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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.

JUNE GENERAL MEETING.

8 p.m., Friday, 15th June, 1962 at the Clubrooms, 21 Edgar St., Glen Iris, S.E.6.

The MORNINGTON GYMKHANA

Sy Ramsay's property near Mornington was the scene of a very pleasant Sunday afternoon's antics by some members of the Club. The morning of 13th May didn't look very hopeful, but the weather came good and the whole event was blessed with perfect conditions. The events were admirably prepared by Organiser, David Bamford - he was so much prepared, that he had more events coming up than it was possible to fit into the time. The roll-up of members could have been much, much better, but rest assured that those present sympathised with their absent comrades.

Ian Soderberg made a welcome re-appearance at this Club function, if only to show the superiority of the V.W. in Bending Races. Les Leo and the FWD arrived in much splendour and glitter, but did not enter any events, as he was having some trouble deciding which carburettor jets were appropriate. John Cole and the 16.95 chassis kept the spectators amused with his lithe and sporty handling of the highly-polished chassis. Other contenders were Andy Hannam (Firebird), Terry Plummer (TC 21), David Muirden (Speed 20), Graeme Quinn (Grey Lady), Sy Ramsay (TR 3).

Probably the highlight of the day was the event known as "Blind Man's Buff". The Scribe had the most rewarding task of navigating the blind-

folded drivers through this event, and remarked how amazing it is that many people will turn right when they are asked to turn left!

The placings for the day were:

John Cole	90 points	1st.
Andy Hannam	53 ..	2nd.
David Muirdon )	40 ..	equal 3rd.
Terry Plummer		

#### FOR SALE

##### \* ALVIS SPEED TWENTY - FIVE SALOON.

John Murray's 1940 model Speed 25, at present stored in Melb. is for sale at £350. This grey saloon is in very good mechanical order, fair seating appointments, sound panels, needs re-wooding in places. Goes very well, and is a most elegant high-speed car. For further details contact Basil Bowes, 21 Edgar St., Glen Iris.

##### \* ALVIS TA 16.95 SILVER EAGLE TOURER

David Roberts' green tourer is in very good condition both bodily and mechanically. The engine has had a complete rebuild 12 months ago including line boring, retapping, block sleeved back to standard and genuine Alvis pistons fitted. New valves & guides. The car is complete with good tyres, hood & green duco. Price £250. Contact David Roberts, 72 Bendigo Ave., Bentleigh.

##### \* ALVIS SPEED TWENTY DROPHEAD COUPE

"The Immaculate" is offered for sale at £500. This well-known red car is in Al mechanical condition, while the body is in good shape. The Charlesworth coupe is a most elegant one, and the car comes with all original equipment, including eagle mascot. Contact David Muirdon, 116a Kooyong Rd., Caulfield, 53 4351.

##### \* ALVIS THREE LITRE COUPE.

Dr. Gove's TC 21 Tickford Coupe is for sale at £550. Excellent mechanical condition (over £400 just spent restoring it to as-new) The body is also in excellent order. Contact Bas Bowes for details.

##### \* S.U. FLOAT NEEDLES & SEATS SUIT SPEED TWENTY

3 sets of float needles & seats for Speed 20 series of triple SU installations (probably also Silver Crest and Silver Eagle Twenty) These are brand new. Price £1.0.0.  
Contact Alistair Wilkie, 6 Churinga Ave., Mitcham, 87 1777.

##### \* 12/50 PARTS

Set clutch linings for plate clutch (also suit Silver Eagles) + one only ready lined pressure plate for same. £6 set.  
Completely reconditioned & guaranteed 12/50 generator - £6.  
Perfect Lucas 4 cyl magneto (off 12/40), guaranteed 18 months, suit 12/50. £8. Also Bosch magneto-works. £2.  
Contact David Muirdon (as above).

- \* Immediately after the Mornington Gymkhana, I was present at a show of some of Simon Ramsay's travel slides illustrating places, cars and people which attracted the eye of his camera during his recent overseas trip. In particular, one very attractive bikini-clad girl seemed to feature in most of his "seascapes". !!
- \* Later the same day, whilst visiting one of our better known purveyors of vintage knick-knacks, we were shown a beautiful pair of candle-powered carriage lamps of the type that are required to complete the National Trust's Brougham (see bobw).
- \* During the course of a visit to "Como" recently we met the founder of our Club, Bob Morrow, busily restoring a horse-drawn brougham for the National Trust in one of the coach houses. Bob was obviously enjoying the job and if the finished "Victoria" was any indication of the quality of his work, the National Trust will have a very fine exhibit.
- \* Graham Lowe, of 1750 Alfa Romeo fame, is threatening to join the Club. He would certainly be a most welcome addition to the Club and incidentally has probably delved into the vitals of more Alvis cars than most of us.
- \* David Manson, Club Captain of the Sydney Club, paid a flying visit to Melbourne, and was fortunately able to attend our May meeting. We hope he does not carry back to Sydney too many lurid stories of our activities as it was at least 3.30 a.m. on Saturday morning when he was finally returned to his hotel.
- \* Vintage Race: At the next race meeting at the Calder Raceway in June, the promoters have requested that the V.S.C.C. organise a race for vintage, post-vintage and historic racing cars. I have heard it rumoured that at least two members of this Club will be competing on that day if the necessary formalities such as CAMS licences are completed.
- \* F.W.D. Success: Les Lee had a well deserved victory in the Vintage class at the recent VSCC sprint meeting, driving his meticulously-prepared FWD. For its debut into vintage competition, both Les and his father can feel justifiably proud.
- \* Change of hands for 12/50: Graham Steinfart has purchased Brian Donnellon's 12/50 aluminium-bodied tourer. It is hoped that we may see more of this car, as it is a particularly good example of the early sub-frame type tourers, and has been very well cared for by its previous owners.
- \* Clearing house in S.A.: We hear that John Murray is preparing for a life of married bliss to a Melbourne girl, and this has meant that his Alvis stable must be reduced. This means that his 1940 Speed 25 is once again for sale. You may recall that this was offered for sale many months ago, and then withdrawn from sale because he couldn't bear to part with it. The reason for the sale that time was a trip overseas. Now that he's back, he has a new, and more demanding, reason at hand. We can only hope that the car gets a buyer worthy of such a fine Alvis model. Unfortunately, so many P-V Alvises have been ending up as wrecks in the last few years and there are suddenly only the rare one or two of any model left around. Even many 12/50s have found the same fate.

VINTAGE CARS:

Failure of the rubber or compo. 19/20 tooth vernier couplings may be caused by:

- 1) Misalignment of Magneto and Dynamo. Commonsense use of a set square will cure this fault. Packing shims can be placed under the magneto. Check also that the forward coupling (dynamo end) is, in fact, mounted solidly to the shaft and rotates truly.
- 2) Too great a torque transmitted through the coupling. This is caused by the magneto bearings being too tightly adjusted.
- 3) Ineffective mating of the 3 components comprising the drive. Poor mating may take the form of:-
  - (a) Magneto slipping to the rear. The BTH type is normally secured with the strap. However, too eager tightening may crack the top half of the magneto body & casing. It is better secured by a setscrew passing through the platform provided for it on the engine crankcase. The problem then is to get at the securing point with the engine in position. All in all, careful use of the strap is adequate. It helps to cover the long studs with rubber hosing to prevent any chance of sideways movement of the magneto - this also aids insulation of the magnets from the metal parts close to it.
  - (b) End float in dynamo or magneto shaft due to under adjustment of the bearings.
  - (c) The metal dynamo gear slipping towards the dynamo. This fault may be cured by brazing a stop on the inner face of the gear in order to limit its movement out of engagement.
  - (c) Distorted faces of either of the brass vernier gears. This fault permits the drive to be transmitted through a few teeth only. The dynamo gear of the two-pinch bolt variety will bow badly on the face carrying the teeth when the shaft hole is oversize (it should be a push fit) and the pinch bolts are tightened. In this instance, fault (c) is also liable to occur. Cure:- BUY A NEW ONE. (Note: The A.C.C.V. Spares Service has cast up these units with the shaft hole left solid so that they are drilled and reamed to a tight press fit on the particular dynamo shaft and then a hardened grub screw is screwed into the keyhole on the shaft to prevent any movement. These castings cost 2/6 from the Spares Service - you have to drill, ream and tap.)
- 4) Snatching of the drive. This is caused by excessive wear in the train of timing pinions; a great danger here is a sheared dynamo shaft.

General notes: Provided that the 3 components mate correctly, there is little chance of failure of the rubber coupling. The shear force required is too great except in the case of a seized magneto. If the 3 components do not mate effectively, however, failure is very likely, as the drive is then transmitted through to the tips of the rubber teeth and the resultant lever advantage will break these teeth off under load. (Acknowledgements to Capt. M. Radford, Alvis Register).



# ALVISTORY

F.W.D. SERIES Continued.

## Continuing G.N.S. Davis' story of the Front-Wheel-Drive Cars:

(In the first Ulster T.T. race) no Bentley nor Mercedes teams appeared owing to various objections, but, nevertheless, nearly sixty entries assured the success of the new race.

Four works Alvises were entered, to be driven by Purdy, Harvey, Cushman and Willday, with Urquhart-Dykes as a works-supported private entry. Cushman only came into the team at the last moment, after his Bugatti had seen fit to break its crankshaft. When he asked Captain Smith-Clarke, the Alvis team chief, for a ride, the only car available was the practice car, which had taken a severe belting from all and sundry. Cushman, however, was determined to race and he gladly accepted the car. As is now history, he drove a splendid and was credited with second place, being the only member of the team to finish, although Willday, having suffered a series of tyre and plug troubles, was still running when the race was stopped. Harvey had spun his tail into a bank, while in second place, due to a wet road; Urquhart-Dykes, while in the lead, had overturned at Bradshawes Brae, after colliding with the bank, and Purdy was forced to retire with a broken piston.

The first Ulster T.T., although a great success, had certainly punished the machinery, only 12 cars out of 44 starters completing the course. The official results gave K. Don, driving a Lea-Francis, as the winner at 64.06 m.p.h., and L. Cushman second, at 64.02 m.p.h., only 13 secs. behind him. The Alvis was clearly faster than the Lea-Francis, but Cushman had been troubled by the knowledge that he was short of both fuel and oil, but dare not stop; his petrol tank ran dry only a mile after crossing the finishing line!

In addition to their fine performances in races during 1928, the FWD cars took several International Class F records at Brooklands: the 1,000 km. and 500 miles, and six hours at 91.77 m.p.h. Harvey also attempted the twelve-hour record, but was foiled by a series of minor troubles. A few weeks later, however, Mr. and Mrs. Urquhart-Dykes, in a works-prepared car, broke the twelve-hour record by a considerable margin, in spite of a howling gale and a bout of magneto trouble.

The four-cylinder F.W.D. was now a production car, and cars were being bought by enthusiasts in all parts of the world. A few, mainly in chassis form, were shipped to Australia, where one or two survivors are running to this day. Except for detail refinements the cars were unchanged for 1929, and were in their final form. About a score still exist, although not all in original or running order.

The growing prominence of Le Mans in the sporting calendar was, by 1929, causing a demand for an event on similar lines in this country, and the ever-progressive Junior Car Club were the obvious people to organise it. Since night racing at Brooklands was forbidden, a non-stop 24-hour race was impossible, and to overcome this difficulty the race was to be run on two days, twelve hours each, with the cars in a sealed park in between. Thus, on May 10th and 11th, 1929, was held the first of the famous "Double Twelve" series.

The new race was obviously going to assume no little importance in the motoring world, and the Alvis team were going to be there if at all possible. A new and very promising sports car had been designed, and in prototype form it looked like being a most potent machine. It was based on the previous year's car, but powered by a modified version of the 1927 G.P. straight-eight engine.

Front suspension was again by the now-standard arrangement of transverse  $\frac{1}{2}$ -elliptics, but the rear was by means of a single transverse semi-elliptic spring and short radius-arms. This arrangement cured the problem of the springs moving in relation to the chassis, which troubled the four-cylinder cars, although the rear brakes were still none too effective. The wheelbase was rather long, being 10ft., which added rather more weight than was desirable but was necessary to comply with various regulations.

The engine, externally very similar to the 1927 G.P. unit, and having the same bore and stroke of 55 mm. by 78.5 mm., had been much improved. Steel con.-rods, with needle-roller big-ends, replaced the early duralumin ones, and the crankshaft was supported by ball and roller main bearings at each end, with needle-roller intermediates. No longer was a separate oil tank used, although the sump was 'dry', the oil being contained in a separate chamber. A prototype car, fitted with a single-seater body, and driven by W. Urquhart-Dykes, made its first public appearance at the Brooklands Easter meeting, winning the Light Car Handicap at 101.64 m.p.h.

Although this now eight-cylinder F.W.D. was showing great promise, it was quite clear that the cars would be too new and untried to produce their full power in the "Double-Twelve". On the other hand, all-important Le Mans was to take place only a month later, on June 15/16th, and it was considered that without the opportunity of a trial run afforded by the "Double-Twelve" at Brooklands, their chances of repeating the previous year's fine performance would be considerably reduced.

A team of three cars, therefore, was duly entered. Major Harvey was unfortunately suffering from an illness which was to keep him out of racing for most of the season, and the drivers were: Cushman and Paul, Mr. and Mrs. Urquhart-Dykes, F. Hallam and G. Willday.

In spite of the pre-race panic, all three cars started, but none managed to complete the distance, although the Dykes' car ran for 21 hours before the collapse of a crown-wheel put them out. Cushman was forced to retire after 23 hours, with clutch trouble, having run for two hours with only top gear working; the Hallam-Willday car had been suffering oil-pump trouble, and was out after only three hours' running.

So far as Le Mans was concerned, the experience gained in the "Double Twelve" was invaluable. Although no car had finished, two had run all but the full distance, showing that, with teething troubles eliminated, the new straight-eights had sufficient stamina to compete in long-distance events.

(Continued next month ...)

	Castrol	Vacuum	Shell	Esso
ENGINE	Castrol XL	Mobiloil A	Double Shell	Essolube 30
GEARBOX	Castrol XL	Mobiloil A	Double Shell	Essolube 30
REAR AXLE	Castrol Hypoy	Mobilube GX	Spirax EP.90	Esso 90
STEERING BOX	Castrol ST Gear Oil	Mobilube CW	Spirax C	Essolube Gear Oil Medium
WHEEL HUBS	Castrolcase Heavy	Mobilgrease No. 4	Retinax RB.	Esso Grease
CHASSIS GREASE GUN	Castrolcase CL	Mobilgrease No. 2	Retinax CD	Esso Fluid Grease

DATA SHEET NO. 85.

30th September 1947

TA 14 FRONT WING STAY.

The earlier front wing rear stay ran from the outside edge of the wing up at an angle of approximately  $30^{\circ}$  to the vertical face of the front wing inner valance.

An improvement in the rigidity can be made by removing the stay from this position, re-bonding it and fitting it to the under-side of the front wing inner valance. The new position makes the stay approximately horizontal and one hole only has to be drilled to accommodate it in the new position.

DATA SHEET NO. 87.

30th September 1947

TA 14 CARBURETTOR

At the top of the suction chamber of the carburettor is a hydraulic damper which can be seen when the oil cap nut is removed.

This damper is operated by the action of oil and the aperture should be approx. half full of light oil. The oil escapes rather easily, and therefore this is a point that should be watched regularly.

If the oil escapes the damper will not function, and this will allow the piston to rise easily on opening the throttle which in turn will cause temporary weak mixture. Also this in turn will adversely affect acceleration and possibly cause some slight spitting.

Unfortunately, the Instruction Book does not call particular attention to this, although it is somewhat casually mentioned on Page 23.

PISTON TYPE SHOCK ABSORBER FOR 12/70.Method of Fitting : FRONT.

The new Shock Absorber goes on in exactly the same position as the old type and the rear hole is picked up in the same way, but using a stepped bolt, C.3100 to accommodate the  $\frac{1}{2}$ " dia. hole in the bracket and the  $\frac{7}{16}$ " hole in the Shock Absorber. The front hole will be further forward than the old one so a new  $\frac{7}{16}$ " hole must be drilled in the bracket marking off from the Shock Absorber. The small distance pieces C.3000 are sandwiched between the bracket and the shock absorber to throw the shock absorber out into its correct position. It will be noted that the  $\frac{1}{2}$ " bolt which would have been removed from the front of the bracket must be replaced into its old position to attach the small angle bracket on the frame to the old shock absorber bracket.

REAR.

Whereas the old type was fitted on the inside of the chassis frame with the spindle protruding through the bracket, the piston type will fit on the outside of the bracket above the road spring. The adaptor plates, C.3001 and C.3002 will bolt on the outside of the old shock absorber bracket and in such a position that it is sandwiched between the old bracket and the new shock absorber. A portion of the adaptor plate will stand forward of the old bracket and this will carry the  $\frac{7}{16}$ " bolt for attachment of the shock absorber.

To prevent the road spring fouling the shock absorber at maximum deflection, it is necessary to remove the two rear axle re-bound straps and refit these in a position  $\frac{5}{8}$ " lower from the old position. It will be found that one hole will have to be welded up and re-drilled.

DATA SHEET NO. 65

18th April 1946.

ANDRE SHOCK ABSORBERS (SPEED 20)

Messrs Andre cannot supply spares or repair H.T.33 type Hydro-Telecontrol Shock Absorbers as fitted to the Speed 20. It is therefore useless to return these either to us or to Andre for repair, but we can replace them by the Andre H.C.33/2 which have exactly the same operation whilst the regulator, reservoir and pipe arrangements are all exactly the same as for the old type.

The H.C. 33/2 retail at £22 per set of 4, and they can be supplied either separately or as a set. When placing your order for new shock absorbers, please indicate the corner of the car for which they are required.

DATA SHEET NO. 67B

26th September 1947.

LUBRICANTS.

Please note that the up-to-date Oil recommendations for the TA 14 are as follows, and these details incorporate Data Sheets No. 67 and 81. (See over for lubrication chart.....)