



NEWSLETTER

VOLUME 3 ISSUE NO. 6

JUNE, 1965.

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HON. TREASURER : Andy Hannam, Doveton Avenue, Dandenong
HON. SPARES REGISTRAR : David Muirden, Flat 15,
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HILL CLIMB SHORTLY AT ROB ROY

Negotiations were carried on by Roy Henderson with the Light Car Club last month for use of the Templestowe Hill Climb. The terms of the Light Car Club's lease of the site precludes them sub-leasing it to other Clubs. They are trying to broaden the terms of their lease.

Last month the possibility of the Hill Climb being held during the Queen's Birthday Weekend was mentioned. This depended on the Templestowe negotiations. It therefore did not take place.

Roy Henderson is currently negotiating for the use of Robs Roy in July on the Sunday following the normal July meeting. We hope to announce his success in next Newsletter.

In the meantime make up your mind to be at Rob Roy when it comes off. Many of the famous names in Australian Motor Sport cut their tooth on Rob Roy! The climb has challenged the skill of most of the 'greats' in Australian Motor Sport and will present your own driving skill with a similar challenge. The very name Rob Roy with all its motoring associations will make you itching to get there.

The event will be Leg 3 of the Basil Bowes Memorial Trophy. Entry Fee will be 10/- payable on the night of the meeting or at the course on the Sunday. See to it that you don't miss such a rare treat! And don't forget the family and friends.

MARVELLOUS MAY MEETING (BEAT THAT FOR ALLITERATION!)

The May General Meeting would be one of the best in the history of the Club. Seating accommodation was stretched to the limit and beyond. David Fletcher produced some marvellous films to accompany the piece de resistance - the authentic film which showed front-wheel-drive Alvises Nos 27 and 28 in action during the 1928 Le Mans 24 hour race. The four drivers who did spell about in the two cars were Major Harvey, S.C. Davis, Purdy & Dykes. The result as described by Davis in the Autocar of that year saw the two Alvises average 58 and 59 m.p.h. respectively, win their class, both better the 1500 c.c. record for the 24 hours on the circuit and had both qualified, a feat which four teams had achieved at the first attempt up to that date.

One of the most hilarious sequences showed refuelling at the pit. Square funnels with bars across were used with open-topped cans upended on the bars of the funnel. As much petrol splashed out over the bonnet as went into the tank. How close it went to hot machinery, one can only imagine. Next came the oil. The oil filter cap was swung aside and the contents of a large jug of oil swallowed by the sump at a single gulp. It was most interesting to see and we are indebted to Nick Davies for coming up from Penshurst and bringing the film with him.

David Fletcher of the V.S.C.C. showed us the film 'Heroic Days' - a saga of motor racing from 1904 to 1914. This was also thoroughly enjoyed. A sound film of the V.S.C.C. Hill Climb at Mt. Tarangower rounded out a memorable evening. David has even more films which he has offered to show on another such evening later in the year. Our grateful thanks are due to him also for projection and films. Our very hearty thanks also to Nick Davies for bringing the Alvis film up from Penshurst.

JUNE COMMITTEE MEETING NOTES - PROPOSED JUNIOR MEMBERSHIP

At this month's Committee Meeting it was decided to put these resolutions to the members at the June General Meeting.

1. "That the subscription rates for new members joining the Club during the term of the financial year shall be adjusted to the following scale:-
 - (a) Following the March monthly meeting - three-quarters of the annual subscription.
 - (b) Following the June monthly meeting - one-half the annual subscription.
 - (c) Following the October monthly meeting - full payment of annual subscription rate entitling the member to financial membership to the end of the following calendar year.

"In all cases the 10/- joining fee to be paid with the sub. for the classification required, i.e. Metropolitan, Country, Interstate or Overseas."

2. "That a new class of membership be formed to cater for junior members interested in taking part in sporting and social functions, but not carrying voting rights.

"The annual subscription rate to be 10/- per annum for sons or daughters of financial members and £1 for others. Minimum age before joining to be 15 years. On reaching the age of 18, at which a driver's licence may be obtained, the junior member shall become entitled to full membership and may transfer to the appropriate category on payment of the full annual subscription in the appropriate classification, the 10/- Joining Fee being waived."

During the same meeting the Committee empowered the Treasurer to create a £5 Petty Cash fund for disbursement to members of small amounts of expenditure incurred on the Club's account.

A sub-committee was set up to prepare a draft constitution for consideration and debate by the Committee before being presented to the Members for ratification at a later General Meeting.

DON'T LET THIS HAPPEN TO YOU!

You all know that the Alvis Car Club of Victoria has been appointed official agent in Victoria for Alvis Limited and that we have a comprehensive Spares Service.

A member recently ordered parts from Alvis direct, under his own name. He was simply trying to save the Spares Registrar the trouble of ordering the parts, being well aware himself of the part numbers, etc. that he wanted. This was done by him in all good faith, but what chaos ensued in the way of complications he did not foresee!

The money was paid by him to the Club, who then paid Alvis Ltd. on the member's behalf. The Club's account was credited with the amount and the member had the embarrassment of receiving several reminders of his "unpaid" account. This account had actually been paid, along with several others in one sterling draft sent by the Hon. Treasurer.

Your Treasurer wishes to point out that the Alvis Company's crystal ball has a limited range and is not able to pick up transactions of this nature 12,000 miles away.

So - please note - if you want anything from Alvis Ltd., order it through the Club, which has the organisation ready and waiting to be of service to you. If you order as private individuals, you must be prepared to pay as private individuals (i.e. pay more). This is objectionable to Alvis Ltd, who expect to be able to deal with the Club as their Agents in all matters relative to Spares and Service.

So please, folks, follow the path of least resistance and let the Club do the work for you. Your bits and pieces can still be sent direct to you from Alvis Ltd. even when you order through the Club.

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ANNUAL PRESENTATION DINNER

FRIDAY SEPTEMBER 17TH IN PLACE - REPEAT - IN PLACE OF SEPTEMBER GENERAL MEETING. TO BE HELD AT UNION HOUSE, MELBOURNE UNIVERSITY OR UNION HOUSE, MONASH UNIVERSITY.

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JOTTINGS

By "Scribes"

Our general account is £111.15,11 in credit. The Spares account is £18. 6,11 in credit.

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Some members have been rather concerned about the health of that dyed-in-the-wool enthusiast Sid Lahner. We hope you are soon sparking again on all six, Sid. Posters still make the best medicine, you know.

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Our spies report that John Fowler is preparing the ex-Derek Holyoake, ex Basil Bowes Silver Eagle for the road in a manner that would startle the original designer! The heavy body has been removed and the chassis is nearing running order. We may yet see another epic like John Cole's progress mounted on chassis only. But with John Fowler at the controls this time and in the near future, we hope!

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"Albert", the 12/50 which forms the sixth member of the Wischer family has begun to air his ports on suburban roads again. This following a series of internal operations including head surgery. Two artificial breathing tubes made by S.U. Ltd. have been inserted and report has it that his once obvious "flat spot and respiratory troubles are no more. The patient appears to have responded to the treatment, although one side-effect is the objection of the radiator to the strain of more speed and heat which are now being produced.

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Out at Doveton, Andy Hannam and son Tony are gloating over the latest acquisition in the Firefly chassis which has been partially restored by Derek Holyoake. Andy has taken a leaf out of Keith Welsh's book by buying the Firefly for Tony to rebuild while awaiting the age when his driving licence can be won.

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Keith Welsh has bought son Jeffrey at T.C. M.G. which they intend to restore together. An excellent way of helping Jeff to appreciate the mechanical side of car ownership, foster a sense of pride in a good technique before being licensed to join the merry melee of suburban traffic. The proposed Junior membership (see above) would appear to be made to order for these two lads.

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JOTTINGS (Cont'd.)

It is heartening to note that car questionnaires are still being returned following our "plug" earlier in the year. However approximately one-third of the Club members have not yet recovered sufficiently from writer's cramp to forward their forms to the Clubrooms at 21 Edgar Street, Glen Iris. We recommend Sloan's Linament, applied one full tube at a time, to cure this cramp.

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Good to see our Life Member Bob Morrow at the last meeting.

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It was a pleasure to have Graham Martin and T.A.14 from Wangaratta down with us for the May Film Night; also Benalla member Athol Ham and T.A. 21 Drophead Coupe.

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The Reverend Peter Lane was also at the meeting - another welcome face after a long absence. Peter has sold his T.A. 21 3-litre to Mr. James Waterman, whom we hope will join the Club. We have not his address. Can anyone oblige?

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CARS WANTED, FOR SALE, SPARES FOR SALE AND WANTED, ETC.

FOR SALE: 1929 Silver Eagle 16.95 fabric-bodied sedan. This car is the ex-Leon Howman car. The body and interior are reputedly good (no tears in upholstery, etc. but needing a good spit and polish). Motor reputed to be good and to be burning no oil. Triple S.V. carburettors fitted. These have been tuned. The present owner, Barry Jenkins also owns 2 Diattos and 1 model - T Ford. He wishes to sell these as well as the Alvis with the idea of acquiring a good 4½-litre Bentley in reasonable order. He wishes to sell the Alvis for £80 - £90. Address - corner Parry Street and Dorset Road, Croydon.

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FOR SALE: Alister Cannon's Alvis T.A. 14 cloth-hooded touring sports. This car had the body built locally by Martin & King to the requirements of the original owner. It therefore lacks the rotting woodwork problems of the imported coach-built bodies. A vast amount of work has been put into it during the period in which Alister has owned it. The car is in good condition bodily and mechanically. Price £150. Address - C/o 19 Bryson Street, Canterbury. Phone 83.8510.

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FOR SALE: Ken Jones has written to us as follows:- "I have decided to put my T.C. 21 (3-litre saloon) on the market. It's in quite good condition and I would hope to get £300 for it." Ken's address and phone number are: 9 Albert Jones Court, Eaglemont. 45.2481.

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WANTED: to complete restoration of Speed 20: Original type 'Rotax' black face ammeter; horn button for steering wheel centre moulding; cover flap for boot key-hole; shroud for switch on button of steering column; crankhandle; "Magneto-Off-Coil" rotary Knob and shaft; built-in jacks; original coil (not working necessarily); oil can. Contact Lindsay Cobb, 78 Victoria Road, East Hawthorn. Phone 82.3504.

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SOLD: John Cole has acquired the crashed ex-Norman Strack T.C. 21 3-litre.

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FOR SALE: Pre-war ('38 or '39) Silver Crest Saloon. Ray D'Alton. Price in March and April Newsletters. For address contact the Hon. Secretary.

WANTED, FOR SALE, SPARES FOR SALE AND WANTED, ETC. (Cont'd.)

SPARES SERVICE: David Muirden reports that the following genuine Alvis Limited spares are available to financial members at the Clubrooms :-

2 only 3-litre door rubber buffers	2/6d. each
8 only " rubber link rubbers (one set)	Price on application.
4 only " rear spring rubber bushes	2/6d. each
2 only T.A. 14 pedal pads	10/-d. each
1 only 3-litre (driver's door) rubber vent surround	£1.10. 0
4 only "Grey Lady" pedal pads	3/9d. each
2 only dynamo chain coupling covers to suit Speed 20, 4.3 litre, Firebirds & Silver Eagles from 1930 onwards	6/6d. each
6 only exhaust pipe flange gaskets	3/- each
1 only ex-Factory 3-litre water pump body (modified model) Price on application	
2 only 3-litre push rod return springs	9d. each

NOTE: Alvis Limited will supply, through the Alvis Car Club of Victoria Spares A/c., pistons, rings & gudgeon pins as a fitted unit for £3.17. 0 sterling each. They insist on supplying the pistons complete with rings and gudgeon pins.

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MECHANICAL BRAKES: We recently removed our T.A. 14 R.H. Front wheel brake drum and backing plate and took it to Don Alford Brakes at 1 Thanet Street, Ringwood. The shoes were relined and the drum machined for £3.15. 0. They also adjusted the brake linkage compensators (a job which had defeated us for 3 weekends in a row) for £3.12. 6. Don Alford stated that he is familiar with vintage brake problems and is willing to tackle these also. Phone 870.2757.

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ALVISES WHICH HAVE OWNED ME

By Maro Pain

(With apologies to Marc. We have come to the conclusion as Marc probably has, that one does not own an Alvis, one is owned by an Alvis - Ed.) We continue further Marc's account of his adventures with Alvises. Last month's account ended with the acquisition of a 12/70 which had just been overhauled:

"Why the owner decided to sell after an expensive job like this could be put down to lack of cash or ill health but the story is rather complex.

Although my previous remarks may suggest this wasn't much of a car, it was, apart from a few superficial faults, and old maroon duco, an extremely good motor car. To jump ahead a little, this is the car Zell Cunningham now owns.

My financial position soon deteriorated again on buying another house and the Silver Crest was sold. Through lack of time and the death of my father and the attendant duties I had to perform in settlement of his estate, I neglected to fit new valve guides to the 12/70. Of course the inevitable happened, head off valve, hole in piston! This was rectified properly with new valves, guides and piston. No more trouble was experienced over three years with the exception of - "A" a run big end at Pitt Town airstrip during a Club event. This was due to a faulty bond between the white metal and the con rod. "B" Two piston failures (head parting from skirt) caused by poor quality, coarse grained sand cast pistons made by a local firm in Sydney.

The remainder of these pistons were scrapped and Polson pistons of the correct type P/NO 998XL were fitted, with no further trouble. They are still in the car as of this date.

The 12/70 generally is a very nice little car indeed, handles well, is economical, but I never was really satisfied with the braking system owing to its habit of uneven braking between the front wheels, and I hate to admit it I was never able to really cure this fault.

This little car was sold some time in 1956, and I was without an Alvis for 18 months, getting by with a Singer and M.G. However, I bought the D.H.C.

back again and we had many an enjoyable tour in this machine and my good wife used it during the week.

In 1961 I heard that my first 12/70, the saloon, was for sale, the price was low, but so was the condition of the car! I flew by Viscount to Canberra one Friday and drove the car back taking about 4½ hours, which wasn't bad for the condition of the car.

The main components, engine, diff. and the gearbox were quite good, although the engine ancillaries were just fair. However, brakes, lights, steering and body were dreadful. The doors rattled (half inch slack between lock and catch), brakes inefficient and uneven, lights did their own morse code, the steering was stiff, heavy and wandered, but the car still had the heart of a British Lion! The motor never faltered and the delivery was completed.

The rebuild took a year, working every weekend and holidays etc. All the rotten wood was replaced the Monel metal non corrodable mechanical work put all ailing items in order. The body had new metal panels fitted where necessary, and the car resprayed black.

I would like to give credit to my wife on her skilled and patient work on the interior trimming, and to an old friend of mine, Ray Brook, who did all the wood work on the body frame. I don't think the job would have been possible without their help.

We had a very good trip to Melbourne, via Mt. Kosciusko, the Snowy Mountains and Tumut, but I was plagued by many minor and irritating troubles, amongst which were broken oil line (twice), inoperative starter solenoid and uneven braking, plus three serious faults. A wheel collapsed, oil consumption was extremely excessive due to a bad leak from the rear main bearing, and a burnt out exhaust valve.

This latter fault despite the general condition of bearings being excellent (50 p.s.i. hot) the engine having been completely reconditioned whilst in Canberra some 30,000 miles back. This was possibly caused by either "A" excessive end clearance on the rear main bearing, or "B" the main bearings being line bored out of centre to the crankcase and sump oil tunnel.

I was quite discouraged at all this and sold the car at great loss financially, but probably at great gain in experience. I replaced the burnt valve, which was the genuine Alvis valve referred to earlier, and informed the purchaser of the oil leak and collapsed wheel. The car still continued to have a hoodoo on it, as the new owner left the handbrake off with the mistaken idea that the car was in gear, and it ran down a steep drive into, and over, a busy street, and ended up in a ditch on the other side of the street. Fortunately no car or pedestrian was struck in this episode. The poor 12/70 sustained quite some damage to the boot, breaking the lower frame of the boot springing and cracking the rear section of the body, and badly stretching the main brake cable.

Although the car, as far as I knew is not far from my present home I haven't seen it for about twelve months. I do hope it is in a good shape once again.

I now have a 4.3 SA series Martin & King (Melbourne) bodied saloon. This car is in very nice order but still needs a host of small jobs to be completed, and one large job, a first class respray.

One observation I would like to make before concluding, is this. In all cases I have found the structural timber in the local (Australian) bodies to be far superior to those of the English ones. This is well illustrated by two 12/70s. In 1955 or '56 I purchased a very neglected 12/70 which had had a "prang." I drove this to Sydney, incidentally with lots of tyre trouble, but no mechanical faults. On rebuilding and overhaul I found no wood rot at all. This car has quite an unusual body style, being a fixed head single seater coupe, and a very pretty car too. The body was built by the Wirth Park Bodybuilders Melbourne if memory serves me correctly. This car now belongs to Geoff Winter.

(To be concluded next issue)

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