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This publication is the official newsletter and journal of the Alvis Car Club, Victoria. It is printed in an edition of approx. 100 copies by the Hon. Editors, and is issued free of charge to all financial Club members. Contributions and letters are always welcome.

MAY GENERAL MEETING

8 p.m., Friday, 18th May, 1962 at the Clubrooms, 21 Edgar St.,  
Glen Iris, S.E.6.

## MORNINGTON GYMKHANA

The next event - The Mornington Gymkhana will be held on

SUNDAY - MAY 13th.

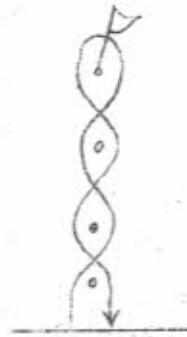
This event is aimed towards a form of miniature Kalorama Rally, with less cars and more events, with a picnic lunch for the wives and children, girl-friends etc.. There will also be some chance for Club members to get in some practice for the International Driving Tests to be held later in the year. In general, speeds have been kept low as far as possible, because of the nature of the paddock surface, and to make the event more a test of skill than sheer speed. Some of the events are somewhat of a novelty nature, so that spectators may be kept amused and to provide the drivers with some fun. In all, it ought to be a pleasant day, which should not tax the cars unduly, although the drivers should find the whole event invigorating. The organisers, David Bamford and Derek Holyoake are hoping for a large roll-up, and this issue of "Alvic" has been put out early to advertise it with a week's notice. If you can make it, do come and bring any friends - you will all be welcome even if you only come as spectators.

Further details will be found overleaf....

## COMPETITION NOTES FOR GYMKHANA

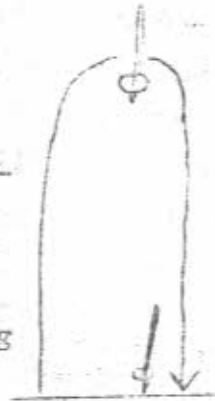
### 1. Bending Race.

The Bending Race, or Slalom, is familiar to all who have ever had anything to do with motor sport. The flags shall be set at  $1\frac{3}{4}$  times car length, to suit each competitor. The fastest competitor will gain 20 points, the second fastest 15 points, third gets 10 points, and each subsequent entry 5 points. To fall a flag results in a penalty of 10 points.



### 2. Potato Race.

Each entrant in this event will be armed with a spear-like weapon, with which he will spear the potato lying on the ground at the far end of the course. This should be accomplished without alighting from the vehicle. The competitor should then return and aim the spear for the target which will await him at the finish line. The fastest entrant is awarded 20 points as in the previous event. 2nd and 3rd places will also be scored as in the Bending Race. Failure to hit the target will result in a loss of 10 points.



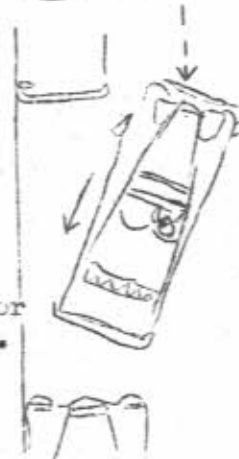
### 3. Grand Prix de Tasmania.

This event was last seen at the Vintage Sports Car Club's Ideal Homes Rally of 1960. It went under the name of G.P. de Sardinia. For lack of fish, (and also because the Organisers think it is too tame), the fish will be replaced by an apple on a plate. The driver holds an apple on a plate in his right hand, and drives with his left. For drivers of the vintage models, the plate may be held in the left hand. Fastest, 20 points etc... Loss of the apple will mean no points for that event.



### 4. Parking.

We have all been through the Police parking test and here it is again, with all its former delights. 10 inches from the 'kerb', and the allotted space will be  $1\frac{3}{4}$  times the car length. The 10" is by rule, with a loss of 1 point for every inch over the ten. "Parking by ear" is darkly frowned upon, and collision with either the car in front or behind will mean a loss of 5 points. Each subsequent try after the first will mean a loss of 2 points. You're not amateurs now, gentlemen.



### 5. The Compleat Mechanic.

Each contestant's car, in the driver's absence, will be rendered immobile by some slight defect. The defect will be easily curable once it is found, and no tuning will be upset. There will be more than one defect, and all defects will be as closely allied on all models as possible. At the start, all drivers will be out

of sight of their vehicles. The vehicles will be "fixed", and the drivers reunited with their charges one by one. The fastest to find all faults naturally wins. The scoring is as for the other events - first 20 pts; second 15 points; third 10 points and subsequent contestants 5 points.

#### 6. Blind Man's Buff (on wheels).

The object of this exercise is to cover the irregular course in as short a time as possible. The driver, however, will be blindfolded, and his navigator must tell him when and how sharply to turn in which direction. Felling a flag will mean a loss of 5 points. Otherwise, scoring is as in other events.



#### Plan of Paddock Area.



#### ASSEMBLY DETAILS:

Practice starts at 10.00 a.m. and the event starts in earnest at 11.00 a.m. The organisers hope to have some events mainly completed before the picnic lunch break at approx. 1.00 p.m.

The paddock is at the rear of the Ramsay residence just out of Morningson on the Beach Road. The house will be clearly marked with an Alvis Club sign, and is just past the Dava Lodge Hotel.

#### REPORT ON THE OLINDA HILL-CLIMB.

from D. Bamford.

The second item on the Club's sporting calendar, the Hill-Climb took place as scheduled on Sunday, April 8th at Olinda. The organisers, in finding a suitable track, successfully holed the sump of Graeme Quinn's 3 Litre, and nearly bogged a Humber. The locations of these mishaps were duly noted as unsuitable for a Hill-Climb. A good length of track was, however, eventually located and the course was set out. The first arrivals helped me out of my only trouble for the day, which was water in the petrol of the 12/50 b.b. This car also suffered the only casualty for the day, which was a suspected dropped valve, which really turned out to be a very loose gudgeon pin carving itself a nice pair of "tramlines". This was something of a disaster as the block had just been rebored a few weeks earlier.

The course itself was 220 yards long, and started on a slight grade.

At one-third of the distance, the track bore to the right and the gradient increased. The finish of the course was on the top of the ridge and it was at this point that the cars were parked. After lunch, the climbs started. Graeme Quinn (TC 21) Alister Cannon (TA 14), and John Cole (16.95 chassis) started the running, followed by David Muirden (Speed 20). Somewhat later in the day, David Roberts (16.95), Si Ramsay (TR3) and Basil Bowes (TA 21) made their appearances and contributed to the day's activities.

When most of the competitors were satisfied that they could not improve their times over the 220 yard stretch, new challenges were sought, and found, in the form of a much longer course. The second course started on the downhill, swinging at the bottom around a very sharp right hand bend over a small stream, continued along a flat straight, around a left hand bend that was sharp, but not as sharp as the first one. Coming out of the second bend, the driver was faced with the old 220 yard course.

The track was dry and dusty all the way, which was something of a discomfort, but not unbearable.

Sight of the Day: John Cole and the 16/95 chassis. This is, or was the fabric-bodied saloon that used to look as if it would fall apart at any moment. The car is now as it was when it left the factory, without any trace of bodywork save a seat. Behind the single bucket seat rose a stack of spare tyres, mounted on 12/50 wheels, four deep. Whether John expected a lot of punctures, a lot of tread to be worn off, or if they were just there for weight, I have not yet determined. The sight of John tearing up the hill in this chassis, with the clouds of dust behind him was very reminiscent of "The Heroic Days". The obvious satisfaction that John had in driving this car was very pleasing to notice. Its regular exhaust sound was caught effectively by Si Ramsay on his tape recorder.

Funny Comment of the Day: "Here comes a chap named Lindberg in a low-flying car!" Alister Cannon on John Cole and car.

Fastest Time of Day: Graeme Quinn in the TC Three Litre.

<u>Results:</u>	1) Graeme Quinn (TC 21)	55.3
	2) Si Ramsay (TR3)	56.6
	3) Alister Cannon (TA 14)	60.0
	4) David Muirden (Speed 20)	66.6
	5) John Cole (16.95 chassis)	68.7

The organisers regret that a handicap had not been worked out, but the working out of a handicap after the race is very difficult, if not rather unethical.

#### APRIL GENERAL MEETING.

Main discussion at the April Meeting revolved around the Sydney-proposed site of Bathurst for the Interstate Rally. Most members were against accepting Bathurst, and only 2 members were prepared to take their cars that distance. It was decided to inform the N.S.W. Club that we would go to Junee, Coonamundra, Cooma or Merrimbula, if they care to choose one of these sites.

The meeting closed with some movie films of the Kalorama Rally taken by Terry Plummer.

\* Return of the 12/60:

We hear that there will emerge from the mountains one of these days, a 12/50 - 12/60 special to end all 12/50 specials. Alister Cannon, who has apparently acquired the ex-Callaway, ex-Muirden 12/60 chassis and many parts from the Muirden store, including a four-seater tourer, and who was recently seen being towed in the ex-scribe, ex-Bowos, 12/50 racing car, "Bluebird", has embarked upon an ambitious project. The unusual feature of the special's construction is that it will be rebuilt to take advantage of modern racing fuels and the latest engine building facilities. This involves among other things, a 10 to 1 compression ratio (it may even be 12 to 1, if certain fuels are used), special con-rods to cure the whip and small end troubles of the standard rods, a specially designed racing camshaft and a worked-over head. It will certainly be interesting to see how it performs in comparison with a car such as Paul Conrad's 12/50 chassis, which has not been extensively altered from standard, but has merely been carefully prepared.

\* Olinda Hill-Climb:

The last event at Olinda was certainly reminiscent of climbs held there in the past under the auspices of Graham Thorley, although the lack of vintage car competitors was very noticeable, and regrettable. The outstanding car of the day was undoubtedly John Cole's 16.95 chassis, which I feel would not have looked out of place in the Paris-Madrid race. John, who drove the car from Tyabb to compete, threw the machine round the narrow corners with reckless abandon, much to the delight of the spectators.

\* Grey Lady Drophead:

Your scribe has at last surrendered to the desire to own a "Grey Lady" Alvis and has purchased Alan Watson's Tickford bodied drophead coupe. This is indeed an entirely different car to the TC saloon, and whatever Alex Isigewhatsit did, he transformed a very pleasant touring car into what can only be described as a sports car. The car in question is a very low mileage vehicle and has been looked after very well by the previous owner, and my only complaint so far is the number of loose and broken wheel spokes, but I hear they are all likely to give trouble in this regard.

\* President now Alvis-mounted:

As a result of the scribe procuring the Grey Lady, the Club can now boast a President who actually owns an Alvis, and one of those terrible Three Litres at that!

\* VSCC Two-Day Rally:

The Two-Day Rally of the VSCC proved to be a most strenuous test of driving skill and the ability of the car to maintain a high average speed over what can only be described as indifferent roads. There were two Alvis cars entered - John Green's 14.75 tourer and Nance & Viv Drough's Speed 20, the latter car being navigated for a section by myself. Unfortunately, when rounding a steep bank near Marysville, the Speed Twenty refused to answer to the helm and succeeded in demolishing a couple of 5" x 5" CRB marker posts, and in so doing severely damaged the radiator and was forced to withdraw. (Shades of Ron Allen two years ago! ED.) On investigation, it seems that a rear tyre lost its air very suddenly and

resulted in the car becoming unmanageable. The rest of the trial was spent wedged in the 1750 Alfa Romeo, which really made my weekend. I don't remember ever being so impressed with the handling of any car, as I was for those 200 odd miles. Incidentally, this car won the event outright and I feel that it was only because it could maintain speeds in the 70 to 80 m.p.h. region on mountain roads and had a very capable driver, that it succeeded.

\* 1962 Interstate Rally:

Talking about rallies brings me to the contentious subject of a site for the next Alvis Interstate Rally. The Sydney boys have suggested Bathurst in view of the fact that last year the event was held at Albury, but it seems to me that the poor attendance from those people who had to come a great distance, serves to prove that a more centrally located point would be much more suitable.

\* The Early Days:

During the last month, I spoke to Mr. Bill Wilcox, who is full of tales of the early days of motor racing in this country. He told me of the number of Alvis cars that he has owned ranging from a 1923 12/50 to a 4.3 Litre. Included among these was a 12/50 big-port that was apparently very fast and in which he had some success in racing around 1930.

\* 12/50 for sale:

Although I mentioned this some months ago at a meeting, I would like to record that Earl Davey Milne has his very well-known 12/50 Alvis for sale.

F O R S A L E

\* ALVIS THREE LITRE DROPHEAD

Dr. Gove's TC 21 Drophead is for sale at £550. This should be a terrific car from all accounts, and the whole mechanical side has just been brought back to as new condition to the tune of £400+. It is reputed to be in really excellent order throughout. The car is in Adelaide, but it will be delivered here for inspection. If you are interested contact Basil Bewes for further particulars.

\* ALVIS SC SPEED TWENTY DROPHEAD

The Editor's delightful red coupe is for sale at £500, and is in excellent mechanical order, and requires very little to put in Concours condition. Comes complete with all tools, accessories etc. Editor is selling only because he is going the England for some years next January. Contact David Muirson, 116a Kooyong Rd. Caulfield. 53 4351.

\* ALVIS SG SILVER EAGLE

Dr. Mayo's SG Silver Eagle is for sale down at Trafalgar at a garage there. We presume that Dr. Mayo left it there when he moved recently. The price is not known, not the name of the garage, but a little sleuthing should find it.

\* 12/50 SIMMS MAGNETO

Perfect order. Cost £18 recently. Bargain at £10. From Noel Cossins, Manton St, Burnley.

THE FRONT-WHEEL-DRIVE ALVIS. Its Development and Racing Career.

by G. N. S. Davies.

PART TWO: THE SPORTS CARS.

THE Alvis Company had built their last pure racing car in 1927, but this by no means indicated that their interest in entering races as a works team was over. Largely as a result of the 24-hour race for sports cars at Le Mans, which was increasing in importance from year to year, sports-car racing was attracting a great deal of interest in this country. The idea of being able to buy, and run on the road, cars similar to those entered by works teams in classic races was already beginning to prove of no little assistance to sales, and Alvis was not slow to realise this.

Their policy for 1928, therefore, was to prepare F.W.D. sports cars for selected events, and to produce similar cars for sale to the public. Several models were offered: two-seater super sports, four-seater sports tourer, and "Alvista" fabric saloon, supercharger being optional in each case. These F.W.D. cars, which were in addition to the well-established range of rear-drive cars, were a completely new design, although, of course, based on the earlier racing cars. Two chassis lengths were available, giving a wheelbase of either 8ft. 6ins or 10 ft. The newly-designed engine was a single-o.h.c. unit, of 68mm by 103mm. bore and stroke, giving a capacity of 1,482 c.c. with the camshaft driven by a train of spur gears. Some of the parts were common to the sports 12/50, including crankshaft, valves, con - rods (duralumin), and a Roots-type blower was again used, fed by a 40-mm Solex carburettor.

The transmission and final-drive unit was very similar to that used on the very first F.W.D. racing car in 1925, with single-plate clutch, four-speed gearbox, and bevel final drive, in that order. The front brakes, still inboard, and bolted to the differential casing, were two-leading-shoe, and really powerful, even by today's standards. It is interesting to note that the method of linking the shoes by means of an external adjustable rod is used, in slightly modified form, on one of the very latest racing motor-cycles.

The independent front suspension was by eight transverse  $\frac{1}{4}$ -elliptic springs, following the pattern of the 1927 G.P. cars, but Rudge knock-on wheels were used, and the hubs had been tidied up. Rear suspension was also independent, by means of leading  $\frac{1}{4}$ -elliptics, and radius arms, parallel with the chassis, suspended from a cross-tube of large diameter. On the early cars, the radius-arms pivoted about a simple shackles pin, and when this pin wore to any extent, the behaviour of the back end became somewhat wayward. The result of this was that the springs were able to move sideways in relation to the chassis whenever there was any tendency for the rear wheels to lose adhesion, whereupon the tail would perform a series of spring-loaded hops outwards. Provided the driver kept his right foot well down, this was seldom serious, but very few people at that time had had any opportunity to gain experience of front-wheel drive, and several owners got themselves into difficulties by lifting the foot at the wrong moment, thus gaining the cars an unjustified reputation for instability. On later cars, in order to eliminate the

the shackle-pin wear, and to make the suspension more rigid, the radius-arms were mounted on massive ball-races, which did much to cure the trouble.

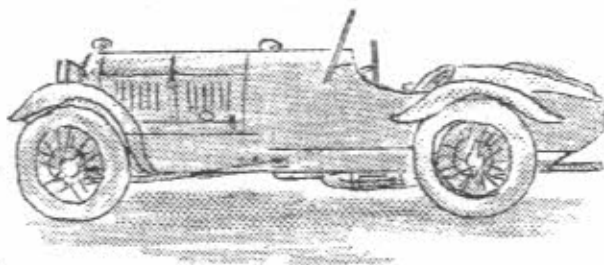
The rear brakes were never very wonderful, since if for any reason the front brakes lost their efficiency, the rear springs would immediately "wind up". With very little weight on the tail, however, if the front brakes were kept up to the mark, the braking as a whole was excellent.

Alvis entered their new cars in the two premier sports-car events of 1928 : Le Mans on June 17/17th, and the Ulster T.T. on August 18th, with which event the R.A.C. were to replace the British Grand Prix. In order to give the as yet untried car a dress rehearsal for the all-important Le Mans, a car was entered for the Essex M.C. Six-Hour Race on May 12th, but it could not be prepared in time, and the entry had to be scratched at the last minute.

For Le Mans, five cars were originally entered, but the team was later reduced to two, the drivers being C.M. Harvey / H.W. Purdy and S.C.H. Davis / W. Urquhart-Dykes. The cars were shipped to France in good time for preliminary practice, during which several detail alterations were found to be necessary. Both front and rear suspensions had to be stiffened, and brakes and steering required attention. Perhaps the biggest headache, however, was caused by the regulation requiring the hood to protect all three seats. In order to put a third seat in a two-seater car, the Alvises had been provided with a dickey seat in the tail, and to get the hood to at least appear to protect this was quite a task. Hoods acceptable to the scrutineers were, however, contrived, and the new cars were ready to race.

In spite of being so new and unproved, the two cars put up a splendid performance. Harvey and Purdy took sixth, and Davis and Urquhart-Dykes ninth, place in the General Classification, and first and second in their class, after a completely trouble-free run. Both cars had beaten the previous  $1\frac{1}{2}$ -litre record for 24 hours by a comfortable margin. The performance of Harvey and Purdy was particularly notable, since the five cars which covered greater distances, two Bentleys, two Chryslers and a Stutz, were all of around  $4\frac{1}{2}$ -litre capacity.

Greatly encouraged by their fine showing at Le Mans, the Alvis team were determined to enter the best possible team in the first Ulster T.T. on August 18th. The new race attracted a great deal of interest, and, when the regulations were published, several violent protests. All capacity classes, from A to H (unlimited to 750 c.c.) were to be included, with a system of credit laps for the smaller cars, thus allowing a massed start.



→SIDE VIEW of the very successful FWD Alvis cars, which ran so well at Le Mans.



SERVICE DATA SHEETS.

DATA SHEET NO. 57

10th January 1946

FILTER GAUZE.

Where you are requiring the Pressure Filter N.11893 to be re-gauzed will you please send the Filter Frame to us when we will have it re-gauzed and returned to you.

For the moment, we have no pattern from which to take new castings, and as we are completely out of stock of the Frame, the only method is to re-gauze old frames. If you prefer it, we can always send you the gauze for you to re-gauze yourself.

The models involved are as follows:

Silver Eagle . . . 16.95 and 19.82  
Crested Eagle . . . 19.82  
Speed 20.

DATA SHEET NO. 58.

31st January 1946

TAPPET CLEARANCES.

With some of our models, the method of Tappet adjustments is not entirely clear. Due to the quietening curve of some of the camshafts it is necessary to make sure that the tappet is on the base of the cam before adjusting, and although this only applies to certain camshafts, it would be as well to adjust all Alvis tappets according to the following procedure:

- 1) 4 - cylinder engines: Adjust all inlet valves first, setting No. 1 cylinder inlet when number 4 is fully open; No. 3 when No. 2 is fully open; No. 4 when No. 1 is fully open; No. 2 when No. 3 is fully open. Repeat in the same manner for exhaust valve clearance setting.
- 2) 6 - cylinder engines: Adjust all inlet valves first, setting No. 1 cylinder inlet when No. 6 inlet is fully open; No. 2 when No. 5 is fully open; No. 3 when No. 4 is fully open; No. 4 when No. 3 is fully open; No. 5 when No. 2 is fully open, and No. 6 when No. 1 is fully open. Repeat in the same manner for exhaust valve clearance setting.

DATA SHEET NO. 59.

25th February 1946

DYNAMO PULLEY.

Please note that the 12/70 Aluminium Dynamo Pulley N. 17342 has been superseded by a Cast Iron Pulley C. 1540, as used on the now 14 hp. car.

DATA SHEET NO. 60.

25th February 1946

PROP. SHAFTS.

Further to Data Sheet No. 55, wherein it was stated that Messrs. Hardy Spicer would no longer accept for repair the early type shafts, we are now able to issue details of a modification which will enable later type i.e., needle roller bearing shafts to be used. This requires an adaptor at the front end and an adapter at the rear end, in all forming a new unit in place of the old type shafts.

The adaptor in effect is a ring which will sandwich between the gearbox rear flange and the prop. shaft flange in the one case, and the same size adaptor which will sandwich between the bevel pinion shaft flange and the rear flange of the prop. shaft in the other case. Part numbers are as follows:-

- C. 2259 Adaptor - 2 off - £2 each.
- C. 2260 Stud - 8 off - 1/6d each.

If you order an old type shaft we shall accept the order but send you a complete set of new parts. There is no occasion, however, for you to return the old shaft, and it should be understood that the complete new parts will be supplied without any allowance being made for the old shaft.

DATA SHEET NO. 61.

12th March 1946

12/70 BRAKING

In cases where there appears too much braking on the front, or where the front brakes are particularly difficult to balance, it is permissible to reduce the braking effect on the front by shortening the front brake compensating lever by 7 mm. The original length of the boss was 27 mm, so that it can be reduced to 20 mm. in length. At the same time, the  $\frac{1}{2}$  B.S.F. pin should be reduced in length by a corresponding amount.

The best mechanical advantage can be obtained by setting this compensating lever facing  $15^\circ$  forward, i.e.,  $15^\circ$  from the plane of the front axle. To improve the braking still further front springs of a higher rate can be fitted. The part number of the old front spring is N. 17298, whilst the later front spring is N. 19044. The thickness of the new spring is  $1\frac{3}{4}$ " against the old spring  $1\frac{17}{32}$ " Stocks of N. 17298 when run out will not be renewed, so that all future replacements will be N. 19044.

DATA SHEET NO. 63

9th May 1946

PISTON TYPE SHOCK ABSORBERS FOR 12/70.

It is considered that the piston type Shock absorber is an advancement on the old Vane type, and therefore we are not repairing or re-conditioning any more of the original Vane type for the 12/70. We have therefore prepared a scheme for fitting Luvax Girling piston type shock absorbers and the particulars are as follows:

Type	- Luvax Girling P.R.6	£2 15 0 each
		£11 0 0 set of 4
C. 3000	- Distance piece front 4 off per set	... 1 0 each
C. 3100	- Stepped bolt for front shock absorber - 2 off per set	2 6 each
C. 3001	- Adaptor plate o/s rear	1 off 6 0
C. 3002	- Adaptor plate n/s rear	1 off 6 0
Bolt 7/16" dia. x 2" long.	Nut and spacer washer	2 off 3 each
Bolt 5/16" x 7/8" long.	Nut and spacer washer	6 off 1 each

NOTE: Adaptor Plate assembly consists of :- Plate and C.3003 bolt and 5/16" dia x 1" bolt. Both bolts welded to plate. (Continued..)