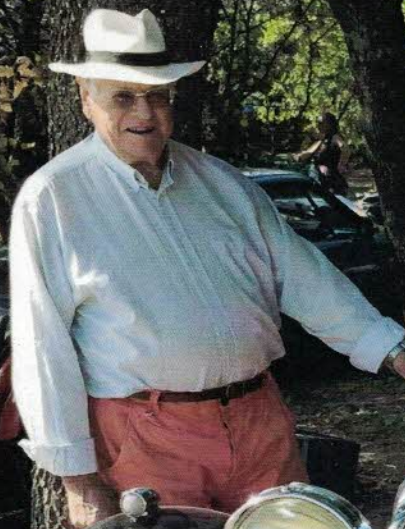


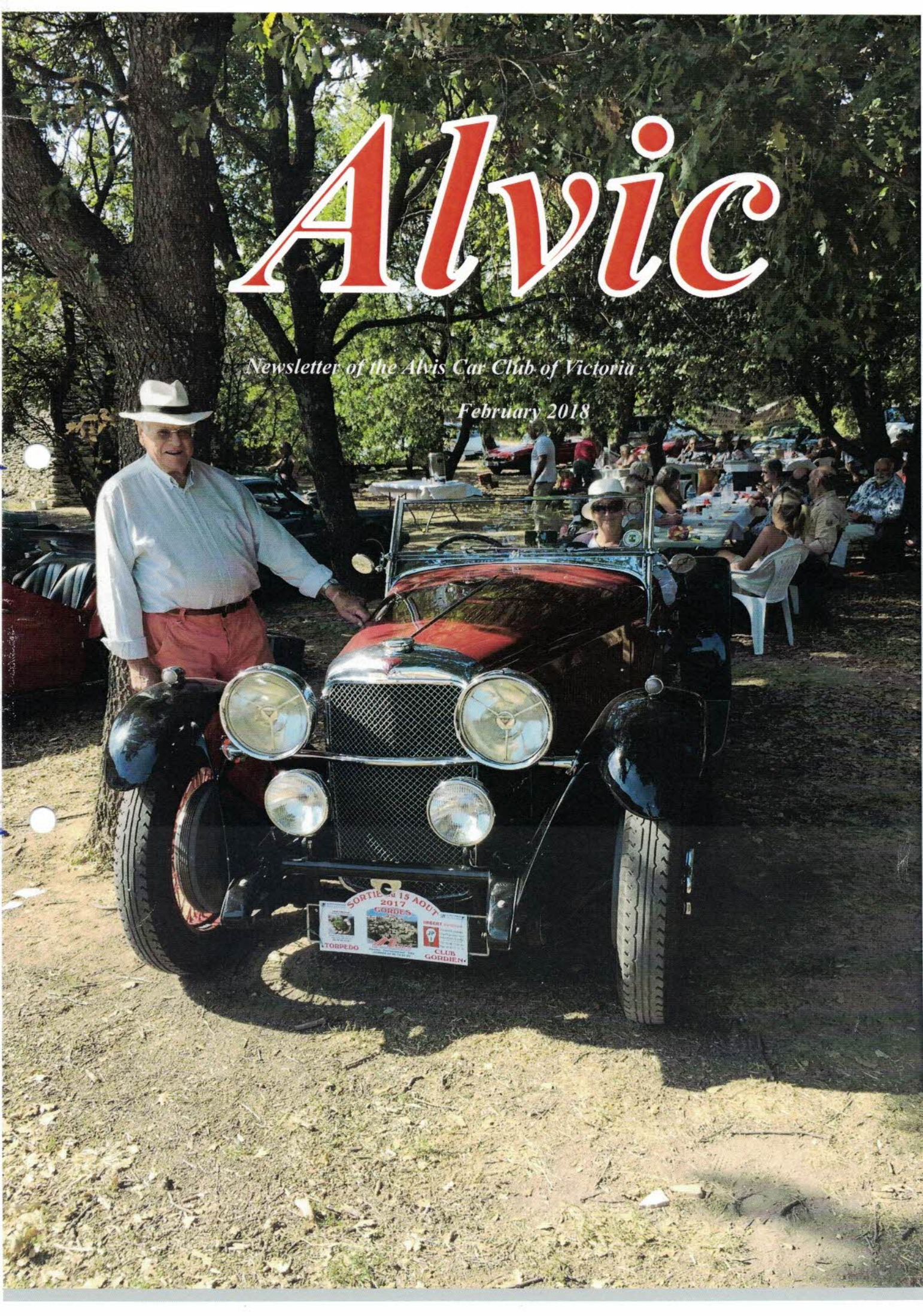
Alvic

Newsletter of the Alvis Car Club of Victoria

February 2018



SORTIE le 15 AOUT
2017
GORDES
CLUB GORDIEN





John Lawson's 12/50 at the January BBQ. Its first official Alvis outing in John's ownership.



Alvis Car Club of Victoria (Inc)

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February 2018
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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

- Feb 16** **GENERAL MEETING—GUEST SPEAKER PATRICK MOORE**
25 **AOMC RACV CLASSIC SHOWCASE AT YARRA VALLEY RACE COURSE SEE**
 BACK PAGE
- Mar 25** **KALORAMA**
- Apr 13/15** **WEEKEND AWAY “YARRA VALLEY & BEYOND” SEE PAGE 13**
- May 20** **NATIONAL MOTORING HERITAGE DAY (DETAILS TO FOLLOW)**
25-27 **WINTON**
- JUNE TBA** **TRYDEL MUSEUM (BEACONSFIELD)**
- JULY** **TOOBORAC PUB RUN (Langs to organise)**
- SEPT** **WEEKEND AWAY St ARNAUD, WEDDERBURN AREA (McDOUGALLS to**
 organise)
- Dec 2** **CHRISTMAS PARTY AT THE FERGUSON'S, KINGLAKE**

Front cover:

Nick and Patricia Simpson with their two-seater Speed 20SA after a heavy outdoor lunch under the oak trees after a rally with the Torpedo Club Gordien (France)

JANUARY / FEBRUARY PRESIDENT'S REPORT

I hope you all had an enjoyable festive season which is now already a month ago and that 2018 will be a good year for you. Of course when it involves Alvis motoring it can't help be anything, but good.

The New Year barbecue at the Kevin Bartlett Reserve was an enjoyable event and we were fortunate that the very hot weather eased that evening with a cool change. A number of our regular attendees couldn't make it for various reasons, however we still managed a good turn up of Alvis and Armstrong Siddeley members. Mark Weller and ourselves were in our Speed 20s and we were very pleased to welcome along John Lawson in the recently acquired 12/50 Ducksback. John is enjoying the car. I also wish to thank the Northeys for bringing Eric Nicholl along.

Unfortunately I have to mention some very sad news. Many of you through the AOC Bulletin and the "Pinkun" and also having personally having met them on the South Australian National Rally will know of Jennie and Malcolm Kindell. Sadly, Jennie past away recently as a result of aggressive cancer. She will leave a large hole in the Alvis family as both Jennie and Malcolm have been tireless contributors to the AOC. Besides being editor of the "Pinkun" she proof read the AOC Bulletin which John Lang edits. In the mean time John Lang will be taking over the editorship of the "Pinkun" until a permanent replacement for Jennie is found.

As it happens our February meeting coincides with the funeral of Jennie as well the celebration of Malcolm's 70th birthday, so we will take the opportunity during the meeting of saying farewell to Jennie and toasting Malcolm for his birthday. Also closer to home a couple who may not be known to you, but who contributed so much to the old vehicle movement for over 50 years and the Maffra Red Shed, Ian and Jan Kennedy, were killed in a car accident last November. There were over 1000 people at their funeral.

We very much look forward to welcoming Patrick Moore as our guest speaker for the February meeting. Patrick worked for a decade at the Alvis during the last 2 years of vehicle production and then on military production. I wish to thank David and Jennifer Muirden for arranging Patrick's visit. Also attending the meeting will be Mac and Madge Hulbert where all will be revealed about a recent purchase.

There are a number of events listed for the coming months. The first is the RACV Classic Showcase, formerly held at Flemington and will be held for the first time this year at the Yarra Glen Racecourse on Sunday 25th February. Although this year I can't make the event I currently know of least one of our members attending. It will be good to have more there waving the flag for Alvis. On the 25th of March there will be the Kalorama picnic day with its associated run up from the Manhattan Hotel. This always provides a good run up the mountain, however again I can't go this year as I am on a National 1 & 2 cylinder veteran rally in Tasmania.

Our first weekend away for this year, based on the Yarra Valley and with a likely finish at the Scoresby Steam picnic day, will be held from Friday 13th to Sunday 15th April. Mark Weller is currently finalising details for this event.

Detailed planning is also progressing well for the 2019 "Down Under" Centenary Tour which will be run from 20th March through to 7th April, which is immediately prior to the National Rally, based in Albury, being run by the NSW Club. Whilst it will be good to have as many entrants participate in the entire Centenary Tour, it is possible to participate in part of the run or

dip and dip out. We have quite a number of expressions of interest from overseas enthusiasts.

We enjoyed a New Year with a difference with my mother and a cousin on Norfolk Island for eight days. Our visit was enhanced by knowing a couple from the high wheel buggy movement who live part of the year on the Island. You can tell where they are on the island as they drive the only 2CV Citroen, Austin 7 Chummy and a wartime Harley Davidson and side box on the island. Richard was a student on the island and at the age of 14 he found the HD and side box in long grass in a vacant paddock over from the airport, which initially was constructed by the Americans in World War 11. Richard completely stripped and rebuilt the bike by the time he turned 14 years and 10 months, as at that age you could get your motorcycle licence. He used to ride the HD to school and then take little ones home in the side box. When he moved to Australia, the HD went with him and the bike was ridden extensively around Australia with his wife as pillion passenger.

A decade ago they bought a house on Norfolk Island and brought the HD back. They found that there were a number of excited adults who had fond memories of being taken home from school in the side box as children.

The volcanic island is 15km x 8km and is very picturesque and with a lot of history from the penal colony days. The pace of life is fairly sedate. Also you can become a cattle farmer and not own land and for a fee per animal you can get a permit to have your cattle graze year round on the road verges. Most of the roads are sealed although many a long time ago and so have patch on patch. Cattle has right of way. The town speed limit is 40kph and the open road 50kph, which is quite sufficient. We were determined to drive every road and so by the end of the eight days we had covered 444km.

In a ridiculous move, with the introduction of the Luxury Car Tax (LCT) in 2000, cars 30 years and older being imported or re-imported into Australia and which exceeded the threshold price (which included GST, insurance and importation costs) were subject to the LCT. This did not apply to motorcycles. There was a bipartisan recommendation in 2008 that cars 30 years and older be exempted from LCT, however it was never actioned. As a consequence this has acted as a one way valve, whereby many valuable historic vehicles have departed our shores and have not been replaced by equivalent imports. Australia's once wonderful car fleet has been significantly diminished.

Doug Young, a Queensland member of the Alvis Car Club of NSW, with the support of a committee, the AOMC, AHMF and many car clubs, including our own, has produced a magnificent and compelling submission to the Federal Government, for the abolition of LCT on vehicles 30 years and older. Doug has been under huge pressure to get the submission completed in time for the Federal Budget preparation. On behalf of all our members and the historic vehicle movement in general I extend Doug our heartfelt thanks.

There has been some activity with cars in our Club. I was pleased to see the quality of the Charlesworth Saloon body that Peter Miller imported from Canada for his Speed 25 restoration project. Whilst it was sacrilegious to remove the body from a car in order to build a special, it has certainly given Peter a great boost towards getting his car on the road. Our Speed 25 is back at the body works and is now starting to have etch primer and primer filler applied. The pressure will be on in a while to decide on the colour scheme. I have also completed making new marine ply door cards in preparation for the upholstery. Terry Wills Cook purchased Margaret Dymond's TD21 Saloon and by

all accounts is very happy with it. We look forward to seeing Terry and Marion in it on our events.

That left Terry's nice TA14 Drophead surplus to requirements. However it sold itself to new owners when the Parsells went to the dark side and got their first post WW2 Alvis. By all accounts they are very happy with it and Dale says it will be regularly driven to check the Club's mailbox. Talking of mailboxes, Peter Miller is enjoying regularly driving his 12/50 Ducksback into Riddells Creek to collect the mail and supplies. He says the trip takes longer than it should as so many people wish to engage him in conversation about the car!

I look forward to seeing as many members as possible at our first meeting of the year and to hear the interesting Alvis account from Patrick Moore. Please let me know by Wednesday evening if you intend being at the Malvernvale Hotel for a meal prior to the meeting.

Andrew

Celebrating 100 years of Alvis The 2019 "Down Under" Centenary Tour

Date: 20/3/19 - 7/4/19

Tour Update: January 2018

Wow! ..the support to date has been terrific and there is great news for those still "thinking about it" ...**it's not too late to come and join us!!**

Plans and arrangements for the **2019 Down-Under Centenary Tour** are moving up a gear with the route now locked in and high quality accommodation being booked and confirmed. We are now including a visit to big bold beautiful Sydney (by train and ferry) - staying at a "mystery" location for 1 night on Sydney harbour in full view of the iconic Sydney Harbour Bridge and the Sydney Opera House - pack your sense of adventure and a small overnight bag for this part of the tour. Arrangements have been made to securely store your car and any extra luggage. We will be taking in the sights and sounds of beautiful Sydney. Independently you will have a little spare time to soak up the culture and history around The Rocks area or ven stretch out and consider doing the Sydney Harbour Bridge climb before boarding the train back to the Blue Mountains. This is a great opportunity to sit back, relax and let someone else do the driving.

Our 19 day tour will consist of the following route: starting from Melbourne, Victoria we will head up and over the Warburton Ranges to the coastal village of Inverloch for 2 nights, east along the scenic Victorian coast to the historic fishing village of Lakes Entrance (2 nights), then our tour takes us northward hugging the panoramic New South Wales Sapphire Coast into Bermagui (2 nights), then inland to historic Goulburn (1 night) then up into the stunning Blue Mountains to Leura (1 night). With cars safely tucked away it is from here that we will be taking the train in and out of Sydney to our "mystery" destination on the harbour (1 night). Once back in Leura (1 night) we head further west to Cowra (2 nights) famous for its beautiful gardens then off to Australia's capital, Canberra (4 nights). It is in Canberra we are planning a very special celebration to commemorate 100 years of Alvis to be held in Old Parliament House. Leaving Canberra we continue south up into the magnificent Snowy Mountains staying at Lake Crackenback (2 nights) and then we go west to Albury and link in to the start of the 2019 National Rally.

The aim of this tour is to enjoy comfortable motoring through

some of the most picturesque regions in South Eastern Australia - while providing the taste, sights and sounds of arguably some of the best touring areas of Australia. The roads are wide, sweeping and surroundings are always beautiful. The full cost for the entire 19 days will be approximately \$A 8,000 per 2 persons sharing. This includes all accommodation, continental or hot breakfast every morning and dinner each night. Some lunches will be organised and venue entry fees included where these have been pre-organised as part of the tour. Please note that drinks are not included and will need to be paid for as we go.

If we have convinced you to come along we are asking for payment as follows:

First instalment of \$500 was due by 30 November 2017. If this has not been paid as yet please include this in the second instalment due by end of March 2018.

Second instalment of \$A 2,500 is due by 30th March 2018.

Third Instalment of \$A 3,000 is due by 27th July 2018.

Fourth instalment of approximately \$A 2,000 is due by 30th November 2018. The final amount will be confirmed once all bookings have been confirmed.

For those wishing to only attend a specific part of the outlined tour please let us know where you would like to join in and/or drop out. We will now be able to advise you of the associated cost based on your selected portion of the tour. It is important to note that the 2019 National Rally is taking place in Albury (where this tour will finish). **It is a separate event.** You will need to register and pay separately for the 2019 National Rally. For international entrants we are happy to collect and distribute the moneys for the National Rally as well if you wish to continue and stay in Albury for the extra 5 days. We would love to see you here - so to secure your participation please take the time now to complete the attached registration form (if you have not already done so) and email to dparsell@ozemail.com.au For installment payments please use the following arrangements:

For Australian participants:

A/C Name: 2019 Alvis Down Under Centenary Tour,
Account No.: 013 313 306360199

Please ensure you include your name as part of the payment details
(ANZ, Shop 18, 56 Burgundy St, Heidelberg, 3084)

For International participants

This is only for non Australian dollar payments. Please email Noeline McKinnon and she will provide you with the correct bank details: (noeline@antiquetyres.com.au)

For any questions or help with this tour please do not hesitate to contact any one of us:

Dale and Maritta Parsell via email: dparsell@ozemail.com.au

Alan and Noeline McKinnon via email:
noeline@antiquetyres.com.au

SUPPER the McDougalls

**The Editor would like to thank all contributors,
text and photographers to this month's ALVIC**

JOTTINGS

For those who don't receive an e-ALVIC, you may not be aware of the death of Jennie Kindell. Jennie and Malcolm joined us for the Barossa National Rally in 2015 and together were lots of fun to be with.

Both at times finished up featured in "Taillights" the AOC version of Alvis People Behaving Badly.

She was known in Alvis Owner Club circles as the "Fast Grey Lady" which is a name she may have picked up as she and husband Malcolm owned a Grey Lady Alvis.

Jennie provide a proof reading service for the AOC Bulletin and edited the AOC Calendar (the Pinkun) and together were very active in the Alvis Owner Club (UK).

Her presence will be greatly missed in the fun AOC events which brought out some of the most outrageous fancy dress. Their presence at the 2015 National Rally was no exception. We will always remember the Fast Grey Lady and her absence will be profound.

.....ed

Thanks for your NL, it was excellent. We met Rivers Fletcher in 96 when we took our 12/50 now Mark Burns' to a Rally Edinburgh to Gaydon. Afterwards we used it in France and did Prescott hill climb. Rivers was there in his Speed 25, a very fast car. He came over to us in the pits and asked if he could sit in our car, saying that he learnt to drive in such a car. He was very charming.

Des & Edna Donnan

Following my article in the December ALVIC complaining about the standard of the road on the way to Cape Otway, mentioned in "Big Red and the 3 Pesky 12/50s," I received the following from one of the 12/50 owners.

"I don't know why you thought the road to Cape Otway was so bad, just look at what Ducks-backs have to contend with!"

I am not sure whether the contributor's image is real or whether he managed to photo shop a 12/50 onto a moonscape background, although moonscape might be a bit far fetched owing to the person standing far right not wearing a space suit!

..... ed



The Alvis fraternity is alive and well. A new example is Peter Miller's story of "The Camel Club." Dale Anderson needed some help with his 12/50 and two volunteers arrived at the appointed time. Dale commented during a coffee break from the task, that he really ought to write a story about it for ALVIC. So his next action was to appoint Peter Miller to the task!!!!!!!!!!!!?????

Peter's story is told on page 14.

Hello John and Marg,

Just a note to wish you and yours a very Happy Christmas and New Year and to thank you for putting my advert for a Firefly Gearbox in the December Alvic.

It was a nice touch for you to include the archive picture of my car in the ad. Incidentally, this is the picture that raised the ire of a Club member at the time when it was first published. At the time this picture was taken it was fitted with a hare mascot, which I had got with the bones of the car. I was rung very quickly and he pointed out that the hare was definitely not acceptable. I had a little smile to myself, knowing that his own Firefly had been fitted with a foreign gearbox following the failure of the original.

Courtesy of Tim Palmer in Gosford, I now have the remains of Ron Wilson's original box. There is considerable damage to several items in this but I am investigating rebuilding it (the Bank Manager may well have an opinion on this).

Thanks to Dale Parsell's contacts in UK, I now also have a clutch and another gearbox on the way from there, so the ad will not be required in future editions.

Also thanks go to those contributors who have pointed out the problems with importing any vehicles or parts which may contain asbestos. With these I was able to request that the clutch lining be drilled off before the clutch is sent to me.

Best Wishes to All,

Ray McKenzie

Chester McKaige commented to me recently, that his DM Delage is being fettled at "Up the Creek Workshop" in Castlemaine. His comment that the Smiths carburettor with its 5 jets is definitely a job for an expert.

From Nick Simpson following his receipt of the Bill Barber Literary Award

Hi John
What a surprise!
Say to the Committee "Thanks very much" - highly appreciated!
Its my pleasure to do these things as I now have the time and all my archive around me!
Feedback directly to me is absolutely zero most of the time so I have little idea of how they are received.
Thanks again,

Alviscarement,

Nick Simpson



Many thanks to Steve Denner for the opportunity to feature his competition escapades in the UK last year and to Paul Haye, editor of the *Alvis Register* for permission to reprint.

UPHILL AND DOWN DALE

(In which a foreign visitor finds his way around some hills in rural England.)

By Steve Denner

As a result of some considerable generosity on the part of Mac Hulbert this correspondent was able to compete in two of the hill-climbs that make up the VSCC Sprint and Hill-climb Championship. The scheme proposed was that the Owner Driver (Mac, the 'OD') and the Arriver Driver (me, the 'AD') would share the 1929 Silver Eagle beetle-back which Mac used at Le Mans a couple of years ago and double-enter at Loton Park and Harewood.

I had never been an AD before but I can thoroughly recommend it to anyone as a scheme for maximising the satisfaction to be had from a day's motor sport. It works basically as follows. The OD rises at an ungodly hour and usually in the rain and dark, loads the chosen car onto the trailer, gets filthy tying it securely for the hundred or so miles commute necessary to reach the venue and if he is lucky avoids the traffic jam on the Shrewsbury bypass to arrive in time for scrutineering and signing on without having to deal with more than a couple of punctures or a wheel coming adrift from the trailer. The AD on the other hand rises for a leisurely breakfast with the kind folk who have provided B&B locally, before they themselves set out for Loton to undertake their marshalling responsibilities. The AD waves a few bits of paper at signing on and takes a leisurely stroll up the course so that at least he will know the way to the finish line during the event. Meanwhile the OD is charming the 'screw-in-ear' with a display of his various catch-tanks, drip-free mechanicals and sonorous but muted exhaust notes.

Of course it's not quite as simple as that. A bit of preparation is necessary in the matter of competition licences but the system has been greatly simplified so that via the FIA affiliated body in any country, a competition licence holder can secure an International Competition Visa for nominated equivalent events. So Australian members of the VSCC with a CAMS¹ licence can approach CAMS for the issue of a visa which will permit them to seek entry to VSCC events promoted in the UK and run under the auspices of the MSA. Simple!

The other hurdle for the AD was more of a practical one. Arriving after a long flight only a couple of days ahead, it was only at 0730hrs on the Saturday at Loton that the AD was able to sit at the wheel. A quick run up the road in some heavy showers and without windscreen was all that was available to get familiar with pedal positions and travel and the response of brakes and steering. While it all looks the same as a 12/50 the gear lever travel is quite different and signals the fundamental change in design by Alvis in this area. The resultant fumbling caused the AD some initial hesitation and the OD some sharp intakes of breath. However the lessons were learned and confidence rose.

After walking the hill there was time for the OD to adjust the clutch finger clearance. The AD sat on the running board offering advice to the disembodied feet of the OD extending from below the under-tray, passing tools as requested by the latter. From his comfortably seated position the AD was at leisure to speculate that there must be a Natural Law to explain the cussedness of the simple split cotter pin, while the OD got filthy and grumpy.

Holyhead Road was well represented. In Class 3 for sports cars under 1500cc there were four entries but only two cars. Roger and Sara Lear's 12/50 had succumbed to a mechanical malady (a broken half-shaft on the start line in practice) but Sam Perkins and Chris Sutton-Scott-Tucker shared their two 12/50 SDs around to ensure everyone got a go. Alvis built their engines with a closer eye to the RAC horsepower tax class than to maximising their advantage in competition classes with the result that Anthony Norton's long stroke 12/50 at 1645cc, and the OD's Silver Eagle at 2148cc, find themselves in Class 5 for 3-litre sports cars. In fact it was worse than that because the other entry of Class 4, Richard Houlgate's blown Hyper Leaf was bundled in with us so that the old ener-

My last run at Loton Park was some 40 years ago when the VSCC was an invited club of the Hagley and District MC. At the time Mike Ridley and I owned a Sp25 special in a Firefly chassis. Unfortunately Mike managed to set it on fire on one run, so that my total experience of Loton to date was therefore one practice run a long time ago. Not surprisingly therefore the AD's first practice was a bit of a sighting run. But several things became clear immediately. The first was the sheer grunt of the Silver Eagle off the line when compared to a 12/50. The clutch bites smoothly and the rear offside wheel starts spinning unless the throttle is eased. One can almost imagine a standing wave in the chassis member from adjacent to the rear main bearing to just above the offside rear spring shackle.

Secondly the rear axle ratio is pretty heroic at 4.1:1, and combined with a set of close-ratio gears means that once the light goes green things need to be managed promptly because Hall corner is approaching rapidly. When asked about rev limits the OD said not to worry about that, and that he holds 1st until after Hall, and presumably with his pedal to the metal. I couldn't bring myself to do that and preferred to change into 2nd before Hall and exit in the gear I wanted for the long run down to Triangle. I asked about the behaviour *in extremis* and OD said it's all pretty neutral, but I can confirm it will oversteer when clumsily provoked on a trailing throttle. This was a little surprising as accepted wisdom has it that the Silver Eagle will understeer because of the additional forward weight of the 16.95 engine as compared with the 12/50.²

¹Confederation of Australian Motor Sport, or as Sir Stirling Moss put it, *Conspiracy against Motor Sport*

² This brings to mind John Bolster's definition: *Understeer is when the car fails to take the corner and goes straight on into the hedge. Oversteer is having the same accident backwards. If the Editor may add his pennyworth, his TC 16.95 six-light saloon will hang its tail out on a wet road, which is preferable to under-steering into the accident.*

The course is long at 1475 yards, and goes both up and down. On weekdays it reverts to an extremely pretty deer park. In fact a couple of deer had not checked their calendar and were observed to trot across the track at one point during practice. From the start line the course rises gently for 150yds to the tight 90° left-hander at Hall. There follows the long run downhill to Triangle through the double kink of Loggerheads and Fletcher's. I never quite had the courage to take these flat out because the track is a little narrow and the scenery not welcoming.

Nevertheless progress down the hill to the acute corner at Triangle is rapid enough, and although I had decided, absolutely definitely without doubt and certainly, that the braking point was right abreast of that large oak tree on the left, resolution foundered and I was always on the brake pedal some way before it. Triangle is a prime spectator viewing spot and it is evident that the really fast people carry their speed smoothly through here. Conversely any driver indiscretions are aired very publicly, and the AD managed to knock the car out of 2nd gear with his knee on one particularly untidy run. From Triangle the 500yds uphill run through the curves at Keeper's and Cedar Straight were unrestrained 2nd gear even for a newbie.



*The AD negotiates Triangle having chickened out of his late braking resolution.
(Corinne Davies-Griffith—all subsequent photos are by the Author)*

However the very tight left hand Fallow is approached over a brow and difficult to sight so that the AD was always off the throttle before it was necessary, and didn't manage to overcome this in any of his runs. The final 250yds includes the steep uphill and acute Museum which feels to be off camber but probably isn't. Again the best times are from those who can carry speed through the exit of this for the dash to the finish line, and the Frazer Nash contingent are good at this for while they seem always to be travelling sideways, like Nelson, they never forget to engage with the enemy ahead.

At close of play Richard Houlgate's blown Hyper LeaF was quickest of the combined Class 4&5 with 79.82 secs, the OD was next with 81.45, the AD 3rd with 85.43 and Anthony Norton 4th at 89.71 ahead of a Bentley 3-litre and a couple of Lancia Lambdas. Anthony says his goal is always to defeat the handicapper and to this end every season sees some substantial improvement.

Despite his success this year in winning the Handicap award for the combined Class 4&5, he may well have blown his cover. Last year at Loton his handicap was 102.5 secs. I am not sure what his handicap time was this year but, Anthony, I can tell you with certainty you cannot improve by 13 secs and not get noticed! When you were a little boy did you think you could hide the broccoli in your milk? Elsewhere Sam Perkins earned a 1st Handicap in Class 3 with 95.17 secs, Chris S-S-T got 2nd Handicap with 92.93 and Roger and Sara Lear, in deference to their loaned cars, 98.47 and 111.09 secs respectively. In Class 10 Robert Britcher collected 1st Vintage with 83.25 secs, and Duncan Fish was 2nd overall with 75.61 secs.

All in all a good result for Holyhead Road. The OD and the AD agreed that the gear lever could be reshaped out of the way of the driver's right knee to reduce the chance of knocking it into neutral when in 2nd gear, and they agreed arrangements for meeting the following weekend at Harewood. And so four days later the AD, having dug his motor bicycle out of long hibernation, set off from Shropshire up the M6 to Preston and thence eastwards and around Skipton aiming for the lovely accommodation arranged by the OD (another of his arduous duties) in the delightful Yorkshire Dales village of Kirkby Malzeard.

I don't hold much truck with satellite navigation, and if that technology is the basis of the 'driverless car' then I think the future is awful. However it has some surprising benefits, one of which is that if you pause after Skipton and search for 'Kirkby Malzeard' the confuser



Anthony Norton confuses the handicapper with his sober full touring presentation

will offer a most delightful and surprising route through some narrow lane byways and hill farms that present the most benign and completely English prospects on which the eye could rest on a sunny day in early summer.

Kirkby itself is similarly a delight, a small village of stone houses bordering its main street and sheltering under the lea of the Kirkby Moor. A local with whom I struck up conversation assured me the winters are mild. 'Barely a snowflake last year', though I remain to be convinced of its popularity as a winter resort. But the pub is great and the natives friendly. After three nights you will probably know everyone in the village, including Stephen Weld, a Crossley owner and VSCC Member who is also known to Register members as the Inter Register co-ordinator on behalf of the Crossley Register.

Moreover both the OD and the AD highly recommend the fish pie usually available at the pub.

I had never been to Harewood even as a spectator. It is even longer than Loton at 1584 yards and although we were ready for signing on and screw-in-earring at the appointed times there was insufficient time for the AD to walk the course, so that his first practice run was not surprisingly slow while he found his way from start line to finish.

Harewood is different in many respects to Loton. It feels like an upside-down hill, in that the paddock and spectator viewing is all concentrated at the top of the hill. Competitors lower themselves to the start line via the 'chute' from the paddock, while spectators have a view of almost the entire course, sitting on the escarpment above the wide valley and overlooking the farm buildings through which the track runs. Apart from these buildings the course has few hazards and an 'off' would simply result in a bit of haymaking in Farmer Giles' paddock, whereas at Loton in many places an error requires an expedition for recovery from the undergrowth. The hill is managed by the BARC and their organisation is very slick and the volunteer marshals very helpful. They keep a 'hot track' running and there are three cars on the hill at any one time which requires slick flag-marshalling in the event of a whoopsie.

Apart from the OD and the AD, who were the sole entrants in Class 5, the only other Alvis entries were PVTs of David and Ian Smith, Duncan Fish and Jeff Edwards. The SDs had taken a leave day and Class 3 was left to a mob of chain-gangers clearly chasing points for the VSCC Speed Championship, and a lone Bugatti. We guess that Roger Lear's 12/50 was still hors de combat as he was campaigning his blown Hyper Leaf along with Richard Houlgate in Class 4.

For his second practice run the AD tackled the course with substantially more confidence than previously, only to be greeted on return to the paddock with a 'Sorry. Timing fault. Would you like another run straight away?' Of course I would and this was a substantial bonus to learning the course. Time for lunch and socialising. By arrangement I met Kevin Richmond who had kindly agreed to bring some Register spares for my worn-out gearbox back in Australia whereby we avoided the outrageous postal cost otherwise incurred. (As an aside does anyone know why I can buy almost any piece of equipment from China via the interwebby thing and it is delivered post free, while from UK or America it is necessary almost to raise a mortgage?)

And while I am having a grump, I can say the catering at Harewood is excellent, friendly, satisfying, not expensive, and set out in a marquee with adequate seating, whereas Loton is without fear of contradiction the worst I have experienced at any venue. My advice to anyone going to Loton is bring your own thermos and stop at Morrison's supermarket on the way for some cheese, salad and a pork pie. You won't regret the decision. Sorry Mr Editor. Rant over!

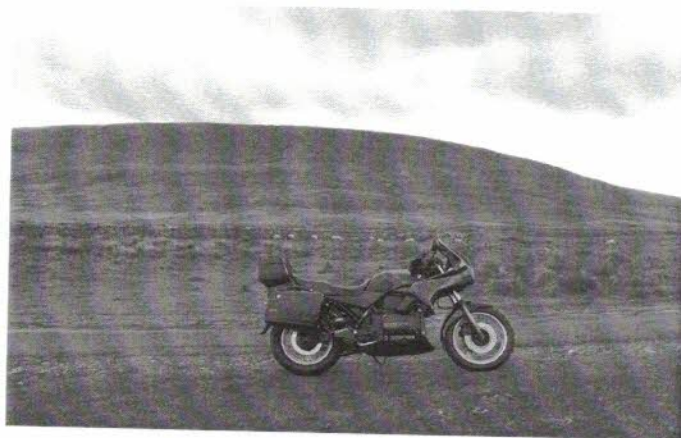


Harewood: the OD shares a joke with the Alvis Register Spares Coordinator, Kevin Richmond.

The afternoon timed runs continued in the warm Yorkshire sunshine. (Honestly!) Everyone relaxed until both the OD and the AD sensed some slight misfire at full noise on the long uphill to the finish. The niggling thought germinated that with the doubled runs of two drivers, as well as the AD having a bonus run, shortage of fuel might have become a problem and the pump not picking up under hard cornering. A further gallon was procured by the good graces of the Blakeney-Edwards Frazer Nash camp but did not entirely resolve the problem³. Notwithstanding, the AD and the OD were bound to take the Class 5 honours between them, which they did with best times of 88.06 secs and 90.40 secs respectively. None was more surprised at the reversal of the Loton outcome than the AD but I think it can be explained as follows. Loton has few tight corners when compared with Harewood, arguably only 4 as against 9 at Harewood. The OD is very familiar with his car and can rush it aggressively into a corner without wondering if it is going to bite. However a natural consequence of this is greater G-forces while arcing through and a stronger tendency to lift the inside driving wheel. Without a limited-slip diff traction is lost and the car slows, which loss of momentum must be picked up again before the next corner where the process repeats. On the other hand the relatively timorous AD was probably slower into the corner but lost less momentum by virtue of more distance with power applied through both wheels, and thus fractionally faster out and with less to make up on the dash to the next turn. However for someone who has never won so much as a raffle before, the result produced a warm glow of satisfaction.

Altogether it was a most enjoyable day thanks to Mac's generosity, and we retired to the pub at Kirkby M for some well earned Theakstons (and fish pie) to dissect the could've and should've of the day. The following day Mac headed off early back to the Cotswolds and the AD saddled up for a most delightful ride up over the traffic-free and unfenced road over Coverdale. It was a beautiful morning and the villages and small towns in that part of Britain are as pretty as anything in the world.

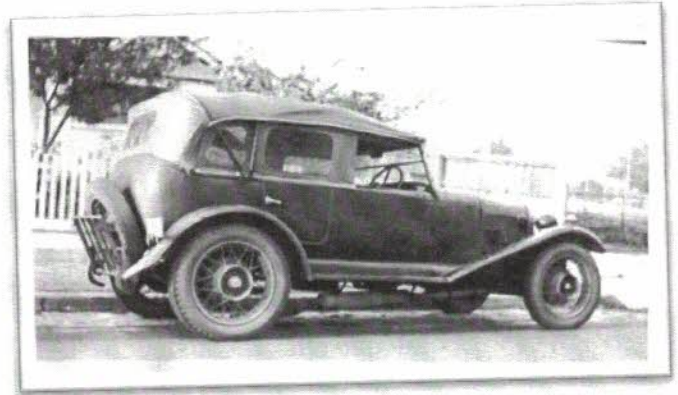
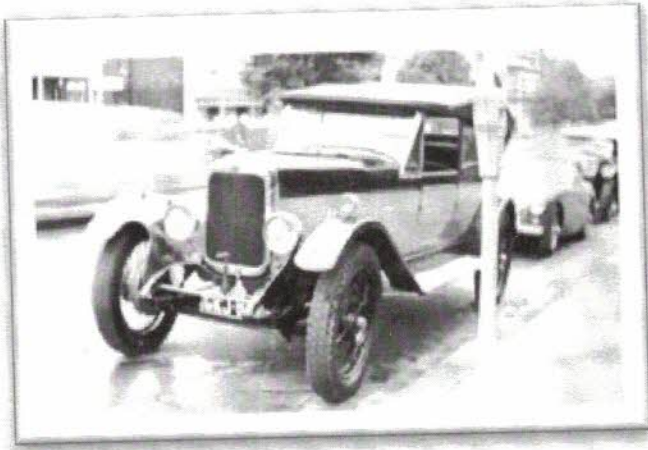
Problem finally diagnosed as 'terminal magnetitis' but fortunately Silver Eagles are provided with option of coil via the change-over switch.



The AD's bicycle homeward bound on Coverdale. Strange to think this 25-year-old 750cc engine produces the same bhp as a standard Silver Eagle

Chester's Alvis Treasure Trove Part 3

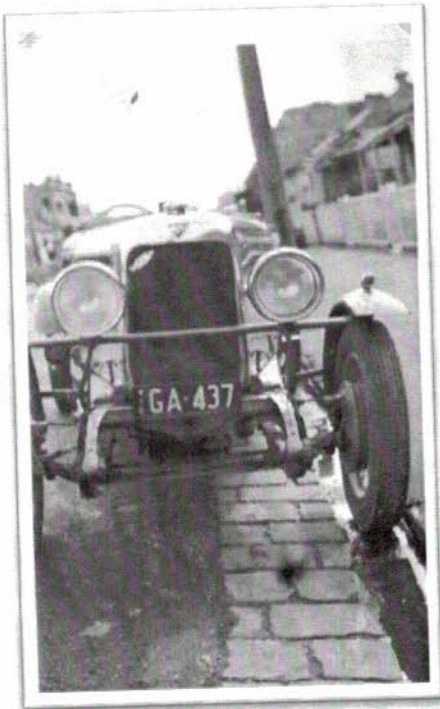
I will continue on with this important find. The photo collection of former member Les Lees that was found in the Clubrooms in 2008.



Another photo of "Albert" probably when owned by David Wischer. Think this picture was taken up opposite the Melbourne Exhibition Buildings. The bodybuilder was Kirkham



These two pictures above are interesting. No hints as to where this 12/50 was parked. The profile of the rear guards looks like a modification of sorts. It is not everyday you see a 12/50 in full weather trim! The scuttle has that distinct beading strip beneath the windscreen.



Many members will no doubt recognise these two pictures. The Silver Eagle owned by Les Lees that would eventually be owned by Dale Parsell .

No windscreen and what looks like very uncomfortable seats. Also note there is no sign of a hood or tonneau cover. The instrument on the far left hand side looks like it is from an aircraft. Wonder what all the switches do?

MARKET WATCH

Richard Tonkin made a suggestion recently that we should start a Market Watch in ALVIC and report as necessary, on recent sales.

Here is the first:

25 October - Brightwells- 4.3 Litre sports saloon by Charlesworth. Recent \$31,500 engine rebuild and other mechanical work. Minor work required to complete refurbishment. \$118,000.

28 October - Richard Edmonds, Wiltshire - 1957 TC108G by Willowbrook. \$104,000.

4 November - Anglia Car Auctions, Norfolk - from the estate of the late Tom Poole -

1937 TA25/63 Crested Eagle. For restoration. \$19,000.

1947 TA14 Woody. Part restored. \$1400.

1948 TA14 Ute. \$5700.

1948 TA14 Tickford DHC. \$37,200.

1959 TD21 Series 1. For spares or restoration. \$8100.

Bonhams - 1934 Alvis Speed 20 SC DHC, coachwork by John Charles & Co. £84,380 (AUS \$150,126)

Bonhams - 1937 Alvis 4.3 litre "Short chassis" Tourer. Coachwork by Vanden Plas £505,500 (AUS \$899,369)

WEEKEND AWAY IN APRIL: YARRA VALLEY AND BEYOND

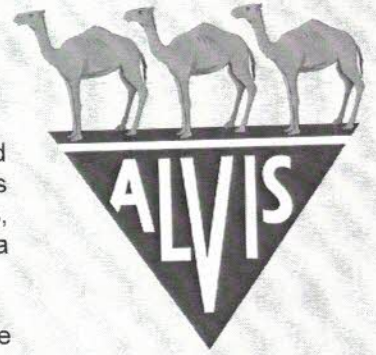
Our next weekend away is from Friday 13th April to Sunday 15th April. This weekend will have an emphasis on excellent Alvis driving on good, quiet, scenic roads – punctuated by interesting sights, tastes, views of attractive landscapes and a visit to a superior private car collection. The driving will extend from north of Melbourne, through the Yarra Valley and behind the Dandenong Ranges. The start-point has been selected to suit entrants coming from different directions

The accommodation is in Healesville, so anyone who cannot join the Friday's touring can easily meet up for drinks before that evening's dinner. Rooms have been booked @ \$140 per night, so you need to reserve a room by calling the Healesville Motor Inn on 5962 5188.

Other than meals, there will be few other charges. Please advise Mark Weller that you are attending.

Full details will be provided closer to the time; contact Mark or Malcolm Ferguson for further information.

THE CAMEL CLUB



At the Alvis Christmas party at the end of 2017, an erstwhile Club member (who had perhaps better remain nameless) declared that while he enjoyed the mechanical aspects of restoring his 12/50 Super-Sports, the reality of driving it fell short of his expectations, and with his MG experience in mind, stated it was rather akin to a horseman riding a camel.

That in one fell swoop elevated all 12/50 drivers to the role of cameleers, especially those who had recently done the Great Ocean Road tour together.

Fast forward to late January 2018 when one of said Cameleers, Dale, felt that the engine mounting rubbers on his camel required renewing. Contact with the Register, with its usual exemplary service, resulted in the required parts being to hand in short order. Now changing twelve engine mounting rubbers and six similar gearbox rubbers is a perfectly straightforward job and would normally only take a few hours. Dale however thought some assistance might speed things up so two further cameleers were recruited as engine mounting renewal consultants.

Unfortunately, his selection was probably none too wise as Geoff and Peter, retired dentist and retired airline pilot, both drive early sub-frame type camels which have solid engine mountings. Combined knowledge of the forthcoming job – nil! Still it was not to involve an MG so it couldn't be too difficult.

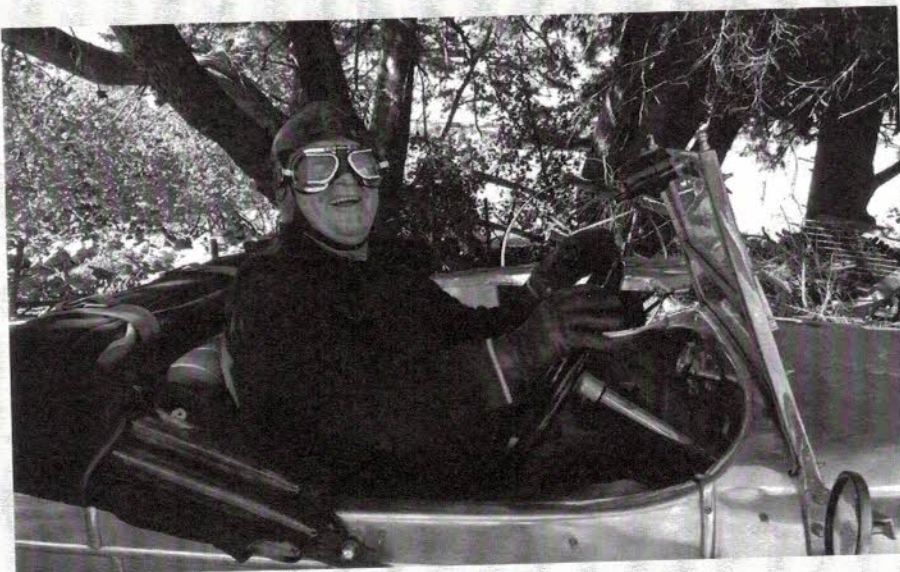
First priority - coffee. Then the serious stuff began, with an appraisal of what was about to be irrevocably damaged by raising the engine. Consequently, the radiator was drained, radiator hoses removed, advance/retard linkages disconnected and the bolts from one jackshaft flexible coupling removed. In order not to remove the magneto and generator, one bonnet landing board was removed, which necessitated removing the radiator mountings. Now when Alvis built the 12/50 they used six 7/16" BSF bolts with slotted nuts to mount the engine. However, to avoid complacency, on one side they positioned a mounting under the steering box and on the other, under the generator, rendering them almost totally inaccessible.

When this particular 12/50 was restored six different sizes of nut & bolt combinations were used – Whitworth, UNF, Metric and some standard that has not yet been invented on the two inaccessible ones. Normally a 7/16" spanner and a 7/16" socket would be all the tools needed, but not this time - instead the workshop's entire contingent of tools, together with a few from the kitchen cabinet, were pressed into service. Finally, the bolts were all out and by raising the engine about 3/4", the rubbers were changed.

Now came the turn of the gearbox. Removing the floor boards exposed the three mounting bolts. This time they were all original 7/16" BSF fasteners and they were quite loose so no tools at all were required! New rubbers were fitted and the flexible drive coupling aligned before re-installing all that had been removed.

A test drive revealed that the subject camel was running more smoothly, possibly in large part due to the gearbox no' moving around with the torque reaction.

So, all in all a successful outcome, even though the three cameleers managed to make a simple job take the best part of a day.



Camel driver & consultant reporting for duty

The Mystery of Lady Scarlet's lost oil pressure!

Peter Mackay

All loaded up and heading for the Geelong Weekend Away. We were in high spirits as we blasted up the Buninyong hill well on time for our 10am rendezvous with our Alvis friends and the start of a great weekend away.

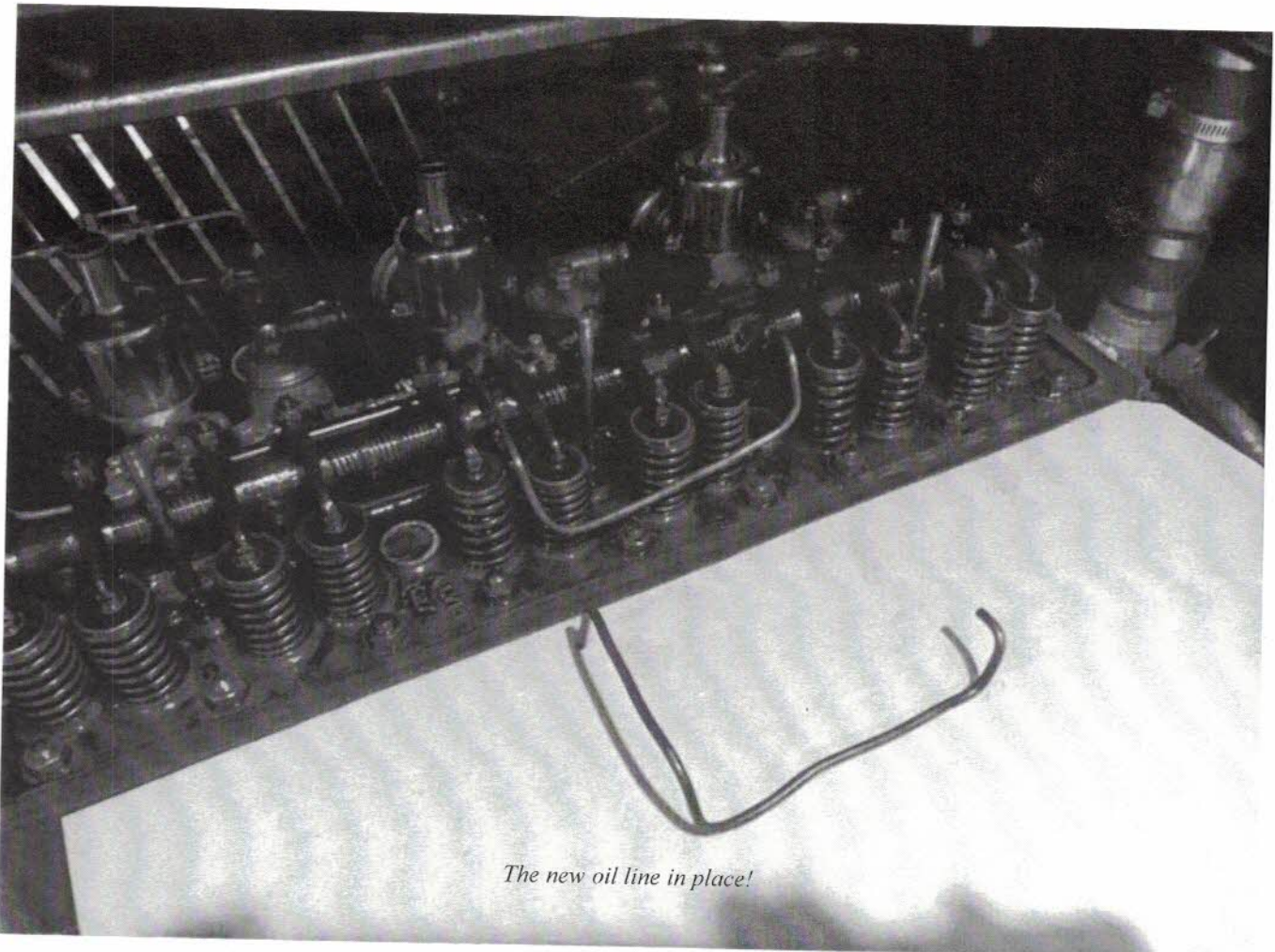
I always enjoyed looking at the 40psi on my oil pressure gauge which was a significant improvement to the pre-engine rebuild 7-10 psi.....fortunately my oil and temperature gauge are often in my sights as I drive along.

Coming through Buninyong the 40 psi was holding well as we started our climb of the hill.....not so at the top! We were back to 20 psi as we headed downhill towards Scotsburn....in those brief moments I thought about the oil pump, the slope of the hill but well realised that this was not an issue.

To my fortune a good friend's property was convenient to my decision to stop driving . I slowly rolled into Graeme Burnham's drive . After a good look and check over we decided it was best to leave the Silver Eagle parked up for the weekend.

Despite the disappointment of not having the Silver Eagle the Geelong Weekend Away was a fantastic break and a thorough enjoyment of the friendship, good times and advice that led to the easy fix of my problem.

Not the oil pump, not a big end that I was concerned about ...but as Peter Miller suggested....have a look at the oil pressure line under the tappet cover before doing anything else. "you can understand that a piece of copper tube that spends 80 years of its life being cold then hot will eventually become brittle."



The new oil line in place!

FOR

Alvis TA14 Saloon

SALE

Prior to David Caldwell passing away I was asked by David to advise on the lack of oil pressure in the engine, which he had recently assembled for his TA14 Saloon. With the engine in situ it ran quietly, but there was no simple solution to the lack of oil pressure.

The engine was removed and was brought to my workshop where a number of deficiencies were found. The crankshaft journals were round and to size although there was historic scoring. It was deemed that the condition of the journals and bearings was sufficient for the engine to be re-assembled and at the same time new rings were fitted. The recently sleeved cylinders were honed, although there was some moisture corrosion in cylinders 1 and 4. The valves were lapped in again and the head and block surfaces checked to ensure there was no warping. A new head gasket was not available and so the old one was reused. It was noted that 2 threaded head stud hole bosses had some cracking so that careful tightening of the head was undertaken.

The engine was installed in the car and the fitting of the ancillaries was recently completed. The engine was started, using an auxiliary fuel supply as the fuel, if any, in the tank was likely to be stale after sitting for a number of years. The engine started and sounds well and was noted as having good oil pressure. However, there is significant bubbling in the cooling system from a compression leak. It is not known if this is a result of reusing the head gasket or that there is a crack in the head. My aim of restoring oil pressure has been achieved; however, I am disappointed that there is a significant compression leak into the cooling system. This was not a condition I was asked to address.

In reassembling the car, a few connecting bolts for the bell housing to the engine were not fitted, due to the working conditions, not all the wiring was connected as it needs attention, the front floor boards could not be found, the transmission tunnel has not been fitted and the air cleaner has still to be fitted once a suitable connecting duct is found.

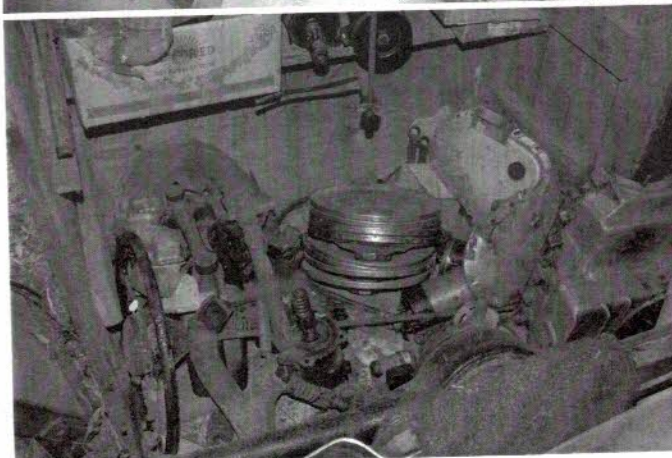
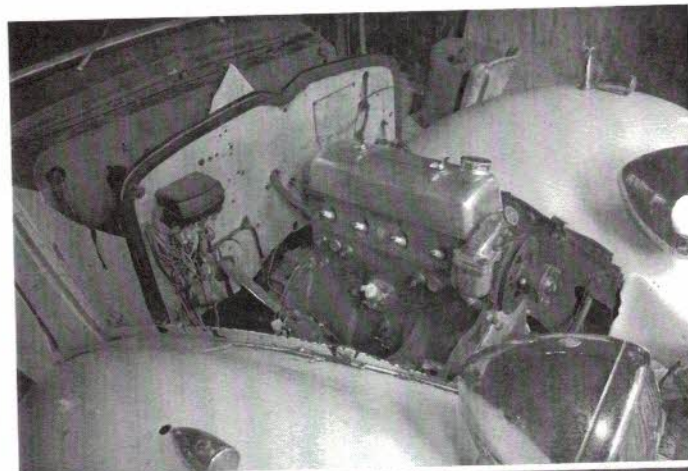
The car is in a suitable condition to be driven up the driveway for then taking away by trailer. The clutch is in a sound condition, however the gearbox, steering, brakes and back axle have not been road tested to verify their condition. Following this it will require some further restoration to get the car into a reliable, road worthy and useable condition.

There are many spare parts available, including enough parts to build a replacement engine with cylinder head, back axles, front doors, grilles, engine ancillaries and other parts. The package will provide an entry level restoration project into Alvis ownership and club participation.

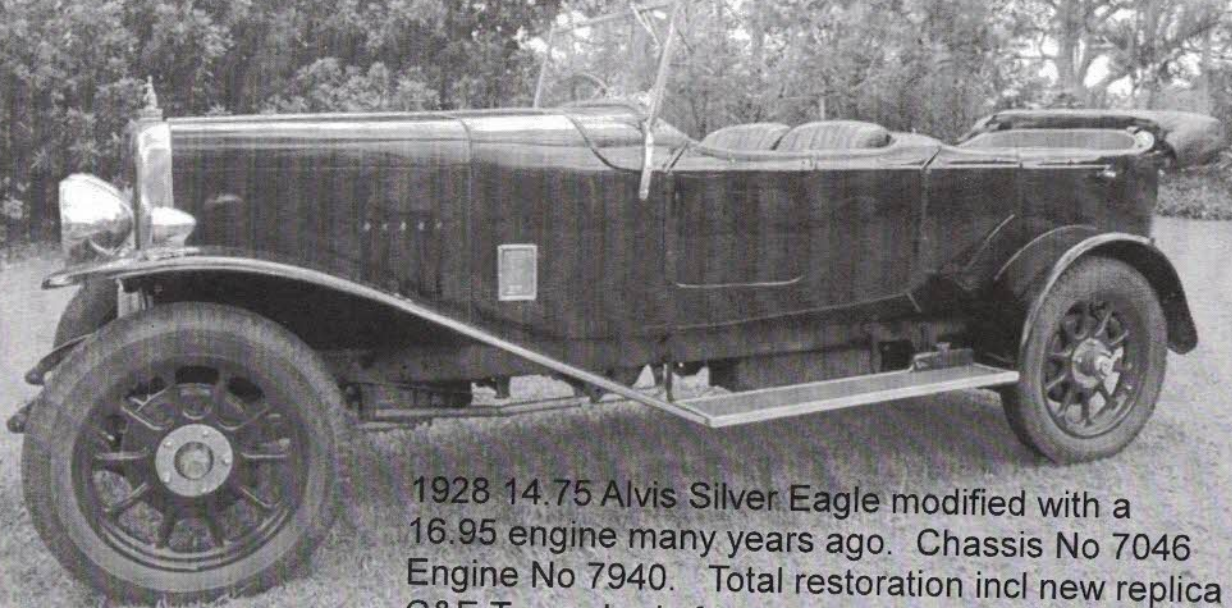
Andrew McDougall 4th February 2018

\$6000 (including many spares)

CONTACT: Andrew McDougall 0427220249



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1928 14.75 Alvis Silver Eagle modified with a 16.95 engine many years ago. Chassis No 7046 Engine No 7940. Total restoration incl new replica C&E Tourer body frame. Engine total rebuild incl new pistons, rods etc. New ratio CWP 4.7:1 Sale on behalf of my daughter \$65000. Des Donnan 07 5478 6630



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On carsales.com.au

1963 ALVIS TE21 DHC Manual

\$149777

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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.

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ALVIS PEOPLE BEHAVING BADLY!



Lorne November 2017

Is this the ghost of the unknown 12/50 owner? or
Was it a schoolie who didn't make it back to his room during the night? or
Did Geoff Ross find the motel bed too soft? or
Was he adjusting his cone clutch?

Noted on carsales.com.au
1953 Alvis TA21 3 litre \$100,000



FOR SALE

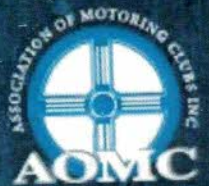
Garage clean out time and so these are for sale.
BTH GA6 RS 6 cylinder magneto, no Sims coupling but complete, will need checking. \$500 ono
Two P100 headlights. No reflectors/bulb holders. Only one holding bolt. Minor dent on one. \$300 pair
Des Donnan 5478 6630 or dedonnan88@gmail.com

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RACV

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Classic Showcase

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen
Sunday 25th February 2018

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Armstrong Siddeley
Aston Martin
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Austin 7
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Invicta
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Jensen
Jowett
Land Rover
Lanchester
Lamborghini
Lexus
MG
Mini
Morris
Morris Minor
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Sixty years of the Austin Healey Sprite
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Display cars at 9.00am
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