

It is an unfortunate fact that "Alvic" as we used to know it has met its predictable fate, but it is also heartening to see it return in somewhat similar form even as an annual issue. Who knows, it may once again be possible to issue it more regularly in the not too distant future. Our monthly newsletter handles our administrative needs admirably, but there is always a special place for the more general magazine containing history, articles, and service information. Let us hope that enough material of this type is produced by members to keep a weighty annual volume in business. This particular issue is relatively small, but there is no reason why an issue three or four times the size cannot be produced, and this would be vastly preferable.

It was previously hoped that we could obtain the Alvis Owner Club of Great Britain's Bulletin to fill the space left by "Alvic", but the terms offered by the A.O.C. altered considerably in the process, and this was no longer possible. Therefore, this issue has been produced to see if we cannot ourselves fill the void, however occasionally, in our own way. It is trite to repeat the old admonition that the success of this magazine depends on the response of the members, but it is none the less quite true. The personal Alvis happenings and Alvis service information experienced by members should be written down as soon as possible after they occur and thus be passed on to other members. This is particularly important with service data. The lack of official service manuals is sorely felt on many occasions, and the only way to overcome this is to gradually build up a mass of written information about the especial problems met with in each and every model of Alvis car. This magazine hopes to do this in whatever way possible. You will find within several pages of official Factory Data Sheets, but these are the last of these available. We have from the Service Department several more articles but these are very limited, and will soon be exhausted. After that, we must help ourselves or get nowhere.

A L V I V E R S E S

Lady member, driving her Alvis,
Left the highway and fractured her Palvis,
When her boy-friend said "Ah,
You'll need a new car!"
She said, "No! Ring the Club and they'll Salve us".

David M. had a rather old Alvis,
Which he bought rather cheap from a Pal 'o 'is,
It at length ran amuck,
Running into a truck,
And chopping the owner in Halvis.

There once was a TA Fourteen
That was considered to be rather "keen"
It ran like a bird,
But as I have heard,
It flapped all its wings under steam.

GLOSSARY OF MECHANICAL TERMS.

Drop-arm :	Cassius Clay's left.
Steering arm :	The one not round the passenger.
Ball-joint :	Palais de Danse.
Oil-slinger :	The careless garage-man.
Armature :	Non-professional.
Spigot :	New-Australian term - "No spigot Engleesh"
Gasket :	Short for Gas Kettle.
Push-rod :	A billiard Cue.
Rocker-box :	A baby's cradle.
Supercharger :	Peter Menere.
Mesh :	Oil all over the floor.
Clutch stop :	A smack in the face.
Ported :	Full of port.
Compression ratio :	Hugging force.
Spline :	The bumpy bone down your back.
Carbon brush :	A chimney-sweep's broom.
Universal joint :	21 Edgar Street.
Hot-spot :	Christine Keeler's flat.
Fishtail :	The rear end of a mermaid.
Pinion :	A small pine tree.
Hemispherical head :	Don't let this happen to you.
Grabber design :	In defiance of copyright.
Three Liter :	Family of three.
Big-end :	Slacks seen on fat lady.
Rear-end snatch :	Naughty man in swimming pool.
Idler screw :	Lazy idiot.
Contact-breaker :	Farewell note.
Light bulb :	Very small onion.
Tail lamp :	Shine on seat of trousers.
Timing case :	Cabinet for grandfather clock.
Push-fit :	Plump lady into girdle.
Splash-feed :	Young child at dinner table.
Copper pipe :	Policeman's smoking instrument.
Anti-knock :	Seized door knocker.
Advanced timing :	Fast passes leading to swift relapse.
Over-square :	Won't even speak to jazzers.
Wiper arm :	The one that tears off the paper.
Bonnet lock :	Chain to prevent lady's hat blowing away.
Flat-spot :	Young girl not yet in teens.
Close-ratio :	Two's company, three's a crowd.
Silencer :	Baby's dummy.
Top overhaul :	Not-so-young lady applying cosmetics.
Welsh plugs :	Part of Harold's electrical equipment.
Water transfer :	Usually in a glass.
Butterfly :	Fly made of butter.
Bell housing :	Church steeple.
Clutch-release :	A well-aimed kick.
Crankcase :	Lunatic.
Shockers :	Movies about spooks.

FOR SALE

"BERTHA" 1931 19.82 Silver Eagle Sedan. In fair condition. Needs new 3rd. gear, otherwise mobile. Has 3 perfect recaps. I set brand-new driving plates. £40. See Roy Henderson.

A TRAGIC LOSS

Among our ranks there is now a gap that will never be filled, a pipe, a cap, a slightly stooped back will be seen no longer, for Bas Bowes is dead, and those of us who knew him mourn his passing so sincerely, for the loss of such a friendly, selfless man can never pass un-noticed.

How strange it is to walk into the Clubrooms and not see the somewhat spindly figure in the rocking chair, and his invariable retinue of people arguing, seeking information, discussing Alvises, or just being sociable.

Hail and Farewell Basil, your place will be forever vacant !

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WHEN I was first approached to write a tribute to Bas for "Alvic", my first thoughts were directed to the irony of the occasion - a requiem for Bas, and a probable requiem for the magazine he so enthusiastically supported. For both did so much for the Club, and to record their passing is not pleasant.

As one who admired Bas so much, I think I can best convey my feelings with a thumb-nail sketch of my years with the A.C.C.V. for to me Bas and the Alvis Club were synonymous.

My first meeting with Bas was - as most incidents involving him seem to be - humorous. It happened some seven years ago when I was taking my family to Philip Island in Bertha (my beloved Silver Eagle). As we approached Cowes, a brace of Alvises hurtled past us. I was somewhat surprised to see that mine was not the only one of its breed left, but really thought no more of the matter. Not long after I parked Bertha outside a shop and bought some eats. When I returned, I thought for a moment that bandits had taken over, for the family was huddled in the deeps of the cabin, and where the mudguard should have been were to be seen three battered bottoms with legs attached.

Looking quickly around for help, I spotted the two Alvises parked across the street, and all became clear. I stepped forward, unholstered my grease gun, and tapping each bottom smartly with the butt, cried: "Take your grease-stained fingers off my Sweetie!" Whereupon the legs and battered bottoms grew bodies and up popped - Barry Gough, Max Houston and yes, Basil Bowes.

In this way I entered the Vintage Alvis movement and came under Basil's sphere of influence. To cut this part of the story short, let me say that nothing would satisfy these gents but that I dump my family on the nature strip, and take the three Alvists for a quick spin, while Bas in turn insisted that I come along to a Club meeting. I accepted the invitation and when the day arrived I even donned a tie, not knowing what to expect,

Never as long as I live will I forget the sight that greeted me when I strolled into Basil's garage for the first time. Who knows what I should find at a vintage car clubrooms! Luscius lasses draped across the bonnets of gleaming immaculate cars smoking Middleboroughs? Dashing young gallants in white overalls with goggle-marks across their noses? Believe me, it was nothing like this. The Clubrooms as we know them now did not exist. This enormous shed was completely crammed with what I later confirmed to be the carcasses of old dilapidated mechanical monsters, most of which looked as though they had run their last race before Waterloo. If my memory serves me correctly, there was a Talbot with a blown-up motor, an Hispano-Suiza, most of which was piled in bits on its own back seat (a

little like the legendary bird which flew in ever-decreasing circles) an Itala, and a broken down old Alvis, lovingly called "Bluebird"- mainly because of its blue racing shell. Piled around, over, under and in these specimens was the greatest conglomeration of bits and pieces it has ever been my privilege to see outside a professional auto-wrecker's yard. Cramped in a central area amidst these piles of paraphernalia were a dozen or so bods huddling together in a forlorn attempt at keeping themselves free from grease and oil.

- Ah! The memories of those early days. Dim lights, old cars, drums to sit on, a smoky brazier and old faces no longer seen at the Clubrooms, and always in the background was Bas with his smelly pipe and his cheery "Oh, and by the way -".

I had not been at the Club many minutes when Bas spotted me and took me under his wing, and from that moment I was lost - no longer was I looking at a heap of old wrecks, but at some few remaining links we have with what must have been a glorious era of motoring. Since those early days I have seen and worked with Bas Bowes many times. I have seen him at his best, and possibly at his worst. He was a strange mixture, enthusiastic, argumentative, unpredictable, even plain cantankerous, but, whatever his mood, he was always available and willing to help when a friend was in strife. I have known him many times to push his car out into the open so that some member without shelter could use the garage for repair work.

I wonder if any of our members will ever understand just what Bas has done for our Club? He put in enormous amounts of time and energy behind the scenes in every sphere of Club activities. To mention just one of these, the Spares Service, he spent countless hours ordering, receiving, scouting around, seeking, and guiding parts through customs. In his years as Spares Registrar he handled more than £2,000 of members' money on a non-profit basis. How easy it was to drop in at Edgar St with a request: "Bas, will you get me one of those unheard-of splayed coil hydrotuned hairspring for my Double Eagle?" and then drop in some weeks later and pick it up, paying the minimum price for it, and without a real inkling of the extent of Basil's efforts in pulling off this miracle, and many of them were miracles indeed! I have known Bas to work until 2 a.m. on Club matters, then having to prepare himself to start work at 5 am. When I last saw him 24 hours before his death, he was even then worrying about his Club work left unfinished.

It is this numberless series of generous and selfless actions that endeared him to us all, and which made our loss so great. We miss Bas for himself as a friend, and for what he was willing to do for others.

EPILOGUE:

To all Club members I say this - Do not let this Club fade into oblivion now that its co-founder and guiding light has gone. His efforts on our behalf must have contributed to his untimely death, and his work must not go in vain. And as some form of inadequate recompense, we should help Basil's family wherever we can. To Mrs. Bowes we must extend our deepest sympathy, and thank her for her gracious permission to retain the use of the Clubrooms in honour of Bas. Let us not break this trust by thoughtless actions. From now on, it's up to us.

ROY HENDERSON.

Introducing -

ENGLAND'S ANSWER TO FORD'S AMERICAN ANSWER TO AUSTRALIA'S OWN HOLDEN :

The FABULOUSY ALVIS "TORY"

by Peter Lostagain.

After terrific build-up parties, demonstrations and press releases, the much vaunted answer to the Australian's dream has arrived on our shores. It is the car the over-parked public has waited for - England's Alvis "Tory" - which can indeed be described as "luxury carmanship" displaying decorative skill at its very nicest - it is, in a nutshell, a car with character.

In styling, trimming, instruments and performance, it makes all the other cars look like motor vehicles for the conveyance of passengers. This model looks like a super-size garbage-disposal unit, which at least lives up to its makers' ideal of individuality.

In fact, it is not known who designed the 'Tory', although there is a charming and cunningly placed advertisement on the dashboard for the crunchiest cereal of them all, and sub-titled "Graber while you can."

The most important feature of the car appears to be the $3\frac{1}{2}$ cwt. chromium-plated cardboard grille on the front of the car, placed, in lieu of a better position, between the headlights. For sheer artistry and decorative skill, rivalled only by the pastrycook at Chevron, this grille is magnificent. I don't personally see the point in it, but none the less it is superb. No mean figurine on the bonnet either, but a complete Polaris missile, operated at the press of a button by the driver, graces the car. It is particularly interesting from the head-on view. It certainly aims to insist that cars in front recognise its mastery of the King's Highway.

The Works:

The ashtray is most ingenious. It is operated from a vacuum-assisted extractor which whisks butts etc., away and conveys them into the air cleaner. It is so powerful that one must be careful when wishing merely to dispose of some free ash, as the whole cigarette is likely to be sucked away vigorously. My ignorance of this fact lost me a watch, a tie-clip and two finger-nails before I got the hang of the thing.

The automatic choke kicked over at first touch, although the engine did not come to life for some twenty minutes. This may be understandable in the model I tested, since at the time it had done only 5,000 miles. At this stage too, the first disappointment occurred, for it took me half an hour to find the engine, which I feel is rather inconveniently located under the front seat. However, when I did find it, "Tory" had another little surprise for me, and it took another ten minutes to repair the rubber bands which go to make up the neat, compact, 3" x 4" Lean-on-sides engine.

I wondered about the nature of the car, as I had been prewarned to expect something in the nature of a sporty tank. At last, however, the engine slowed its dulcet twang to a ping and shuddered sideways a whole .000000000156". A brisk 25,386 turns on the crank handle, conveniently provided under the spare wheel mounting in the boot, and we were back in business. The engine showed that it could overcome the power-weight ratio, and the car moved forward, although I had put it into reverse in order to avoid the garage wall. In the first test, the car came through without a scratch, but Alvis Ltd., have agreed to buy me a new garage.

I was pleased to find that top gear can be used to accelerate to 5 m.p.h., and equally pleased to find that it required little effort to move at speeds up to 15 m.p.h. I found its handling qualities at this speed quite amazing.

Inside, the designers have used great imagination and ingenuity to provide comfort and elegant luxury. There are many instruments and warning lights combined. If the indicators are left on, a red light flashes increasingly brighter; if the back window is left open, a green light flashes; if the car is facing the wrong way, a yellow light flashes, and if the engine has run out of oil pressure, you have to find out for yourself.

Outside, a beacon on the nearside fender signals the weather fore-cast; on the offside fender another beacon warns ships at sea; and on the top is a blue on white plastic sign advertising Fred's Fish'n chips.

Extras are optional and extra. A magazine rack and newspaper holder which fits over the steering column so that the driver may use both hands for driving, and still not lose the place; a bottle opener chained to the dashboard, an LP of Elvis Presley for the morons, and a special chewing-gum park, are but a few of the large available range.

All models are fitted with well-equipped toolboxes, containing, of course, a spare knurled nut for the outer camshaft race of the hypoid differential retaining plunger.

In Brief:

The Car: Alvis "Tory".
Engine: Lean-on-sides rubber engine of $3\frac{1}{2}$ cylinders. Rubber band capacity of 204 cc, (brass band capacity of 10 decibels) developing negligible bhp at $2\frac{3}{4}$ r.p.m. on a compression ratio of 9.666666 to 1.

Petrol Bill: Nil. Use maple syrup - over 6 g.p.m.

Suspension: Terrific, terrifying and tremulous.

Dimensions: Length - 2' 6" ; width 7' 4" ; height 5' 6".

Price: Yes, definitely priceless.

Summing Up: Definitely a car of distinction - every bit as useful as a pogo stick of twice the price.

SPARE SERVICE STOCK LISTS :

It was originally intended to publish here the list of spares at present held in stock at the Clubrooms, but the list has proved so copious that there just isn't enough room for it. However, lists will be posted in the very near future on the notice-board in the Clubrooms. The stocks comprise mostly Vintage & Post-Vintage spares, but Country members in need are advised to write to the Spares Registrar, c/- Clubrooms, stating their needs, and they will be advised accordingly whether spares are in stock, or whether they will have to import their order from the factory.

Three Litre owners should note the latest addition to stocks:

- * A reconditioned Three Litre oil pump from the Factory- £10.
- * Alvis badges of same size etc. as the radiator badges, but flat for mounting on the boot above the handle - has 2 studs. - 30/- each.
- * Alvis key rings - small metal badge on hide - 12/6d each.

9th March 1948

TA 14. TIMING CHAIN OIL FEED

Commencing at Chassis No. 21700, a Timing Chain Oil Feed Pipe was fitted. Commencing at Chassis No. 21899, a new type ALVIS designed Chain Tensioner was fitted. On cars between these numbers, there is the possibility of the chain fouling this oil feed pipe at certain engine periods. The modification to prevent this fouling is as follows:

Remove the radiator and timing case cover, snip off the small copper feed pipe which is found to squirt oil on the junction of the chain and crankshaft sprocket. The oil pipe should be cut off to a length a full $\frac{1}{8}$ " behind the back face of the timing chain, so that when the chain flaps, it will not foul the pipe. After cutting off the oil pipe, completely close up the end with the exception of a $\frac{1}{32}$ " dia. hole. (The original oil feed was found to be too copious and caused leaks through the timing case cover and also produced a fall in engine oil pressure.) The pipe should then be bent downwards so that it squirts oil on to a position where the rear links meet the rear teeth of the sprocket. Note, that if the oil squirts too far forward, it is liable to leak out through the front of the timing case cover.

A very large number of engines were modified as above before they left the factory, but it is possible that some engines will require this modification.

9th March, 1948

FRONT WHEEL BALANCE TA 14

Messrs Dunlop Ltd., have in a number of cases balanced the tyre covers by the insertion of a large patch inside the cover. Some people have thought this to be a puncture patch, but you will now realise it is there for a purpose.

If the rotating masses of the front wheels are very much out of balance, a front end movement similar to a tramp can be set up, and we have recently incorporated improvements in production to help eliminate this. If complaints of front end vibration are experienced, you can proceed on the following lines:

1. Balance the brake drums by skimming them all over on the outside.
2. Balance the road wheels by use of balance weights which can be bolted in one of the six slots between the inner and outer portions of the wheel rim. These balance weights must be ground down to give the required balance, and it is of course wise to balance the wheel together with the tyre and tube. The Part Nos. of the Balance Weights are C.4145 Bolts C. 4146 and Shake-proof washers C. 221.
3. Recently, the use of the weights C.4145 has been discontinued in favour of the clip-on type weights produced by Messrs. Dunlop. These weights, whilst primarily introduced for wheel balance with the aid of the special Dunlop machine, can of course be used successfully for statically balancing road wheels in the ordinary way. The weights are available in $\frac{1}{2}$ oz sizes from $\frac{1}{2}$ oz. to $3\frac{1}{2}$ ozs. inclusive. We definitely recommend that wheels be balanced by such a machine, and application should be made to your local Dunlop agency.

DATA SHEET NO. 105.

1st April 1948

FLEXIBLE OIL PIPE TA 14

The bottom end of the flexible oil pipe which leads from the engine to the oil gauge is in rather close proximity to the exhaust pipe, and the heat is inclined to burn or char the composition of the pipe. It is therefore recommended that all cars be altered by bending the copper pipe downwards and backwards so that the flexible pipe passes under the starter motor and well away from the exhaust.

DATA SHEET NO. 108.

1st October 1948

TA 14 GEAR LEVER

Should trouble be experienced in fully engaging gears (i.e. gear lever not going right home) examination should be made of the spring loading device at the base of the gear lever.

It is essential that the spring seats properly on the thrust washer provided and that it does not ride with the lowest coil of the spring partly inside the bore of the washer. If the trouble repeats itself after correction, a new washer with a smaller bore should be fitted. It is a plain steel washer which can be made up quite easily, but we can supply them as Part No. C. 4614.

DATA SHEET NO. 109.

1st October 1948

RADIATOR WATER HOSES

A few cases have been brought to our notice of radiator top and bottom tanks cracking at the flanges between the inlet and outlet connections. This has been caused by hardening of the radiator hoses, and engine movements have been transferred to the soldered joints at the flanges. While this only happens when the hoses have given lengthy service and/or excessive engine movement has occurred because of loose engine mountings etc., it can be eliminated.

To permit a greater freedom of movement between engine and radiator units a new type of concertina 'convolute' hose has been introduced, and the modified hose should be fitted at the first convenient opportunity.

DATA SHEET NO. 111.

5th January 1949

SHOCK ABSORBER BOLTS TA 14

On early TA 14 chassis trouble has been experienced with the shock absorber securing bolts and nuts coming loose. The early method of locking was by means of spring washers and plain nut, but subsequently self-locking nuts were introduced. The plain nuts should on all occasions be replaced by the self-locking Nyloc or Simmonds nuts if shock absorbers are removed, or if there is any complaint about the units coming loose on the road.

SERVICE NOTE

3rd October 1962

RE MOLYBDENUM DISULPHIDE

This Company has no objection to the use of Molybdenum Disulphide additives, providing reputable products are used and the application is in accordance with the makers' own instructions.

TA 14 VALVE SPRINGS

An improved type of valve spring was introduced at Chassis 21640, and as the two types are not strictly interchangeable, care must be taken when renewing. The later springs can be distinguished by the fact that they are longer than the early ones, and have a close coil at one end which should be fitted at the bottom in all cases. Full details are:

Before Chassis No. 21640:

Inner spring N. 19270. Length 53.2 mm = 2.094"

Outer spring N. 18193. Length 56.5 mm = 2.224"

After Chassis 21640:

Inner spring C. 2771 close coil. Length 2.648mm = 2 15/32"

Outer spring C. 2772 close coil. Length 2.812mm = 2 13/16"

For odd replacement the same type should be used as originally fitted, but where sets are renewed, the modified ones should be installed.

DYNAMO & CONTROL BOX FOR TA 14

It has been arranged with Messrs. Joseph Lucas Ltd. that because of the number of cars which are fitted with heaters and radio, they will deliver to us as from August 1949 dynamo C45PV-4 in place of C45PV-3. The former has a higher output and is interchangeable in fitting except for the terminal eyelets which can readily be altered.

As a result of the greater output from the newer generator however, it will be necessary to adjust the charge setting of control box RJF91.

WIRING OF HORN BUTTON FOR TA 14

Certain Alvis owners have expressed a preference for having the horn wired through the engine, that is to operate only when the ignition is switched on. This is probably more desirable on the coupe models where the driver's seat when tipped forward can accidentally operate the horn button.

To effect the alteration is quite a simple procedure, but reference should be made to the wiring diagram at the back of the Instruction Book. The two purple leads No. 31 connected to terminal A 2. in the junction box should be disconnected and reconnected to terminal A 4. when the desired result will be obtained.

HYDROLIFT JACKS, EARLY TA 14

On TA 14 chassis up to and including 21849, Smiths Hydrolift Jacks, Alvis Part No. C. 2149 were fitted, and there have been one or two queries regarding replenishing the units with oil, as some of the jacks are not provided with filler plugs.

Messrs. Smiths Jacking system advise as follows:

"For your information we would inform you that the original type of filler plug has been discontinued, and that jacks with the plug hole filled over are the latest type. The reason for this is that it was found advisable for jacks to be returned to us for refilling with oil.

It should not normally be necessary to refill the fluid container, but once the fluid leaks away it means that the sealing washers are faulty, and therefore any fresh supply of fluid would also be lost. It will be appreciated that in these circumstances it is necessary for the sealing washers to be renewed, and the Service Department of Smiths Motor Accessories Ltd., will be pleased to carry out such work with the least possible delay."

DATA SHEET NO. 120

7th February 1950

TA 14 STUB AXLE PIN LUBRICATION

To improve lubrication of the front stub axle pins a grease nipple has been added to the later models. The top slotted plug is deleted and a hexagon plug with a Tecalmit 90° greaser substituted.

If any tendency towards stiff steering is observed, it is recommended that this modification be incorporated. The new parts

are: 2 off Stub axle pin top plugs C. 5493 9/6d each.
2 off Tecalmit 90° greasers C. 2250 1/9d each.

DATA SHEET NO. 122

7th April 1950

WINDOW REGULATORS FOR TA 14

Please note that the part numbers for window regulators in the TA 14 catalogue have been re-allocated as follows:

Delete the following: B. 10060. - fitted to N.S. rear door.
B. 10061 - fitted to O.S. rear door.
B. 10063 - fitted to N.S. front door.
B. 10064 - fitted to O.S. front door.
Substitute:- B. 10060 - fitted to N.S. front door.
B. 10061 - fitted to O.S. front door.
B. 10063 - fitted to N. S. rear door.
B. 10064 - fitted to O.S. rear door.

DATA SHEET NO. 123

19th June 1950

ROAD SPRINGS EXCHANGE

Due to the generally unsatisfactory nature of exchange road springs, it has been decided to discontinue this practice on post-war vehicles where new springs are in stock, except in emergencies where new springs are unobtainable. This practice will also apply to pre-war models as far as is practicable.

DATA SHEET NO. 124

23rd October 1950

TB 14 SPORTS JACK MOUNTING

In order to prevent any possibility of the jack fouling the main battery cable and causing a short circuit, special care should be taken to see that the jack is properly secured in both of its clips, and that there is no excessive movement.

The main battery cable itself should be fed through the front bulkhead in such a manner that there is the maximum clearance between the cable and the jack. It should be possible to obtain a minimum of 1½" clearance at every point.