



NEWSLETTER

VOLUME 4

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MAY, 1966.

CLUB OFFICE BEARERS

- President: David Wischer, 1679 Malvern Road, Glen Iris. 25.2391.
 Vice-President: Simon Ramsay, 14 Kenley Court, Toorak. 20.4810.
 Hon. Secretary: Roy Henderson, 41 Kingsley Gr, Mt.Waverley.544.5249.
 Hon. Treasurer: Andy Hannam, Doveton Avenue, Dandenong.
 Hon. Spares Registrar: David Muirden, Flat 15, 37 Domain Street, South Yarra. 26.2337.
 Club Captain: David Bamford, 10 Ceilterre Ave, Ringwood. 87.7303.
 Committee Members: Ken Baptey, 8 Kelso St, Mentone.
 John Fowler, 34 Iluka Cres, Mt.Waverley.
 Keith Welsh, 22 Wimmera St, Box Hill.
 Derek Holyoake, 22 Glen St, Aspendale.
 Hon. Editor Newsletter: David Caldwell, 6 The Outlook, Heathmont.

LANGWARRIN GYMKHANA, SUNDAY MAY 22nd - NOT TO BE MISSED.



HOW TO GET TO LANGWARRIN GYMKHANA

Most of you know the fun to be had at Langwarrin by now, so that we need not labour the point on your account. However, to any of you who have not been to the oval at the Army Reserve Langwarrin we simply say that if you fail to go along, your life will be the poorer.

The organisers, Paul Bamford and Derek Holyoake, have been very secretive about the actual events but we predict that these will be 4 in number, similar to those at the Kalorama Vintage Car Rally, with possibly a "garaging" event as a variation.

They will start at 11 am. with a break for lunch on the completion of the first event. To get there refer to the sketch map on this page.

REMINDERS IN BRIEF.

- ⓐ Entry Fee \$1 - Payable at General Meeting, Friday 20th or on the day at the Oval.
- ⓑ No water at the site - don't forget to bring a supply.
- ⓒ This event competitive and social (bring the family) being the second "leg" in competition for the Basil Bowes Memorial Trophy 1966.

© Dress - White tie and tails, or anything else informal you may happen to have.

© Enjoy yourself - we intend to!

AIROTCIV

OFFICIAL PLACINGS C.C.V.C.C. KALORAMA RALLY 1966.

CONCOURS ORIGINALITY

- 1st Denis Shepherd - Hispano Suiza (V.D.C.)
- 2nd Norman McCubbin - "T" Model Ford 1924 (V.D.C.)
- 3rd David Jones - Rolls Royce Silver Ghost 1921 (R.R.C.C. & V.D.C.)

GYMKHANA EVENTS:

Event 1. Lancing Event

- 1st No.84. Arnold Terdich - Wanderer Sports 1924 (V.S.C.C.)
- 2nd No.46. Mrs. Joan Burns - Chrysler 1929 (V.D.C.)
- 3rd No. 7. Peter Latreille - Vauxhall OE 30/98 1923 (V.D.C.)

Event 2. Acceleration and Braking Event.

- 1st No. 29. Douglas Wilson - Bentley Tourer 1925 (V.D.C. & B.D.C.)
- 2nd No. 46. Neil Marshall - Triumph Super 9, 1932 (V.S.C.C.)
- 3rd No. 16. John Crosswell - Bentley 3-litre 1925 (B.D.C.)

Event 3. Bending and Flag Drop

- 1st No.103. E. Moorfoot - Fiat 501 Year ? (V.S.C.C.)
- 2nd No. 78. Terry Plummer - Bugatti Type 44 1928 (V.S.C.C., A.C.C.V.)
- 3rd No. 18. Roy Wilson - Austin 7 Chummy 1929 (V.D.C.)

Event 4. Sack Race Le Mans

- 1st No. 46. Neil Marshall - Triumph Super 9 1932 (V.S.C.C.)
- 2nd No. 12. Jack Collins - Chevrolet Capitol 1927 (V.D.C.)
- 3rd No. 18. Roy Wilson - Austin 7 Chummy 1929 (V.D.C.)

FILM NIGHT AT CLUBROOMS - GENERAL MEETING 17th JUNE.

We had a short note from Secretary Roy Henderson shortly before going to press to say that David Fletcher of the Vintage Sports Car Club has kindly consented to give us a film showing at the General Meeting on Friday 17th June. Roy gave no details but at a guess we'd say the films would have something to do with vintage or veteran motoring. You will no doubt recall the excellence of the films David showed us about the same time last year.

COMMITTEE NOTES.

At the last Committee meeting on the 24th April it was decided to list the Alvis Car Club of Victoria in the Pink Pages Telephone Directory under the following headings:-

- Clubs Car - Alvis Car Club of Victoria - Secretary 544.5249.
- Motor Accessories Retail - Alvis Spares and Cars, Alvis Car Club of Victoria, Spares Registrar - 26.2337.

A letter was received from Iain G. Ross, President of the newly formed Bristol Car Club of Victoria, formed "for enthusiasts and owners of all Bristols and Bristol-engined vehicles". His address: 393 Mont Albert Road, Mont Albert.

JOTTINGS

By "Scribe".

On the oft voiced theme of Three Litre oil pressure - Ken Baptey has suggested that the chain tensioner unit could be modified to improve oil readings to some extent. How much is purely a matter of conjecture as a modified example is still to be road tested.

To effect the modification take Part No. C.4271, the Chain Tensioner Sprocket and Part No. C.5374, the Chain Tensioner Sprocket Bearing; obtain the services of a toolmaker or plating works to set up and grind the C.T. Sprocket Bearing, hard chrome this component. Check the hardened C.T. Sprocket for uneven wear and grind if necessary. A final clearance between these parts of .002" should be quite satisfactory.

Bruce Leslie of Aviation Plating Pty. Ltd., has intimated that the hardened steel sprocket running on the hard chromed sprocket bearing makes a very satisfactory bearing surface, superior to the original component and long wearing, under average conditions.

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Ralph Chivers is continuing to battle on with the restoration of the ex Henderson Silver Eagle. Will be a welcome sound to hear 'ol Bertha' on the road again, in the not too distant future.

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Has anyone details of suitable oil filtering methods to improve the primitive one as used by the Three Litre? A by-pass filter can be fitted fairly easily, but a full flow type would be the ideal if this mod. could be done, resulting in better bearing life and less crankshaft regrinds. Any leads?

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The recently published book by Bill Tuckey - 'The Book of Australian Motor Racing' is worthy of comment in this newsletter. Tuckey traces the growth of the motor racing movement from the obscure Apsendale Speedway (circa 1906) through the 'Golden Years' and drivers of the calibre of Bill Thompson, Bob Lea-Wright, Les Murphy, Jack Day, Hope Bartlett, Phil Garlick and Charlie Dean.

It revives memories of Doug Whiteford and 'Black Bess', Stan Jones and the Incredible Maybach, shy Jack Brabham and the Cooper Bristol and the sadly missed Lex Davidson.

Altogether a worthwhile addition to any motor enthusiast's library shelf.

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Some Asides: (From the Motorist's Weekend Book)

Manoeuvrability.

The Manhattan Rolltop Convertible Country Club Coupe has a steering gear requiring nearly six turns of the wheel from lock to lock. Try timing how long it would take you to turn the steering wheel round six times and then try thinking how many nice accidents you could have in that time. Then have a nice drink.

For This Relief, Much Thanks

"Competitors will defile themselves on the promenade at 11 a.m. and each car will have two drivers who will relieve themselves at each other's conveniences."

(Extract from the regulations for a foreign event, kindly translated by the organisers for the benefit of English entrants.)

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'In practice it will be found that sufficient force on the handbrake to hold the car will force the brake pedal backwards until the driver's foot may be removed altogether.'

(Contemporary Instruction Book.)

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'The driver has to be rather more careful with a rear-engined car, to concentrate even more and take fewer liberties.'

(Tazio Nuvolari - Auto Union.

Doubtless he would have been suitably horrified by the antics of Melbourne's 'Beetle-owners' during peak hour duels.)

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Alvis Limited in the 3 Litre Data Sheets state that a suitable alteration of .003" be made to the exhaust valve clearance, making the exhaust .012" and the inlet .009" as before.

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Valve and Ignition Data.

To assist those without instruction books the following information has been taken from the 12/50 ALVIS REGISTER, Bulletin No. 26.

FE and FL 12/50.

Inlet valve opens 5 degs. before TDC.

Inlet valve closes 55 degs. after BDC.

Exhaust valve opens 50 degs. before BDC.

Exhaust valve closes 10 degs. after TDC.

Ignition setting is 38.6 degrees before TDC. on full advance and valve clearances between cam and dashpot are 6 thou. inlet and 12 thou. exhaust.

Silver Eagle 16.95.

Inlet valve opens 10 degs. before T.D.C.

Inlet valve closes 50 degs. after B.D.C.

Exhaust valve opens 50 degs. before B.D.C.

Exhaust valve closes 10 degs. after T.D.C.

Ignition setting is 43.5 degrees before T.D.C. on full advance. On the later 16.95 cars the maximum range is 15 degrees on the magneto shaft or 54 mm. on the flywheel circumference, or 20 degrees on the crankshaft.

Engine firing Order is 1,5,3,6,2,4, while the tappet clearances are .003" hot. Oil pressure 20lbs at 30 mph. in top gear.

Front Axle Angles (on later 16.95's) Camber 2 deg.30min. Castor angle 2 deg.54 min. King Pin inclination is 7 deg. 30 mins.

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PERSONAL

On behalf of the members and Committee of the Alvis Car Club of Victoria we would like to extend our deepest sympathy to Rod Warriner and his family in the tragic loss of brother Geoff recently in a motoring accident at Croydon.

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3-Litre Month - Technical Data and Modifications.

Ken Baptey opens with an article on -

GUDGEON CLAMP BOLTS - AN ALVIS TENDER SPOT.

1. Use new bolts, genuine if possible. If you must use substitutes, make sure they are very high tensile. Used bolts are suspect.
2. Use tab washers for locking. Spring washers are not satisfactory here, they may split or spread, and will certainly allow tension to slacken after some time.
3. Use a tension wrench to tighten to correct torque. Assemble piston to rod, screw in bolt loosely, and slide a 12" or so steel rod through the hole in the gudgeon. Now, by holding the end of the steel rod in a vice, it is quite easy to tighten the bolt without twisting or distorting the rod or piston.
4. After tightening, give the head of the bolt a smart tap with a copper or brass drift. This relieves stresses set up by the tightening.

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Athol Ham of Benalla then follows with a report on successful modifications to 3-litre components:

NOTES ON THE T.A.21.

Cylinder Head Nuts.

If the rocker shaft brackets are reduced as described in service data sheet 3L/22, a ring spanner may be used. The best ring spanner for the purpose appears to be an offset type BELZER-AERO No.1954 - from W.L. Ryan of course - which can be used without disturbing the pushrods.

With the pushrods removed one can use a BRITTOOL CROWFOOT, provided that metal is removed from the crowfoot, and the pushrods are first removed. This permits the use of a tension wrench.

Water Pump Bearing.

The original is an FPS 10 also used by Hillman. However, in my case the rubber thrower which is supposed to rotate with the shaft could not be used as it was pressed firmly against the end of the bearing tunnel. Metal can be removed to permit rotation but it may be better to use an FPS 31 as used by Bedford and is readily available from G.M. dealers (G.M. part No. 7052912). This has a metal thrower pressed on the shaft and this does not foul the pump body. This is one of the few bearings with which one does not have to buy a "Kit" - at least in a country town.

Front Engine Mountings.

In emergency the early type Holden front engine mounting may be fitted by simply drilling the original metal parts (discarding the original rubber blocks only). The composite mounting slips into place with a minimum of trouble. At first I was inclined to blame this for the subsequent cracks which developed in the front frame cross member around the engine mounting bracket. However, on removal of the engine and examination of the mountings this does not appear to be the case. The modification suggested in service data sheet 3L/22 is indicated. Genuine mountings are softer than anything available locally and these should be used.

Silencers.

The silencers used on the Austin A95 are a good fit and are reasonably priced at \$7.80. These take larger pipes, an added advantage as a larger tail pipe - up to 1 5/8" can be used with a reduction in back pressure.

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SPARES SERVICE REPORT

3-Litres. Sets of 3-litre oversize main and big-end bearing shells are on their way from Alvis Ltd. to be held in stock against members' needs.

T.B.14. Carburettor and inlet manifold kits (including twin S.B. carburettors, manifold stubs, throttle linkages etc.) are available to order from Alvis Ltd. The price is £45 sterling.

King-pin Sets. The cost of king-pin sets has increased due to these having to be made now by Alvis Ltd, following exhaustion of original stock. Complete kit £11 sterling. Kit of 4 bushes for same £5.10.0 sterling.

Wing Nuts New additions to stock include vintage rear brake rod wing nuts, 3-litre and T.A.14 engine mounting rubbers (rear).

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SUBSCRIPTIONS.

THIS YEAR WE HAVE 34 FINANCIAL MEMBERS TO DATE. WOULD THE OTHER 31 PLEASE FORM A QUEUE IN THE GENERAL DIRECTION OF TREASURER ANDY HANNAM, PLEASE

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CARS AND SPARES FOR SALE, SWAP, HIRE, TOWING AWAY, ETC.

CARS FOR SALE. Silver Eagle 16.95 \$140, Simon Ramsay 20.4810.

T.A.14. Saloon, Mr. Paul Dunks, 12 Bailey Grove, Ripponlea, 63.7565.

12/70. Saloon. Mr. Roy Watts, Cr. Finlayson and Ferguson Streets, Rosanna.

12/50. Beetleback 1926. \$400 o.n.o. David Muirden, 26.2337.

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CARS FOR SALE (Contd.)

T.A.21 Saloon. McLaughlin Motors, 444 Elizabeth Street, Melbourne.

Silver Crest 1937 & spare car. Bruce Czynski, Briar Hill. 43.3662.

T.A.14 Saloon. \$100. Marc Pain, 66 ~~Wentworth~~ ^{Spring} Road, ~~Carlton~~ ^{Springford}, Sydney, New South Wales. Further details from Roy Henderson 544.5249.

Supercharged F.W.D. 45,000 miles up. \$1200. Enquire Graeme Quinn, 878.1415.

Silver Eagle 1930 Saloon. Triple carbs. Top mech. order. 95.7013. A.H. 93.5518.

SPARES FOR SALE.

12/50 gearbox \$10, starter motor \$10, good 30 MV Solex Carb. \$8. Also T.A.16.95 Autovac unit \$1. David Muirden 26.2337.

3-Litre & 12/50 valve-guides. Albert Broad, 60 Tope Street, South Melbourne.

3-Litre motor spares including crankshaft. Ken Baptey, 8 Kelso Street, Mentone.

T.A.14 front guards and matching bonnet \$30 o.n.o. David Caldwell, 6 The Outlook, Heathmont.

T.A.21 Wrecking. Hawthorn Auto Wreckers. 81.5689.

SPARES WANTED

3-carb. manifold suit Silver Eagle 19.82. Ralph Chivers. 26.2010.

T.A.14. Left-hand rear guard. Paul Morrow, 31 Lee Street, Carlton.

T.A.14 or T.A.21 gearbox. D. Caldwell, 6 The Outlook, Heathmont.

T.A.14 Pair genuine Alvis front springs. John Murray, "Kuminda", Crafors, South Australia.

4-3 Litre. Speed 20, 25 etc. 4-way and 3-way Luvax-Bijur lubrication system connections. John Murray.

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T.A.14 Gearbox Overhaul and Adjustment.

We begin in this issue a series dealing with the overhaul and adjustment of the T.A.14 gearbox and rear axle. This issue deals with the gearbox. The article will be continued next issue. We are indebted to the Practical Motorist for the article originally printed in the June 1959 issue of that magazine:-

"The first part of this article deals with the overhaul of the gearbox and to carry out this operation, the engine with the gearbox attached, will need to be removed from the vehicle. It is not possible on the Alvis 14 to remove the gearbox with the engine in situ.

The rear axle is the banjo type and therefore overhaul of the final drive unit can be done with the axle casing remaining on the vehicle.

Dismantling the Gearbox.

After the gearbox has been removed from the vehicle, dismantling proceeds as follows. Remove the top cover with gear lever, selector rods and forks. Engage first and top gear, using a screwdriver, taking care that the synchromesh unit is not pushed too far. Should this happen the spring-loaded balls will then be released and the loss of these together with their springs is almost a certainty. Engaging two gears enables the prop shaft driving flange nut to be undone and the driving flange removed. Next remove the rear cover complete with the oil seal and speedo drive pinion. Undo layshaft spindle locating set screw (bottom rear) and drive the spindle out to the rear, allowing the cluster to drop to the bottom of the box.

Now detach the front bearing cover. Slide the speedometer drive and distance piece off the rear end of the mainshaft. Next drive the mainshaft forward to push out the primary shaft and ball bearing assembly together with the mainshaft caged roller spigot bearing. Then drive the mainshaft back until the rear ball bearing is free of box so that it can be drawn off of the shaft. The mainshaft assembly and layshaft cluster can now be lifted out through the top of the gearbox.

Unscrew the reverse idler spindle locating set screw located in the O/S of gearbox, and drift the spindle out to the rear, releasing the bushed idler gear on fork of swinging lever.

The primary shaft ball bearing is retained on the shaft by a ring nut fitted with a left-hand thread. A parallel key retains the constant mesh pinion on this shaft, but this is not obtainable separately. The layshaft gears are splined to the layshaft and floating bushes are fitted in each end.

Slide top/third synchro assembly off the mainshaft. Extract the spring ring inside the third gear cone, slide off the spindle thrust washer and the third gear together with its needle rollers. Next slide off the second gear synchro assembly with first gear to the rear. Support second gear cone and press the shaft out of the gear, thereby pressing off the third gear roller bearing inner race and thrust washer and releasing second gear with needle rollers. The second gear inner race and small plain thrust washer can now be pressed off the shaft.

When dismantling the top cover, press down the spring-loaded sleeve over the lever ball cover, and extract the spring ring, so releasing the sleeve and cover. Now unscrew the three screws retaining the top half of ball housing, lift off with lever, and push in the two pegs retaining the lower half of the ball housing with spring.

Remove the rear cover with reversing light switch. Withdraw the large plug on the O/S, releasing the reverse detent spring and plunger. Take out the selector springs and balls, and detach the insert towards the front of cover (two countersunk screws) so revealing two interlock T-pieces, which can be tipped out. Extract the taper pins (threaded 5/16in. B.S.F. for extractor nut and locked with wire) from selector forks, and draw the rods out to the rear.

(Continued next issue.)