

"The Great Inquisition (continued)

29 members joined the club for competitions, 15 for a general feeling for Vintage Motoring, 14 for aid for their cars and 34 for various social reasons.

This then is a summary of the results. A club is its members in aggregate and the officers are the servants of these members. This is why the writer uses such terms as your committee and your club. So if any member has any ideas or suggestions then come forward and talk them over with the committee members. This way the club can provide those services that its members want."

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A reminder that the Victorian/S.A. combined Vintage Car Rally is on at Horsham 28th to 30th January 1967. Bookings and further information should be arranged immediately with Ron House, 31 Damon Road, Mt. Waverley, 27.4346 or Russell Ellis, Bradley's Lane, Warrandyte, 843.1662 or 62.0231.

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REPLACING BROKEN VALVE SPRINGS ON MOST O.H.V. MOTORS. By Roy Henderson.

Having wrestled (literally, the d ---- d thing weighed about 60lbs!) with my beloved Bertha's head a number of times to replace broken valve springs, I decided there must be an easier way of skinning my knuckles, and after much experiment, a lot of bad language, and several hours of computing on my abacus, it hit me!

After all, the main job is to hold the valve in position while releasing the collets, so, reasoned I, if this could be accomplished with the head in situ, the rest should be easy.

The solution is this: Next time you have the head off your beloved (car!), obtain a length of 5/16" diameter mild steel rod approximately 12" long, and bend it in a vice so that the end will go through the spark plug hole, and bear on the valve head thus:

To use the tool, remove the plug, turn motor so that the piston is near T.D.C. (to prevent the valve disappearing down the spout if something slips!) Slacken off the tappet adjustment, remove push rod, and tilt the rocker arm out of the way.

Now the patient is prepared and ready for the operation!

Insert the rod so that the end presses against the valve head. This can be easily checked by bunging a screw driver under the rocker shaft and moving the valve up and down against the rod end whilst poking around inside the pot with same.

Then call forth your wife from her household chores - as I often call Joan, who is an experienced valve-spring-removing-rod-holder, - instruct her to bear down on the other end of the rod, which is much easier than stuffing her down the plug hole, and passing the rod through after, and offer to thump her soundly between the eyes if the rod slips. This last precaution is very necessary, as wives have a disconcerting way of remembering something in the oven just as the operation is at its most crucial stage.

REPLACING BROKEN VALVE SPRINGS (Continued)

All that is required now is to add another screw-driver to the one already under the rocker shaft, straddle the valve stem and apply pressure to the spring cap. - My next project is to invent a two-pronged tool for this purpose -

A sharp tap with a hammer on the cap will now produce one of two interesting results:

1. The valve cap will jar free, allowing the collets to be removed; or
2. The whole ruddy mess will slip, causing at least one of the drivers to bury itself in your forehead, while your wife dives head first into the motor compartment, bashing her brains out on the way down.

If the former is the result, remove the drivers, collets, cap, and spring and replace defective parts. Don't forget to maintain pressure on rod while all this is going on.

If the latter is the result, remove wife, brains and other sundries from compartment, replace all defective parts and start again.

Summing up: I have found this method of changing springs suitable for both Bertha and the rust bucket, although with the Holden I found that two rods made the job easier. I bent one slightly left and the other right to angle from plug hole to valve head.

Also have your neighbour's wife handy to save time if result No.2 should eventuate.

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THE MARKET PLACE

FOR SALE: 3-Litre At present in a body shop needs new front guard, r.h.king pin, rest of body good. Motor starting to use oil, may need new rings. Owner returning to sea.
For details contact Ken Baptey, 8 Kelso Street, Mentone.

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12/50, 1926, Beetleback body, upholstery new, recently restored, aluminium body. \$400.00 o.n.o. David Muirden, Flat 6, 22 Tivoli Place, South Yarra. 26.2337.

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12/70 Saloon. Mr. Roy Watts, Cnr. Finlayson & Ferguson Sts, Rosanna.

1939 Austin 14 Saloon. Very good body, tyres and interior. Motor poor. £25.0.0. Derek Holyoake, 22 Glen Street, Aspendale, S.13.

1937 Silver Crest Saloon. Black. One run big end bearing. Body in fair condition. Best offer. John Gaskin, 6 Burns St, Elwood. 91.2653.

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1954 T.C 21 3-litre Saloon. Engine No.25238. Mr. J.D. Mitchell 65 Narinna Avenue, Cumberland Park, South Australia. Adelaide 53.6970.

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THE MARKET PLACE (Continued)

SPARES FOR SALE

M.L. Magneto 4-cyl., reconditioned. To suit 12/50 Alvis. \$15.00. Also 1 pair T.A.14 headlamps. Vintage 4-cyl. distributor, reconditioned. Silver Eagle voltage regulator. Vintage Jaeger 8-day clock. Derek Holyoake, 22 Glen Street, Aspendale.

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3-Litre and 12/50 Valve Guides. Albert Broad, 68 Tope Street, South Melbourne.

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T.A.21 3-litre. Wrecking Hawthorn Auto Wreckers. 81.5689.

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SPARES WANTED

Silver Eagle Spares, including crank handle. Original type Alvis S.E. instruments, Vintage S.U.'s to fit Silver Eagle. Gary Rigg, 29 High Street, Glen Iris, 25.1148.

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1928 T.A. 14.75 Silver Eagle. Wanted Generator and magneto 6-cyl. B.T.H., steering wheel including centre piece with throttle and ignition controls, to complete chassis. Mr. Italiano, 18 Tormay Street, North Balwyn. 85.9716.

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Magazines. "Veteran & Vintage" Magazine, January 1958 issue. "Motor Sport" (English) March 1962 and December 1964. "Old Motor & Vintage Commercial", January 1965. Simon Ramsay, 14 Kenley Court, Toorak, 20.4810 or at meetings.

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"THE RED TRIANGLE"

by E.A. Sitwell.

Concluding our serialisation of this article taken from a report in "The Motor" May 30th, 1951:

"T.G. John, founder, chairman and managing director of the Company, retired in 1944. He died on August 9, 1946 - the year in which Alvis (who are, of course, continuing with aircraft work) began to make cars again. John was succeeded by J.J. Parkes, the present chairman and managing director. Captain Smith-Clarke retired in May, 1950, and is living in Coventry. Since the war, the company has produced a four-cylinder o.h.v. Fourteen Saloon (also made in Special Sports Tourer form) and a six-cylinder o.h.v. Three-litre Saloon. Now the Three-litre only is being made, of which there are Saloon, Drophead Coupe and Two-seater Sports version. From the factory adjoining the ruins in Holyhead Road, a new range of Alvis cars has arisen."

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