

CLUB OFFICERS

Hon. President: David Bamford, 30 Fiddes St., Moorabbin, S.20.
Hon. Vice-President: David Caldwell. Scribe: Graeme Quinn.
Club Captain: Alister Cannon. Social Secretary: John Larsen.
Hon. Treasurer: Andy Hannam, "Cron dall" Doveton Ave., Dandenong.
Hon. Secretary: David Muirden, 116a Kooyong Rd., Caulfield, S.E.7.
Hon. Editors: David Bamford & Desmond Donnan.

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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. 80 copies, by the Hon. Editors, and is issued free of charge to all financial Club members. Contributions and letters are always welcome.

NOVEMBER GENERAL MEETING.

8 p.m., Friday, 16th November, 1962 at the Clubrooms, 21 Edgar St., Glen Iris, S.E.6.

SECRETARY'S NOTES:

* Through the good offices of the Service Department of Alvis Limited, we are fortunate to be able to continue our Service Data Sheets. The Works have supplied us with a number of new Data Sheets of particular interest to owners of TA 14 and Three Litre cars, and the Service Department have promised to make notes on procedures they encounter when various problems arise in their workshops. The first of these service hints have just been received, and will be printed in "Alvic" shortly.

* Further to this matter, I have also received an exploded diagram of the BTH JD 6 Magneto-Distributor, and a pamphlet explaining many matters about these units. Members who, like myself, have found trouble with the magnetos will be pleased to learn that their intricacies can be made intelligible by reference to this information. They are available from me whenever they are required. It may be possible to reprint the text of the pamphlet in a later "Alvic".

* Members are reminded that the Spares Service is still functioning, with its headquarters at the Clubrooms. Basil Bowes is still the Spares Registrar and Basil has stated that this sphere of Club activities will become of much greater importance with the closure of the last Australian Alvis agents, Devon Motors. Unfortunately, the Spares Service is a non-profit concern, so that the Service was not able to offer to take over any of Devon Motors stock of TA 14 and Three Litre parts. If members used the Spares Service more, reserves could be built up to procure these parts whenever they become available. The Sydney boys have raised £100 between them to buy some of Devon's stock. We would be wise to move in the same manner if we can.

The Annual General Meeting, 1962.

The October meeting was the occasion of the Annual General Meeting, and surprisingly a large number of people attended. One of the stranger paradoxes of a democratic society is that everyone hates to vote.

The meeting was chaired by David Bamford in the absence of Terry Plummer, who was reputed to be drinking free grog at an association dinner in the city. The election of the 1963 committee was a simple affair, as there was only one nomination for each position. The committee for the next year is as follows;

Hon. President,	David Bamford
Hon. Vice President	David Caldwell
Hon. Secretary	David Muirden
Hon. Treasurer	Andy Hannam
Hon. Social Secretary	John Larsen
Club Captain	Alister Cannon
Hon. Editor	David Bamford
Scribe	Graeme Quinn.

The surprise of the meeting was undoubtedly the fact that Basil Bowes did not offer for re-election. This would be the first time in quite a few years that Basil has not been on the committee of this club. A gesture of appreciation of his work was extended to Basil by the members, but there are few who have any idea of the amount of work that he has put into the club along with money, time and so many unseen and untold things.

Our new Secretary, David Muirden, can, unfortunately only occupy this office until the end of the year. If any member feels that he or she would like to fill in this vacancy, could you please let David know. I am certain that he would appreciate it.

Quote Dept.

" To pass unchallenged at a speed in excess of the legal limit....remember that by sitting upright with a calm face (on a quiet car) you produce no impression of speed except on turning a corner....If, however you stoop forward (this gives the impression you are endeavouring to avoid a high wind pressure), jamb your hat over your eyes, screw up your face, do a great deal of steering with visible swinging of your body, blow your horn frequently, you will invariably be arrested. I think a couple of good actors could safely wager to be stopped by an otherwise inoffensive constable at a pace of 10 mph., especially if mounted on a machine the teeth of whose gear gave tongue. They would as surely be fined . If caught near Andover they would probably be hung".

'O'Gorman's Motor Pocket Book', 1907.

JOTTINGS..... from Graeme Quinn.

Rob Gunnell of the Sydney Club was present at the October meeting, being in Melbourne on business. Rob, of course, is well known to all for his remarkable trip to Britain in a 12/50 tourer, via India and the Middle East.

The youngest guest ever to visit "Alvista" was brought to the October meeting by Bruce and Helen Czynski; their young daughter Anne, just nine weeks old. A remarkably quiet baby and your scribe hopes that the impending addition to his family will be blessed with this most desirable attribute.

Members John Cole and Les Lee competed in a recent V.S.C.C. Phillip Island sprint in their 16.95 and FWD respectively, but it seems that either the cars were not going as well as they have been, or the handicapper has got their measure, because they were not as successful as they were in the previous sprint and the Calder Vintage Race.

Devon Motors are apparently going out of business and as a consequence wish to dispose of what Alvis parts they have in stock at reduced prices. It seems that both the Sydney club and this club were notified of what parts were available, although this fact has not been given the publicity it deserves. John Tuffy of N.S.W., a most enthusiastic Three Litre owner, has taken advantage of the situation, and has from all reports, ordered a vast quantity of a wide variety of parts. We hope that there will be something left for those Melbourne TA 14 and Three Litre owners who wish to stock up and have not been aware that Devon's are closing up.

A Vintage Race Meeting was held at Warwick Farm in Sydney in October, to which travelled eleven Melbourne enthusiasts, including three members of this Club. The event, and for that matter the weekend, proved to be most enjoyable. Perhaps the most outstanding thing was the apparent lack of interest of many Sydney enthusiasts. This was apparently caused by the complex and various organizations in N.S.W. catering for Vinagents not seeing eye to eye on what seems, to a casual visitor, many trivial matters.

A pleasant evening was spent recently discussing Alvis and kindred motoring matters with one of our foundation members, Fred Bail, who will be remembered by older members as once being the proud owner of the Silver Crest now owned by Bruce Czynski. Fred's business commitments restrict his spare time but he hopes that he may be able to make some meetings occasionally.

Jottings, continued...

Apparently Simon Ramsay, "In a moment of weakness" sold the 12/50 ttourer "GPC". He now hopes to be able to concentrate his energies on the "boiler plate special".

Our new President David Bamford has got his Speed Twenty -
tourer on the road again after a protracted rebuild. It certainly
is a credit to David for the car now looks in far better condition
than it has for a very long time. It is good to see a Speed Twenty
appear again after restoration. It is a pity that we don't see more
cars of the PVT type receive the same treatment and appear in club
competition again.

Whilst recording that our new President has his car on the road,
mention should be made that our ex-President Terry Plummer had the
misfortune to collapse a piston in his TC21 Saloon whilst on his
way to Sydney for the Warwick Farm Vintage Race.

The ex- Doctor Mayne 16.95 is still apparently for sale at
Trafalgar. This would be a good buy for someone as it is apparently
very sound.

THE ANNUAL DAY TRIAL

From Alister Cannon & Rosalie Irvine.

The Annual Day Trial was held on November 4. The members and
friends present were Graeme and Jane Quinn, John Cole and Anne
Carlyle, David Bamford and Anne Readwin, Sy Ramsay and Paul Bamford,
and Viv and Nancy Drough - five competitors in all.

After a short snort and snack at the Kallista Picnic Ground, the
cars moved off, covering some interesting and beautiful parts of
the Dandenongs. From Kallista, the routemeandered through Sherbrooke,
Sassafras, Clinda, Kalorama, Mt. Evelyn, Seville, Yellingbo, Maccles-
field, Avonsliegh, and back to control at Emerald Lake.

Most competitors completed the course with fast times, although
this was not specifically a speed event. No doubt the pleasant sunny
conditions, company, and scenery had much to do with this. One
competitor was momentarily paralyzed both in thought and action
when he encountered a well known European "road beetle" navigating
a dirt road corner sideways. In this instance the Alvist was dawdling
either.

Yes, that man has done it again! John Cole, with Anne navigating,
was the outright winner, having gained the maximum possible number
of points. Nancy and Viv Drough also had a creditable non-Alvis run
in the family Olds., thus winning the "Oldsmobile Section"

The results were;

J. Cole	175 pts.
G. Quinn	170
D. Bamford	165
N. Drough	160

The cars present were a Grey Lady, Silver Eagle, Speed twenty, Triumph TR3A, and the Oldsmobile.

The finish at Emerald Lake did not deter some valiant souls who were seen to be threshing the waters of the lake in Pedalos whilst competing in the Grand Prix de Pedalo. Scribe Graeme Quinn was unfortunate in running and eventually throwing No.1 R.H. (Wooden type) pedal pad.

There were two noticeable sighs when these peculiar water craft returned to the staging - one from the proprietor (relief and a cant - believe-thy're -whole feeling) and the other from members who had found muscles that they never knew they had.

Peddalling around a lake is exhausting and drying work, and subsequently liquid therapy was called for. The barbeque was lit and very shortly an already excellent day was improving rapidly. During the meal, a battered blue Ford Defect charged into the middle of the throng, bringing Graeme Lowe with it. Graeme announced to all that he had "a tale of woe to relate such as you have never heard before". He then began to tell of how he had a flat tyre on the way out. He replaced it with his spare tyre. Another few miles, and another tyre went flat. Near to the scene of this catastrophe was an old Pontiac with four gentlemen inside. These fellows were consuming the famous product of Carlton at a good steady rate, and to all appearances had been doing so for some time. Graeme appealed to them for material assistance in the form of a patch. The fellows thought that a couple of beers ought to be drunk before they looked for a patch. This was done and a patch was duly found under a pile of junk in a corner of the car. With much "help" from his inebriated benefactors, the puncture was repaired. The tyre was reassembled, and one of the drunken ones insisted on pumping the tyre up. It would not inflate. The fellow on the pump took a lot of convincing that the tyre was pinched. After almost bashing the enthusiastic one over the head to make him stop, Graeme managed to take the tube out again. Another search through the piles of junk in the Pontiac revealed what must have been his last patch. This time the air, when put into the tyre, stayed in, and success was achieved. Graeme was then able to continue on his way, a few fluid ounces heavier, but none the worse.

Simon caught some choice candid comments on his tape recorder which were played back to the enjoyment of all. The party broke up at sundown, David B., Anne, Simon, and Paul stopping off en route to examine the scraped, painted and naked chassis of Bluebird, the 12/50 that used to lie in Basil's garage.

Remember the final event of the Year, the Christmas Party, on the night of the December Meeting. See you there.

NOTES ON THE F.W.D.

- by Horrio Morgan.

Browsing through February "Motor Sport", I came on some references to the F.W.D. - No, not Alvis, but Four Wheel Drive.

As I drove one of these brutes for 6 months and suffered all the trials and tribulations of the damned, my recollections are therefore far more vivid than the hazy meanderings of the Motor Sport scribes.

The F.W.D. was an American W.W.I. disposals. That it had seen active service was proven according to the local yokel by a dent on the chassis "where a shell had hit". Personally, I always considered that the mark was proof that a demented driver had bashed his brains out.

The construction was solid. Solid rubber tyres. Solid cast iron wheels, $\frac{1}{4}$ inch steel running boards, seat, engine covers etc.

The engine was a 4 cylinders Lycoming, and was positioned over the front diff., which put the crankshaft line about 4 feet above ground. The only way to crank was to stand to the side, both hands on the handle, pull through 90°, and then fall flat on one's face as soon as possible. The reason for the last manoeuvre was to avoid getting the handle full in the teeth on a backfire.

The writer who said the compression was so low that the engine could be turned over by the fan belt was nuts. The drag of the gear and transfer box was so heavy that when cranking, it was necessary to use full strength to go over one firing point. The danger of back-fire was that one would run out of steam just about T.D.C., when the impulse starter would let go, and it was anyone's bet which way the engine would revolve.

The engine was a side valve T head with a large unswept area, so most of the heat went into the cooling system and out the exhaust pipe, which used to glow red for 6 ft. These chaps who consider it marvellous to heat a babies bottle in the V of a side valve Ford V8 have a lot to learn. I have cooked a full-size bush turkey in the F.W.D. engine room. The turkey was put in a petrol tin and started boiling on a camp fire, then hung alongside the exhaust manifold. It was cooked by lunch-time.

The steering column was vertical with the radiator, just under the wheel, and nothing so effeminate as a windscreen. The steel seat was the top of the engine compartment, and was about 8 feet above ground.

One day, when the radiator cap blew and spewed 16 gallons of boiling rust all over me, all I could do was a swallow dive over the side, not even pausing to change into neutral. As the engine was on throttle control a la T model Ford, because the accelerator was too hot to rest one's boot on, it meant a trudge of 2 miles to the next ridge where she stalled.

When the front drive was in, the front wheels always took the line of least resistance, which meant that in ordinary ruts it wasn't necessary to steer, but in boggy conditions, the front wheels would seek out soft spots up to 6 feet off the road, regardless of the front wheel angle.

When bogged in sand or mud, the front, not the rear wheels would jump or chatter, and with the seat forward of the front wheels, it was necessary to stand up and ride her like a bucking bronc, as the impact of the hot seat on one's behind was terrific.

Getting moving after standing over-night was a full-time adventure. The clutch was a multi-plate steel-bronze affair running in oil (Helle-Shaw); we used to reverse the names to describe the operation.

With the engine ticking over, clutch right in, hand on throttle, foot on the gear lever, the drill was to endeavour to synchronize the kick into gear with the snap opening of the throttle. If one was too slow with the throttle, the engine stalled. If too soon with the throttle, the kick-back on the gear lever would just about break one's leg. If everything went right, even when loaded the truck would leap off the mark like a dragster, then settle down to a steady crawl until the clutch oil heated up.

Nothing ever broke down on this truck except the drivers.

The last thing she did to me is still vivid enough to pop up in my dreams after an overfull do of beer and crayfish. I had been trying to outrun a thunderstorm and had been blasting flat out through isolated pools and puddles. I charged down a good slope at about 40 onto a hard packed claypan and then everything came unstuck. Have you ever tried to control a truck and trailer loaded with 3 tiers of wool bales, spinning and going nowhere in particular on a frictionless surface liberally studded with gum trees ?

FOR SALE NOTICES

MAINLY 12/50 PARTS

- * 1 16.95 Autovac Vacuum Tank complete.
- 1 16.95 Starter Motor Housing Cover (Aluminium)
- * 1 Speed 20 Head Gasket -- brand new.
- 1 Speed 20-25 D.W.S. Jacking System Handle complete.
- * 1 12/50 Gearbox (3 point) complete and in good condition.
- 5 12/50 Starters (3 fully reconditioned)
- 1 12/50 Generator & Simms coupling (fully reconditioned)
- 1 12/40 Badge Bar (chromed).
- 1 12/60 Rev Counter and drive (belt from jack-shaft - all fittings)
- 1 12/50 60 mph Speedo and cable assembly complete.
- 1 12/50 Hub Cap Wrench.
- 2 12/50 Hand Brake Assemblies complete
- 3 12/50 Exhaust pipe to manifold gaskets.
- 1 12/50 Head Gasket - new.
- 2 12/50 Rear Water Transfers - bronze (also 3 aluminium).
- 1 set TE 12/50 Nylon Shackle Bushes.
- 2 only 2" White Dial Ammeter.
- 2 only 2" Black Dial Fuel Gauges - electric.
- 1 set 4 Hub Nut Wheel plates for Open Hub Wheels.
- 1 12/50 12v cut-out & 1 only vintage Dipper switch (foot operated)
- 1 12/50 Magneto Switch.

FOR SALE NOTICES (Contd.)

- * 1 only 42 gram float for 30 mm Solex Carburettor.
- 1 only 30 mm Solex (barrel-throttle type in excellent order).
- 1 only 30 MOV Solex (butterfly throttle).
- 1 only 12/40 Lucas Magneto (fully reconditioned).
- 1 set 12/50 Half-shafts.
- 1 12/50 Track and Tie-rod complete with lignum-vitae ends.
- 1 set Vintage Plate Clutch Linings (pre-drilled)
- 2 only vintage 12v Horns.

* ALVIS SPEED TWENTY DROPHEAD.

This red 1935 SC model is in excellent mechanical condition, with a completely overhauled engine and accessories, 4.3 ratio diff. with new bearings recently installed, re-sprayed in Carnation Red enamel. Goes well and is a real looker. Complete set of original tools and equipment. Eagle mascot. Log book record. £400.

* For all above items, contact David Muirton, 116a Kooyong Rd, Caulfield.

* ALVIS TA 14 SEDAN.

A recently re-conditioned sedan in black finish and tidy bodywork is available for £150 from Bill Jackson, 7 Beronia St., Surrey Hills.

* ALVIS SPEED 25 SALOON

John Murray's Grey saloon is apparently offered for sale again by B. Dobson. Contact Graeme Quinn for further details.

* TA 14 SEDAN

A Mr. K. Richards of 9 Mary St., Box Hill has a TA 14 for sale for £40, which it appears has been involved in a collision which has wiped the front wings and damaged the radiator.

* ALVIS TA 14 ESTATE-CAR.

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

* ALVIS TA 21 SALOON.

Mr. T. J. Kent, 14 Ardoch St., (FU 7734) Essendon wishes to sell a Three Litre. Price is not known.

* ALVIS 16.95 SALOON.

Alistair Wilkie's white Vintage saloon is for sale. Recent work on body and mechanics. £120 o.n.o. Contact Alistair at 6 Churinga Ave., Mitcham, (87 1777).

* 12/50 DIFFERENTIAL.

Reputed to be in good order and the usual 4.7 ratio. From Mr. D. Jackson, 71 Warburton Rd., Canterbury.

MYSTERIOUS ALVI

Two unknown Alvis cars have been sighted in the last week or two. They are: a drab blue 12/70 Saloon, and a blue SG Silver Eagle saloon. A dirty brown 12/40 or early 12/50 Tourer has also been seen a month or so back.

Any information regarding these cars or their owners will be welcomed.