

Alvic

The Newsletter of the Alvis Car Club of Victoria

February 2017





Allan Wettenhall's 12/50, Chassis 2410 - back on the road following a long absence



Margaret Dymond's TD21 at RACV Mornington 5 Feb



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

2017 COMING EVENTS

2017

- FEB 19 RACV CLASSIC SHOWCASE—SEE PAGE 6 We have 10 car spaces reserved. Please contact John Lang if you are coming. SEE FLYER ON BACK PAGE
- MAR 12 "LOST TRADES FAIR" - see page 7
- MAR 26 KALORAMA—ALVIS FEATURED MARQUE
- MAY 7 - 13 NATIONAL RALLY—SEE PAGE 19
- MAY 15 NATIONAL MOTORING HERITAGE DAY
- JUN 18 EARLY MORNING RUN - based around the remaining infrastructure of Melb's cable cars
- JUL 23 YARRA VALLEY RUN & LUNCH
- AUG WEEKEND AWAY - BELLARINE PENINSULA

MORE TO COME FROM THE MARCH COMMITTEE MEETING

Front page:

Peter Miller's, ex Mike Williams 12/50, chassis 3514 back on the mainland.

PRESIDENT'S REPORT

I hope you all had an enjoyable festive season which is now already a month ago and that 2017 will be a good year for you. Of course when it involves Alvis motoring it can't help be anything, but good.

The New Year barbecue at the Kevin Bartlett Reserve was an enjoyable event and we were fortunate that the threat of rain did not eventuate. Mac and Madge Hulbert joined us initially before moving onto the VSCC barbecue. We were also joined by members of the Armstrong Siddeley Club. There were 4 Alvises in attendance: the 12/50s of Northey and Higgins and the Speed 20s of Weller and McDougall. Geoff Ross came in his original MG TC and there was one Armstrong Siddeley Sapphire Saloon.

On Sunday 5th of February I attended the Great Australia Rally at Mornington with my 1909 single cylinder Sizaire et Naudin. However in my walk around the displayed cars I noted 2 Alvises on display: the 12/50 of Chris Higgins and the TD21 of Margaret Dymond.

Following on from our February meeting the Club will have a display of cars at the AOMC/RACV Classic Showcase show at Flemington on Sunday 19th February. We are happy to have more cars so it is not too late to decide to come, as it is pay entry on the day. Arrival at the car park gates should be timed for 9.00 to 9.30am. This display always promotes a lot of interest in the marque and the Club. Another opportunity to display our cars and promote the Club will be at Kalorama on Sunday 26th March. Alvis has been selected as the featured marque, so we will appreciate having as many representative cars as possible. Besides being an enjoyable day to catch up with like minded people, there is always a great organised run up the mountain, from the Manhattan Hotel, on the corner of Heatherdale and Canterbury Roads Mitcham. It is ok to roll up on the morning, ready for a departure at 9.30am. It never ceases to amaze me how the organisers come up with so many different ways of getting to Kalorama. Last year's run was a cracker with great driving roads for our type of cars and with wonderful scenery. It will be appreciated if you can let me or John Lang know if you are able to come.

As has been mentioned several times in the past, the National Alvis Rally is being held in Warwick Queensland, from Sunday 7th to Saturday 13th May. For those people driving their cars up to the rally you may care to join a group from Victoria who are planning a run up and back. Please contact Noeline or Alan McKinnon if you are interested in joining the group.

Nigel Spragg has had a tough time in recent months with health issues, which have necessitated at least 3 visits to hospital and operations. We wish him all the best and hope that the issues are now resolved and that he is on the way to a full recovery.

Nigel is still keen to sell his Speed 20 and it is our intention to help with that sale while Nigel is still

recovering.

In the past I have made special mention of members going out of their way to help other members of the Club. Again this has happened in recent times with a major effort from Peter Miller in sorting out the engine and other issues with the Caldwell 3.5 Litre saloon. Peter has now got the engine running well and the car is driving and performing well. Margaret is most appreciative. Some time ago I was contacted by Dale Hanley in Queensland to see if there was a spare useable TA14 water pump in the Caldwell collection. There wasn't so I put Dale onto Mike Williams who was able to help out. Whilst Dale was testing his car successfully he found that a chrome hubcap had fallen off along the way. Margaret Caldwell was able to help out with a replacement hubcap. Whilst I was sifting through the spare hubcaps at Margaret's place I came across a great idea which applies to those cars that have push on hubcaps. David Caldwell had written his name, address and phone number inside the cap with a permanent marker pen. This is an idea that others may wish to take up.

On the Alvis car front, Peter Miller has just become the excited and proud owner of the ex Williams, ex Donnan 12/50 Ducksback. Peter is looking forward to being a regular participant on our events whilst he completes the restoration of his Speed 25. Closer to home our long term Speed 25 saloon restoration project has had all its mechanical components, wiring and temporary exhaust systems installed and the car is now running. There is more work to be done before it returns to the body builder for final fit up of panels and painting. I am looking to have the car on the road by the time we celebrate the 100th Anniversary of Alvis, in Australia, in April 2019.

I look forward to having a good roll up for our February meeting and enjoying the company of as many Alvis owners as possible throughout the year. If you can come to the Malvernvale Hotel for a meal prior to the monthly meeting please let me know by the previous Wednesday so that I can reserve an appropriately sized table.

Andrew McDougall



Celebrating 100 years of Alvis

The Centenary Tour – the pre rally before the National Rally 2019

We are looking for expressions of interest in joining us for all or part of the journey as a start to celebrations of 100 years of Alvis.

2019 will be the start of world--wide celebrations - 100 years of Alvis.

The proposed tour will take in a taste of key areas from the Victorian high country, south to Victorias east coast region north along New South Wales Sapphire coast, then up into the Blue Mountains, inland western NSW, then back down visiting our nation's capital - Canberra, through the snowy mountains and finally culminating with a gathering in Albury which is the proposed starting point for the 2019 National Rally. We anticipate the tour will be approximately 15 -20 days in duration. Driving will be minimised to approximately 300 to 400 km on transport days. We will be working towards a minimum of 2 nights in each location where possible and in some instances a little longer. The aim is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia.

We are seeking expressions of interest at this time. If you would like to participate please contact: Dale Parsell, dparsell@ozemail.com.au

CAR NEWS

Following a lot of work by Peter Miller on the car, Malcolm Ferguson has bought the ex-Caldwell 3½ Litre Bertelli Saloon and expects to take delivery this weekend.

We look forward to seeing it on a event in the coming months.

CAR NEWS

Peter Miller has taken delivery of the ex Mike Williams, ex Paul Conrad 12/50 Ducksback and we expect to see it at this weekend's RACV Classic Showcase at Flemington Race Course.

CAR NEWS

Allan Wettenhall who purchased the ex David Goode car two years ago, has finished the total restoration and the car is on the road. I have not sighted the car yet but on all reports it is an excellent job. Congratulations.

CAR NEWS

Chris Higgins brought his newly acquired Firebird saloon to the Christmas Party and with any sort of luck we will see it again at the Classic Showcase.

KALORAMA

Please be advised that the date for Kalorama has been changed to 26 March 2017 due to the previous date clashing with the changed Grand Prix date.

REMEMBER THAT ALVIS IS THE FEATURED MARQUE FOR THE EVENT

RACV /AOMC CLASSIC SHOWCASE

To be held on Sunday February 18 at Flemington Race course.

Our display area has been booked . The event plan can be viewed on aomc.asn

We have 7 cars coming at this time and would welcome more comers.

For the interest of new members. The Alvis Car Club of Victoria is affiliated with both the Association of Motoring Clubs and the Federation of Veteran, Vintage and Classic Car Clubs, of both which our President Andrew McDougall is the Club representative.

.....ed

Federation Delegates Meeting - Bellarine – Feb 11th 2017 Notes Recorded

The VCCA (Vic.) was represented by A McDougall and D Meek, ACCV was represented by A McDougall

Issues arising which are of interest:

AHMF (Australian Historic Motoring Federation)/FEDERATION:

Consideration was given to having the AHMF join FIVA, however the decision was made not to proceed with this. Andrew McDougall addressed the meeting to advise the membership that the Association of Veteran Car Clubs of Australia (AVCCA) represents FIVA in Australia and that Andrew McDougall is the appointed officer for issuing FIVA Identity Cards for vehicles 30 years old and older.

Picnic Events:

- The Dandenong Club is holding its picnic day at the Scoresby Steam Museum on Sunday 9th April – This is a great day and should be of interest to VCCA(Vic) and ACCV members not attending other events. The Red Shed Maffra Picnic will now be held on November 12th 2017

Bendigo Swap:

- The contract to run the Swap is in place until 2020 with an option to extend through to 2025.
- Site entries for 2017 are almost fully subscribed, however some sites which were not being used for swap purposes last year have been withdrawn and made available to others.
- The Show and Shine has been abused by some people as a way of getting their vehicles in for free parking and close to the swap sites. This will be addressed to ensure only vehicles worthy of display are at the Show and Shine for the duration.

Not all accounts had been settled so a financial statement was not available for the 2016 swap.

Club Permit Scheme:

- A meeting between VicRoads and the representative motoring bodies is scheduled for March.
- Log Books: some people have been caught leaving an entry undated in order to gain more use and only attempting to fill it in when pulled over or subsequently checked – resulting in a substantial fine. Also for an extended event "dittos" are not acceptable and the entry for each day must be in full and supported by a fully written name and signature.
- When the permit is up for renewal be prepared to follow up if the renewal is not received in time. Also ensure that the sticker which is affixed inside the front cover of the log book has a VicRoads stamp on it otherwise the police are likely to charge you for driving an unregistered vehicle.
- Clubs are permitted to conduct safety checks in place of a roadworthy for vehicles made up to 31st Dec 1948. Eight H plate vehicles have been crushed due to misuse.

Events:

Australia Day in the Domain – the Government/Melbourne City Council have restricted the number of vehicles allowed on display to 120, previously up to 500 vehicles. The event was over subscribed and people had to be turned down. However on the day around 10 entrants didn't turn up which was annoying for the organisers and people who were turned down. Organisers were very pleased with the support from the Veteran Car Club and the public which was estimated to be around 85,000 people. Other events using forklifts to set up created far more damage to the ground than the display vehicles. With the public popularity for the event it would seem that the Government/Melbourne Council should rethink their negative stance towards the vehicle display which is held on bitumen paths and roads.

Federation is asking if the appropriate clubs have given any consideration to holding events in 2018/2019 in recognition of the transition from the veteran to the vintage era. From the start of 2019 vintage cars will commence turning 100 years old.

Club News Letters:

When clubs are forwarding copies of their news letters to Federation they must now be sent to: Val Cosway, 53 Hartshorn Drive, Echuca, Vic. 3564. Previously they were sent to Mal Grant at Gisborne – this must no longer occur.

Subscriptions:

The subscription notices for the clubs have been issued via the delegates attending the meeting. There is provision in the renewal notice to update office bearers and contact details.

Internet:

Due to the cost of postage Federation is now sending out its notices and news letter via email or handing out information at delegates meetings.

Renewal:

Federation is keen to have clubs involve younger delegates and to subsequently have them come onto the Federation committee.

Andrew McDougall

LOST TRADES FAIR – SUNDAY 12TH MARCH

We have here a day trip to Kyneton to the 'Lost Trades Fair', an annual exhibition of a wide range of skilled tradesmen and artisans that celebrates the art of skilled manual work, ancient crafts and rare trades, their special tools, traditions, languages and secrets – threatened by mass production and an 'on demand' culture.

Examples include chair makers, spoon carvers, wood turners, spinners, weavers, hatters, milliners, a builder of sea kayaks, a fletcher, blacksmiths with different types of forges, a maker of gardening tools, a hedge-layer, a basket weaver, rush work, stonemasonry. Also decorative and fine arts with the Artisans Guild (fine decorative painting, gilding, stained glasswork, book binding, etc).



Meet: at the aircraft viewing carpark, junction of Oaklands Rd and Sunbury Rd (extension of Tullamarine Freeway), at 9.15 for a 9.30 departure.

Morning tea: at Lancefield, thence to the racecourse at Kyneton.

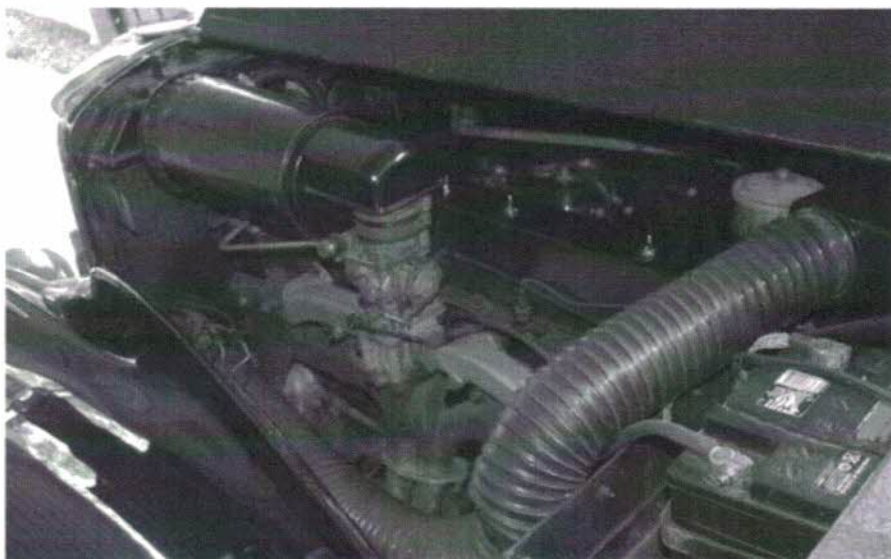
Cost: \$15 per head, gold coin for carpark.
Bring a picnic or there will be food available.

IN THE WORKSHOP

“FOR THE SHEER JOY OF DRIVING I’D LIKE TO GO THERE IN AN ALVIS”
(Advertisement in The Motor 1952)

TA21 - Solex to Twin SU conversion.

I had often wondered how many early TA21’s were travelling UK roads with their original Solex carburettor. When the TA21 was released the logic behind fitting the twin barrel Solex 30PAAI was that it was more forgiving of the terrible “pool” petrol available and of course at the time as everything was export market focused, the thinking was that local mechanics in the “colonies” would better understand the operations of a simple compound carburettor. Well this was how matters stood in 1949 and yes early production TA21’s were fitted with a slightly different version of the Solex that was on the drawing board at the time.



Chassis 24314 with its much tinkered with Solex 30PAAI carburettor

By the end of 1951 petrol quality had improved and by now the out of favour Solex was superseded by twin SU H4’s. This happened with chassis number 24482. The factory, considerate of owners with Solex equipped cars were willing to convert these to the new induction system. To do so would also require the additional expense of a new exhaust system as the exhaust manifold was also redesigned. Likewise too the air silencer (I can’t call it an air cleaner for in our dusty conditions it certainly wasn’t up to that task) would need to be replaced, again at additional cost.

What resulted was a hybrid of the old and new. The old exhaust manifold had a plate affixed where it was attached to the inlet manifold and acted as a hot spot. This meant that the original exhaust pipe set up could be maintained. Not stylish but effective. It certainly saved on conversion costs. As for the air silencer, an extended piece of rigid rubber tubing allowed it to be adapted to fit the aluminium air intake.

Keeping the original exhaust manifold and blanking off the inlet manifold hot spot saved on cost

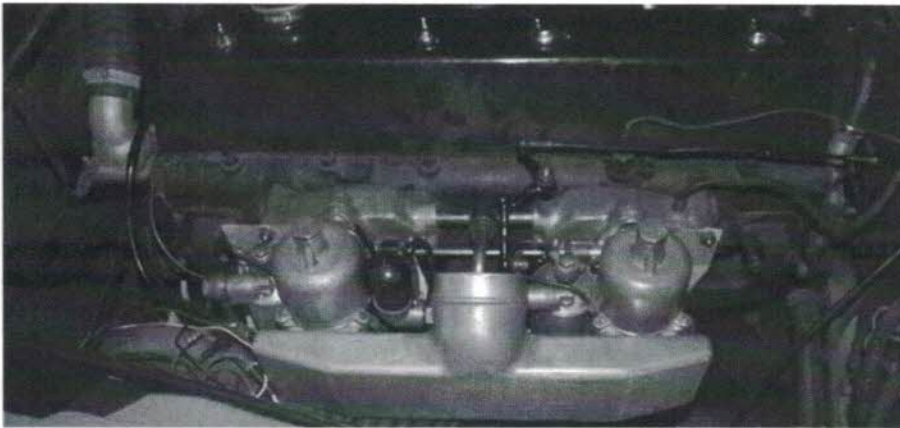


The end result was an increase in power and of course a far superior look; a look more reminiscent of the 30’s Speed cars. However the story in Australia was quite different. The cars tended to remain with their original configuration. This was certainly the case with my car, chassis number 24314. I always considered the Solex to be the Achilles heel of a good motor.

Assembly was quite straightforward

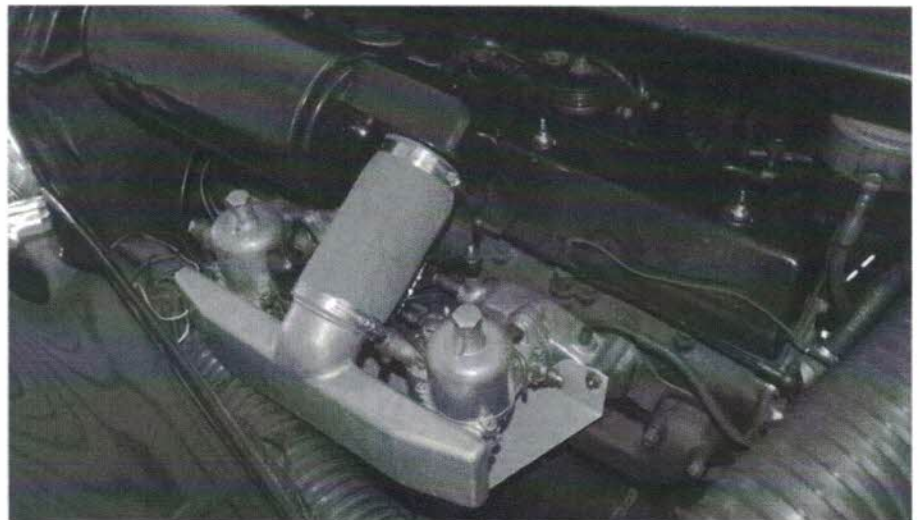


I made the decision to try and source the parts needed for a conversion. The Alvis Car Club of New Zealand were very helpful and carburetors and manifolds traversed the Tasman. Likewise Chris Prince and Red Triangle supplied the other parts and advice necessary to make the conversion. And so 64 years later Chassis 23414 is now sporting a new induction system.



Everything now in place

The end result. And yes I'm not a fan of the blue hose but that is all I could source at the time



Now compare the first and last image. What a difference! Now of course as the saying goes, the proof of the pudding Yes there is more power. A favourite hill in the Dandenong Ranges could only be climbed in third when fitted with the Solex and can now be taken in top. The car also idles better however cold starting is more of a drain on the battery as more cranking is required. With the Solex a couple of pumps of the accelerator was all that was needed. Classic cars are all about enjoyment and I had that in bucket loads tinkering away with the conversion. That is the beauty of the marque as the cars are straight forward in design and lend themselves to the budding home mechanic. I have boxed up all the original parts and a conversion back is likewise very straightforward. But why?

Richard Wallach
Melbourne.
richardwallach@hotmail.com

HISTORY

Readers will recall that the December ALVIC published the first of 2 episodes charting the known history of the six SA Speed 20s that came to Australia in chassis form in 1932—1933 and were all subsequently bodied by Martin & King of 77-87 High St, Malvern (a suburb of Melbourne).

This is the second and final episode.

As with any good historian, Nick Simpson asks for your input if you have information that varies from that within this article.

Our thanks again to Nick Simpson for his research on the subject and an interesting Australia specific article.



The Six Alvis SA Speed Twenty chassis imported new into Australia

1932-1933

Doing the rounds of the Register for the SA Speed Twenties, it was time to revisit the Australian SA20 cars; six chassis were imported. I had corresponded with Eric Cunningham years ago as both of us had tried to identify two of the cars, without success. A brief check showed there was little to add; there still remained two chassis that could not be positively identified so there seemed little point in putting pen-to-paper. Having gone through it again and still unable to solve the mystery, it went back into the pending file. Soon after, as usual, Sod's Law intervened and *voila!* a vital piece of information arrived enabling positive identification of the two chassis-body combinations that had been long confused!

The two cars had belonged to Alvis enthusiasts and had been used for spares before the residues were moved on. In the process one car is thought to have been scrapped following the fitting of independent front suspension from a Crested Eagle and the other was badly damaged in a fire. A brass plate had moved from one chassis to another causing over fifty years of confusion.... I am grateful to John Lang, Dale Parsell and *Alvibatics* contributors enabling me to untangle the identities. Other contributors include the late Eric Cunningham, Max Houston and the late Barry Turner and probably others who I have forgotten. It is remarkable that five of the original six cars and the motor of the sixth have survived.

Nick Simpson
Roussillon,
France, 2015

'NUMBER TWO'

Chassis 10019/Car Number 14702/Engine Number 10471. Dispatched ex Alvis 9th September 1932 and imported by Hancock, 357 Elizabeth Street, Melbourne. Supplied with a Works bonnet, but without tyres and batteries.

This chassis was fitted with four-door Martin & King saloon coachwork and there is a period photograph showing Mrs Hope Kennedy, the first owner and some more recent colour photographs, copied below.

Registration Plates:- 198.731.

Owners:-

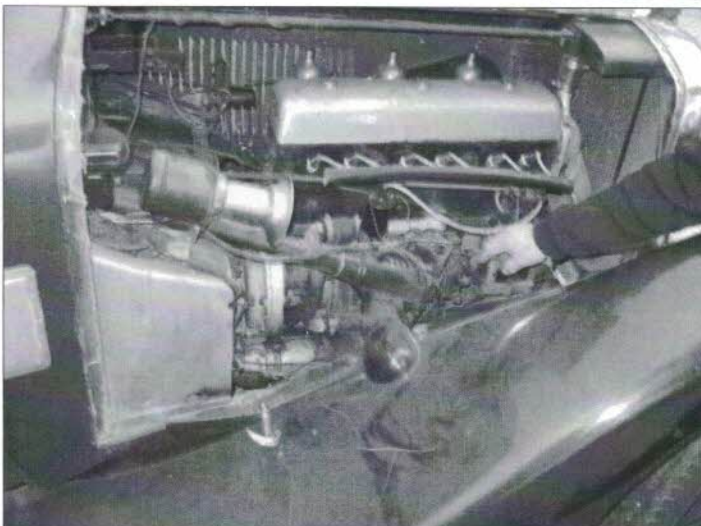
- 1) 1st Mrs Gertrude Hope Kennedy, Melbourne.
- 2) 1941, Bryson Motors. (Used by their Director for one year.)

- 3) 1942, Len Hogan, Warrnambool.
- 4) 1969, Dale O'Sullivan, Melbourne.
- 5) Current:- Ian Parkinson. Tasmania.
- 6) The name Geoff Stranger associated with this car – may be incorrect.

There are pictures of this car in its original service life with the first owner Mrs G Hope Kennedy who bought it when she was 25 years old. These emerged when Mr R. Peel, a club Member and nephew of Mrs Hope Kennedy responded when someone sent the pictures to the ACCV for identification. It is said that Mrs Hope Kennedy's father had a chain of nineteen grocery shops in the Melbourne area. He constructed his home "Ravenswood" (now a National Trust listed property) in Ivanhoe. The Alvis exists today complete with its original Martin & King coachwork and is with Ian Parkinson in Tasmania.

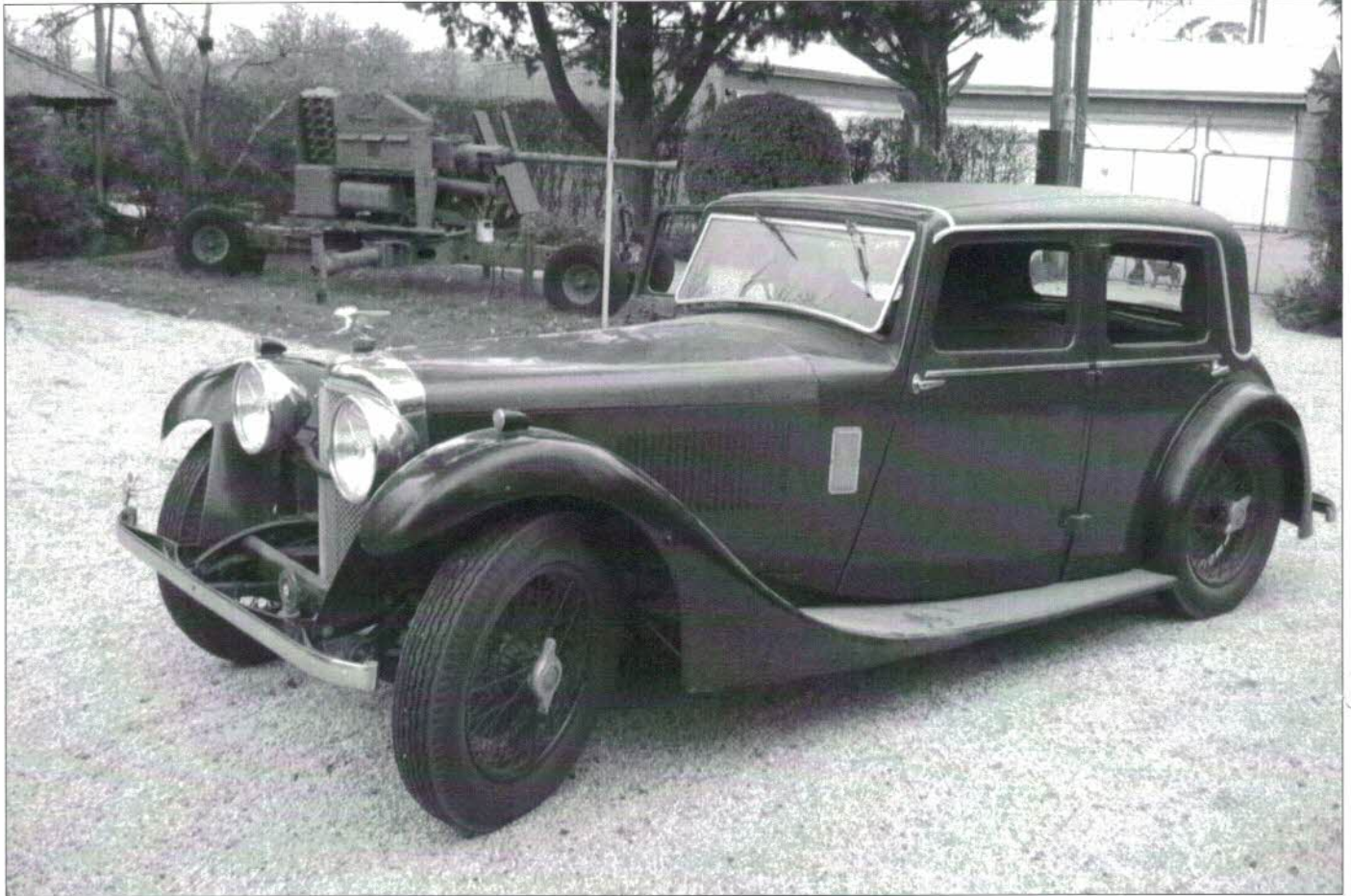
During Mrs Hope Kennedy's ownership, this car is said to have held the speed record for the unofficial Melbourne to Sydney time on unsealed prewar roads! Quite a lady! I wonder if a news-cutting or any pictures of the deed survive? The Alvis is in largely original condition and the pictures I have are a useful reference to the Martin & King body. The engine compartment looks mostly original although the BTH ignition coil has been replaced with a more modern unit, not in the original location. Originally it would have sat on a small circular platform extending rearwards from the magneto platform. The BTH coil, beautifully finished in brown Bakelite, was not designed for full-time ignition duty and probably failed through excessive use following magneto failure, a common malady with the CED6 set-up.

This mid-period Martin & King body has attractive lines not unlike the English Mayfair body of the period with the fabric top and looks a tad less vertical and with a lower windscreen than that on 9851. The curvature of Martin & King's scuttle paneling does not quite agree with the Alvis made bonnet. This was always a problem with coach-built saloons and most British bodies fitted a waist moulding from the front of the bonnet, along the body on the alignment line thus leading the eye away from any curvature difference. I don't have a picture of the instrument panel to check if this car has the later 5 inch instruments. A photograph shows the cosy bench front seat.

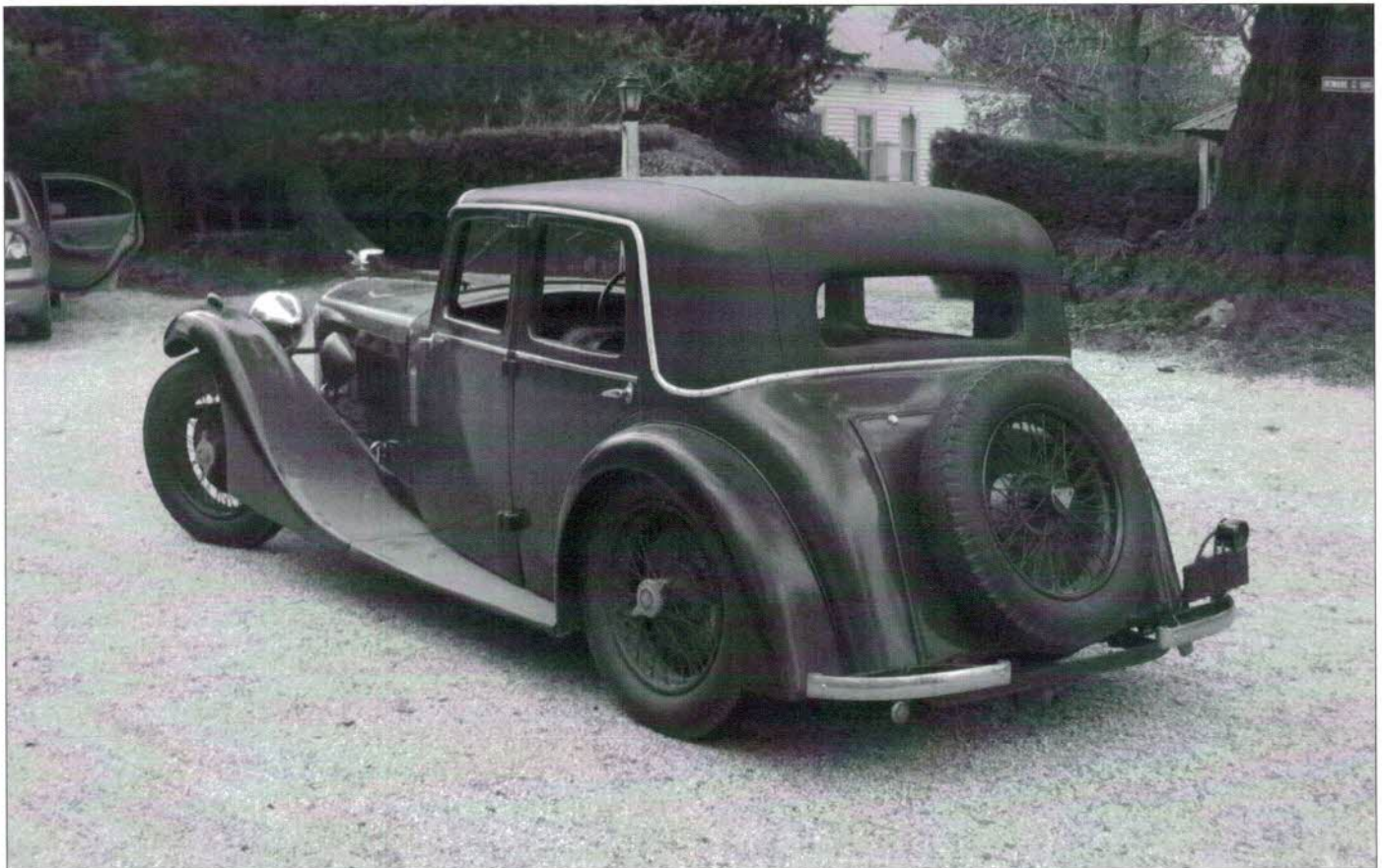


The second Martin & King saloon. One of the ladies is first owner, Mrs Gertrude Hope Kennedy of Melbourne. This SA survives with Ian Parkinson in Tasmania and the picture was taken when it was discovered some years ago. An article mentions the first owner as Lady Longmuir – was this the formal title of Mrs Hope Kennedy?

It is interesting to compare this picture with the later pictures when the car was acquired by Ian Parkinson – it appears extremely original and intact. The front seat is interesting with the side strap to hold the backrest angle. Original or not, a secure way to avoid the weak point in most seat designs.



Showing front and rear ¾ views when discovered some years later. The rear views of the two surviving Martin & King bodies are interesting. The boot and spare wheel arrangement of 10019 is quite different from that of 10622. Presumably bespoke choices of the first owners.



'NUMBER THREE'

Chassis 10054/Car Number 14912/Engine Number 10504. Dispatched Ex Alvis 3rd December 1932 and imported by Tozer, Kelmsley & Milbourne, Melbourne. Supplied without tyres and batteries.

Following the two previous saloons, this was Martin & King's first and as far as we know, only open sports body on the SA20 chassis. A rather rakish and sporting style, this body loosely followed the lines of the British Cross & Ellis style with four doors, but more modern in appearance with better styled wings although the hood was somewhat 'Colonial' in shape. See photos of side & front view.

Registration Plates:- 82008 7th June 1934, AA627 7th June 1939, CU166 1958, CH6673 – 2015.

Owners:-

1. Reg Babb. (Vernier Engineering).
2. R.B. (Barry) Jones.
3. Wol (Will) Hagan.
4. Peter Swords.
5. Barry Turner. 1958.
6. John Medley. 1975.
7. Andre Chaleyey. 1995.
8. Paul Chaleyey.
9. Georg Leitl. 1996.
10. Marc Gardin. 2015.

The names of Austin Tope and Norm Adams have also been associated with this car.

The photograph shows the interesting sporty 'cycle' type wings without running boards. It had previously been mis-described as a 'Cross & Ellis' or Vanden Plas body. This is incorrect – it is quite individual with typical Martin & King features.

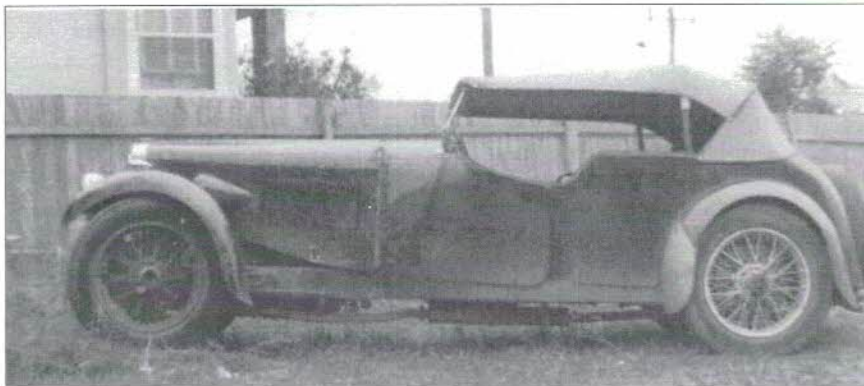
This car has an Australian sporting/competition history. See the picture with penned annotations and since making various enquiries, I received a most interesting letter from John Medley about this car and I reproduce part of it here:-

"The Cross & Ellis bodied Speed 20 was at that time (post WW2) Reg Babb's, tuned by him (Vernier Engineering), and run at Mt Druitt Airstrip perhaps by Reg, also by Barry Turner and perhaps by Norm Adams; all Alvis Car Club members, Norm indeed one of the founders. Photos exist of all three in this car at different times, in competition events, in "Alvibatics." Speed 20 later sold to Wol (who later renamed himself Will) Hagan, until a serious fire destroyed the body. Then dismantled, then to Peter Swords, from whom I bought the bits. I attempted a rebuild in the 1980s, never completed, sold 1990s to Andre Chaleyey in Victoria whose son Paul Chaleyey (H.V.R.Melbourne - Ed) has done a nice rebuild."

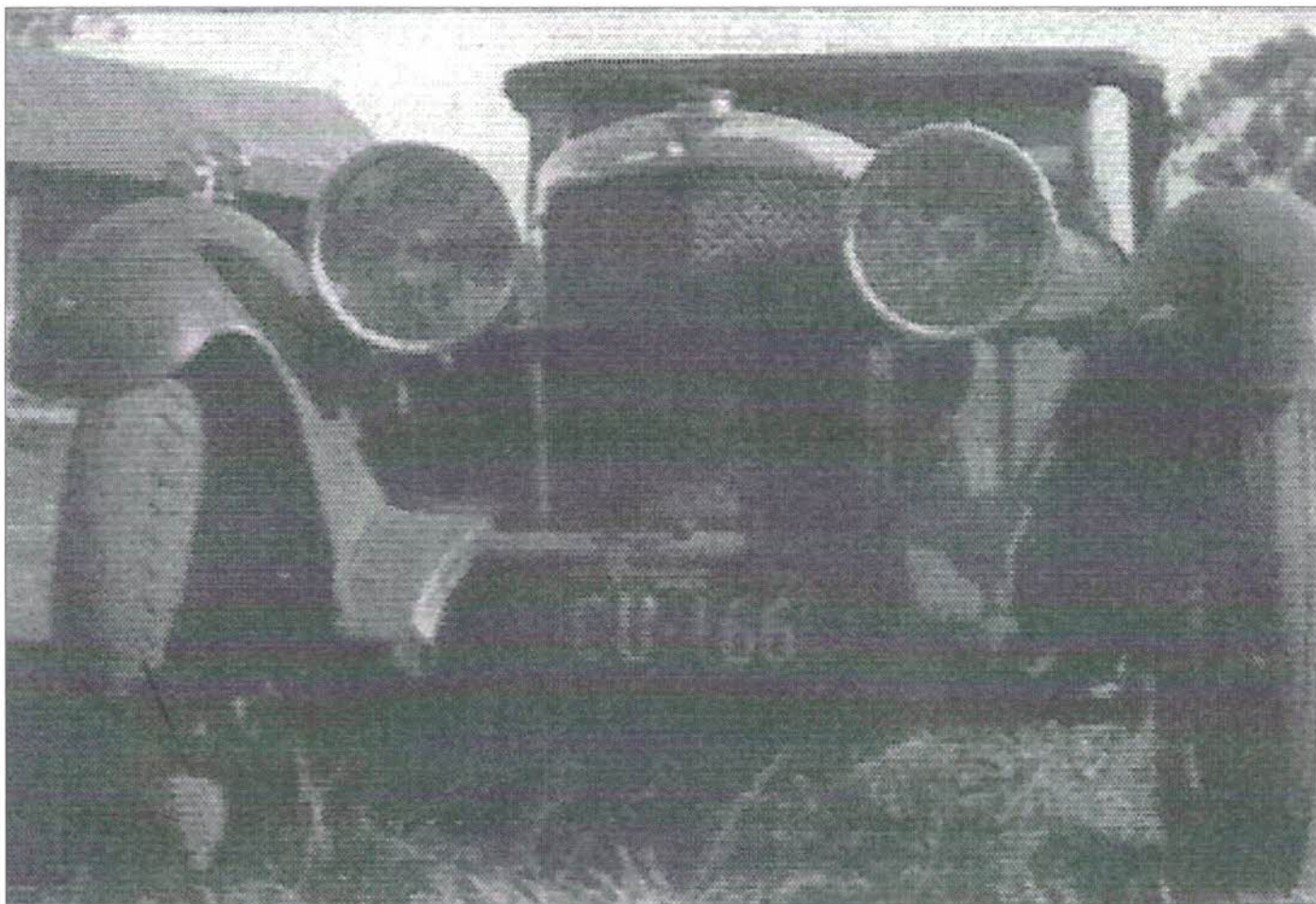
We now know that the body was Martin & King, not Cross & Ellis.

Owned by B.W.Turner at the same time as he owned Chassis 9851, the picture shows 10054 in poor condition. Although technically a 1933 Model Year chassis with large instruments, it acquired parts from the dismantled 1932 car 9851 including the FT78 early instrument panel and these have been incorporated into the new body.

The chassis lost its original body following a fire and was later fitted with smart replica sports coachwork by Historic & Vintage Car Restorations of Melbourne.



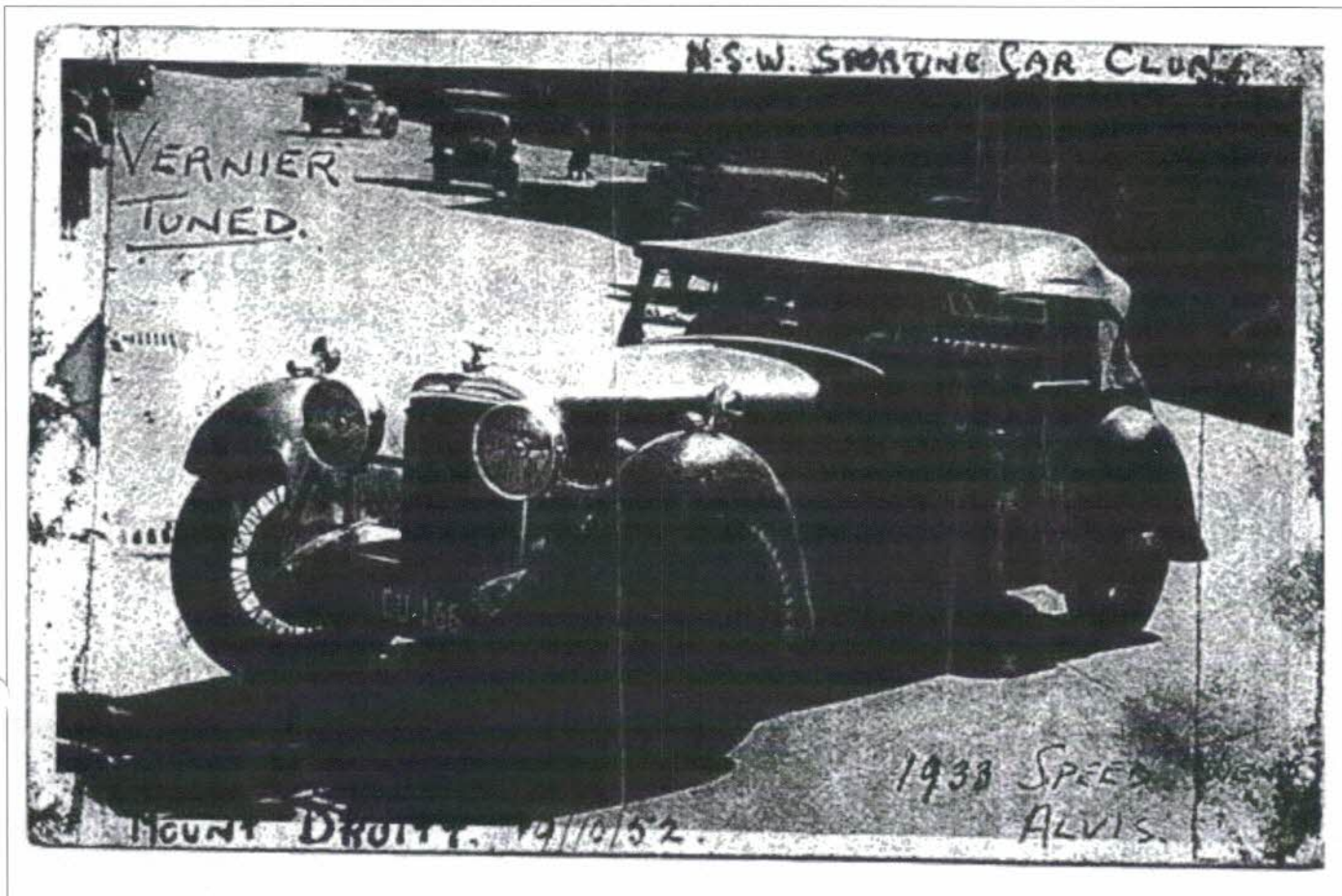
A side view of the Martin & King sports with its original body before it was destroyed by fire. While in somewhat derelict condition, the lines are quite clear showing the helmet style of front wings, the four doors layout and colonial style of hood.



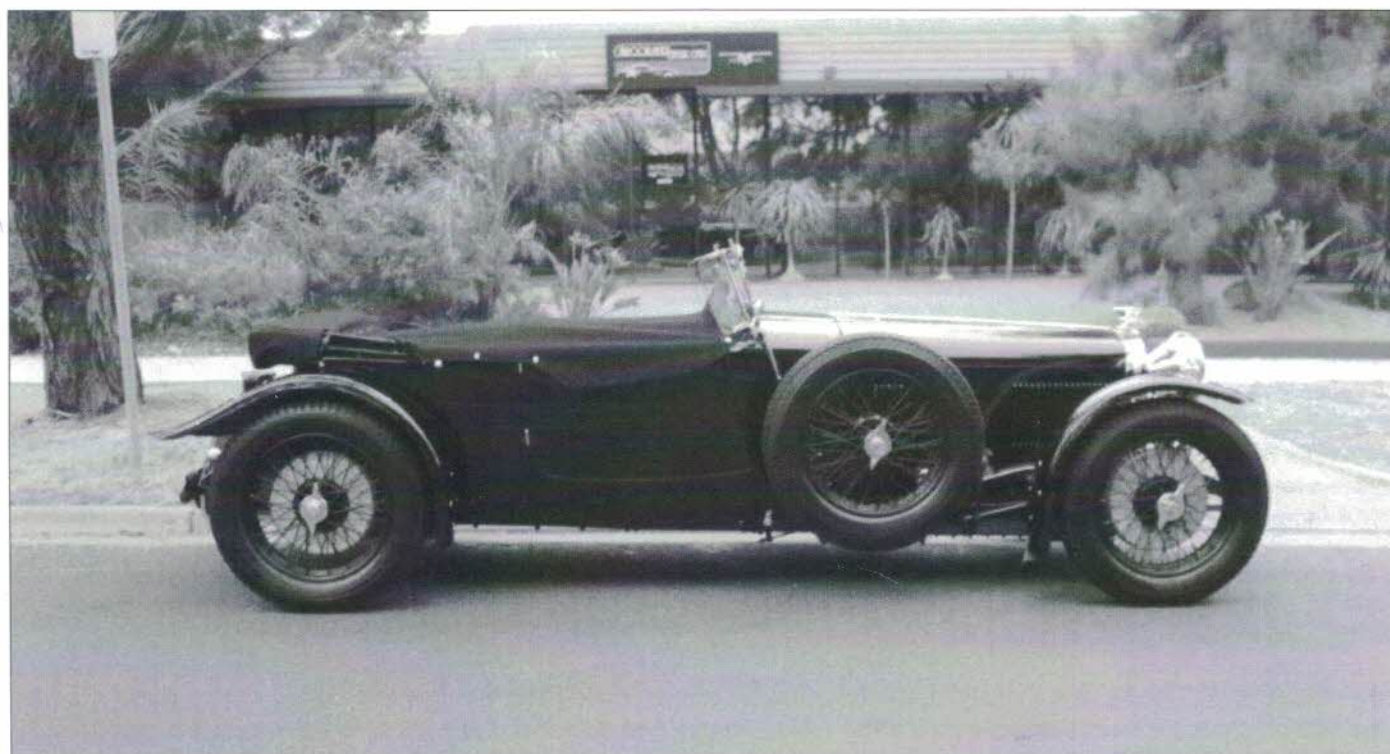
A front view of the Martin & King sports probably taken at the same time as picture 11, showing the registration plate CUI66, the stylish helmet wings and the front apron still in place covering the chassis dumb-irons.



Shows the car in somewhat battered condition with hood lowered sporting a competition number 32. The driver is not known to me – anyone recognise him?



An evocative period shot of 10054 with various annotations:- 'Vernier-Tuned', 'Mount Druitt 19/10/52' and 'NSW Sporting Car Club'. Presumably this was during Reg Babb's ownership as we are told he was Vernier Tuning. Perhaps some of the NSW Alvis Club may have more to add to these notes as the car appears to have spent time there.



A more recent shot of 10054 as it is today. The chassis and mechanics were overhauled and new coachwork constructed by HVR in Melbourne. It has subsequently been sold overseas.

'NUMBER FOUR'

Chassis 10162/Car Number 15261/Motor Number 10612. Dispatched Ex Alvis 3rd March 1933. Imported by Hancock, Melbourne. Supplied complete with tyres, batteries and bonnet.

Fitted with a Martin & King saloon body.

Registration Plates:- CH8673.

Owners:-

1. Bill Potts 1069
2. Joint Owners: Mike Williams & Ion Menadue, Late 1960's.
3. Richard Harvey, Adelaide 1980.
4. Roger Fry about 1985

Mike Williams (2010) writes:

We were both Uni students when we bought the car for \$120 on 1/5/69 from Bill Potts (keen vintage racer and head gardener for the Burnside Council) in Adelaide. He had been planning to shorten the chassis and turn it into a hill-climb car as I recall (or to drop the motor into a Silver Eagle chassis for the same purpose... my memory's a bit vague on this point). The previous history is not known. The car was brought home on a trailer as boxes of parts; only the rear axle was assembled and attached to an otherwise bare chassis. The chassis had been straightened at some point – the centre of the chassis jugged a bit to one side and then back again. The wheels were in the right place so we didn't try and straighten it again.

Of the original body only the bonnet, 'guards, doors, radiator surround and some scuttle and boot cladding remained although luckily it was mechanically complete, including all the instrumentation and in reasonable nick. It being the '60s and we being in our early 20s, we decided that a two door touring body was the go. Among other things, we were inspired by Andre Chaleyzer's Sp20 special.

First off though was to get the beast into rolling chassis form. This involved a complete rebuild of the motor and accessories with very cheap new parts from Red Triangle (pistons, steering joints, king pins, driving plates and pegs, along with water pump components, cost a total of \$140 including postage and 50% import duty). The trickiest bit as I recall was replacing the rotten core plugs, some of which were of a size that was no longer produced. We stripped the gearbox and rear axle and put them back together again as they seemed in sound condition. New linings were fitted to the clutch and brakes. We had the faces of the main instruments redone by a bloke at the Weapons Research Establishment and some other repairs including that of the broken cut-out box with appropriately coloured Araldite casting resin and the construction of a new front brake backing plate (Chippy made up a pattern which we had cast and machined by another of our Uni Engineering mates whose father owned a machine shop). All the mechanical components were either in very good order or had been completely rebuilt. All the engine controls were in place and worked (including the complex parallelogram choke linkage and the floor adjuster for the brakes which were basically the same as those on a 12/50).

By late 1970 the car was at rolling chassis stage so we held an "engine starting party" to celebrate. The engine started first time and we drove it around the hotel car-park next door. This didn't last long as we had omitted to fit the alloy caps inside the rear knock-offs so when turning a sharp corner one of the half shafts slid out – much to our embarrassment.

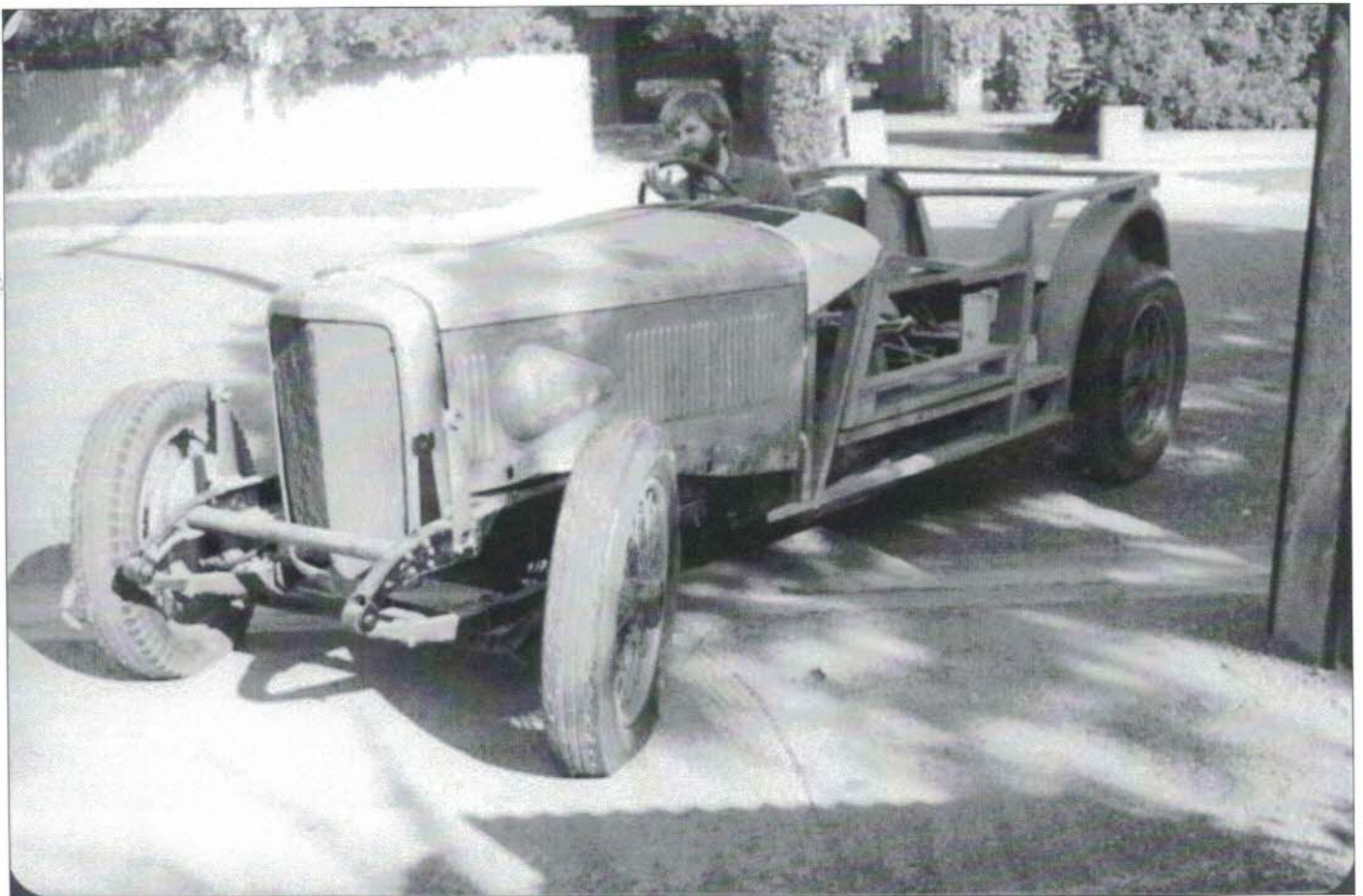
Progress on the body was much slower as we'd both left home, got married etc. By the start of '74 when Liz and I moved to Tassie, we'd created something like a hardwood frame for the car (see photos) and had assembled a few bits for a body (a pair of re-silvered P100s - \$15, a Ford Anglia folding windscreen - \$2, etc, etc). Lack of skills and experience was a significant contributor to the rate of progress as well I dare say. The car when sold was complete and fully operational mechanically but lacked body and fittings except for the body and included 6 wheels and tyres (old), bonnet, mudguards and radiator surround minus mesh, headlights, horns, silver eagle (wide wings with a shortened beak). The Hobsons Telegauge did not work.

With my move to Tassie, wives, children, mortgages, etc ("the whole catastrophe" to quote Zorba), things came to a halt and when I got a call from Chippy, in mid 1980 I think, saying that he needed to sell his share. I wasn't in a position to buy it. He ended up selling it to someone in WA for around \$4000 as I recollect and shipping it off to him by train.

The car was subsequently bought, probably in the early '90s by Roger Fry, well-know Rolls Royce/Bentley coach builder/ restorer in Perth WA. The car by then was in very poor condition, obviously having been left out in the elements. The frame we'd built was gone (probably a good thing) as were a number of other components. At last report Roger was well advanced in rebuilding this car completely with an aluminium four seat tourer body and hoped to have it ready for the 2011 National Rally.



Ion Menadue driving chassis 10162





10162, now owned by Roger Fry during the latter stages of its restoration in 2010



'NUMBER FIVE'

Chassis 10200/Car Number 15429/Motor Number 10649. Dispatched Ex Alvis 10th June 1933. Imported by Hancock.

Fitted originally with a Martin & King saloon body.

Registration Plates:- Victoria 140.540, 1940 – BK518, - 1951 – VK844, 1968 Victoria GRW293, 1968 KDN330.

Owners:-

- 1) William Campbell (possibly 1st owner).
- 2) Clarke, Puckapunyal & Rose Bay.
- 3) G.White.
- 4) C.V.de Fina 1965.
- 5) Andre Chaley, Toorak, Melbourne. 1972.
- 6) Dr N.Williams, Croydon, Victoria.
- 7) P.H.Briese, East Ivanhoe, Melbourne. 1989.
- 8) John Rowe, Shelley, W.A.

This one's been recorded for a long while; Manson photographed it in 1957 with plates GRW.293. At that time it was described as a *rough tourer on 16 inch wheels with no mudguards*. The body was constructed from Masonite over iron hoops by Syd Ward of Castlemaine, Victoria to Chaley's instructions. The wheels were from a 1935 Buick. Peter Briese says the chassis was cut & shut, reduced by 15 inches before the war and raced on grass tracks so it lost its body before the war. It was during this period that Chaley also owned chassis 10054.

Andre Chaley also raced 10200 with success at Philip Island, Sandown and Geelong. He also took part in hill climbs and navigational rallies.

Peter Briese, a hosiery manufacturer from Heidelberg West, Victoria did a lot of work on this car and raced it with some success between 1981 and 2001, notably at Winton.



We have no pictures of the original Martin & King body – it was removed and the chassis was 'cut & shut' prewar, turned into a grass racer and used in competition on the track for many years until relatively recently with Peter Briese. I understand the engine is highly tuned and the gearbox ratios have been altered.

'NUMBER SIX'

Chassis 10622/Car Number 15487/Motor Number 11072. Dispatched Ex Alvis 4th July, 1933.

Fitted with a Martin & King saloon body.

Registration Plates:- CH8146.

Owners:-

- 1) Frank W.T. Clarke Esq, Surgeon Dentist, Webland Chambers, Newcastle, N.S.W. 1933.
- 2) Ian Mc Nee, 1971. (owned 30 years).
- 3) Bob Northey, Elsterwick, Victoria 3185. Since 2004.

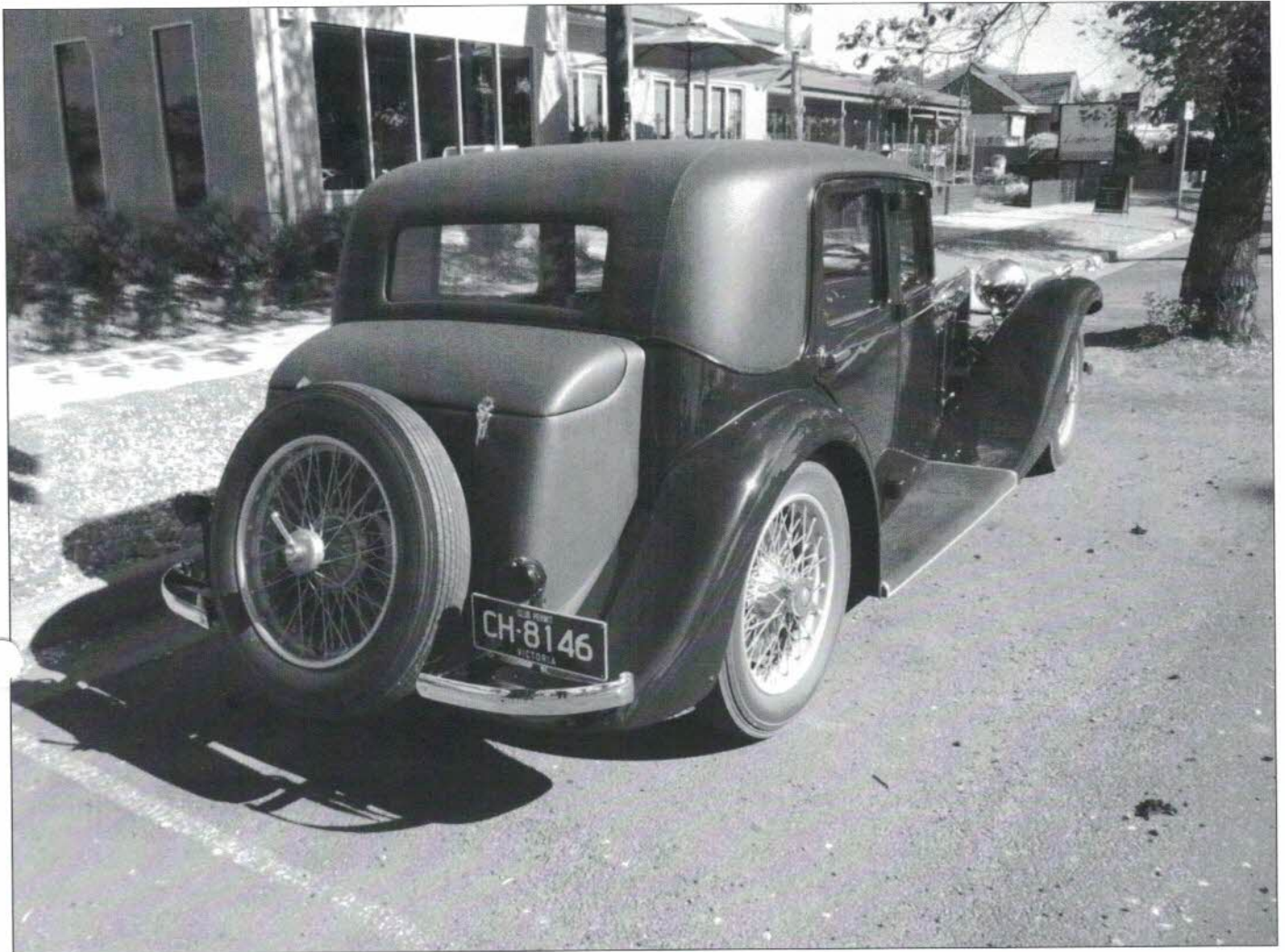
The last SA20 import and the third from last SA chassis sanctioned. This is the only SA of the batch that had the first owners name on the Guarantee Card, but, curiously, again, no guarantee period mentioned! Frank Clarke was a keen member of the Newcastle Automobile Association and he competed in sporting events in the 1920's and 1930's in a Sunbeam. It's not known if he competed in the Alvis.

This car was restored by Max Houston in the 1990's.

This car exists in fine restored condition and regular use with the Northey's.



These photographs were taken by the author at Bendigo during the JNBC Tour in 2008. The final Martin & King body on an SA, the vinyl roof covering extends to the windscreen. The running boards are now rubber covered; originally they were probably painted and fitted with tread strips in the manner of the original picture of 10019 when new. The shape of scuttle vents were probably a first owner preference; those on 10019 were chromium plated flaps.



Beautifully finished instrument panel with everything in their correct places and no extra switches added. On this car, sensibly, the infamous Hobson Telegauge has been replaced with a neat dual instrument for water temperature and fuel contents.



The rear compartment; luxurious travel for two with a folding centre armrest and side rests too; good support for rear passengers if Frank Clarke was driving in a sporting manner!

Although this article is about the Australian SA19.82 Speed Twenties, there is a strong Martin & King connection with Alvis going back to vintage days. From a quick perusal of AOC Registers, it is worth mentioning that Martin & King went on to manufacture coachwork on Fireflies, Crested Eagle, four or more SB Speed Twenties, several SC series Speed Twenties, one 3½ Litre and one Speed Twenty five. Their repertoire was not exclusively Alvis, they built on Rolls-Royce, Bugatti, Buick and many other chassis to cater for the Australian bespoke carriage trade. Martin & King was a fairly large firm with a division constructing railway locomotives and rolling stock and eventually became a part of Clyde Industries. Maybe worth a try there to see if the M & K archive transferred?

To conclude, it may be seen how many gaps there are in ownership and other details, particularly prewar and few stories of the cars are definitive. The author is always interested to receive information, snippets and anecdotes concerning all SA Speed Twenty cars. Perhaps one of the Melbourne area members would check out the addresses of Hancock's and Martin & King to see and perhaps take a photograph of what exists at those addresses today; the same for Frank Clarke's address in Newcastle, N.S.W?

Nick Simpson.
Roussillon, France, 2015.

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Robert Peel.
Dale O'Sullivan.
Peter Briese.
Ian Parkinson.
Bob Northey.
Marc Gardin.



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FOR MORE INFORMATION

Contact Ronnie Brown

2684 Moggill Rd, Pinjarra Hills Qld 4069 Australia

Tel: 061 7 3202 7462; email: alvisronnie@gmail.com

THE PROGRAM

*Sun 7 May - Welcome & register at the
Coachman's Inn, Warrick.*

*Mon 8th May - Lunch at the Rotunda at
Leslie Park and welcome by the Lord
Mayor. Explore Warwick
Dinner at the Coachman's Inn*

*Tuesday 9th May - Drive to Stanthorpe
Morning Tea and demonstration at
Lawdogs. Lunch and tasting at
Ballandean Winery. Afternoon at
Anna's candlemaking & Jamworks
OR visit Dave Ford's Restoration
Workshop. Return to the Coachman's Inn
for dinner.*

*Wednesday 10th May - Morning Tea at
Private collection of Sulkeys, Coaches,
Wagons and horsedrawn vehicles.*

*Lunch at Warwick Golf Club. Afternoon
Tea at Rodeo Heritage Centre.
Dinner at Coachman's Inn*

*Thursday 11th May - Bus takes us to
railway station Steam train to Clifton.
Lunch at Clifton Arms hotel. Return by
steam train to Warwick and by bus to
The Coachman's Inn.*

"Bushies/Federation" Theme Night

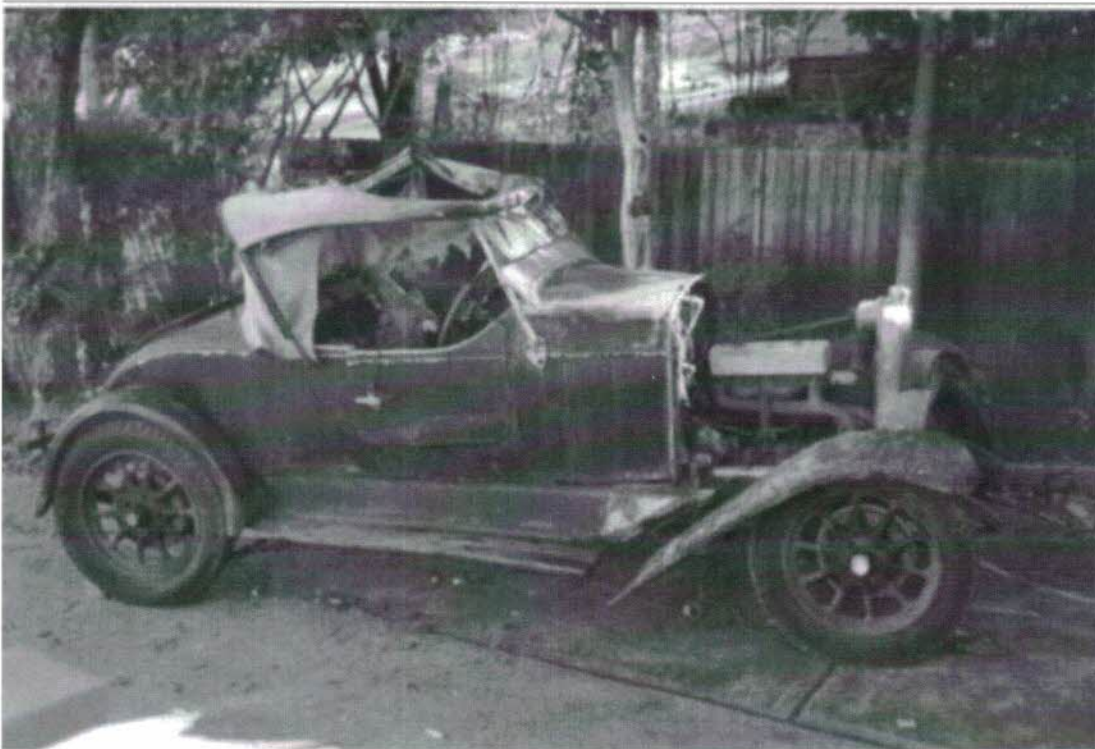
*Friday 12th May - Morning Tea at
Mary Poppins house at Allora
OR Allora Regional Sports Museum
Lunch at Killarney hotel. Visit heritage
centre and Queen Mary Falls
Final Dinner at Coachman's Inn*

Saturday 13th May - Depart for home.

FOR SALE



1935 Alvis Silver Crest \$29,000
Noted on www.carsales.com.au



Noted on www.justcars.com.au 1927 12/50



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Grease gun suited to Alvis 12/50
with flat grease nipples
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spares
Side light
Generator to suit 12/50 or 12/60
New hub nut spanner
\$300.00 the lot obo
David Vaughan, Wedderburn
Email:
davelyne@bigpond.net.au

WANTED

The "Innards" to suit Solex 30 MV carburettor, eg
choke tube, main jet and assembly, and auxiliary
jet for a 12/50 engine.
Gary Guiver 0362396467

ALVIS PEOPLE BEHAVING BADLY



In this case, Paul
Bamford!

He sent me the
accompanying photo

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BRISTOL 409 1966 Car number 409-7321

Mike Osborne, 08 88373 158, 0427 373158 ozbornes@internode.on.net

FOR SALE



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\$65,000

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1x 1951 TA/21 saloon chassis no 23864 body # M2047, complete car.

1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

Also included is a host of spares for the 51/53 cars including a full set of doors, guards and bonnets in excellent condition as well as spare guards that are good for a pattern, radiator shell, 2 spare motors and gearboxes as well as a host of parts including lights, trim, starter motors and generators. Too much to mention. This is a quite extensive collection of spares for these cars and is almost a complete car's worth of spares.

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