



NEWSLETTER

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David Caldwell, 6 Outlook Drive, Heathmont.

Soc. Secretary: John Stewart, 17 Fromer Street, Moorabbin.

EDITORIAL

Unfortunately, it's a rather short newsletter this month as time is against me. There are two excellent events to be held during this month, they being MT. TARRENGOWER HILLCLIMB on the 21st and GEELONG SPRINTS on the 28th, both events being conducted by the V.S.C.C.

I am sure there will be some entrants from the Alvis Car Club and I look forward to seeing them. I happened to call into Ramsay Hopkins in Ringwood this week and was shown both Simon's and Geoff's 12/50's. Simon's of course is the "ex Swinnerton" car which has undergone a complete rebuild of the highest standard. The car is now painted and on its wheels. It needs only engine and gearbox to be fitted and should be running very shortly.

Geoff's car is something else altogether. Geoff, as most members will be aware, has some real skill and talent when putting motor cars together and his 12/50 project is no exception. The detail work and fine engineering is in my view exceptional. His car will without doubt really fly and I look forward to seeing it on the road shortly.

IAN McLENNAN

PRESIDENT'S PRATTLE

This month is election month for the 1985 Committee. We have received only a few nominations and you will find that we will have a very small committee for 1985. "Your Club will not run itself". The October meeting will also see a guest speaker, Mr. Stuart McDonald from South Australia, well known to many members. I am sure that you will all enjoy his most interesting "historic" talk.

November sees a busy month with the Annual Dinner on 17th November.

RICHARD

ALVIS CAR CLUB INTERSTATE RALLY 1985

The Alvis Car Club of Victoria will host this Rally which will be held at SWAN HILL, VIC. - SATURDAY, MAY 4 - MONDAY, MAY 6 (Incl.)

Accommodation has been reserved at the
ACQUATIC LODGE MOTEL
MURRAY VALLEY HIGHWAY
LAKE BOGA

The Motel is situated 8 miles east of SWAN HILL - has a swimming pool and a licensed restaurant.

A special Group Rate of \$33.00 per double or twin per night has been accepted - however accommodation is limited and reservations should be made now.

NAME

ADDRESS

. Post Code

NUMBER OF PEOPLE - ADULTS
CHILDREN

Rally Entry Fee	\$10.00
Accommodation Deposit	\$20.00
Total	<u>\$30.00</u>

The car I will be driving will be

and I anticipate arriving on

Cheques payable to ALVIS CAR CLUB RALLY ACCOUNT

SEND TO: R. D. WILSON
CLUB CAPTAIN
22 PARK CLOSE
VERMONT, 3133
VICTORIA

30th ANNUAL DINNER

DATE 17th November
 PLACE Mount Erica Hotel, corner High Street and
 Williams Road, Prahran (Lindy and Paul
 Chalayer's Hotel)
 PRICE \$34.00 per double \$17 per single
 ENTRIES John Stewart, 17 Fromer Street, Moorabbin
 phone: 633645 (bus) 557 3936 (home)

CHRISTMAS B-B-Q

DATE Sunday, 2nd December
 TIME Noon onwards
 VENUE Ginny and Richard Creed's "Palmerston",
 Lot 4, Glenburnie Road, Whittlesea
 NOTE: NEW ADDRESS map will be enclosed
 in next newsletter.

EXTRAORDINARY CLUB MEETING

Members please note that there will be an extraordinary meeting of the Alvis Car Club on Friday, 16th November to discuss the following notice of motion:

"That the Annual Subscriptions for the Alvis Car Club of Victoria be raised to the following scale:

Metropolitan (includes family)	\$25 per year
Country	\$17.50
Interstate/Overseas	\$17.50
Joining Fee	\$10.00

MOVED: Richard P. Creed
 SECONDED Robert Graham

NOTE: The November meeting will also discuss a matter of importance to all members - The Basil Bowes Trophy. A debate will be conducted, with Ron Wilson in the Chair, regarding the form and scoring etc. re the Basil Bowes Trophy.

More details will appear in the November Newsletter.

RICHARD

CAPTAIN'S REPORT

At the next Club Meeting on Friday, 19th October, you can forget the fact that the Election of Officers for the next year takes place on that night because the same old few who do all the work will have to do it again and it would be as rare as rocking horse droppings for anyone else to offer their services.

But you should make a point of attending this year because we are going to have a guest speaker in one of our own members - STUART McDONALD from South Australia. One of Stuart's hobbies is the research and recording of early Australian History and, while engaged in this pursuit, Stuart uncovered a record of a trip to the centre of Australia in the early 1920's by car and he has woven this into a very interesting pictorial story. Now Stuart will be coming over to present this to our Club, so let's not disappoint him, or me, by only having a small audience to address.

Do yourself a favour, as well as the Club and myself, by making sure you come along on that night. I promise you, you will enjoy it.

RON WILSON
 Club Captain.

ECONOMY RALLY - RESULTS

1st ALVIS	John Twomey	-	3 litre
2nd ALVIS	Austin Tope	-	Speed 20
3rd ALVIS	Maureen Adnam	-	TA 14
4th ALVIS	Bob Graham	-	TB 14
5th ALVIS	David Wischer	-	Speed 20
1st NON-ALVIS	Murray Fitch	-	Peugeot

TWO DAY RALLY

A most intriguing and unbelievable sight was seen dashing around the Mornington Peninsula on that "Other Club's" Silver Jubilee Two Day Rally early this month.

The car was the 12/50 Tourer named after Queen Victoria's Consort, but occupying the front passenger seat was "Captain Ahab" - you know that long serving member who mistakenly believes that Alvis only made one good model - the TA 14!

Now, what was the motive? Now, is this Whaling Captain negotiating the purchase of a 12/50 under the guise of navigating in a Rally or is the owner of that 12/50 thinking of progressing numerically?

As the ancient Bard from Stratford on Avon put it "TB or not TB - that is the question":

RICHARD CREED

THE 1985 ALVIS INTERSTATE RALLY

At the time of writing I have more than half the motel accommodation at Lake Boga taken up - in fact 14 entries.

Now, ten of these are from Interstate, so what's the matter with Victorian members?

If you missed out on an entry form in last month's Newsletter or have lost it, just write to me telling me how many in your party, your projected day and time of arrival and what car you will be driving.

Of course, include a cheque for \$30.00 to cover your motel deposit and Rally entry, but please do this as soon as you can. If you delay too long, you may miss out.

RON WILSON
Club Captain.

LETTERS TO THE EDITOR

Dear Ian,

Please see if you can find room in the Newsletter for these couple of snippets.

1. There is no truth in the rumour that a certain TB 14 owner is considering fitting a turbo charger. But the latest rumour is that a spoiler will be fitted in the near future.
2. Who was the wealthy Amway agent seen making art purchases at a recent art show?

R.C.

Dear Ian,

Col is unable to send to you any contributions for the October Newsletter. He has a first class excuse.

He has been waiting several years for a special operation to his right hand of which he has had only limited use for several years. He is now home and plastered - in more ways than one. The operation was a great success, as he can wash the dishes with his left hand and right elbow.

I have noticed a lot of notes done left hand style, so you may be receiving something from him in a few weeks' time.

Yours sincerely,
SHIRLEY WINSLADE

RECOLLECTIONS ON P.V.T. ALVIS MODELS by Robert Thwaites

Taken from the Veteran & Vintage Magazine, August, 1960.

Often during the War years, whenever time and circumstances permitted, I used to let my thoughts dwell on motor cars and one make in particular always came to mind - Alvis - a car I had always felt I should like to own, but somehow I had never got round to doing it. Obviously this was an omission which would have to be repaired as soon as possible. So it came about that in 1948, the Royal Navy finally decided they no longer needed my services, and I was able to think seriously about the matter.

The 12/50 and 12/60 models I knew and liked, but I also knew of their unhappy knack of breaking small-end pinch bolts, so that ruled them out. The Silver Eagle models at the time were few and far between - those that had them weren't parting, so my thoughts next turned to the Firefly, which seemed to have most of the requirements needed. These were scarce enough, but eventually I spotted an advertisement for a 1934 tourer which sounded promising. There was a minor snag in the fact that the car was in Kingston while I was in Cornwall, but a telephone conversation with the owner was sufficiently encouraging to make me decide to go ahead - I've always had a trusting nature! A cousin living in London obligingly offered to have a look at it and even bring it down to Cornwall - so I took the plunge and he arrived with the car two days later. It looked all right - but - there was no doubt at all that only three of the four cylinders were producing anything useful and I gathered from my cousin that it had come most of the way like that. Wondering whether I had been an impetuous ass, I put it away for the night and next day removed the cylinder head. The trouble was not far to seek; some misguided individual had fitted a replacement valve and, unfortunately, it was an Austin one - flat topped instead of the standard Alvis tulip type. Obviously Alvis resented the intrusion and had given the valve a real beating - one section had been burnt right away and the head seating had suffered in consequence. An insert and a new valve put matters right and I was able to assess the true performance of the car.

I had owned about thirty different cars before the Firefly and, for that matter, I've owned quite a few since, but I still think that for road-holding and cornering, it was in a class apart. But, there is no denying that it was an awful lot of motor car for twelve horse power to hump around, and it was essential to remember to drop down a ratio whenever the revs dropped below the two thousand. The E.N.V. pre-selector box was another feature I liked very much - a very nice motor car - if only it had been blessed with a few more horses! So I tried a Firebird next. All the likeable characteristics of the Firefly were there, plus that delightful all-synchromesh gear box, but I came to the conclusion that the extra two horse-power did not make all that much difference; it still took a long time to wind up, so a Firebird was ruled out.

Then I decided to do what I should have done in the first place - buy a Speed Twenty, and once again I bought, without seeing or trying it first, relying on the report and road test of a friend, who also brought it down to Cornwall for me and said that he hadn't enjoyed himself so much for ages! I should have mentioned that at this period I was the proprietor of a small country garage, so perhaps the risk I ran in "buying blind" was not so great as it would have been for a private individual. At least I could put my mistakes right a bit cheaper!

As it turned out the Twenty, which was a 1933 Vanden-Plas tourer, required no more than a set of new needles for the S.U. carburettors and one new tyre. It handled as an Alvis should; it would run happily up to 85 mph and yet burble along at 15-20 mph in top gear. It had a very nice crash-type gearbox, operated by a short stubby lever. A slight disadvantage here was the reverse catch at the base of the lever which has to be operated separately to engage reverse, but it is quite simple to modify it to spring-loaded. The other drawback is not so easily overcome, and that is in the weight of the clutch and flywheel assembly. If my memory serves me correctly I think this totals about 96 lb. complete, and most of it is in the clutch assembly. A clutch stop of sorts was provided, but it was not very effective and I always felt that it was not really man enough for the job. The solution here is to remove the complete Alvis clutch assembly and fit a Borg and Beck unit. A steel adaptor plate is made up and fitted to the flywheel and on this is mounted the Borg and Beck

RECOLLECTIONS ON P.V.T. ALVIS MODELS (continued)

assembly. I think this is one of the most worthwhile modifications that can be made to this model. The total weight comes down to around 40 lb., the effective lining area is almost doubled and both pick-up and speed of gear change are vastly improved. The Alvis assembly incidentally has one lining mounted on the flywheel face and the other on the pressure plate. The linings themselves are comparatively narrow and I always felt that the total lining area was insufficient for the amount of power transmitted. The gearbox is in the unit with the engine. Clutch pedal should be adjusted to give $\frac{1}{2}$ " free travel.

At the same time that I was running this car, I undertook the complete rebuilding of a 1934 Speed Twenty for a friend. The results fully came up to our expectations and by the time I had finished road-testing and initial running in, I had discovered that it possessed several very desirable features which my own car did not, so, when a suitable opportunity occurred, I changed for a 1934 Tourer fitted with a very pretty Cross & Ellis body. Much has been written and said as to the advantages and disadvantages of the I.F.S. on this model as against the beam axle and half-elliptics of the earlier ones. Personally I thought there was not very much to choose between them. Both handled equally well, but the I.F.S. model was not quite so "hard feeling". I would mention here that the 1934 model was fitted with an Alvis-designed type of front shock absorber. Basically this was like a small cone-clutch, with metal to metal contact and provision made for adjusting the pressure. When new this idea was probably very effective, but it was unfortunately so situated that water and grit thrown up by the front wheels found its way in onto the friction surfaces, with inevitable scoring and consequent loss of efficiency.

Another unusual feature of this model was the mounting of the track-rod behind the sump, with two long drag-links running forward on either side to the steering arms. All the ball-joints are fitted with lignum vitae bushes which are self-lubricating and replaceable - an excellent idea as it saves the more costly method of replacing the complete ball-joint. On this particular model, however, the long drag-links are also slightly cranked and the lignum vitae bushes wear rather rapidly. However, replacement is a simple matter. Incidentally, the wheels do not toe-in - they should be adjusted to toe-out $\frac{1}{8}$ in. to $\frac{1}{4}$ in. whilst taking the full weight of the car.

1934 models were fitted with the all-synchromesh gearbox mounted separately with a short intermediate shaft and flexible couplings at either end. A separate steady bearing is fitted at the rear of the clutch bell-housing and this is lubricated by an external greaser, usually mounted on the near side of the housing and connected by a short copper pipe. Because the greaser is not very obvious it can easily be overlooked, and if the bearing becomes worn vibration in the shaft results.

(To be continued)

ALVIBATICS September, 1984 Issue.

TRADING POST

- | | | | |
|----------|--|---------|---|
| FOR SALE | Vintage pedal rubbers now available | \$15.00 | |
| | Cloth badges (new stock) | \$3.00 | |
| | Spares Orders are being taken for $\frac{1}{2}$ shafts
(Vintage/PVT) and timing gears (Vintage) | | R. CREED |
| FOR SALE | Two new fan belts for 3 litre branded ALVIS
\$6.00 each including postage | | |
| WANTED | Urgently 3 litre technical information please | | COL WINSLADE
PO Lake Boga (050) 372244 |
| FOR SALE | One set of Polson aluminium semi finished pistons to suit
Alvis 12/50 \$100 for the set of four | | ALISTER CANNON
93 Central Road, Blackburn
878 5219. |

ALVIS CAR REGISTER

Please read carefully first. When completed kindly return to Eric Cunningham
8 Mereil Street, Campbelltown, N.S.W. 2560,
Australia.

TYPE (12/50. Speed 20, etc.):
SERIES (TG: SB, etc.)
MANUFACTURER'S CAR No.:
Registration No.:
Body style (Saloon, duck'sback, etc.):
Body builder:
Colour of body:
Body Modifications (if any):

YEAR of MANUFACTURE:

ENGINE No.:
Engine capacity:
Engine type or Rated Horsepower:
Number and make of carburettors:
Special engine features (if any; including modifications):

CHASSIS No.
Chassis modifications and/or special features:

PRESENT OWNER and Address:

Previous owners (with addresses if known)

ALVIS CAR REGISTER

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TYPE (12/50. Speed 20, etc.):
SERIES (TG: SB, etc.)
MANUFACTURER'S CAR No.:
Registration No.:
Body style (Saloon, duck'sback, etc.):
Body builder:
Colour of body:
Body Modifications (if any):

YEAR of MANUFACTURE:

ENGINE No.:
Engine capacity:
Engine type or Rated Horsepower:
Number and make of carburettors:
Special engine features (if any; including modifications):

CHASSIS No.
Chassis modifications and/or special features:

PRESENT OWNER and Address:

Previous owners (with addresses if known)

