

Alvic

November 2018

The Newsletter of the Alvis Car Club of Victoria







Alvis Car Club of Victoria (Inc)

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CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris
(MELWAYS 59 F8)
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2018 COMING EVENTS

NOV 16 General Meeting
18 The Inter Club Petanque Competition SEE PAGE 7 FOR DETAILS

DEC 2 CHRISTMAS PARTY AT THE FERGUSONS, KINGLAKE SEE PAGE 7 FOR DETAILS

2019

Alvis Down Under Centenary Rally
MARCH 20 - APRIL 7

APRIL 7-13
Australian National Alvis Rally - Albury

Front and inside cover pages: Rowan and Amanda Swaney's 12/50 Car # 8816

Photo by Frances McDougall

PRESIDENT'S REPORT

Our October meeting was our AGM and Awards Night. The election of office bearers was a formality as they were unchallenged, but with the very welcome addition of Dale Anderson joining the committee. I wish to thank the committee members for their past efforts in what was a very successful year for the Club and for their ongoing commitment for the coming year. It was very pleasing to present the following well deserved awards –these being: Bob Morrow to Alan McKinnon for the fine restoration of his 12/50 Ducksback and for getting another worthy vehicle back onto the road; Bill Barber literary award went to Peter Miller for his excellent technical articles and in particular the one on the heat range of spark plugs and the effects of ignition timing on a 12/50; Andy Hannam for the most use of an Alvis on club events went deservedly to Chris Higgins, particularly as Chris almost has to drive a rally prior to getting to the start of events; and the McDougall Award for a regularly used well presented Alvis went to Peter Miller with his 12/50 ducksback, which is providing him with so much enjoyment. Of particular note was the award of the David Muirden Club Person of the year to Dale Anderson for his outstanding contribution in promoting the Club to the Bellarine Peninsula members, for organising events and for helping other Club members – a great testament to the spirit of the Club and the Alvis fraternity. The competition awards, being the Basil Bowes and Simon Ramsay for specific competitive events and Mt Tarrengower respectively, were not awarded this year.

We enjoyed the company of Mac Hulbert at the October meeting and we were very appreciative of his generosity in providing the Club library with a copy of his latest book, "A Life with Eagles" This book is all about his life long association with the Alvis Silver Eagle model which includes accounts about acquisition and restoration, competition, the creation and use of a racing model and epic journeys undertaken in his various Silver Eagle models. I am currently part way through the book and I am finding it a most interesting read. I have to say that I am in awe of the amount that Mac achieved with his cars, especially as he spent much of his working career out of England. His exploits are also a great testament to the support he received from his wife, Madge and also from his friends. This book is available for members to borrow – just see Librarian Frances. Another book was also donated to the Club library – "Dementia Prodest" (It is not necessary to be mad, but it helps – VCCA (Vic.) motto) which is a detailed account about the history of the Veteran Car Club of Australia (Victoria). A major contributor to the production of this book is Chester McKaige who benefitted from all the records retained by his father, George. This book is also available for members to borrow.

On Sunday 28th October a number of us joined the Armstrong Siddeley and Jowett Clubs on an excellent visit to the Train Preservation Society at Seymour, where we were able to inspect the extensive collection and enjoy a meal in a dining car.

Richard Tonkin has written an account of this visit, however I wish to say it was great to catch up with some less seldom seen members: Rowan and Amanda Swaney in their beautiful TJ 12/50 tourer, John Ball and his friend Hugh Bayne in the TD21 and Mac and Madge Hulbert. In particular I wish to thank Andrew Henshall of the Jowett Club for organising the visit.

Coming up we have the combined clubs Petanque competition on Sunday 18th November at the VCCA (Vic.) clubrooms, at Lynden Park Camberwell – see details elsewhere. This is always an enjoyable light hearted interclub competition where we strive to win the David and Moira Wischer trophy, which will be presented by David. Please come along and support the Club. Next is the Christmas party at Malcolm and Cathy Ferguson's home in Kinglake West on Sunday November – byo food and drink. We will be seeing in the New Year at the customary barbecue at the Kevin Bartlett Reserve on Friday 18th January. Early in December the committee will be meeting to map out an events program for the coming year.

I also wish to commend to those people who have not entered, the two major Alvis Centenary events next year. Our sub committee: Maritta and Dale Parsell, Noeline and Alan McKinnon and Mark Weller have put together a magnificent 18 day event in March/April, covering the South East of Australia. Whilst it is late in the day it is still possible to enter all or part of this event. We would like to have you along. Please contact a member of the committee as a matter of urgency. This event culminates at Albury where the Alvis Car Club of NSW is holding a special National Rally which is also commemoration the 100th Anniversary of Alvis. Also as a matter of urgency please contact Heather Goldsmith: phone 02 9427 0816, mobile 0431 067 994, email: alvibatics@optusnet.com.au These will be unrepeated memorable events and it will be a pity to miss out.

In car news I hear that Chester McKaige has gone the whole hog and fitted new hubs, drive pins, jelly moulds and spinners to the Speed 25. It will be like a new car. Peter Miller has received a new set of German made pistons and has commissioned the making and fitting of a set of new conrods for the 12/50. It should be bullet proof after this. On the home front we have been anguishing over the selection of a colour for our Speed 25. I think that we are close. In the mean time we are undertaking the expensive exercise of chroming.

Mark Weller will be our guest speaker at the November meeting night. He will be talking about the life and engineering works of Brunel. Please let me know by Wednesday evening if you will be at the Malvernvale Hotel for a meal prior to the November meeting.

Andrew McDougall

SUPPER
The TONKINS

**CHRISTMAS PARTY
SUNDAY 2nd DECEMBER
250 Coombs Road
KINGLAKE WEST**



At The home of Malcolm and Cathy Ferguson.

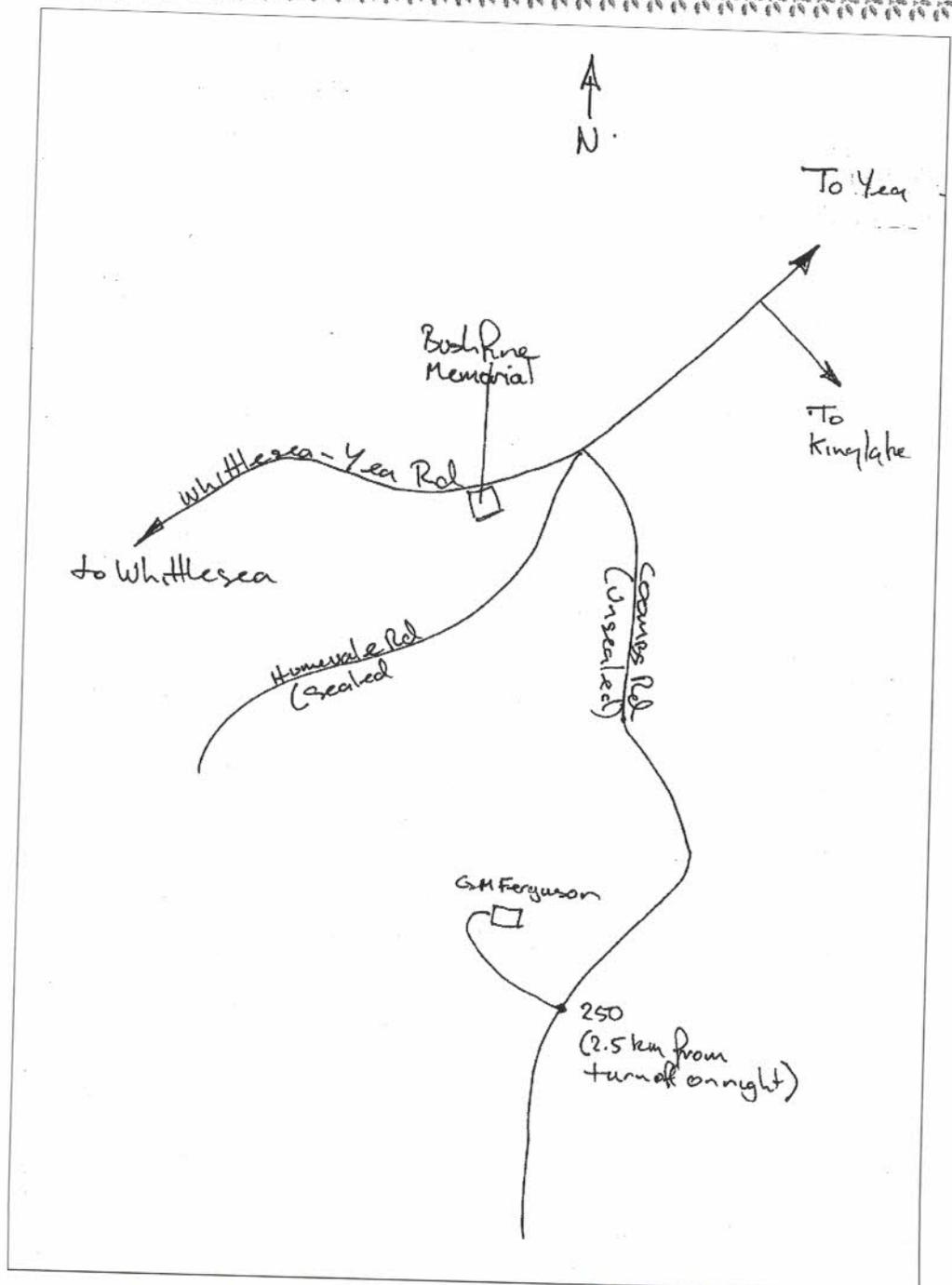
BYO every thing. From MIDDAY

BBQ facilities provided.

If you have the room, bring a folding chair (thousands of revellers expected!)

Wear something Christmasy or Santa will be angry!

Mud map below. If you are desperately lost, ring Malcolm on 0400 208820



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

Richard Tonkin recently sent me an email from an organisation calling themselves Australian Mail Services. The email identified the fact that Richard was about to receive a parcel of parts from the UK that would attract GST and that for the princely sum of \$95 + the GST, they would handle the matter.

To both Richard and myself, the email smelt of a scam and Richards's initial concern was, how did AMS get wind of the purchase and his details for the contact to be made and how safe was his credit card number.

Having ignored the first, a second email arrived.

Richard made contact on what may have been an erroneous phone number on the email to discover that it was a legitimate private organisation suggesting that the government was subcontracting the collection of the GST. It doesn't need a mathematician to see that on a \$1000 purchase, the receiver is effectively having to pay a tax of 19.5%.

Border Force are now delegating moving incoming mail from overseas to the local recipient, to a private company, who charge for the privilege. They told me I could do it myself, but it was complicated.

Be aware! If there are any further developments, I will let you know.

..... ed

ALVIS CARS IN COMPETITION BOOK - LIMITED EDITION

I am pleased to advise members that the AOC Board have approved underwriting the cost involved for the publication of the Limited Edition Competition Book, which will be limited to 300 copies. It is provisionally planned to be available for sale in mid 2019. The Member price will be determined when the publisher is committed and contracted for the book and will not be available for sale to the general public.

The work in progress is now at the three quarters stage and the balance to complete is expected by the end of December or earlier, subject to confirmed entry responses.

E.O.I. Expression of Interest

In past ALVICs, Members have had the opportunity to register their interest for a copy or copies of the book, no limit. Priority sales will be given to those who have already registered to date (160). If you have not registered, you can do so by sending an e-mail to kane@netsmart.net.nz or by airmail letter to 957 Omanawa Road RD1, Tauranga 3171, New Zealand or by phone 07-543-4385.

Delete the zero and add your international code. Note we are 2 hours ahead of AUS time until March 2019. Use the title LTD EDITION ALVIS BOOK. Just confirm the number of books you want allocated to your name.

If you have any questions or queries at this stage please send me an e-mail or call me.
Best wishes to you all.

Clive Taylor

Marg and I very much appreciated a recent email from Nick Simpson who is the AOC's Technical Officer and ACCV member, with an interesting document about our SA Speed 20, purchased in 2005 and been under serious restoration for the last 3 or 4 years.

Nick is an SA Speed 20 owner who for many years was the AOC model secretary.

The hand written document was written by the late Everett Smith who over several decades had a serious interest in all things Alvis in America.

Our car had been recovered from America in 1998 in a parlous state, by the late Barry Turner and Max Houston, having been considered beyond restoration.

The information cleared up some of questions one might ask about the history of a car with more than 80 years of use and abuse.

..... ed

Richard Wallach has been mentioned in an equal second place by the Alvis Owner Club of the Julian Collins literary award for his series of workshop articles on TA - TC 21 series cars.

First place went to Steve Horne for his article about the restoration of the ex Chris Storrar SA Speed 20 saloon.

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.**

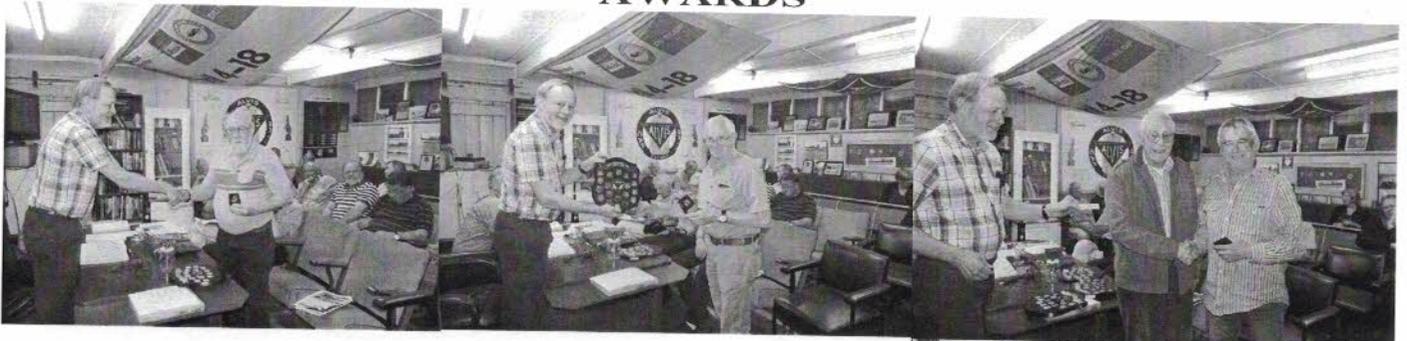
Suggested arrival time: - 11.30 am, with plenty of off street parking after entering via Wakefields Grove.

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.

AWARDS



Clockwise from above:

Chris Higgins - Andy Hannam trophy - greatest use of his car for events.

Alan McKinnon - Bob Murray trophy for best restoration - 12/50 ducksback

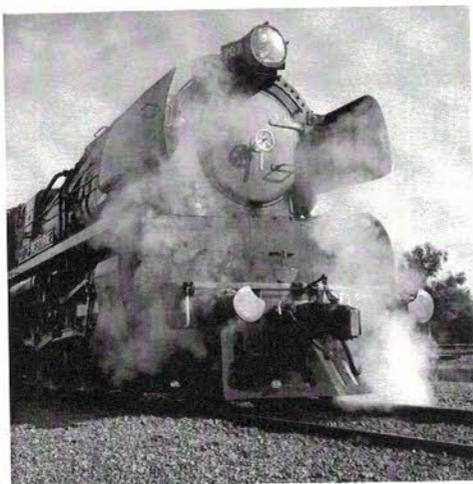
Dale Anderson - David Muirden trophy for Clubman of the Year for his services in promoting Club membership on the Bellarine Peninsula.

Peter Miller - Bill Barber Literary award for his article on spark plug heat ranges and choice and also the McDougall trophy for the best regularly used and presented car



INTER CLUB VISIT TO THE SEYMOUR RAILWAY HERITAGE CENTRE

Saturday, 27 October



This event was organised by Andrew Henshall from the Jowett Car Club, who invited the Alvis and Armstrong Siddeley Clubs to join in. A feature of the visit was to be lunch served in a period Dining Car (albeit stationary), as well as morning tea, pre-lunch drinks and, of course, a tour of the Centre. Attendance from the three Clubs was a little down, probably because the Alvises and Siddeleys had visited the Newport Railway Workshops two months previously.

The Alvises present were the SP20 of Andrew and Frances McDougall, John Ball and friend Hugh in John's TD21 and Rowan and Amanda Swaney in their 12/50. Alan and Noeline McKinnon were in their MG A. I decided to take my Armstrong Siddeley Sapphire to bolster the Siddeley numbers. I travelled from home in Smiths Gully to Yarra Glen, then via the Melba Highway to Yea and the Goulbourn Valley Highway, which follows the river, to Seymour – a very pleasant country drive.

The Jowetts were represented by a Javelin – seems most of them are off the road in various stages of restoration, including a green Javelin that I owned many decades ago – it was good to catch up with the present keeper. One of the Jowett folk brought his nice Daimler V8.

Proceedings commenced with morning tea in a restored Parlour Car – comfortable chairs were set up each side of the carriage and people from the three Clubs got chatting to each other. Alan McKinnon let slip that it was Noeline's birthday so, of course, we all sang Happy Birthday, no doubt to Noeline's chagrin.

We then broke up into groups, led by volunteers, to tour the Centre. Our leader was Fred, an 87 year old retired aircraft engineer, bright as a button, sharp as a tack and full of information about the Centre and the rolling stock.

Unlike Newport, they had only one steam engine, which was under restoration, but plenty of working diesel locos. One of these was started for us – lots of fumes and noise – an impressive monster, dating from the 1950s and built in Newcastle (NSW, not the English one). She (?) was started every three days to keep everything running nicely, which I suspect was a pleasure, rather than a chore, for the volunteers. The engines were diesel electrics, in that the diesel motors generated the electricity to drive them.

We were shown the various stages of restoration of the carriages – Economy, Second and First Class – with new linoleum having been laid on the floors of the lower classes and carpet for First. The latter was a revelation – apart from very comfortable accommodation in the middle of the carriage, at each end were couches and armchairs for those who were prepared to hand over an extra 35 shillings for the privilege.

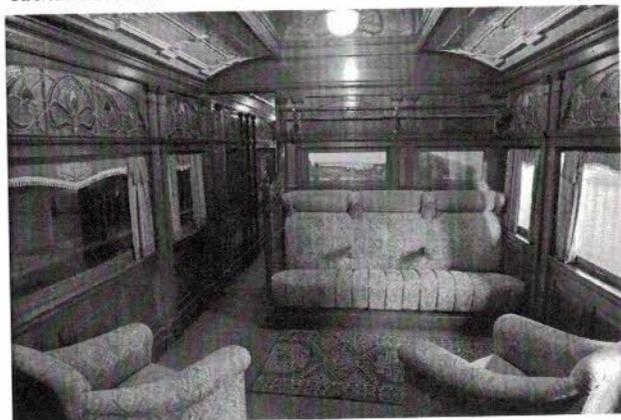
And so to lunch in the Dining Car – proper tables for four, real crockery and cutlery and service to the tables, preceded by drinks. The main course comprised tart with smoked salmon, asparagus and fetta, served with chips and salad, or individual chicken and leek pot pie with mash and steamed greens, which I had – it was very tasty – and nice and hot. Dessert was citrus tart with cream and orange glaze with blueberries, which I enjoyed, or flourless chocolate cake with raspberries, then tea or coffee. Drinks could be ordered – there was a selection from a local vineyard, beer or soft drink.

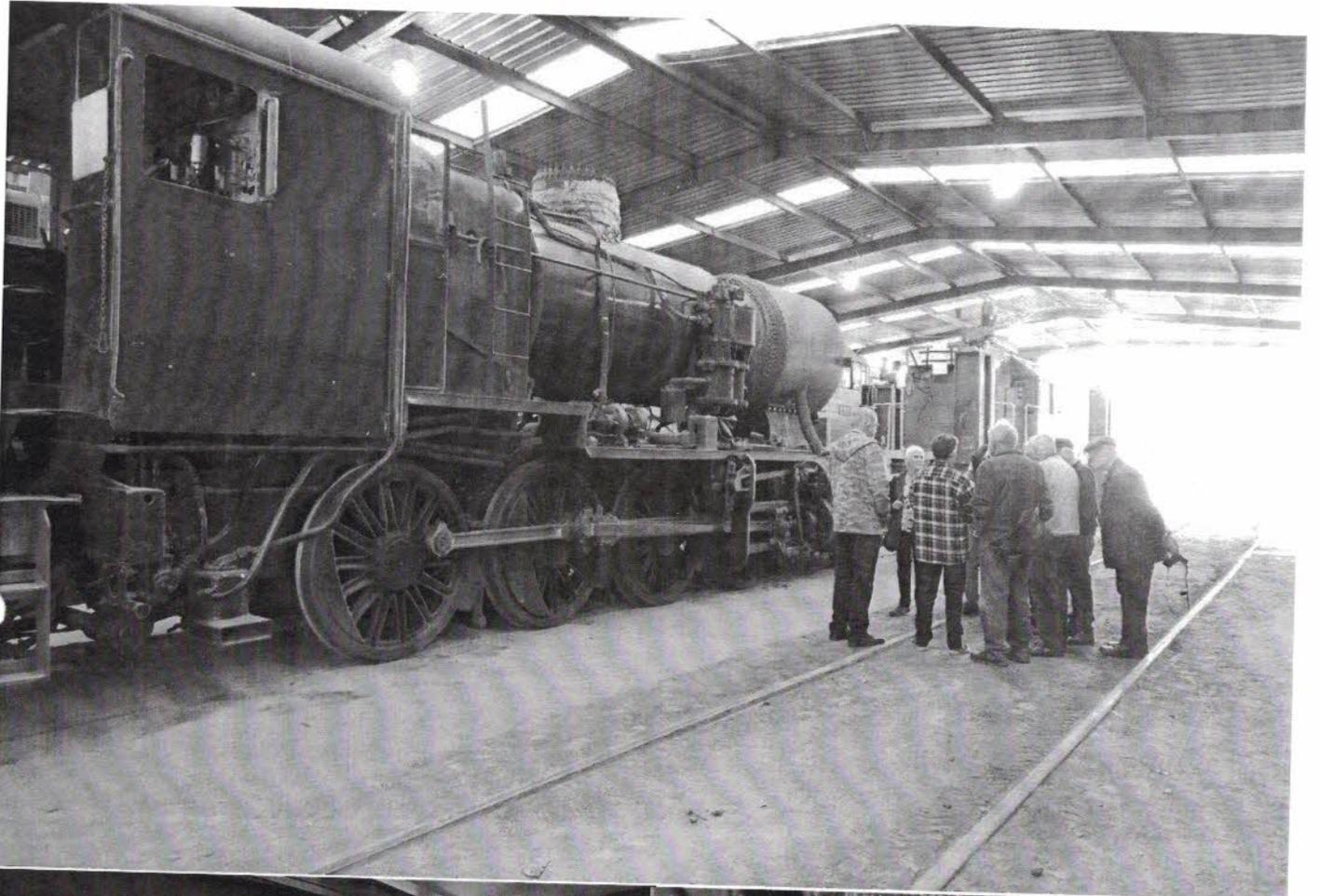
After that very good lunch, some of us took up the option to visit the Seymour station and the Railway Refreshment Room, which dates back to before WWII, with lots of period photos on the walls, contrasting with two present day trains which came and went while we were there.

A very pleasant day, showcasing the skilled work being carried out by the Centre's volunteers – helped by a recent \$100,000 grant from the State Government (I seem to recall there is an election coming up). Our guide, Fred, was concerned that the volunteers were all getting older and there were not enough younger people coming along – sound familiar?

Thanks to Andrew Henshall for organising the day and to Frances McDougall and Rowan Swaney for the photos.

Richard Tonkin.





Over the 60+ years that the ACCV has been in existence, the changing times have meant that the Club has gone from having a serious competition focus to that of a more social approach to activities.

Part of this change has been brought about by the restrictions imposed on competitive events. The cost to both car and owner of competing. The value of the cars and last but not least the aging of the membership.

Fortunately the VSCC provides its membership with the venues and the infrastructure for those who are keen to compete.

In the UK, there are many Alvises competing in a whole raft of events around the country and I have been fortunate in having access through the Alvis Owner Club to reports and photographs of many of the events in what is a relatively short competition season.

The race categories provide for some of the cars to run and look totally original, while other categories allow for significant modifications in both appearance and mechanically.

I am indebted to both Jeff Edwards who writes extensive and interesting event reports and to Peter McFadyen and others for their spectacular action photographs.

In Jeff's case, in running a legal business, I wonder how he makes the time to race and to write the reports and in Peter's case he provides photography at the majority of race meetings while also writing event articles for some of the well established historic car magazines.

Both have agreed to the reprinting of the following event, to provide an insight into one of the many events they have recorded.

The driver's names will be unfamiliar to most ACCV readers however, they are important to the report.

Acknowledgement is also made to the AOC Bulletin in which the article appeared.

..... ed

VSCC FORMULA VINTAGE ROUND 1

Silverstone Circuit

21st/22nd April 2018

Well, here we are again at the start of the 2018 VSCC Speed Campaign comprising six race meetings (at Silverstone, Oulton Park, Donington Park, Cadwell Park, Mallory Park and Snetterton), four sprints (at Curborough, Brooklands, Goodwood and Snetterton) and six hill climbs (at Wiscombe Park, Harewood, Shelsley Walsh, Prescott Short Course and Long Course and Loton Park). Donington Park has been added to the calendar this year as an Historic Festival on 24 June with the other five venues comprising rounds of the VSCC's 2018 Formula Vintage.

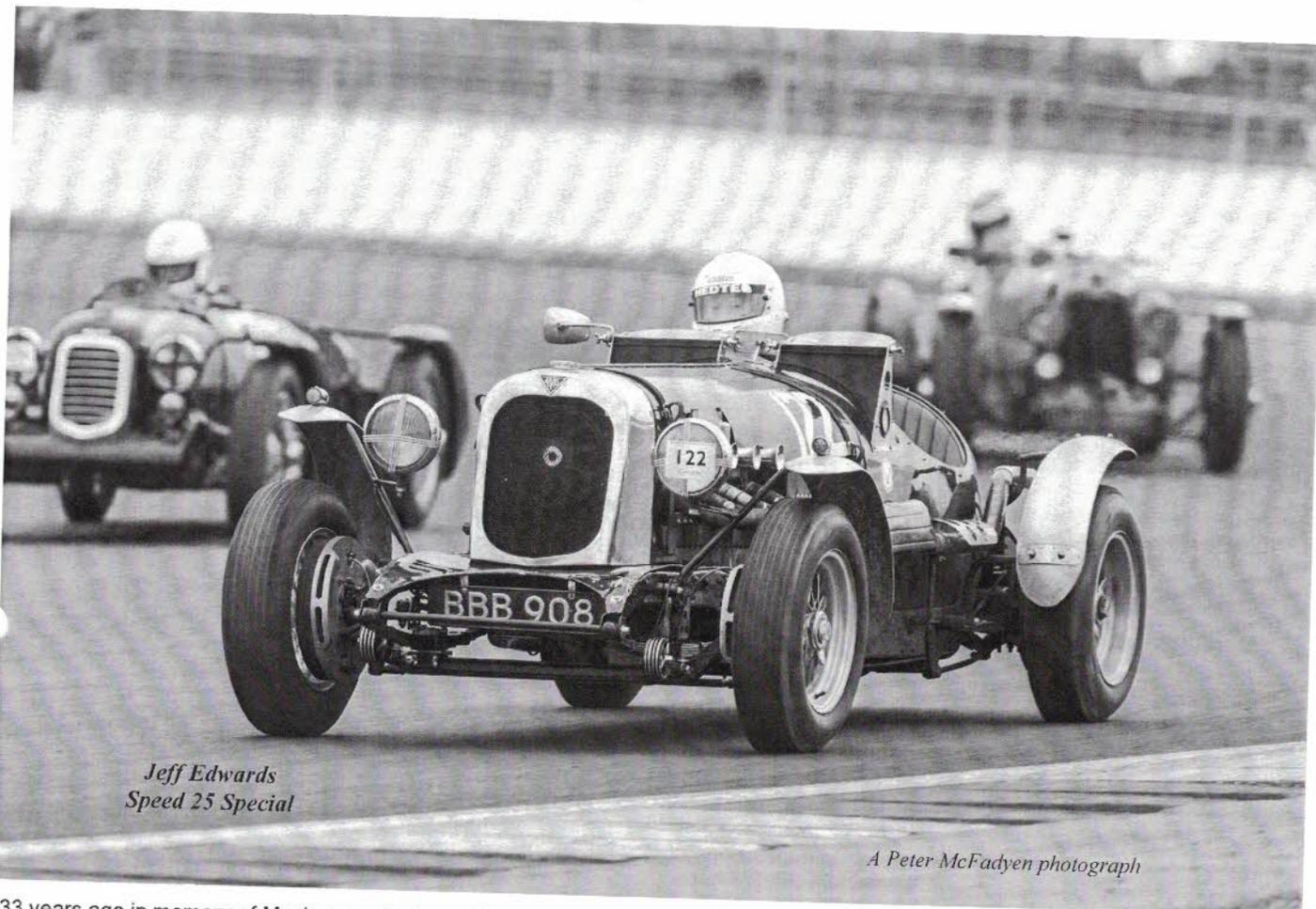
There are nine rounds of the VSCC Speed Championship for sprints and hill climbs (all the above except for Harewood and the season finale at Prescott Long Course on 29 September where the awards will be presented in the various classes) including two rounds on consecutive days at Loton Park on 8 and 9 September.

The Club makes a welcome return this year to Donington Park and Goodwood; the latter at the expense of Rockingham which stepped in at short notice last year to replace Goodwood and which was so popular with competitors that we will undoubtedly see a return to the calendar at some point in the future. Points for the Hulbert Trophy will be awarded based on all of the above events. A busy season awaits!

And it is certainly not the case that the VSCC slumbers

during the winter months. With a full programme of trials, driving tests and rallies (competitive or otherwise) you could be exercising the old banger doing something or other on virtually every weekend of the year. The winter months are when the trials guys (and ladies!) who just can't wait to get their wheels dirty come into their own – and great fun it is too – with the Welsh, Lakeland, Cotswold, Derbyshire, Herefordshire and Scottish trials all taking place between the end of one speed season and the start of the next. We have also had the Winter Driving Tests at the beginning of December and the New Year Driving Tests at the end of January with Peter Glover taking part in the former in the family 12/50. The Measham Night Rally in January (we saw a good Alvis entry with navigational rally specialist John Potter and navigator David Kirkham winning the Measham Trophy in John's 1927 12/50 TG Cross & Ellis Sports) and also, of course, the traditional Pomeroy Trophy Event that took place in fine conditions in February with Ian Fyfe entered in his 1936 4.3 Tourer and Klaus-Peter Mutschler in his 1932 Speed 20 SA.

Another VSCC tradition is to herald the start of the speed season with the Spring Start opener at Silverstone; and it is an Alvis tradition that Spring Start is preceded by the CARDS dinner on the Friday evening immediately prior to the Silverstone meeting which includes the presentation of the Hulbert Trophy to last year's winner. It is an astonishing fact that the Trophy was created by Mac and Madge Hulbert some



*Jeff Edwards
Speed 25 Special*

A Peter McFadyen photograph

33 years ago in memory of Mac's parents Jim and Ruth who were great admirers of the Alvis marque.

So on then to this year's campaign and a really very pleasant and warm weekend at Silverstone – which makes a change. The track has been re-surfaced with a compound that is sticky when its warm but slippery in the wet – just as well then that the sun was out to warm the track given the state of my old tyres (although it did apparently rain for practice on Sunday morning – I was only there for Saturday – and Mark Hayward reported that it was, indeed, quite slippery.

There were 18 races on the card over the two days of the weekend with the majority, as you would expect, for VSCC cars (including races for the Fox and Nicholl Trophy for standard and modified pre-war sports cars, the Silverstone Trophy for special pre-war sports cars, the Patrick Lindsay Memorial and Amschel Rothschild Trophies race for pre-1961 racing cars and the GP Itala and Lanchester Trophies race for vintage racing cars) but also including invited grids for the HGPCA and the AR Motor Sport Morgan Challenge which each had a race on both days.

Alvis entry for the meeting was very encouraging with eight drivers competing in seven cars and four of the cars entered for races on both days. Mark Hayward was particularly active having entered his 1928 FD 12/75 FWD in the High Speed Trial to be driven by Klaus-Peter Mutschler and in the Fox and Nicholl Trophy race as well as a couple of handicap races and a scratch race.

That however was as nothing compared to Rudi Friedrichs' entry of the 4.3 in defence of the Silverstone Trophy that he has won for the past two seasons as well as a brace each of scratch and handicap races on top of competing his 1960 Cooper T53 in two races with the HGPCA and his C Type Jag in a race for 1950's sports racing cars.

The first "race" was not actually a race but rather a trial – a test of the car round the circuit at speed for 30 minutes (it used to be 60 minutes) with a mandatory pit stop at some point during that time of the driver's choosing to change a plug. The test is to cover a minimum of a set number of laps during the 30 minutes allocated after due consideration of the perceived performance of the car.

There are no placings (as in first, second and third etc); instead you have "qualified" if you have covered the set number of laps and a pit stop (where apparently the plug can be just taken out and put back in again to qualify as a "change"). The HST took place before lunch and there was some merriment amongst spectators when the commentators took up their positions in their respective boxes and commenced reviewing the grid for Race 2 as though it were the HST – it took them a few minutes to realise the position so it must have been a good lunch. We had four drivers entered – the aforementioned Klaus-Peter Mutschler, David Lewis in the ex-Jim Evans 1930 Silver Eagle Special, Ian Fyfe in his 1937 supercharged 12/70 Special and Tom Dean in father Ron's 1933 Silver Eagle Special which probably hasn't been out competitively with the VSCC since the 1980's when it used to appear regularly with Nottingham Mafia Alvis boys John Brydon, Dick Badderley, Graham Burrows, Pete Smith et al – so it is very good to see it out again in Tom's hands and there is no better way of getting track time as a newcomer to circuit racing than the semi-competitive High Speed Trial.

Unfortunately David did not make it to the High Speed Trial because he experienced overheating problems in practice. He was entered in the last race on Sunday so the plan was to give the radiator a good flush out with the car being ok for the following day. The car however overheated again in practice on Sunday so David decided to flush the radiator through again but this time he managed to get water in the magneto so not only was performance fluffy but the car overheated again in the race

causing David to retire after the sixth lap. Perhaps it's the water pump but what is it about the Silver Eagle and Silverstone – last year the car blew a core plug out in practice!

Mark Hayward's FWD wasn't without problems either. It seemed to be circulating far too slowly in the High Speed Trial and when Mark took it out in Race 2 for the Fox and Nicholl Trophy he actually pulled into the pits early on before emerging again to continue to circulate sedately.

When he got the car home he found that there was a lump of solder lodged just after the on/off tap which was flapping about in the line. He was also experiencing clutch problems but fortunately that was just down to adjustment. Not surprisingly, the car finished well down in that race and it also finished last in Race 11 for standard and modified pre-war sports cars but despite that managed to collect the pot for first on handicap in the race – not bad! All in all Mark achieved what he set out to do which was to secure enough signatures on his race licence to enable him to apply for an international licence in readiness for the Le Mans Classic where he and Klaus-Peter will be sharing the drive, plus giving Klaus-Peter some experience.

None of our boys managed to "qualify" in the High Speed Trial (in fact less than half the field managed to). Ian had the quickest lap of our trio, 1:37:28, followed closely by Tom with a 1:39:85 and then Klaus-Peter with a 1:50:33.

The gremlins were truly out to get the Alvis contingent because in Race 2 Mark's retirement after lap 4 was followed by Mac Hulbert, who appeared to be going really rather well in his 1929 Silver Eagle with a best lap of 1:31:73 only to retire the car after lap 8 as a result, bizarrely, of fuel escaping from the car as Mac hurtled it round the bends due to a lack of an effective seal between the filler pipe and cap. And then, just to rub salt into the wounds for the Alvis contingent, Ian Fyfe pulled into the pits with the 12/70 in Race 5 (an all-comers handicap race) after completing just two laps, again as I understand it with fuel related problems.

Meanwhile Rudi Friedrichs had not appeared for Race 4 (an all-comers scratch race) and did not take his place in the assembly area for Race 7 (the Silverstone Trophy race) until the last minute. Was there a problem with the 4.3? No – he had merely elected not to go out in race 4 and was late in the

assembly area for Race 7 because he had been out with the HGPCA in the Cooper in Race 6 (where coincidentally he also had a DNF). I was also in Race 7 and I am pleased to report that there were no problems with either car. Rudi stormed off from the front of the grid and won the race by a country mile (almost 30 seconds in front of Richard Illife in second place in his Riley Elf) with an astounding quickest lap of 1:16:60 and lapping most of the field in the process. My race was more closely fought with a clutch of five cars lapping within a second or two of one another. I ended up in seventh position with a best lap of 1:23:79 having started from the fifth row of the grid.

Rudi and I were then due to have been out together in Race 9, an all-comers handicap race, but Rudi again elected not to show the car (and in fact its only appearance over the weekend was in the Silverstone Trophy Race). I started from the eighth row of the grid some 35 seconds after the three cars at the front were flagged off. It was the usual handicap race chaos. I lost a couple of places to quicker cars coming from behind but gained one or two by overhauling slower cars up ahead to finish in seventh position again with a quickest lap of 1:26:44.

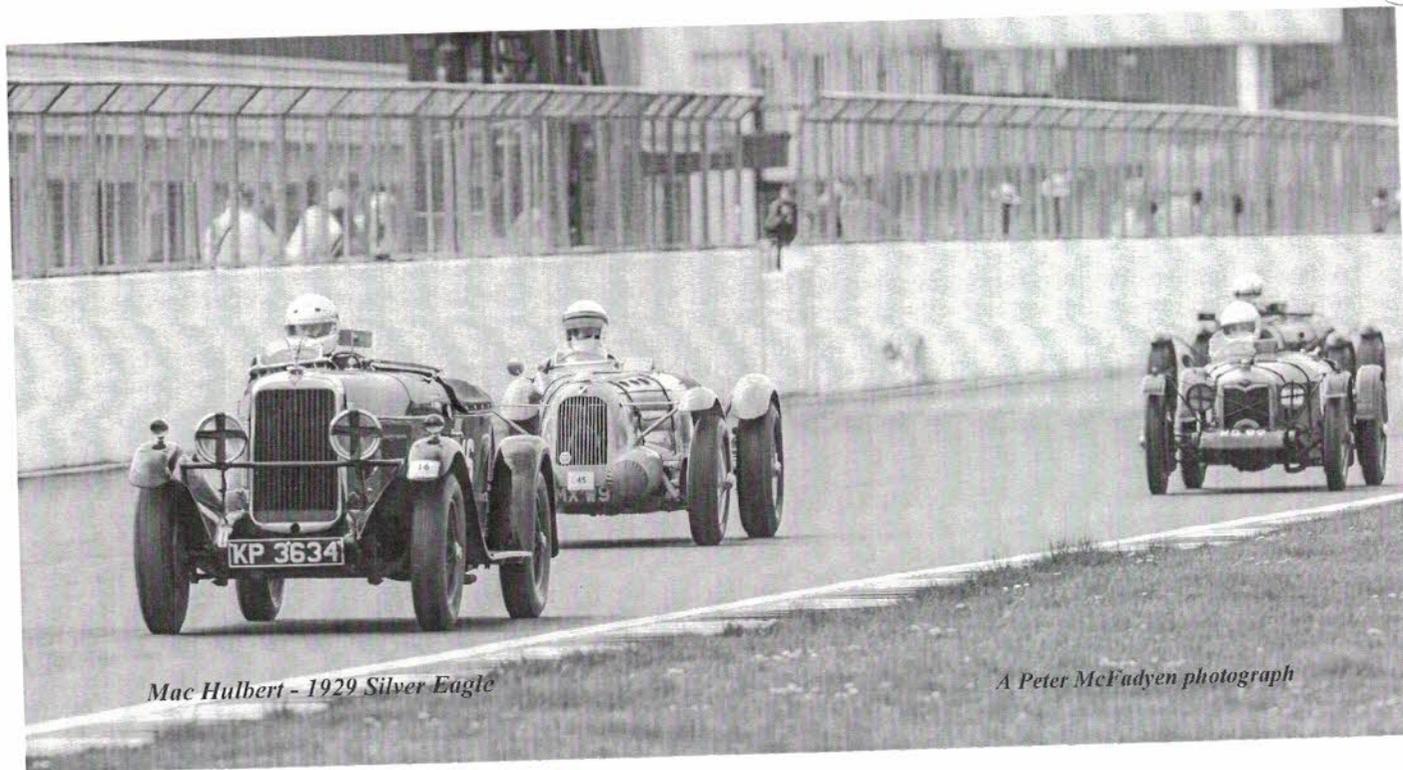
On Sunday Mark Hayward had two races in the FWD, the second race for standard and modified sports cars referred to above where he secured the award for first on handicap despite coming last in the race and secondly an all-comers handicap where again the car finished last due to its fuel starvation problem but he did record his quickest lap of the weekend in that race, 1:49:46.

Ian Fyfe was also out in that race and seemed to have got the car running slightly better. Starting from the back of the grid but with a lap in hand Ian finished in eleventh place with a best lap of 1:40:23.

So many congratulations to Rudi for retaining the Silverstone Trophy. Apart from that it was a weekend of mixed fortunes for our boys but hugely enjoyable nonetheless with Silverstone at its best.

Many thanks to Peter McFadyen once again for producing the photographs accompanying this report (other than those for the Measham Rally taken by Stuart Yates at Motorsport Imagery).

Jeff Edwards



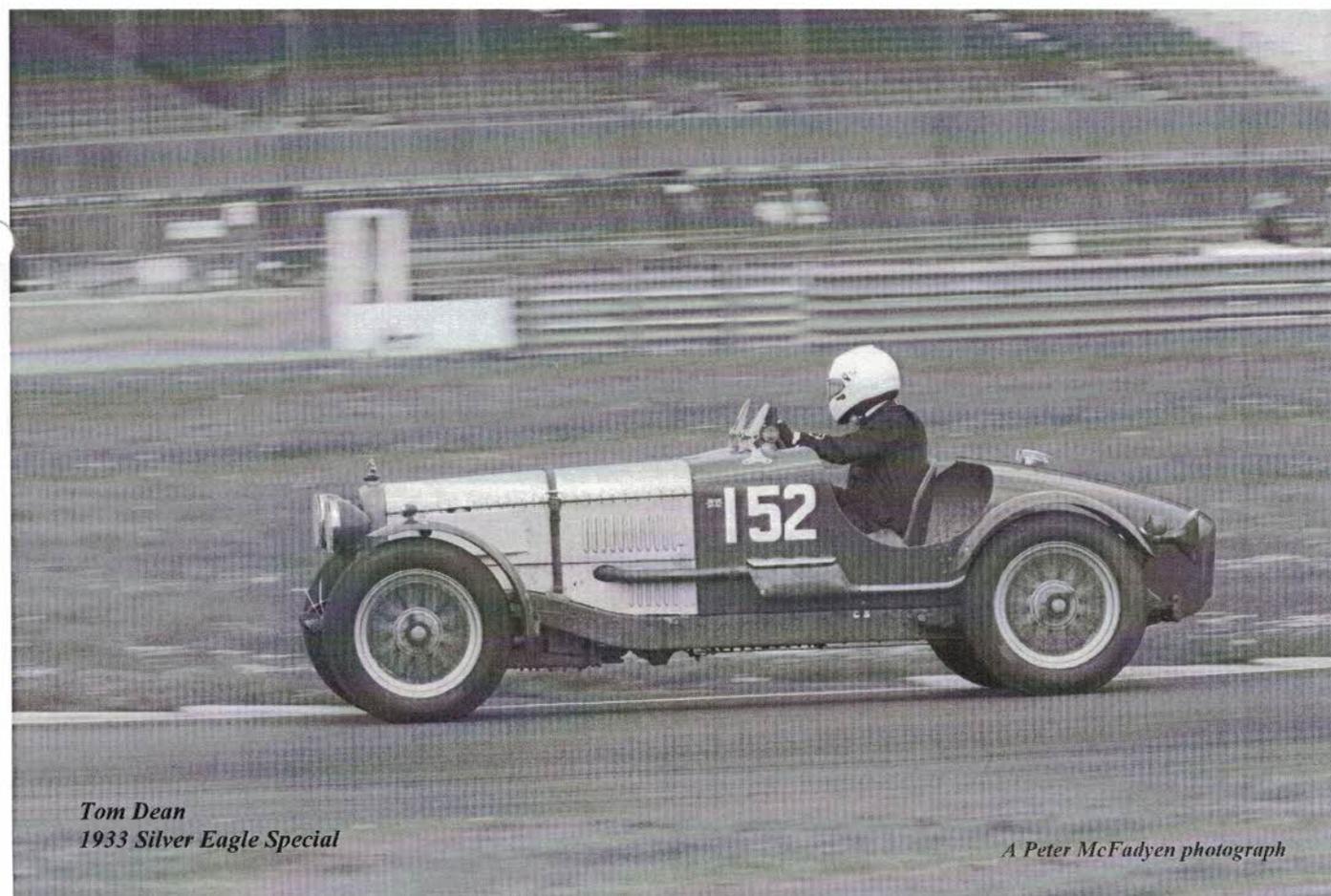
Mac Hulbert - 1929 Silver Eagle

A Peter McFadyen photograph

*David Lewis
1930 Silver Eagle Special*

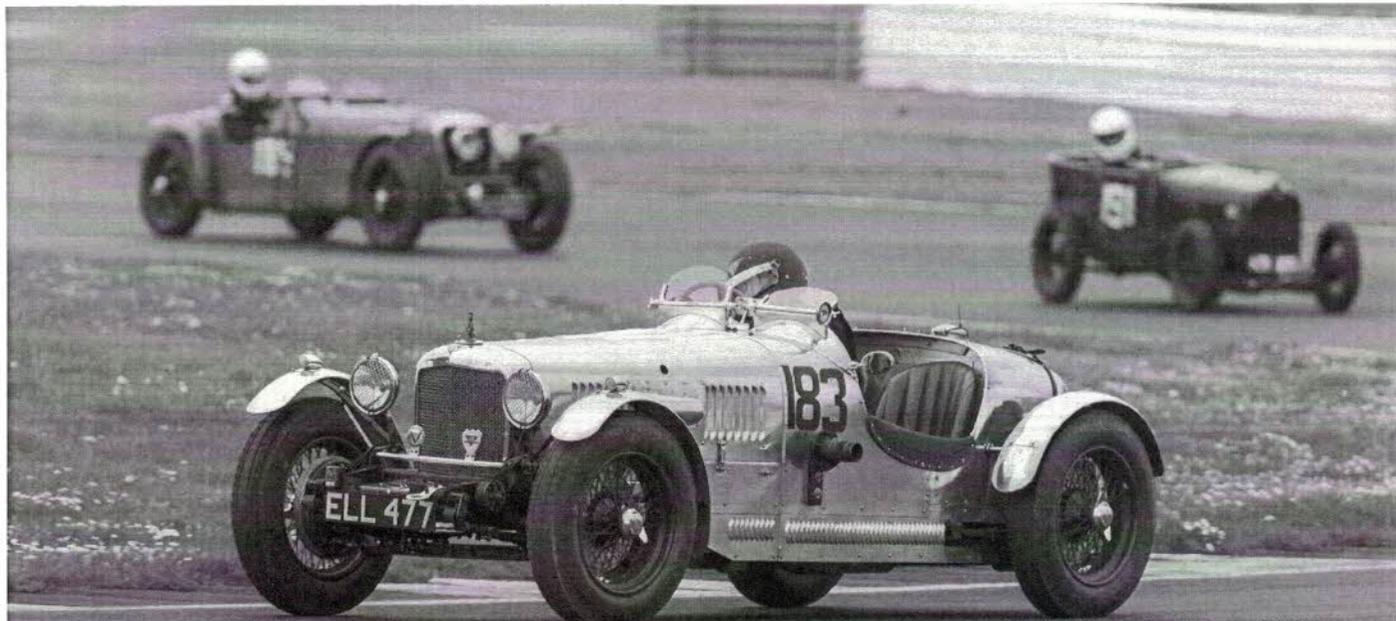


A Peter McFadyen photograph



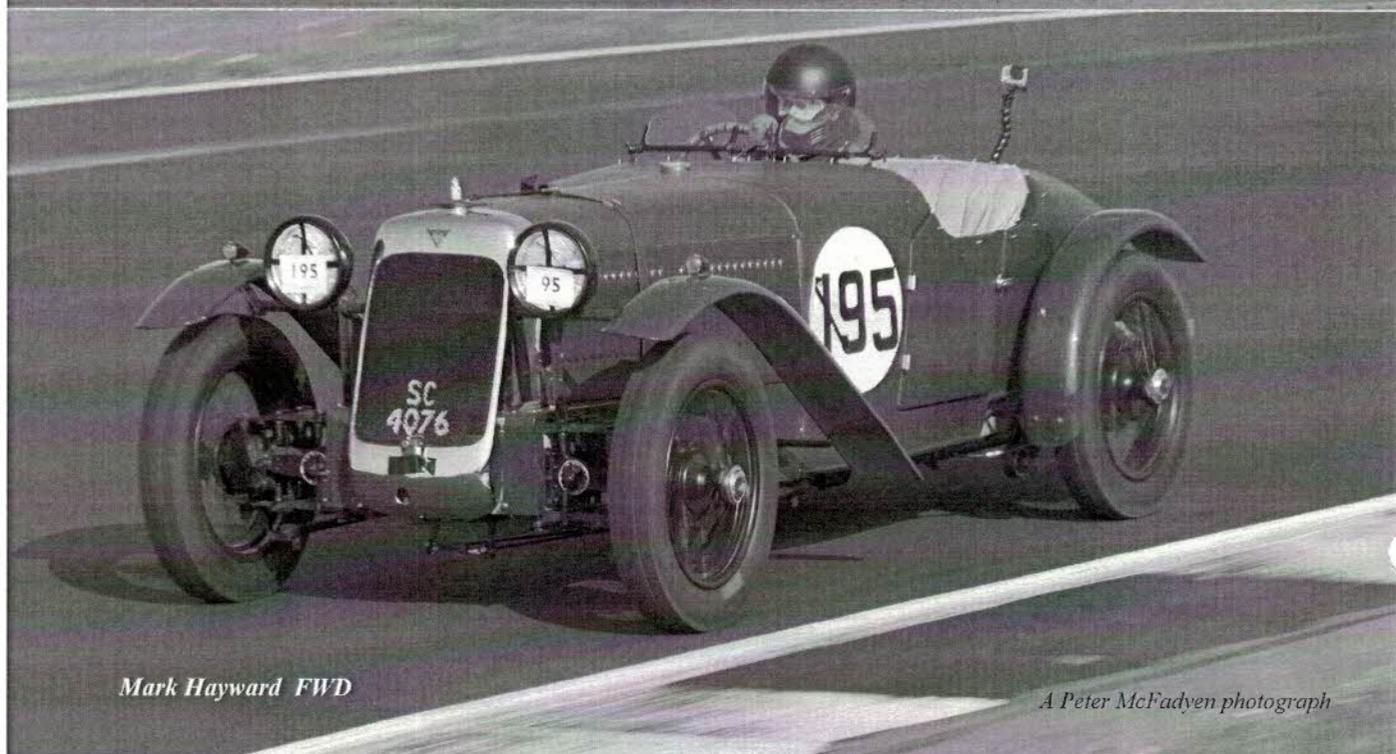
*Tom Dean
1933 Silver Eagle Special*

A Peter McFadyen photograph



A Peter McFadyen photograph

*Ian Fyfe - supercharged 12/70
Special*



Mark Hayward FWD

A Peter McFadyen photograph



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

Visit the website

www.alvisarchive.com

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alvisarchive@btinternet.com

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

ALVIC HISTORY

Having got a bit desperate for articles for this month's ALVIC, I thought I would have a look back in past editions to see what might be of interest to both older and newer members alike. Having now had 20 years of Alvic membership, I was rather alarmed to see what time had done to the editor.

However the positives were in reading some of the event reports and a reminder of some of the nonsense we got up to and some of the Alvis history recorded.

This edition reprints part 1 of 2 of an article by Simon Fisher who is the AOC Firefly Model Secretary who has lived in Kenya for many years.

..... ed

SAVED BY THE WAR

Simon Fisher

A review of Alvis' precarious finances in the late thirties

As soon as TG John had become Chairman after the death of Ernest Peirson, the first Chairman and a Chartered Accountant, he entered into a dubious and expensive financing arrangement which almost brought down the company as early as 1924. The problems were compounded by fraud and the clear incompetence of the accounting staff. A receiver, John Davie, was appointed by the debenture holder to sort the mess out, a new Chief Accountant, MJ Vaughan, recruited, and a Chartered Accountant, Sir Arthur Lowes Dickinson, appointed Chairman.

The Oak Investment Corporation Limited came to the rescue, paying off the debenture holders at the end of 1927 and recapitalising the company with an injection of £150,000 in May 1928. At this point Alvis went public, and from then on its shares were traded on the Birmingham Stock Exchange. Little is known about the somewhat mysterious white knight, Oak Investment Corporation, but with the help of David Manson in Australia I have been able to establish that it was incorporated in March 1927 with an issued share capital of £750,000, but was liquidated following a winding up order made on 15 October 1929. Presumably it had sold all of its holding of Alvis shares on the market prior to its liquidation.

Under the cautious eye of Sir Arthur, with TG John as Managing Director and Captain GT Smith-Clarke as Chief Engineer, the company weathered the lack of commercial success of the front wheel drive models and the depression.

The years 1933 and 1934 (when the Speed 20 and Firefly were both selling well) were (according to the audited accounts) the most profitable years of the company prior to the Second World War, but history was to repeat itself following the death of Sir Arthur on 28 February 1935. John then reverted to being both Chairman and Managing Director, and immediately embarked on a much less cautious approach to financial management.

As an example of the parsimony of the previous board, when John asked for £20,000 to design and put into production a completely new 4 cylinder car to replace the then ageing 12150, the Board turned down his request, opting to continue the current models and "doing the utmost to improve selling arrangements". This must have frustrated John, and he must have welcomed the opportunity to take charge of the purse strings. Mysteriously, just before the death of Sir Arthur, John had found it necessary to "suspend" the Chief Accountant, MJ Vaughan, and Cyril Coslett was recruited 2 months later as his replacement. By 1936 Coslett had also become the Company Secretary, replacing H Wagstaffe.

A study of the annual accounts of the company, which fortunately survive intact at the Coventry Archives, reveal some almost scandalous accounting. It is evident that Alvis rarely made an adequate return for the shareholders and practised creative accounting, particularly for 1934 and 1935, to justify good dividend payments. They then used their apparent good dividend record for 1933, 1934, and 1935 to lure investors into buying more shares. Starting with net assets of around £250,000 at the beginning of 1934, Alvis was able to raise no less than £804,000 from successive sales of shares between November 1934 and October 1936, despite falling profits. John sunk the bulk of the increased capital into setting up a completely new aero engine factory, despite the fact that he had no orders for aero engines - even when the factory was fully set up and manned - and that he was trying to break into "the ring" dominated by the four established aero engine manufacturers: Rolls-Royce, Napier, Bristol, and Armstrong-Siddeley.



T.G. John, desperate gambler or someone taking calculated risks against the background of economic turmoil, in a fast moving increasingly technical world feeling the impacts of globalisation. This article being timely, given the Business world's current challenges with many CEOs facing the same dilemmas.

The early thirties

The company's share capital from 1928 to 1934 had been £200,000: £100,000 as ordinary shares and £100,000 as preference shares. Reserves at the end of 1933 were a meagre £59,000, giving total capital and reserves of

£259,000, compared with £262,000 at the end of 1928. However, the balance sheet was healthy, and late in 1934 the company was able to issue £70,000 of ordinary shares at a 100% premium - raising £140,000 in total. It is not clear what this was intended for, other than to pay off loan capital of £67,000. But for some time John had been troubled by the company's dependence on outside coach builders, so maybe he was again thinking of buying an existing coach building business. He was equally concerned about their dependency on Charles Follett for sales in the London area, and wanted Alvis to set up their own showrooms. John was also interested in taking over Lagonda at this time and in June 1935, soon after he became Chairman, Alvis put in a bid of £35,000 for the whole business, which was then in receivership. But this was unsuccessful and Lagonda went to Alan Good.

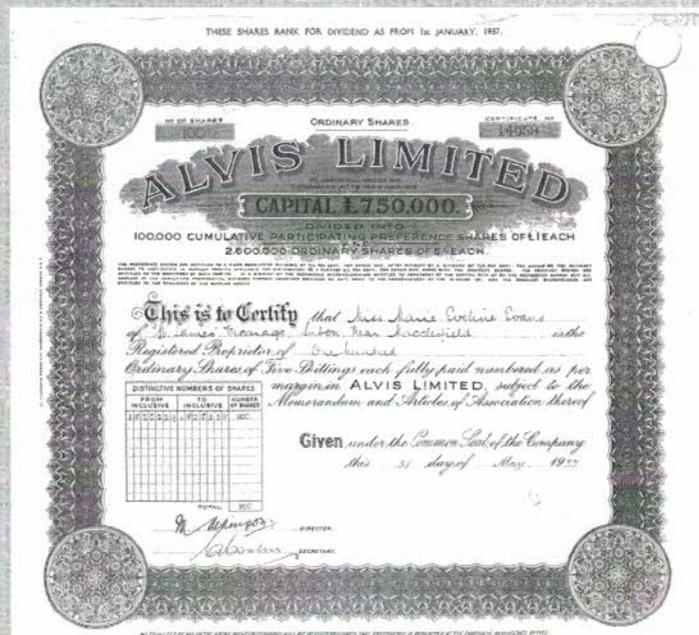
The aero engine factory

It seems that it was around this time (June 1935) that John got the idea of developing into the aircraft industry - specifically, aero engine manufacture. The rearmament programme had not yet got underway, but civil aviation was developing rapidly. John acknowledged later that he had not anticipated armament and that it was the civilian market he wanted to penetrate. At the same time, the falling off of car sales was already giving John cause for concern. A first step Alvis signed a Licence agreement to manufacture Gnome-Rhône radial aero engines in July 1935. This cost £50,000, which was a significant outlay for the company. The investors were still quite happy, however, and the company was able to raise a further £310,000 (£190,000 of ordinary shares at a premium of 20,000) without difficulty in November and December 1935. But this was not really enough for John's ambitious plans to build a new aero engine factory, and invest in "mechanisation" (military vehicles) at the same time. The company's capital expenditure between 1 January 1935 and 31 July 1937 ended up as:

	Year ended 31/12/1935	19 months ended 31/7/1937	Total
	£	£	£
Licence from Gnome et Rhône	50,000	-	50,000
Land and buildings	70,402	116,068	186,470
Plant and machinery	29,123	281,861	310,984
Machine fixtures, jigs, etc	5,060	16,553	21,613
Investment in Alvis Strausser Ltd	-	35,680	35,680
Trade investment (BMA)	-	25,000	25,000
Motor car development	9,205	12,569	21,774
Aero engine development	6,836	140,351	147,187
Total	170,626	628,082	798,708



The works in the early Thirties, when the company was paying a dividend of 5%, considered good for the period and largely based on car sales. A scant few years later, car sales were reduced and the company had started on its high risk venture to enter the Aero Engine market.



Right: a copy of a Share Certificate issued in the period covered in the article. These 100 shares would have cost Miss Evans £46 5/-, but were worth only £18 10/- by January 1938 and she would not have received a dividend (of £1 5/-) until January 1941. Published with kind permission of the Coventry City Archives.

As mentioned, John was targeting the civil aircraft market, and he hoped that Alvis could team up with an aircraft manufacturer. He first (1936) tried to get involved in the formation of the National Aeroplane Company Ltd. When that failed to progress, Alvis purchased from Alan Good of Lagonda, an interest in British Marine Aircraft Ltd (BMA), later renamed Folland Aircraft Ltd, in the hope that they could have a captive customer. The Trade Investment above represents the purchase of 75,000 shares in BMA from Alan Good at 6/8d (33.3p) per share.

Lloyds Bank, always a loyal supporter of Alvis, had agreed to an overdraft of £100,000 in 1935, but by mid 1936 the cash was running out, so John again turned to the Stock Market for more funds to finance his spending.

Simon's analysis continues next month, showing how creative accounting allowed the move to Aero engine manufacturing to start. But how difficult conditions reduced car sales, such that without the re armament work, which nationally got under way from 1937 onwards, Alvis would not have survived.

LETTERS TO THE EDITOR

Thanks John.

A little alarming to see a hammer next to the instrument in Steve Denner' speedo article. Until I read on!

And it wasn't a squirrel-hair brush for re-touching the odometer numbers, it was a 0.25mm Rapidograph pen.....AND a powerful magnifying glass.

Best regards,

Mark Burns

Dear John

That is such a great picture, but so is this.

It's not nearly as sexist as you might think; if you look at it very closely, NO not that close!...I think you'll find that she's glimpsed an Alvis just through the turbine blades, I think.

Regards Bruce Sandeman Craik



What's Happening Overseas in the ALVIS World



AOC NZ Report

November / December 2018

There was huge ALVIS activity in Tauranga last weekend. The Alvis Car Club New Zealand (ACCNZ) organised a weekend visit to Tauranga for early November. Members drove from Auckland, Whakatane and Gisborne to attend the various events planned. (I suggest you Google the Kiwi names as you read this report, to see the distances travelled).

On Saturday 3rd November, twenty-nine members and friends came together at the first social stop for lunch. This held at a new Coffee Bar / Restaurant called MAUDE, named after the owner's grandmother. The location is situated within a newly developed area known as The Lakes.

This area is on the land of a former farm, which covered over 100 acres. There is a combination of residential housing, a massive retail shopping area and huge commercial areas where a lot of businesses previously in Tauranga, have moved to the new industrial area, as the city is getting severely congested, leases expire, with unrealistic rents wanted for further occupation. We have all heard that before. Having consumed home-made food, we moved onto a very discreet business called Water Jet Inc. within The Lakes.

This business belongs to 'Spike' Allen, the son of Ivan Allen a, significant member of the Bay of Plenty VCCNZ. Spike's company specializes in one off heavy engineering projects using water laser cutting technology. This process allows various metals to be cut irrespective of the thickness with razor sharp edges and minute millimetre accuracy.

In addition to the main business Spike also builds Special Motorcycles from scratch to any specification, plus he had an extensive range of competition motorcycles and a long wheel-base dragster using the front half of a Suzuki 750 GSX.

He also had a display over twenty-five models of various ships that had been built by Bill Janes, who is well known in Tauranga and New Zealand for his top-class restorations of Vintage, Post-Vintage and Post-War cars. He has also built from scratch at least twelve model aero engines, which are displayed at selected time by the Classic Flyers Museum, near Tauranga Airport. The scope and density of the assembled cars, motorcycles and various models from matchbox to A1 size was impressive and humbling.

After being entertained by Spike, Maria and Ivan, the group moved to The Hotel Armitage in Brown Street, Tauranga for food and accommodation. This area of TGA is the oldest part of the town, with Pohutukawa Tress (known as Christmas Trees in the Spring, when they come into flower with huge red spikey blooms. We met again for in the evening for a low-key social evening, where all subjects were discussed and the prospects for a sunny Sunday for the Annual Car Show and Swop-Meet.

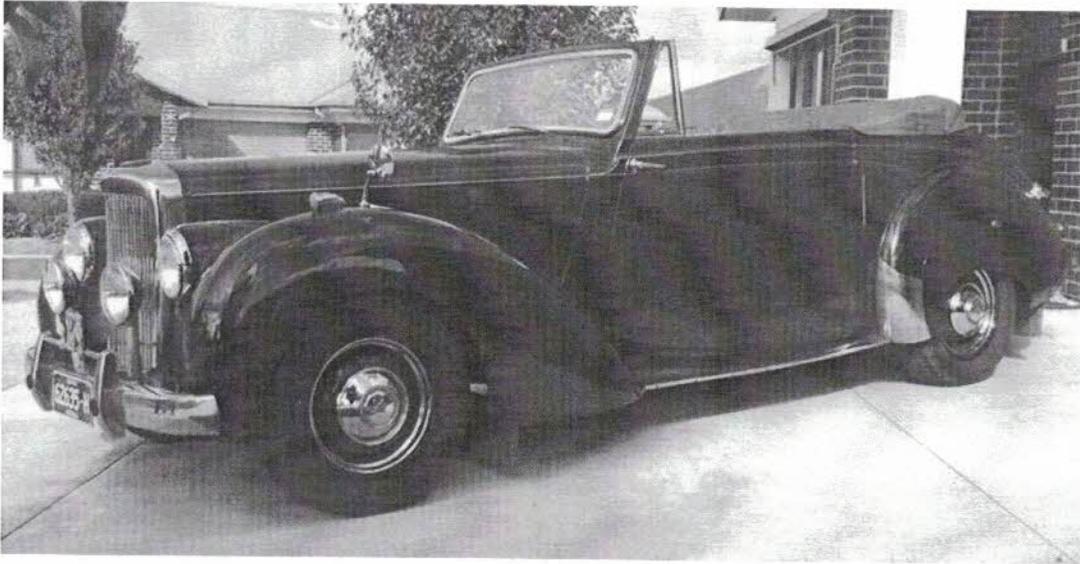
Early Sunday morning, 6.00 a.m. for the club organisers, saw a huge influx of people to prepare the former bowling green area to show 120 cars, the Clubhouse and Spares Shed. By 7.00 a.m. the public were allowed in and steady flow continued until late morning. The earliest cars were some Ford Model T's, Veteran, Vintage, Post Vintage and Post-War cars were on display. Something for everyone. Alvis mustered at least ten cars from 12/50 to TE 21, both saloon and DHC models.

By early afternoon the lights winds in the morning had increased to the point of gales, and the huge wind gusts has the writer trying to hold down awnings around the Sausage Sizzle area, nearly blowing everything down the road, so we struck the structure and called it a day. One new Alvis TA 21 Saloon owner Bev Long, found a 'sister' mirror to match the one on her driver's door so she was really pleased and this is one reason why the swop-meet is held annually. You never know what you might find for your car, Alvis or otherwise.

At the close of the day, everyone had enjoyed the show and the weekends activities. The travellers started their way home and the locals retreated as well. Here's to the next time.

By the time you are reading this report, it will be near Christmas and the New Year. I wish you all a safe excursion into 2019. Enjoy your ALVIS whenever you, it makes life tolerable.

Clive Taylor



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.

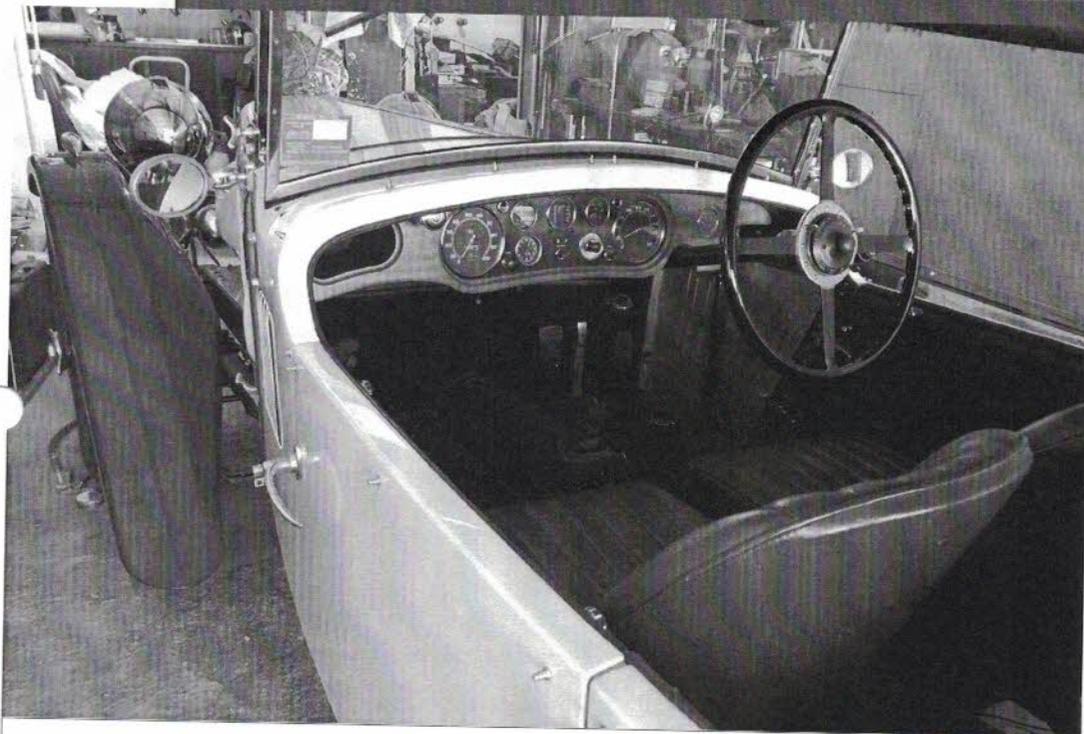
Please call me on 0400 194 347

Jon Voller

Alvis People Behaving Badly



The editor in Mark Weller's home



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



Wanted Rear brake backing plate Passenger side rear for Speed 25. Please ring Chester Ph 0407113516.



FOR SALE

1947 TA14 SALOON

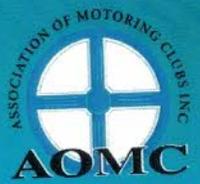
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Display cars \$15.00
(inc. all occupants)

Motorbikes \$10.00
(inc. passenger)

Display vehicles or
motorbikes driven by
L or P drivers
may enter free.

Spectators \$8.00
RACV Members \$5.00
Children free

Sunday 24th February 2019

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Childrens Entertainment, Music, Trophies, Club Displays & Vendors

Gates Open for Display Cars at 9.00am & Spectators at 10.00am

For more info contact 03 9558 4829 www.aomc.asn.au/britishandeuropean2019 fb.com/infoaomc