



Alvic

The Newsletter of the Alvis Car Club of Victoria

November 2015

60 YEARS



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.

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November 2015 VOL 54 ISSUE 10

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SUPPER BOSANQUETS

*The Editor would like to thank all contributors to
this month's ALVIC*

2015-16 COMING EVENTS

Nov 20 General Meeting

GUEST SPEAKER: we shall hear an
illustrated talk from a skilled coachbuilder
about the building of a new body for a rather
special Delage

Nov 28-29 Geelong Revival

Dec 6 Christmas Party - the Langs

PLEASE NOTE

IF IT IS A TOTAL FIRE BAN, PLEASE DO NOT COME
AS THE BUSH IS NOT A GOOD PLACE TO BE & WE
WILL NOT BE HERE!

GENERALLY I WILL KNOW SEVERAL DAYS
BEFORE THE PARTY ALTHOUGH A TFB IS ONLY
DECLARED LATE AFTERNOON ON THE PREVIOUS
DAY.

CHRISTMAS PARTY DEC 6TH

AT THE LANGS

64 KIRRIBILLI RD NEW GISBORNE

(SEE DETAILED DIRECTIONS BACK PAGE)

ALL WELCOME from 11.00am
BYO Food & Drinks BBQ AVAILABLE

Peter Miller has offered to let all interested
persons view the work he is doing in his
workshop (next door) - Speed 25/Delage/
Chev etc.

Well worth a visit!

2016 Opening BBQ

Jan 15 Kevin Barlett Reserve -Burnley
6.00PM BYO Everything

PRESIDENT'S REPORT

Our October monthly meeting included our AGM and Awards Presentation Night. I wish to thank the outgoing committee members for their great work in organising the events and promoting the Club and the Alvis marque throughout the year. As there were no new nominations, the previous committee was re-elected. There is still a vacancy on Committee and we will be happy to have some new blood join and contribute fresh ideas.

It was particularly pleasing to have visitors to the meeting, including unexpectedly Mac and Madge Hulbert, Joan, Peter and John Henderson with Joan and Peter joining us for a meal prior to the meeting and also from the UK Tony Hayes. Also we were pleased to welcome Margaret Caldwell following the recent passing of David.

After the formalities of the AGM, we fittingly had Joan unveil the new library bookcase in memory of Roy ("Royboy") who contributed so much to the Club over many decades. Joan and the Henderson Family have very kindly donated funds for the purchase of the bookcase. This contains all our Alvis literature whilst other book shelves contain the interesting, but non Alvis marque, books. In re-establishing the library in the main clubroom, it was noted that there are many good and interesting books which can be borrowed. Just see Librarian Frances McDougall.

Following the unveiling of the bookcase, which was done with much acclamation, it was time to present the Club Awards for the 2014/15 year. We were most fortunate to have two very deserving members jointly receiving the David Muirden Club Person of the Year – Noeline McKinnon for tremendous service to the Club in organising the Tour of Tasmania, the Great Ocean Road Run to the National Rally and for all the other organising and help she provides, notwithstanding that she is a very busy person. The other deserving joint recipient was Don Bosanquet who provided outstanding support to the Hetheringtons when they had their accident on the way to the National Rally. This support really exemplifies the best of being members of a thriving and friendly club. Also of special note was that David Muirden, a founding member of our Club, was at the meeting to witness the presentation of the award, given in his name. It was then with much pleasure that I was able to announce that Alan McKinnon had been made an Honorary Life Member in recognition of his long, dedicated and quality service to our Club.

The other Awards deservedly won were: The Bob Morrow (not awarded for some years) to Mark Weller for the fine restoration of his SA Speed 20; The Basil Bowes Competitive Events Memorial Trophy to Mark Burns in his ever reliable and much campaigned 2 wheel braked Ducksback 12/50; The Andy Hannam Award to Dale Parsell for most attendance in an Alvis; The McDougall Award to Alan McKinnon for the exceptional presentation of his TE 12/50 years after its restoration and the Bill Barber Literary Award (the President this time safely doing a "Captains Pick") to John Lang for not only producing Alvic but also writing many of the articles.

Last month I reported that Frances and I had enjoyed a great week of veteran motorcycle rallying in Ararat. This month I can report that we enjoyed our week at Hahndorf on the National High Wheeler Rally in our IHC (International Harvester) buggy. The buggy generally went quite well, but on the fourth day developed some ignition issues which for a while dropped us back to one cylinder. It was at this time we caught up with Anne and Peter Mott at Strathalbyn and took a photo of the buggy and SB Speed 20 together. We took Anne and Peter for a ride although it was very slow due to only running on the one cylinder at the time – we'll have to do better next time! Since our return Frances and I have been up at Wedderburn planning a National Rally for Brush cars, to be held next April. In the course of planning this we visited St Arnaud where we caught up with veteran car club member, Alan Esmore. Whilst visiting him we found that he had a very nice, open 4 door Cross and Ellis bodied SB Speed 20, which he restored about 12 years ago. It turns out that this car was at one stage owned by Nigel Spragg's father and would have been on many events in the early days of the ACCV.

We had an excellent roll up of members and Alvises at Castlemaine last weekend when we joined the Jowett, Daimler and Bristol clubs on a steam train ride, on the Sunday, from Castlemaine to Maldon and return and with an excellent lunch in Maldon. Most of our members drove up on the Saturday and stayed the night. It was particularly pleasing to have Geoff Ross join us with his 12/50 Ducksback. This was another great example of a joint club activity and in particular I wish to thank Andrew Henshall from the Jowett Club for organising event.

Alvis was represented at the recent Motor Classica with Richard Tonkin's Graber on display. At the end of the month we have another opportunity to display our cars in a public setting when we attend the Geelong Sprints on the Sunday. Prior to this a number of us are travelling down on the Saturday to the Bellarine Peninsula so that we can catch up with local members and of course enjoy driving our cars.

The final event for the year will be the Christmas Party at the Lang's place on Sunday 6th December. Please come along and enjoy good company and also have the opportunity of seeing the wonderful work of Peter Miller with his restoration of the ex Caldwell Speed 25. It is nearing its first start up.

Unfortunately Frances and I will miss the November monthly meeting as we will be on a special 4 day 60th anniversary Veteran Car Club Rally in Colac. The ACCV meeting will be in the good hands of Mark Weller. If you intend going to the Malvernvale for a meal prior to the meeting please let Mark know by the evening of Wednesday 18th.

Andrew McDougall

GEELONG REVIVAL

MOTORING FESTIVAL

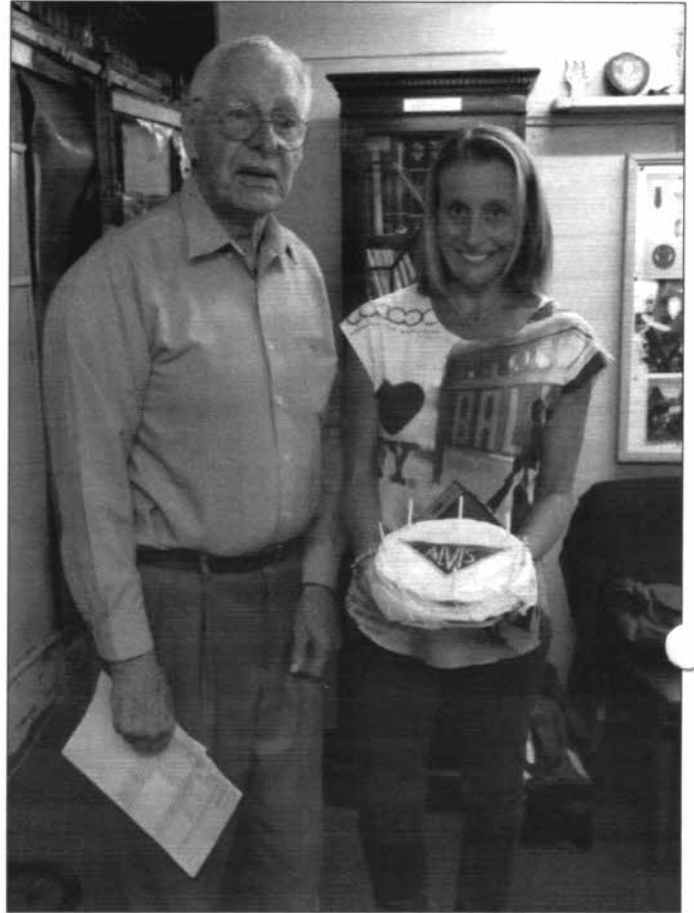
NOVEMBER 27-29 2015 • GEELONG WATERFRONT



OCTOBER ALVIC FRONT COVER asked the question what was the ACCV event and where was the photo taken.

The answer was the INVERLOCH Weekend Away 2005 and the photo was at Manns Beach in Gippsland.

Ian Parkinson on the phone coincidental with Richard Tonkin sending an email, means we had 2 winners!



David Muirden with daughter Jennifer celebrating David's 79th birthday at the last meeting

ATTENTION ALL WHO ARE INVOLVED IN THE GEELONG REVIVAL WEEKEND

Sat 28th November:

10.30am – meet at Rippleside Park, cnr Princes Hwy and Bell Pde, Geelong (MELWAYS 442 A10).

11.00 am – depart along a scenic route to lunch.

Or for those who are lunching but not wanting to meet at Rippleside - meet at McGlashan's Wallington Estate for lunch.

12.00pm – lunch at McGlashans Wallington Estate, 225 Swan Bay Road, Wallington (MELWAYS 470 B9).

As appropriate, depart lunch and book in at the Parkside Motel, 68 High St, Belmont. (5243 6766) (MELWAYS 451 K10)

(it is at the bottom of High St opposite Kmart)

7.00pm – dinner at the New Hong Kong Chinese Restaurant 75 High St, Belmont (BYO).

Sun 29th November:

7.45 am – depart motel for the display point at "The Sails" - northern end of Moorabool St at the beach front.

See Geelong Revival documentation for location of Rippleside Park.

Contacts: John Lang 5426 2256 prior to the event then 0419 890 313 or Mark Weller 040 249 022



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

23-25 OCTOBER > 2015 ROYAL EXHIBITION BUILDING MELBOURNE



Each October a major classic car show, Motorclassica, is held at the Royal Exhibition Building in Melbourne. This year, the Club was invited to submit entries for the show. In the absence of any other starters I put my hand up for the 1953 TA21G Graber-bodied coupe. The organisers asked for photos of the car, which I duly supplied (somewhat remotely, from my iPhone on a cruise ship off the coast of Alaska). Somewhat to my surprise, "Mrs. Graber" as we call her, was accepted. While she keeps herself nice, she isn't concours, but that didn't matter, as most of the entrants were there for display, rather than in the concours category.

Rather than go direct to the Exhibition Building, I decided to join about half of the entrants at Docklands on the morning of Thursday, 22 October. I had forgotten how awful the Eastern Freeway is in peak hour. Mrs. Graber rarely suffers hot flushes, but I had to keep the revs up during the frequent stationary periods to speed up the engine fan and bring the temperature down. Having safely arrived at Docklands, I was met by a number of friendly marshals who guided Mrs. Graber to our allocated spot, number 16, which was the order that we were to leave for the Exhibition Building. We were provided with breakfast from a local café, and a packed lunch.

After an hour or so of admiring each others cars, we were sent off up Latrobe Street. It was just past morning peak hour and, with numerous traffic lights to negotiate (no, Lord Mayor Doyle didn't close off the city streets for us), we arrived at the Exhibition Building. Here the marshalling was again excellent. It felt weird driving a car into the beautifully ornate building, which is so much a part of Melbourne's history.

Once we parked in our allocated spots, there was plenty of time (about 6 hours if you wanted it), to get the cars ready. That included putting drip trays under engines to keep the shiny floor from being stained. Mrs. Graber was in good company – between a group of vintage Rolls and the Bugatti Club, who were celebrating their 50th anniversary. The auctioneer from Theodore Bruce, who was putting some 30 cars under the hammer on the Saturday night, told me that he would like to take home four cars – a gorgeous Aston Martin DB2/4 DHC, a Lancia Flaminia, a Bentley Continental and Mrs. Graber (he did admit to a soft spot for 1950s British and European models). Suitably chuffed, I left the Alvis among friends, to return that evening for the opening cocktail party.

Now some Alvisists may regard a cocktail party

as only for what used to be called toffs, but it was quite a nice occasion. I invited our Vice President, Mark Weller, along in the absence of the Pres, who was gallivanting about somewhere in a single cylinder, or a high wheeler, or one of his other diversions. The event was held amongst the cars, there were sufficient canapes and drinks and Mark and I as well, of course, as admiring Mrs. Graber, met and chatted to various people we knew and whiled away a pleasant couple of hours.

Part of the package for entrants was a pass to visit whenever we wanted and use a hospitality area where there were snacks and drinks. I went back to the event on the Saturday afternoon to have a good look around. I noticed that there were considerably fewer trade displays on the mezzanine floor than in previous years – the result, presumably, of the cost being unacceptably high. There was a wide variety of cars on display – from Rolls and Bentleys of all ages to the Bugatti Club's cars, European supercars, Aston Martins, a Zagato-bodied Bristol and American finned monsters. The ex-Amelia Earhart Packard had won a gong and her owner told how she had crashed on an island in the Pacific, but had survived, been captured by the Japanese, held prisoner and executed as the Americans approached at the end of the war. I hadn't heard that version before.

The show closed at 5 on the Sunday afternoon and son Andrew and I went in to bring Mrs. Graber home. Again, the organisation was excellent, although one quirky thing happened. Once the exhaust fumes reached a threshold level, as shown on the organiser's meters, we had to turn off our engines, and many cars, including Mrs. Graber, had to be pushed backwards out of the building.

All in all, I enjoyed the experience. I think our previous concerns that it's just a commercial, money making venture (which, of course, it is), should not prevent us from entering our cars in the future. True, the RACV is no longer a sponsor, but that, like the trade displays, is a matter for the organisers to sort out. If they charge the exhibitors and the businesses too much to take part, it presumably won't continue. That would be a shame – it's the only serious classic car show in the country and I believe that we, as a club, and individually, should support it. Mrs. Graber may have been the only Alvis there, but a whole lot more people now know at least a bit about what drives our passion.

Richard Tonkin.

PRESIDENT'S REPORT FOR 2014 – 2015 YEAR

I wish to report that we have had a very active and successful 60th anniversary year with many significant events, the joining of new members and the welcoming back with regular attendance at meetings of Club founding member David Muirden. It was pleasing to recognise at the Awards Night the achievement of members and I particularly wish to thank the members of the executive and committee for their great contribution to the well being of our Club, throughout the year.

The first event in the Club year was to join the MGA and Ford A clubs in a run to the Point Cook foreshore. We were made most welcome and it was good to fraternise with like minded enthusiasts and to admire their vehicles.

Thanks to John and Margaret Lang we were able to put on a great display at the Geelong Sprints which attracted a lot of public interest through a full range of Alvis models on display, our bright and colourful banners and the distribution of over 50 booklets about the Alvis marque and our Club. Prior to the Sunday display we enjoyed a meal with new and some seldom seen members.

Our Christmas barbeque was ably hosted by the Tonkins and as usual was a fun day, especially as Chester and Sally were able to join us. The Denners completed the scene by arriving in their 12/50.

We welcomed in the New Year with our customary barbeque at the Kevin Bartlett Reserve. The Hulberts graced us with their presence before moving onto the VSCC barbeque which was held the same evening. It was interesting to see classic cars heading across town to their respective events.

The major activities really commenced in late March with the arrival of the visiting UK contingent. Noeline and Alan McKinnon organised a great tour of Tasmania for them which was followed by the excellent Great Ocean Road run across to the National Rally in the Barossa Valley. We wish to express our appreciation to the Noeline and Alan for all their efforts and in emulating the work that Ron Wilson used to put in organising long distance touring events. The local and UK participants thoroughly enjoyed the tours and pass on their thanks and congratulations.

Interspersed between the Tasmanian and Great Ocean Road tours was the Club's 60th Anniversary Dinner. This was a terrific event, having 83 members attending, both long standing and recent. There was much reminiscing and the off the cuff talk by David Muirden about his recollections of the early years capped off a great evening and dinner. I wish to sincerely thank all the people who assisted with the organising of this highly successful event.

Next day a number of us, with the UK contingent, visited the Cranbourne Botanic Gardens. This is a great venue and well worth a visit with all the different plant themes. Dale and Maritta were able to take us through parts of Melbourne not previously seen by many of us.

The National Rally in the Barossa Valley was a great success and it was good as usual to catch up with Alvis enthusiasts from far and wide. The small band of South Australian enthusiasts did a great job in organising and taking us to many places of interest. On behalf of the members of our Club and the Alvis fraternity in general, I wish to thank Stuart and Claire MacDonald and their assistants for all their efforts – it was very much appreciated. There was one particularly unfortunate incident associated with this event and that was the accident involving the Hetheringtons and the TE21. Fortunately the outcome was not as serious as it could have been, with John and Margaret again in fine fettle and even the TE 21 is likely to see the road again. I wish to thank all those people who assisted John and Margaret at this time, but in particular for the great assistance provided by Don Bosanquet who did so much for them. It is truly comforting to know that we have such supportive people within our Alvis association.

In May we were part of the inter club Boules competition, again held at the home of Daimler Club members, the Pringles, on the Mornington Peninsular. Whilst the ACCV members put in a good effort the winners were the Jowett Club, ably supported by some experienced players. The members of the clubs mixed well and enjoyed each others company. It was pleasing that David Wischer was able to be there, participate and present the trophy.

In July we were away, however by all accounts all those who attended the Kyneton run organised by John Hetherington enjoyed themselves with a good meal and very interesting visit to a silver smith.

We were just back in time to enjoy a great weekend away at Metung, ably organised by the Tonkins but with the excellent local help and knowledge of Dorothy Chaley, Rex Roberts and friend Kay. This event served to demonstrate the benefits of holding events in regional locations and with assistance and knowledge of local members. It is our intention in the future to hold more events in regional areas where we can take the Club to more remote members and have them become involved and provide us with their local expertise and for them to show us their part of the world.

The combined run with the MGA and Ford A clubs was held a little earlier in 2015, but at the time of writing I have had no report on the day. However it can only lead to good things sharing the passion with other clubs.

Unfortunately as the years pass we lose some older members. Sadly this year the Alvis community lost Robert Penn Bradley, Judy Houston, Rob Gunnell and closer to home David Caldwell. We extend our condolences and best wishes to the respective families and record appreciation of the contribution these long standing members made to the Alvis cause in Australia. I apologise if I have neglected to mention the names of any other people, however the sentiments remain the same.

We can now look forward to electing the committee for the forthcoming year and recognising the achievements of some deserving members at our awards night. Our Club can look forward to another great year of Alvis motoring and camaraderie in 2015/2016.

Andrew McDougall

Profit & Loss Statement

July 2014 To June 2015

Income		
Membership Fees	\$4,925.00	
Merchandise	\$1,475.00	
Anniversary Dinner	\$3,007.54	
Supper Money	\$170.45	
Spares	\$36.00	
Interest	\$1,115.55	
Sundries	\$8,455.00	
Total Income		\$19,184.54
Total Cost Of Sales		\$0.00
Gross Profit		\$19,184.54
Expenses		
Trophies	\$120.00	
General Expenses		
Consumer Affairs	\$53.00	
Post Office Box	\$115.00	
Booklets	\$663.64	
Newsletter	\$960.90	
Postage	\$936.30	
Stationery	\$93.28	
Rent	\$1,000.00	
Insurance	\$721.00	
Association Fees	\$287.00	
Miscellaneous	\$11,074.47	
Total General Expenses		\$15,904.59
Total Expenses		\$16,024.59
Operating Profit		\$3,159.95
Total Other Income		\$0.00
Total Other Expenses		\$0.00
Net Profit/(Loss)		\$3,159.95

TERM DEPOSIT: \$42,894.27
(MATURES 5th JULY 2016)

TREASURER: ob Lang

DATE: 16th Oct 2015

PRESIDENT: Ally McLaughlin

DATE: 16/10/15

SECRETARY: [Signature]

DATE: 16/10/15

This report includes Year-End Adjustments.

Balance Sheet

As of June 2015

Assets

Current Assets

Bank Accounts

NAB Cheque Account	\$14,145.65
Term Deposit Account	\$42,894.27

Total Bank Accounts \$57,039.92

Total Current Assets \$57,039.92

Total Assets \$57,039.92

Liabilities

Net Assets \$57,039.92

Equity

Prior Year's Surplus/Deficit	\$48,051.35
Retained Earnings	\$6,049.90
Current Year Surplus/Deficit	\$3,159.95
Historical Balancing	-\$221.28

Total Equity \$57,039.92





1. The Roy (Royboy) Henderson Memorial Bookcase
 2. The presentation by Gwen & son Peter Henderson
 3. Once a year the ACCV Tiara is worn by the incoming President - Andrew McDougall
 4. Don Bosanquet is awarded the joint Muirden Trophy for Best Clubman of the Year
 5. Alan McKinnon is made a Life Member
 6. John Lang receives the Bill Barber Literary Award
 7. Mark Weller the Bob Morrow trophy for an outstanding Alvis restoration.
 8. The Andy Hannam trophy to Dale Parsell for the greatest attendance at Alvis meetings and events in an Alvis car for 2015.
- In absentia Noeline McKinnon was awarded joint Muirden Trophy for her organisation of both the Tasmanian and Great Ocean Road events this year. Also in absentia, Mark Burns won the Bas Bowes competition trophy.*

Photography from Frances McDougall & John Lang

WHY BUY AN ALVIS ?



In 2007 I decided to look for a sporting car from the 1930's as I feel that cars from this era still retain that individuality which has been lost by the modern clones of today, while benefiting from technical advances developed during the vintage years. Also, I was sure that it must be possible to obtain a car in such perfect condition that I could use and enjoy, unlike all of my past purchases! Silly me!

My first choice would have been a Lagonda as I had owned an M45 saloon back in the fifties and sixties, the performance of which had left an indelible impression with me. It was my every day car, but after getting married and the arrival of four offspring (I eventually found out what was causing them), it had to go. We inspected an LG6 on the Gold Coast which although cosmetically attractive left a lot to be desired mechanically and was more than I was prepared to pay considering its condition.

In December that year, Dale Parsell remembered that I was looking for a car and rang to say that there was possibly a 1934 Speed 20 Tourer for sale should I be interested and gave me Alvis Club member Bernie Mack's phone number. After some research and talking to Duncan Scott in Adelaide, who owned a similar model (engine nos about 14 apart), I realised that the car had some fairly advanced features for its time such as IFS and full synchro and was worth considering even though it was a bit short on litres compared to a Lagonda.

On phoning Bernie he said he had not made a final decision to sell and to call back in a week, which I did and the answer was yes, so he emailed a couple of pictures and an inspection was arranged for the 2nd of January 2008.

In the meantime I found a very helpful John Lang who told me some of its history and that it was in excellent condition 5 years ago when he had considered buying it from Austin Tope (well known Melbourne civil engineer) who had since died. John kindly sent a number of pictures including under bonnet shots, which looked very impressive.

We arrived in Melbourne on New Year's Day and next morning took a taxi to one of Bernie's crash repair workshops to find the car already up on a hoist. It certainly had a lovely clean bottom and everything seemed to be in excellent condition below and above decks, however the under bonnet was somewhat dusty and dull in comparison with the shiny well cared for image in John's pictures taken 5 years earlier. Bernie said that it had little use during his ownership.

When the engine started it idled roughly and misfired when revved, while the tappets were fairly noisy, one in particular. With Anne as passenger we took off on a roundabout circuit, which took in part of St Kilda Rd with an 80 km/h limit, where I could give it a bit of stick. In spite of continuous farting and being unable to reach the speed limit, I could feel that the engine pulled well so I continued for about 15 minutes hoping that when warmed up it would improve, but it didn't!

I agreed to buy the car if Bernie had it tuned and running smoothly, which he did, and I arranged for transport to Adelaide where it arrived about a week later. I took off for the 50 km drive home from the depot, enjoying myself immensely when after about 40 km the misfiring began again and we depressingly bounced kangaroo-like the rest of the way home, and all thoughts of a pleasant afternoon drive in the country were forgotten.

Then began a long process of investigation and following up unhelpful suggestions. Obviously new plugs had been fitted so I ignored these and tried checking float needles and levels and mixture adjustment but nothing worked. Finally I checked the plugs and found them to be badly fouled, so replaced them with hotter ones which just took longer to clog up. I was pretty convinced it was carburation, so left the car with a recommended tune up bloke while we went away for a week.

He found two bent pushrods, the three carburettor needles were incorrect and one was bent, while the seals had dried out due to lack of use, enough faults I thought to cause erratic running! He was able to straighten the rods and replace all necessary bits which seemed to fix the problem, although there was still a tendency for the plugs to foul so I leaned the carburettors off a bit further which did the job. My theory for the bent pushrods was that some valves stems had seized due to lack of use, enough to cause the bending, when the engine was restarted after a long sleep.

The car was now running quite well, until another gremlin raised its ugly head: At certain speeds and road conditions I would experience violent front wheel tramp and suspected the inbuilt shockers which are a feature of the SB model's lower wishbones. On taking the car for a wheel balance it was discovered that one of the front tyres was elliptical, so the offender was transferred to the spare position; then all was smooth again.

After a few weeks of blissful, problem free motoring, the generator packed up! Testing discovered an open circuit armature which I sent to Rapid Rewinding in Queensland. They were very prompt and helpful so I was back on the road in no time. I have since fashioned new brushes from proprietary ones that I found in a catalogue. The commutator needs cleaning occasionally. With the generator off I was able to remove the water pump which leaked from the two glands, and had a stainless shaft made, then replaced the gland packing with lipped oil seals and it hasn't leaked a drop since.

Soon after becoming the proud owners we joined the ACCV and soon put our entry in for their JNBC Tour in October 2008 which turned out to be a wonderful adventure where we met and made friends with many Alvisists from Australia and the UK. We had planned on doing the full tour but unfortunately had to leave at Echuca, as Anne became afflicted with the nasty bug that had been circulating among

the entrants and also the clutch was beginning to give cause for concern.

Alvis specialist from the UK, Nick Simpson was on the Tour, so I pestered him about the clutch and he explained in detail which bits were likely to be worn and it all sounded very complicated, but after investigation at home I found that it had been modified using a modern Repco plate. The problem was caused by there being no more adjustment available, which I cured simply by fitting a thick washer in front of the thrust bearing. The flywheel has been lightened and the clutch cover is alloy, which I am told is not standard.

During the JNBC Tour I became more and more conscious of the high engine revs to road speed ratio and upon checking found the rear axle ratio to be 4.7. I spoke with Duncan Scott about his Speed 20, which he had just sold and he thought that its ratio was 4.1. I then met Richard Dyson – Harvey who had bought Duncan's car, and upon inspection, found this to be so.

In November 2008 a new crown wheel and pinion was ordered, quick – smart, at great expense, from Red Triangle and when I went to fit it, it was obvious that the existing parts weren't original and modifications had been made to utilise them. I have since been told that they were probably from a Willys. Reverting to standard meant having a large spacer made for the crown wheel mounting and also a new pinion to tail shaft flange with splines instead of a taper. This all resulted in a big improvement with a much happier engine, while more frequent use of the superb gearbox doesn't bother me.

All along the one noisy tappet had been annoying me: I had isolated it to no. one exhaust which, after adjustment to .006," the engine was given half a turn, the gap increased to .020", which to me meant a faulty cam, as I had suspected. Having reached an age where I'm not prepared to do large jobs, in January 2012, I took the car to a recommended workshop where the engine was stripped and the naughty cam identified and to my surprise the bores were corroded and required reboring to the maximum of 75mm. There had been no sign of oil burning, although compression pressures were lower than I would have expected. Valve guides needed replacing so I had hardened seats fitted, rocker pads were resurfaced as were cam followers, while the camshaft received a mild upgrade. Bottom end was OK. I reckon the bore corrosion was due to the car being unused for some years. Surprisingly, JP Pistons had in stock a set of 75mm Alvis pistons as they had recently made a similar set for a customer in England who I was able to visit when over there. Why they had a spare set I don't know. After waiting over 3 months and \$12000 I began to wish I had done the job myself!

I had been pushing them to have the car ready in time for the ACCV tour of Tasmania and it was ready about a week before we were to leave and there was a bloody noise in the engine. *I couldn't believe it!* The only way I can describe the sound is that it was like a small dog yapping (or squeaking), in time with one cylinder firing. Three mechanics spent a morning investigating, all to no avail. The noise could be induced with the handbrake on, clutch part engaged while in gear, thereby putting a load on the engine. Also when driving, e.g. a right angle corner uphill and at other times when under load.

We decided not to chance taking it on the Tasmania Tour

and opted for the MK 4 Jaguar D/H instead with Alvis badged headlight covers on the P100s to remind us of the poor old SP 20 languishing at home! We had a most enjoyable and trouble free run thanks to excellent planning by Noeline and Alan McKinnon.

Back home the investigation resumed, including running on the dyno, with no conclusion arrived at, so the workshop owner decided I should just keep on driving and "see what happens" and assured me that they would take care of any future problem. The noise gradually decreased and after about 3000 miles is no longer evident except for a very occasional squeak at switch off. There is an impressive increase in power and we had a trouble free drive to Traralgon for the 2013 National Rally, although I'd be much happier if I knew the reason for that noise.

I've never been impressed with the brakes so had them relined with material "recommended for mechanical brakes," with each pair of shoes matched to their drum using a template to hold them in their correct position. Cables are in free and in good condition and handbook instructions were followed implicitly, but the result is not much better, even after 5000 miles of settling in! I suspect a lack of asbestos is the reason.

The body is by Terdich Bros who were furniture manufacturers in Melbourne, who apparently built a few quality car bodies including for Bugatti. Arthur Terdich won the 1929 Australian Grand Prix in a Bugatti. Due to my excess of body length I found the original bench seat unsuitable, as my eyes were in line with the top of the windscreen, so had bucket seats made which are much more suitable.

So now I am at last happy and comfortable with my Alvis. It is fast and reliable and looks good, either with the hood up or down.

Peter Mott.

Note: Recently I attended Collingrove Vintage Hillclimb where I met Chris Terdich from Melbourne, driving a WANDERER race car (German) with body by Terdich Bros. His car has never been restored. Chris is grandson of Arthur Terdich, winner of the second Australian Grand Prix driving a Bugatti. He was most interested in my car.

.....Peter Mott

The Castlemaine Weekend Away

Once again even a short Weekend Away can be a lot of fun!

Under the organisation of the Jowett Car Club and specifically Andrew Henshall, we decided to join several other Clubs for a steam train ride from Castlemaine to Maldon for lunch and return.

It was suggested and Mark Weller took on the challenge, to organise an overnight in Castlemaine on the Saturday having first had lunch and dinner in the town.

Mark with his interest in old things, arranged accommodation at the Campbell St Motor Lodge at which this was our third visit to the venue.

Chris Higgins had driven all the way from Rosebud West. Geoff Ross, who we had not seen for a long time, from Clifton Springs. Peter & Jen from Ballarat in the Healey, while the Silver Eagle undergoes significant surgery.

Simon Ramsay had the longest drive, fully 5 minutes in from his home in the Speed 25!

We arrived at the lunch stop, which a drive past suggested was not what we imagined as it was a deserted industrial complex. However having walked through a couple of derelict buildings there was the lunch venue like an oasis in the desert. Great choice of stops for what must have been over an hour of eating, drinking and catching up.

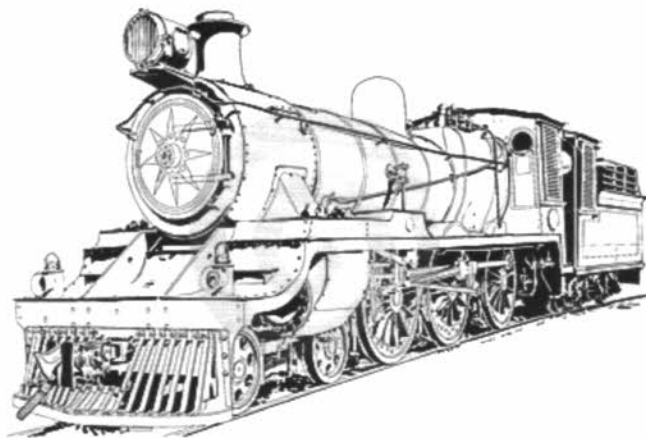
We got our first look at the Hetheringtons new chariot which is a shiny white DHC with a red Alvis badge decorating the rear of the car which also sports the words "Cooper S." (must write to Ken Day and tell him there is a model missing from his book). The roof erects at the touch of a button. Doesn't drop oil on the ground. Smells good inside and doesn't have a discernible exhaust note.

Bosanquets were in a modern. Langs were also modernised due to Big Red's continued incontinence, although steps are being taken to plug the leak!

McDougalls were at home in the Speed 20 special, Mark Weller in the ever immaculate SA Speed 20. Northeys mounted in the Speed 20 saloon. A pleasant surprise was to have the Spraggs meet us on the train having I suspect, arrived in a black beast of the variety that makes it impossible to see around if you are backing out of an angle park!

And the McKinnons arrived after a shaky start in the fawn 12/50 in which several phenomena occurred in the first 10 minutes from home, suggesting that trading the fawn 12/50 in on the shiny one was the best option. As always a superb looking car.

The afternoon allowed us to look at various interesting things at Castlemaine and prepare for the walk to the Railway Hotel for dinner.



Saturday night's pub meal was in a noisy friendly section of the pub where the food was A1 and the company even better.

The Campbell St Motor Lodge is a classified building and one of the joys is how the floor creaks when you transit the room and makes you more careful about the activities you carry out when you turn the lights off. Further, if you are occupying a ground floor room, the flushing of the toilet above makes one aware of just what a tsunami sounds like.

Following morning off to the station to get your ticket and wait for the train. We numbered 74 and there were several day trippers which caused the Railway Authorities to get another carriage. The other carriage was of course at Maldon, which basically required an extra half hour on the platform and for the engine to be turned around on return.

So we were half an hour late for lunch after a very slow train trip back to Maldon.

Standing in the caboose for part of the trip revealed the reason for the slow speed in that the railway sleepers were in such a parlous state they would not even be suitable for landscaping if they were removed.

Thomas the tank engine aka K153 was obviously annoyed about the slow pace and capable of going much faster and was so P.....d off, that we had to stop on several occasions while he relieved himself!

Like dinner the night before, the Kangaroo Hotel (where else would you find a pub with that name other than in Australia) was noisy and busy. How they managed to feed us all in the allotted time was a miracle!

Well enjoyed by all. Great organisation by Andrew Henshall of the Jowett Club who was faced with many dramas along the way.

..... John Lang

Photography by Frances McDougall & Marg Lang



Castlemaine Station - looks like Flinders St on a good day!



Above: Chris Higgins & Nigel Spragg

Below: the cars at the station





Above: First Class carriage - no less! Below: the Hetherington Alvis Cooper S

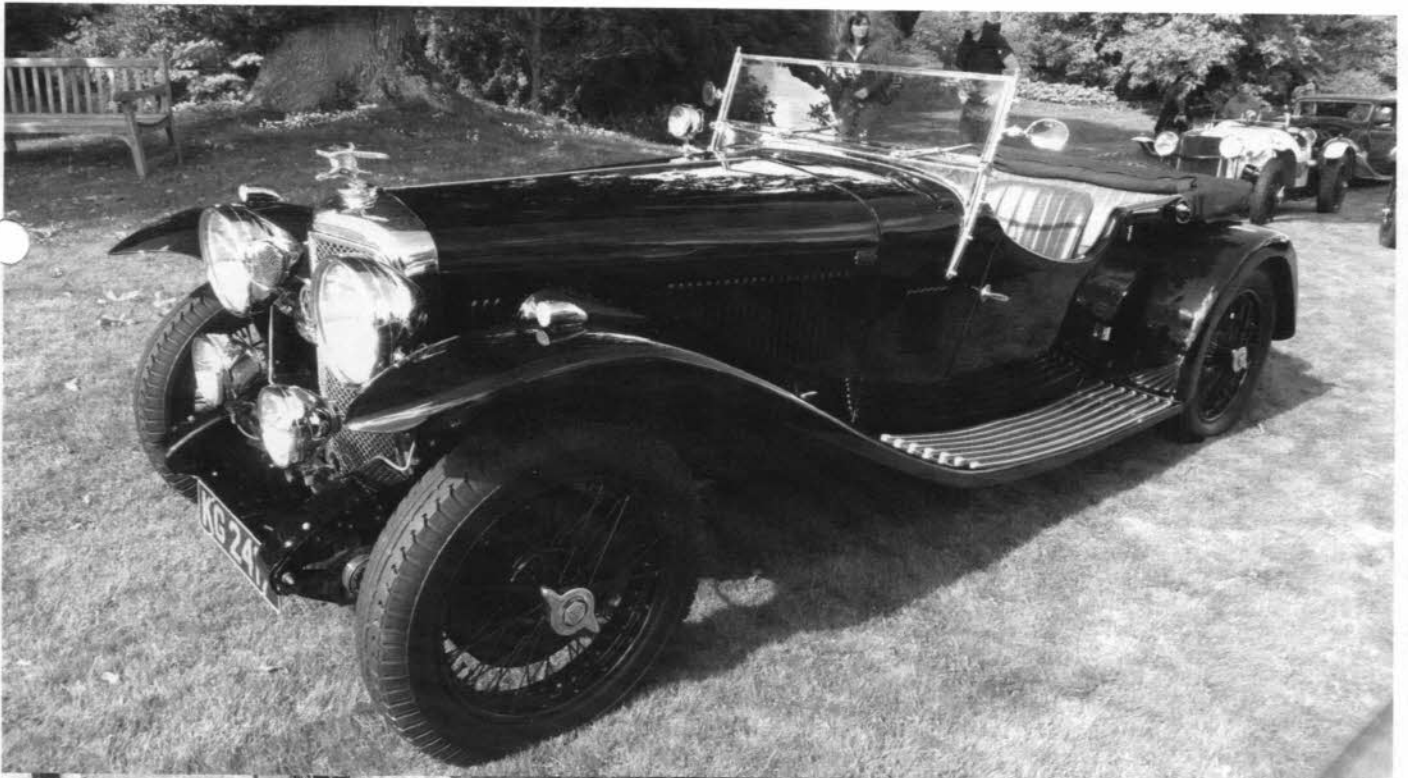


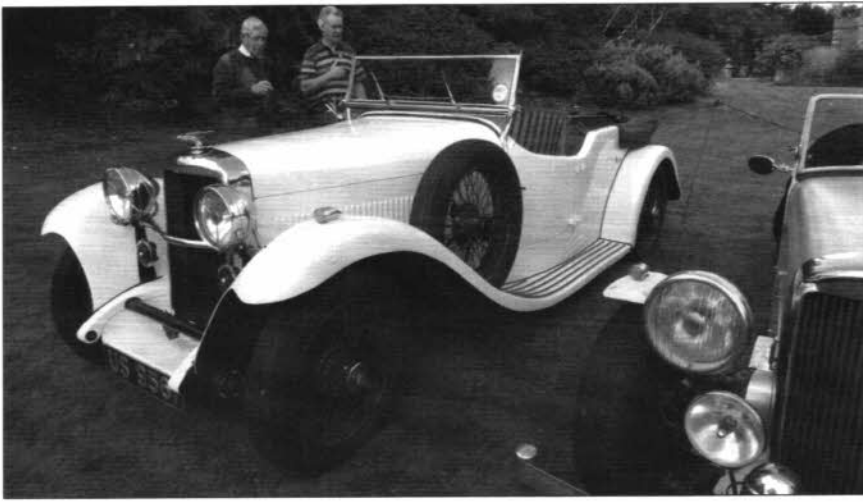
AOC SOUTH EAST ALVIS DAY

Whilst in England recently, I was able to join a large gathering of Alvis owners in the attractive grounds of 'Borde Hill', south of London. Present were examples of virtually all Alvis models, some of which are pictured below. I met a number of interesting AOC members, including Mike Baker who had been on our Barossa Valley Rally, and was made to feel very welcome.

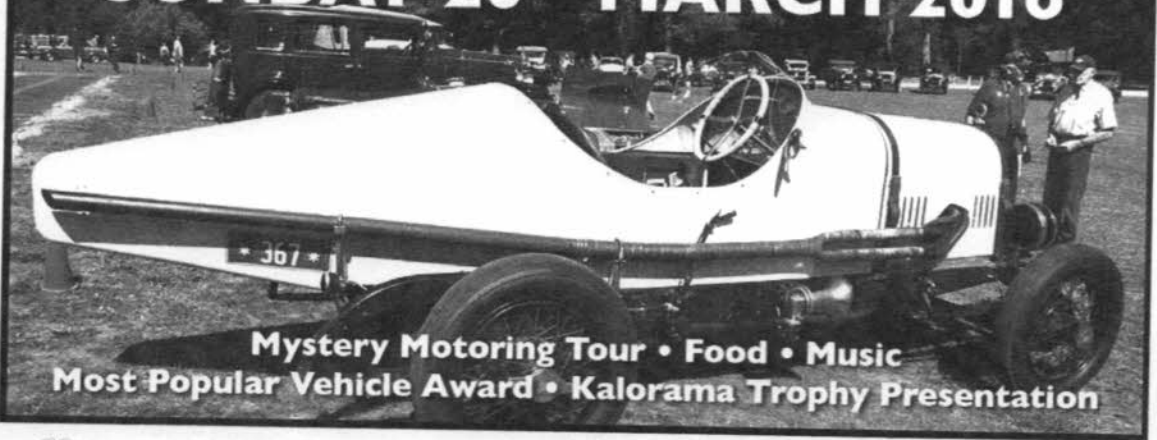
The only cars whose owners I identified were this smart SA Speed 20 VdP black Tourer of Rob Marsden and the shortened (and very fast – he gave me a ride to the station) blue Speed 25 special of Bernie Mulveney: (see below)

Mark Weller





60TH ANNUAL **RACV**
KALORAMA RALLY
SUNDAY 20TH MARCH 2016



Mystery Motoring Tour • Food • Music
Most Popular Vehicle Award • Kalorama Trophy Presentation



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RACV Classic Showcase
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THE SHOW FOR BRITISH, EUROPEAN AND JAPANESE CLASSICS
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Display Cars \$20 (Passengers included)

Spectators \$15 Concession \$13

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Celebrating 40 Years of the AOMC
PUT IT IN YOUR CLUB DIARY NOW!!



ALVIS PEOPLE BEHAVING BADLY



Are you going to move over & let him have a seat?

No blow 'im!

Yeh he's just a squatter!

At the station

FOR SALE

TIES
\$25
EACH



MUGS
\$7.50
EACH

RING THE TREASURER, MARG LANG FOR DETAILS

WANTED

Wanted, ALUMINIUM CLUTCH CONE. Suitable for relining and any other cone clutch parts.

Gary Guiver. 0362396467. bandicoothollow@gmail.com

FOR SALE

ALVIS SB series 12/70 DHC
Car 19106
Chassis 15305
Engine 15790

Has its original Mulliner coachwork and requires painting, new upholstery and new hood for completion.

The engine has been thoroughly overhauled.

Asking price \$24,000 ono

Bruce Cunningham
Email: bcunningham55@hotmail.com
Mob: 0431 184 719



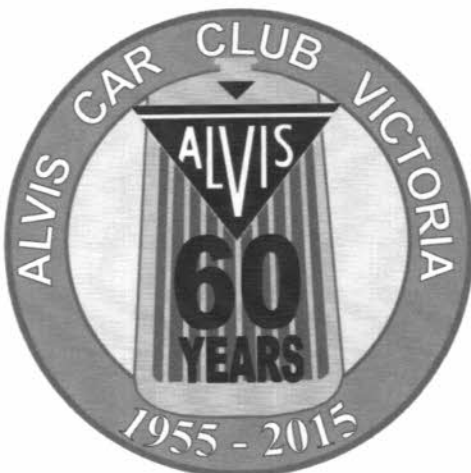
FOR SALE

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
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FOR SALE

SG Silver Eagle Sports Tourer
 12,000 miles since complete restoration
 including new body & full weather equipment &
 tonneau. Chassis No. 12684 Original books &
 full history available
 Restoration details available on request.
 \$95,000 O.N.O.
 Murray Fitch Telephone: 03 5766 2529

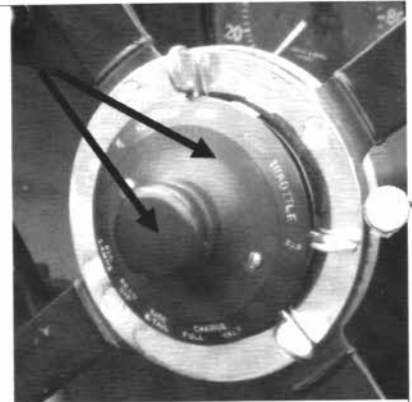


A Special grill badge has been struck to commemorate the 60th Anniversary of the ACCV. Yellow and green were chosen as the predominant colours, as the original Club badge carried those colours.

\$30 Available at general meetings or
 each plus postage - contact the
 Treasurer, details page 2

WANTED

SA Speed 20
 Horn button &
 Bakelite
 surround.



John Lang
 03 5426 2256 or
jdmelang@bigpond.net.au

Route details for Xmas party

If coming from Melbourne - Take the Calder Highway toward Gisborne. Do not take the Gisborne off ramp, but continue another 2 km and take the off ramp to New Gisborne, turning right back under the highway overpass. You are now on Station Rd. Continue on it through New Gisborne and cross the railway line. Station Rd is now called Barringo Rd. Continue straight ahead crossing the offset intersection with Hamilton Rd. 5km to go. Straight ahead down the hill, over a bridge, follow the curves to the T intersection with Wooling Rd. Turn right. In 200 metres turn left into Mt Robertson Rd. 400 metres turn right into Kirribilli Rd. Down the hill up the sweeping left curve. 64 is on your right. Unless you are in a modern do not enter the gate but proceed 100metres and turn right into Cooraminta Ct and immediately right into the Lang's top paddock. Entrance will be marked.

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