



VICTORIA
(INC.)

NEWSLETTER

EVENTS EVENTS EVENTS EVENTS.

No May Day Rally - it would follow too closely upon the Interstate Rally.

In its place:- A JUNE DAY RUN. 18/6/89.

Alister Cannon will organize the event. The committee has gambled that the weather will be fine, even if a touch brisk!

- DESTINATION:- Nearby country pub for a counter lunch.
KIDS:- Facilities available to keep them from under your feet.
NAVIGATION:- Zero. Maybe three or four easy questions (which don't require answers, anyway.)
START:- Reasonably early.
FINISH:- Reasonably early.(Home by 2.30.)
INFORMATION:- See next month's Newsletter - or even the one after.

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J. LEHMAN-BATES



J. LEHMAN-BATES

VOLUME 28 ISSUE No.4

PRESIDENT'S MESSAGE.

Photography is a means of recording pictures on a light sensitive medium. It may be an art form or simply a more graphic form of communication than a written description. But I prefer the message on the T.V. which says something along the lines - "Photos are memories". They bring to instant recall a memorable and happy occasion.

The photo of my Speed 20 with the rope tied around it to prevent the doors from flying open, recalls the comment that "some adjustment is required to the door locks"! The photos of the new wooden frame recalls the hours of work to shape and fit the timbers but also recalls the sense of achievement felt by building something worthwhile from very little. Believe me, the white ants stopped holding hands a long time ago, and while progress is slow, there is light at the end of the tunnel.

I think my most memorable and remarkable photo is the one taken of my little white car from the rear, with the bonnet up and both doors open, and which was presented to me during the 1987 Interstate Rally - along with some rude suggestions for a descriptive title.

I also have quite a number of photos of other Alvis cars taken at various events, the Firefly, the Chaley cars, Alf Wilson's Silver Eagle at speed at Phillip Island, Alister Cannon's 12/50 at Geelong Speed Trials, Geoff Hood's Silver Eagle, the Twomey 3-litre, David Caldwell in a Saracen, the ex-Wischer cars and many more.

I must point out that all these photos were taken at one event or another, one of the Interstate Rallies or Kalorama of suchlike. I would honestly like to have a photo of your car for my collection, so please bring it along to a club event in the near future so that I can gratify my desire.

Throughout Australia and maybe even the world it was the "done thing" (fashionable) to have a name for the family homestead. One of the popular names was "Sans Souci" and roughly translated means "Without Care". This name conjures up a picture of a relaxed lifestyle, the breadwinner having made his "pile" and retired to enjoy the fruits of an earlier energetic and profitable occupation.

To me, the name Alvis evokes an image of a gay young fellow, with a scarf carelessly knotted around his neck, driving off into the wide blue yonder, seeking his next adventure, carefree and non-chalant.

But time has brought it's inevitable changes!

How many young blokes do you know who own an Alvis these days? Only two owners might fit this description (apart from myself), and the rest of the cars are all owned by those of a more mature (note the euphemism) generation.

And they are all too busy worrying about something else to get out and enjoy their Alvis!

The gentle reader will appreciate all that golden prose but will observe that it ends on a negative note. I wonder why that it should be so?

BOB GRAHAM.

The ALVIS CAR CLUB (NSW) SPARES AFFAIR:-

The following is a copy of a letter sent by Bob Graham to Gary Coxon. It is published in full for the information of members.

The Alvis Car Club (NSW)

10.3.89.

Attention: The President.
Mr. G. Coxon.

Gentlemen,

It is understood from the article in the February issue of Alvibatics that your organisation wishes to dispose of it's complete collection of spare parts, suitable for Alvis cars from 12/50's through to TD 21 models.

Please accept this letter as a formal tender for the complete collection as listed.

The Alvis Car Club (Vic) was initially formed as a branch of the original Alvis Car Club of Australia and after a few years branched out as the autonomous Alvis Car Club (Vic). This Club has grown over the years until it has achieved it's present size, the number of members exceeding 100. The ACC (Vic) has numerous members in all states of Australia and also in New Zealand.

The ACC (Vic) acquired it's first collection of spare parts following the closure of Devon Motors as Alvis agents in Melbourne and since then has expanded it's spare parts activities considerably. Purchases from various sources and manufacture of spare parts for all models has enabled the ACC (Vic) to provide a continuing service to Alvis owners all over Australasia, with an average turnover of spare parts exceeding \$2000 per year for the past few years. Present value of both new and secondhand spare parts is more than \$12000-00.

At present, a restriction on the sale of spares to ACC (Vic) members only is in force. However, if the ACC (Vic) is successful in it's tender for the complete collection of spare parts, favourable consideration will be given to a reciprocal rights situation whereby spares will be available to a member of any other Alvis Car Club.

Given the above facts, it can be seen that the sale of the complete collection of spare parts to the ACC (Vic) will be of benefit to Alvis owners throughout Australasia and will enable an improved service to be provided to all Alvis owners, no matter where they reside. Surely that is a situation to be desired.

Subject to inspection of the condition of the parts and verification of the quantities listed, the ACC (Vic) wishes to tender the sum of \$2000-00 for the complete collection of spare parts as listed in Alvibatics, dated February 1989. This offer extends from the date of this tender for 60 days in order to allow reasonable time for consideration.

Packaging and delivery costs are subject to further negotiation.

Please note that this tender is public information and available to all Alvis owners throughout Australasia.

We trust that this offer receives favourable consideration and await your further advice.

Yours faithfully,

Robert Graham.
President. Alvis Car Club (Vic)

SPARE PARTS

The following list is the complete collection of spare parts which the Club has decided to sell. No offer has been accepted as Max Houston's offer of \$1000 was rejected by the committee. The spares are therefore offered for sale by tender to both intra and interstate Alvis owners.

	<u>Number</u>		<u>Number</u>
TA-21 Rear Eng.mts.	3	TA-21 Inlet Valve	6
TA-21 Flex Oil Lines	4	TA-21 Jacking Point Rubber	2
TA-21 Water inlet Pipes	2	TA-21 Shim Hd, Gaskey	1
TA-21 Rear Cyl Head Wat,Cov.	2	TF-21 Head Gasket	1
TA-21 Main Brgs. +30	1	TF-21 Rocker Gasket	2
TA-21 Main Brgs, +51	1	TA-21 Rear door Locks	2
TA-21 Big Ends Brgs. +50	2	TA-21 Rear Spring Rubbers	12
TA-21 Big end Brgs. +40	1	TA-21 Rear Shackle Rubber	16
TA-21 Front Eng Mts.	4	TA-21 Steering Wheel	1
TA-21 Anti Roll Bar Lk.Rbr.	16	TA-21 Exhaust Flange Gask.	6
TA-21 Lower W'Bone Rubbers	16	TA-21 Anti Roll Bar Bush	4
TA-21 Petrol cap	1	Boot sealing rubber	1
TA-21 Front Cyl. Hd.Port	1	TD-21 Radiator Shell & Grille	1
TA-21 Pedal Pads	12	TA-21 Exhaust Valve	8
TA-21 Water Pump Shifts & Brgs.	2	TA-21 Top Wishbone Rubbers	4
TA-21 Water Pump Seals	4	TA-21 Water Outlet Pipe	1
TA-21 Water Pump Seal Ring	4	TA-14 Pedal Return Springs	3
TA-21 Water Pump Gland Seal	1	12/50 Shackle Bushes	4
TA-21 Tie Rod	1	12/50 Shackle Pins Front	6
TA-21 Muffler Mountings	3	12/50 Shackle Pins Rear	6
TA-21 Tail Pipe Mountings	2	12/50 Clutch Springs	9
TA-21 Exhaust Pipe Clamp S	4	12/50 Valves	9
TA-21 Exhaust Pipe Clamp L	4	12/50 Top Overhaul Gaskets	3
TA-21 Brake Pedal Pads	5	12/50 Manifold Gasket Set	1
TA-21 Pedal Pads	2	12/50 Head Gaskets	3
TA-21 Tie Rod Ends	3	12/50 Tie Rod End Sets	2
TA-21 Susp. Pin & Bush	2	12/50 Track Rod Ball	5
TA-21 Cotter Pins Susp.	8	12/50 Drag Link Inserts	5
TA-21 Oil Seal Rear	2	12/50 Front Brake Ret. Springs	9
TA-21 Water Pump Gaskets	6	12/50 Steering Ball Springs	3
TA-21 Inlet Valves	6	12/50 Track Rod Sockets	4
12/50 Valve Guides	6	SP-20 Radiator Cap	1
12/50 Engine Mtg. Rubbers	66	SP-20 Water Transfer Port	1
12/50 Rear ½ shaft Ret. Sprgs.	5	14.75 Cam Followers	9
12/50 Cone Clutch Springs	19	SP-25 Front Eng. Mts.	7
12/50 Cone Clutch Lining	1	SP-25 King Pin Bushes	2
SP-20 Valves	3	SP-20 Gearbox Rear Rubbers	4
SP-20/25/4.3 Rear Eng. Mts.	1		

PRATTLE AND PLATES.

Thanks to **JOHN TWOMEY** the Club is now authorised to issue "Red Plate Permits". John writes as follows:-

As from 28.2.89. the Alvis Club is an authorised club for the issue of Club Permits and organise events for vehicle on Club Permits. Any member wishing to renew or apply for a permit for the first time should send the application with the necessary fee and stamped envelope addressed to R.T.A. to the Treasurer for certification that they are a financial member of the club. I will then forward the papers direct to the R.T.A.

John also tells me that there are three new Club members:- **DENIS RULE**, from Albury with a 12/50, **ROBERT SANDS** from St. Kilda and **DUDLEY HOUSE** from Bright, both eager to buy Alvises when available. (See F.S.W.) Welcome to the Club, gentlemen. We look forward to meeting you with or without Alvises, soon. **AUSTIN TOPE** and **GEOFF. HOOD** are working hard on a stock-take of spares and **BOB GRAHAM** hopes to start on the TA 14 stock-take soon. Bob reports steady progress on the Speed 20, but at the moment "Speed" is a misnomer. The idea of the stock-take is to progress to the point where the Club can advertise its stock. **RICHARD CREED** will not be able to go to the Blue Mountains but intends to spend a weekend on Philip Island watching the two-wheel G.P. He reports that the 4.3 still has its oil leak, which though due to an external union, requires the removal of both manifolds to get at it. **MICHAEL CREA** and **DAVID WISCHER** were both in Shepparton over the easter weekend, when the M.G. Car Club had its National Meeting and Concours. When last spoken to, it looked as though Mike was up for a third place in his class. Though wearing M.G. hat and tin, David was not competing.

ED.

VALE.KEITH WELSH.

On Monday the 13th of March, Keith lost his last fight and died in St. Vincent's Private Hospital. The funeral service was held at Box Hill on Thursday, 16.3.89.

Friends came from all walks of life to pay their last respects and the chapel was literally bursting at the seams with members from the ACC (Vic), co-workers from Telecom and other friends made over the past 67 years. This mark of respect was a measure of the man, who will be sadly missed.

R.G.

The extract, from the Victorian Registry, of Vintage Alvises is as follows:-
(Information supplied by David Manson.)

1928

65.	68939	February	Miss M.Dennis, "Eeyeuk", Terang	9,26
66.	82554	March	F.W.Lester, 4 Tovell St., North Brighton	
67.	130089	March	H.S.Docker, "Bontherambo", Wangaratta	
68.	132192	April	W.C.Morgan, 89 Hotham St., East Melbourne	
69.	135817	June	D.T.Harrison, 46 Wreckyn St., North Melbourne	35
70.	138748	July	Mrs.A.O.Steele, "Longleat", Glyndebourne Ave, Toorak	55,125
71.	18504	September	J.Stapleton, 21 Kooyong Rd., Malvern	
72.	22635	September	T.Bardsley, 54 Wooltern Ave, Northcote	98,107
73.	65875	October	C.Adams, "Devon Lodge", Dudley St., Brighton	29
74.	122567	December	W.Speers, Corop	

1929

75.	142753	February	Mrs.S.S.Farrow, 701 Lygon St., Carlton	62
76.	145472	March	D.Bucknall, Maryborough	
77.	146877	May	D.Cameron, 9 Valley View Road, East Malvern	17
78.	150929	June	C.H.Ballantyne, 24 Bay Street, Brighton	
79.	160271	July	L.Court, 9 Broadway, Elwood	108
80.	39090	August	Miss A.Chamberlain, 26 Walker St., Clifton Hill	15,63
81.	1107	September	A.Vaughan, 243 Clarke St., Northcote	
82.	57309	September	V.Linehan, 82 Kooyong Road, Armadale	
83.	73767	September	M.Victor, Lott St., Yarrowonga	102
84.	89986	October	B.Wallach, Prospect Hill Rd., Canterbury	
85.	100505	October	H.Wheeler, 353 Toorak Road, South Yarra	
86.	11127	October	F.Ricketson, Main St., Mornington	
87.	8676	December	A.Price, Toorak Road, Toorak	
88.	62168	December	T.Bach, Deputy Governor, Metro.Gaol	
89.	129332	December	H.Fraser, 193 Hotham St., Elsternwick	

SO I BOUGHT THIS ALVIS.....

(Another episode of Brian Creer's tale of life with "Algy" Alvis.)

Early one Sunday morning I pushed "Algy" from the garage and prepared to go through the complex ritual of a cold start. Alas - the battery was flat, and so I took the long starting handle, pressed it home and heaved. There was slight resistance, a small snap, and the handle swung uselessly in my hand.

Examination revealed that the meshing pin had snapped and must therefore have clattered down somewhere inside that massive collection of gears, splines and shafts. Somewhere inside that polished aluminium and cast-iron sculpture lay a small metal dowel. It was less than 2 in. long, yet it could easily wreck the beast.

I changed my clothes and started work.

To dismantle a F.W.D. Alvis is to build the Great Pyramid in reverse.

The differential, gearbox and engine sumps were drained and flushed. No pin emerged. I decided then that the massive front chassis cross-tie must come out. This entailed freeing some dozen bolts which had remained tensioned since 1930 when "Algy" had left the Alvis factory. Three evenings later the final bolt came free and the chassis member was painfully prised out.

The front wheels were then removed, half-shafts dropped and the radiator detached. All this was necessary to reach the differential. F.W.D. Alvises were not designed to be dismantled. In point of fact it was necessary to remove the engine from the chassis merely to reline the front brakes!

The search for the missing pin continued through diff. and gearbox, until it finally reached a point - some 4 ft. from the front of the car - where the crankshaft was located.

The pin, it seemed, had vanished.

It was about two weeks since the search operation began when my father stooped over and pointed to the cross-tie chassis member lying in the garage. "That's not what you're looking for, is it?"

Following his finger, I was amazed to see the long-sought pin. It was embedded in a dollop of grease, within the channel shape of a cross-member. Had it been noticed the first day I could easily have removed it with one finger, through the starting-handle hole.

To work on a F.W.D. Alvis is to experience the natural perversity of inanimate objects.

This fiasco did, however, have two compensations. By the time I had reassembled everything I had learned a great deal more about the car. The con-rods were duralium, with white metal bearings pressure-cast into place. The counter-balanced crankshaft was carried in three plain bearings. It was machined all over and was a beautifully balanced piece of engineering. The overhead camshaft was hollow, and carried a pressurised oil feed. Engine lubrication was by means of a rotary-gear pump, operating on a semi-dry sump principle. This supplied oil to the main bearings, big-ends and the overhead gear. Yes - I learned much on winter's chilly nights.

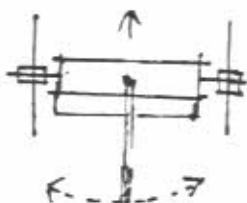
(To be continued.....)

FURTHER AROUND THE BEND WITH HORRIE.

As you cannot adjust A without changing B C etc., it is not possible to explain how A works without discussing B, so you must be prepared to back track, but first to discuss its main parameters.

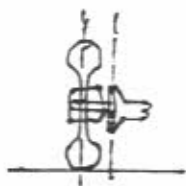


Early wagons had the central pivot or king pin for cornering which was satisfactory at low speeds but as roads improved and stage coaches tried to run to timetables the inherent weakness of this design became apparent, i.e. as the wheels were pivoted, as in a corner, the effective track spacing of the wheels decreased and the coach overturned, or tore the spokes out of the hub.



About 1714 experiments were being made with sail and windmill driven wagons on a beach in France and the speeds obtained showed that the central pivot system had to be discarded and the double pivots were invented. The wagon was steered by a long arm like a boat tiller. Windmill and sail drive was not commercially viable but the double pivots survived and was used by turning the axle 180 degrees and putting a horse on either side of the steering arm. This is not to be confused with what we now call the

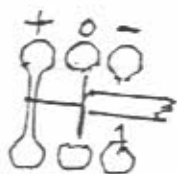
Ackerman system, which only became necessary as speed increased still further.



Offset. Cugnot 1765 Pecori 1891 (steam) and Daimler 1899 (petrol) all reckoned they had enough troubles, so avoided the problems of double pivot steering and opted for the tricycle, but there was such an explosion of makes that by 1902 it was being quoted "The wheel centre line being offset to the pivot is subject to violent displacement when hitting an obstruction due to the leverage. The steering device can be torn from the operator's hands".

The offset was excessive due to the hubs following carriage design, even wooden artillery wheels and cross laced wire wheels could not bring the wheel line close enough to the pivot and Hanover invented a ball bearing front axle in which the king pin was only 2" long and could be recessed into the hub. Most inventors avoided the problem by creating irreversible steering boxes, however, disc wheels enabled offset to be reduced.

Normally the effect of offset is counter balanced by the front wheels being coupled together by the tie rod, however, if one wheel hits an obstruction, both wheels will turn into the direction of that obstruction, creating the beginnings of a skid.



Nowadays suspension dialogue defines offset as positive or negative depending on whether the tyre line is outside or inside the pivot. Incidentally the F.W.D. has zero offset this has been achieved by placing all the wire spokes on the outside of the rim. Positive offset could create a skid by turning the wheels, negative offset could do the same, but in the opposite direction. Then they invented front wheel brakes and you can promote a skid by locking the front wheels, and when the front wheels are locked you cannot steer the car.

Question. Why do so many cars try to climb trees?

Answer. Because they object to the front wheels being locked.

(To be continued.....)

HORRIE MORGAN.

SUBS. FOR 1989 ARE OVERDUE
 CHEQUES MADE OUT TO ACCY PLEASE,
 TO JOHN TWOMEY, 53 PARK ST.,
 PASCOE VALE, VIC. 3044.

JOINING FEE \$20.00
 .. METRO MEMBERS \$35.00
 OTHERS \$25.00

PAY YOUR SUB TO THE
 A-DOUBLE-C.V.
 AND YOU WILL BE
 HAPPY - JUST
 LIKE ME!

NO SUBS = NO SPARES, NO RED-PLATE
 PERMIT AND NO NEWSLETTER.

KALORAMA.

The 34th Kalorama Rally was held on Sunday 19th March at the usual picturesque venue. The day started out with a light Scotch mist which fortunately cleared up before noon; this drizzle may be the reason for the paucity of spectators. But the Alvis competitors and spectators were not deterred. A grand total of 10 Alvises were present. In approximately ascending order of age (and beauty) these were:-

12/40
 Silver Eagle
 Silver Eagle
 Speed 20
 Firefly
 Crested Eagle
 Speed 25
 TA 14
 TB 14
 TD 21

Rex Roberts.
 Alf Wilson.
 Bill Barber.
 Barry Gough.
 Ron Wilson.
 Peter McAuley.
 John Twomey.
 David Caldwell.
 Bob Graham.
 Chris Therathason.

A special commendation must go to our representative on the Kalorama Rally Committee, David Caldwell. He did not stop all day; he put out signs, collected money, sold programmes - and then picked up all the signs. Well done, David.

BOB GRAHAM.

FOR SALE & WANTEDFOR SALE & WANTEDWANTED.

Alvis TA 14 Saloon or Drop-head, preferably in good condition. Would consider a TA 21 as an alternative.

Dudley House,
5, Showers Ave.,
BRIGHT. 3741.

Speed 20 door-lock bits. The fixed plate about 1½" wide by 4" long, with a Silentbloc bush in the middle. This is the fixed part of the door lock and is called "silent travel". I want one of these, or preferably two - or information as to where to procure them. Otherwise i will have to make them.

Bob Graham.
(03 211 3886)

Alvis 3 litre steering box wanted. Or assistance to find any parts to repair my demolished box.

Tom Maltby.
(052 21 5110)
Fax.052 21 8783

FOR SALE.

Alvis 12/70 Saloon. Black. One owner 25 years. Motor and gearbox reconditioned and brakes relined. Wiring loom and exhaust require attention.

John Berry,
4, Kalang Court,
Patterson Lakes. 3197.
(03 772 8631)

CANNON SHOT.

After you have heard two eyewitness accounts of a notor-car accident, you begin to wonder about history!

A.C.

A SIGNIFICANT NEWCOMER. Having made their first Show appearance at the Scottish Motor Show in March 1920, ALVIS showed their 10/30 on Stand 313 in the White City overspill from Olympia.

