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Alvic

The Newsletter of the Alvis Car Club of Victoria





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

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PRESIDENT'S REPORT

Last month's report was written on the road and this one is being written at home (just) as we only returned from our travels last Friday evening. We, with most of the others, successfully completed the trip to Darwin in our veteran vehicles. When I last wrote we were staying the night at the Marla Road House. Since that time the old vehicles took us to Uluru where Frances drove the T Ford around the rock. It was then onto Alice Springs, past the Devils Marbles where we encountered a contingent of Ford people testing the yet to be released new models of Falcon and Territory. Of course this provided a great opportunity for them to set up a photo shoot with our T beside the latest creations. These will be the last models of Ford produced in Australia. After our run out to Kakadu and a wonderful dawn boat trip with the awakening birds and crocodiles on Yellow Waters we came back to the Stuart Highway and down to Coomalie farm and the site of an old World War 2 air strip. Here we camped the night and were treated to a wonderful flying display by historic aircraft, aerobatic aircraft, ultralites and gyrocopters. Frances was fortunate enough to have a ride in an ultralite just as the sun was setting – a great experience. The final run into Darwin was uneventful and we arrived at the Old Qantas Hanger around midday where there was a great reception. We had covered in excess of 4,000 km in our veteran vehicles, which provided a great sense of achievement. There was more than one ACCV connection as besides ourselves we had Peter Kellaway, a member from Whyalla, who owns a TA 14 drophead on the rally. On this occasion Peter was driving his Dodge tourer.

Following a couple of days rest in Darwin we returned to Katherine where we parked up the trailer with the T Ford aboard before we drove to Kununurra via back roads, past the historic Victoria River Downs Station, owned by the Holmes a Court Family Company. Just back in the Northern Territory we stayed and walked in the beautiful Keep River National Park, with its wonderful Bungle Bungles like rock formations. Back at Katherine we hooked up the trailer and then made our way home via a devious route through outback western Queensland. We have driven through some magnificent country varying from tablelands with lush Mitchell grass, semi arid and desert regions, over ranges and mesa country, drought affected areas around Winton and then down into NSW and a 2 night visit to Lightning Ridge with its huge number of opal mining claims and shanties. All told we covered over 12,000 km in 6 weeks. Australia is certainly a huge country. The VW camper van/tow vehicle proved to be most comfortable, competent and it did not miss a beat.

I regret to advise that Chester McKaige has been beset with some serious health issues. He suffered a stroke from which he is making good recovery progress, but he also has bowel cancer for which he will have an operation on Monday 22nd September. He and Sally have been receiving lots of messages of support. On behalf of the ACCV and the greater Alvis fraternity we extend our best wishes to Chester for a full recovery and we look forward to having him firing on all cylinders, enjoying life in Tasmania, surrounded by and using his collection of vehicles and for us to enjoy his and Sally's company

as occasions permit, for many years to come.

Last month I mentioned that the Bruce Feldtman 12/50 had been sold, but at the time I was unaware of the new owner. I now wish to congratulate Rowan Swaney from Mansfield on his purchase of the 12/50 and welcome him to the membership of our Club. I am sure the 12/50 will provide him with lots of enjoyment. Also we received applications for membership from John Gove of Melbourne, who is importing a SB Speed Twenty rolling chassis from Holland and Ilkka Veijalainen from Cleveland, Queensland who has purchased a TA14, which was ex Corowa. We welcome John to the Club and look forward to seeing restoration progress on the SP20 and also welcome Ilkka to the Club. Whilst we may not see Ilkka so frequently we look forward to catching up with him, should he be visiting Melbourne and also on

National events.

Upcoming events are the weekend away in October in Daylesford/Hepburn Springs, followed by the joint club run with MGAs and A Fords. Also we intend watching the action at the Geelong Sprints followed by the Christmas barbecue. Details of these events are elsewhere in ALVIC.

Our September monthly meeting will be next Friday evening so I hope to see as many members as possible at our clubrooms and if you are able, to make it to the Malvernvale Hotel for a meal prior to the meeting. Please let me know by Wednesday evening if you intend coming to the meal.

Andrew McDougall

MEMBERSHIP RENEWALS WERE DUE 1st JULY

IF YOUR MEMBERSHIP FEES ARE UNPAID BY 30 SEPTEMBER, THIS IS THE LAST ALVIC YOU WILL RECEIVE. IF YOU ARE NOT INTENDING TO RENEW, PLEASE ADVISE SO THAT WE CAN AMEND OUR RECORDS

SUPPER

RICHARD WALLACH

2014 COMING EVENTS

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

Sep 19 **General Meeting**

Oct 10-12 **WEEKEND AWAY in Daylesford**
17 **ANNUAL GENERAL MEETING & TROPHY PRESENTATION**

26 **MGA, Model A and Alvis**

Sunday 26 October

**Meet at The Time Ball Tower, Battery Road (end of Nelson Place), Williamstown.
10am for a 10:30am departure.**

Picnic lunch at Point Cook Coastal Park (the last car park)

BYO everything for a picnic or BBQ lunch. BBQ facilities available and some chairs and shelters.

Nov 21 **General Meeting**
29-30 **Geelong Revival**

Dec 7 **Christmas Party - Tonkins at Smiths Gully**

BIG RED IN THE MOVIES

Several weeks ago, I received an email via Dale, from a young lady who was on a media course with the Victorian College of the Arts, asking for advice on where she might procure a car to be filmed at Werribee Mansion in September.

I wrote back to see what information was available about the film, the era, the gist of the script, who would drive the car, the financial status of the script owner of the car etc etc.

Word came back that the film, "At Last," timed during the 40s was centred around a precocious teenager from a well to do family who resided at the mansion.

I explained that her quest for a 1940s car was probably best served by a 1930s car due to the effect of the war on the car making industry and the lack of availability of posh cars at the time.

I was advised that the owner would drive the car and it would be unlikely that any of the actors would be passengers. That they were impecunious university students who needed to create, produce, direct and everything else toward gaining their qualifications. The budget did not run to paying the car owner or anyone else for that matter.

I thought rather than do it, I would ask around to see if someone else with a suitable car wanted to be in the fun! The silence was deafening. Everyone was smarter than me!

Having then accepted the challenge, I was asked if I had a black jacket and would I be available on either of the 12, 13 or 14th - yes to both and could we be there at 1.30.

Further communication about timing, was that mutually the 13th would be ideal and could we be there by 1.00pm. Fortuitously the 7 day forecast was the only day not expecting rain. For once this turned out to be confirmed through the week; other than it moderated earlier.

The day before the event a 6 page document arrived with directions on how to get, how to get, who to ring etc etc. Also a brief on the scenes to be shot on the day.

The one that raised my eyebrows was the bedroom scene - "James and Emma post coital!"

Wow I thought, An X rated movie! Next scene "James leaves and Emma fiddles with paper aeroplane." Not happy Jan!!!!

Next day, about to leave for Werribee when the phone goes and my contact asks if we would like to come a bit later with arrival at 3.00pm and they would like to get some sunset shots. OK we will be there at 3.00pm!

Arrived 2.30, code in the electric gate, drive up to back of the mansion, all gates barred to the front. Parked in the shade under a tree. Phone contact, straight to message bank! Rang Supervisor—straight to message bank. Rang 1st Assistant Director—straight to message bank! Rang 2nd Assistant Director—sorry I am off site will call you back in 5!

Young lady waving hands. My email contact! Led up to a removable bollard and parked under a tree. Cleared into the mansion for a sticky. An hour after arrival, went back to car, having previously sighted someone's brat climbing up Big Red's front mudguard.

Another bollard moved and after discussion from 2 different persons with contrary ideas on what was required, we were on the move.

The Parks Victoria person was very concerned about the number of park visitors who were walking on and across the road that I was going to drive on. 10 runs later with conflicting instructions from a variety of persons all shouting "action" at various times, the shoot was complete.

Fortunately we did not have to stay until sunset as although imposing P100s look the part, they are not nearly as good as the modern bright lights. Fortunately nearer home, the kangaroos had decided to stay off the roads.

All jokes aside, we had an enjoyable afternoon and the crew were most appreciative of our participation.

There is a promise of an invitation to the Premiere at Federation Square and some still pics and a copy of the film on DVD.

....John Lar.





Having been made aware through the Hells Confetti forum that WK8045 had competed in the 2014 Le Mans Classic, it was time to remind ourselves of one of the most celebrated Alvis victories in 1928.

At short notice Fred Herzog happily responded to my request for an article on his participation along with co-driver Ernst Chalupa.

Many thanks to Fred for this interesting story and his proposal for a FWD Team to compete in 2016.

We also acknowledge that Mac Hulbert and his co driver competed at the event.

.....ed

**LE MANS
CLASSIC**

4/5/6 | 2014
JUILLET

FWD

again at LE MANS



The Car

WK8045 is a 4 cylinder, 1 ½ litre super-charged sports-cars, one of 150 FWD built between 1928 and 1930. WK8045 had been used by the Alvis Company as an experimental and press car between 1928 and 1931. The best known event it compete in was the 1929 Exeter Trial driven by S.C.H. Davis winning a gold medal.

In 1931 the works dispatched the car to Henley's who sold it in 1932.



Subsequently the FWD was owned by four different Englishmen, before being brought to Austria in 2002. I acquired WK8045 in 2009.

In Austria, WK8045 participated in some rallies and hill-climbs, including Ennstal-Classic (3 times), Gaisberg (Salzburg) and Klausenpass (Switzerland).

In 2011 it became clear that the engine had to be rebuilt (re-boring, new camshaft, new crankshaft) and while we were about it, we also decided to re-manufacture the key parts of the front wheel drive train. (This was done in the workshop of Ernst Chalupa (Vienna-Austria), the drive train parts were manufactured by Horst Schuler (Freiburg – Germany)

At the end of the re-assembly, I thought it would be a great final motivation and recognition of my friends' dedication and contribution, to apply for Le Mans Classic 2014 – and to have the car race where 2 Alvis FWD cars finished 6th and 9th on scratch with Harvey / Purdey winning the 1 ½ litre class.

The Race

Le Mans Classic is an event that every true classic car enthusiast should at least visit once and even better to participate. The pageantry and activity round the clock is captivating and simply breathtaking.

Six grids span the years from 1923 to 1979, with a fascinating diversity of machinery, most prominently Bugatti, Bentley, Talbot; Jaguar D-Type, Ferrari 250, Cobras, Ford GT40; Porsche and Chevron. But also: Alvis, Amilcar, Lorraine Dietrich, Salmson.

Grid 1 (cars from 1923 – 1939) brought 63 cars to the track, with 9 Bugatti, 7 Bentleys, 5 Riley, 4 Talbot 105, 4 Invicta, 1 Talbot Lago – and 2 Alvis (1929 Silver Eagle and 1928 FWD).

Action starts on Friday with a day training cum qualification and a night training. The race then starts at 17:00 on Saturday and ends 17:00 on Sunday.

Each Grid is run 3 times at different times of the day (for Grid: Saturday at 17:00; Sunday 02:30, Sunday 08:30). Each "round" lasts approx. 45 mins; and at half time you have to get into pits to change the driver (optional).

Preparation and Challenges

After the decision had been made to apply for Le Mans, a series of tasks and challenges had to be mastered. The FIA Passport had been obtained in winter-time and in April we got confirmation to participate - the point of no return!

WK8045 got the required FIA "K" addendum add-ons (e.g. mirrors, correct cut-out, towing eyes), new wire wheels were made, as the old ones were no longer confidence-inspiring anymore. We also tried to fit a newly made super-charger, which turned-out to be a more time-consuming enterprise than expected; so the old one was used. So the car was ready.

To ready the drivers, their licenses had to be obtained: an "exhaustive" correspondence and conversation commenced between the Le Mans organization committee and the national motorsport authorities in Austria and Switzerland about which license exactly is needed, appointments with doctors were scheduled, cancelled, re-scheduled – till we got what was needed. To purchase the correct helmets, overalls and gear was the simple part.

Get there and pre-race time

Our Race team comprised of the 2 drivers and 2 assistants – all "family and friends" (see "listing") and was run on a shoestring budget (compared to most of our competitors): borrowed delivery van, rented car trailer loaded with car and the garage hand tools.

A 2 day trip brought us to Le Mans on Wednesday, early enough to accommodate ourselves and run through the administrative tasks without time-pressure.

The cars were kept in a small tent / marquee each – grouped by grid close to the grand-stands. This forms both marvellous assemblies of cars – a delight to see for participants and spectators (the paddock being accessible to spectators) and a familiar atmosphere for the competitors.

Administrative check went pretty smooth – though we got some "weird" looks concerning our driver licenses – maybe they weren't that appropriate. Anyway – we got through. The subsequent scrutineering of the car was a bit more frightening, as we had some debate concerning the tyres- which were 0.25" too wide as compared to the FIA papers. Lesson learnt for next time.

Having mastered the checks – there was enough time to stroll though the Le Mans Classic, to see all the other cars from competitors and car clubs.

| PLATEAU 1 / GRID 1 | | | |
|--------------------|---|-----------------|---------------------------------------|
| 1 | AGA KHAN/PRILL/CLARK | GBR/GBR/GBR | SINGER Nine Le Mans 1935 |
| 2 | TRABER | CHE | TALBOT LAGO Ex Monoplace décalée 1939 |
| 3 | TRABER/TRENER/KÖNIG | CHE/USA/CHE | DELAHAYE 135 S 1935 |
| 4 | FINK | DEU | BENTLEY 4,5i Blower 1930 |
| 5 | BALLYLESEUR | FRA/FRA | BMW 328 1938 |
| 6 | HALUSAHALUSAHALUSA von DÖNHOFF | AUT/AUT/AUT/DEU | BUGATTI 35 C 1927 |
| 7 | CHASE-GARDENER | GBR | ASTON MARTIN 2 Litres Speed 1937 |
| 8 | BATCHELOR/ORMOND-SMITH | GBR/GBR | BENTLEY 4,5i Tourer 1928 |
| 9 | BLAKENEY-EDWARDS/BURNETT | GBR/GBR | TALBOT 105 AYL2 1934 |
| 10 | BALLBALL | GBR/GBR | INVICTA "S" Type 1931 |
| 11 | PELLETT | GBR | TALBOT 105 G054 1931 |
| 12 | BIRCH/BURNETT | GBR/GBR | TALBOT 105 "G052 1931 |
| 14 | BURNETT/EVANS | GBR/GBR | TALBOT 105 BGH 21 1934 |
| 15 | EMMERLING | DEU | RILEY Brooklands 1928 |
| 16 | SEBBA/PLANT/DOYLE | GBR/GBR/GBR | MORGAN 4/4 1937 |
| 17 | MAHUL | FRA | SINGER Le Mans 1935 |
| 18 | LEWIS | GBR | LAGONDA V12 LE MANS 1939 |
| 19 | MAYDON/HULBERT | GBR/GB | ALVIS SILVER EAGLE "Beetleback" 1929 |
| 20 | BUSSOLINI/BUSSOLINI | FRA/FRA | PEUGEOT 402 Dartmat 1937 |
| 21 | KOHLER/LAFONT | FRA/FRA | BUGATTI 35 B 1929 |
| 22 | COURTINE/BENOIT LATOUR | FRA/FRA | AMILCAR C6 1927 |
| 23 | ALLARDET | FRA | RILEY Brooklands 1929 |
| 24 | BALDY/BALDY | FRA/FRA | BUGATTI 37 1926 |
| 25 | CHANOINE | FRA | RILEY TT Sprite 1937 |
| 26 | SARAZIN | FRA | BENTLEY 3 LITRE TOURER 1926 |
| 27 | KRIEF/BRAUN/GRANIER | FRA/FRA/FRA | ASTON MARTIN Mk II 1936 |
| 28 | CADMAN/ELLIS | GBR/GBR | SALMSON GS Course 1927 |
| 29 | OVERINGTON | GBR | BENTLEY 4,5i Blower 1929 |
| 30 | FRIEDLI/BRUNNER | FRA/FRA | BUGATTI 51 1925 |
| 31 | BAUDON/NOVO | FRA/FRA | BUGATTI T44 1930 |
| 32 | SIMON/MULDER | DEU/FRA | BMW 328 1937 |
| 33 | COINTREAU/COINTREAU/COUSSEAU du BOUCHERON | FRA/FRA/FRA/FRA | BUGATTI 51 1932 |
| 34 | SCHRAUWEN | BEL | SINGER Le Mans 1936 |
| 35 | ROTHENBERGER/WOITRIN | DEU/BEL | INVICTA "S" Type 1931 |
| 36 | BRANDT/MICHAELIS | DEU/DEU | LAGONDA LG 45 1937 |
| 37 | SLIPEN/VIGNAUD | NLD/FRA | INVICTA "S" Type 1932 |
| 38 | JARVIS | GBR | RILEY TT Sprite 1935 |
| 39 | METZKER/SCHMIDT | AUT/AUT | RILEY TT Sprite 1934 |
| 40 | CHALUPA/HERZOG | AUT/DEU | ALVIS FWD 1928 |
| 41 | WYBROW/WESTON/DOHERTY | GBR/GBR/GBR | CITROËN C4 Roadster 1932 |
| 42 | ERNST/DUBSKY | DEU/AUT | LORRAINE DIETRICH B 316 Sport 1925 |
| 43 | SCHMITZ KOEP/WILLISCH/MORRIS | DEU/DEU/GBR | MG Magnette K3 1934 |
| 44 | PHILIPPE/EMENUTEAU | FRA/FRA | BENTLEY 4,5i Tourer 1928 |
| 45 | MORRISON | USA | LAGONDA V12 LE MANS 1939 |
| 46 | ROLNER/ROLNER | DNK/DNK | BENTLEY 4,5i Tourer 1928 |
| 47 | MIDGLEY/WOODGATE/HOPE | GBR/GBR/GBR | ASTON MARTIN ULSTER 1935 |
| 48 | DUBRULLE/FAUX/MARGUERITE | FRA/FRA/FRA | BUGATTI 35 A 1927 |
| 49 | SEDLMEIER/Dr. SONTHEIMER | DEU/DEU | ASTON MARTIN 2 Litres Speed 1937 |
| 50 | REAY SMITH | GBR | LAGONDA LG 45 1936 |
| 51 | HAMPSON/HOCKING | USA/GBR | MG Magnette K3 1934 |
| 52 | KING/SAINT CLAIR TISDALL | GBR/GBR | MORGAN 4/4 1937 |
| 53 | KRENN | DEU | MG Magnette K3 1934 |
| 54 | BEHR | FRA | BENTLEY 4,5i "Le Mans" 1926 |
| 55 | GRAIGNIC | FRA | BUGATTI 35 1925 |
| 56 | LANTERNIER/LECOMTE DU NOÛY | FRA/FRA | ASTON MARTIN Le Mans 1933 |
| 57 | BUGLER | GBR | LAGONDA LG45 1937 |
| 58 | SPENCER | GBR | BUGATTI 35 T 1928 |
| 59 | SWETE | GBR | INVICTA "S" Type 1931 |
| 66 | OTTEN | DEU | BMW 328 1938 |
| 68 | DIETEREN/LALMAND/DIETEREN | BEL/BEL/BEL | ALFA ROMEO 8C 1935 |
| 69 | RICCI/STOESSER | FRA/FRA | BMW 328 1938 |
| 76 | LEGELEUX/MARTY/LEGELEUX | FRA/FRA/FRA | HRG 1500 1938 |

18/06/2014

Le Mans

Qualification and races

Qualification started Friday at 15.00 for Grid 1. A rolling start brought the 62 cars on their way in fair weather. While during the first lap the field was pretty dense – but very soon the fast cars stretched the field and there was always enough space to drive safely.

We swapped drivers in lap 3 – and after 5 laps the round was signalled off and we were qualified position 52. Car and drivers were fine.

Our assumption was confirmed that with the low gearing and the self-imposed rev limit (to preserve our old supercharger) we were not in for speed – rather for endurance. In cornering speed, braking and acceleration we could match or outperform cars of similar engine size, but we were outclassed for top speed.

Night training commenced at 22:30 – sweetened by a nice drizzle. As the night training is not mandatory and not needed for qualification, quite a number of cars did stay under their marquees. We came for driving – so out we went, changed drivers again, completed 5 laps and were placed 46.

Well after mid-night we left the venue for our hotel to get some hours sleep to be fit for the next day.

Race day Saturday saw us getting into the paddock late morning and we still had time to explore the event. Now all stalls were open and the visitors thronged through the paddocks and the Le Mans Classic Village. WK 8045 raised quite some interest due to its technical singularity.

Grid 1 was asked out to the course on 16:30 and was lined up for the Le Mans start in front of the grandstands accompanied by "brass music." Although the Le Mans start is - for safety reasons - a mock-up only – it is one of the highlights of the race. The race is actually started on the Hunaudières straight as a rolling start.

Race 1 went pretty well, I got more and more familiar with the course and improved lap times compared to the qualification round. To maintain the driving rhythm, we did not swap drivers.

Quite nice "battles" were fought with some Singers and Aston Martins. We landed on position 38, quite an advance compared with qualification result.

Rain commenced right in time for the night race at 01:00. Ernst started the race and we swapped drivers after 3 rounds. The night race has its very own charms. You see rather little and if the field is far stretched in the 2nd half of the race – you almost drive alone along the long straights of the Le Mans circuit. An amazing experience. After 5 laps we were at position 37 – and cheerful that all went so well so far. The night race over – some of us tried to get a wink of sleep in the van, others relaxed in the drivers club for consecutive late dinner and early breakfast.

Final race was scheduled for 09:00 on Sunday morning. A bleary-eyed team got the car out on the track for the last lap. Ernst was to drive. The first laps he did very well, he held 23rd place. Then, after the 3rd lap, he got missing. Had the supercharger ultimately breathed its last? Anything more serious even? The race being over – WK8045 and driver got towed into the paddock. Investigation concerning the breakdown assumed – and revealed that the choke plate had broken close at its pivot point and blocked the carburettor. We laughed and were relieved that nothing serious had happened to either driver or car.

We finished 36th on scratch and 24th on index and have been very happy about the result. The 2 laps lost due to the choke plate were forgotten as soon as we had emptied our first bottle of champagne after the race.

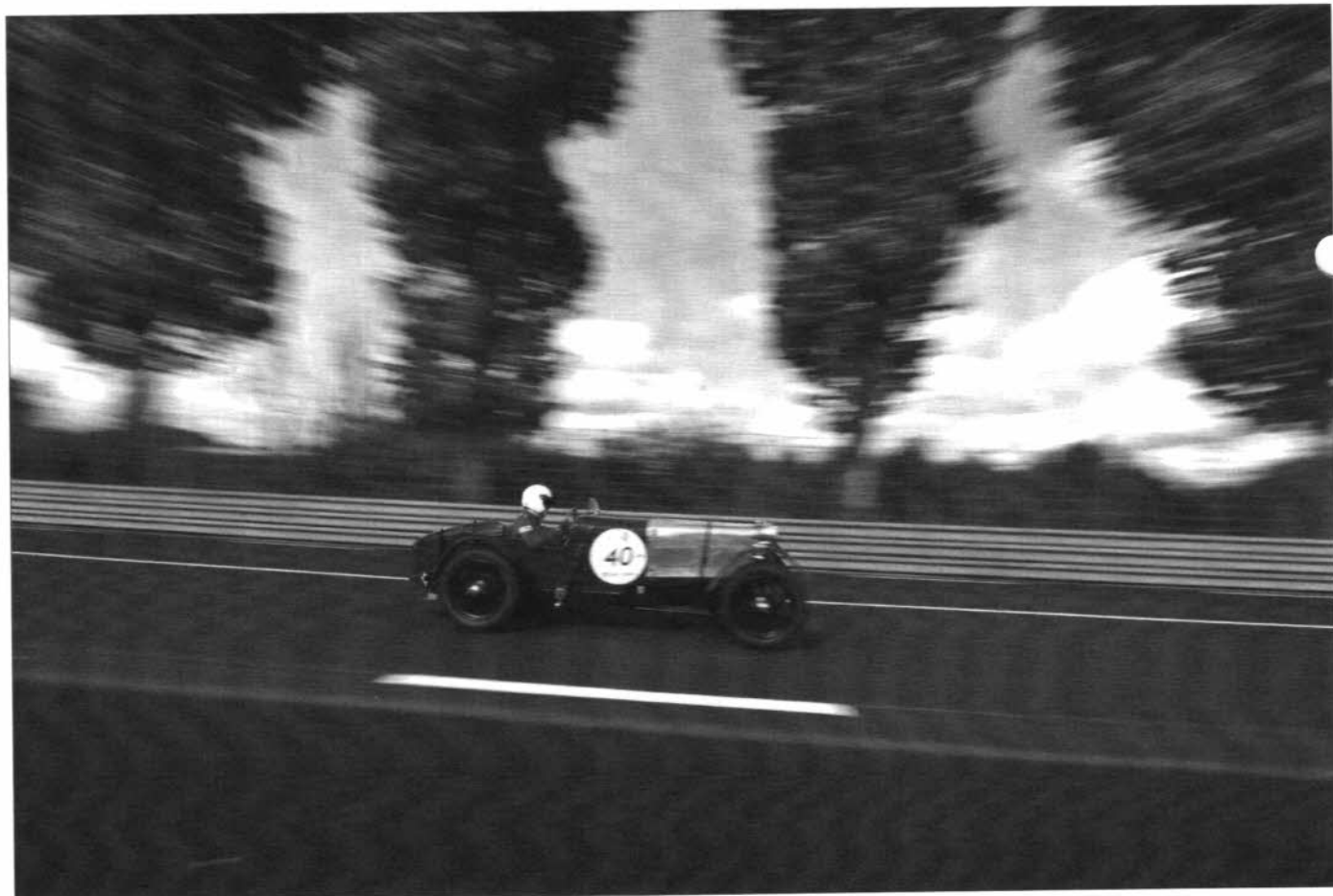
Overall it has been an exciting time in Le Mans; you get little sleep during the 3 days – but it is a fascinating atmosphere (both as spectator and participant). Car Clubs, Catering tents, Music entertainment, the roar of the race cars round the clock create an impression which is singular. Steve McQueen's movie "Le Mans" has really captured the atmosphere well.

Le Mans Classic is run every 2 years in early July – so time to plan for 2016.

The Team



Tina Hainz, Fred Herzog, Ernst Chalupa, Horst Schueler





The International Alvis Weekend

30 - 31 August 2014



Noeline & Alan McKinnon with Mike Baker

We left Mike and Ruth Hirst's home in Great Longstone and caught the train nearby at Chesterfield to Birmingham where we changed to go to Oxford. We used the National Rail system 3 times during our stay and can only say how easy it was compared to Melbourne. We arrived at the de Vere Hotel, Millton Hill just outside of Oxford at about 2.30 on the Friday and were warmly welcomed by Jennie Tillyer and Jennie Kindell both of whom were on the welcoming desk. We had barely moved 5 steps before we bumped into Anne and Peter Mott who were also attending the event.

The organising committee would have to be very pleased with how the weekend evolved. Certainly a lot of work had gone into the planning - nothing was overlooked. There were a record number of overseas members in attendance and special tours were planned especially for them on the Friday and the Monday following the weekend.

The venue itself was an ideal choice. In previous years, the Sunday event has been held elsewhere and we have always enjoyed it. However, this time it was all held at the one place, the grounds of the De Vere hotel being a perfect venue. Although Jennie Tillyer spent the whole weekend worrying about vehicles with prostate problems! Being the great venue that it is, it is the ideal place to hold weddings so they were quite concerned should any oil or grease find its way onto the grass! As far as I could see everything was still green at the end of the day.

The BBQ held in the Italian Garden on the Friday evening was very successful and provided the perfect opportunity for everyone to meet up with old friends and, in our case, meet some new ones. The food was superb, a variety of interesting salads, jacket potatoes and a selection of meats. For desert, enormous bowls of just perfect strawberries. I have never tasted strawberries so sweet. That night we met up with David and Kay Webster, Bryan and Elin Pooley (Elin and I shared a bottle of wine!),

Tudor Francis, John Harvey and Jill, Richard Day and Sush and of course Claire and Norman Blundell. All send their best wishes to everyone in Melbourne and in particular to Chester wishing him a speedy recovery. The night turned a bit cold and we were forced to move inside.

After a more than adequate breakfast on the Saturday morning we set out for the day. Weather was a bit cool but improved as the day went on. As is usual, there was choice of events which one could choose from on the Saturday. There was the Longstone Run, a Bicester Heritage Tour or a river cruise in and around Oxford. Having opted not to take Mike Hirst's 12/50 we had chosen the river cruise and so went as back seat passengers with David and Kay in their Firefly for the short drive to where we boarded the steamer. There is a first time for everything and it was Alan's first experience in the back seat of any Alvis!

It was a very pretty cruise into Oxford going through a number of locks along the way. On board, the people sitting opposite us asked if we were the people in the silver Alvis at Devon on the Nick Walker Tour? We may not have made much of an impression but the car obviously did!

We had lunch in Oxford, then a quick walk around admiring the quadrangle in Christ Church and the beautiful gardens surrounding it. Oxford is a "Green Zone" and they have rules and regulations regarding the use of cars. Consequently, there were not that many cars. The ridiculous thing was, that while we were sitting on a park bench having our lunch there was a non stop procession of buses. Everyone is supposed to use these buses but for the most part they were empty. At one stage we counted 13 buses within our sight!! Of course they are all supposedly LEZ. Low Emission Zone. Mind you, it would appear that banning cars would be quite easy in this city of universities as it is predominately inhabited by students most of whom ride bikes!!

The dinner on Saturday evening was extremely well organised with the table placings having already been done and were displayed on a board when we arrived on the Friday. This was a much better approach to the night and had everyone mixing well if one was to judge by the noise level in the 3 rooms where it took place. We were entertained by a roving magician and later in the evening there was a guest speaker who enlightened us with many tales about Lord Nuffield. A few speeches, one in particular, from Phil Owen who had organised the International visitors. Phil made mention of a Welsh farmer who is on record as saying that an Alvis 12/50 was better than a Land Rover for retrieving sheep from high mountains in a snowstorm. They are truly the most versatile of all motor cars!! Of course, I had to put that in. President Edgar Shields then caused much hilarity

with his speech. We had a very interesting table and afterwards we had a lovely time chatting with Colin and Anne Hall amongst others.

The weather was certainly as ordered on the Sunday. Much organisation had gone into marking out the grounds for the cars and they were displayed very, very well. I thought I heard that around 200 cars were expected. Not sure exactly how many there were but it was certainly a wonderful display with many of the entrants following the Organising Committee's request to dress the part on the day. There were also 50 other vehicles on display including a delightful..... bus. The event was also supported by quite a number of trade stalls. Because of the fact that we did not have to move elsewhere for the day's events, it resulted in a very leisurely atmosphere for the day. With such a perfect setting, great weather and people in period attire it set the scene, for us anyway, of a very British Tea Party! There was a gentleman giving a Falcon and Peregrine demonstration and this attracted many onlookers. There was also a flypast, several in fact, by a 1942 Tiger Moth and 1927 Gypsy Moth. All this added to the 'very English atmosphere.' Unfortunately we had to leave before the presentations as we had to get the train from Oxford to Heathrow. That's another story!

There was one very special award "The Malcolm Davey Memorial Trophy" which was to be presented to some lucky person. Most of you will have met Malcolm and know what a delightful person he was. If you did not have the pleasure of knowing him then just read the AOC Bulletin which came out after Malcolm's untimely death

earlier this year - it says it all. It was wonderful to see Janet and their son Harry there for the weekend taking pleasure in organising this award. Harry has grown at least 4 feet since we first met him 5 years ago. We did miss Janet's mother, Ena Whitton who has been a constant figure in the AOC since we first met her and Norman back in 1977.

During the course of the weekend we had plenty of time to catch up with amongst others, Mike and Jan Baker, David and Sue Little, Peter and Hilary Sedgwick along with Ian Galloway who made an appearance on Sunday. Jane was absent due to baby sitting duties. It was also very encouraging to see David and Kay Webster's son Russell, who drove the 12/60 to the event on the Sunday leaving home at 6 am.

Mike Hirst had instructed us to look out for his friend John Percival. John owns the sister car to Mike's. Shortly after our arrival at the bar on Friday afternoon who did we bump into but John Percival and Marlene. It was a pleasure to meet them, they were great fun and we continued to bump into them all weekend.

The Organising Committee are to commended for an excellent weekend.

Noeline McKinnon

The photographs on this and the next page were taken by both Edgar Shields and Rob Rowe





“For the sheer joy of driving I’d like to go there in an Alvis”

(Advertisement in The Motor 1952)

The following article was published in the June 2014 Newsletter of the Alvis Car Club of New Zealand and may be of interest to ALVIC readers. I acknowledge Sue Wymer who provided the notes for the Newsletter from a talk by Dave Parker to the Vintage Car

Oils for classic vehicles

Club of New Zealand on the subject oils and products from the Penrite stable.

“The use of modern lubricants in classic cars, motorcycles, tractors etc. prior to the 1980’s do not suit these vehicles for a number of reasons. They are often too thin and the chemical additives used in modern oils are blended to suit the design and materials used in current technology and advancement not employed or known about in times past.

Today’s oils are no longer pure oil based. Semi-synthetic based oils from the 1990’s use 50/50 oil to chemical and the modern fully synthetic oils only use approx. 10% pure oil to the chemical synthetics. Old vehicles need almost 100% mineral oil content in various degrees to ensure reliable running.

The additives used in all modern oils can cause damage to the metals and seals used in the construction of older vehicles. These items include bronze, brass, aluminium and rubber seals resulting in damage such as corrosion, pitting and destruction of the materials.

Older vehicles need oils that ‘STICK’ to the metal parts and provide lubrication whilst the oil pumps take time to re-circulate fresh oil. Mineral based oils also contain a degree of zinc that maintains the hardness of the metals and provide glazing of the piston chamber and the valve tubes and stems. Modern oils no longer contain this ingredient due to environment regulations.

A range of classic oils is available designed to suit the type of design of each appropriate era. Some oils, particularly pre-war, are straight 30, 40 or 50 grade that are designed for use on vehicles that have no external oil filter, only a metal gauze in the sump. Others have a mild detergent agent to keep the bores clean and deposit the muck and slurry within the external oil filter.

Oils for gearboxes, transmission, steering and greases for cables, king-pins, wheel hubs and general purpose are also critical for all types of older vehicles. Synthetic based products do damage to old vehicles when not used correctly.”

Dave Parker, Classic Group

Email: classicradio@xtra.co.nz, web: www.classicgroupnz.co.uk

Post script:

Penrite products can be purchased direct from MotoFluid at 17/11 Havelock Road, Bayswater. A 10% discount is available to club members on production of their membership card/receipt.

Penrite products can also be purchased online at www.motofluid.com

The team at MotoFluid have an extensive database on the most suitable oils for our cars and are happy to provide a printout of their specific products for each make and model.

Richard Wallach
Alvis Car Club of Victoria
June 1014



ALVIS PEOPLE BEHAVING BADLY



From Noeline McKinnon (overseas)

This is the bus driver for the Scenic Tours bus in Germany. Alan says we are doing Scenic next time and he is applying for the "assistant driver position!

WANTED

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Richard Wallach richardwallach@hotmail.com

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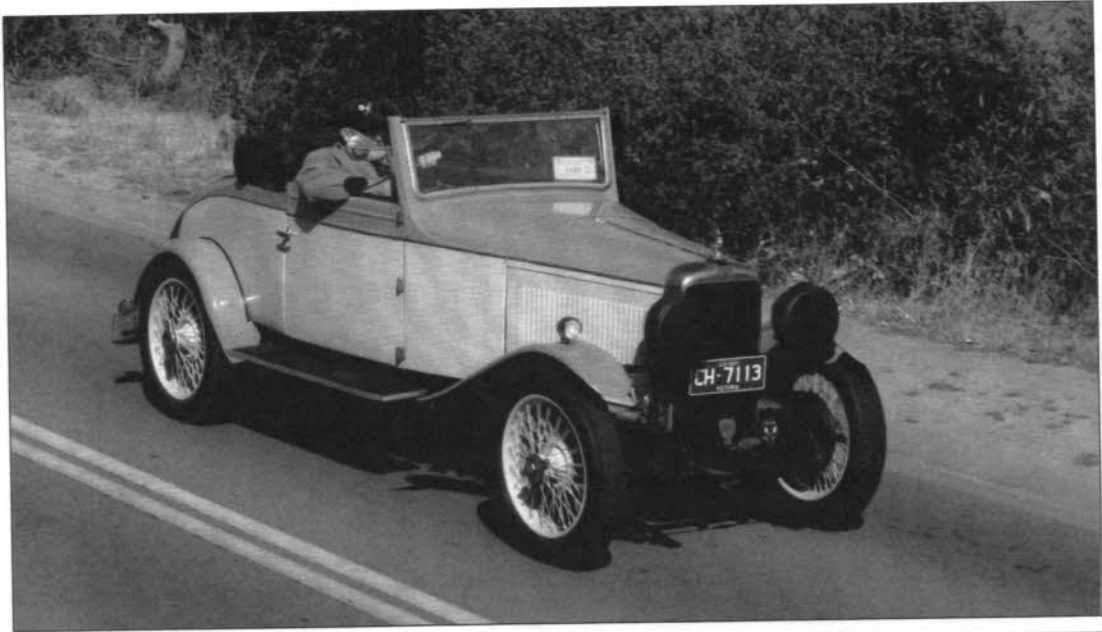
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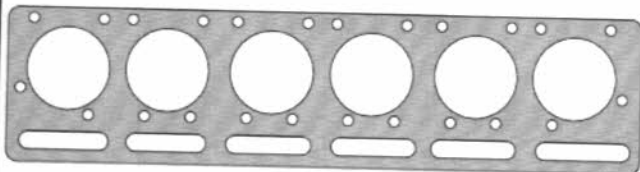
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