



NEWSLETTER

VOLUME 3 ISSUE NO. 5

MAY, 1965.

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FILM NIGHT - FRIDAY 21st MAY - CLUBROOMS - DONT FORGET

Film of Alvis F.W.D. team in action at 1928 Le Mans.
 Supported by "The Heroic Days" - a film of the early days of motor racing.
 Donation 2/- for the evening. Supper provided. DON'T MISS IT. David Fletcher
 has kindly consented to bring his projector, film and to operate the projector.
 Show him you appreciate his generosity by turning up!

DAY TRIAL MARCH 21st. - RESULTS IN FULL

DRIVER	CAR	POINTS MORNING	POINTS AFTERNOON	TOTAL
R. Henderson	F.X. Holden	60	45	105
D. Caldwell	Alvis T.A.14	52½	40	92½
P. Bamford	Alvis 12/50	52½	45	97½
A. Hannam	Alvis Firebird	60	45	105
D. Holyoake	Alvis T.A.14	60	D.N.F.	
S. Ramsay	Alvis 16.95	50½	40	90½
G. Quinn	Alfa Romeo	D.N.C.	45	

Equal First : A. Hannam & R. Henderson
 Third : P. Bamford
 Fourth : D. Caldwell
 Fifth : S. Ramsay

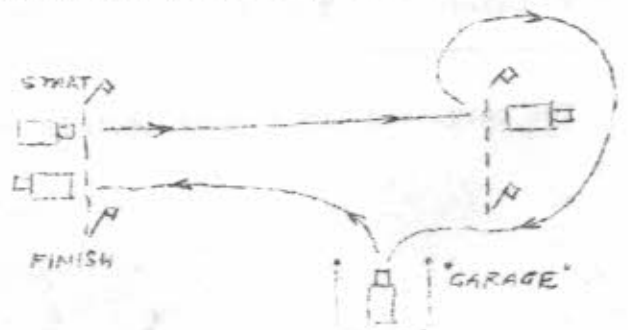
MUCH JOY AT LANGWARRIN GYMKHANA MAY 2nd.

Win, lose or draw, all present at Langwarrin on Sunday May 2nd had a marvellous time. Roy Henderson planned the events and ran most of them, with, it is heartening to say, capable assistance from a large number of Club members, thus enabling Roy to compete in each event. These were 4 in number with the points awarded on the best of 2 attempts by each driver.

The events were these -

1. Acceleration & Braking Test

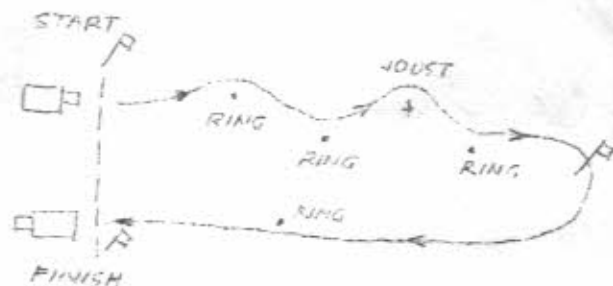
Points lost for each flag down or touched. 5 Second penalty for each flag knocked.



2. Lancing Event

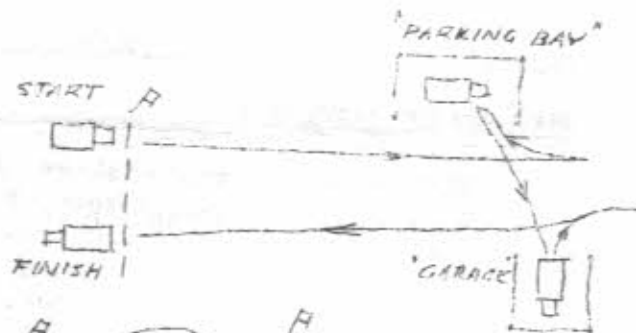
A variant of the mediaeval tournament. Rings move mounted on a nail at each post. The driver was equipped with a lance with which he had to pick up each ring, strike the jousting dummy

dead centre and return across the finishing line. The secret is a good ego and a steady lance. 5 second penalty for ring missed or dropped. 10 second penalty for missing joust.



3. Blind Obedience

Blindfold driver executed this manoeuvre in response to instructions of navigator travelling with him. 5 second penalty for failure to enter bay complete. 5 second penalty for flags down or ropes touched.



4. Bending Race

A bending race on a circular course instead of the usual 'up and back' effort. 5 seconds penalty for each flag touched.



Points were awarded for each event in this fashion - 1st 6 points, 2nd 4 points, 3rd. 2 points.

CLEAR-CUT WIN TO ANDY HANNAM.

Andy Hannam had a clear-cut win with the Firebird, scoring the maximum possible of 6 points with a first placing in each of the 4 events, making a total of 24 points. This gives him a clear lead for the Basil Bowes Memorial Trophy.

TABULATED RESULTS: Corrected times shown with points scored alongside in brackets. Times shown are in minutes, seconds and tenths of a second.

ALVIS SECTION

Driver	Car	Event 1	Event 2	Event 3	Event 4	Total
A. Hannam	Alvis Firebird	28.2 (6)	27.7 (6)	45.6 (6)	53.4 (6)	24
P. Bamford	Alvis Speed 20	28.2 (6)	31.2 (4)	1.42.2(0)	55.3 (0)	10
W. Southgate	Silver Eagle	31.7 (0)	39.6 (0)	1.03.6(2)	53.5 (4)	6
D. Caldwell	Alvis T.A.14	32.5 (0)	37.6 (0)	0.59.0(4)	54.0 (0)	4
D. Holyoake	Alvis T.A.14	28.5 (2)	44.8 (0)	1.37.2(0)	54.0 (0)	2
H. Morgan	Alvis F.W.D.	32.2 (0)	31.5 (2)	1.19.0(0)	1.06.6(0)	2
J. Fowler	Alvis T.A.14	29.0 (0)	50.5 (0)	1.05.4(0)	53.8 (0)	2

OPEN SECTION

John Cole	M.G. TC	26.5 (6)	28.0 (4)	1.04 (4)	50.6 (6)	20
D. Wischer	179 Holden	26.5 (6)	27.5 (6)	1.08 (2)	54.8 (0)	14
K. Welsh	Jaguar MK.5	31.5 (0)	42.0 (0)	1.02.1(6)	51.7 (4)	10
M. Wischer	Mini Minor	27.7 (2)	31.0 (2)	1.25.4(0)	-	4
R. Henderson	FX Holden	31.0 (0)	32.2 (0)	1.28.8(0)	52.5 (2)	2
S. Ramsay	Valiant	31.4 (0)	41.0 (0)	1.44.0(0)	55.5 (0)	0
A. Cannon	T.A.14	29.5 (0)	-	-	-	-

The corrected times above included a 5 second penalty for each fault incurred.

JOTTINGS

By "Scribes"

Langwarrin. A pleasure to see so many members and their wives, families and friends there. It makes it much more fun. And a beautiful day it was too.

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Congratulations to Andy Hannam who was placed first in every event in the Alvis Section and who gained top points score for the day in his Alvis Firebird. Congratulations also to John Cole in a delightful M.G. TC for bagging 2 firsts and 2 seconds in the Open Section.

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Wes. Southgate's performance in finishing third in the Alvis section with his 16.95 Silver Eagle was a good one. Unfortunately the 16.95 suffered a slight mishap when it was struck by another car which was competing in the Blindfold event. This emphasizes the need to keep cars and children well clear of the arena and particularly the area behind the finishing line. Several children had to be moved back during the running of events, and at one stage officials had to halt proceedings till the finishing area was cleared of youngsters, who did not realize the danger they were in.

We want these events to be family affairs, but please, parents! Remember that children cannot know the dangers of the fast moving vehicle on grass. So protect your own and others by keeping an eye out for possible trouble. You will earn the heartfelt thanks of all concerned.

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We noticed Moira Wischer drove very well in the Mini Minor in the Open Section.

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Roy Henderson received a phone call from Norman Stack the other night to say his beloved TC21 3 litre Alvis Engine No. 25334 had been 'wiped off' by the insurance company after colliding with a truck. The alloy body was cracked beyond repair. Fortunately the chassis and motor were unmarked and should be an excellent buy for interested parties. See Cars Wanted and For Sale.

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MEETING NOTES

Council of Combined Vintage Car Clubs (of which we are a member). The Stutz Owners' Register has moved for reinstatement of a Concours d'Elegance at Kalorama. Member clubs were asked to discuss the matter and report back at the next meeting.

The matter was discussed at our May Committee meeting. The following motion was carried: 'That this Club has no objection to a Concours provided that (a) the Concours does not interfere with the running of events, and (b) As a club the A.C.C.V. is in no way committed to entering Concours events'. A decision on the matter will be taken at the Council meeting on June 15th.

IMPORTANT DATES

Hill Climb - June 14th - Monday (Queen's Birthday Weekend).

Annual Presentation Dinner Friday September 17th
in place of meeting. To be held at Union House
Melbourne University or Union House Monash University.

Si Ramsay and John Fowler have volunteered (?) to attend to preliminary organization of the Hill Climb. Roy Henderson is attempting negotiations with the Victorian Sporting Car Club for the loan of Templestowe Hill Climb track if the fee is not too high.

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CLUB FINANCES: General A/c. £94.10. 3 Credit; Spares A/c. £18. 1.11 Credit.

CARS WANTED AND FOR SALE: Note: All advertisements in future will be published only if submitted in writing with phone no., price, etc. stated.

Si Ramsay's Silver Eagle 16.95. £170. Phone 20.4810.

Ray D'Alton's Alvis Silver Crest Saloon. £

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Doc. Donnan's Speed 20 (no longer "smokey" as it used to be called). Mechanically good. Body in need of attention. £350. Dr. Donnan's address is Warrnambool.

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John Gray's 1936 3.5 Litre Alvis. £450. Contact John Gray at his home address which is obtainable from the Hon. Secretary.

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Dr. Mayne's Silver Eagle for £35. This vehicle is located at Garage down at Trafalgar.

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Bill Belfield's fully-restored 4.3 litre drop-head coupe. Bill's address is obtainable from the Hon. Secretary.

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Derek Holyoake's Alvis Firefly chassis (reconditioned) £25. Derek's address is obtainable from Roy Henderson.

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Roy Henderson's "Bertha" Silver Eagle 16.95 fabric-bodied saloon, body built by Martin & King. £25. Phone 544.5249.

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John Bangsund's T.A. 21 3-litre. £350. Phone 61.3764 (day) 48.5032 (evening).

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Alister Cannon's Alvis T.A. 14 tourer. Mechanically and bodily in good condition. £400. Phone 89.3146.

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Wanted: Bruce Leslie wants a P.V.T. Alvis in good condition for family car - sporting preferred - up to £400.

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Wanted:

T.A. 14 gear box in good order. David Caldwell. 6 The Outlook, Heathmont.

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FOR SALE: Norman Strack's T.C.21 3 litre is at present at Princes Hill Motors, Corner Brunswick Road & Lygon Street, Club Motor Insurance will probably be negotiating for its sale. The motor, etc. is mechanically perfect, 4 new tyres. Norman has passed on the information for the benefit of Club members as the matter is now out of his hands (see Jottings). He has for sale (now!) 1 brand new axle, outer bearing and seal and 1 set of engine mountings new from Alvis Ltd. His address: 6 Garden Avenue, East Melbourne. 41.6845.

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Ray D'Alton has for sale his pre-war (1938 or '39) Silver Crest Saloon. Details of price in March and April issues of Newsletter. His address is obtainable from the Hon. Secretary.

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In the previous two issues we have been following the adventures Marc had with his early 'Alvis acquisitions. Last month we concluded with his adventures in bringing a 12/50 from Cape Schank to Sydney. From this point on we leave it to Marc to continue.

Some time in 1953 I heard of a 12/50 tourer and eventually ran it down to earth in Epping. It turned out to be a high radiator Cross & Ellis tourer TG series. It was quite original, but the upholstery was very tatty, and it had its share of rust. Mechanically it was quite reasonable, but no braking!

This couldn't be resisted. Delivery was taken and the car driven home late one evening.

Although the engine sounded quiet and smooth, the oil pressure dropped back to approximately 5 p.s.i. when hot. I know some people consider this sufficient but I do not, and I believe my reasons are sound. I was agreeably surprised when the gauge was found to be grossly out of calibration. When repaired and recalibrated the oil pressure was quite satisfactory at around 20 p.s.i. hot, although I would have liked more. I fitted new piston rings, a reconditioned 'big-port' head, and remetalled, fully-floating con-rods.

This car served me well and at the time was used daily, plus use in Club events. I had promised this car to a good friend of mine, Eric Cunningham, when I should sell, but before Eric was ready for it another friend wanted an Alvis to use whilst his 12/70 saloon was awaiting differential parts from U.K. Thus, Jim Bruce took the car over until such time as the 12/70 was serviceable and it was then to go to Eric.

Whilst Jim Bruce had it, it ran a big-end bearing, either No. 2 or 3, adjacent to the centre main bearing. This was remetalled.

Time passed, and the 12/70 was well again, and Eric became the owner. After some time the same bearing failed! On investigation it was found that the centre main bearing oil way had become burred owing to crankshaft whip. This bearing was repaired or replaced - I'm not sure which now - and this effected a cure. Apparently Jim drove the car a trifle enthusiastically and after many years of former use the engine was not quite up to it. The sequel to this business is that during a night trial (one of the Alvis Club's early All Night trials - Ed.) the crankshaft broke near the centre main and this put paid to this particular engine for some time. Moral of this story is, of course, that after any evidence of crankshaft whip the motor should be dismantled and the crankshaft subjected to a crack detection process. Magnaflux would be quite effective.

Eric had another completely reconditioned engine installed - a short-stroke one, with the big-port head and 40 mm Solex fitted. Eric still owns this 12/50 and it has also served him well, with quite some success in Club events.

I have diverged a little, as I sold the 12/50 many years ago, but its subsequent history I thought interesting enough to relate.

The Alvis that replaced the 12/50 was a completely different sort of car, it being a 20 hp Silver Crest, 4-light saloon - a TH series. I first heard of this one by a letter, addressed to the Alvis Car Club from the then owner who lived at Hazelbrook, offering the car for sale.

It was not cheap but appealed, being roomy, an ideal family enthusiast's car. Bodily the car was very good despite an inferior paint job. Mechanically it was only fair. However, it performed reasonably and I 'took the bait!'. It was quite reliable and handled well. The well-worn and old tyres gave trouble. Not being in the financial bracket that could afford a Speed 25 or 4.3 model at the prices they were then realizing, and liking the Silver Crest, I decided to spend some more money. This was especially so as on the trip back from Melbourne I experienced a complete radiator blockage which was so serious that the journey had to be prematurely stopped.

To digress once again: on this occasion I left the car at a garage on the Hume Highway at Glenrowan after removing the radiator with instructions that it be sent to a recommended (by the garage proprietor) radiator repair shop. Several days later in Sydney I received a telegram advising that the radiator core was irreparable and quoting a very large sum for a recore! Neither I or my radiator man agreed, and I ordered the radiator to be despatched to Sydney where it was mechanically cleaned, re-assembled and tested.

We motored down on a Friday evening in a lesser breed of car and after refitting the radiator, I drove back to Melbourne to see my family, and left for the return journey on the Sunday arriving in Sydney with three burnt exhaust valves! This is where we get back to the obvious need for an overhaul! It was subsequently found that the valves were non standard, and it was only on one occasion that I personally had the experience of a genuine Alvis (KE965) exhaust valve burn out - more of this later.

The engine was dismantled and the bore and pistons were found to be satisfactory, but little else! At this particular period I had no workshop, having sold our home and not found another, so the work was done under very primitive conditions.

This decided me to overhaul the engine 'in situ'. The gearbox and clutch were removed (new races were installed in the box) likewise timing case and chain etc. This also was logical as the chain required replacement. Big end and main bearing slippers (thin wall bearing shells, the Silver Crest and early 4.3 being the only pre war models so fitted, or so I've been informed) were obtained from Alvis Limited, and the crankshaft ground to a specified undersize to suit main and big end shells. New valves, guides, timing chain, piston rings etc. completed the picture, and the car then performed like an Alvis is expected to.

Temporarily being 'in the money' and being informed of a 12/70 S.B. series D.H.C. that had been put up for auction, I made inquiries but was disappointed to find a dealer had purchased same. I will not go into the gory details, but after paying the dealer's exorbitant 'mark up' I found myself the owner of a very nice Mulliner bodied 12/70.

The previous owner had run the car until the engine failed (burnt piston at 110,000 miles) and had to get it overhauled, which included rebore, crank grind etc., but no replacement of the very worn valve guides. I'm afraid the auctioneer's employees made no attempt to keep the revs. down in road testing despite the fact that the engine had done about 10 miles since reassembling. There was also a severe oil leak from the timing case. (Continued in next issue)

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OUTLINE HISTORY OF ALVIS

By "Zephyr"

Continuing the outline of the Alvis story which we left last issue with the appearance of the 16.95 Silver Eagle and its later more powerful development we move on to a later model in the Speed 20 which continued side by side with the Silver Eagle (a procedure which Alvis continued till the post-war era in contra-distinction to the mass-production moguls).

FAST ROAD CARS: In 1931 an entirely new model was designed and put into production for 1932. This was the now famous Speed-Twenty, a vehicle which was to gain a fine reputation during the next four years.

This chassis had a six-cylinder power unit of 2,511 cc. (73x100 mm. bore and stroke) fitted with three S.U. carburetters and a B.T.H. magneto, plus coil ignition for starting. It was notable for its low build which, combined with a wheelbase of 10 ft. 3 ins. and a track of 4 ft. 8 ins., assisted many noted coachbuilders in producing the attractive and fleet-looking sports bodies.

The Alvis design department, encouraged by Capt. Smith-Clarke was always well abreast of the latest technical developments. In a relatively expensive craftsman-built car like the Alvis, continual changes can be made without regard to disruption of production routine and co-ordination with which the mass-production manufacturer is so concerned. Thus, Alvis cars were often technically in advance of their time, and in May 1933 we find Alvis leading the the change-over from beam front axles to independent suspension.