

**VICTORIA**

**NEWSLETTER** VOLUME No.5 ISSUE No.5. JUNE, 1967.

**OFFICE-BEARERS:**

- President: David Wischer, 1679 Malvern Rd, Glen Iris. 25.2391.
- Vice-President: David Bamford, 10 Ceilterre Ave, Ringwood. 87.7303.
- Secretary: Roy Henderson, 41 Kingsley Grove,  
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- Treasurer: Andy Hannam, 54 Doveton Ave, Dandenong. 792.4403.
- Spares Registrar: David Muirden, Flat 6, 22 Tivoli Place,  
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- Captain: Alister Cannon, 23 Lemon Grove, Nunawading.
- Committee Members: Ken Bapty, 8 Kelso Street, Mentone.
- John Fowler, 1679 Malvern Rd, Glen Iris.
- Andre Chaleyey, 6 Flintoff Ave, Toorak. 24.4902.
- Derek Holyoake, 22 Glen St, Aspendale.
- Editor Newsletter: David Caldwell, 6 The Outlook, Heathmont. 870.3751.

**THOSE FEES PLEASE, GENTLEMEN!**

Treasurer Andy Hannam reports that of a total of 70-odd members on our books, only 40 are financial to this date. For a club with a spare parts crisis before us this is simply not good enough. If you have not paid this year you will find an account with this Newsletter.

The July Newsletter will be your last if your subscription has not been received by then.

**NOTE:** The Constitution provides that any member not financial by June will automatically forfeit any trophies won before that date.

Need we say any more?

**RELUCTANT ABANDONMENT OF ROB ROY HILL CLIMB VENUE.**

Rather sadly, your Committee decided recently that Rob Roy must be abandoned by the Alvis Car Club not because any threatening by C.A.M.S. worries us as a Club. The reason we will not be using it is that other Clubs which have contributed a great deal to the Vintage cause such as the Vintage Drivers' Club, V.S.C.C., Bentley Drivers' Club etc., may be denied the venue should it be delicensed by C.A.M.S. as a result of use by the Alvis Car Club of Victoria.

Despite a recent "brain-washing" attempt on members of our Committee by C.A.M.S., a sober consideration of the advantages and disadvantages of the Club joining C.A.M.S. leads to the conclusion that the disadvantages far outweigh any possible advantages.

ROB ROY (Contd)

To join C.A.M.S. would cost the Club \$40.00 plus a 50 cent per member capitation fee which our country and interstate members would also be bound to pay without any benefit. The only benefit which C.A.M.S. could provide for this money would be cheap public risk insurance for our events. Private inquiries which we have made reveal that we can obtain similar cover to that available through C.A.M.S. for a slightly higher premium from a number of insurance companies without the crushing (for our Club) burden of C.A.M.S. entrance and capitation fees.

In addition, C.A.M.S. membership would impose on us a thoroughly inflexible set of competition rules which would oblige us to provide (and pay for) a doctor and C.A.M.S. stewards at each meeting. All of these charges would so increase our entry fees for events to a point where competition in Club events would be simply uneconomic for our members.

Our decision, therefore, is that Rob Roy and C.A.M.S. are not for us.

Which leads us to a search for a suitably smooth-surfaced hill on private property on which we can conduct our hill-climb. The Committee would be grateful for any suggestions from you which might lead us to the discovery of a suitable venue where we could enjoy competition unplagued by the idiocies of C.A.M.S.



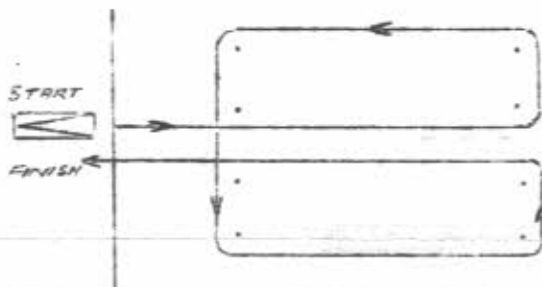
RESULTS OF MAY GYMKHANA AT LANGWARRIN (BAS. BOWES "LEG" No.2).

The events held were 6 in number, briefly described below:-

Event 1. Grand Prix du Pomme. Up and return course, the driver balancing an apple on a plate with one hand. Flying finish.

Event 2. Bending Race. Usual bending race up and back with the driver required to deposit a bag of beans in a drum on the turn. Flying finish.

Event 3. Reversing Test. Only a diagram will describe this one.



Event 4. Acceleration and Rolling Test. Acceleration from the start to a line 44 yards distant from where the car must roll to an unassisted stop, as close to the finishing line as possible.

Event 5. Flag Race. Up course as for bending race, picking up flag from drum at the turn, straight course back to finishing line, depositing flag in drum placed there. Flying finish.

Event 6. Component Check. Alvis cars were checked for presence of starting handle aboard. 5 points awarded for this.

GYMKHANA RESULTS (Continued)

ALVIS SECTION

1st D. CALDWELL (T.A.14); 2nd H. MORGAN (F.W.D.);  
Equal 3rd G. RIGG and B. GOUGH.

NON-ALVIS SECTION

1st R. HENDERSON (FX Holden); 2nd TONY HANNAM (Consul);  
3rd S. RAMSAY (Fiat 1500).

TABULATED RESULTS - TIME IN SECONDS.

Competitor	Event 1.	Event 2.	Event 3.	Event 4.	Event 5.	Event 6.	Total
H. Morgan (F.W.D.)	15.9sec. (4th)	37.7. (3rd)	35.0 (4th)	1'3 $\frac{1}{2}$ " (2nd)	30.2 (4th)	/	18pts.
B. GOUGH (Sp.20)	15.4 (2nd)	39.8. (4th)	31.7. (3rd)	On line (1st)	28.2. (3rd)	x	17pts.
D. CALDWELL (T.A.14)	16.5 (5th)	31.0. (1st)	28.4. (1st)	4'3 $\frac{3}{4}$ " (3rd)	25.2. (1st)	/	24pts.
R. ANGAS (T.A.14)	15.1. (1st)	42.5. (5th)	36.6. (5th)	Disq.	30.9x (5th)	/	13pts.
G. RIGG (12/50)	15.8. (3rd)	36.0. (2nd)	31.2. (2nd)	20'4 $\frac{1}{4}$ " (4th)	28.0. (2nd)	x	17pts.
R.HENDERSON (Holden)	15.4 (1st)	27.1 (1st)	30.2. (2nd)	On line (1st)	26.5 (1st)		23 $\frac{1}{2}$ pts
A. HANNAM (Consul)	18.0 (5th)	31.2 (4th)	31.8. (3rd)	34'4 $\frac{3}{4}$ " (5th)	31.2. (4th)		9pts.
T. HANNAM (Consul)	17.0 (3rd)	27.8. (3rd)	30.0. (1st)	2'2" (2nd)	26.5 (1st)		19 $\frac{1}{2}$ pts
D. BAMFORD (Holden)	17.8 (4th)	27.2 (2nd)	36.0. (4th)	15'10" (4th)	27.8x (5th)		11pts.
S. RAMSAY (Fiat)	15.6 (2nd)	31.7 (5th)	40.5 (5th)	14'4 $\frac{1}{2}$ " (3rd)	27.6 (3rd)		12pts.

\* Indicates plus 10.00 second penalty additional.

JOTTINGS

By "Scribe"

Just been reading the first two issues of our sister publication Alvis Car Club of Australia - Newsletter. It was very nice to see it. It also brought on a brief bout of nostalgia for our own humble beginnings back in August 1963. But we believed then as we do now that a newsletter is the chief means of holding together a Club with such a widely-distributed membership as ours. We also believe the same is very likely true of the Alvis Car Club of Australia.

For this reason we would like to extend our best wishes to the Editor for future issues and our congratulations on the first two. We know from bitter experience that it can be hard work to keep it coming sometimes.

JOTTINGS (Continued)

A welcome stranger at the May general meeting was Graeme Quinn who by some wizardry or other has managed to charm David Axelsson into parting with his 12/50. Graeme was a little incredulous as he purchased 12/50 oddments across the counter after the meeting. Due to David Muirden's steady work. Come to think of it, it is rather remarkable to be able to buy parts for a car made approximately 40 years ago.

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Alister Cannon has been working hard on a list of Club members and their cars. This is necessarily guesswork in some instances as members concerned have not furnished particulars of their cars. This might present the opportunity to write and correct or amplify any particulars which may be astray. The list will appear in next month's issue.

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A special thanks to John Fowler, Alister Cannon and Derek Holyoake for their work in organising and conducting (faultlessly) the Langwarrin Gymkhana last month. This was the best we have participated in. The total of 10 competing cars was quite a good turnup. A little sad that, of these, only 5 were Alvises. Nice to see Gary Rigg competing for the first time in the T.E.12/50 (ex-Muirden).

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It was good to see Robert Angas had managed to get leave at the right time to be able to attend and compete in his Tickford bodied T.A.14. drophead coupe. This car has had a lot of solid work put into it and the result is a credit to Robert.

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You might notice that both Barry Gough and Roy Henderson finished dead on the line in the acceleration and rolling test at the Gymkhana. If you have ever tried this feat you will know just how difficult it is to do this.

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Our T.A.14 completed the journey home from Canberra via Bateman's Bay and the run home around the coast along Princes Highway without incident excepting the collapse of a spark plug electrode and one flat tyre.

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Our thanks are due to Mrs. Jessie Baker, who typed the stencils using copy mailed to her from Canberra, arranged the duplicating, assembly and mailing of the May Newsletter. But for her you would not have received one.

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The St. Vincent de Paul Convent and School Auxiliary, Strathmore, wrote informing us of their intention to hold a Gymkhana at the Kilmore Racecourse October 22nd this year. Expected attendance is approximately 8,000. They are considering the possibility of holding a Rally of Vintage Cars. Any member interested is advised to contact the Secretary, Mr. Leo P. Leyden, 384 Reynard Street, Pascoe Vale South, phone 36.6995.

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3,000 Miles in a Duck's Back 12/50 Alvis      By Jim Thompson.

We are inclined usually toward kneeling worshipfully at the feet of anyone who sends us an article for the Newsletter. Jim Thompson of Rose Park, South Australia, being something like 483 miles away is not likely to see this happen until perhaps we meet in person. He may, however, gather that we are thankful. We leave him to carry on:

"To be truthful the distance was not quite 3,000 but the difference is very slight. My car is a 1927 big port 12/50 duck's back Alvis on an SD chassis. In brief this car, complete with one passenger (for half the distance), spare parts galore and some luggage, travelled from Adelaide to Albury, covered several hundreds of miles around Albury during the week of the Veteran and Vintage National Rally, proceeded to Sydney, covered a hair raising 100 miles around the suburbs, continued back to Melbourne covering 200 miles in the mountains near Melbourne on the way and then returned to Adelaide via Ballarat.

Total expenses for repairs amounted to \$4.50 (generator brushes - explained later) and \$2.40 for head gasket (although this need not have been changed). Oil was supplied to and at Albury and therefore only one other oil change was required amounting to \$1.20. Oil consumption was nil. Petrol consumption varied between 28 and 34 miles per gallon and therefore actual running costs were just over one cent a mile.

To one accustomed to Packards (all rude remarks to the Editor), and therefore shall it be said 12 miles per gallon (bit more for oil) the Alvis costs appeared reasonable.

The Alvis was purchased with the 1967 Albury National Rally in mind. Before buying the car it was obvious that it required a new radiator, new exhaust system and for a long trip a hood and side curtains. These items were attended to over a period of 4 months - (the most difficult problem being the construction of suitable hood bows and finding an upholsterer capable of making a good hood. A borrowed hood frame assisted the first problem and a little good fortune the second. The radiator was elusive and so a new core and re-enamelled badge were fitted to the original. The core was of the modern type but it was very well fitted even to the extent of having a curved front and it does not detract from the car's appearance much. It certainly proved invaluable as an efficient cooling apparatus. At no time on the trip did the car overheat despite some very hilly terrain and a number of long periods in low gear.

The car having been thus prepared it was with considerable alarm that the writer discerned a gudgeon knock. Frantic and rather reluctant dismantling of the engine followed only to lead to more concern. The pistons were, to say the least, no longer with us. Fortunately, the balance of the engine appeared good but where was one to obtain high compression alloy pistons in a hurry. There were five weeks to go and it was decided to have the pistons made locally. The pistons, gudgeons etc., were all ready 8 days before the Rally. The engine was reassembled and the weekend before scheduled departure a trial running-in took place. For some unknown reason the car petrol supply seemed to be jinxed. The previous trips prior to the engine trouble had all ended or involved at some stage an empty petrol tank. This trip was no exception, and 40 miles from home the engine coughed and that was that. A mile walk did nothing to brighten the trip, but it was a good lesson because from that time on the tank was kept as near full as possible.

After this 200 mile running-in the car was checked by electrical and other equipment for timing and mixture etc. The tests showed that the mixture at other than idling speeds was too rich. At this stage the Solex had a 125 main jet. Following the tests the main was altered to 120. This worked slightly better at low speed but was sluggish above 35 m.p.h.

3,000 Miles in a Duck's Back Alvis (continued)

"However, the leaner jet was retained for the first 150 miles of the trip. The car lost the healthy Alvis bark when under power and when eventually the type 40 Bugatti accompanying the Adelaide cars to Albury coasted by the Alvis all patience ended. Machine test or no machine test the "too rich" 125 was replaced and the improvement was most noticeable."

Tally-ho! Marc Pain to the Attack!

The dream of all editors come true! At last we have a member contributing a reply to the contribution of another member!

"Dear Sir,

I feel I must make comment on the piece about cost per weight of various Alvises ("Workshop and Open Road", page 5 of the May Newsletter). I realize of course that this article was probably written with the intention of drawing somebody out. So here goes!

The Silver Eagle sports tourer of 1929 weighed 2912 lbs, not 3,136lbs. (One does not state the weight of a car including driver and passengers) It was also an 85 m.p.h. car not an 80 m.p.h. one ("Motor" road test of 10.12.29).

The 4.3 litre saloon was a 100 m.p.h. car, and weighed 4,452 lbs, not 90 m.p.h. and 3,808 lbs. These "4.3" figures were also obtained from a "Motor" road test of the period. Top speed being in fact 100.56 m.p.h. for the saloon. The "4.3" tourer in another road test returning 103.45 m.p.h. and 33½ cwts (3,752 lbs) in weight.

Even the lower powered speed 25 saloon of 36½ cwts (4,088 lbs) recorded a speed of 96 m.p.h. (Motor road test of 13.9.38).

The current (or last series of the 3-litre car) is a 100 m.p.h. (not by a great deal though) car and the weight of 3,450 lbs. would be correct although this seems to vary with individual cars. Thus, there is a great variation in the tare or kerb weight of these 3 models, and the percentage increase of speeds, which, disregarding decimal points, are as follows:-

"4.3" to Silver Eagle 18%. "T.F." 3-litre to "4.3" 8% assuming a top speed of 108 m.p.h. on the basis of the 20% greater speed quoted in the Newsletter's article.

- Other reasons for today's higher price tag are -
- A. The lower value of money (inflation) and,
  - B. The great increase in cost to produce a small number of quality cars such as the Alvis.

So the "T.F." Alvis isn't such an extremely expensive car after all, and a large hunk of the total purchase price is sales or purchase tax. This of course explains why the "T.F." model is of a lower quality in craftsmanship and finish to the "4.3" Silver Eagle, and other V. and P.V.T. Alvis models.

Anyway, I do hope the time never comes when one purchases an Alvis by asking for such and such pounds of 12/50 gearbox "cut", or so many pounds of "4.3" "ribs" of differential etc. etc. !

Please note. Top speeds quoted are the mean of runs in opposite directions.

Yours faithfully,

(Sgd.) Marc Pain.

SPARES SERVICE NOTES

T.A.14 Pistons. Polson pistons made for T.A.14 no longer available. Use: ACL 1012LX (73.5 mm Std. bore). Gudgeon is same as Alvis and 4 rings are used. Compression Height is 1 - 1.5 mm more than in Alvis piston, but top edge is chamfered so it does not foul gasket or valves. These pistons are to suit 1949-1958 Morris Oxford, Cowley, 20 hp. Six. T.A.14 bore is standard 74 mm., therefore oversize Morris pistons and rings are required. Sp.20 etc., use 73.5 mm. bore as .080"/.010" oversize.

12/50 Half-shafts. The Alvis Car Club of Australia spares service has brand new 12/50 half-shafts available at \$14.00 each, made to drawings and specification supplied by Alvis. Contact John Wheeler, 54 Edgecliffe Boulevard, Collaroy Plateau.

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MARKET-PLACE (TO FLOG OR NOT TO FLOG: THAT IS THE QUESTION!)

FOR SALE:

Silver Eagle 1928. Polished aluminium body. New upholstery very good order. £250. Gary Rigg, 29 High Street, Glen Iris. 25.1148.

T.C.21. 1953 (?) Mech. v. good. Body needs attention. Good tyres. E. Drowley, 26 Kathleen Rd, Rosanna. 45.6847.

T.A.21. Body and interior v. good. Motor using some oil. Registered and roadworthy. \$450. Jim Tuckerman, c/o Masonic Club, Melbourne; or 18 Sharpe Street, Reservoir.

T.A.21. 1951. See April issue for details. \$500. Francis King 29.1586.

Crested Eagle 1933. Sedan. Unreg. \$300 v. original. Bruce Leslie, 29.3160.

SPARES FOR SALE:

Tyre Fit Speed 20. 6.00 x 19. \$4.00. Keith Welsh, 22 Wimmera St, Box Hill 42.6707 (day).

T.A.14. Motor, gearbox and rear axle. Also M.L. 4-cyl. recon. Magneto. Vintage 4-cyl. magneto. S. Eagle voltage regulator, Vintage 8-day clock. Derek Holyoake, 22 Glen Street, Aspendale.

SPARES WANTED:

1928 T.A.14.75 Silver Eagle Steering wheel including centre-piece with throttle and ignition controls to complete chassis. Nat. Italiano, 18 Tormay St, North Balwyn. 85.9716.

S.D.12/50. 21" or 19" open-hub wheels and/or tyres; 0-100 m.p.h. speedo; switch panel; Hartford shock absorbers; any original instruments to fit this model. Graeme Quinn, Suzanne Court, Greensborough. 43.4849.

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NEW MEMBERS.

We welcome the following new members:-

Captain J.K. Mark, H.Q. Western Command, Swan Barracks, Western Australia. (Now owns the ex-Don Bowak T.A.14.)

Jack Twomey, 53 Park Street, Pascoe Vale. (Jack now owns the ex-Wes Southgate Silver Eagle Sports Tourer.)

Andrew McDougall, 1 Tulloch Street, Launceston, Tasmania. (Nephew of Gordon Fysh. Now has the Fysh 12/50 and A/Siddley Deasy.)

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VISITORS.

David Gray, 19 Moorookyle Avenue, Oakleigh. (Now owns the Silver Crest Saloon advertised in Elwood early this year.)

Graeme Quinn. Graeme now owns the ex-David Axelsson Big-port 12/50, to the astonishment of all.

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The Removal of Rust or Scale by Electrocleaning Process

Watch for Part 1 of this article by Jim Dalgleish, Bentley Drivers' Club, in next month's Newsletter.

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