

Alvic

October 2018

The Newsletter of the Alvis Car Club of Victoria





1952 Alvis TB21 car/chassis # 25138 Owned and restored by the late David Seath. His words below:

Banished to Scotland, finally sold to Agent in Casablanca, thence to California (U.S. Serviceman), Hawaii, Arizona; where spotted by Barry Turner in 1988, shipped to Sydney. Rallied by Barry for many years. Purchased sight unseen in 2000, I drove it from the Blue Mountains directly back home, near Bendigo. No trouble at all. The car was in fact very rundown in every way other than drive train - decided total nut, bolt and body rebuild (found 3 major cylinder head cracks, plus many more hairline) Started 2004, petered out for 3 years...finally fitted stoneguards 9.30pm day before its first outing, the Christmas Party.....".Worth every penny"



Alvis Car Club of Victoria (Inc)

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OCTOBER 2018
VOL 58 ISSUE 9

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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2018 COMING EVENTS

OCT

- 19 Annual General Meeting**
- 27 Inter Club visit to the Seymour Railway Heritage Centre**

NOV

- 16 General Meeting**
- 18 Petanque (details to follow)**

DEC

- 2 CHRISTMAS PARTY AT THE FERGUSONS, KINGLAKE**

2019

Alvis Down Under Centenary Rally
MARCH 20 - APRIL 7

APRIL 7-13
Australian National Alvis Rally - Albury

Front page: Roger Fry's Alvis Speed 20 SA. See page 9

PRESIDENT'S REPORT

Well another successful year has shot by and this month's meeting will be our AGM where the officers will be elected/appointed for the forthcoming year. I am pleased to say that Dale Anderson has indicated his willingness to join the committee and I am looking forward to his input for the benefit of the Club. My annual report is presented elsewhere in ALVIC.

Importantly this is also the awards presentation night. It will be good to have as many people along as possible to witness the recognition of members' achievements.

Please remember this is an evening when those attending each make a contribution to the supper.

Following our weekend away in St. Arnaud I am pleased to welcome long time Speed 20 Alvis owners, Alan and Heather Esmore to the membership of our Club. They are a very enthusiastic motoring couple with an eclectic collection of cars. It will be very good to have them along on some of our events, as time and opportunity permit.

Last month I intimated that Barry Gough's SA Speed 20 may be in the process of finding a new home. I can now report that Mike and Liz Williams are the new proud owners. Whilst Barry is sorry to part with the car, having owned it since the early 50's, he is pleased that it has gone to new owners who will appreciate it and who are more than capable of providing the fettling it needs to get it back on the road. It is due to be shipped to Tasmania in the coming week.

When writing last month's report I indicated that Frances and I were heading off to Kingaroy in Queensland for the national Douglas motorcycle rally, followed by the national veteran rally in Forbes. In Kingaroy I had a wonderful few days riding my Douglas around the quiet sealed roads that "Joe" had made. However I let Frances down by leaving out a tiny spring during the hasty rebuild of the engine in her 1913 Ladies Douglas. This resulted in a shortage of oil in the crankcase. This means the engine has to come apart again to be checked, but hopefully there is no serious damage. On the Forbes veteran rally I rode my 1914 V Twin Matchless which was very enjoyable except for the rough sealed roads and no rear suspension. My backside needs a bit of toughening up! Whilst trailering the bikes up the Newell Highway it was very apparent how rough it is, as a result of all the truck traffic. The bikes were certainly shaken about a lot and there is work now required on steering heads and cracked carrier supports.

It was very timely of Steve Denner to write an article about the servicing and repair of 12/50 speedos. The one in my car is in need of attention and so with Steve's good instructions I can hopefully effect repairs without wrecking the instrument.

We have two joint car club events coming up. The first is on Saturday 27th October when we have been asked to join the Jowett and Armstrong Siddeley Clubs on an

outing and meal at the Seymour Steam Preservation Society. We have been allocated 16 places for the meal and I urgently need an indication from those who plan to come along, as if we fall short of 16, I can let the other clubs know and they can then invite more of their own members along. Please let me know as soon as possible by phone or email.

The second combined clubs event is the "fiercely" contested Petanque competition, to be held at the Veteran Car Club rooms at Lynden Park, Camberwell, on Sunday 18th November. I would like a good roll up of members from our Club so that we can enjoy the company of members from the other clubs and also to uphold our honour and take home the David Wischer trophy. Further information on these events are provided elsewhere in ALVIC.

I look forward to seeing those who can make it to the meal at the Malvernvale Hotel prior to the meeting. Please let me know if you are joining us, by Wednesday evening so that I can reserve sufficient space.

Andrew McDougall

PRESIDENT'S ANNUAL REPORT FOR 2017 – 2018 YEAR

I wish to report that we have had a very active and successful year, with many events and the joining of new members. As I am writing this prior to the October Awards Night, together with the AGM, I wish to congratulate the yet to be announced worthy award recipients for this year. I particularly wish to thank the members of the executive and committee for re-nominating and in particular Dale Anderson who has agreed to join the committee and provide fresh ideas. I also wish to thank the committee and members who have been instrumental in organising events and for their great contribution to the well being of our Club, throughout the year. Due to other commitments I have missed a few monthly meetings and hence wish to thank Mark Weller for covering my absence.

As the AGM and Awards Night was held in November last year I wish to record the recipients of the 2016/17 awards: Bob Morrow Award – Allan Wettenhall for the restoration of the 12/50 Ducksback; Bill Barber literary award - Nick Simpson; McDougall Award – Bob and Leslie Northey for the much used and cared for 12/50 Ducksback; Andy Hannam Award – Andrew McDougall for use of Alvises on events and the David Muirden Club Person of the Year Award – Peter Miller for outstanding assistance provided to club members.

Specifically we were pleased to welcome 9 new members, most currently owning Alvises but with a few

still seeking to find cars. Unfortunately we had to record the passing of Peter Mott.

In November we had two events: the very popular sail on Port Phillip Bay on the replica schooner, The Enterprise, which was organised by Mark Weller and the Great Ocean Road trip arranged by Dale Anderson and Peter Miller.

We very much appreciated Dale and Judy Anderson hosting the Christmas barbecue. It was very pleasing to have the regular attendees supported by new members and a great roll up of members from the Bellarine Peninsular.

As is customary we saw in the new calendar year with the January barbecue at the Kevin Bartlett Reserve. Besides our own good roll up of members we were pleased to be joined by members of the Armstrong Siddeley Club.

The Club had a few members present at a couple of very successful public displays; the RACV/AOMC Classic showcase at Yarra Glen and a month later the run up to and display at Kalorama.

Throughout the year car restoration has continued and a number of cars have found new homes, some of which has led to the Club gaining new members. Interest in Alvis cars appears strong.

There were a couple of very successful day events: being the National Motoring Heritage Day run to the Tooborac Pub, organised by John and Marg Lang and the visit to the Newport Rail Preservation Group workshops to inspect the excellent work being done on restoring and preserving our rail heritage. We thank Richard Tonkin and the Armstrong Siddeley Club for having us along.

In effect we had three weekends away, all of which provided excellent motoring and places of great interest to visit. The first was in April in the Yarra Valley, organised by Mark Weller, followed in July by the visit to a private collection of mechanical musical instruments at Drysdale on the Bellarine Peninsular, which was organised by Dale Anderson, John Lang and myself and most recently the weekend away in September based on St. Arnaud arranged by Frances McDougall and myself. All three events attracted a good number of entries with lots of camaraderie and enjoyment.

We had four very interesting guest speakers at our monthly meetings throughout the year: Patrick Moore – a former Alvis Company employee; Steve Denner – presenting his epic single handed journey to Australia from England in his 12/50, "Mother Goose," Stan Bone – talking about his amazing restoration of a veteran FN car rescued from the banks of the Campaspe River and Sandy Cameron from the Armstrong Siddeley Club – presenting the history and restoration of Bert Hinkler's Armstrong Siddeley. There was to be a fifth speaker in the form of Mark Weller talking about the amazing construction exploits of Brunel senior, however this was thwarted by a power outage at the clubrooms and so the talk will be rescheduled.

Our Club was very well represented at the AOC's International Alvis Day. Those attending were: Mark Weller, Dale and Judy Anderson, Chester and Sally McKaige and Alan and Noeline McKinnon. Mark presented the ACCV trophy to the best contributor/organiser of the IAD event. Subsequently the McKaiges joined Alvis people on a trip to the Isle of Man and the McKinnons journeyed around in an Alvis on loan from David Webster. The interest in the Alvis marque certainly provides worldwide friendships.

Our Club actively and financially supported Doug Young of Queensland and the Australian Historic Vehicle Interest Group (AHVIG) in its various submissions to the Federal Government in respect to Luxury Car Tax on imported vehicles over 30 years old, asbestos in imported vehicles and those which temporarily go out of Australia to attend events and changes to vehicle standards for imported vehicles. These issues are very important and have a major impact on our historic vehicle interests. It seems as though government is hard to budge and there will be need for ongoing lobbying through AHVIG.

Financially our Club remains in a sound position and it appears that our tenure of the clubrooms is set to continue – long may it last!

Next year the major activities will be centred on the start of worldwide celebrations for the 100th Anniversary of Alvis. Our sub committee of Dale and Maritta Parsell, Alan and Noeline McKinnon and Mark Weller have been working very hard in preparing the 19 day tour in South Eastern Australia, commencing mid March. This will be immediately followed by the National Alvis Rally in Albury being organised by the NSW Club. I wish to commend these special events to our members and in particular to thank the organisers for all their hard work.

I wish to congratulate the incoming committee and I look forward to our Club and its members enjoying a great forthcoming year of active Alvis motoring and camaraderie.

Andrew McDougall
October 2018

**PLEASE BE REMINDED
THE OCTOBER MEETING IS
THE AGM & AS IS
TRADITION, WE ALL
BRING SOMETHING FOR
SUPPER**

MARKET WATCH

22 September - Historics at Brooklands.

1960 TD21 DHC - \$98,763

1961 TD21 DHC - \$116,072

1948 Carbodies TA14 DHC - \$40,727.

Richard Tonkin

The Editor would like to thank all contributors of text and photographs in this month's ALVIC

Hi John,

I don't know if it's come to your attention but the late Frank O'Neill's TA14DHC is back on the market (on Gumtree for \$29k negotiable). It's pretty sound but has a few odd things - front seats, vinyl upholstery, etc. His daughter Lisa claims it's running well but it wasn't last time I saw it and haven't seen it on the road for some years although it's on club reg.

All the best,

Mike Williams



The trustees and archivists are
Graham Clode, John Fox
Steve Horne and Neil Millington

Visit the website

www.alvisarchive.com

or contact them on

alvisarchive@btinternet.com

The Alvis Archive Trust - registered charity 1179868

The objects are, for the public benefit, to obtain and preserve the heritage of, and any objects, information or data of historical interest relevant to; Alvis, the Alvis company or related personalities of any era; and/or promote the study and appreciation of the history and heritage of Alvis products as items of historical interest.

Our Collection is housed at Bowcliffe Hall, Bramham, near Wetherby, LS23 6LP and is open to visitors by appointment.

The Interclub Petanque Competition will be held at the Lynden Park club rooms in Wakefields Grove (off Through Street) Camberwell, Melways reference; 60 F 4. The event will be run under the auspices of the Veteran Car Club Australia (Vic.) (VCCA Vic) and the event will be open to the members of that club.

As it is being held by VCCA (Vic) there will be no charge for the use of the rooms. We will be using the old lower grass green and not the Petanque Club's gravel piste and hence there is no charge. However we will be levying a gold coin donation from the members of the visiting clubs to cover for barbecue gas, power and cleaning and tidying afterwards.

The event will be held on Sunday 18th November 2018.

Suggested arrival time: - 11.30 am, with plenty of off street parking after entering via Wakefields Grove.

Lunch: from 12.00pm to 1.00pm. – people to byo lunch, drinks and everything as though they were attending a private property.

Competition: from 1.00pm through to 3.00pm, followed by trophy presentation and departure by 4.00pm. Participants to bring their own boules sets, as this event is being run separately from the Petanque Club.

Facilities: Seating, tables, hot water for tea and coffee, barbecue available for those who wish to use one. There is no bar and the consumption of alcohol licence is contingent on everyone wishing to consume their own BYO alcohol must sign the book upon entering the club rooms.

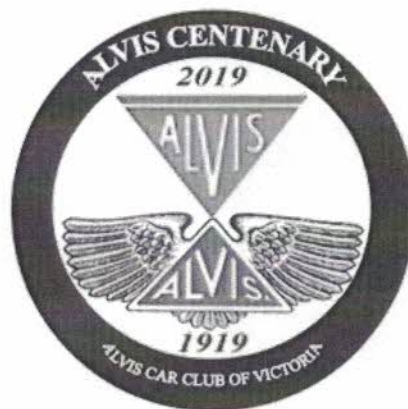
ALVIS CENTENARY CELEBRATION GRILL BADGE

Please be advised that a grill badge to celebrate the Alvis Centenary is to be produced.

The metal badge will be 90mm in diameter with a central mounting for attachment to your car.

The design below spans the hundred years in using the lower original short lived logo with wings, that AVRO claimed was too alike their own design and its use by Alvis discontinued.

The Red Triangle above, has been used ever since.



The cost of the badge is dependant on the number ordered and your interest is sought.

The current quote suggests that they will be for sale at about \$30 each

Your expressions of interest are sought by 31 October and a firm price will be available at that time when confirmation of your order will be required and an order placed

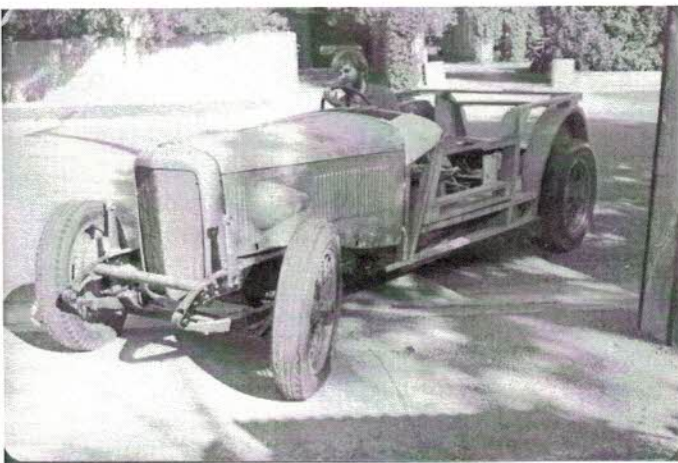
Please advise John Lang by email: jdmelang@bigpond.net.au or by phone: 0419 890 313

A Tale of Love and Two Speed 20s

Mike Williams

As you may have read in the September issue of ALVIC, Liz and I have just acquired Barry Gough's 1932 SA Speed 20 Van den Plas tourer. This has been a while in gestation. The back-story that follows may go some way to explaining why there is yet another Alvis in the Williams' garage.

Once upon a time there was a young engineering student studying in Adelaide who had become enamoured of Alvis cars having bought a TA14 saloon in 1966 and joining the ACCV for the first time in 1967. In 1969 he was offered the remains of a 1933 SA Speed 20 (Car# 15261, Engine# 10612, not sure of Chassis#, somewhere around 10150 I imagine) for \$120. This was too good to pass up except for the lack of \$120. The vendor was well known vintage sporting motorist in Adelaide, Bill Potts whose son Doug was a mate of my mate Ion "Chippy" Menadue who I had convinced also to buy a TA14 (that he still has). The financial issue was resolved by the two of us going halves in this machine that was eventually delivered in boxes to my parents' home at 555 Greenhill Road, Burnside, where it took up residence in the garage (dirt-floored). It originally sported a Martin and King saloon body of which little remained.



We decided, as young men do, that it had to become a two door tourer and the bonnet and 'guards were retained to assist in this venture. The only components in assembled condition were the rear axle, which was

affixed to the chassis, and the gearbox – everything else was disassembled. The chassis had a significant deviation between the spring mountings but the mounting points were correctly aligned so we chose to leave things as they were. We reset and re-bushed the springs and fitted new shackle pins. The diff was removed and inspected: one crown-wheel tooth had a chip off one end but there was no other sign of damage as the wear marks were uniform. The culprit seemed to be the flattened end of a split pin that we found in the bottom of the axle casing. We put it back together and greased the rear hubs the fitted the axle. The front end got new king pins and bushes as well as bearings, ball joints and lignum vitae inserts (all from Red Triangle of course, who were very helpful, and at very low cost even though their supply of SA Sp20 spares was very limited – much better now but not so cheap) while the steering box got new tapered roller bearings and a remade end-plate. One front backing plate had been smashed so Chippy, who had a fitting and turning background, made up a pattern which we had cast and it then machined by an engineering student mate whose old man had a machine shop. Relined brakes all seemed to work so that was the front end sorted out. We now had a rolling chassis at the end of '69.

Now we get down to the nitty-gritty – the engine. As uni students, we were pretty impecunious and we focussed on the essentials, that is machining the crank and pouring new bearings with the mains being line-bored. Doing up the main bearing nuts was a pain – the size of the studs meant that, if the split pin holes didn't line up, the change in torque to the next flat was unacceptably high. This resulted in a long evening at Chippy's machining the nuts until everything aligned. All the core plugs were rotten (them being aluminium and it being in Adelaide after all). The pistons were peened and re-ringed and inserted into newly honed bores which weren't greatly worn. One valve needed replacing and this was machined up from a blank. Red Triangle provided replacement water-pump shaft,

impeller and glands along with a new transfer port allowing us to assemble the motor which became stiffer and stiffer with every piston we added. Before we could start it we needed to connect the various gauges (the beautiful speedo and tacho faces having been redone by the instrument maker at the Weapons Research Establishment in Salisbury where Chippy worked). Some basic wiring was completed including the main supply from the rear-mounted batteries which took the form of a 3/8" brass bar covered in a PVC tube for insulation. All was now ready for the BIG DAY.

We decided this event needed to be marked by a party – as one does – and we put activities in train to conduct such an event at the car's residence at the aforementioned 555 Greenhill Rd. Being of generally conservative mien, Chippy and I decided that a trial start a few days before might be wise to avoid potential ridicule from our mates and/or lady friends whom we hoped to impress. To that end we lined up our ducks and pressed the button when, to our astonishment the motor fired virtually instantly and started to rev rather more enthusiastically than we thought wise. Unfortunately we had omitted to wire in an ignition switch and, rather than disconnecting the low voltage supply to the coil, Chippy decided to pull out the main coil lead; a successful strategy although he did jump about a bit.

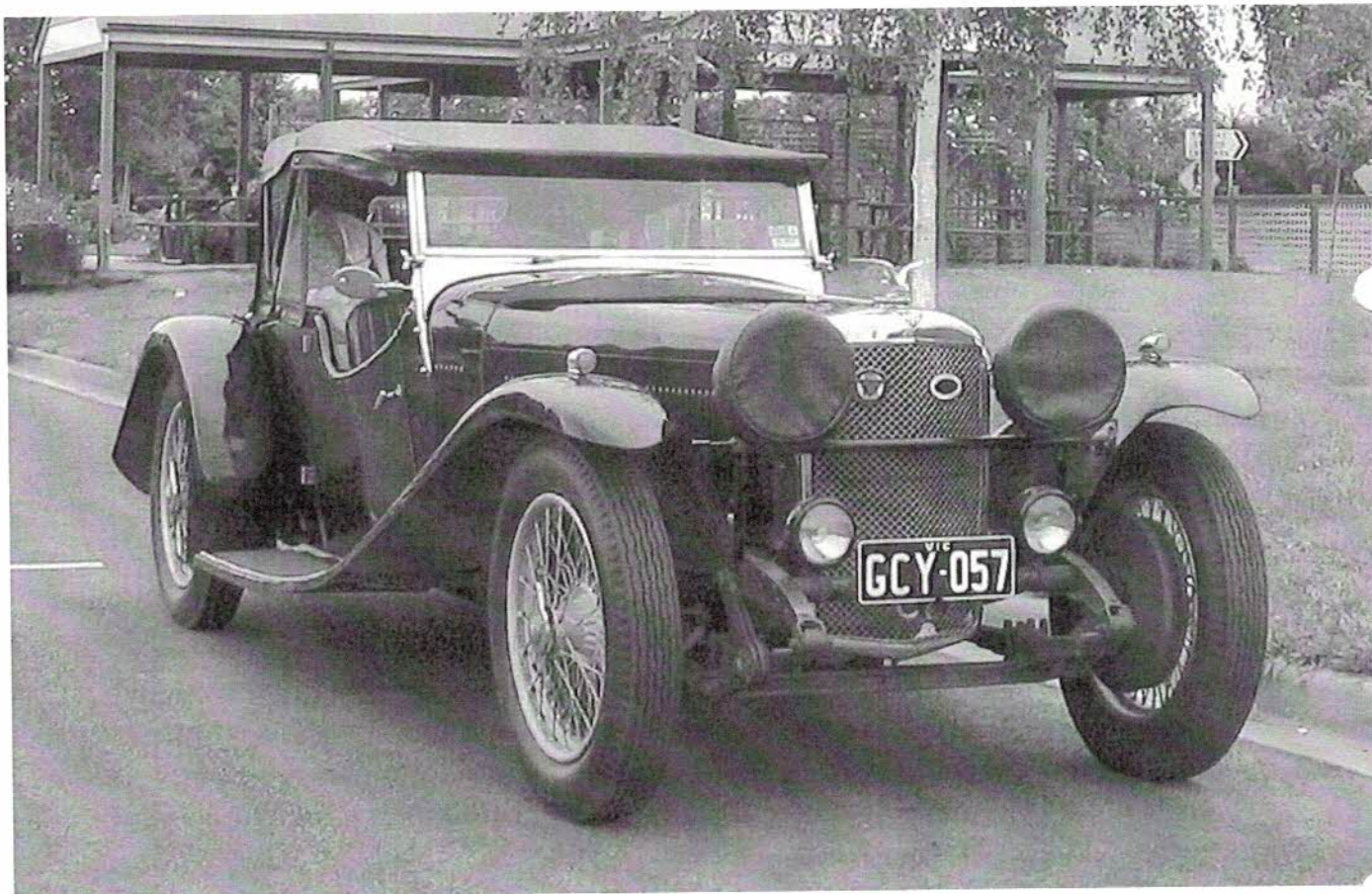
Now for the Love bit. We invited a number of friends to join us for the official firing up and, as Chippy had contacts at the Queen Elizabeth hospital, they included some nurses of our acquaintance. As was the habit of the time, "there's a party on" elicited the involvement of friends of friends so this group of nurses included one Liz Sheedy who was unknown to either of us – no matter, she was an attractive young thing who seemed to enjoy herself. The highlight of the evening was the engine starting of course and we decided to complete the process by driving the body-less chassis around the carpark of the Feathers hotel next door to 555. This was entirely successful until, on changing direction, the near-side half shaft emerged from the centre of the knock-off – we'd forgotten to insert the centre caps. No problem – push it back in and drive it back to the garage. The

remainder of the evening proceeded with eating, drinking and talking, on my part mostly with young Miss Sheedy. At the end of the evening the nursing group headed off and Liz has since remarked that she said to the others that "that Mike Williams was a very nice fellow to talk to" or words to that effect. Modesty prevents me making any further comment. This was in October 1970 as I recall. Liz and my paths crossed two or three times at events like weddings and such (each of us in the company of someone else but somehow we seemed to spend most of the time talking to one another). Our first real date was at an Alirio Diaz (classical guitar) concert in January 1971 followed soon after by a visit to a car show – nobody could say she wasn't warned. We were engaged a couple of months later and married in October that year. Our honeymoon was in Tassie driving an Alfa 1600 powered Elfin Streamliner sports racing car having knocked back the offer of the loan of an E-type Jag!

The Speed 20 project continued on but at a decreasing pace – we both married and had children, Liz and I moved to Tassie and things slowed right down. We'd got as far as building a timber frame to accommodate the original 'guards, bought a couple of P100s and a Ford Anglia tourer windscreen which seemed appropriate at the time. In 1980 (or it could have been '81) I had a call from Chippy (STD, remember that?) to say that he needed the money and wanted to sell his share. We'd just built a house and were absolutely skint so I had to say no (I'd had to sell an immaculate Lotus Super 7 to fund the early stages). Chippy ended up selling the car, I think to Richard Dyson-Harvey, where it languished for a number of years before he on-sold it to Roger Fry, well-known West Australian builder of bodies for pre-war Rolls-Royces and Bentleys among others. Once again it sat for a number of years until Roger built a superb body along the lines of a VdP tourer a few years ago. (*see front page*) I met Roger and Christine at the Toowoomba National Rally a few years ago and we realised it was the same car as he recognised the brass rod used as a power bus! Suffice it to say that both Liz and I have a soft spot for SA Speed 20s so when I heard that Barry Gough was thinking of selling his, I jumped at the chance and,

after meeting with him and his son Peter immediately after the recent St Arnaud weekend, I agreed to buy it with Liz's enthusiastic support (we really need another car). It turns out as well that Barry took the car to the early "National Rallies" in Narrandera and Holbrook, both of which Chippy and I also attended; in the second case with my new wife, Liz. Of course new acquisitions often generate some pain and to create space (physical and

financial) I'll have to sell my 3.4 Mk2 Jag that I'm currently rebuilding and my 1952 Daimler DB18 Consort. The new car is due to arrive in the couple of weeks after I write this and I can't wait; nor can Liz.



Now in the ownership of Mike & Liz Williams

WANTED

ALVIS TC 21/100 PARTS WANTED:

I have an urgent need to source a replacement gearbox for my Grey Lady. This could be one requiring rebuilding or one which has already been rebuilt.

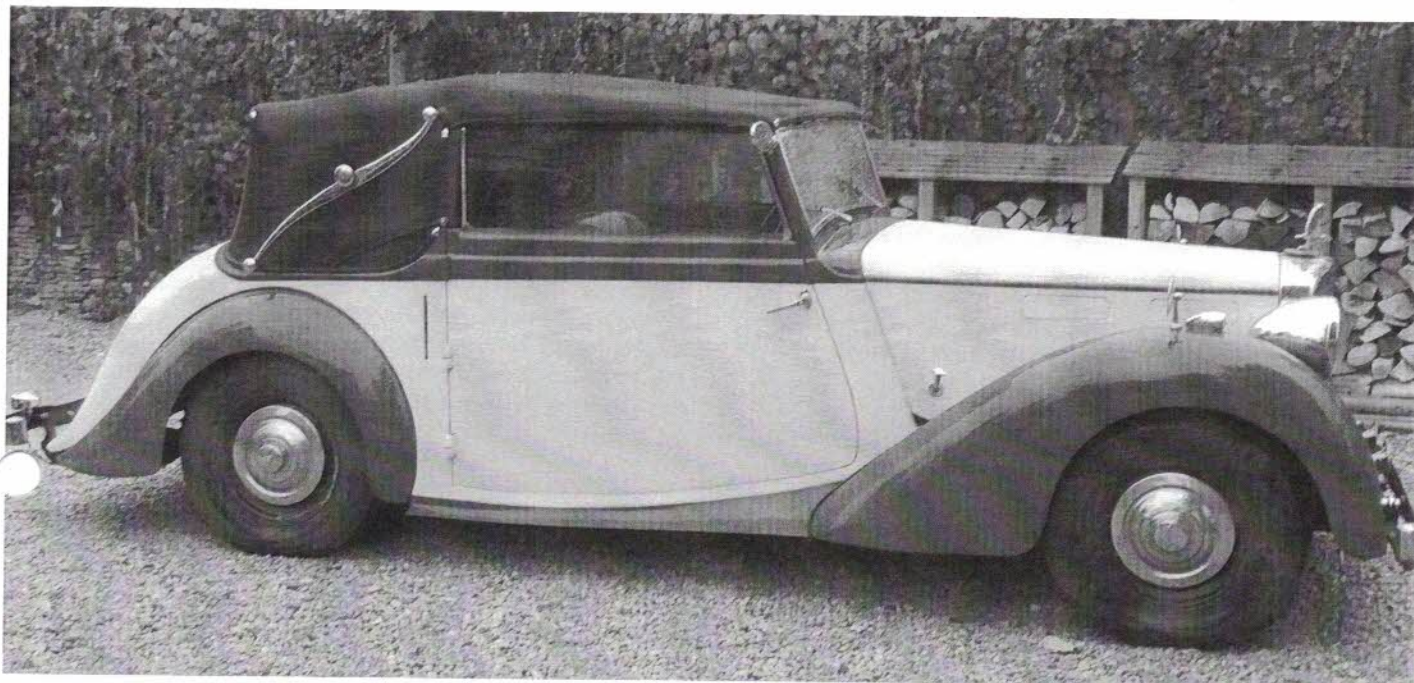
If you have gearbox parts for sale please ring me as well – it is 3rd gear which is making a "death rattle" at the moment.

My car is a 1954 4 door Mulliner saloon; chassis number 25483.

Please call me on 0400 194 347.

JON VOLLER

DRIVING MISS MAUD OR My Mistress is a 70 year old Alvis in England



Good Grief! What's he done now?

Well, here is the rational explanation I gave my bride of 49½ summers, Pauline. We had planned to spend a week in England in September, visiting friends and a few days in the Cotswolds. Wouldn't it be nice to drive around in an Alvis, rather than in a little white Something XL? Yes, of course it would – think of all the car hire charges we would save, the fun of driving in a real car, the joy of proper motoring – "I'd rather go there in an Alvis".

The rationalising went on – we have long planned to attend the 2020 Alvis Centenary Celebrations in England – what better way than in an Alvis? And, since the GAC (Great Asbestos Crisis), we couldn't take a car to England and bring it back with any confidence that the Asbestos Police would not tear it apart.

A few months ago, a TA14 drophead coupe, came up for auction in England. An unusual car, with a body by Richard Mead, a coachbuilder from Dorridge in the west midlands. It was actually a Tickford body, modified by Mead, but more of that later.

I spoke to Alex Simpson, of Earley Engineering in Hereford, and he agreed to attend the auction. Of course, it took place in the middle of the night our time. Alex reported before the auction that the car looked sound, although Pauline and I would not have chosen two tone green as the colour scheme.

The auction duly began, with me on the phone anxiously following Alex's call of the bids. When the bidding

finished, the reserve had not been reached. "Let me see what I can do," said Alex. What seemed like hours later but was only a few minutes, Alex rang back to advise that he had negotiated a price, still below the reserve, but one that the vendor was prepared to accept. The car was duly sent to Earley Engineering where Alex and his team carried out some necessary work to make it reliable.

Our other Fourteen is called Audrey – Maritta and Dale Parsell have named theirs Daisy. So, what to call her? Maud sounded nice – Miss Maud. Pauline approved, so Miss Maud she is.

Pauline and I arrived at Earley Engineering on 23 September to pick her up for a few days' driving in the Cotswolds. She is in nice condition – certainly not concours, but very smart. The colour grows on you. In 1946, Richard Mead found some ten drophead bodies that Tickfords had made before WWII for the MG WA sports car. Production had ceased when hostilities began and the bodies were stored in a shed at Tickford's factory at Newport Pagnell. Mead bought them as a job lot, took them to his factory at Dorridge and found that they fitted the TA14 chassis. He bodied ten cars with the MG bodies, two survive, one of which is Miss Maud.

The Mead cars are different in many respects from the Fourteen Carbodies and Tickford dropheads. The design of the rear is particularly noticeable. While the spare wheel on the other cars is carried inside the boot lid, with a smart cover over the wheel, Miss Maud's boot lid is free of the spare. Where did Mead put it? Under the boot, as in the 3 Litre cars? Regrettably, no – it's in the boot, thus limiting luggage space to a soft bag or two. The jack and crank handle are stored neatly inside the boot lid.

This arrangement works well for two people with a couple of cases that can sit on the back seat. However on our trip, Pauline and I had "The Monster", a suitcase of the proportions of a steamer trunk. The solution? Transfer the non-essential items from our smaller cases to The Monster and leave them with Alex Simpson while we journeyed around England and Wales in Miss Maud.

There are other differences between the Carbodies and Tickford cars. Mead spread Miss Maud's instruments across the dashboard, rather than have them in front of the driver, as with Audrey and Daisy. I think it looks quite smart, although that arrangement places the speedo closer to the passenger than to the driver – Pauline said on a number of occasions, "Slow down dear." Mead's design left two useful, but open storage spaces on each side of the instruments, rather than having a closing glovebox as on the other cars.

The interior of Miss Maud also has features different from the Carbodies and Tickford designs. The seats are vinyl covered but comfortable – the squabs lift out to reveal some extra storage space, although the carpentry is fairly rudimentary – possibly a later repair rather than Mead's work. There is no centre arm rest in the rear seat. The door cards are nicely patterned and soft, silky rope door pulls are a period touch. The interior roof is lined as on the Tickford bodies, the carpet is, of course, green and of good quality. There was a soft "thump" when I first used the indicators – the semaphores worked when the flashing indicators are operated.

Mechanically, Miss Maud is a standard Fourteen – 1850cc, single SU carburettor, and the Alvis four speed gear box, originally designed by George Lanchester for the 12/70, from which the TA14 is derived.

On the road, Miss Maud gave us some 330 (540km) trouble-free miles. Unfortunately, the English weather was not kind to us and the hood was not put down – that will definitely happen next time we drive the car.

Pauline reminds me about the windscreen wipers – the standard TA14 single speed electric. They worked well, except that they would stop after about 10 minutes' continuous operation. "They all do that" said Alex Simpson. "The motor gets hot". After leaving them for a few minutes, they came on again – just another 1940s motoring quirk to enjoy. The windscreen washer worked fine.

Miss Maud is a delightful little car – with the added pleasure of knowing that the body was fitted by Richard Mead, an accomplished coach builder, and sold at a price in post-war austerity Britain that was considerably lower than a Tickford drophead, but with most of the more expensive cars' features.

We made the pilgrimage to Red Triangle in Miss Maud during which Richard Joyce, the managing director, and Paul, the parts manager, gave generously of their time showing us through the parts store, the restoration workshops and the car sales showroom, which featured a mouth-watering array of Alvises. These included a 10/30

with the original AVRO-like badge, and a Graber TF21 coupe that is being used as the template for the continuation model that Red Triangle are building.

Pauline's and my thanks to Alex Simpson and his team at Earley Engineering for their skill and expertise in getting Miss Maud ready for our trip. Particular thanks to Alex, who literally went out of his way to assist us with The Monster suitcase and to ensure that Miss Maud was running sweetly for our travels. Thank you to Eileen Goddin, the AOC Fourteen Registrar, who provided a wealth of information about the car, including that it was previously owned by an English Judge – a nice bit of detail, as I am a lawyer.

Since preparing this article, I have been advised by Steve Horne, of the AOC, that he has found an AOC member who is happy to look after and use Miss Maud until we return to enjoy her, so she will continue to be exercised in the way that Alvis and Richard Mead would have intended.

Richard Tonkin

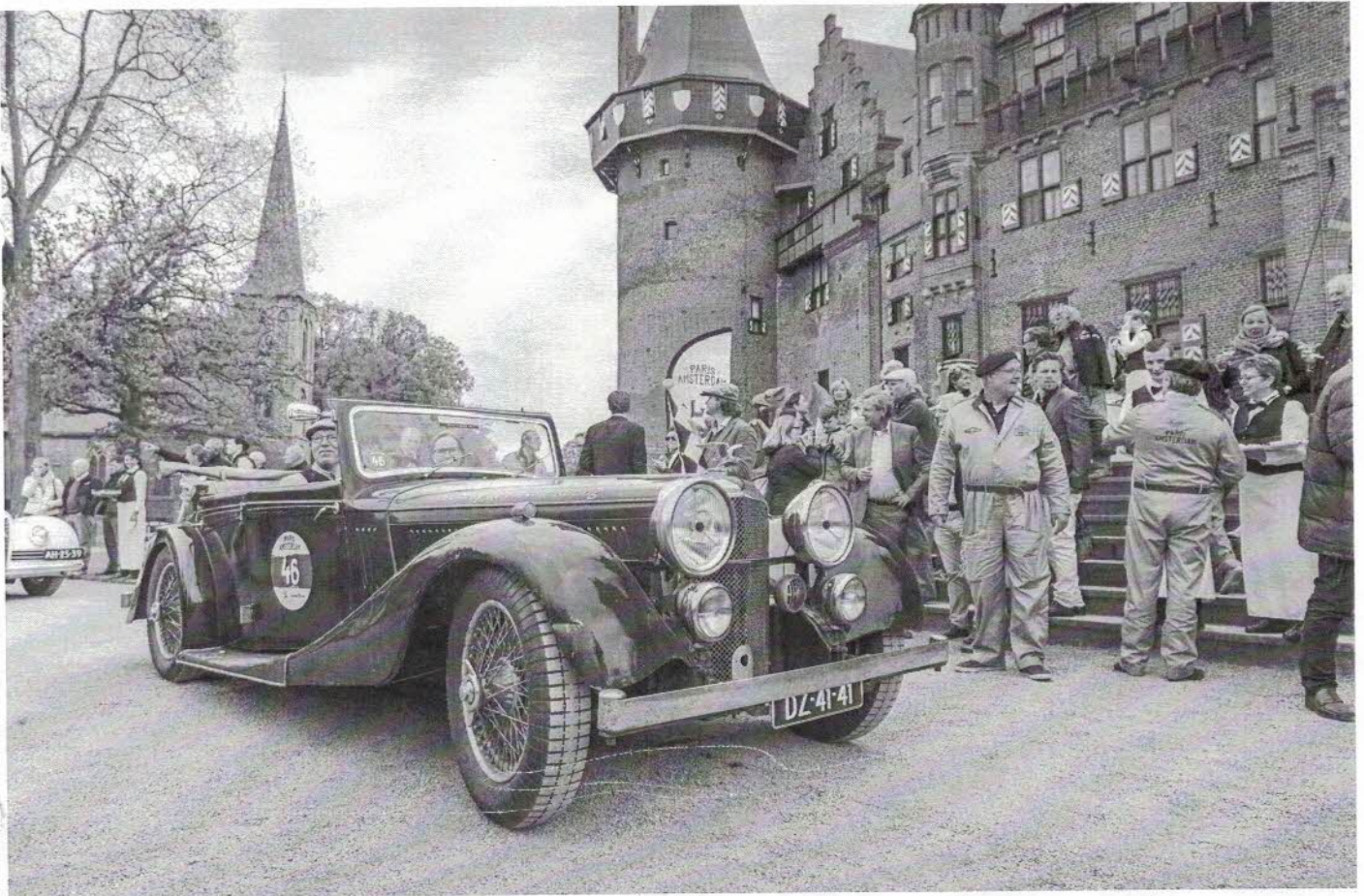


What's Happening Overseas in the ALVIS World



The Netherlands

Courtesy of the Alvis Owner Club Bulletin



Paris to Amsterdam Rally with an Alvis Speed 20

This spring my wife and I have driven the Paris to Amsterdam rally with our Alvis Speed 20. It all started more than a year ago, where some enthusiastic guys from the Classic Events organisation, together with the Dutch KNAC (the Dutch Royal Automobile Club) started planning and organising the rally as a tribute to the first Paris to Amsterdam rally in 1898. A 120 year celebration rally.

The start of the event was on Wednesday in Chateau De Montvillargenne. Although I'm not a regular Chateau visitor, the speed of getting used to Chateau's was astonishing. Chateau's do really have advantages: you can have a beer in a very nice setting with a very nice view, the dinners are perfect, the bedrooms are large and comfortable enough to feel relaxed and there's enough parking space for all the cars. No disadvantages here.

On the first rally day, Thursday, we drove to the start at Chateau De Chantilly. This is one of the biggest Chateau's in France, with a very, very big garden. We gathered in the garden and started one minute after each other. Start number one was a Bentley, followed by a Riley, a Spyker, a Lagonda, an Alfa Romeo 6C 1750 GS, what a car!, an Invicta, a Bugatti, etc. Also some smaller brands like Mors, Rousson, Pierce Arrow and Amadee Bollee were listed on the starting list. The Amadee Bollee had a top speed of about 18 kilometers per hour, so their days were long... On the second day they started two hours before every one else, and arrived around midnight. Respect!

Back to the first day. The route led us through the north of France, along the countryside through some very nice villages. We had lunch in Chateau Thierry. During the day we also visited the old Circuit de Gueux. A very nice old circuit. After that we drove to

Chenay, which is a very nice old Champagne village.
The end of the first day was in Castel de Pont A Lesse.

On the second rally day we started immediately with a regularity. After the regularity we drove our last kilometres in France and went into Belgium. Our first stop was at Chateau Jemeppe, where we had a refreshing coffee. The route led us through the Ardennes, where we also had a difficult regularity where we missed a road on the left side. After finishing in Netherlands, we came to the conclusion that this regularity would cost us points. Much points. But, more later. The lunch stop was in Durbuy, again a very nice old village. Finish was in Chateau St. Gerlach, a very nice Dutch castle in the south of the Netherlands. The weather was beautiful, the garden packed with beautiful cars and the atmosphere perfect. What a pleasure to have the ability to drive with your old Alvis over these roads, in this atmosphere, in this ambiance.

The third day started with a very nice breakfast and we drove to Gennepe. In Gennepe we were welcomed with two brass bands and a very enthusiast crowd. We even had Doris (a Dutch film character) in our Alvis. We had lunch in De Vereeniging in Nijmegen at the same place as the competitors had lunch 120 years ago. We were welcomed by again a very enthusiastic crowd and journalists from the different newspapers and classic car magazines. The finish was in Castle De Haar in Haarzuilens, where we had dinner and prize giving. And yes, out of approximately 80 cars, we became second! A very nice result, completely earned by my wife who really likes navigating. I only have to keep the car on the right speed. And, with a Speed 20, isn't that hard.

All in all we had a wonderful four days. Thank you Classic Events and the KNAC, and thank you fellow competitors.

Chris and Gisella de Groot,

The Netherlands



With an Alvis Silver Eagle to the Het Loo Concours in the Netherlands

Well, how do you get an invitation for a Silver Eagle on the Het Loo concours? After all, only the 75 most beautiful cars in The Netherlands and abroad are invited...

It all started this year's springtime. My wife and I participated with our Speed 20 in the Paris – Amsterdam rally. A very nice rally that was held in three days. And, I think we have driven some 1000 kilometres in those three days.

Our Speed 20 is more or less original, there is not a lot of work done on the car since the '50s. Some people may say it's an old car, other will say it's a car with great patina. Both is fine with me. A few weeks before the Het Loo concours I was called by the organisation if I wanted to participate on the concours in the preservation class. Our Speed 20 would fit fine in there. I told, however, that it would not be possible. After Paris – Amsterdam we also have driven the last day of the Tulip rally, and in the Belgium Ardennes is the head gasket had blown out. These things can happen.



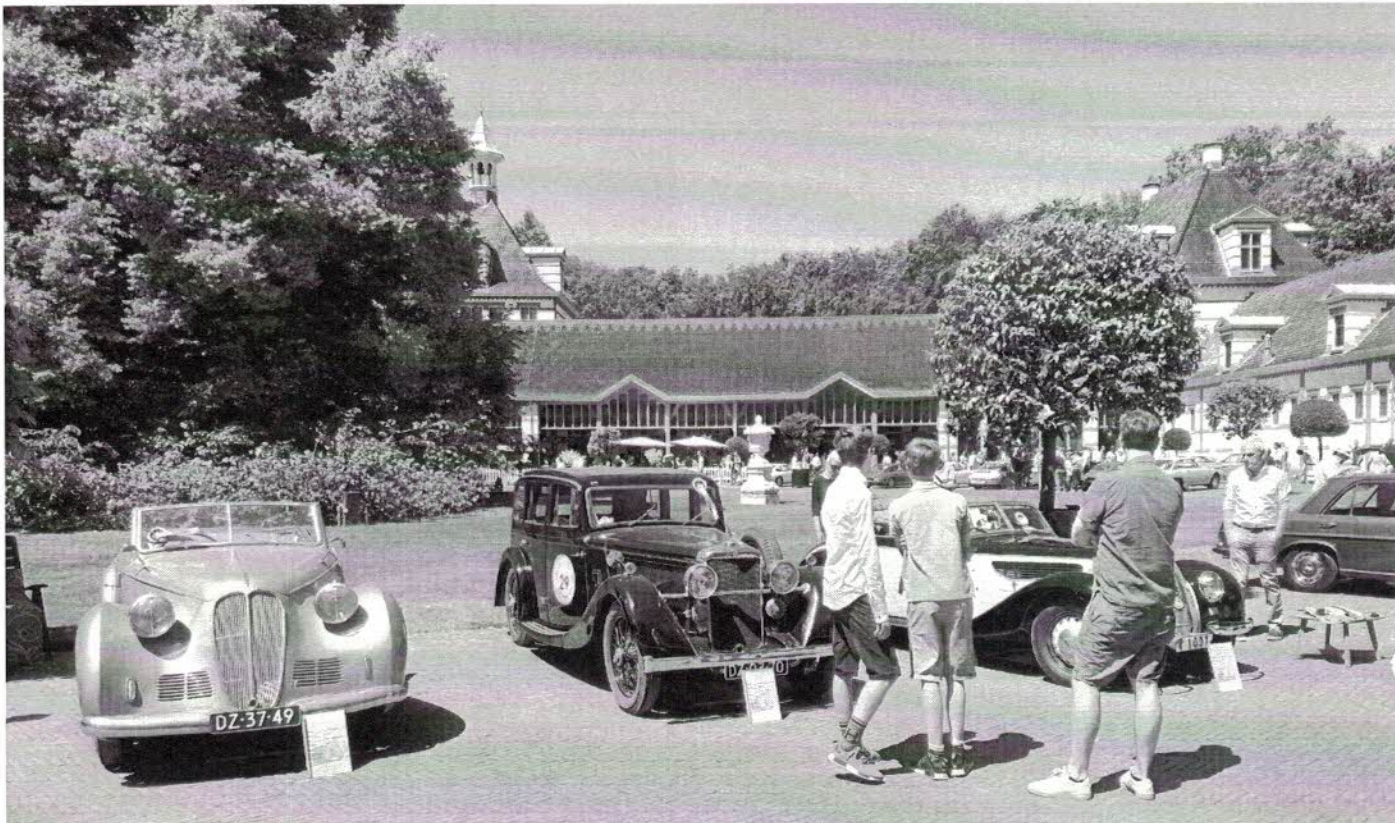
I indicated that I might have an alternative, a 1936 Silver Eagle. Also a very original car. They just asked me to send some photos. That's what I did and the organisation decided that the car was considered suitable for the concours. On Thursday before the concours I drove the Alvis to Het Loo and parked the Alvis on the concours site. On Friday, Saturday and Sunday the car was photographed by hundreds of people. In one way or another, people find it a very attractive car.

On Sunday it was competition time and in the morning two jurors asked me all sorts of questions about the car. History, technical state, etc. The car also had to be started, they wanted to hear the engine running. The engine started immediately and ran smoothly. The jurors were satisfied with it. Furthermore, I have all documentation from the very beginning of the car, so I could explain everything they asked. In the afternoon I received the "Prize Winner" badge on the car and the request to report me later on stage. What an honor! I drove the car to the stage and the jurors handed me the prize. I finished second in the preservation class, after a very beautiful, authentic BMW 328. All in all a very interesting and rewarding weekend!

Chris de Groot,

The Netherlands





AOC NZ Report

September / October 2018

Clive Taylor

The first day of September is recognised as the first day of Spring in New Zealand.

In some areas of the Upper North Island it will be 15 to 20 c already during the day, however, further south it is getting cooler and places like Taupo in the Central North Island and the southern ridges and Queenstown in the South Island are still enjoying snow on the ski slopes and just above freezing at night.

Thomas Good, who is a member of the ACC NZ here has recently acquired his first Alvis. It is a TC 21/100 Chassis No. 25675.

Owned at some time here in NZ by a Mr. M. Garrod. Looking in my cherished TC21/100 Register booklet dated May 2003 on page 19, the only details are that it was exported direct to New Zealand and left the factory 23.9.1954 as a saloon with a Mulliners body No. 3416.

While the records here are scant, if anyone reading this item, has any information about the car or knew a Mr. M. Garrod or any other details about this car, please send it to me by e-mail to kane@netsmart.net.nz and I will forward it onto Thomas Good.

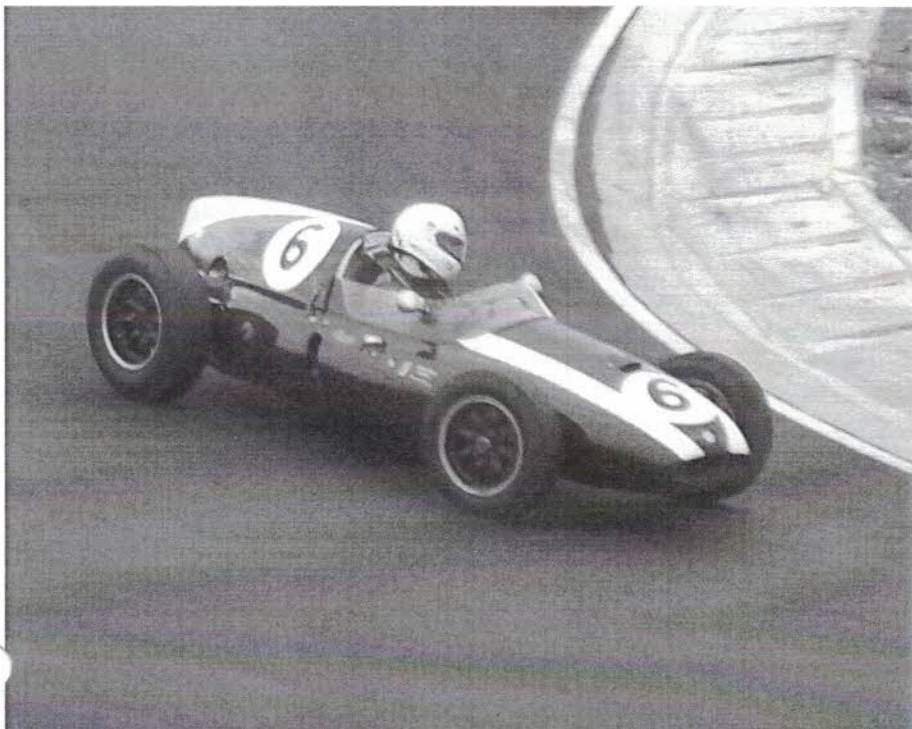
Recently our Club here; the Alvis Car Club of New Zealand was invited to share a day with the Daimler Car Club to visit the very popular Race Circuit called Hampton Downs, which is about 30 minutes south from the centre of Auckland. It is a relatively new circuit with race meetings starting in 2010. It is an interesting course with the correct undulations in elevation to make each circuit unique and requiring full concentration.

This visit was an open day to promote the new café and also the magnificent Bruce McLaren Museum as well. There was I believe an opportunity to drive on the circuit, but at this moment of writing I don't have any more details.

When the circuit opened in 2010, the organisers held their inaugural race meeting on 24th January, (near the end of Summer here), inviting the HGPCA in the UK to participate in celebrating the racing life of Bruce McLaren. Two of the entrants who accepted the invitation, were Rod Jolley and his wife Di, who brought their ex-Jack Brabham 1958 T45-51 Cooper and Julian Bronson and his wife Heather bringing their 1965 McLaren M1B to race in various classes on the circuit. Both said they felt it is one of the best, if not the best circuit they have raced on in the world, especially for the classic formula races.

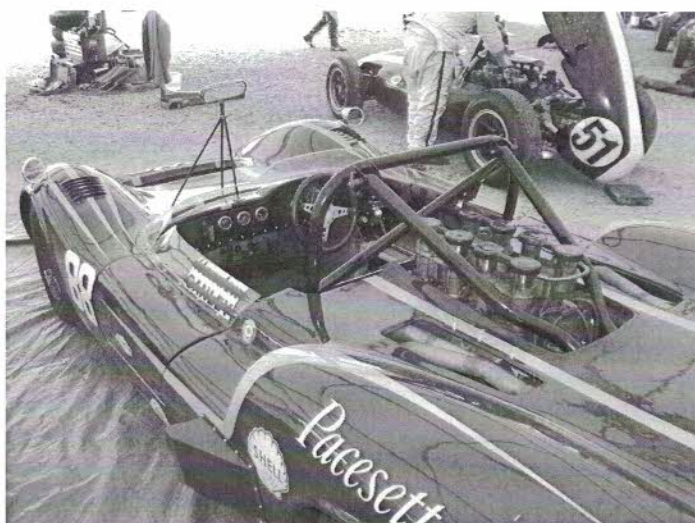
This particular venue now holds an annual event in February every year, initially celebrating Kiwi icons Denis Hulme and then Chris Amon, with displays of most of the cars raced by the famous three. Google now makes it so easy to look up details, so I suggest you enter Hampton Downs and go from there.

I wish you all safe motoring and thoughts about the imminent Alvis celebrations scheduled for 2019 and 2020.



Rod Jolley, Cooper T45-51 exits a tight downhill left hand bend leading onto the long straight before the right hand hairpin, leading onto the fast finishing straight at Hampton Downs. This shot was taken through two layers of catching fencing - photo: Clive Taylor.

Aerial shot of the cockpit area in Julian Bronson's McLaren M1B in the covered paddock, Hampton Downs - photo :Clive Taylor.



Julian Bronson, a very proud owner of this McLaren M1B in the covered paddock at Hampton Downs - Photo: Clive Taylor.

WORKSHOP

Wheel balance.

Steve Denner

Recently my casual attitude to this mundane and infrequently undertaken task suffered a rude awakening. In the course of swapping some wheels and tyres around I noticed that a front brake drum, left to its own devices, persisted in settling at its favourite spot; a sure indication that it was out of balance. Investigation with bits of scrap steel taped to the rim of the drum determined that it needs a correction of 30 grams, a piece of steel bar about 3/4" dia by 3/4" long. I confess this alarmed me a little and I could see no reason for imbalance of this magnitude. On reflection I think the reason is that vintage Alvis drums are fully machined only on the inside and with minimal machining on the outside. Despite the high quality of Alvis foundry work it would be impossible to guarantee patterns and cores would deliver a perfectly consistent wall thickness out of the mould. In this case an error of 30 grams would require an "off centre" of the order of 0.015" - 0.020". Therefore I expect this is a quite typical balance error in our drums.

There is no simple or even elegant way of fastening a weight of this size to the rim of the drum, and the alternative, drilling lightening holes in the diametrically opposite side, is an equally unwelcome notion.

The solution of course is to balance the drum and wheel together, but to ensure that having balanced them, each wheel and tyre is marked to identify its corner of the chassis (Front/LH, Rear/RH, etc) and is also indexed to its unique mounted position on the 5 studs. I use a blob of paint on the face of the drum and a corresponding blob on the wheel centre to ensure the wheel is always returned to the same position. Without this procedure it is possible to refit the wheel so that the balance is worse than it was before you started.

In summary what is required is to determine the heavy point of each drum, mark it, and then separately find and mark the heavy point of each wheel and tyre. Each wheel and tyre is then mounted on its hub such that the heavy point of the drum and the heavy point of the wheel and tyre are opposite each other to the maximum extent possible using the five mounting studs. This will minimise the weights that have to be added by you to achieve balance. The whole assembly of drum, wheel and tyre is then balanced as per The Vintage Alvis Manual. It is not necessary to know the out of balance value for each drum. Vintage Alvis owners are lucky in that the drive shaft in the rear axle can easily be withdrawn by an inch and thus allow the rear drum to rotate without drag such that its heavy point will always fall to the bottom. It is necessary to temporarily balance a front drum by taping bits of scrap to its rim. This hub is then used to determine the heavy point for each wheel and tyre in turn.

Does it matter? After all 30 grams is not much in a car weighing around a ton. Most of the physics from school days has long since escaped my brain and at times like this I wish I had spent more time listening to Mr James in double physics period on Wednesday afternoons. Nevertheless, with what I could dredge from the abyss of memory, together with the notes in Prof. D A Low's Pocket Book for Mechanical Engineers, (publ. Longman's 1931, price 13/6d.) the centrifugal force is

$F = MV(\text{squared})/gR$, where

M= mass in grams

V= velocity in centimetres per sec

g= gravity (981 cms/sec/sec)

R= radius (approx 6.25" on vintage Alvis drum)

A further point to remember is that the drum is rolling, as well as revolving. That is, at a road speed of say, 100km/h although the wheel moves at 100 its bottom is stationary where the tyre contacts the road. If it is not you are in a terminal skid and about to cause some damage to yourself and the streetscape. Logically therefore, the instantaneous maximum velocity of the drum periphery is at its top and is 200km/h.

I welcome any check of the numbers, but my scribbles suggest that the maximum centrifugal force is 57kg, and that this cycles between zero at the bottom (stationary) point of rolling, and 57kg at the top twelve times per second, and a staggering G force of 1,923. That sounds to me like an awful lot of flapping up and down on the ends of the axles! Apart from anything else it uses a lot of energy for which I have other uses, such as shaving the lap times at Winton.

It would be interesting to collect and record data taken from a population of cars to see what the average and extremes are for the out of balance value on these vintage drums. Perhaps Hon. Eds. will oblige by publishing any data sent to them?



ALVIS 3 litre DHC

Chassis 24639 Engine 24639

Colour: maroon (Glasso # 227226)

Trim: brown leather

Hood: black duck

Date completed: 12 May 1952

Date delivered: 16 May 1952

The owners handbook carries an undated entry stating "JUJ 200" has been modified at the Alvis Works by the installation of twin carburettors and a 3.7 / 1 rear axle and is now a TC21. The TC21 superseded the TA21 in the mid 1950s.

FOR SALE

This sound and delightful example of a classic hand-build English motorcar (Tickford of Newport Pagnell Ltd, UK) has undergone a mechanical rebuild at Vintage and Historic Restorations of Blackburn in Victoria to complement earlier work on the engine and interior. Consequently, it is now ready for a new life offering many years of trouble free motoring by a discerning new owner.

The work undertaken by HVR exceeded \$60,000 and was completed in 2015 and carried out to original Alvis specification. Not surprisingly, the engine performs as new and the car presents as a high speed touring machine capable of covering long distances in total comfort and I will be sorry to see it depart to another keeper.

The car has been in its present ownership for some 12 years and all receipts for work carried out by HVR together with other material assembled by previous owners, will be passed onto the purchaser.

It is currently on Victorian Club plates and the new owner will have to obtain a roadworthy certificate for entry to the Victorian Club Plate scheme or for full registration.

\$85,000

Darrell Horton, Craigieburn 03 8364 0612

Wanted

I have an urgent need to source a replacement gearbox for my Grey Lady. This could be one requiring rebuilding or one that has already been rebuilt.

If you have gearbox parts for sale please ring me as well—it is 3rd gear that is making a "death rattle" at the moment.

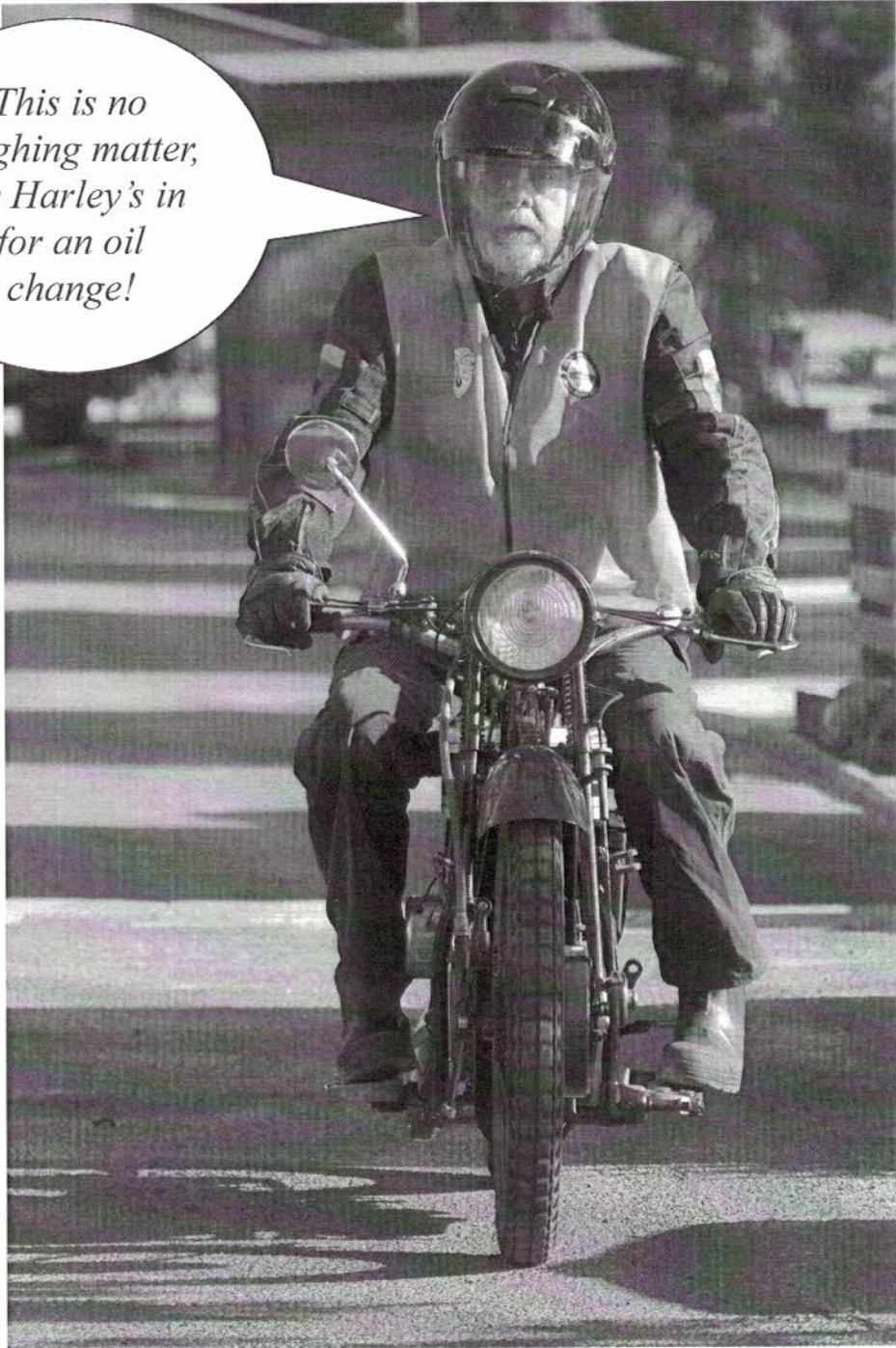
My car is a 1954 4 door Mulliners saloon chassis number 25483.

Please call me on 0400 194 347

Jon Voller

Alvis People Behaving Badly

This is no laughing matter, my Harley's in for an oil change!



Andrew McDougall on his 1928 Douglas at the recent Douglas Motorcycle event at Kingaroy, Queensland



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

FOR SALE

1 x 1928 TA16/95 Silver Eagle, car no 12006. Complete car in need of full restoration, complete with some spares including spare cylinder block and cylinder head. Reco-gearbox with John Needham gear set and original gear set also available, spare diff housing and diff centre.

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.

To be sold as a complete collection will not separate cars or parts.

Located in Kyneton, Victoria

Call for more details - 0439 320 496 Andrew Twomey



Day Run to the Seymour Railway Heritage Centre Saturday 27 October

The Jowett Car Club of Australia has invited the Alvis and the Armstrong Siddeley Clubs to join them on a visit to the Seymour Railway Heritage Centre on Saturday, 27 October.

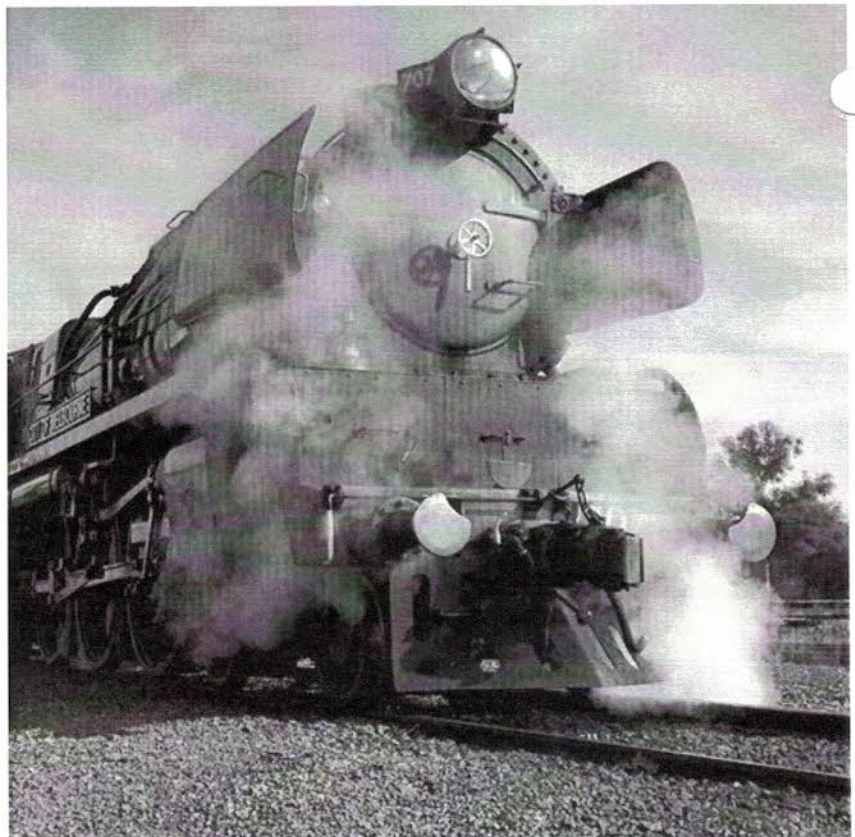
The plan is to arrive at the Centre by 11am for tea/coffee in their kiosk, then a guided tour of the depot followed by a starter-mains-desserts lunch served in their elegant, historic Dining Carriage at the depot, featuring proper linen tablecloths and original crockery. After lunch it is planned to visit the historic Seymour Station, built in 1875.

The cost is \$40 per head, payment on the day, with 2 choices of wine by the glass, at members' expense.

The Dining Carriage is limited to 48 seats, so we are allowing for 16 from each of the 3 Clubs – first in best dressed.

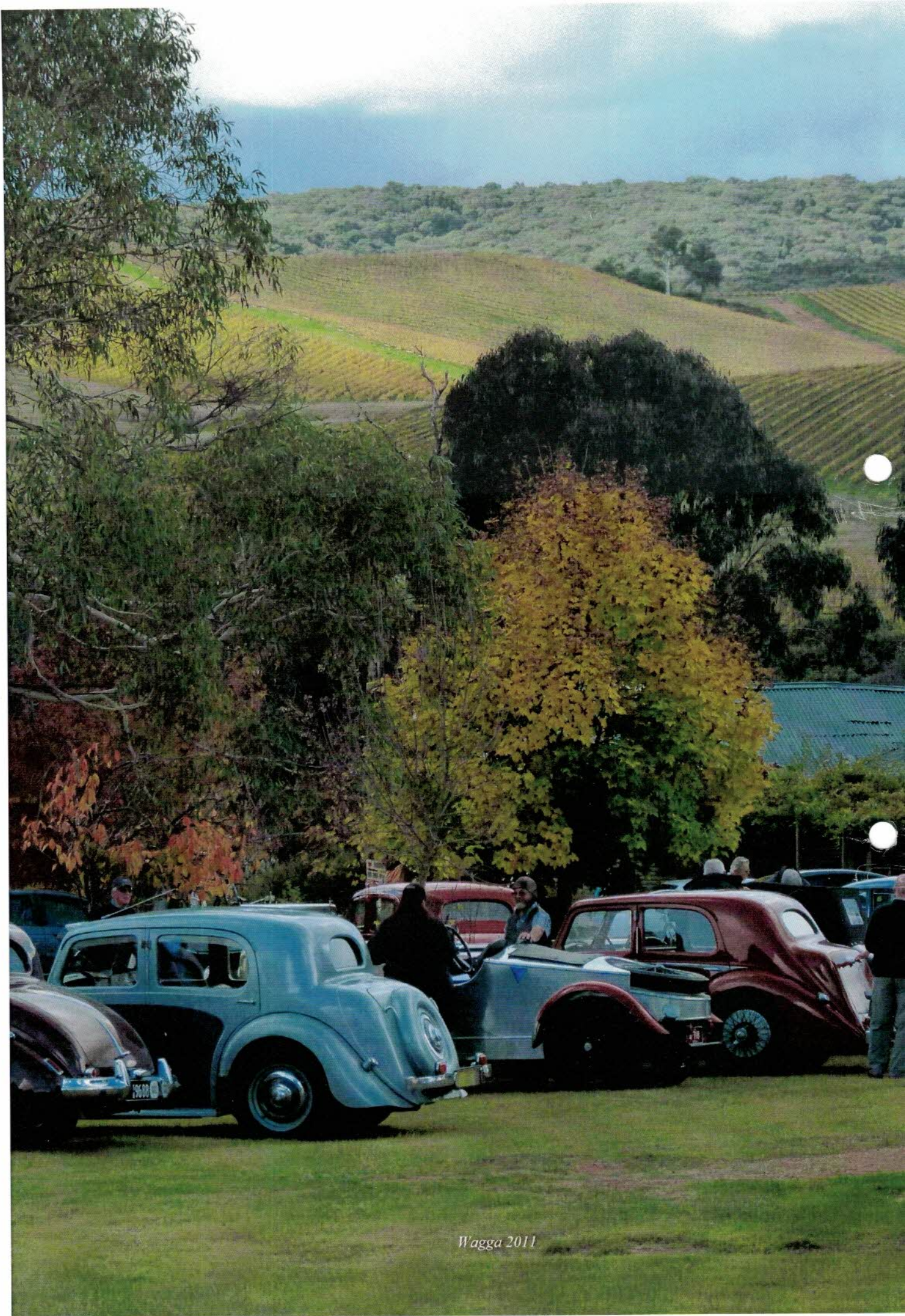
Please contact me on 0407 944 987 or rtronkin@tonkinlaw.com to book.

Richard Tonkin.





*Jon Voller's Grey Lady car - chassis #25483 at the 2011 National Alvis Rally at Wagga.
(Jon is presently looking for some gearbox parts for the car - see page 19)*



Wagga 2011