution in full swing, the production of machinery for manufacturing was often pretty haphazard. There were few skills or technologies to create precision engineered machines, so any machines produced were inevitably wide of the mark.

Whitworth was a determined man who by sheer force of character was used to getting his own way. It has been said that he could be a difficult man to deal with, a perfectionist himself, he was intolerant of imperfection. He was a harsh taskmaster who willingly spoke his mind. Jane Carlyle (Victorian letter writer 1801-1866) wrote of Whitworth in a letter to her husband, Thomas Carlyle: "Whitworth, the inventor of the besom-cart and many other wonderful machines, has a face not unlike that of a baboon; speaks the broadest Lancashire; could not invent an epigram to save his life; but has nevertheless a talent that might drive a genii to despair and when one talks to him, one feels to be talking with a real live man".

By 1830 a skilled mechanic could be expected to work to an accuracy of only one sixteenth of an inch, but by 1840 thanks to Joseph Whitworth, an accuracy of one ten-thousandth of an inch was a practical proposition. Subsequently, Whitworth devised an instrument (a bench micrometre) that could measure to one millionth of an inch. He also introduced a standard for the flatness of plane surfaces, which was essential for fine engineering work and for the manufacture of surface plates used for marking out purposes.

At this time, manufacturing machines were absolutely custom made, literally down to the nuts and bolts. The nuts and bolts were made in matched pairs, their size and thread determined by the engineer who specified them and the blacksmith who made them.

Despite tens of thousands of machines in the early 19th century, cranking out everything from sewing needles to steam trains there was no guarantee that a nut from one machine could be used on the machine next to it. Whitworth specified a 55 degree angle between the flanks of each thread, with radii at the crest and root. The pitch would vary with the diameter of the shank with standard teeth per inch (TPI) values for various diameters. The size of the spanner was determined by the size of the bolt's shank.

Whitworth's standard (BSW) was adopted in Britain in 1860. A few years later William Sellers, an American proposed a thread with flattened roots and crests which was cheaper and easier to produce. Spanners were specified by the measurement across the hexagonal flats (AF) of the bolt head. Thus a 3/16" BSW spanner and a 7/16" AF spanner were exactly the same size.

After the Second World War there was a need to standardize threads as various European countries had their own metric-based formula for screw threads. This was a 60 degree thread with a radiused root and a flattened crest. Even in Britain various fine pitch threads evolved into BSF (British Standard Fine). The British Standards Institution declared BSW and others to be redundant settling on today's ISO metric (60 degree flanks, crest and radiused root in course or fine) as first preference.

As in most things, the Americans went their own way and stuck with the Unified thread form with 60 degrees sides as per metric but in imperial measurements. Whitworth was created a baronet on November 1, 1869 thus becoming Sir Joseph Whitworth. He died on 22 January 1887 at Monte Carlo.

During my research for this article I came across this story from his obituary in *The Times* of 24 January 1887.

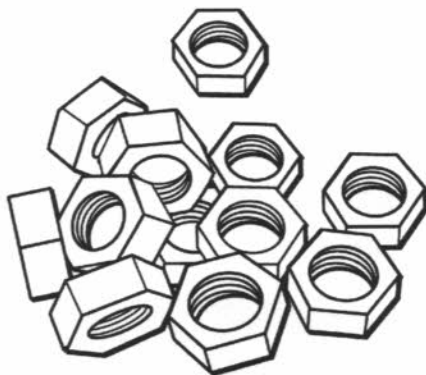
It illustrates the importance of standardization and the interchangeability of machine parts.

"The Crimean War began, and Charles Napier (RN) demanded of the Admiralty 120 gunboats, each with engines of 60 horsepower for the campaign of 1855 in the Baltic. There were just ninety days in which to meet this requisition and short as the time was, the building of the gunboats presented no difficulty. It was otherwise however with the engines and the Admiralty was in despair. Suddenly, by a flash of the mechanical genius which was inherent in him, the late Mr John Penn (marine engineer) solved the difficulty and solved it quite easily. He had a pair of engines on hand of the exact size. He took them to pieces and distributed the parts among the best machine shops in the country, telling each to make ninety sets exactly in all respects to the sample. The orders were executed with unflinching regularity and he actually completed ninety sets of engines of 60 horsepower in ninety days. A feat which made the great Continental Powers stare with wonder and which was possible only because the Whitworth standards of measurement and of accuracy and finish were by that time thoroughly recognised and established throughout the country."

It is interesting to note that the British Morris and MG engines from 1923 to 1955 were built using metric threads but with bolt heads and nuts dimensioned for Whitworth spanners. This was due to the engines being produced using machine tools of a previously French-owned company that was set up for metric production. For the average British motorist to be able to service his car, the bolt heads were made to fit imperial-sized spanners.

References: "Back bite" by Michael Stahl "Wheels" magazine. Various WWW sites.

Thanks to Mark Weller for this contribution



"The Car for the Connoisseur"



*Power
with
Beauty*


12/50 h.p. ALVIS
FOUR CYLINDER
SEATER. Four
wheel brakes, four
speed gearbox,
full equipment and
Dunlop Tyres.
£495

*Speed
with
Grace*

BRITAIN'S BEST LIGHT CAR

FOR the past three years ALVIS design has been looked upon as something to copy, and its performance as a hall mark of satisfaction. This 1926 ALVIS is a car to wonder at—bigger, faster and safer than ever before. The 12/50 h.p. engine with overhead valves develops great power and has a flexibility and sweetness at all speeds equal to any six or eight cylinder car. 6 to 60 m.p.h. on top gear, and 30 miles per gallon of petrol, are features that can be proved on the road. The Four-wheel brakes give instant action without vibration, and the engineering excellence of the chassis is so far above that of any other light car that it is guaranteed for three years. "As good as an ALVIS" is a claim often made but seldom substantiated. Its coachwork impresses by beauty of line and finish, and satisfies by the softness and quality of upholstery. A long, low body, with ample leg room and every detail of luxurious equipment, completes a model perfect in every part—a car for a connoisseur. May we have the pleasure of sending you a delightfully illustrated Catalogue, describing this and all other ALVIS Models? The ALVIS CAR & ENGINEERING Co., Ltd., COVENTRY. London Distributors: Henlys, Ltd., 91 & 155, Great Portland St., London, W.1.

ALVIS—Britain's BEST Light Car
CHASSIS GUARANTEED FOR 3 YEARS



H.P.

3 May - 9 May

Barossa



"Alvis in the Valley"

2015 Australian National Alvis Rally

Autumn is a very pleasant time of the year to be touring the picturesque rolling hills that surround the Barossa Valley of South Australia, that overlook the patchwork of vineyards, bathed in autumnal colours.

The Barossa Valley is one of Australia's prime wine producing areas and the event will be based in the township of Tanunda, which is surrounded by traditional vineyards.

Whilst the first eight Australian Grands Prix (AGP), were held each year on Phillip Island from 1928 onwards. In 1936, South Australia applied for and was granted permission to stage the 1936 AGP in Victor Harbor and then the 11TH AGP and the 15TH AGP, were held in South Australia, at Lobethal (1939) and in Nuriootpa (1950) respectively.

The circuits utilised public roads, which still exist, and so we intend doing a lap or two.

Alvis did make a very modest appearance in those early races, with 12/50's and a FWD and one year a 12/50 did finish eighth.

The Angas family was an integral part of the history of the settlement of South Australia.

We will be visiting the old Angas homestead, which is called Collingrove and we will travel a short distance to the Sporting Car Club's own Hillclimb complex, called Collingrove Hillclimb. We intend to do more than just look at it.

FOR AN ENTRY FORM CONTACT

WENDY SMITH

wenknits@adam.com.au

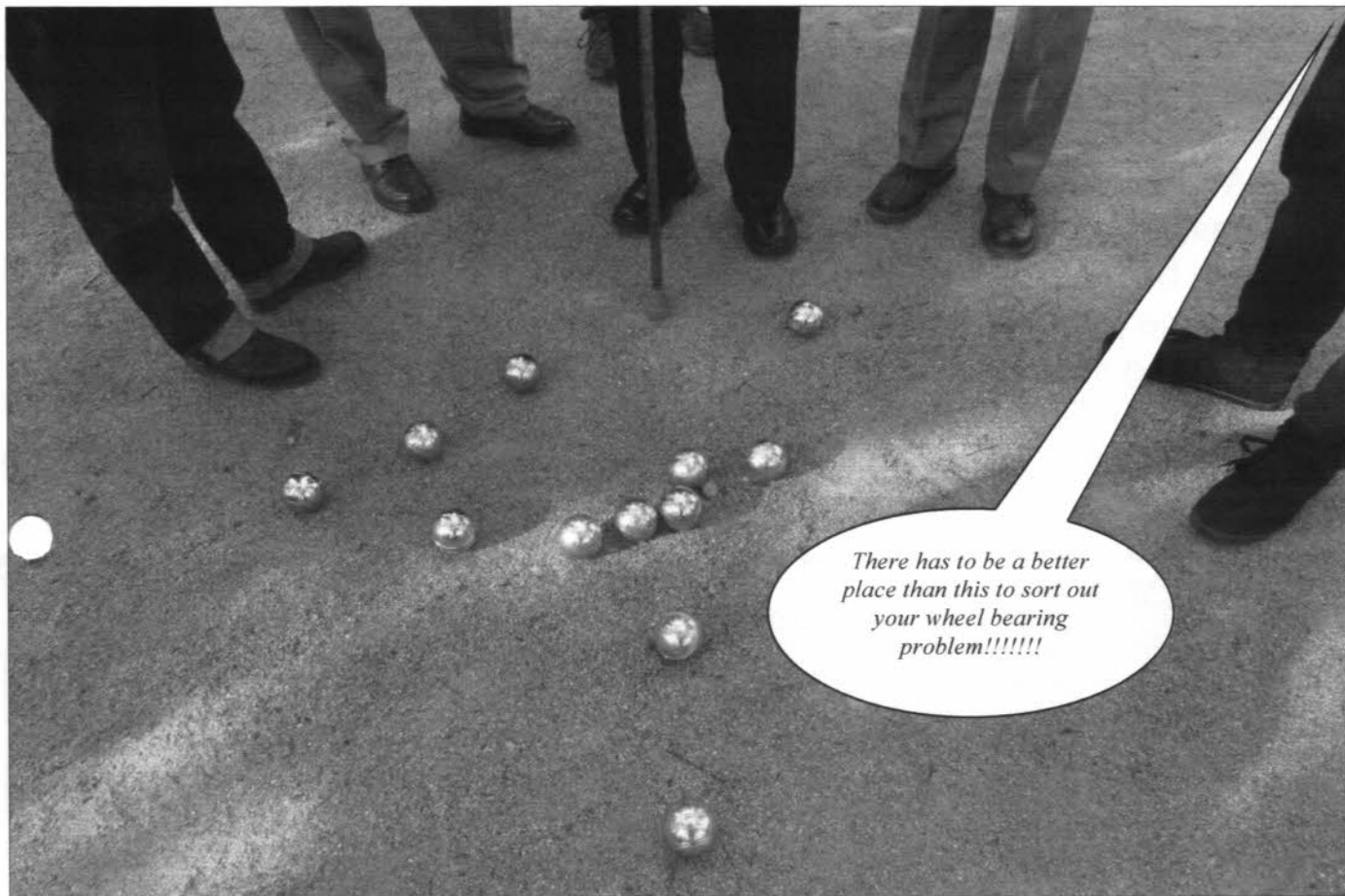
or

STUART MACDONALD

stuart_30@bigpond.com

*In the meantime, we wish you good health and good motoring
The 2015 Alvis National Tour, Organising Group.*

ALVIS PEOPLE BEHAVING BADLY



FOR SALE

On
www.autotrader.com.au

\$25,950

Alvic

May 2014

15

FOR SALE

PHOTO NEXT PAGE

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



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. **\$ 17,500**

Contact; Phil Dadd

0418 646 149

Email; pdadd@bigpond.net.au



FOR SALE

1948 Alvis TA14 DHC by Carbodies. Car 22154. Originally delivered to Adelaide. In superb original condition with under 80,000 miles from new. Paisley gold with green leather upholstery and black hood. All road tools, books, build sheet. Asking price \$45,000 ONO.

Contact: Richard Harvey Tel: 0488 961 133

Email: richardharvey@live.co.uk

FOR SALE



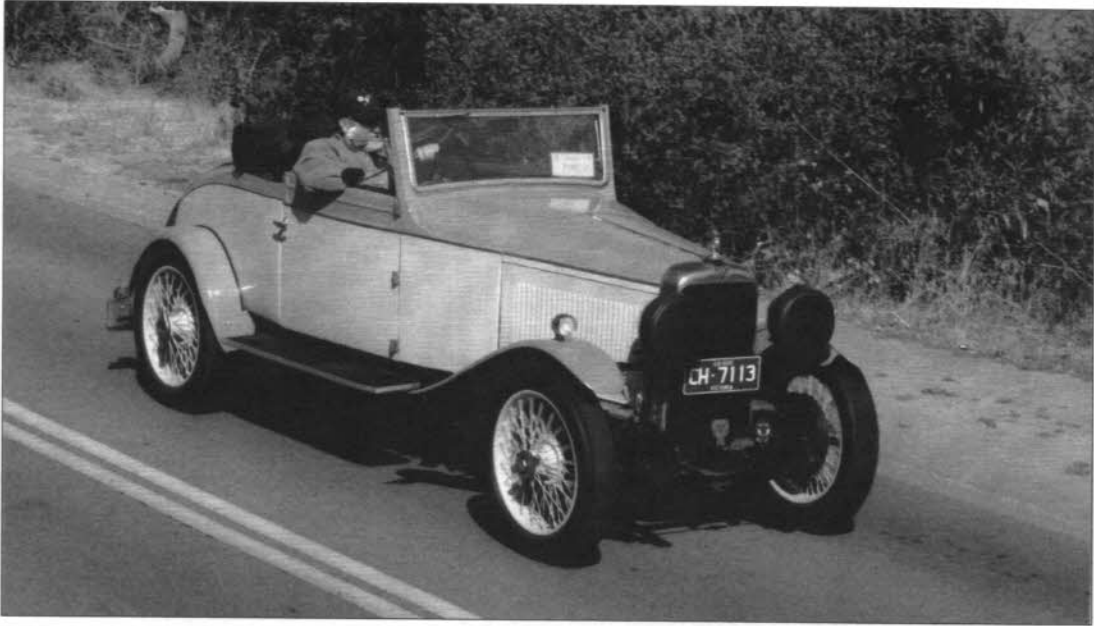
1962 TD21 Series II Park Ward DHC number 26811 First registered MUM21 in June 1962. In June 1964 became 389HWR. Now registered S20070 and located in Queensland Australia. Restored 2003-2012. 5 speed manual. \$100,000 ONO. Bill Anderson +61 410 430 208

Expressions of Interest invited

1965 TE21 DHC chassis 27263
Contact David Horrocks

email: jendelay@iinet.net.au





CAR SALE 1932 TJ12/50 Doctor's Coupe. Engine 3884 chassis 9367 body 14223. Engine & body rebuilt 1997-8. Runs well. Last 12/50 to come to Australia through an agent.
 \$45,000 or best offer. CHRIS HIGGINS (03) 5986 1510

FOR SALE

TIES
 \$25
 EACH



MUGS
 \$7.50
 EACH

RING THE TREASURER, MARG LANG FOR DETAILS

If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.

FOR SALE



1928 12/50 TG Roadster chassis 6759, engine 7055 L200, car 11602 The car has been restored and is in the colours as it left the factory. Reconditioned head on the car, new flywheel and ring gear (one piece like original), new close ratio gears in the gearbox and a choice of 2 diff ratios 4.3 and 4.7 these can be easily changed into the car as they are set up and in individual carriers, the dicky seat is upholstered and carpeted and is like new. The wooden dash is the original from the factory. A number of good spares go with the car and is included in the price, asking \$70,000

Car located in Maroochydore

Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

1954 TC21 saloon chassis/engine 25336
New head lining, new radiator, recon head. New radial tyres to the rear.
\$22,000

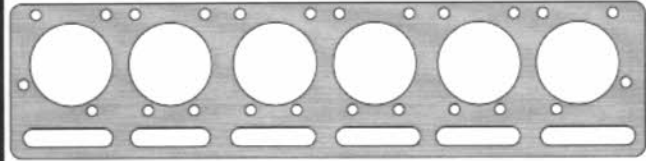
Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

Car located in Maroochydore



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

