

A L V I S

C A R C L U B

VICTORIA

NEWSLETTER

VOLUME 5 ISSUE No.8

SEPTEMBER 1967.

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GRAND PRESENTATION DING DONG DINNER SEPTEMBER 28th - A.C.C.V. ANNUAL DO.

"Get your tickets at a boxladoozenelmun!!" Or better still, pay for them at this month's general meeting night, Friday 15th September - or post your cheque for the tickets to Mrs. Evelyn Muirden, Flat 6, 22 Tivoli Place, South Yarra (Evelyn is Ticket Secretary), and your tickets will be posted to you.

Price of single ticket is \$5.00 and that of double ticket is \$10.00.

The location is the Private Dining Room in the Union Building, Melbourne University. This is on the first floor of the rear wing on the north side of the Building. Entry is from the car park on the North side. To find the Union Building enter from Swanston Street opposite Kent Steering's premises and proceed straight down the road until you hit it then turn right on the rebound then left again into the car park.

Drinks and natter in the ante-room as usual, after which we move in to the dining room proper for the dinner. Wines and beer are provided with the dinner as usual.

This dinner will be even more of a special occasion than usual as in addition to Foundation and Life Member Bob Morrow and Mrs. Morrow, Mrs. Bowes will be there with us to receive a replica of the Basil Bowes Memorial Trophy as an expression of our gratitude to her for making available to us all the continuing use of the Clubrooms, without which the A.C.C.V. would be a sadder, though certainly not wiser, institution.

We will see you all there!!

C.A.M.S.

We hear that the Vintage Drivers' Club has been invited by C.A.M.S. to discuss their withdrawal from that body. Will the penny drop and light dawn on the C.A.M.S. fraternity that a separate sub-section of their rules must be provided for the smaller one-make car clubs such as our own before they can even contemplate entering the fold?

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Robert Sloan versus the Common Market (Oh! how Common!)

We have a letter from Bob Sloan (and 12/50) telling of his tangle with the 'talianis, schuss with the Swiss, etc. en route to the home of the Anglo-Saxons. It was addressed to David Wischer initially but also to the A.C.C.V. at Large.

"After much delay and procrastination I've stirred myself to action. Actually I have a good excuse - Continental travel dulls the mind of even the keenest correspondent. However, without wasting more space I'll tell you the tale of my wanderings. The Alvis was safely loaded, stowed and unloaded from the good ship "Angelina Lauro" with the minimum of fuss. This could have had something to do with the fact that the three-star captain of a Captain had a VIZ Ferrari in the hold which he had taken out at just about every port. The clearance between car and hatch was not great but I noted no dents on the Ferrari. Geneva in the spring is a place to be recommended - warm enough to bathe, and not hot enough to smell which it does in summer I'm told. The 12/50 performed very creditably up the Autostrade to Milano in about half the time I had expected, so after a brief circular tour of that City - to the vociferous admiration of the natives, I went on to Como where it started to rain and the generator packed in. Of course even in the rain Como is a splendid sight - rivalled only by the Norwegian Fjordland - which it resembles from a distance, but not at all in atmosphere. Anyhow, when it rains in Como it snows in the Alps and next day the fun really started. The climb to St. Moritz was first gear most of the way - at least all the way up the pass - and arrived at the top in a cloud of steam to the huge amusement of a crowd of Germans - or were they Switzers - I can't tell the difference and didn't bother to enquire. After that it was all downhill but this too was hellish as the brakes and clutch soon became iced up - couldn't stop when going nor start when stopped, so it became a 2nd gear grind all the way to the snowline which we reached safely - and thankfully. Next day, rather resembling an overcooked lobster after sun, wind and snow, we - a New Zealander whom I met along the way - set out hopefully from Innsbruck to Zurich. My clottish navigator steered us about 30 kilometers out of our way, and then the wretched motor began to cough and splutter. I uttered a fusilade of curses and proceeded to adjust, tinker, clean, cool down, etc. - the whole works, but nothing would cure this cough (Then I heard about Buckley's Canadiol Mixture ...) and it remained with me the rest of the way to England where a thorough examination diagnosed fuel line blockage which had been my first idea until I noticed water getting into the valve gear. Cracked head thought I - visions of being stranded in Zurich for the rest of time but despite this, compression seemed even and it ran quite well at low revs, so I pressed on - rolling down the upper Rhine Valley with minimal assistance from the engine, and reached England after a dismal two day drive through France - dismal except for Riems where, it being Sunday, they appeared to be indulging in the time-honoured practice of flea-marketeering - I was not a little worried at the prospect of the 12/50 finally expiring and being seized upon by wildly gesticulating Frenchmen and sold as a prize. The car provoked hilarity all through France -

Robert Sloan's letter (continued)

The French are quite mad themselves and can't stand the Poms for being crazier in a rather saner sort of way - if you know what I mean. Well, I arrived in Dover with a very wobbly back wheel - the studs having been chewed by the oblong holes in wheels - more curses - so delay was necessary, and all is still not well, but I've dumped the car on an unsuspecting Alvis Register chap in Liverpool who has consented to act as guardian and electrical sorter-out for a surprisingly meagre consideration. The car is in fact a ready-made introduction to all sorts of people and for that reason alone I'm glad I brought it. Since July I've been touring around Europe and Scandinavia by power of thumb - this being one of the best ways to meet Europeans - who regard tourists in general as an unfortunate necessity - particularly if they're Yankees as then they are generally more ridiculous, but also have by far the most cash from which they show an almost pathetic desire to be parted. Indeed, someone in a group I met in Amsterdam last week suggested an open season on Americans, after going to a dance to meet Dutch girls and every girl he asked was American! As far as Scandinavia is concerned one can forget about it except for Denmark - which is really wonderful - friendly people, mild climate, delectable birds and a zest for life which is absent elsewhere. Norway is beautiful but the only things of note in Stockholm were the Wasa Museum and a P.V.T. Buggatti with French plates. If you ever go to Finland be sure to have a genuine Sauna bath - it's really something to write home about. All for now,
Best wishes, Bob."

SUBSCRIPTIONS

Those members whose subscriptions have not yet reached Treasurer Andy Hannam have been listed as "Missing - presumed Dead". Our condolences to their relatives, together with an apology for not publishing the obituaries. We simply cannot afford the space without these subscriptions!

ALVIS DAY

"Oh to be in England, now that Alvis day is here" (Browning might be pardoned for not realising what heights his verse could have reached). However, as you can't be in England, you might as well do the next best thing and come along to the September General Meeting, 8 p.m. Friday 15th September. David Bamford will be showing a collection of colour slides of Alvis Day 1967 sent to him from Coventry by his uncle, recently.

ANOTHER LETTER

Happy birthday to John Murray who is aged X number of years and lives at Oakbank, South Australia (Box 27, Oakbank 5243 in fact). "Why was he born so beautiful, why was he ...etc." (Radio announcers please emulate dead-pan delivery.) To be serious, John has written David Wischer a letter, which, to John's astonishment, appears here:

"My birthday was celebrated by going a seal to the annual dinner party of the National Trust (Mt. Lofty Range Branch) as Geraldine was in the hospital at the time. The dinner for about eighty people was held in the restaurant right on the top of Mt. Lofty itself - in the middle of a howling wind and

John Murray's Letter (Continued)

fog. An excellent dinner, and on the way home from Mt. Lofty, I travelled for about five miles enveloped in mist, creeping along the white line - fortunately along a back road. At one stage I realised that I was about half a mile from where I thought I was!

This will also serve as a business letter for the A.C.C.V. I enclose a quotation from a letter that I wrote to the editors of the late Alvibatics, in reference to the supply of N.S.W. club newsletters to previous subscribers to Alvibatics.

"I see that there is some doubt about the future for non-member subscribers (that is non-members of the N.S.W. club) for supplies of the newsletter. Is it possible that members of the Vic. Club who are willing to pay costs of postage etc., can continue to receive copies of your newsletter? This is more desirable even to people like myself who are miles from the centre of either club. Also, it is rather extravagant to pay full membership fees to two clubs. I will discuss this with other members of the Vic. club by letter, and I do not see why (these are my personal views, and not those of the Vic. club) the Vic. club cannot supply any N.S.W. members with the Vic. newsletters if required by anybody in N.S.W. on the same basis."

This was apparently read out at the July meeting of the N.S.W. club, but I have had no further discussion from them.

Here is an advertisement -

Wanted - for Geraldine Murray's TA 14.

One pair of goodish rear wings
Spare wheel cover
Spare wheel cover, inner spinning (aluminium)
Metal stays which hold boot lid when open (a pair)
Complete boot lid if possible.
The outward curved metal valance that fits under the doors that takes the place of a running board (a pair)

All for the standard type of Mulliner bodied TA 14 saloon."

In fact, if anybody knows of a wrecked T.A.14 body, let me know.

Love to all,
John Murray."

JOTTINGS

by Scribe

To those who might be pained by the heavy frivolity evident in this issue, may we remind you that this is the SPRING ISSUE. That not only has the worm turned but the helicoil as well. ("Obviously", you mutter. And well may you mutter. We are just about at the muttering stage ourselves, having spent two or three hours last weekend checking over the T.A.14. petrol gauge wiring from tank to terminals only to discover in the end that the remedy was as simple as the replacement of a blown fuse over the A.4. terminal in the fuse box! May it never happen to you. Be warned!).

JOTTINGS (Continued)

"As Geraldine was in hospital at the time as Geraldine was in hospital at the time" Have we missed some news there? Too late to ring Wischers at this hour (10.30 p.m.) Must find out. (further mutterings).

We called in at the Southgate household en route to Sale during the first week of September. Jill informed us that Wes had come 6th (or was it 9th - depends which way up you read your notes, I suppose) mounted in the Lagonda at the V.S.C.C. Rob Roy recently. Wes quite pleased with the performance. Both well (Wes and Jill that is. The Lagonda is also well.).

We note in the June issue of the 12/50 Register Bulletin how energetically they are tackling the Spares problem. All members are now paying £1.0.0. (remember those?) a head toward their spares fund which is purchasing from members worn spares for reconditioning. Members are also being questionaired as to the present condition of their cars with the idea of formulating some idea of likely spares demand in the next 5 years, to advise Alvis Ltd. of the foreseeable demand for spares which they can still supply.

On Batteries

By Horrie Morgan

For years (so Horrie tells) Horrie Morgan has been brooding on batteries. So much so that he had an article on this published in "Genvictas" and this he has kindly consented to let us publish without any royalty whatsoever.

"The article in May "Genvictas" on fuel cells, was interesting. I have always hankered for a single passenger, easily re-chargable "get-to-work" vehicle, and so have followed advances overseas.

The step between the electric car and commercial small-scale power units is relatively small and overseas' tests could be of interest.

The battery industry has drifted along with the Leclanche and lead acid cells for fifty years, and it was only outside pressure, as from a war, that forced battery companies to stir from their long sleep.

The history of the Ni-Cd cell as a portable, reasonably powerful, power supply is interesting. The Germans have had the Jungner type Ni-Cd cell for forty years. It was invented for a long-life burglar alarm system, but the principle of operation was not listed in any American text-book - i.e. unknown.

An American colonel, who had seen Ni-Cd cells on German military vehicles during World War II, started U.S. production, and they came up with the sintered plate, hermetically sealed Ni-Cd cells, which are now standard.

These cells work well in small sizes, but large types develop queer characteristics. They gas off when, theoretically, they shouldn't, and although they will hold a charge for a year, they won't hold a full charge if you keep them charged.

The lead acid cell is still the most practical power storage device available, despite the fact that lead, with it's high atomic weight, is a bad electrochemical fuel and oxidizer.

On Batteries (Continued)

The "Edison" nickel iron gives more power per pound than the lead acid, but it costs a lot more also.

Of the market available cells, the maximum energy-per-pound and energy-per-cubic-inch comes from the silver zinc battery. Cost is high, due to manufacturing processes and the silver. Their life is relatively short because the zinc won't plate back on recharge from the same place it came from. It plates out in dendritic crystals, which puncture the separators and short-circuit the cell.

Silver-cadmium cells, essentially the same mechanism as the Ni-Cd cell, but using silver oxide instead of nickel oxide, don't have the dendritic crystal problem, but Cd isn't as high an energy fuel as Zn, and the Ag-Cd doesn't yield as high a voltage, and hence less power per pound and cubic inch.

The Ag-Cd cell must also have tricky separators. The silver tends to plate out on the cadmium plates, creating a local Ag-Cd cell, which eats away the cadmium. The cure is to use plastic bags as separators, the plastic being ion exchange material, which allows water to pass, but block Ag + ions, so they cannot reach the cadmium. Again cost of manufacture is not cheap.

All battery problems are not associated with high power re-chargable cells. The Vietnam war has produced its own troubles, with tropical side-effects on the Leclanche-type cell, and lack of charging facilities for the Ni-Cd cell.

One break-through came from a layman, whose patents stood up, thus making the experts most unhappy.

A magnesium-copper chloride cell, activated before use, by injecting salt-water.

A side development of this cell is an air-breathing unit that consumes magnesium metal as a fuel and a porous nickel-electrode as an oxidizer. It doesn't develop its theoretical voltage due to internal reactions and resistance.

A Zn-air cell has been produced, which is more efficient and can be re-chargable. It uses a potassium hydroxide electrolyte.

The military prefer the Mg-air to the Zn-air type, because in the case of a sniper's bullet, it is more comfortable to have salt water trickling down one's back compared to potassium hydroxide (KOH).

Back to real power sources. The action that eventually ruins the lead-acid cell, is the shedding of the solid active material from the solid metallic electrode. Basically, the loss of solid material from plates ruins the other types also.

The battery being developed by the Ford Motor Company uses liquid metallic sodium and liquid sulphur as the plates, and provides liquid sodium sulphide on discharge, which is broken back to liquid sodium and liquid sulphur on charge. The ceramic separator between these active liquids is also the electrolyte, aluminium oxide.

The ceramic (A22 O3) mechanically separates the S and Na, but passes the Na + ions freely, therefore, it is as good an electrolyte as the normal liquid materials.

The present difficulty with this cell is the necessary high operating temperature (300°C.), but as it is possible to obtain insulation efficient enough to keep helium liquid for two weeks, the heat problem is not unsurmountable.

MARKET-PLACE

(or the Road to Ruin)

FOR SALE

3-Litre Drophead Coupe Reduced, well shod, engine repaired recently, generally in tip-top order. Price \$600.

Sid Lehner, 46 Dover Street, Richmond, Melbourne. 42.7262.

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1929 T.B.14.75. Silver Eagle Tourer extremely rare model, good appearance, mechanically good, ready for trials, etc.

36 Boundary Road, Roseville, N.S.W. Phone 419.2236 and 90.7672 (Work).

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Silver Eagle S.G.16.95 Saloon. Reg. Steaming 5000 miles since record. \$400.00.

Crested Eagle 19.82. Not reg. Complete and in nearly going condition. Hagglng at £150.0.0.

"Mr. Smith" 12/50 complete but in component parts. £75 or bid. Free advice from jig-saw experts.

Reason for selling - purchase of Bruce Leslie's Speed 20. Andre Chaleyey, 6 Flintoff Ave, Toorak. 24.4902.

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Alvis 12/50 1926 Tourer

Body - Cross & Ellis 3 Door, spare at rear. Aluminium and steel.

Wheels - 500 x 20. Sanky or 500 x 19 wire available.

Colour - B.R.G. and Black.

Interior - Black.

Engine - 4000 miles since complete rebuild - new mains and big ends, GUD's Pistons and rings, valves and guide crankshaft balanced, rebore Gen and starter and mag. overhauled. Clutch springs check. Oil pressure 60 lbs (Yes) 60 lbs cold. Oil pump overhauled. Running oil pressure 1 lb per m.p.h. ect. 30 at 30 m.p.h. and so on. The engine has extremely good torque.

Brakes - Good - relined 2000 miles.

Tailshaft - New H/Spicer Universals and balanced.

Diff - K.G. Miller Conversion. New C/Pinion.

Tonneau - Yes - no hood.

Ready for Rally - nothing to spend.

Reason for Sale - (T.B.14/75 Tourer 12/50 Special) - Silver Eagle Saloon (under restoration) - big 6 Citroen everyday car, deserves attention.

Photographs available.

Alan Fidler, 38 Boundary Road, Roseville, N.S.W. 419.2236.

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1953 3-Litre Saloon (ex-Gawith's the Bakers) Unregistered.

Body - cream and black - condition fair to good. Interior - good. Tyres - 2 new, others good.

Mechanics - Car has not run for approximately 12 months but was O.K. at the time except for generator which requires attention.

Car generally complete except for heater system.

A.M. Wood, 10 Banool Road, Surrey Hills. 83.9884 (after 6pm).

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MARKET-PLACE (Continued)

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 Road, 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. Unregistered \$300 v. original.
Bruce Leslie. 29.3160.

SPARES FOR SALE.

Tyre Fit Speed 20. 6.00 x 19. \$4.00.
Keith Welsh, 22 Wimmera Street, 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 Street, 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.

Silver Eagle 19.82. 6-cyl. magneto and generator for this
vehicle.
Alan Fidler, 38 Boundary Road, Roseville, N.S.W.
419.2236.

Advertisement as contained in letter from John Murray -
page 4 of this issue.
John Murray, Box 27, Oakbank, South Australia.
