

Alvic

The Newsletter of the Alvis Car Club of Victoria

July 2016



Andrew & Robyn Green on the Early Morning Run



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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June 2016 VOL 55 ISSUE 5

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FOR SUPPER
Richard Wallach

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

2016 COMING EVENTS

ACCV 2016 EVENT

JULY	15	GENERAL MEETING
	17	CRANBOURNE RUN (DALE PARSELL)
AUG	19	GENERAL MEETING
		ROB ROY (DATE TO BE DETERMINED)
SEP	16	GENERAL MEETING
&	23-25	WEEKEND AWAY - MANSEFIELD AREA (ROHAN SWANEY) PUT IT IN YOUR DIARY WATCH THIS SPACE
OCT	21	ANNUAL GENERAL MEETING
NOV	18	GENERAL MEETING
DEC	4	CHRISTMAS PARTY (RICHARD TONKIN)

It is planned to have a guest speaker at every second general meeting

If you can suggest anyone who you think would make a good guest speaker; not necessarily on Alvis or old car matters, the committee would be happy to hear from you

PRESIDENT'S REPORT

Frances and I have just returned from a commercially provided 4WD trip up the Canning Stock Route (CSR) in WA. We were pleased to miss some cold wet weather and the last part of the electioneering. We were totally without contact to the outside world for almost a fortnight. The operators, Outback Spirit from Albury, are a first class outfit (the only professional commercial providers for this trip) and we were pleased that it was their vehicles

receiving such a pounding on the corrugated, rough and sandy track and that our 4WD was safely back at home in the garage. We were fortunate to miss the wet weather that the area has been receiving and that we were able to stay dry, although the lower portion of the track was covered in water. There were 18 people and 5 crew spread over 5 military specification Mercedes 4 and 6 wheel drive vehicles, with one vehicle requiring a transmission change along the way. It is certainly not a track for Alvis vehicles except possibly the military version if you could keep the fuel up to them. All told the CSR covered around 1800km and surmounted around 800 sand dunes. The scenery was spectacular as was the evening starry sky, with many people choosing to sleep out under the stars and not in their tents. The large amount of vegetation covering many of our deserts was a surprise. All told it was an experience of a lifetime and thoroughly recommended for people of reasonable fitness.

Charles Leski, a partner and auctioneer with the auctioneering firm Mossgreen, was our guest speaker at last month's meeting. He provided us with a most interesting presentation on how he became an auctioneer, initially by selling his own stamp collection and then finding that he had the skills and talent to sell other people's collections. Those who were able to be there on the night thoroughly enjoyed his power point presentation and hearing about his experiences. If members know of anyone who has an interesting background (the topics certainly don't have to be motoring related) and who is prepared to come and give a presentation in our rustic clubrooms, please let me know so that we can see about having them come along to a club night.

On the Sunday morning following the June's monthly meeting a number of us enjoyed Mark Weller's "Early Morning Run" which took us to Williamstown and a café on the Esplanade where we enjoyed a brunch. We then had an option of going back to the wharf area of Williamstown and having an inspection of the restored WW2 Corvette, HMAS Castlemaine. This was a most interesting visit with lots to see and learn about. We were impressed by the enthusiasm of the volunteers who

provide information and even more especially so, when the gentleman who had served on two of this class Corvette, showed us the engine and boiler room, accessed by steep ladders and then finding out that he was 92 years old. Passion for a hobby or interest keeps people young. We were very pleased to have Andrew and Robyn Green join us in their quick 12/50 beetle back.

We had been following the progress of the McKinnons and Parsells on their UK Alvis trip but missed later parts of their blog whilst we were away in the west. They were having a great time and we look forward to hearing more about their Alvis experiences and their encounters with our UK Alvis friends.

Even well made parts can wear out and in the case of Richard Tonkin, he has been fitted with a new hip joint. I understand that the operation went well and we wish him a speedy recovery in the hands of Matron Pauline.

John Lang does a magnificent job in producing ALVIC on a monthly basis, but getting material to put it together is a challenge. I have noticed that some of the joint members with ACCV and NSW provide articles for Alvicatics, which is fine, however it will be appreciated if John's need for material for ALVIC can also be considered. A few lines on experiences, technical items (such as Richard Wallach provides), restoration, history etc., will be very much appreciated. The newsletter is provided for the interest of the members and as such requires periodic input from the members.

Please remember the Cranbourne run being staged by the Parsells on Sunday July 17th. Their last run to the Cranbourne Botanic Gardens was a great event and you can be assured that this run will be just as interesting. Also Rowan Swaney has put together for us a great weekend away in the Mansfield area on September 23rd to 25th. We wish to encourage members of our Club to participate in events which take us to areas where our country members live. I am told that we will be travelling over some wonderful roads ideally suited to Alvis motoring. Rowan will be pleased to hear from you that you wish to join in on the weekend. Contact details are given further in ALVIC.

Please let me know by next Wednesday evening if you intend joining us for a meal at the Malvernvale Hotel, prior to next Friday night's meeting at the Clubrooms.

Andrew McDougall

**PLEASE BE ADVISED THAT MEMBERSHIP FEES FOR
2016 - 2017 ARE DUE & PAYABLE
FROM 1 JULY**

(emails have been sent to those who are already financial to 2017)

**ACCV Outing to
McClelland Sculpture
Gardens and Gallery**

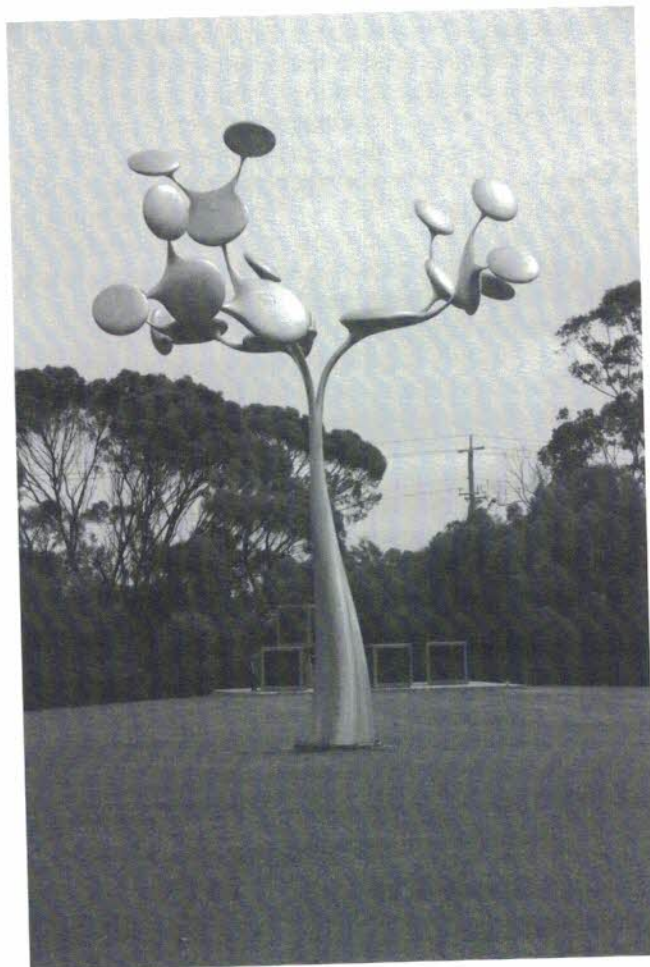
17 July 2016

Join us for a short tour of the picturesque flower growing and horse grazing countryside in Melbourne's East before venturing into the ever expanding South-Eastern fringe, finishing at the McClelland Sculpture Gardens, Langwarrin.

The McClelland Sculpture Park showcases over 100 permanent outdoor sculptures set in 16 hectares of bush and landscaped gardens 4kms east of Frankston on the Mornington Peninsula.

Entry to the gardens is free and a small donation is requested to enter the indoor gallery. You can either bring a picnic lunch to enjoy in the extensive gardens or partake of that provided by the gallery Café (the menu is changed regularly so please visit their website for the current offerings <http://mcclellandgallery.com/>)

Start: 9:30 for 10AM at the Manhattan Hotel, corner of Canterbury Road and Heatherdale Road, Ringwood (Canterbury Road carpark).



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18th June 2016.

CHEVELL ALVIS.

Friends,

Here is the low-down on the Alvis Special mentioned in the latest (June) Alvic.

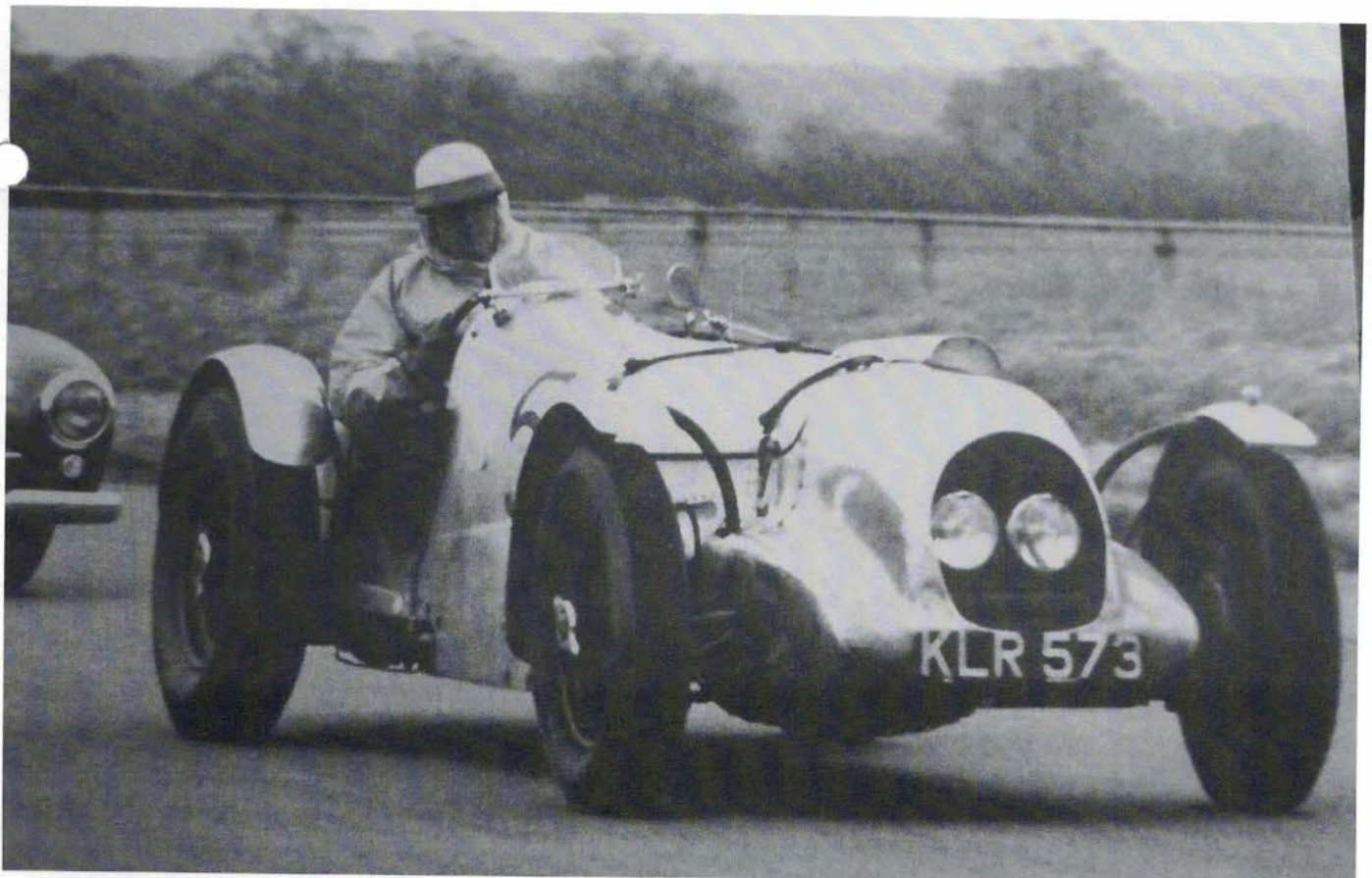
This Alvis Special was constructed just after WWII by one Basil Chevell. The chassis is cut-and-shut and from a Speed Twenty. The rear half of the chassis was inverted and fitted with quarter elliptic springs from a pre-war Talbot. The original construction used a 2.5 Litre Speed Twenty engine modified with a double capacity oil pump. Transmission was through a Silver Crest gearbox linked to the rear axle by torque tubes. A Sunbeam starter motor and steering box completed the mechanical arrangement.

Chevell competed with the car against Healey Silverstones and Frazer Nashes, but weight was always a problem. This was rectified by discarding the engine and fitting a military Alvis 4.3 dry-sump unit from an armoured car.

The Chevell was sold to Anthony Charnock (of motor poetry fame) and he kept it for many years. During this time the car gradually acquired the name Charnock Special. He was successful in competition with it and is reported that he held the sports car record at VSCC Prescott Hill Climb.

The body appears to be the original created for the car by Basil Chevell.

Nick Simpson.



Hi John.

20/06/16

Greetings from Frank and Wendy Smith.

With reference your Alvic "request to identify vehicle pictures".

No 3. I believe same as No 6. Geoff Lane's "Fire Fly" Model No ??? Try John Higham.

No 3. Possibly the No6 SA 7767.

Side view with I think but not sure, Daisy Bloyd standing and Marion Lane in back ground.

No 5 Geoff lanes 1932 12/60 Saloon. He imported upon leaving UK.

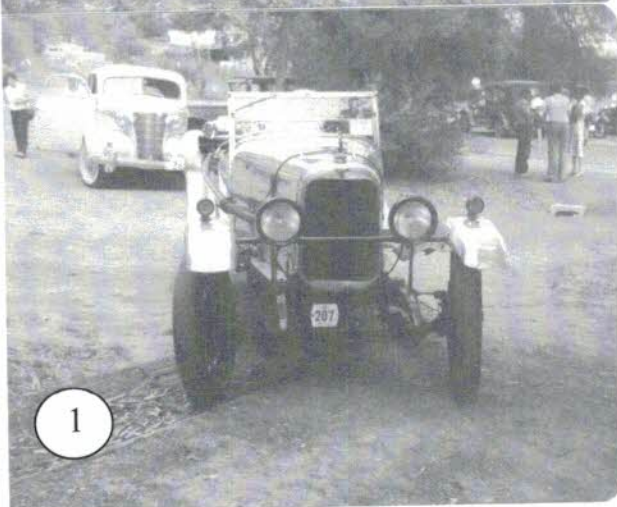
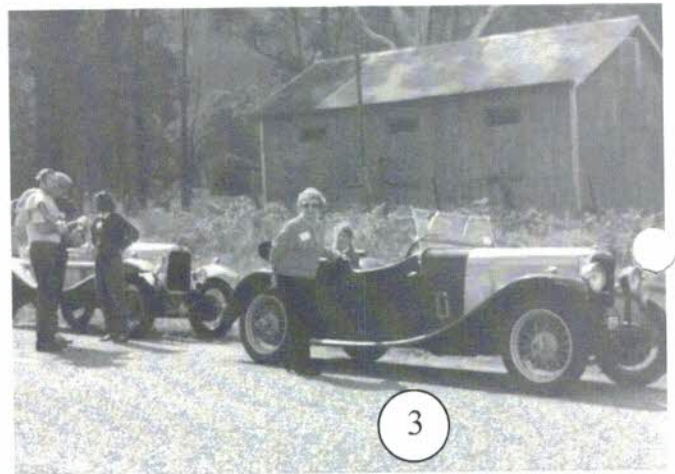
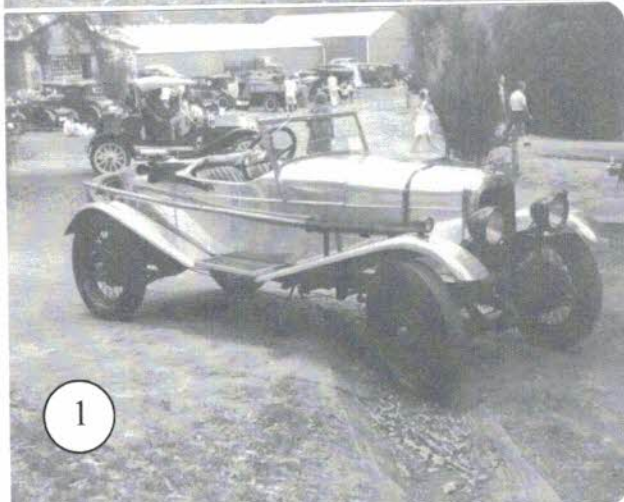
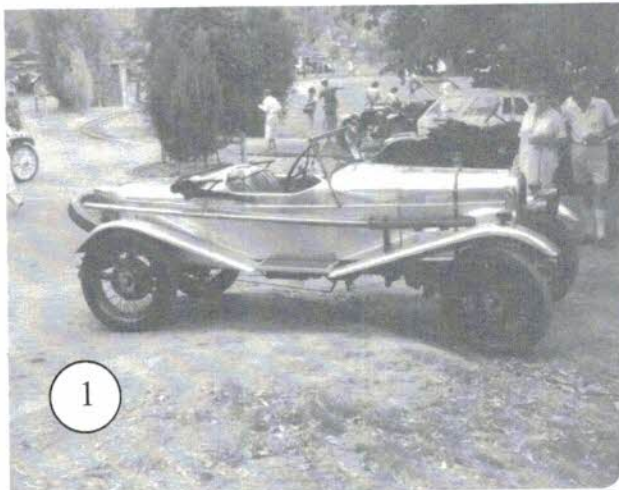
I'm sure it retained a UK number plate and was used daily in South Australia.

Still searching for further details No 1 & 2

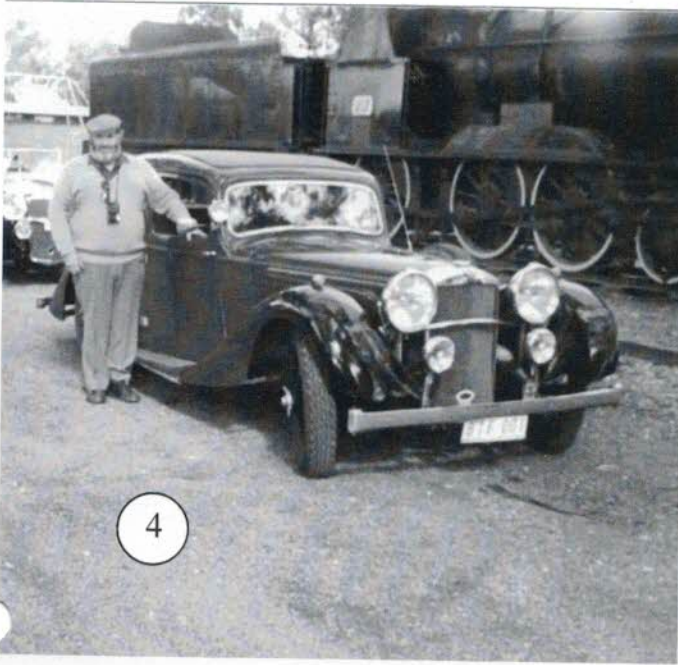
Regards Frank Smith.

MORE HELP REQUIRED! **ANY THOUGHTS ON THE 12/50 AND TA14**

.....Ed



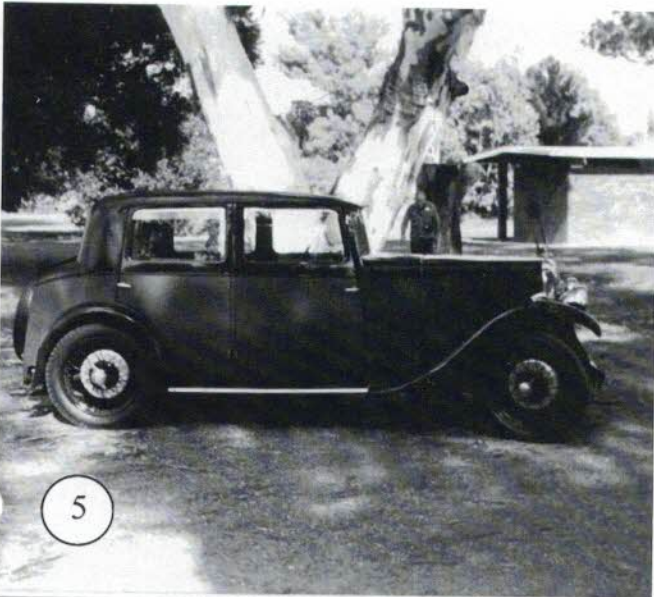
	MODEL	CHASSIS	OWNER	EVENT
1	12/50			
2	TA14			
3	FIRE FLY	10330	GEOFF LANE	
4	4.3	14341	RICHARD CREED	
5	12.60		GEOFF LANE	'87 NAT RALLY
6	FIRE FLY	10330	GEOFF LANE	'91 NatRally
7	12/50	4213	A.McDOUGALL	
8	12/50	3762	RON WILSON	



4



6



5



7



5



8

Alvis 13347. A History.

Chester McKaige



I think old car owners fit into two separate categories; those who want to learn all that they can about the history of their cars and those who don't really have an interest.

Chester and others have certainly put a lot of time and dedication into gathering history on chassis 13347. Credit must also go to the previous owners who kept relevant documentation and details and make this account interesting reading.

Chester has also made this even more interesting with his referrals to other marques.

Ed.....

One of the nice thing about owning a veteran, vintage or classic car is spending a bit of time researching its history. I have been meaning to do this for a while, but like most things, never got around to it and it was only while cataloguing my book collection that I found the two files of notes and invoices on 13347 and after putting them in some form of order, decided to research the history.

At a previous Alvis National Rally in Victoria, I met a New Zealander by the name of Brendon Neilson who happened to know one of the previous owners (as 13347 had left Coventry bound for New Zealand in 1936). Unfortunately he had since died but Brendon was willing to do the "leg work" for me in New Zealand by contacting previous owners.

I was also lucky that still attached to the shipping document when 13347 went from New Zealand to Perth W.A. in 1973, was the "Certificate of Registration" with a list of all the previous owners. That to me was the icing on the cake.

Alvis Speed 25 Saloon 18362, chassis no. 13347, engine no.13631 and fitted with Charlesworth body 14038 left the "Works" on the 3rd November 1936, bound for New Zealand; the first Speed 25 to arrive in that country.

The car's first owner was Duncan Forrest Bauchop, of 3 Kinross St, Wellington. Bauchop had a business called Leyland Motors also of Wellington and it is here that I progress.

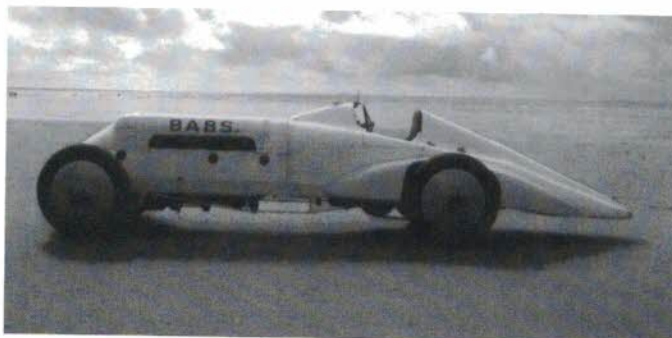
One of my boyhood heroes was Parry Thomas who was a leading figure in the quest for land speed records along with Campbell and Segrave. Thomas was a very gifted engineer who worked for Leyland Motors (not the same company) at one time becoming Chief Engineer.



The company, at that stage, was one of the largest manufacturers of trucks not only in the U.K. but also in Europe. Thomas joined the company in 1917 and worked there until 1923 when he moved to a bungalow inside the "Brooklands" motor racing track at Longbridge, Surrey, United Kingdom.

Those of you who are interested in motoring history will remember that Thomas bought the ex Zborowski "Higham Special" fitted with a Liberty aero engine and after much modification became

known as the "Thomas Special" or simply "Babs."



Thomas was to set a new world record at Pendine Sands for one mile at 170.624 m.p.h. Malcolm Campbell upped that to 174.223 m.p.h. in the "Napier Campbell" and Thomas was determined to be the first to exceed 180m.p.h. This he set out to do in 1927 and on March 3rd, he lost his life when the car blew a tyre and caught fire, Thomas losing his head when the main drive chain departed from its sprocket.

Thomas had earlier built a number of cars for different classes of competition, one of which was the 1493cc "Marlborough-Thomas Special." This car looked like a scaled down version of "Babs." The original builder was T.B. Andre who at that time had the agency for Marlborough Cars. Earlier he had put his name to the shock absorber company Andre Hartford who also made silent-bloc bushes. The car was also known as the "Hooker- engine Thomas" as the firm Peter Hooker Ltd had done development work on the engine.

This car and a rotary valve Itala were imported into New-Zealand by Duncan Bauchop at the same time as the Alvis.

It is a bit of a coincidence that a rotary valved engine Marlborough was entered in the 200 Mile Race at Brooklands in 1921, but did not start.

What then is a Rotary Valve engine?

Two rotary valves were used, each placed vertically and serving two adjacent cylinders.

Each cylinder had only one port, which carried both inlet and exhaust, while the valve, which turned at one-quarter engine speed, had an internal division so that the inlet was drawn in from the bottom and the exhaust passed out through the top.

Cooling water for the valve passed into it at the centre, passed down one side of the valve body and up the other

and left by an annular port at the top. A centrifugal pump assisted water circulation.

The crankshaft carried a helical gear that drove a side shaft; this in turn drove the two vertical valve spindles through "high-efficiency" worm gears. Each valve spindle incorporated a breaking-piece (presumably some sort of shear-pin) to minimise damage to the engine if one of the valves seized.

A small hole was drilled through the valve body in such a position that it carried the pressure on firing through to the opposite side of the valve, into a recess of the same area as the valve port, to balance the loading.

Rotary valve engines were fitted to 50 and 90 h.p. Itala cars. Despite ingenious design, high standards of construction and some very favourable reports, the Itala rotary valve engine did not prosper.

Darracq was another manufacturer that experimented with rotary valves.

The Itala ended up being owned by a local technical college and was latter scrapped (probably because no-one appreciated the design of the engine).

So what became of the Marlborough Thomas? To find out, I quote Douglas Wood, who in his book "Flat To The Boards" wrote "if ever a car was mistreated ad nauseum it is the Marlborough-Thomas Special," however, luckily, a lot of the vehicle has been collected by Ron Roycroft, who owned it earlier and understands it.

The Thomas Special, an exercise in avant garde automobilism, not only suffered by the untimely death of its creator, Parry Thomas, but also by the subsequent administrations of many well meaning but misguided enthusiasts who were not able to keep it in tune.

The car when in the ownership of Bauchop was trailered to many race meetings, but never seemed to run properly and was subsequently disqualified from many of the races it entered.

Ford V8 and Chevrolet engines were fitted to it and it became known as the "Acme Special" and later when fitted with an Austin A40 engine was campaigned by a very young and up and coming New Zealand racing driver, Chris Amon.

So back to the Alvis and looking at the original build sheet, we see that Bauchop had the Alvis Company monogram his initials "D.F.B." on the front doors.

The car was originally painted black including the mudguards and wheels, with the interior trim done in red leather. An ignition lock was also fitted along with tables fitted into the rear of the front seats.

It was dispatched on the 3.11.1936 and put on a boat bound for Kinross Street, Wellington, New Zealand.

Duncan Forrest Bauchop, B.E. (N.Z.), who was born in

1884, educated in New Zealand at Dunedin Boys' High School and Canterbury College School of Engineering. His apprenticeship was served with Messrs. Stevenson and Cooke, Port Chalmers, from 1903 to 1907, after which he gained experience as a draughtsman in the public works department and for a brief period acted as assistant to the engineer-in-chief. He was next engaged as a lecturer in engineering at Christchurch Technical College and in 1915, he joined the Royal Navy in which he served for four years as engineer lieutenant. During this period he held various appointments, being first lent to the Ministry of Munitions and for a time was lecturer on internal combustion engines at the Royal Naval College, Osborne.

Later he was attached to the mining department at the Admiralty and finally was appointed technical adviser to the director of torpedoes and mining. Since 1919 he had held the appointment of general manager in New Zealand and attorney for Leyland Motors, Ltd retiring in 1949. Mr. Bauchop was elected an Associate Member of the Institution of Automobile Engineers in 1914 and was transferred to Membership in 1940. He was also an Associate Member of the Institution of Civil Engineers. He died in New Zealand on 24th June 1951, just before his sixty-seventh birthday.

Incidentally, a son, Harry Bauchop served as a Lieutenant in the New-Zealand Army Ordinance Corps during WW II. He died of wounds in Greece in 1941.

When Bauchop Senior died in 1951, the car was listed as owned by his wife Marion Rhonda Bauchop and a month later was listed as being owned by the company, Motor Lines of Palmerston North.

Motor Lines was a rather large company in the late 1950s and was the New Zealand agent at the time for Alvis cars. Their main claim to fame that made an impact on New Zealand motor manufacture, was the design of the "Trekka" all terrain vehicle manufactured in the late 1960s.



The "Trekka" emerged as the ultimate response to policies pursued by successive New Zealand

Governments, aimed at boosting the homegrown content of the local motor industry.

By making new cars scarce and expensive, (policies which began evolving from the 1950s) offered concessions to firms able to increase the local content of cars assembled inside New Zealand.

The "Trekka" was a locally produced, steel body with canvas or fibreglass canopies, bolted to the chassis and the engine of the Skoda Octavia Combi, which dated from the late 1950s.

The secret of the "Trekka's" brief success was the high New Zealand proportion of its content. This allowed a more generous allocation of import licences for the Czechoslovakian mechanical kit. The Skoda kit was bought at bargain prices from the then Communist state, helping to make the "Trekka" among the cheapest vehicles available in New Zealand. It was also exported to Australia and Indonesia.

For several years, the "Trekka" was a steady seller, however the relaxation of import restrictions in 1970 saw it swept aside by more attractive, largely Japanese, vans and utilities.

In 1998, progressive lowering of import tariffs saw the end of New Zealand's once highly-protected, booming local vehicle assembly.

13347 spent four months with Motor Lines before passing onto William Kernchar.

Not much is known about Kernchar, although it is known that when the car left Coventry, the mileage was recorded as being 94,000 miles and she was beginning to look a bit shabby.

Kernchar sold the car in 1955 to Creighton Car Sales Ltd. of Palmerston North. This might have been a trade in, we will never know, but on the same day it was bought by a George Harrison (no, not the ex Beatle) of Palmerston North, who kept it for four months before on selling it to a Richard Gordon Thompson of Otorohanga.

He had the car for just over three years before it ended up in a Ces Williams Car Yard in Hamilton, where Bruce Anthony Head of Whatawhata bought it on the same day.

He kept it for twelve months before passing it on to Allan Pascoe, Howie McMeekin, John Reid and Francis Delatour in quick succession.

By this stage the poor old Alvis was looking rather shabby with rust developing in the bodywork and much of the timber work rotten or missing.

It would seem plausible that the list of owners who passed the car on after a matter of quick ownership did so because they realised how much work and money was required to spend on the car.

It should not have been on the road as the body was completely independent of all the other supporting parts,

the wooden frame had been poorly patched over the years and it required major work. Even the chassis was broken, but what a beautifully engineered car.

Taken from an article by David Curry.

After Bauchop death, Phil Andrews, who worked at Motor Lines in Palmerston North (Alvis Agents) at the time, said the car was beyond repair.

Then on the 8th of October 1963, the car was sold (£150.00) to David Curry, who in a letter to the current custodian said I have always believed a car should be restored to "as it left the factory thus maintaining its originality."

He didn't muck about and on the 14th October 1963, placed his first order with Alvis Ltd for a set of knock on spinners, a set of drive plates and a set of steering joint bearings.

A copy of the instruction book was soon to follow and Phil Andrews supplied a spare radiator and a few other parts that originally belonged with the car. The original mascot graced Andrew's TB21 for a number of years.

Many of the spare parts sourced from England were bought using postal notes. It took 67 visits to the post office to buy a set of six pistons 020" oversize.

A number of second hand parts were bought from Lt. Cmdr. Bryce Clinkard in the U.K.

It was also during this time that David made contact with the Alvis Car Club of Australia through Rob Gunnell and David Manson and in 1964, he joined the Alvis Owner Club.

Valve guides were the next items to be purchased followed by spring shackles, valve springs and steering balls.

Then in October 1964 for the cost of £8.19.9, the cylinder head received attention by Wairarapa Engine Rebuilders and a further £11.10.0 was spent in November, also on the cylinder head.

The crankshaft was re-ground and Ford Zephyr big end shells were fitted. Fisher Engine Rebuilders Ltd, Wellington, New Zealand carried out this work. Mr Fisher remembered the car as did Len Southward when it used to be parked outside Leyland Motors.

The body was removed and the cracked chassis was repaired. Various panels were repaired and the timberwork replaced where needed. New leaf springs were also fitted as the original ones were either broken or rusted.

David Curry stated that when he bought the car it was not drive-able, which was largely why there were so many previous owners who didn't really have the money or the resources to restore the car. David did mention that he did drive the car when it was in chassis form. Between the end of Bauchop's ownership to David's ownership, the car was painted a shade of green.

Then ten years of ownership later and with an Aston Martin project on the go, David Curry passed the baton (so to speak) to the car's next owner Eric Michael Feather.

The mileage on the speedo read 58, 681 miles and when David Curry sold it the mileage read 69, 489.

Eric Feather paid \$1600.00 for the Alvis knowing that he would have to spend considerably more, just on the bodywork.

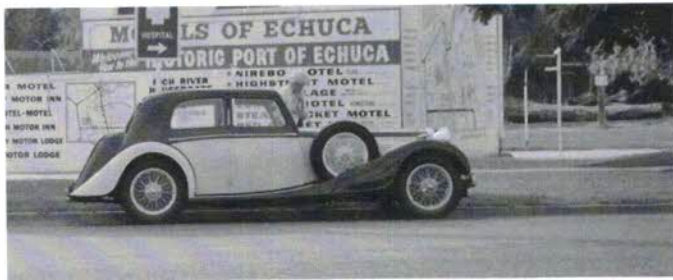
(Eric) Michael Feather was born in Samoa of English parents, but most of his life was spent in Rotorua in New Zealand. He had four daughters, moved to Western Australia and then finally back to New Zealand.

His first Alvis was a TA 21 that he bought in 1970. In 1973 he bought a TC21/100, which was replaced by the Speed 25 Alvis (13347). After he sold the Speed 25 he bought a TC 21 followed by a TA 14 DHC. He also was interested in Sunbeams, Austins, Wolseleys, Morris, Triumphs and MGs.

He died in February 2016.

As mentioned, David Curry sold the Speed 25 to Michael Feather in September 1973.

The car was now painted black and cream and was re-registered AL 2563 in February 1974.



The magneto and fan were next to receive treatment and the car was subject to some body work repairs and a front wheel alignment.

In August of that year it received it's "Warrant of Fitness."

By 1977 the bodywork was completed and in May 1977, it was then trimmed with new roof lining and leather, by E. Astley and Son, a notable New Zealand family tannery business that after over 100 years of service, closed its doors in 2006.

At this stage the car was being stored at Port Road Auto Wreckers, Whangarei and the owner a gentleman with the first name of Lawrence (a friend of Michael's) drove the car to the wharf when the Feathers migrated to Western Australia in 1981.

"Universal Transport Of Australia Ltd." dispatched the car on the ship "Brisbane Trader" in August 1981 at a cost of \$1450.00.

On arrival, it was found that the radiator mascot had disappeared. It was originally put in the glove box for safe keeping. Much of the paperwork at this time was insurance matters re-the mascot. It was registered 6 IN 715 a Western Australia number plate.

A new water pump was purchased in March 1982 along with a set of rear wheel bearings and at the same time a copper hammer for the knock-ons was purchased from McPherson's Limited.

In 1983 again new wheel bearings were replaced and new tyre tubes were purchased and between 1984 and 1985, additional wear and tear items were purchased for the car.

13347 changed ownership again in March 1985, the new owner being Ken Hooper of Busselton who had a business dealing in English Sportscars. He didn't keep the car for long before selling it to its next owner, Elliot Montagu of Dianella. Hooper advertised it for sale for \$27,500 dollars.

Montagu also didn't have the car for very long before selling it to John Twomey in Melbourne.

13347 was sent to Melbourne by TNT Car Carrying on the 1st September 1988. It cost \$500.00. The destination was Pascoe Vale. The amount the car was valued on the document was \$15,000.00 considerably less than what he paid for it. The speedometer reading at this time was 75,318.

It passed the road worthy test the second time as there was a problem with the steering linkage but passed with flying colours on 26.09.1988.

Two days later Antique Tyre Supplies fitted a new set of four 550 x 19 tyres and tubes.

In June 1990 the cylinder head was surface ground and the 12 valves were re-seated.

I'm of the belief that John Twomey spent a lot of his time trying to stop the car from boiling or overheating. Here are some reminiscences from John Twomey's son Andrew.

Well what I can remember about the car was that dad purchased it from Western Australia and had it transported over here by truck. When it arrived we found that the water pump was the wrong one for the car so he fitted an electric bilge pump to it to get that sorted out while he set about finding and overhauling the correct pump. He made some black headlight covers to protect the headlights when driving during the day and also had the head removed and shaved to flatten it out and to bump up the compression to give it a bit more poke.

He attended quite a few rallies including Warrnambool, Blue Mountains and Mudgee and I believe it was in the Blue Mountains he fashioned a heat shield for the carburetors as the front fuel bowl was getting hot and vaporizing the fuel. It seemed to work, so when he got home, he made a permanent version.

The knock-on spinners became a problem and on the way home from a rally to Kalorama in the Dandenong Ranges, coming into Eltham, he lost a wheel, skidded to a stop at the lights and looked back only to see two blokes coming up the road, one with the Knock-On spinner and the other with the wheel. A bit of hammer work and he was on his way home and off to the panel shop for repairs and off with the wheels to check the threads on the other hubs.

It was around this time that seat belts were fitted to the front to stop people falling out if the front doors opened.

He also fitted the rear bumper cut down from a front bumper and fitted indicators which didn't improve the looks of the car. He also fitted a back window stop light and re-figured the tail lights to have stop lights on both sides.

The proudest moment was the wedding of his daughter Jennifer using both Alvis cars (TA 21) as part of the wedding party. The Speed as the bridal and the TA/21 as the Grooms car.

The car was used quite a lot during dad's time with it and he enjoyed driving it almost as much as he enjoyed working on it. Unfortunately he became ill on the Warrnambool rally.

Soon after, he decided to part with the car.

The new owner was Brian Hemmings and he bought the car in September 1997.

In December of that year it was at Vintage Motor Garage receiving new king pins and assorted brake parts and in early 1998 the engine was pulled down and also parts were made to strengthen the body work.

All the wheel bearings were renewed and the body started to receive attention particularly at the rear. The engine received a total overhaul, which was completed in around six months.

By June of that year, the interior and exterior were receiving attention and in January 1999, the car was ready for the paint shop. March saw all the interior trim replaced and in May 1999 she had her first test drive.

The springs were re-set and a lot of small items were attended to whilst the car was back on the road.

In the same year it won the "Lord Montagu Trophy" and was much admired wherever it went. Its registration number was 21826H.

Then in July 2001, the engine was removed and at the same time some work was carried out to the differential and the firewall received a total restoration.

In 2004 the engine received a new set of pistons and the cylinder head was also rebuilt.

At about the same time, Chester McKaige found out on the Alvis "grapevine" that 13347 could be for sale. In 2005

the National Alvis Rally, "Summit to Sea" was held in Victoria and it was on this rally that a gentleman's agreement was made between Brian Hemmings and Chester McKaige.

Unfortunately Brian had a stroke on the way home to Sydney and ended up in hospital. McKaige completed the deal with Brian's wife Joan and the car arrived in Bentleigh, Victoria in April 2005.

It was re-registered on the 20th of April 2005; the new registration number being HT035.

13347 was used on many Victorian runs and rallies and shared the garage with a 1923 Alvis 12/50. I bought the car because all my other cars were open and I needed a car for my "Old Age."

Since buying it in 2005, I have fitted a set of telescopic rear shock absorbers and had the springs re-set as the car looked like it had a broken back. This made all the difference to the handling characteristics.

In 2010 it went to Shepparton where it was on display in a new museum and featured on the front cover of the local telephone book. On its return, it went to a garage in Gisborne, Victoria where it underwent a tune-up and a few little things attended to.

When McKaiges moved to Tasmania in 2014, 13347 went with them. It was driven over and for a while was still registered as a Victorian car. It was re-registered SI 8561 on (Special Interest) Tasmanian plates in January 2015.

It has won numerous awards many of which have been "People's Choice," the last one being at Westbury, Tasmania in March 2016 where it won "Best Car."

It continues to give great pleasure to its current custodian and I must thank all the previous owners who have contributed to keeping 13347 alive and well since 1936.

In ending, I would like to quote the words once more of a past owner.

I have always believed a car should be restored to "as left the factory" thus maintaining its originality as it left the factory.

Chester McKaige

EARLY MORNING RUN – 19TH JUNE



On a chilly, but pleasingly dry, morning we assembled in North Melbourne before setting off to the Williamstown Esplanade. There were four Alvises: Andrew and Frances McDougall (Speed 20 Special), Andrew and Robyn Green (12/50), Richard Tonkin (Graber) and your scribe (Speed 20), plus two moderns: Thorpe and Carol Remfrey and John and Marg Hetherington.

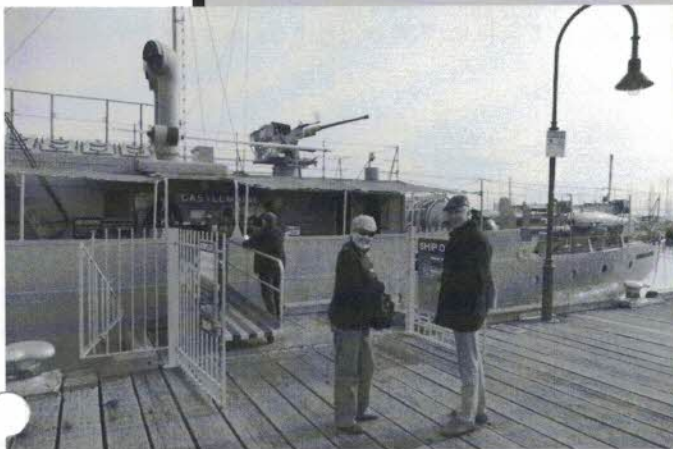
We went via the quieter parts of Yarraville and then beside the bay at Williamstown, along The Strand and Nelson Place, before winding past the Time Ball Tower and along to the Rotunda Café on the beach. There we found another Alvis (Geoff Ross in his 12/50) and the Langs (alas still not in the Speed 25).



After a pleasant breakfast, the party dispersed, although most went on to view the WW2 Corvette, HMAS Castlemaine, moored near Nelson Place. Operated as a museum, this proved to be highly

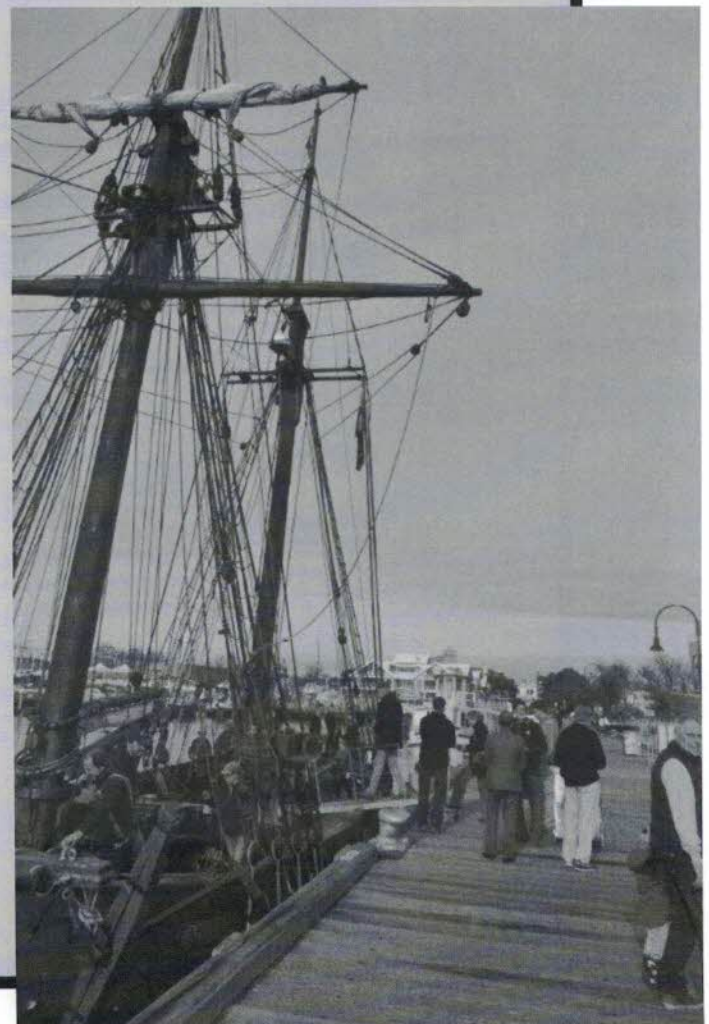


interesting: actually a minesweeper, it is one of sixty built in Australia during the war. This vessel was built in the Williamstown Dockyard in an amazingly short time and saw service around Australia and the SW Pacific, acting in minesweeping, escort and troop carrying roles. She was paid off in 1945.



Also of interest was a tall ship, The Enterprise, moored adjacent to the corvette. The square-rigged ship has been built from reclaimed timber as a replica of the original ship of this name, built in Hobart in 1830. It was purchased by John Pascoe Falkner in 1835 to search for a new settlement, ultimately stopping in the Yarra River at what is the foot of the present William Street – commencing the settlement of Melbourne. The Enterprise conducts short tours of the Bay and charters, so a Club outing might be in order.

Mark Weller



BOOK REVIEW

Alvis Cars 1946-1967 The Post-War Years

John Fox



Alvis Cars 1946-1967 The Post War Years

by John Fox

This is the first new Alvis book for several years. As the title says, it covers the post war years of car production, from the first TA14 in 1946 to the last TF21 in September 1967 - 50 years ago next year.

John Fox is the AOC Graber model secretary, but the book covers all models in detail and there are 92 colour and black and white pictures (I know, I counted them), spread over 96 pages of photos and text, including many pictures I have not seen before. One shows the Tonkin TA21G Graber in decrepit condition at Herman Graber's works, before being rescued by Nick Simpson.

John's book spans well the 21 years of post war cars and includes some quirky and interesting models, such as a TA14 ice cream van and a drophead by Swiss coach builder Worblaufen. The Alvis Healey, air ace Sir Douglas Bader's cars and

what might have been, are well covered.

I have negotiated a special price of \$30 with John Fox, plus \$4 if it is to be posted. The book has been printed in a limited edition.

I thoroughly enjoyed the book. So few books have been written about the marque, compared with other quality vehicles, that I believe it should be in every Alvis enthusiast's library.

The book will be available for sale at our monthly meeting on Thursday, 15 July for \$30 or it can be ordered from me.

Richard Tonkin
0407 944 987
(03) 9710 1465
rtonkin@tonkinlaw.com



Members may recall that during Chester McKaige's presidency the Club presented the Alvis Owner Club with a perpetual cup to be awarded to a member who had excelled in relation to the staging of an event.

This year Jennie Kindell was awarded the Alvic Cup for her joint organisation with other members in producing the U.K. International Alvis Weekend at the end of May.

Congratulations Jennie

SPRING IN THE HIGH COUNTRY

SEPTEMBER WEEKEND AWAY

Friday 23rd, Saturday 24th and Sunday 25th September 2016

Planning: The weekend is being planned by Rowan Swaney and John Hetherington.

Where: The weekend will be based in Mansfield. Day trips to the King Valley and the Strathbogie Ranges have been planned.

Accommodation: Accommodation has been reserved at the Alzburg Resort, Highett Street, Mansfield (Corner of Highett and Malcolm Streets). A number of options are available.

Motel Room - \$133 based on 2 people, per night.

Hotel Spa Room - \$151 based on 2 people, per night

2 Bedroom Standard Suite - \$215 based on 4 people, per night

2 Bedroom Deluxe Suite - \$244 based on 4 people, per night

Other arrangements can be made through Reception at the Alzburg Resort

Breakfast is also available at a cost of \$25 per person per day. However, this assumes a minimum of 20 persons. As the resort is a pleasant 500 metre stroll from the thriving Mansfield CBD, home to more than 25 purveyors of fine tea and coffee, you might prefer to have breakfast in town.

In any case, if you wish to join us for the weekend, we ask that you contact the Alzburg directly and book your accommodation. Details are provided below.

The Route and the Itinerary.

Friday: Our early plans are to meet for lunch at a restaurant near Alexandra at 12 noon. Members can then choose whether they wish to make their way via the Black spur, or through Whittlesea and Flowerdale, or through Yarra Glen and over Mt Slide, or via the Hume Highway and Tallarook. The route from Alexandra to Mansfield will include some of the most scenic countryside of Victoria and road that seem to have been specifically made for Alvis cars.

Dinner on Friday night will take place at one of the fine restaurants in Mansfield, where excellent food and wine is available at remarkably good prices.

Saturday: From Mansfield we head up towards Whitfield via Powers Lookout and into the King Valley, where lunch will take place at one of the excellent wineries that are now making this region famous. There will be plenty of time for people to look around the numerous wineries and points of interest in the Valley. The scenic return route to Mansfield will include Wangaratta where John Kent has kindly offered to open his business, Crank Start Engineering, for us to see some of his current projects. These include interesting Edwardian aero engine cars and a significant collection of pre GM vintage Vauxhall cars and parts. Dinner on Saturday evening will be at another excellent restaurant in Mansfield.

Sunday: The route for Sunday takes in the beautiful countryside of the Strathbogie ranges. Lunch will be at the renowned Ruffy General Store and participants can then decide whether they wish to head home or to head back to Mansfield for another night of good company and tall stories.

If you wish to join us for this weekend, please do the following two things as soon as possible and preferably, in the very near future:

1. Phone or email the Alzburg Resort and book your accommodation. The telephone number for the Resort is (03) 5775 7400. The email address of the Alzburg Resort is: info@alzburg.com.au
Please make sure to mention that you are with the Alvis Car Club of Victoria.

2. To ensure the co-ordination and smooth running of the weekend, please email or phone John Hetherington and Rowan Swaney with your intention to participate. Our email addresses and phone numbers are:

Rowan Swaney: rwanswa@bigpond.com Mobile 0419 522 921

John Hetherington: jfh@mcmmedia.com.au Mobile 0419 319 339



Noted on carsales.com.au a time warp low mileage 12/40. Seen at the 2015 National Rally

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 \$58,500

Car located in Maroochydore

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



ALVIS PEOPLE BEHAVING BADLY



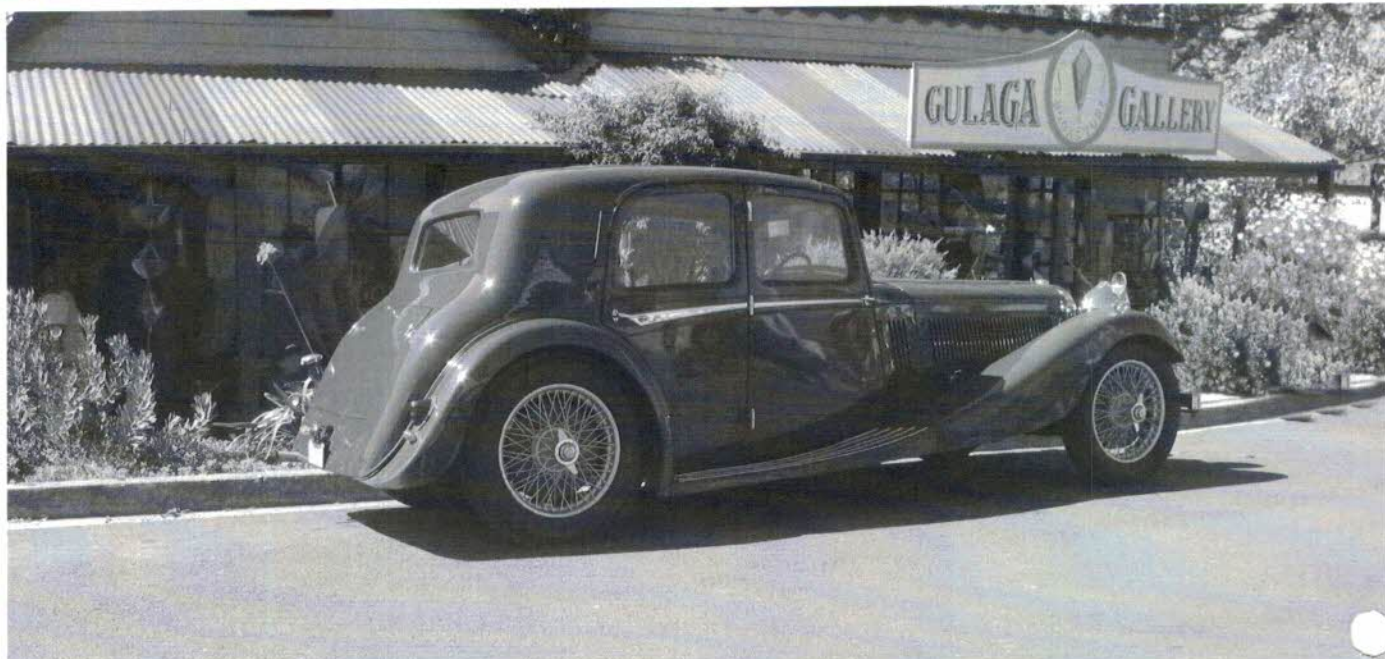
Has Alan McKinnon found a kids jumping castle to play in or had his mount more sinister abilities?

(The U.K. International Alvis Weekend held on 20-22 May at Wroxhall Abbey in Warrickshire provided a series of activities that included a visit to the Midland Air Museum. Alan's steed is a redundant helicopter)

Another important function was to determine how many Alvis cars could be garaged beneath a Vulcan bomber. It might be stretching the truth to suggest 7!



Many photographs of this challenge were received. Acknowledgement is made to Mike Baker, Noeline McKinnon and Dale Parsell?



FOR SALE

Nigel Spragg advises that his Speed 20 SC Charlesworth Saloon is for sale.

History of Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.

Despatched from the factory: 27th March 1935.

Body by Charlesworth, Body No. 13502.

Known history;

The car was ordered fitted with conventional valve springs, (not competition).

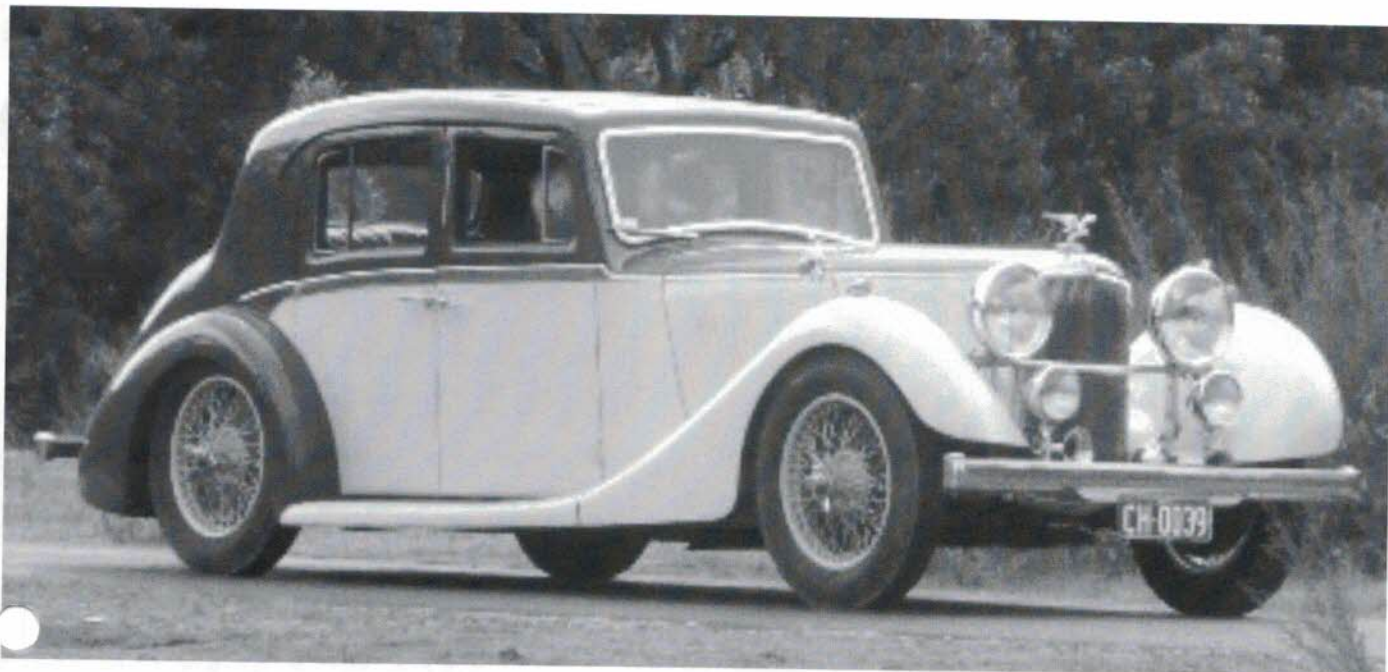
Sold to D. K. Ware and onto C. F. Thorndike who advertised it for sale in April 1957 for £20 as good mechanical condition but rough body, towable but too good for breaking up.

He again advertised it in September 1961 for A£145 as in extremely good mechanical and body. Purchased by S. J. Carter and put up for sale for A£100 as SC Alvis Speed Twenty colour BRG. Subsequently purchased by Rolland Comfort.

There is no date as to when the car came to Australia but it was noted in a VSCC Bulletin dated 1974.

Nigel is asking \$70,000 or near offer.

He can be contacted on: 0417 106 564



OFFERS INVITED

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.

The car has significant mechanical problems and would be sold AS IS, WHERE IS.

Initial contact should be made to Andrew McDougall who is assisting the owner.

Andrew McDougall 0427 220 249

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.

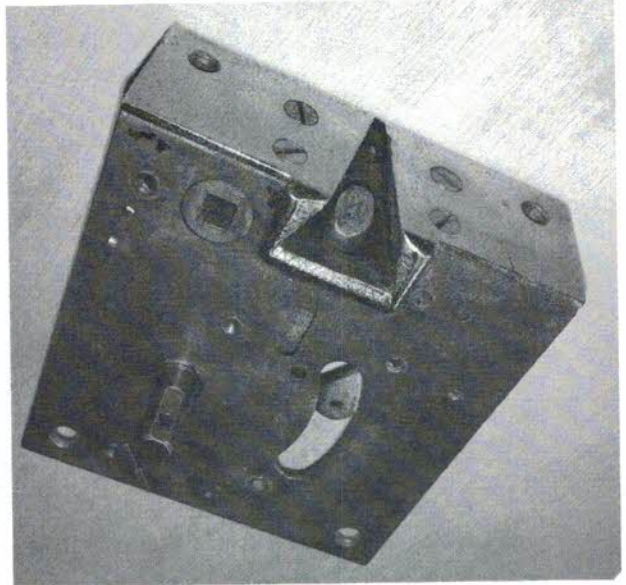
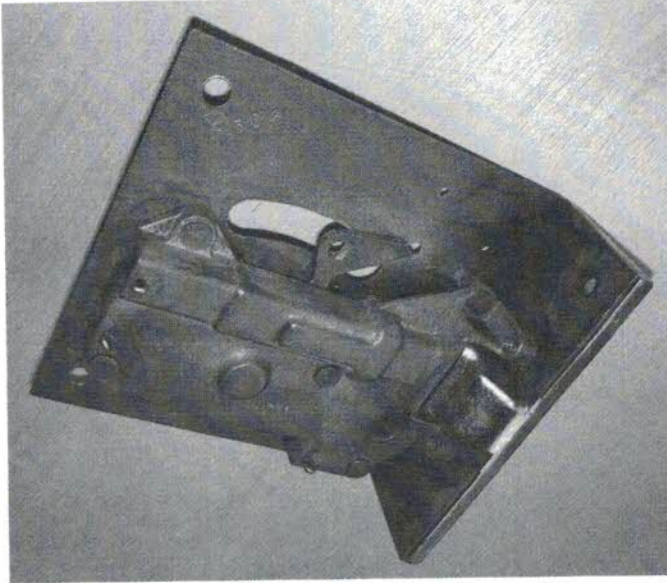
\$82,500 negotiable

Murray Fitch Telephone: 03 5766 2529



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WANTED

Peter Miller would like to obtain a door latch mechanism for his Speed 25 project.

They are handed
He has the driver's door (as pictured)

And would like a passenger door latch of the same design
Call Peter on 03 5426 4048

FOR SALE

Car badges \$30.00 each
Lapel badges \$10.00 each
Cloth badges \$5.00 each
Key rings \$15.00 each
'fridge magnets \$3.00 each

Ring Marg Lang (Treasurer) on 0407 667 609



FOR SALE

TB14

As sighted on the Just Cars website:
justcars.com.au

Back page: Peter Mackay & Jen Hopkins have been in the UK and were present at the South West Alvis Day prior to going to France.

Peter's interest in Silver Eagles is demonstrated by the two photographs on the back page.

I have no details on the cars, however looking at the photographs they are obviously well loved and maintained.

Ed.....

FOR SALE

ALVIS vintage 1475 tourer

Chassis # 5963

Engine # 6739

Cross & Ellis body # 1392

Complete car more than 50% restored.

Built 1928

Chassis

Brakes: replaced

Diff: new crown wheel and pinion
4.5:1

Bearings good

Tyres: new

Engine restored: bored and sleeved,
new pistons, new bearings, new
improved cam. Head original have
new valves and guides.

Gearbox: OK

Tail shaft: needs new bearings.

Clutch plate: new

Suspension: original

Body

Guards: new aluminium

2 radiators

Body work: completed needs paint

All lights OK

Gauges: original.

Steering: original

Have all necessary workshop manuals.

Asking price \$25,000

Call Geoff (Caves Beach) 0419 976978



