

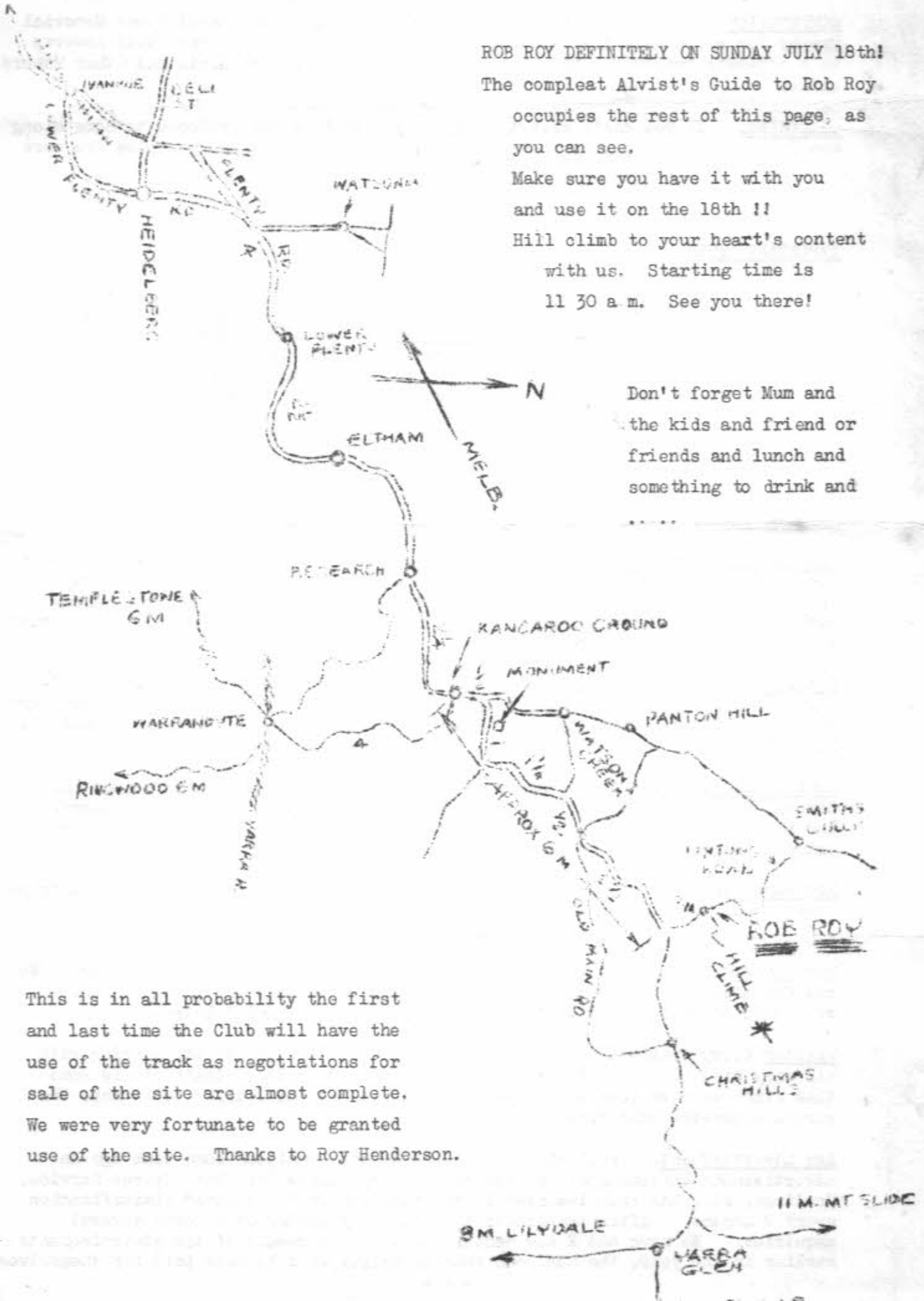


ALVIS
CAR CLUB
VICTORIA

NEWSLETTER

VOLUME 3 ISSUE No. 6

JUNE, 1965



ROB ROY DEFINITELY ON SUNDAY JULY 18th!
The complete Alvis's Guide to Rob Roy occupies the rest of this page, as you can see.

Make sure you have it with you and use it on the 18th !!

Hill climb to your heart's content with us. Starting time is 11 30 a.m. See you there!

Don't forget Mum and the kids and friend or friends and lunch and something to drink and

This is in all probability the first and last time the Club will have the use of the track as negotiations for sale of the site are almost complete. We were very fortunate to be granted use of the site. Thanks to Roy Henderson.

HOW WE WON ROB ROY (Through the Hard Work of Henderson Roy)

ROY HENDERSON'S honest smiling face and boyish charm have convinced Mr. Clinton that Alvists are not the scruffy lot the casual observer might have concluded them to be. And through the kindness of the owner we have been granted the use of the hill climb at a cost of £10 to the Club.

ENTRY FEE is 10/- for each competitor, payable at the General Meeting on the night of Friday July 16th.

COMPETITION This event is the third and last leg of the Basil Bowes Memorial Trophy for which only Alvis-mounted drivers are eligible. There will however be a separate trophy for the best time of the day, open to Alvis and Other Makers alike.

ONLOOKING. If you don't wish to compete you will be very welcome to come along and join the fun simply by looking on. Come for the laughs, as there are sure to be plenty. Make it a gala occasion.

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IMPORTANT DATES

THE ANNUAL PRESENTATION DINNER WILL BE HELD ON FRIDAY NIGHT 17th of SEPTEMBER IN PLACE OF - REPEAT - IN PLACE OF THE SEPTEMBER GENERAL MEETING. The venue will be Union House Melbourne University. Further details of price of tickets, ticket secretary, etc in next issue.

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MEETING NOTES

V.S.C.C. Mt. Gambier Rally to be held on A.N.A. Weekend 1966. This will most likely comprise (a) A non-competitive Rally to Mt. Gambier on the Saturday; (b) A Dinner Dance on the Saturday evening. (c) A Gymkhana on the Sunday with a possible Concours d'Elegance. (d) A party Sunday evening. (e) Return to Melbourne at leisure on the Monday.

Details. Bookings accompanied by 30/- deposit PER PERSON must be in by mid-August. Two motels have been completely booked for the weekend so all bookings must be notified by mid-August. Contact Russell Ellis at 'Illangi', Bradley's Lane, Warrandyte. Phone 84.3166. Deadline changed. See STOP PRESS Page 8.

Junior Membership. Junior membership of the Club was instituted at the May General Meeting. 10/- for sons (or daughters) of members £1 for others. The first two Junior Members, Jeff Welch and Tony Hannam were enrolled. We extend a hearty welcome to them both.

New Members: New members joining during the year will pay a pro-rata subscription in addition to the normal 10/- joining fee.

New Member Ken Baptoy of 8 Kelso Street, Mentone joined us at the meeting. We saw Ken some months ago now, but he has decided to take the plunge. And a very good thing too! Nice to have you with us, Ken (and 3-litre).

Visitor Kerry Crawford of 5 Grosvenor Court, Toorak, came to the meeting with his very nice T.C. (?) 21 3-litre (ex Frederick Howard). Again, it is some time since we have seen Kerry when he last visited the Club. Let's hope the period is shorter this time.

Age Advertisement. Following a decision by the Committee some time ago an advertisement informing of the existence of the Alvis Car Club, Spares Service, Meetings, etc. has been inserted in the 'Age' under "Used Cars" classification every 2 months. After the latest insertion Roy Henderson reports several enquiries. We have had 2 new members as a direct result of the advertisements earlier in the year, the ads. can thus be fairly said to have paid for themselves.

DUTY-FREE: Apart from those Alvis spare parts that are smuggled into the country labelled "cosmetics", "chemical fertiliser" or such-like, all Alvis parts for Vintage models are now duty-free. We are informed by David Muirden that this is now official provided the parts are labelled "For Vintage Restoration". The Factory is aware of this and has agreed to co-operate. Members may have to insist most vociferously as the cobwebs surrounding some Customs officials may prevent the news getting through for some time. But they will definitely be within their rights in so doing.

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JOTTINGS:

by "Scribes Various"

From David Wischer we have the following notes:-

"Albert" 12/50. At long last the 12/50 goes again. It boasts two $1\frac{1}{2}$ in. S.U. carburettors in place of the hideous Anal motor bike carburettors. The latter are vintage however and for sale! If anyone has a motor cycle they want to bolt to these instruments let them approach with folding money, and they will be greeted. It is presumed the 12/50 is now 12/50/12/60. On the way to the first Club Meeting that Albert has attended in months the magneto, not being properly bolted down by its owner, slid back and lost the vernier coupling. Its embarrassed owner managed to roughly time the machine before Keith Welsh & Son arrived to fix it properly. A lesson was learned.

On a visit to Tasmania last week I saw Bob Sloan, a Sydney Club Member, now resident in Hobart. He has had his 12/50 SB shipped to Hobart where he plans to continue his restoration of same. The body would appear to be his main task. Much work has been performed on the mechanical side already. Did not have the opportunity to contact Mr. G. Fysh in Launceston but heard news of him from Bob.

We are not traitors to the name of Alvis, but there is a 3-litre Bentley in the garage, next to Albert. It isn't ours - one vintage machine is enough for my bank a/c. It belongs to Tim Guthrie and Michael MacDonald, who are finishing off a painstaking restoration, from the chassis up. It is remarkably more complicated than the 12/50, fixed head and 4 valves per cylinder are frightening thoughts, and as for timing two magnetos!!! Once it is finished there will be the inevitable challenge between the two. We are already backing the 12/50, with justification too we piously hope.

David Damford's Speed 20 is also round the back, he hasn't dropped it anyone lately, but he has time on his side. Great things are happening to the boot of the S.P. 20 also wheels and wiring. John Fowler is helping with the repainting of the wheels.

John F's Silver Eagle is progressing - it will certainly be an imposing machine when finished - should win a few events with that motor and an ultra-light body.

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And Derek Holyoake writes:-

On Thursday, 20th May, I took an Engine pipe (from Manifold to Muffler) from the TA 14. to Len Lukey's to have a new pipe fitted to the old flange. They are keeping the old pipe as a template so this may be handy for any other TA 14 owners who may need a new exhaust pipe. This pipe will be a little longer than usual as I tend to do away with the flexible tube section and suspend the pipe from flexible mountings (a la moderns).

It was on this errand that the "Shooting Brake" began shooting its oil out in all directions and making much smoke.

This set of circumstances has led to quite a large amount of work for me before I can effect repairs. I intended (still do in fact) to change over engines with my spare chassis which received new rings some time back, but the difficulty was getting it into my garage to hoist the engines out and in.

The Firefly chassis was in the way, so first I had to assemble wheels and things to get it wheeled out.

Regretfully I have let it go but it has gone to the right person in Andy Hannam, but it certainly was a wrench to see the bits and pieces being loaded into the "Firebird". Andy later came to take the chassis home.

I now have the spare TA 14 chassis in my garage unbolted ready to lift out over the weekend. I noticed, when removing the gear lever that the all was not well with those 4 small set screws that hold the lever in position; one had stripped, another was broken off; I had to drill it out and retap it, and the other, using 5/32 BSW taps. Has anyone else had this trouble with their gearbox?

Nick Davis called in one Sunday afternoon wanting some Hartford Shock absorbers for the F.W.D. Those two that I had were just what he wanted. He also took back my spare TA 14 (chassis) head to weld up a crack across an exhaust valve seat. I'll have to see if I can dig up some Rover 90 carby's to have fitted.

I will concentrate on the TA 14 now, for practical and economical reasons, as I just can't afford the luxury of the other different Alvises. Also, I must keep the Hillman going for Gloria.

See you at the Hill Climb. Derek.

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JOHN FOWLER TO WED. Yes, we have it on good authority. John is to marry Joan Harper on the 28th August at 3.30 p.m. We are not quite sure of the name of the Church but we know it is situated on the corner of High Street and Warrigal Road, Ashburton (St. Matthew's?). Our congratulations and best wishes to them both (in advance).

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CARS FOR SALE, WANTED, UNWANTED, BORROWED, BEGGED

Everyone wants to sell cars this month - or parts of cars.

FOR SALE: John Cole (Hastings Road, Tyabb) has for sale the most bewildering array of T.C. 21/100 spare bits seen in a decade. These are from the ex-Norm Stack 3-litre :-

Practically all the body work with the exception of the off-side doors and rear mudguard (though John says the offside front door may be serviceable). The radiator, front bumper bar, lighting equipment and flasher assembly, upholstery, interior trim (but not carpet). The chassis including engine gearbox, differential etc. John does not wish to sell.

ALSO John wishes to sell a Silver Eagle TA 16.95 chassis (bare) complete with wheels and 3½ engines for same. Also 5.00 x 20 and 5.50 x 20 tyres (12 in all).

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FOR SALE: Alister Cannon's T.A. 14 Tourer. Black Duco. Mechanically and bodily in good condition. With the front seats replaced this would be an excellent car. Phone 83.8510 Registered.

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FOR SALE: TA.21 3-litre ex-Harry Shugg. Needs some work but has possibilities. Bruce Leslie, 6 Clitheroe Court, Burwood. Phone 29.3160. Price £150.

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FOR SALE: John Bangsund's 3-litre (TA 21.) Bodily this is very nice. Mechanically sounds reasonable but may need some work in future. Phone 61.3764 (day) 48.5032 (evening).

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FOR SALE: Silver Eagle 16.95. Triple S.V.'s tuned, interior trim and body good. Not registered. £80. Barry Jenkins, corner Parry Street and Dorset Road, Croydon.

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FOR SALE: For £9. 8. 0 the lot in one transaction. TA.21/TC21/100 new parts worth £19. 8. 0 new. Axle and nut (£6. 2. 0), Axle Bearing (£3. 4. 0), Axle seal (6/-), Petrol Pump (£4. 10. 0), 3 flexible Brake pipes (£1.19. 0), ack (£1.10. 0), Crank Handle (10/-), Mirror - door mounting (£1.0.0), Gearbox plug (4/-), Diff. plug (1/6d.), Diff. cover gasket (1/6.) Norman Strack, 6 Garden Avenue, East Melbourne. 41.6845.

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FOR SALE: 3-litre pistons + 30 thou. (6) complete with rings and gudgeons, new £12. Also 2 magnetos - 1 : 6 cyl. B.T.H. polar inductor magneto, 1 - 4 cyl. Simms. Both ex-Sunbeam. Ken Baptye, 8 Kelso Street Mentone. Phone: 23.8101 (work).

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FOR SALE: Simon Ramsay's Silver Eagle 16.95 2-seater. £170. Phone 20.4810.

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FOR SALE: Doc Donnan's Speed 20. Mechanically good. Bodily in need of attention. £350. Dr. Donnan's address is Birdwood Street, Warrnambool.

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FOR SALE: John Gray's 1936 3.5 litre Alvis. £450. Address from Hon. Sec.

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FOR SALE: ex-Dr. Mayne's Silver Eagle 16.95 for £35. This car is at a garage down at Trafalgar.

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FOR SALE: Bill Bellfield's fully-restored 4.3 litre drop-head coupe. Address from the Hon. Sec. Price in region of £800.

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

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WANTED: Wes. Southgate wants to swap 1 hare mascot for 1 Silver Eagle mascot or buy 1 Silver Eagle mascot. Address: 13 Anzac Avenue, Trafalgar.

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WANTED: New cylinder head for TC 21/100 3-litre. George Spurling, 7 Una Street, Sunshine.

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WANTED: 12/50 (or 12/40) gear lever and gate complete with lifting-knob reverse gear attachment. David Wischer: Phone. 25.2391.

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WANTED: Starter motor for "Firebird" type RMO 418 SC/10 (Rotax). Any Andy Hannam. Dandenong 24403.

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SOLD: Derek Holyoake's Firefly chassis - to Andy Hannam, Doveton Avenue, Dandenong.

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SOLD: Ray D'Alton's Silver Crest - to John Fowler, Ferndale Avenue, Ashburton.

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SOLD: John Fowler's TA.14 drop-head coupe to ??? (prospective new member).

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ADVERTISERS ARE REMINDED THAT ADVERTISEMENTS MUST BE SUBMITTED IN WRITING (LEGIBLE) TO THE EDITOR, 6 THE OUTLOOK, HEATHMONT. VERBAL ADS. WILL NOT BE PUBLISHED.

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ALVISES THAT HAVE KNOWN ME

by Marc Pain

The second 12/70 is the D.H.C. referred to before. This had various wooden sections replaced, and I believe still has a little more to be replaced. Now the former car had had a very hard life prior to my buying it, but the latter with the exception of a relatively short period, had a good life indeed. It was originally imported by the late Tom Lord and sold to one of the junior Fairfaxes, then Tom bought the car back before ultimately selling it to the owner who sold it via auction. Most people are aware of how Tom looked after his cars!

Well that is my story of my Alvises, and there is no BETTER car for an enthusiast, especially with the quite exceptional service obtained from Alvis Limited.

I mentioned earlier my captivation of the wonderful Speed Twenty at the 1935 Show, and my ambition to own such a car, which I feel the 4.3 to be a worthy successor

Recently I towed this very same car to my home for Eric Cunningham, alas very little like it was in 1935. However, Eric is to rebuild this Alvis and a very worthy job of work too. Good luck Eric

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POSTSCRIPT:

As it is many months since I originally wrote this account, it may be in order to bring my Alvis ownership right up to date

I still have the '4.3' saloon, which I have found to be a magnificent motor car. It is commodious, deceptively fast, and quite without noise fuss or vices. It just gets down to business and eats up the miles - yes, also the petrol! Still, I consider it gives me good value for money at 15 mpg, and if required, the potential of 100 mph.

Although it does not go out often it has covered over 3,500 miles since I purchased it some eleven months ago. This includes a holiday trip to Queensland and a reasonably fast run of 10 hours 40 minutes to Hampton (a southern suburb of Melbourne) from Carlingford last Christmas Day.

Last week I repurchased for the second time (third time of ownership) my 12/70 saloon (Alvis No.4). I'm afraid it had been badly neglected and was incredibly dirty, but it is basically sound. Much is required to be done, but over the next year or two - time permitting - I hope to put it back into a condition that is worthy of such a superb make of car as is the Alvis. Meanwhile it is secure and under cover

That, then is the story of my Alvis cars to date.

25 5.65

Dear Mr Henderson,

Received the latest copy of the newsletter last Saturday, and was surprised to see a copy of the A.O.C. Bulletin for Feb.65 Serial No.138.

I remember reading in a previous issue of our newsletter that the issue of the A.O.C. Bulletin to Vic. Alvis Car Club members was to discontinue (much to my disappointment). The same notice also stated, however, that we would be getting all the technical gen that the A.O.C.B. contained.

Which brings me to the present. In the abovementioned A.O.C.B. there was the second part of a most interesting article "Tyres and Transmissions" by Mr Paul Roberts.. I do hope you will soon publish the first part of this article. Or can we again expect to receive copies of the A.O.C. Bulletin? If so would there be any chance of obtaining issue No.137, or of course, the first half of this article ?

My 12/70 rebuild is coming along slowly and much remains to be done, mainly replacing corroded sections of the body panels. These are around the rear part of the body proper adjacent to the wheel arches the boot section around the outer edges, adjacent to the boot lid, and the bottom of one rear mudguard, and a new portion was welded to one front mudguard at the head lamp tie bar mounting post position; this had been done before in a horrible manner.

As part of the boot lid frame was rotted away a modification was made. This entailed fitting the bottom rail of 1 $\frac{1}{4}$ " square section tubing which was brazed to the outer skin at the bottom, with welded arms at either end, which in turn bolt to the round side rails of the boot lid.

Threaded captive plates, free to move in slots, were made up to bolt the hinges to, giving plenty of adjustment when fitting the boot lid. Also the bottom rail of the body portion was made up of right angle steel plate, bolted at either side, to both the rear of the body (boot frame upright) and the chassis frame.

To this, of course, is bolted the other half of the boot lid hinges.

This makes a really solid and right job of it, and, I think, a far superior job than the original method.

To further strengthen the rear of the body, a piece of steel bar was made up which fits across the body behind the rear seat squab. This is tapped at each end and bolted up through the rear mudguards at the top of the wheel arches, through the wheel arches and wheel arch metal covers. The rear squab is screwed to this bar. Thus the whole rear section is tied together solid.

When the car was purchased prior to being rebuilt a push on the rear cabin moved this section quite easily independently of any chassis movement !

As time and news have both run out I will conclude with best wishes.

Yours sincerely,

(sgd). Marc Pain.

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OUTLINE ALVIS' HISTORY

By Zephyr

Unfortunately "Zephyr" has had trouble locating data on the Speed 20 series and this has delayed the Alvis History till the August issue.

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STOP PRESS:

V.S.C.C.(S.A.) Mt Gambier Rally 1966.

Royal Auto Association of South Australia is arranging bookings at hotels etc., and as 2 other Associations are meeting at Mt Gambier on the same weekend it has been decided that, to ensure accommodation for all Rally attendants at the same address, bookings must be confirmed by the end of July.

Members wishing to participate must have entry forms and deposits (£1.10.0 per head) in hands of W.L. & A.J. Colmer, 3 Pine Street, Hammersmith South Australia, by July 31st.

Late entries will be received for gymkhana and concours events (entry fee 15/- per car), but participants will have to arrange own accommodation after July 31st.

Interested persons contact R. Henderson for entry forms -
- MUST BE IN S.A. by JULY 31st -

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BOOK REVIEWS

With the recent rapid growth of interest in motor sport, booksellers stocked a variety of informative books ranging from "Veteran" to "Open-wheelers." However since the average enthusiast spends most of his "loot" on his car, reading takes second place hence the following inexpensive titles.

Your beady-eyed bookworm recently noted these titles on sale in town and offers the following comments (assisted by passages lifted from various titles - belated thanks to offended publishers).

Paperbacks -

..... The family had a more exciting vehicle - a big Alvis Speed 20 - but this lay in the garage unused for most of the war. Then, some time in 1946, the exciting moment came when the Alvis was rolled out of the garage again and cleaned oiled and tinkered with before my father took it on the road once more. This was the next car I was to drive. But I was a little fellow, and the Alvis was a very big motor car. I found that I could not reach the pedals and see out of the windscreen at the same time. After some thought, I developed a technique of wriggling down with outstretched legs to get the pedals under control. I would depress the clutch, select the gear I wanted, let the clutch in and then hurriedly leap up on to the seat again to make sure that I was going in the right direction, using the hand throttle to keep the engine going.

One day, I decided to get the car out of the garage for my father. I was reversing the car into a narrow close when my sleeve caught in the hand throttle, opening it wide. I closed it quickly but before I could dive below to get to the brake and clutch and stop the car completely, I arrived at a wall which did the job for me. Luckily the Alvis was a solid car, and the damage did not show much. I dared not tell anyone about this for years afterwards. It was the first prang of my driving career!"

..... This story is told by World Motor Racing Champion - Jim Clark, in his book "Jim Clark At the Wheel."

This paperback is illustrated and produced by Pan Books, retails at 6/-
If these winter nights seem too long what about a read by the fire, whilst lowering the decanter glass by glass?

Batsford Paperbacks have come up with a cheaper edition of "The Racing Driver," written by Denis Jenkinson, who travelled over 15,000 miles at speeds of 100-150 m.p.h. and with Stirling Moss in international competition. Jenkinson confesses that he didn't have the necessary qualities to become a Grand Prix driver, but his writing shows a rare insight into the complete details of competition driving. His analysis of Miss Fangio, Farisa, Brooks, Ascari and other drivers makes interesting reading.