

Club Officers

- Hon. President: Terry Plummer, 19 Powderham Rd. Caulfield.
- Hon. Vice-pres: David Bamford, 30 Fiddes St. Moorabbin.
- Hon. Secretary & Spares Registrar: Basil Bowes, 21 Edgar St. Glen Iris, S.E.6
- Hon. Treasurer: Bruce Czynski, 13 Gladstone Rd. Briar Hill
- Hon. Soc. Sec: John Larsen, 24 Ralston St. Sth. Yarra.
- Official Scribe: Graeme Quinn, 46 Goodwin Ave., Blackburn.
- Club Captain: Alister Cannon, "Ian Ayr" Emerald Rd Belgve.
- Hon. Editors: David Muirden, 116a Kooyong Rd., Caulfield
David Bamford.

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

September General Meeting

8p.m., Friday, September 21, at the Clubrooms, 21 Edgar St., Glen Iris, S.E.6.

International Driving Tests.

The International Driving Tests, which were originally intended to be held in September, have now been arranged for OCT. 7. The venue is the Fishermens Bend Airstrip. There are four classes, open and closed four cylinder cars and open and closed six cylinder cars. Due to the noticable lack of 12/50's, the four cylinder classes will possibly be predominantly P.A.14. The sixes, however, are more varied.

These tests are purely tests of controllability and in no way have an adverse effect upon your car. The Organisers hope that you will all come to either spectate or participate and get yourselves a lungfull of that bracing Port Melbourne air.

Bas. Bowes Speaks.

It is most regrettable, but the fact remains that sneak thieves have again been in action at "Alvista". When I describe the offenders as sneak thieves I mean not only they who commit the offence with malicious intent but also they who borrow things for keeps. Firstly it was noticed that a motoring periodical had vanished. Of course, it was only a bagatelle, but it had been donated to the club for its use. It was then noticed that a dunlopillo seat cushion was missing, also from the clubroom proper. Now this cushion actually belongs to me, but it was there for the general use of the club. The third item missing is of a more serious nature as it was purloined from inside the office. I refer now to the cap that belongs to the 12/50 radiator contained therein. Now all buildings on the land to which I hold are my property, and I insist that the office is my sanctuary. ON THIS I AM ADAMANT.

It is happenings such as I describe above which cause me to rue the day that I allowed "Alvista" to be used as the clubrooms of the A.C.C.V., with all the inconveniences such a set-up imposes. These, for the sake of the club as a whole, I was willing to put up with because I felt that the gratitude of the decent genuine Alvis enthusiasts outweighed the cynical uncouthness of the minority. I must, however, confess that over the years, now almost a decade since the advent of "Alvista", every now and then the flagrant abuse of my hospitality has sorely tried my patience, so much so that I have, at times, been on the verge of calling the whole thing off. Is it possible that some of these uncouth actions were enacted with malice aforethought in the hope that I would be forced into doing just that? Stranger things have happened.

The remedy is in your hands, and all I ask is that you do not abuse my hospitality, but just be gentlemen with genuine Alvis interests.

STOP PRESS.

To add my two cents worth, the latest article to grow legs is a catalogue of 12/50 Alvises, with a photograph of each model and some of the details of that model. Now the scarcity of these catalogues is such as to make hen's teeth like a glass of water or sand in the desert. I, for one certainly hope that this catalogue finds its way back to the Clubrooms, for it is indeed a great loss.

D. B.

JOTTINGS. From Graeme Quinn.

The vintage race at Calder proved to be most successful as far as this club is concerned, as Alvis cars filled second and third places. Our congratulations to Les Lee in the F.W.D. and John Cole in the 16/95 for filling those places respectively.

John Cole must go down on record as one of the quickest bodybuilders to practise his art on an Alvis chassis. The chassis that appeared at the hill climb and Gynkhana in all its nudity was clothed with a respectable body for the Calder scrutineers.

The July meeting was the first meeting to be held under the new club policy of providing refreshments. Those who were there will know what is meant and I think will endorse your committees action.

Simon Ramsay, Basil Bowes and your Scribe made a hurried trip to Jerilderie during the month to investigate the story of a pre-first War Hispano that was reputedly for sale. The story was genuine and the car was a most attractive tourer, but to our disappointment had been sold a fortnight earlier to a South Australian, who traded in an R.L. series Alfa Romeo, which is now for sale.

The saga of the Bentley continues! Perry Plummer, after connecting up the carburettors etc., got the 4½ Litre running reasonably well until the second run around the block, when the engine siezed solid. The trouble that had been plaguing the car, and which, incidentally caused the fire that destroyed the bodywork, was finally traced to severely chewed-up timing gears.

Could some of our Historians clarify the rather obscure beginnings of Alvis Ltd. for Alvic. The years 1919 and 1920 seem to me to be most confusing. We have letters by Capt. D.M.K. Marenday who states, and I quote; "As you may know I brought Alvis cars into existence", and also discussing the Buckingham light car "Alvis had nothing to do with the manufacture of the Buckingham engines", whilst K.R. Day states that the manufacture of the Buckingham was undertaken by T.G. John Ltd., simultaneously with the 10/30 Alvis. We know that John was an engineer with Siddely Deasey and that Capt. Marenday was also associated with that firm, and also that T.G. John took over Holly Bros. in 1919 and commenced car manufacture in his own right.

TREASURE HUNT.

The August event - the Treasure Hunt - suffered little from being in effect, a repeat performance of the Treasure Hunt of 1960. The numbers of entrants was a little higher than usual, mainly due to picking a General Meeting night to hold it. The only thing that was unfortunate was that a late start was effected because it was felt that more people might arrive and enter if the start were to be delayed as long as possible. The result of all this was that the event was later in finishing than the 10.30 p.m. as advertised.

Because of the late start, times were accordingly advanced for the whole trial, and penalty points were not deducted for arrivals at the end until midnight.

The weather held very good for the evening, and the traffic on the roads was very light, which made the whole affair very pleasant. The run through the eastern suburbs was briskly executed by most drivers, and Graeme Quinn at half-time was leading the field by a considerable distance. However, it turned out that he was the last to arrive at the half-way control. He had forgotten to note his speedo mileage at the start, and had to go back to the start to retrace the course to arrive at the mileage for the section of the Treasure Hunt.

Prize of a treatment of Molybdenum Disulphide for his engine went to Alister Cannon. Placings were as follows:

A. CANNON	(TA 14)	32 points
B. GOUGH	(Speed 20)	26 points
D. BOWAK	(TA 14)	25 points
G. QUINN	(Grey Lady)	18 points
S. RAMSAY	(TR 3)	14 points
D. DONNAN	(12/50)	11 points
J. MACLEOD	(Armstrong)	retired.

Mention in despatches goes to the Donnans in their starkly fair-weather TE 12/50 tourer, making its debut for them in a Club event. They (and the car) performed very creditably indeed.

ALVIGLOSSARY - snatched from Alvibatics, the Alvis Addict's Almanack.

For the alvisistance of all Alvimen who may alvoccasionally find themselves at a loss for an Alvisword, we print below the following list as a guide and alvencouragement to the invention of more and yet more Alvitorms.

- *Alvigont, or Alvisbod, or Alvicitizen.
- *Alviscora, or internal workings (those not given to Latin terms may use the vulgar form, Alviguts.)
- *Alvistarboard and Alvilarboard are O.K., but not Alviport, which has another meaning altogether.
- *Alvimpocunious enthusiast - one with fatigued Alvistresses on the brain as well as in the pocket.
- *Alvertebrato, or chassis structure.
- In all, alvelementary, my dear Watson!

SERVICE DEPARTMENT.

Colosyl and Its Uses.

This article comes with the compliments of the 12/50 Register Bulletin. Some of the various types of Colosyl may be unobtainable in Australia. I am not sure of this because I have not as yet tried very hard to find out. The W.X. version is definitely available at most hardware stores.

Soaking heads in hot Colosyl solution cleans water passages quite effectively and while it may not entirely remove all the carbon it does soften it to the extent that it can be wiped or rubbed out of the head and ports. This eliminates a good deal of work, but in rendering the use of a hard wire brush or scraper unnecessary, it reduces the chances of damage to the valve seats. A mixture of Colosyl H and W.X. has been found to be best for this job. The hotter the solution the quicker it works, so a temperature just below boiling point is recommended.

Four ounces of Colosyl dissolved in a gallon of ~~h~~ boiling water is a suitable concentration for most work. For cleaning out ball races and other oiled - up parts I have found W.X. excellent. The heavy black sludge that non-detergent oil leaves can be most effectively removed by this solution.

Aluminium, however, is Colosyl's Achilles Heel. Caution should then be used when cleaning out the inside of prewar crankcases with Colosyl. In England it has been found that a mixture using 3 oz. WX. and 5 oz. Al/MG will remove carbon, tallow, grease, buffing compound, stoved enamels, paints, etc., without deteriorating the finish of the aluminium.

Radiators.

The use of Colosyl WX for cleaning fur and rust deposits out of radiators does not differ very much from using any of the patent cleaners, but it has the important virtue of being cheaper. In addition it is also non-corrosive, and is to a certain extent a rust inhibitor. This is more than can be said for some of the patent cleaners now in use.

In most cases a solution of 2 oz. per gallon is adequate. It should be added when the engine is warm, run for a day, and then flushed out. If you are lucky enough to have an obstinate one, then up to 6oz. per gallon may be necessary.

Try $\frac{1}{2}$ oz. per gallon when you wash your car. It will remove oil stains and road film. Be sure, however, to rinse it off afterwards.

Try it, it's a good drop!

Cash for Your Carriage Dept.

4.3 Litre.

Mr. Bill Edwards of Balblair has a 1937 ex-police car for sale. I believe that the car is at the moment residing at Trawool. The asked price is unknown but the colour is grey.

T.A. 21 3Litre Saloon.

Mr. T.J. Kent of 14 Ardoch St. Essendon wishes to sell a 3 Litre. We were not told a price but we do have his telephone number; FU 7734

T.A. 14 Estate Car.

This little - used car can be bought from Ien Long, of 212 Williams Rd. Toorak, who is willing to part with it for £200.

S.C. Speed Twenty Drophead coupe.

David Muirden's familiar red car is offered at £500. This Charlesworth - bodied car has all the original equipment and has just recently had a tidy sum spent on the mechanics.

12/50 Spares.

1 Set clutch linings for plate clutch (also suit Silver Eagle) plus one ready lined pressure plate for same. £6 the set.

Completely reconditioned and guaranteed generator, £6
Perfect Lucas 4 cyl magneto, (off 12/40), guaranteed 18 months, suit 12/50 £8

Bosch magneto - works. £2

for the above items contact David Muirden, 116a Wooyong Rd., Caulfield, 53 4351.

16.95 Saloon.

Alistair Wilkie's white saloon is for sale. This car has just had some retimbering done in the doors, and has had much gold spent on the carburettors and gearbox. The haggling starts at £120. Alistair lives at 6, Churinga Ave., Mitcham, 87 1777.

WANTED) Dead or Alive...

One only four cylinder B.F.H. magneto. The essential part that this magneto must have is the brass distributor gear. The hunter is Les Lee, of 124 Charles St. Abbotsford,.

ALVISTORY

- from Basil Bowes.

(The following article appeared in the Alvis Day Programme, 20/5/62.)

EYE-WITNESS REPORT OF THE 1923 "200" MILE RACE.

Hardly had the excitement of the 1,100 c.c. race died down than the 1,500 c.c. cars filed out of the paddock and took up their positions at the Fork. Despite the fact that the two handsome red Fiats, of Carlo Salamano and Malcolm Campbell, were known to have every possibility of winning the race easily, excitement ran high, for it was confidently anticipated that there would be an extra-ordinary good fight for third place.

There were a few moments of waiting. All eyes of the eager crowd focused on the pack, and then, as the Starter's flag fell, the two lines roared forward, Cushman hurling his Bugatti to the front with a superb display of driving. A gasp went up as Campbell's Fiat hesitated on the line; but he got going again.

Under the Member's Bridge and down the straight they shot, Cushman leading with E.R. Hall on 'Bunny' the famous Aston Martin hard on his heels, and Harvoy, in his brilliant green Alvis, a good third. The Fiats, starting in the second row, quickly began to thread their way viciously through the field, and thus the cars came round on their first lap, Cushman still in the lead, but Salamano second and Campbell third. With every instant the superior speed of the Fiats began to show, and in the next lap, they took the lead, while Dullor, on the Marlborough-Thomas, worked his way past Cushman's Bugatti and was lying third.

At the Byfleet Bridge it was easy to realise how terribly fast they were going. Bunches of twos and threes and even fours, shot broadside together under the bridge and stop watches revealed the fact that the Fiats were lapping at 100 m.p.h -- 101.64 m.p.h. To be perfectly frank, the race looked horribly dangerous, and it says much for the skill of the drivers that there were no crashes.

Returning to the Fork, the crowd was agog with excitement. Peering over the railings, we could just see Salamano execute what appeared to be a most hazardous swerve to the right. He slowed his car down quickly and stopped the engine dead opposite the pits. A pool of oil along the track told its own tale. Campbell, who had been leading the field, in a brilliant manner too, was out of the race. Never was there a greater shock. Both these superb machines had broken down after eleven and twelve laps respectively.

It was the surprise of surprises. Campbell, his face witness to his soul-searing disappointment, left his once all-conquering car by the pitside and walked dolefully away.

But still the noise of the exhausts bellowed forth as the cars roared past and still the interest remained. Dullor, in the Marlborough-Thomas, had stopped to change his plugs and lost his early place. Douglas, in Bertelli No. 2, was afflicted by constant misfiring and pulled up and inspected the carburetor and plugs, and on the next round stopped again and cleaned the distributor.

The position of the leaders now was Eyston's Aston Martin well ahead, Joyce's AC lapping equally fast, but he had been unfortunate enough to shed a tyre early in the race, and hardly had he accomplished 10 more laps than he blew another tyre just as he was passing the pits, and his mechanic had

MORE 12/50 SERVICE DATA

(by courtesy the Alvis Register
Circulars.)

Steering Wobble:

Wobble seems to have been quite a problem in the Twenties, but there is no question that it does not occur on a 12/50 in decent condition. If it does, there is something wrong.

High speed - that is over about 35 m.p.h. - wobble is usually due to the front wheels being out of balance, while low speed wobble is usually due to play in the steering joints or box. All these can be dealt with, and Alvis Ltd. can supply all the necessary parts for an overhaul - ball pins, bronze bearings for track rod joints, lignum vitae bearings for the drag link joints, ball joint springs, and steering box bushes.

Front wheel wobble can frequently be cured by balancing the front wheels. Jack up, see that the brakes are not touching the drums, and you will probably find that each wheel comes to rest in a certain position. The procedure is to add weight opposite this point - one method is to wrap lead wire in figure eight fashion around two spokes until the out of balance is cancelled out and the wheel will stay in any position you set it. Balancing is almost essential with large wheels, particularly if the steering joints and box are free from friction.

12/50 Brakes:

Investigating the reason for squeaking brakes recently it was found that while the upper shoe on each side at the front was only one-third worn, the lower linings were down to one or two rivet heads. The lower shoes are, of course, the leading ones. A great economy is to re-line only the lower shoes every second time.

When overhauling the brakes, it is very worth while adjusting the linkage so that the angle between cable and rods and the levers they operate does not exceed 90 degrees in the 'on' position. This is probably the biggest factor in getting good brakes. It is probable that through wear on drums, operating cams, and shoe heels, there is quite a large error; this can be cured by packing up the heels of the shoes with strips of steel, bent up at each end to fit the shoe very closely. By doing this it should be possible to achieve the following: With the operating cams completely 'off' (i.e., parallel to the heels of the shoes) the angle between cables and rods and levers is about 75 degrees, and the brake should be fully on with an angle of about 90 degrees.

On the matter of shoe-cam wear, it was always a golden rule that each pair of brake shoes should be placed on a surface plate with a piece of steel rod to represent the fulcrum pin and a piece of rectangular bar to represent the cam. Under these conditions, the contact face of the linings should synchronise. It is surprising how often they don't. Over the years, cam faces have been dressed to remove the groove that the cam wears in the cam face of the shoes and no make-up pieces have been fitted. Of course, if the brake camshaft is floating about in orbit, you will get automatic centralisation of the shoes, but other troubles come along. Correction can be made by fitting 'U' pieces to the shoes - the flanged cam on the 12/50 holds them in, without the need for c/sk screws.