

B. E. Bowes, Hon. Registrar

Club Rooms,

"Alvista"

21 Edgar Street,

Glen Iris, S.E.6

Victoria, Australia.



VICTORIA

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Vice-President: B. GOUGH

Hon. Treasurer: T. N. PLUMMER, 19 Powderham Road, Caulfield, S.E.7

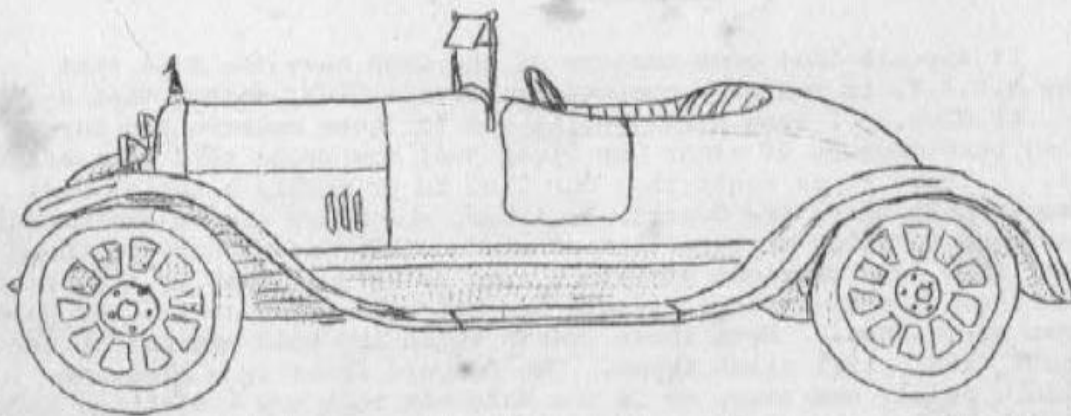
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THE AUSTRAL ALVIST'S AID

AUGUST 1960 NEWSLETTER

FREE



The 10 / 30 h.p. Light Car of 1920.

(see "Alvistory" page 9)



The Alviclub Magazine

This publication is the official newsletter and journal of the Alvis Car Club of Victoria.

It is printed by The Editor in an edition of 100 copies, and is issued free of charge to Club members.

EDITORIAL

It appears that some members of the Club have the idea that the A.C.C.V. is run as a competitive events Club, rather than a Social Club. I need hardly point out to those members who have also been members of other Car Clubs just how wrong this impression is. There is no doubt that our Club is primarily a social one. Every month there are General Meetings, which are almost exclusively designed to allow members to meet one another and discuss anything they like, and they can stay to 4 a.m. doing just this if they feel inclined. Against this, events are not held every month, but just over bi-monthly. Even those events which are held are not of the speed trial, hill climb types. The Emerald Event is a pleasant picnic outing and tour, as is the Kalorama in a way (although here those members who wish may take part in Gymkhana events). The Interstate Alvis Rally is a social get-together of N.S.W. and Victorian Club members and no competitive events are held. Apart from these events, the occasional Night Treasure Hunts do not strain vehicles, since they can be covered easily at 30 m.p.h.

AUGUST GENERAL MEETING

8.00 p.m. Friday, August 19th, 1960 at the Clubrooms.
(21 Edgar St. Glen Iris. S.E.6.)

JULY GENERAL MEETING

Due perhaps to the lateness of the last newsletter, and the poor weather, the roll-up at the July Meeting (July 15th) was rather light. Maybe some people still thought they were in the second week of the month.

President Henderson was not able to be present as it appears he has had further trouble with his back, and was laid up in bed over the weekend. In the absence of the Vice-President (on night shift work), Secretary Plummer conducted the meeting and made a plea for the Club to obtain and preserve as many of the vintage Alvises as possible. He felt that these were slipping out of our hands, as they were being passed on gradually to non-Club members and they ran the risk of being lost forever and ending up being wrecked for scrap. He expressed the opinion that this Club could now only boast five 12/50s when at one stage, the Club was "swamped out with them." As he says - "The Club may see more new Alvises arriving some day, but it won't see any more of the old ones. For this reason, we should do all that we can to preserve those that are getting on in age."

After this plea, Graeme Quinn asked hopefully if anyone had a 12/50 to sell him, as he now wanted one. He was received by a deathly silence at the meeting. Can any member who was not present then help him ?

Terry Plummer went on to report on the Club badge front. The die is now being made, and Roy Henderson will have a sample badge ready for inspection at the next meeting. The badges themselves will cost the Club £1 plus sales tax each. The approx. sale price was given as 30/-. This price is designed to defray a small proportion of the £30 odd die-making costs, as well as covering the sales tax. More details next meeting.

MORE NEWS OF WAGGA

Last month's Wagga Supplement was apparently well received in Sydney and the Editor received a letter from David Manson, the N.S.W. Club's Secretary telling him about some things that happened on the way back from Wagga.

He writes:

"The Wagga supplement was much admired (and envied) up here, and was entirely accurate except for the omission of Wal Hagon's name - he rode with Max Houston in the duck's back.

(The two 4.3's had troubles on the way back. Ed.)

The two 4.3's - Geoff Winter's saloon suffered a sudden loss of oil pressure at Koorawatha, having come that distance at between 70 and 80. He proceeded to Cowra at 30 mph, and left the car with a garage there. During the subsequent week the garage removed the sump and disclosed one big-end gone and another very loose. The garage did a reasonable job of work on the motor, and the Winters were able to go up the following week-end in Dr. Winter's Firebird and drive the car home. The motor will now come out for a full overhaul. After leaving the car, Geoff and his two passengers stood on a corner trying to look cheerful about getting home, when around the corner came Red Ruby, with its front stove in. So they all got home, but the dickey-seat passengers had to be chipped out when they got there. Just south of Junee the Temora road joins the highway, and there was quite a patch of gravel and sand in the middle of the road at the junction. Jim stopped the 4.3 to let a 3-ton Bedford semi go by, heading from Junee to Temora, but the front wheels locked and the car slid a foot or so, just enough to bring it into the path of the truck. One P 100, both driving lamps, both horns, one guard and the radiator shell were damaged. Norm Danvers (who was undoubtedly born with a camera not only in his hand but actually held to the eye) took photos of it all. Jim is fortunate in having a spare pair of P 100's, and next time the car appears there won't be the slightest trace of a prang visible."

FROM BAS BOWES

During the Interstate Alvis Rally matter, one of the non Alvis items discussed was whether the bearings (bigend) of a Diesel locomotive or those of a steam locomotive were subject to greater punishment, stress, or pressure per square inch, when each pulled a similar load, say 500 tons.

There are , of course, various types of both steam and diesel locos. Some steamers have multi sets of coupled wheels - indeed, there are steamers with shaft coupled geared drive. Likewise, there are various cylinder combinations or multiples in diesels, and also, the method of transmission used varies somewhat - eg., Electric, Hydraulic, and Gearbox.

For the most part, the steamers are direct drive, and one presumes that this type is the one referred to. This means that for every revolution of the crankshaft the loco and load is moved about fifteen feet, depending on the diameter of the driving wheels, whereas the diesel, depending on the method or type of its transmission, could move the loco and load as little as a fraction of an inch per revolution of its crankshaft.

The answer appears to be that the bigends of the steamer are subject to the most pressure per square inch, but this is not correct as total bearing area, coupled with boiler pressure and the thermal efficiency of the particular diesel engine control the matter also.

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Did you see on T.V. the bit showing events run by the A.M.S. Club ? It is interesting to note that they now have a Potato Race akin to ours. Another thing noted - it seems that it is now infra dig to refer to the wiggle-waggle or weaving along a line of flags or markers by the time-honoured name of Bending Race. The "Slalom" is now definitely it. After hearing the English of my youth change considerably under the barrage of years of continuous foreign brain-washing per medium of Sound Cinema, Gramophone, Wireless and now T.V. this is not surprising.

Merely another example of acquired foreign culture, such as kidnapping.

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I say, chaps, as our membership includes some who are temperate, not forgetting the ladies, let's place more emphasis on the natter, and not so much on the noggins, at the "Alvista" monthly meetings.

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Remarkable as it may seem, this Club, since its inception has always been afflicted by bods, who, although members of this Club, apparently merely pay lip service to the marques. This is hardly a fair thing, as these facial accessories appear engrossed in eulogosing other marques. This attitude is, of course, ideal in clubs which cater for all marques, but surely we congregate at "Alvista" to praise, not to bury, Alvis.

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MYSTERY PHOTO COMPETITION

Through the generosity of John Cole, the photo-guessing competition, which up to now has been rather redundant, actually has a real prize - waiting to be picked. Pardon the pun. The number of alphabetically marked photos has increased to its full quota.

All you have to do is make out an alphabetical list, write down what you consider each photo depicts alongside its corresponding letter and pass the list in at the office. There is no limit to the number of lists entered, but each list requires an entrance fee of 2/-.

The prize - one case of apples - will be awarded to the nearest correct entry.

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ALYISTORY

by Basil Bowes.

(Continued from last month)

CAPT. SMITH-CLARKE continues:

The Automotive Industry in the First World War, with Special Reference to Aero-Engines

The automobile industry did a magnificent job in the war of 1914 - 18. Not only did it supply the enormous number of cars, motor cycles, ambulances, trucks, lorries, armoured cars, and the other special vehicles required by the Services, but a number of the larger firms turned over parts of their plants for the manufacture of aeroplanes and aero-engines. The position of aeronautics in this country at the outbreak of the war was deplorable, and this was mainly due to the very poor support given by the Government to the pioneers who were attempting to build planes and engines.

The development of such aircraft engines as then existed had, in the main, been carried out in France, and the majority of aeroplanes then in existence were fitted either with the Gnome rotary engine or the Renault air-cooled engine.

The Coventry area, where I served as Officer-in-Charge (Engines) Aeronautical Inspection Directorate, played a great part in this work, and turned out some 19,000 engines and the vast quantities of spares required to keep them in service.

The smaller firms manufactured, on sub-contract, parts for aeroplanes and aero-engines for the larger firms in the district and elsewhere. Complete aeroplanes made in the Coventry area were B.E. 2C., B.E. 12., R.E. 7., R.E. 8., and the Sopwith Pup. A large two-engined bomber was just coming into production when the war ended.

Air-cooled engines made in the area were Gnome rotary, Le Rhone rotary, R.A.F. 1a, R.A.F. 4a, B.R. 1., and B.R. 2. (the largest rotary engines ever made). Water-cooled engines were the

Canton Unne radial, some Sunbeam engines made for the Naval Air Service, and the Siddeley Puma, which was designed and developed from the B.H.P. engine.

All of the foregoing may sound very trite today, when we have become accustomed to think in terms of quantity production, but it should be remembered that none of the automobile firms had any background in aero-engine production. Furthermore, all the engines were more or less experimental and had to be developed and modified; new techniques had to be introduced in the production of alloy steel forgings and in the production of ferrous and non-ferrous castings to fine limits.

The design and manufacture of jigs and tools, screw, spline, and other gauges, to provide the degree of interchangeability demanded, was an immense problem in itself.

I will mention one outstanding example of how the automobile industry set out to meet the desperate need for aero-engines. Immediately on war being declared, negotiations between the Gnome Company in France and the Daimler Company in England were initiated, and by the 7th August 1914, in the first week of the war, arrangements were concluded by which the Daimler Company in England undertook the construction of the 80 h.p. Gnome engine. No drawings or specifications of the engine existed in this country, but an engine was sent to the Daimler works and this was immediately dismantled and within a week sufficient drawings and specifications had been prepared to permit production of the first engine to be commenced, and it is sufficient to say now that in spite of almost insuperable difficulties, the first engine was built and run on test in a few hours less than eight weeks from the conclusion of the negotiations. I have given this in detail because, in my opinion, and in spite of all that happened afterwards, this was perhaps the most wonderful individual effort of any firm in the automobile industry.

An essential component of the aero-engine is the magneto, but in 1914, apart from a very limited home production, we were almost entirely dependent on Germany for our supplies. In Coventry, the British Thomson-Houston Company commenced

to make aero-magnetos which were practically a copy of the Bosch ; here again the initial difficulties were enormous, but they were all overcome, and large quantities were produced. With the advent of engines of increased power , these magnetos could not meet the new requirements, and entirely new types were designed, developed and produced.

The Design and Development of a Specialist Motor Car.

Looking back thirty years, I think that on the whole, the automobile industry benefited by its war-time experience. True, the period was largely wasted so far as automobile design and development was concerned, and most of the firms had to resume production of pre-war models, but the new methods for large-scale production had been established, working to standards of precision never before attempted.

Knowledge of materials and the processing of them had vastly improved, and the status of the automobile industry was firmly established in our national economy.

The firm with which I have been connected for the past twenty five years was founded in 1919 by the late T.G. John, and his objective was to produce a car which, while small in size and powered by an engine of only 12 h.p. R.A.C. rating, should be so designed, and produced to such engineering standards, as to be equal or supreme to anything then available. Truly an ambitious project, and (in the words of Mr. Churchill) "blood and sweat and tears" and many happy years have gone into the attempt to live up to this ideal.

When I joined the Company, it was just beginning to produce a medium sized chassis, fitted with a four-cylinder, side-valved engine. The R.A.C. rating was 12 h.p., the capacity about 1600 ccs, and the actual power output was about 40 bhp at 4000 r.p.m. Fitted with fairly light coachwork, the complete car had a very good performance; its comfortable cruising speed was around 50 m.p.h. and its maximum about 60 m.p.h., which was quite a lot in advance of contemporary cars of its class.

SPARE PARTS SERVICE

Members are reminded that this service still operates as the Spares Registrar has received all outstanding Spares money except the amount owing by Roger Richardson.

When making enquiries, or ordering spares, always mention your Car Number, Engine Number and Chassis Number. This is essential.

When you receive an estimated cost of the required spares from the Registrar, make a cheque, money order or postal note for that amount payable to the A.C.C.V. Spares Account, and forward it to the Registrar. Then, and then only, will he place an Official Club Order for the required replacement parts with Alvis Limited.

As the necessary correspondence entails quite a few air-mail letters at 2/3 per letter, it is deemed only fair to add a 5/- flat rate surcharge to all orders for imported replacement parts.

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The Service has for hire the following:

WIRING DIAGRAMS

1924 - 5.	12/40 - 12/50 Rotax.	1926.	12/50 C.A.V.
1926 - 7.	12/50 C.A.V.	1930.	12/50 Rotax.
1932.	TL 12/60 Rotax.	1933.	12/60, Firefly, Rotax
1928 - 9.	14.75 Lucas	1929.	TA 16.95. Lucas.
1932.	TD 16.95, TC 19.82. Rotax.		
1933.	Silver Eagle and Crested Eagle.		Rotax.

TIMING GAUGES

For all 6 cylinder models from 1929 on.

VALVE SPRING COMPRESSOR

The latest universal and improved type valve spring compressing tool direct from Alvis Limited. Handles cluster as well as dual valve springs. Available for hire.

BAS BOWES SPEAKS

That charming Oriental cloak and dagger exponent, Onebunglung Looknoseey, reports that on the 13th July at 4 p.m., in the vicinity of the site of the entrance of the proposed Heliport, he espied the Hon. President fulfilling some queer Occidental ritual.

This demanded that he lie full length on the ground between some puddles of water, and gaze upwards with earnest intent at the fiendish underside of his Alvis Silver Eagle Twenty.

"What a curious spot to choose on which to recline when the interior of the Saloon appeared to be much more comfortable and so much drier."

"Ah, yes," mused the slant-eyed doughty descendant of the revered Confucius, "most unpredictable, these Occidentals, and so unfathomable."

After reading and digesting the contents of pages 13 and 15 of our July "Alvic", I am inclined to agree with the above musings of the Slanteyedone.

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I received a letter from Bob Cowan, in which he appealed for aid re replacements of various objet d'arts belonging to his 12/50 which were obliterated when he recently slid into a ditch and overturned. Luckily he received no physical injuries.

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We now have in stock for sale from the Spares Store:

Engine and gearbox conical mounting rubbers for vintage Alvises both 4 and 6 cylinder models (up to 1932).

Two, one left hand and one right hand, grease retaining Hubcaps of the cast aluminium, external thread type.

Lapel badges at 7/6 each.

It has been suggested that a suitable use for the little Lapel badges might be for mounting on spoons, tie-clips etc.

BOWESMISCELLANY

(read eagerly by "Whiskers", renowned Alvipuss)

During the course of much interchange of correspondence with our friends in the U.K., particularly those at Alvis Limited, I have rather emphasised the dust and grit content of the atmosphere the engines of our cars are subject to, whilst traversing Australian roads. That is "motoring" as we know, or, it seems, knew, it.

Now, after the recent trip to Wagga and back for the Interstate Alvis Rally, I have the feeling that I should start pulling my head in a trifle.

True, this happy sojourn takes place within a week of our shortest day, and is therefore not the ideal time of the year for the dust gremlins to strut their stuff, but as dust is controlled by the dryness of the terrain rather than the temperature of the atmosphere, I hardly expected that on returning to Melbourne after some 600 miles of travel, I would have to confess that I had seen nary a speck of dust. This is with the exception of one brief moment whilst tooling along with Simon Ramsay in "Half A Mo", close up behind a huge pantehnicon, which cut a left hand bend at speed, thereby running its left rear dual wheels over the earthen verge of the roadway. It was only for an instant and hardly noticeable.

To me, when I recall the miles and hours of choking dust in days of yore, this was indeed a revelation. I concede that if this trip were undertaken after a spell of typical summer conditions, perhaps a different tale would result, but I am certain that the dust bogey on our highways (at least, the major ones) is a thing of the past.

Another thing which is noticeable is the remarkably good surface of the roadway. Obviously the two are closely related, good surface and lack of dust, but as we glided along the Hume Highway, for mile after mile at a steady 50 mph, the trip became quite pleasurable.

I remember with a slight feeling of guilt the reams I have written describing the miles of corrugated and potholed roads that I knew, and by pots I am not referring to Mother's cooking variety, but rather to some more closely related to the type used by Cannibal Chiefs.

Although only half of our journey was on the Hume Highway and the other half on secondary roads, I do not recall any bump worth mentioning, other than one at a small section of the road between Beechworth and Wangaratta, which was being reconstructed. (Where I bust open a brake drum and shoes. Ed.)

How very different to the conditions experienced during, say the 1920's. Admittedly the Country Roads Board had then just come into existence, and their first job seemed to be licking the Hume Highway, or as it was then known, the Sydney Road, into something more in keeping with the status this name implied.

Anyway, for we wayfarers of the time, that meant closing the roadway to traffic during the reformation and making users detour through the trees and scrub alongside the roadway, until the closed section had been passed, and these sections were often some considerable distance. There were no formed detours in those days and one was expected to look after oneself. Some times because of swamps, we found the six chains width between the road's boundary fences not wide enough, so out would come the wire-cutting pliers and snip, snip, snip, (Bonnington's Irish Moss ? Ed.) we would cut the wires and then gallivant around some farmer's paddock until we had circumnavigated the swamp.

This was extremely exhilarating, especially at night, when one had perforce, to rely for illumination entirely on the vehicle's headlights, which, in the 20's, were not exactly "Flamethrowers". Well, the one's fitted to the vehicle I was driving at this period certainly were not. Incidentally, this vehicle was then reputed to be the largest on the Sydney Road.

The many and varied hazards we experienced and overcame were legion and, in my innocence, I then naively thought this to be due to my adroitness at driving, however on reflection over the years, I realise now that they were shining examples of the old adage - "fools go where angels fear to tread."

(More next Alvic).

NIGHT TREASURE HUNT

This event was duly held on Wednesday, July 20th, on an evening that gave its unexpected bounty in good weather to the full. The Editor was thus able to cover the whole evening with his 12/50 hood down, this meaning that he could actually see the kerbs.

Unfortunately, only four cars made the journey around Melbourne, covering the Kew, Heidelberg, Fitzroy, City and Malvern areas. It is to be hoped that summer time events will evoke a greater response from members.

Have you ever been asked where the "MacRobertson Bridge" is? Well, entrants in the Treasure Hunt will know now that it is the old Grange Rd. Bridge.

Grass skirts were asked for, and grass skirts were what the organiser received. Well, after a fashion. Bruce Czynski's effort now adorns the Clubroom walls, but it is believed that this would hide very little of the wahine.

Those present found the effort worthwhile.

Entrants were:

First	-	Bruce Czynski	(Silver Crest)
Second	-	David Muirden	(12 / 50)
Third	-	Roy Henderson	(Silver Eagle Twenty)
Fourth	-	Simon Ramsay	(Morris Minor)

All hail to Barry Gough, for organising the show.

Organiser Plummer says:

KEEP THIS DATE FREE

SUNDAY, SEPTEMBER 4th.

This is the date set aside for the Annual Day Trial - of the Pre-Navigation variety.

AUXILIARY FUEL TANK FOR 12 / 50.

It may be of interest and perhaps use to members to learn that the fuel tank of the late 1930's and early 40's Standard 8 fits very snugly into the rear of the 12/50 chassis. That is, it does on beetle-back bodies, but it could very readily be adapted to fit a tourer type body.

The tank holds 6 to $6\frac{1}{2}$ gallons and makes a very useful reserve or main tank. An S.U. Fuel Pump (or similar) is needed to carry the fuel to the carburettor. The latest type of P.V.C. Petrol Tubing is very suitable, and the right fittings can be obtained for the Pump unions, carb intake and fuel tank union.

The straps that hold the tank into place in the Standard can be readily adapted to the Alvis, so total cost is only that of the tank and its securing straps (5/- it cost me) plus any necessary fittings. Two holes have to be drilled in the rear cross-member to take the ends of the straps. The other ends are wrapped round the rear shackle bar that goes right across the chassis.

The tank also provides a useful ledge on which can be mounted the rear number plate and lamps, and the filler spout also fits very snugly between the beetle-back and the mudguard. On tourer bodies, the extension tube from the Standard would have to be used and a hole cut through the rear seat floor to take it. The filler orifice would thus be situated to the top rear of the kerb side mudguard.

Another very useful feature is that the tank is provided with an electric fuel gauge float unit, so that a dash electric fuel gauge can be easily rigged up and thus overcome one of the great instrument failings of the 12/50.

- David Muirden.

GOOD NEWS FOR 12 / 50 OWNERS

Moves are afoot at present for certain parts to be cast by Les Lee, so that certain parts will not become unprocurable. Les has already cast up brass transfer ports, and is at present working on some forward Simms couplings. Hares may follow.

ALVI CARS FOR SALE

SPEED TWENTY

Ron Allen is still offering for sale his immaculate S.C. Speed 20 Drop Head Coupe, 1935 model. This car is a real buy for someone.

Some details:

Long stroke (73 x 110 mm. 2762 c.c.)
Two wheel equipment.
Built-in jacks and one-shot lubrication in full working order. All original tools. P 100 Lamps. Eagle Mascot. This car is mechanically perfect and was completely rebuilt 40,000 miles ago.

The Price: £ 500.

Contact: Ron Allen,
"Alviaston Park"
Childers Road,
MT. MACEDON. Phone: Mt. Macedon 102.

THREE LITRE

For sale, TA 21 Saloon. Finished in irridescent grey. Very good mechanical order, likewise tyres. Gearbox just overhauled, new roller bearings throughout. Engine just had top overhaul including set new Exhaust valves.
£ 620. Terms can be arranged.

Contact: W. J. Ould,
79 Wilson St.,
Brighton. S. 5.
Telephone: XB 6434 Private
JW 2101 Business.

4.3 SPORTS TOURER

Terry Plummer's is still for sale at £ 400.