



VICTORIA

NEWSLETTER VOLUME 2 ISSUE No. 8-9 AUGUST-SEPTEMBER 1964

CLUB OFFICE-BEARERS

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- COMMITTEEMAN: Keith Welsh, 22 Wimmora Street, Box Hill.
- HON. EDITOR: David Caldwell, 6 The Outlook, Heathmont.

COMBINED ISSUE AUGUST-SEPTEMBER

The Editor had an enforced holiday in the month of August (wrong again, it was not in gaol!) which means the August issue of Newsletter found itself so late it was forced to combine with the September issue, if this in turn was to arrive at a respectable time. So there you have it.

CLUB CALENDAR, 1965

The Club Calendar for 1965 (and part of 1964, as our year begins in November) is out ahead of time this year, having been knocked into shape during the September Committee Meeting. Briefly, it reads as shown here:-

- NOVEMBER 22nd 1964 - Annual Gymkhana, Army Reserve, Langwarrin.
- DECEMBER 11th 1964 - Christmas Barbecue at 6, The Outlook, Heathmont.
- JANUARY 25th & 26th 1965 - Combined Vintage S.C.C. Rally at Mount Gambier.
- FEBRUARY 25th & 26th - Basil Bowes Memorial Trophy Rally to Wangaratta in conjunction with the Lions' Club of Wangaratta.
- MARCH 28th 1965 - Kalorama - Combined Vintage & Veteran C.C. Rally.
- APRIL - No Event - Rest Period.
- MAY 23rd 1965 - Barbecue Run Close to home.
- JUNE - Annual Dinner.
- JUNE 12th, 13th, 14th - Queen's Birthday Weekend Interstate Rally.
- JULY - Rest Up.
- AUGUST - Relax.
- SEPTEMBER 19th - Family Treasure Hunt/Picnic.
- OCTOBER - Subside in a heap (no reference to your car).
- NOVEMBER 21st - Annual Gymkhana, Army Reserve, Langwarrin.

COMBINED V.S.C.C. RALLY AT MT. GAMBIER 25th & 26th JANUARY 1965.

All members have been cordially invited to be present and/or compete. BUT, accommodation must be booked now. All enquiries should be made through Russell Ellis, "Illangi", Bradley's Lane, Warrandyte, or Graeme Quinn, 46 Goodwin Avenue, Blackburn.

NEW MEMBER

Bruce Leslie, of Clithere Court, Burwood was welcomed into the Club as a member at the August General Meeting. He has the ex Graeme Quinn Grey Lady T.C. 21. We wish him much happy motoring and a pleasant association with the Club and its members.

"..... STRANGER THAN FICTION.

Mr. D. Michie of Alvis Ltd. has written enquiring about the availability of service facilities for a late model Alvis (which model, we wonder?) for a Dental Surgeon intending a 12-month stay in Australia. His name? Mr. L.F. Alvis.

BLESS THE WRITER! (& THE EDITOR).

We are firmly convinced there is a special corner in heaven reserved for those who write letters to the Editor. If so John Murray has earned the right to a small bit of freehold there.

His letter:

"Kuminda",  
Crafers,  
SOUTH AUSTRALIA.

18th August, 1964.

Dear Sir,

The following may be of interest. There is a T.B. 14 Alvis Sports for sale here in South Australia. The car No. is 23504. The body was built by A.P.M. in Coventry and bears the No. 1007.

The car originally belonged to the S.A. Alvis Agent and at present belongs to a private person, whom I met by accident. The price asked for it is £375. 0. 0.

It is in excellent condition and does not appear to have been tampered with in any way by so-called improvers and self-styled experts! The colour is a darkish green with cream-coloured seats. The steering wheel and control knobs are cream (this is unfortunate - all knobs & steering wheels should be black!!)

This car should be owned by somebody who will keep it original and not fiddle with it!! If any of the club members or intending members should be interested, I can do some organising.

(The T.B. 14 is the sports version of the T.A. 14 with basically the same chassis, motor, etc. but having twin S.U. carburettors fitted and many other bodywork refinements not incorporated in the T.A. 14. - Ed.)

Which brings me to some comments I wish to make a propos fiddlers. I have come across a large number of Alvis cars which have been fiddled with - people putting in bogus parts and drilling holes in places where holes were never meant to be, etc., etc.

Cont'd .....

This is bad practice - the designers of these cars knew what they were doing and it is bad to mess up their good work. One thing that is not bad, however, is the fitting of parts of a later pattern than those being replaced - Alvis Ltd. do that sort of thing themselves.

I think that the only real bother I have ever had with an Alvis has been caused by the results of the previous owner's extreme stupidity, lack of commonsense, general carelessness and "she'll be right" attitude. These are what wreck good cars, not ordinary wear and tear!!

I feel strongly about this. Club members, and all Alvis owners, should always think before tampering with their cars, and if in doubt, find out from the Alvis Works! And, if they want to fit an extra part (e.g. fog-light) use existing holes for the purpose wherever possible. People who drill holes with gay abandon are sheer vandals!

Yours ever,

JOHN MURRAY.

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### JOTTINGS

THE MELBOURNE RACING CAR SHOW opened on Thursday the 13th of August and the first night of the show saw Keith and Harold Welsh, Rosalie and Alistor Cannon making an inspection of some fine exhibits.

John Cole had his Alvis F.W.D. on show. The catalogue showed it to be Exhibit 4 - Make of Car - Alvis. Make of Engine - Alvis. Year of Manufacture - 1927. Maximum speed 100 mph. Engine capacity - 1496 c.c. Bore 68mm. Stroke 102 mm. Maximum Power 60 bhp. at 4000 rpm. Number of cylinders - 4. Position of engine - front. Interesting features - Front wheel drive. Number of forward gears - 4. Type of brakes - Disc. and drum. So there you have the vital statistics.

Incidentally, John had just re-sprayed the car British Racing Green and has removed the former one piece windscreen and fitted two sporty aero screens.

Other very interesting cars included the Murphy 'Q' Type M.G., Otto Stone's K3 M.G., Dave Roberts' Alfa Romeo, Earl Davy-Milnes Frazer Nash, Laurie Kofe's Bugatti Type 37 A, W. & J. Leech's Lombard A.L. 3 and Maserati 300 S. Pat Hawthorn's (ex Davidson) Aston Martin, and Stan Jones' Maserati 250 F, which won the Australian Grand Prix in 1958.

There was also a very good selection of the current racing and sports cars ranging from the Lotus Super Seven to the Elfins, Brabhams, Coopers, etc. It is noticeable how current rules and specifications have made so many of the racing cars similar in appearance and outward design. The vintage class cars certainly possess great individuality if not the 'hairy' performance of the newer breeds.

## JOTTINGS CONT'D

David Bamford arrived at the last Club meeting with a book that would make any enthusiast drool. Title - The Automobile Book, by Ralph Steen, priced at 84/-. It covers motoring from the earliest carriages through veteran, vintage to contemporary cars in its 320 pages. David's Speed 20 is at present having the chassis straightened at a South Melbourne works and the task of restoration is proceeding.

John Cole travelled to the meeting in the 3-litre, which is now on the road again after its unfortunate engine failure during the San Remo Rally. The car is certainly a traffic stopper with its deep maroon paintwork and gleaming chromework.

Sy Ramsay showed some fantastic black and white enlargements of the photos he has taken at various vintage meetings and events. Some, we believe, are to be framed and hung in the newly acquired V.S.C.C. Clubrooms in Parkville. Sy must have quite a fine collection of photographs now. Maybe we could induce him to hold a one man exhibition.

Stanley S. Davies - our Californian member, has just sent in his car questionnaire and a colour print of his Vandin Plas Speed 20 Series S.D. He says that the car is at present being restored "from the frame up," and he is fitting an engine purchased from Alvis, while keeping the original engine as a spare.

Andy Hannan has finally taken delivery of the new crown wheel and pinion for the Firebird. Unfortunately, the gremlins have been at work and Andy has to have some of the star or differential pinions rebuilt before the Alvis can be ready for the road.

Bob Sloan - a member of the Sudney Club was a visitor to Melbourne recently. He owns a 12/50 and is soon to take up a business appointment in Hobart, Tasmania. During his few days in Melbourne Bob met some of the club members and discussed Alvis matters with them. Best wishes in your new post, Bob.

Westy Morris - a new member, has been busily attacking the mechanicals of his recently acquired T.A. 14. He has restored the motor and brakes and now plans a complete repaint job. Should be a real "flier" soon.

Bob Sloane of Sydney called at the Wischer establishment the other day. As Bob owns a 12/50 4-seater tourer we naturally swapped notes about our 12/50's over lunch. Bob is en route to Tasmania on transfer by his Department.

White here he called on Mr. Abbott and sampled his 12/40 tourer. The 12/40's effective range seems to be limited to 1/4 or 1/2 mile without boiling. The cooling system and repairs to it appear to be contributing factors. However, the Cross and Ellis 4-seater Tourer body appears in nice order as several members have seen.

Unfortunately our 3-litre Victoria has had to go. Her fate was to be a shopping car while in our possession. A red Mini has replaced her.

Our 12/50 has lacked its share of attention since our move. David Muirden has called several times, saying little, but leaving the impression that action is indicated.

Ian Ednie's T.A. 14 was bought by John Murray and driven home to Adelaide where it is registered in Geraldine's name. It is doubtful whether Geraldine sees much of it as John is so pleased to have a T.A. 14. Graham Martin was very lucky to acquire John's previous T.A. 14.

## JOTTINGS CONT'D

David Bamford's now-straightened Speed 20 has been towed to the Wischer garage in Malvern Road where it reposes alongside our 12/50. David will rebuilt it there and have it on the road by Christmas, with luck.

David and Margaret Caldwell appear to have benefited by their holiday. David's previous weeks with his partner ill and out of action made things pretty hectic. We appreciate the time he has been able to find for Club matters in spite of other demands on him.

The Editor called on Wesley Southgate at Trafalgar on the way to Sale, recently. Wes. is a veterinary surgeon and the proud owner of a 1928 T.A. 16-95 Tourer which is in excellent condition bodily and fairly healthy under the bonnet. An enjoyable short spin was had in it. Wes. and his partner have alternate weekends off and as soon as one of these coincides with the Club meeting night, he hopes to comeup. He mentioned that a rather dilapidated Speed 20 and a T.A. 14 drophead (ex Dr. Mayne) are present in Trafalgar. He also mentioned that a policeman stationed at Moe, Mr. Cook(?) by name has a F.W.D. Alvis and another Alvis of unknown model. This we intend to follow up on the next trip to Sale.

Glen Merry of 5 Oliver Ave., Fulham Gardens, Adelaide has written asking whether any Club member could supply him with one dipping headlamp reflector with solenoid assembly for his T.A. 14. Glen also needs an inside front door handle for the T.A. 14. These seem commonly to give up the ghost after some years, with di-cast metal fatiguing and breaking. These are a Wilmot Breeden fitting and should be obtainable from the agents A.E. Sage & Co., Body Builders, a'Beckett Street, Melb. Thewreckers are occasionally a good source also as similar handles were fitted to ArmstrongSiddeleyRiley and we think, Wolseley in the immediate post-war period.

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### CARS WANTED, FOR SALE, ETC.

Hawthorn MotorWreckers have a T.A. 21 forwrecking. We understand that the main damage is a bent front door and the rest of the car seems to be reasonably unbent.

Roy Henderson has his fabric body S.E. 19.82 Saloon for sale for the sum of £25. The car is registered for 12 months.

R.F. Hasek of 10 Charnwood Grove, St. Kilda, has for sale a 1951 T.C. 21 3-litre Registered No. VF.534, at approximately £150. He states that approximately £130 was owed on the car on 9/7/1964.

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### COMPETENT ALVIS SERVICE

Our Spares Registrar recommends N.H. Rhodes of 78 Brunswick St., Fitzroy, for Alvis greasing, general routine servicing including vintage cars. It appears Mr. Rhodes held the Alvis franchise for a short time before this was taken over by Devon Motors. So if you have been troubled by ham fisted grease flickers at local service stations you may find refuge from them here.

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USAGE OF VALVE REMOVAL TOOL (Sketch shown in July issue)

Attach the lever to the cylinder head by means of the fulcrum bolt which should pass through one of the four 3/8" stud holes on the manifold side. Place a suitable block of wood in the combustion chamber. Position the U shaped cut away over the valve spring cap and press down the lever remote from the fulcrum bolt. The valve cotters may now be removed in perfect safety. The length of the fulcrum bolt can be made suitably adjustable by threading it 1 1/2 in at the nut end.

(d) Universal Extractor - (acknowledgements to W. & M.) Have a circular steel plate cut out of 3/4" or lin thick MS plate 7 1/4" + 1/8" diameter. The plate can be lightly marked with a series of concentric rings on one face to assist drilling it later to suitany job in hand. Drill and tap the centre of the plate 3/4" BSF for a forcing bolt. Holes are then drilled in the disc to line up with holes, existing on the component to be removed. Suitable sized bolts are then used to bolt the disc to the component. Screw in the forcing bolt to effect extraction. Obstinate parts will usually shift if the centre bolt is given a heavy blow once it is tensioned against the component. Measurements and holes for standard jobs are detailed below:-

- (i) Cam Shaft Pinion - Drill two 5/16" holes on a diameter each 25/32 ins from the centre.
- (ii) Crankshaft and Dynamo Pinions - Drill two 7/16 in. holes on another diameter each 13/16 in. from the centre.
- (iii) Hubs. - Drill 5 equidistant 1/2" holes on a 3" pitch circle.
- (iv) Hardy spicer prop shaft flanges - Drill 6 equidistant 3/8" holes on a 2 in. pitch circle.

(e) Brake Shoe Springs Lever - This tool makes the replacement of shoe springs a very easy task. Its making takes no longer than putting on one spring by the usual brute force and swear words method. Obtain a piece of 12 to 15 in. long tube, 1/2" diameter is more suitable if your shoes have round hooks, 3/8" diameter is quite adequate for shoes with the smaller rectangular hooks. The tube should have a wall thickness of 1/16 in. Shape one end as shown below by first sawing down the tube on its longitudinal centre line for about 3/8" and then through the tube half way to meet the bottom of the saw cut. The exact dimensions are not critical, an old push rod tube will in face suffice.

Useage - Hook the bottom end spring eye on to its brake shoe stud, poke the tool cut-away end through the upper spring eye to rest on the upper shoe stud, yank up the free end of the lever and -  
..... it's on.

(f) Piston Ring Clamps - These can be obtained at most HALFORDS shops in the requisite mm sizes for 2/9d. It is also possible to replace a piston and rod assembly back into an assembled engine from the bottom end, but these clamps will prove unsuitable for this and a home-made clamp is required. Take an empty tin can that has a diameter of +72mm., Heinz 57 variety baked bean tins are suitable. Cut out a 9" x 1 1/2" wide tin plate strip. Oil the piston with light oil to permit clamp to slide freely. Wrap the tin plate strip around the piston head to cover all the rings and clamp into position with several very strong elastic bands to compress the rings. The piston can now be pushed into the bore and the ring clamp dismantled and removed from the base chamber.

(g) Engine Lifting Tackle = I have effected engine changes most successfully by myself using a HALTRAC MIDGET (Auto Lock) HOIST, MODEL No. 44A. The maximum safe working load of these hoists is 350 lbs., the weight of a 12/50 engine complete with all auxiliaries including the clutch. One must however wear gloves on the heavier lifts of this order or the nylon cord cuts into the hand. The hoist packs away in a box measuring 11" x 3" x 2½" and weighs only 1½ lbs. At £4. 7. 6d. it's an extravagant luxury, but it would be pleasant to receive one as a birthday or Christmas present.

(h) Jack, Hydraulic - Screw jacks are all very well, but a small, light hydraulic jack is a joy to use. I find my EVERSURE 902 has all the right attributes. It cost 70/- and makes a superb birthday present. (I hope this hint works for you).

#### SOME GENERAL POINTS

12. Spares - A considerable number of components are readily available from Alvis Ltd. If the items required are 'on the shelf' they are generally sent by return of post or the same day if ordered by telephone and your credit is good. Admittedly the costs are higher than comparable components for the modern day car but you are paying for high grade materials. The greater the demand on Alvis for any specific part the more likely they are to provision that spare.
13. Remember to quote the model number when writing for spares as there are some differences between parts for different models of the 12/50.
14. I have found it pays to be on friendly terms with the gaffer at a breakers yard or two. These friendships require careful cultivation and occasional liaison visits. Never go to a yard desperately in need of a spare because a breaker, like a customs official, has a sixth sense and will charge according to your need and not according to the value of the spare he sells you. My best buys have been made when I was able to bid nonchalantly for what I didn't want. The best effort was a 12/40 engine delivered 25 miles to me for nothing! If you come across a bargain in a scrap yard, be public spirited and snap it up. Then offer it for sale in the bulletin if you don't want it; make a few shillings on the deal, you deserve it for helping to preserve the marque.
15. On page 1 of Appendix 2 is listed the second-hand spares pricings bracket of a number of assemblies and much sought after components. The lower price is for parts in poor order and the higher for good condition spares. This list is compiled from having taken note of the second-hand form over the last ten years. Prices for second-hand spares seem to be relatively stable.
16. Reconditioning worn parts - The standard procedure on most components of the shaft variety is of course to grind or turn down to a smaller dimension to remove wear scorings and to fit an oversize matching component. However, sometimes the oversize match cannot be obtained or the component requiring the grinding would become unduly weak. In this event a solution is to be found in building-up the work part to a suitable dimension. There are three methods of doing this currently in use:-
  - (a) Welding - This is used for instance for making up valve faces "Stellite" being used. Brake can shafts can be built up in this way and ground to the necessary final dimension. Starter ring gear teeth are often reclaimed by welding and hand-filing. Small local engineering firms with welding/grinding facilities can undertake such tasks.
  - (b) Electro-deposition - Nickel or chrome deposits may be used. Nickel is cheaper, not so hard and more easily machined and is quite suitable for certain applications i.e. making the stub axle a good tight fit to the hub bearing inner tracks. Hard chrome deposits are more expensive, harder wearing and require finish grinding.

Cont'd.....

(b) Cont'd. Hard chrome deposits of up to .015/.020 in. can be made successfully. The crankshaft, cam shaft, half shaft working surfaces, oil pump drive shaft etc. can be reclaimed effectively by this method. Britachrome Ltd. and most plating firms do this work.

(c) Metal Spraying - Metal spraying can be done in almost any metal. The deposit is always rough and requires turning or grinding down to a finished size. Crankshafts, cam shafts, brake drums, brake cam shafts and stub axles can be reclaimed in this manner. Metalisation Ltd. are specialists in this field and Prince Machines.

17. The latter two methods do NOT involve the application of heat to the component being built up so there is no danger of distortion taking place. It will be realised these methods do not strengthen the component but simply increase dimensions. Welding repairs may even weaken the parent metal if incorrect welding techniques are employed.

18. Standards of Workmanship - Set your sights high right from the start, you will never regret having spent that extra hour here and there to achieve accurate workmanship with a high standard of finish. Invariably one is seized with pangs of remorse for a poorly executed job. There are a number of old sayings that have more than a ring of truth in them in restoration work:-

More haste, less speed!  
A stitch in time saves nine!  
Cut once, measure twice!  
Highly polished, deeply scratched.

Mutter the applicable words of the sage to yourself when tempted to rush or scrimp a task.

19. A Last Thought - If you possess a camera make a photographic record of your labour, - before, during and after.

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## CHAPTER II

### THE DISMANTLING

1. Background reading - All of Chapter 11 (W. & M.) is relevant. One is advised not to suborn slaves into doing any of the detailed dismantling, otherwise interesting and perhaps vital points of detail may escape you. It is far better to dismantle the car yourself, calling for assistance on the engine and body lifts out only.

2. Hints and tips:- (a) Retain every item removed from the car however badly damaged or worn; invariably these bits (particularly in bodywork respects) prove to be invaluable patterns or templates later on. The electric wiring is the one exception to this rule and if in a bad state should be thrown away. However, save the heavy current cable if this can be taped or sleeved as it is expensive to replace. Also keep all wiring clips. Be warned against leaving the nastiest looking bits lying where GREMLINS can get them. I once left a bucket of anti-freeze in the cellar and several days later was asked "What had I meant by leaving a bucket of dirty water about", a pound went down the drain that time. Another time I left a rear door arch member lying on a drawing board in my office overnight awaiting drawing. I'd spent several hours sticking some fifty pieces of rotten wood together and an ounce or two of panel pins reconstructing the arch to use simply as a pattern. The next day a warm fire greeted me at the start of work - the wheel arch had helped kindle that fire!!