



VICTORIA
(INC.)

NEWSLETTER

VOLUME 32

ISSUE NO. 7

JULY 1993.

CLUB ROOMS:- at the rear of "ALVISTA", EDGAR ST., MALVERN. Near Harold Holt Memorial Swimming Pool.

MEETINGS:- THIRD FRIDAY OF EACH MONTH (EXCEPT DEC./JAN.) AT 8 pm.

****EVENTS****EVENTS****EVENTS****

JULY. FRIDAY 16TH. CLUB GENERAL MEETING - FLETCHER'S FABULOUS FLICKS. Details elsewhere about the end of 16 millimetre.

AUGUST. SUNDAY 8TH. CLUB RUN TO RACV HEALESVILLE COUNTRY CLUB for lunch. Full details inside.

AUGUST. FRIDAY 20TH. CLUB GENERAL MEETING - AUCTION NIGHT. See inside for details.

AUGUST. SUNDAY 28TH. NATIONAL ALVIS RALLY starts in Queensland.

SEPTEMBER. FRIDAY 17TH. CLUB GENERAL MEETING. G.N.O. Details inside.

SEPTEMBER. SATURDAY & SUNDAY 18TH & 19TH. V.S.C.C. TWO DAY RALLY.

SEPTEMBER SUNDAY 26TH. ARTHUR'S SEAT HILL CLIMB. V.S.C.C. EVENT. A.C.C.V. EVENT. Meet at Dandenong. Details later.

ADVANCE NOTICE: PUFFING BILLY FESTIVAL ON THE 10TH OF OCTOBER. Full details inside.

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J. LEMAN-BATES



J. LEMAN-BATES

RED PLATES

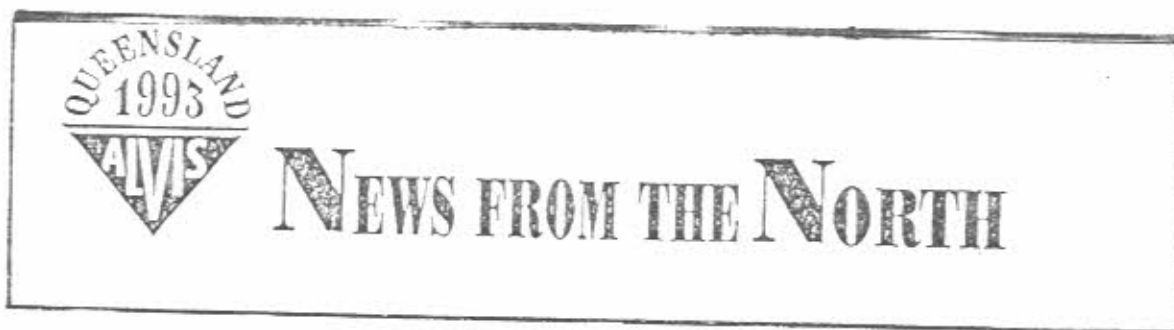
There is a fairly substantial financial advantage in having a hobby car registered under the Club Permit System (Red Plates), but in return for the savings there are some restrictions on the use of the vehicle. Red Plates mean that you can use your Alvis for Club events, (even interstate events), test your car on the road, take it for service as well as other things while paying only \$78-88 for registration and third party insurance rather than \$421-00 for fully registered vehicles.

This is an honorary system available only to members of an approved Car Club and relies on the Club members respecting the restrictions which apply.

Unfortunately there are those in the community who take advantage of the privileges of having a car on red plates. There are stories of red plate cars being used every day to go to work as well as other abuses of the system.

Be warned, it is up to the Car Clubs to police the system and report to the relevant Club any unauthorised use of red plate cars. Otherwise, there may be no system to police!

BOB GRAHAM.



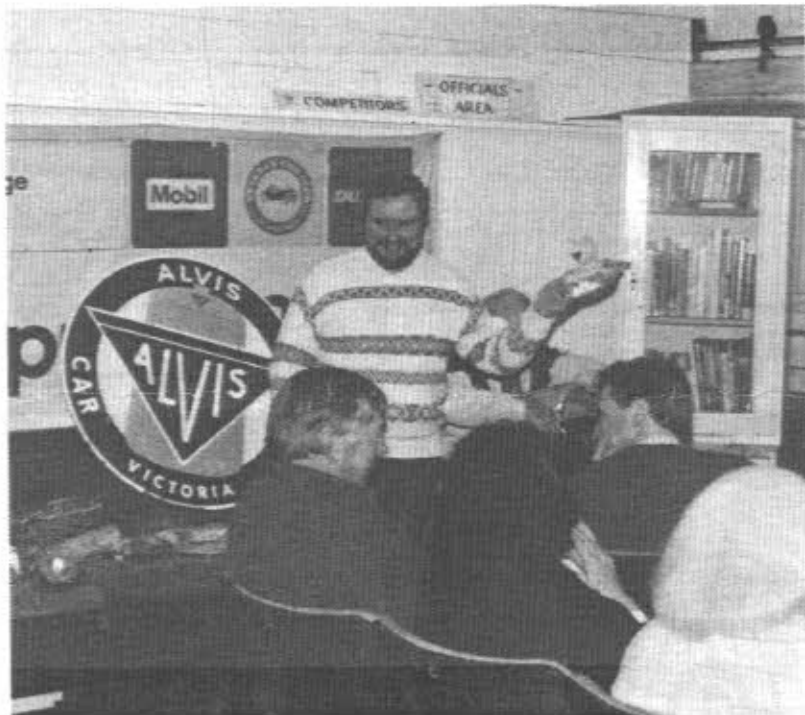
No fresh news from Bruce Jorss this month but last information is that entries are filling fast with people coming from all over Australia and some entries from New Zealand. Not only will there be lots of lovely Alvises there should be lots of lovely warm weather to appeal to Victorians currently suffering frost and fog.

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.

ALVIS AGNITIONS

There was a good turn out at the June general meeting - about 20 members were present. **BILL BARBER** was absent because he has recently undergone surgery but is recovering. We hope that the de-coke was relatively trouble free. **ROY BOY** was present but told me that **JOAN** has been ill with one of the circulating viruses. Hopefully she is recovering as well. **PETER YOUNG** wrote last month requesting the advertisement for the TA 14. I have put pictures of it up in the Club room. He is still working on the TC 21/100. I am not sure whether results of his labours will be visible in Queensland in August. **JOHN TWOMEY** provided a newspaper cutting describing the effectiveness of Dr. Frank Cain in bringing to book, via ASIO a Russian spy in Canberra in June. It also reported that Frank has published a book called "An Unofficial History of ASIO". I went to the Echuca Horse, Steam and Vintage Car event at the Queens birthday weekend. **DAVID** and **MOIRA WISCHER** were present in the Daimler along with the Peninsula Car club. They were both in fine form and enjoying the (cold) weekend. There was a lot to see at that event: It is not particularly slanted towards vintage cars. Steam is supreme! The Leviathens are the most spectacular with their trundling, wheezing and lugubrious ways but the little ones that power milking machines, sheep shearing machines, etc. are wonderful to watch. **RICHARD TONKIN** has done a lot of work towards organising the lunch visit to the R.A.C.V. Healesville Country Club on the 8th of August. (See elsewhere in this Newsletter) so much so that he has attracted the attention of their "R.A.C.V. News" Editor who has published a "member profile". Richard's TA 21 is featured as is a certain red, immaculate, very fast, very competitive Blowfly belonging to a senior member of the club whose name shall remain unmentioned. I wonder why it is that of all the cars that Alvis produce those two models should be feted when some real cars could have been featured? It is disappointing that only **ERIC CUNNINGHAM** and **RON WILSON** have replied to **BOB GRAHAM'S** winter quiz. There have been no other entries, so no prizes this time!

ED.



BALPIC

AUCTION NIGHT

August. Friday the 20th. Come and try to sell that junk that you brought last year and try to buy back the bit that you sold that you found that you need. See photo of last years auctioneer (Rex Roberts) in action. David and Mary Elder, Robert Sands and June Twomey do not look particularly impressed and it looks as though the item under the hammer came from the kitchen rather than a workshop. Never mind. Roll up and try again this year.

ADJUSTMENTS OF MARLES STEERING GEAR
DOUBLE ROLLER TYPE 462

See Fig. 45 GA.3697

The major adjustments are accomplished by shims and are three in number —

1. Adjustment of bearings between which the cam revolves.
2. Adjustment of end play of rocker shaft.
3. Adjustment of engagement between roller and cam.

ADJUSTMENT 1. Inspection for proper cam bearing adjustment. Jack up front wheels. Turn steering wheel about one turn to right from straight ahead driving position. Secure in this position to prevent any oscillation when front wheels are shaken violently. This can be done by tying one spoke to a right side door column and holding the wheel against it as a brace. Grip column with other hand just below steering wheel with side of finger barely touching lower end of steering wheel hub. Now have an assistant shake front wheels hard sideways. This will enable any end play in cam bearings to be felt by up and down movement of inner column at wheel hub. Any end play must be removed by adjustment but be sure end play is felt, and do not be confused with play or give in the box nose rocker shaft bushes, P.2433. Cam bearing adjustment should be correct before any further adjustment of gear is made.

Cam Bearing Adjustment. It will be noted that between the box casting P.3690 and the bottom cap P.3222 is a number of thin shims P.3206. End play of the cam between its bearings may, therefore, be taken up by taking out one or more of these shims, thus allowing the bearing outer race backed up by the bottom cap P.3222 to enter further into the steering box and thus come closer to the cam. When this adjustment has been correctly made, it should be such that after the bottom cap is again fastened securely to the box casting by the screws S.914, the cam and steering wheel should revolve freely, but there should be absolutely no end play.

Correction of gear misalignment. Loosen the frame bracket bolts just sufficient to allow gear to move in frame to line up at angle determined by height of instrument board bracket or dash board bracket, then re-tighten frame bracket bolts. Now loosen instrument board bracket or dash board bracket bolts to match gear column position, and retighten all bolts. This will have corrected any possible misalignment of column.

ADJUSTMENT 2. Inspection of end play of rocker shaft. Turn steering wheel to either extreme and then back one-eighth turn. Gripping drop arm at steering box nose, rocker shaft should rotate freely without any particle of end play. If end play is present adjust as follows:—Loosen lock nut, P.3203, on back of cover plate, P.3623, and tighten up adjusting screw, P.3202, until all end play of rocker shaft is removed.

Important. Do not forget to retighten lock nut, P.3203.

ADJUSTMENT 3. Inspection for proper mesh of rocker shaft roller in cam. (This inspection should never be made without first correcting adjustments 1 and 2).

Turn steering wheel to the mid position of its complete travel from lock to lock (drag link previously disconnected). Shake drop arm to determine amount of slack or lost motion. If this lost motion exceeds one-thirty-second of an inch, adjustment should be made.

It will be seen that the position of contact between the roller, P.A.4050, and cam, P.3204, is offset from the centre line of the cam and that a number of thin shims, P.3219, are located behind the rocker shaft, and between the thrust washers, P.3218 and P.3772.

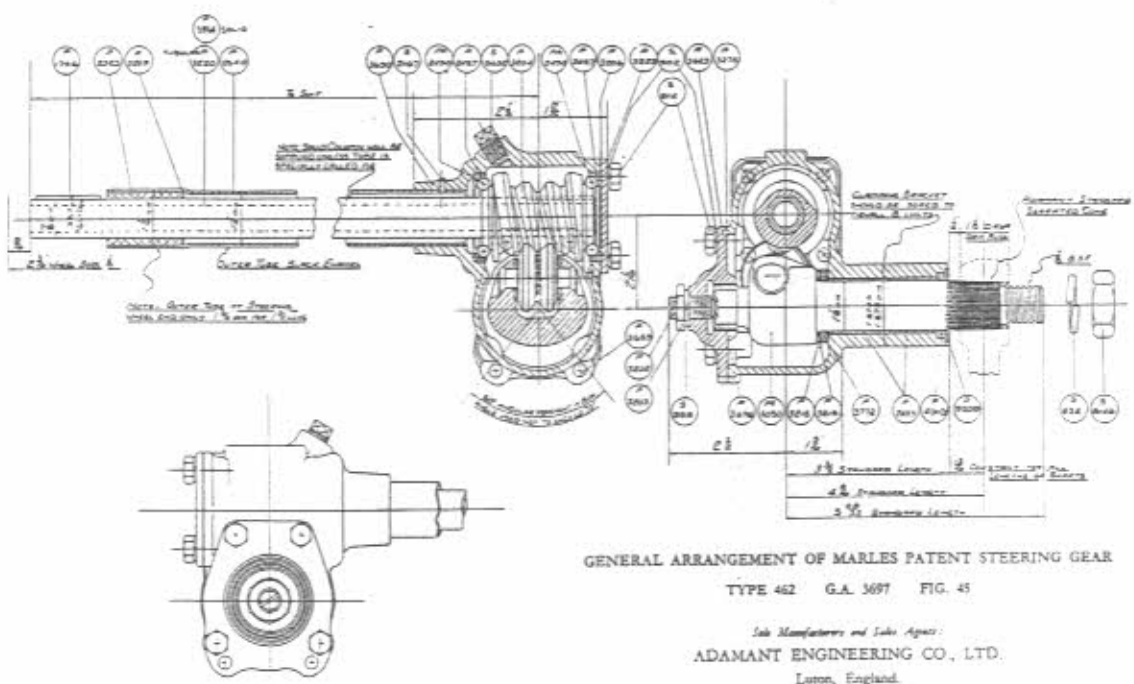
By removing one or more of these thin shims, P.3219, therefore, the rocker shaft, P.A.4050, and the roller which is carried by it, are permitted to enter further into the steering box, P.3690, and make closer contact with the cam.

The proper method of carrying out this adjustment is as follows:—

Remove drop arm from rocker shaft and rocker shaft complete with the shims, P.3219, and thrust washers, P.3218 and P.3772, from the steering box. Care should be taken to see that no shims or thrust washers are left behind in the box to cause interference with the operation of the gear. Select, by trial, the proper number of thin shims, P.3219 (keeping inner thrust washer, P.3218, always in place on the rocker shaft, P.A.4050, with its chamfered side next to the rocker shaft) to produce not more than .006 inches of play measured at the end of the drop arm when the roller is passing over the centre of its travel, and without heavy drag on the steering wheel. Remove only one shim, P.3219, and insert rocker shaft into the steering box. Now turn the steering wheel till the roller almost reaches the stop nearest the column, P.2640. Hold rocker shaft in place with thumb pressure and revolve steering wheel until roller is in its central position. Still holding the rocker shaft in place with the thumb, test for play by gripping the splined end of the rocker shaft. If any play is felt remove another shim, P.3219, and repeat the operation until all play is eliminated when the roller is in the centre of its travel.

When the proper number of shims has been selected turn the steering wheel so that the roller comes close to either lock, replace the cover plate, P.3623, and tighten up the securing screws, S.914, securely.

Note. After any or all adjustments have been made and before replacing the steering gear in the car or before connecting the drop arm to the drag link, test the gear for freedom of operation throughout its available movement and test also for absence of end play in the rocker shaft.



Sole Manufacturers and Sales Agents:
ADAMANT ENGINEERING CO., LTD.
Luton, England.

(The Ed. apologizes for the small print and drawing. The original is in B4 size and is available on loan from the library, c/- Roy Henderson.)

A lunch run has been arranged at the R.A.C.V. Country Club at Healesville on Sunday the 8th of August 1993. The Club is located in delightful grounds on the Yarra Glen side of Healesville. (Melway 269, J12).

You can travel to Healesville either on your own or join the Club convoy at the Eastland Shopping Centre car park at Ringwood at 10 a.m. Turn north into Ringwood Street from the Maroondah Highway and then right into Civic Place and meet in the car park area near the corner of Ringwood Street and Civic Place. (Melway 49, H8).

The route that we will be taking from Ringwood to Healesville is as follows:-

North-East along the Maroondah Highway and through Lilydale.

Follow the Maroondah Highway through Lilydale and on to Coldstream.

Through Coldstream and bear left on the Melba Highway. Note Dame Nelly Melba's Estate on the corner of the Melba and Maroondah Highways.

Proceed along the Melba Highway to Yarra Glen and note the historic Yarra Glen Hotel on your left in the middle of town. If you prefer you can turn right on the Healesville - Yarra Glen Road, just north of the bridge over the Yarra. That is a shorter route to Healesville but not as pretty.

Proceed along the Melba Highway, through Dixons Creek and up the long hill.

At top of the hill, at the Toolangi State Forest, turn right at the intersection which is marked to Healesville and Toolangi.

Proceed to Toolangi which is around 6 kilometres from the Melba Highway intersection.

At Toolangi you can either bear right to Healesville through Chum Creek or bear left along the Myers Creek Road. The Myers Creek Road is about 5 minutes and around 4 kilometres longer but the scenery is better.

Proceed along the Myers Creek Road which goes along the top of a ridge and has some lovely views over the ranges.

At the end of the Myers Creek Road turn right at the "T" intersection at the Maroondah Highway. You are north-east of the township of Healesville and travel through the town of Healesville.

As you pass through Healesville on the Maroondah Highway going back towards Melbourne you come to a "T" intersection with a sign marked "Yarra Glen and Kinglake". Turn right at the "T" intersection. Cross the railway line and around 500 meters on is the entrance to the R.A.C.V. Country Club on your right.

The clubhouse is about 200 meters up the driveway. Lunch is at the Bistro in the Country Club. The menu is a la carte and some examples of the fare and prices are:-

- Soup - \$3.00
- 1 dozen oysters - \$11.50
- Main courses - \$9.00 to \$12.00
- Beer around \$1.20 per glass

There is an excellent gaming room downstairs with poker machines to delight the ladies. Your Club Captain's worthy partner recently won \$200.00 on a 20cent machine. If she can win, anyone can!

The dress regulations are neat casual. Gentlemen, please wear a collar. (tie not necessary).

We cannot book tables at the Bistro which opens at 12.00 noon and we should therefore aim to be there at about 11.45 a.m. so that we can have a pre-lunch drink, look around the club and make sure of getting tables when the Bistro opens. For those who are going to join the convoy at Ringwood please meet there at 10.00 a.m. to move off at around 10.15 a.m. The distance via the suggested route above is around 69 kilometres and the travelling time around 1 hour 15 minutes.

If you wish to go, please telephone me on (03) 434 1677 during office hours or (03) 710 1465 in the evening a week or so beforehand, so that I can give the R.A.C.V. an idea as to numbers.

There is no need to be an R.A.C.V. full member or service member to join the lunch. For those who have not been to the R.A.C.V. Country Club at Healesville, it is set in delightful surroundings, overlooking the Healesville hills and it promises to be a very pleasant afternoon.

RICHARD TONKIN Club Captain.

SUBSCRIPTIONS.

John Twomey says that there are 62 paid up members - which is not bad for this time of year but with costs forever rising we could do with your subscription early rather than late.

Remember: City members \$40.00. All others \$30.00 per annum. Joining fee for new members \$20.00.

Pay early to avoid difficulties next year in maintaining club membership.

New government regulations demand that persons affiliated to motoring clubs have to be better educated than in the past.

Next year you will have to pass an exam. before being allowed to join or remain a member. A sample paper is published here. Model answers will be provided by the Club Captain in the September issue.

A.C.C.V. ENTRANCE EXAMINATION

All questions to be completed.

(1) HISTORY

Describe the history of the Papacy from its origins to the present day, concentrating especially, but not exclusively on its social, political, economic, religious and philosophical impact on Europe, Asia, America and Africa. Be brief, concise and specific.

(2) MEDICINE

You are provided with a razor blade, a piece of gauze and a bottle of Scotch. Remove your appendix. Do not suture your work until your work has been inspected. You have 15 minutes.

(3) PUBLIC SPEAKING

2500 riot-crazed immigrants are storming your local C.E.S. Calm them. You may use any ancient language except Greek or Latin.

(4) BIOLOGY

Create life. Estimate the difference in subsequent human culture if this form of life had developed 500 million years earlier, with special attention to its probable effect on the Australian Parliamentary Party system. Prove your thesis.

(5) MUSIC

Write a piano concerto. Orchestrate and perform it with flute and drum. You will find a piano under your seat.

(6) SOCIOLOGY

Estimate the sociological problem which might accompany the end of the world. Construct an experiment to test your theory.

(7) ENGINEERING

The disassembled parts of a high-powered rifle have been placed in a box on your desk. You will also find an instruction manual printed in Swahili. In ten minutes a hungry Bengal tiger will be admitted to the room. Take whatever action you feel appropriate. Be prepared to justify your decision.

(8) POLITICAL SCIENCE

There is a red telephone on the desk behind you. Start World War III. Report at length on its sociological aspects - if any.

(9) PHILOSOPHY

Sketch the development of human thought. Estimate its significance. Compare with the development of any other kind of thought.

(10) GENERAL KNOWLEDGE

Define the Universe. Describe in detail. Give three examples.

N.B. A pass mark of 85% is set.

AUGUST NEWSLETTER

COPY DEADLINE

WEDNESDAY 28TH JULY 1993

WINTER QUIZ.

7

White Lines were first used in Great Britain in 1927 down the centre of the road and were probably introduced in New South Wales a couple of years later.



"These white lines are an absolute godsend in the fog." J.T.

Double Lines and Broken Double Lines were seen in New South Wales from around 1950.

No Overtaking signs were used in N.S.W. on bridge approaches from the early 1930's.

No Stopping and No Crossing signs emerged in N.S.W. during the 1950's.

Cats Eyes were used in N.S.W. before the war but not extensively. Their use to mark the centre and edge of the road probably started in 1960 in N.S.W.

Traffic Lights were first installed in Detroit, U.S.A. in 1919. Traffic lights of the 3 colour type were first used in Britain at Wolverhampton in 1928. The first set of 3 colour lights were installed in Sydney around 1934.

Zebra Pedestrian Crossings were first seen in Britain in October 1951 and such banded pedestrian crossings appeared in N.S.W. soon afterwards.

One-way Streets promulgated in Sydney just before World War II.

Roundabouts were used in Britain from around 1930 but were not generally seen in N.S.W. until the 1980's.

Parking Meters were first installed in Oklahoma City, U.S.A. in July 1935. Britain's first parking meters did not appear until 1958 and Sydney's came soon afterwards.

ERIC CUNNINGHAM

8

After many years of work, Austin Tope has at last put his new ALVIS Special on the road. Starting with a Speed 20 chassis and using a Crested Eagle power plant and running gear, the car is now clothed in an extremely attractive and roomy 2 seater body of Austin's design. The selected colour is a deep jet black and is set off by the chrome radiator and stone guard - the P100 headlamps and low windscreen. Bucket seats in tan leather and carpets to match gives the whole car an aggressive look - hence the name "The black beast" Under the bonnet the dedication to perfection is evident. Triple S.U.'s are fed from a small distributor to ensure that each receives the same amount of fuel. There are no gaggles of wiring or piping - each is set out neatly and in line. The Crested Eagle dashboard contains only perfectly restored instruments - no gloveboxes or cubby holes for the car has been designed from front to back to do a job - to be a fast comfortable tourer.

And my short but much appreciated ride on it's maiden outing proved that. This is a car to be reckoned with whether in future Hill Climbs, Sprints or just long range touring. It's a great acquisition to the Alvis ranks and the whole car is a credit to Austin and his workmanship. Watch out for it - you'll know it when it passes you!

"TOPEIARY".....The art of making something into a fantastic shape !

R.W.

G.N.O.

This year the G.N.O. will take on an Italian flavour. A pizza supper will follow the Club meeting on Friday the 17th of September. This time its Girls Night Off with the G.N.O. We will order the pizza, garlic bread and a little vino. Hope to see all the girls (and the guys) at the gathering.

JOHN BALL

FILM NIGHT.

Fletcher has been crook but has recovered in time to entertain us again at the July General meeting. We are delighted to hear that he has recovered but have to report that the state of 16 millimetre film is not so good. There is little of the stuff left in good working order so the July meeting should be particularly interesting as it will include the last viewing of 16 millimetre film of the History of Motor Racing. Do come. 16 millimetre is nearly finished.

ROADWORTHY CERTIFICATE NEWS.

Victorian Members will be aware that a Roadworthy certificate is due every time a car is sold or acquired. Mostly the regulations as far as equipment is concerned apply to offer a standard in the year in which the car in question was manufactured. Unfortunately, R.W.C. licence testers cannot be expected to be up to date with such information. It's all a bit complicated but a recent issue of the Federation's Newsletter contains all the information and is available from the Club library. Talk to Roy Henderson.

- A. White lines as road dividers were first laid down in Whitehall England in 1924.
- B. Double lines - No stopping or Overtaking were in use in London in 1931.
- C. As a forerunner to "Cats Eyes", an illuminated white line in the centre of the road was tried out at Hendon, England in 1925.
- D. The first traffic light was installed in Detroit, U.S.A. in 1919 but the first 3 colour traffic light was put up in Wolverhampton, England in October 1928.
- E. The first Zebra Crossing was tried out in Bristol, England in 1950.
- F. The first one way street was defined at Hyde Park, London in August 1926.
- G. The first Roundabout was at Piccadilly Circus in London in 1926.
- H. The first Parking Meter was put in in Oklahoma City, U.S.A. in July 1925.

Question..Who was the designer of a pre war light car who could not drive and did not learn to drive until 8 years after the car went on sale ??

RON WILSON.

PUFFING BILLY FESTIVAL

On Sunday the 10th of October the second Puffing Billy Olde Time Festival will be held as a joint venture of the Puffing Billy Preservation Society and the Historical Commercial Vehicle Club Inc. The Festival is a big gathering of Vintage, Veteran, and Classic cars, buses, trucks, fire and service vehicles mixed with Vintage steam trains and equipment. The first festival held in 1991 was a fabulous family fun day. It is held on the Puffing Billy Railway between Belgrave and Emerald in the Dandenong Ranges.

NOTE: Although this is an A.C.C.V. Club event individual application is necessary. There are application forms available care of P.O. Box 451 Belgrave 3160 or the Editor will send you one if you are stuck. Telephone 03 754 6800 B/H.

Entries must be in by 31st July 1993.

Road Vehicle: \$35.00 which includes free Puffing Billy Rail and Vintage bus passes for two adults and two children.

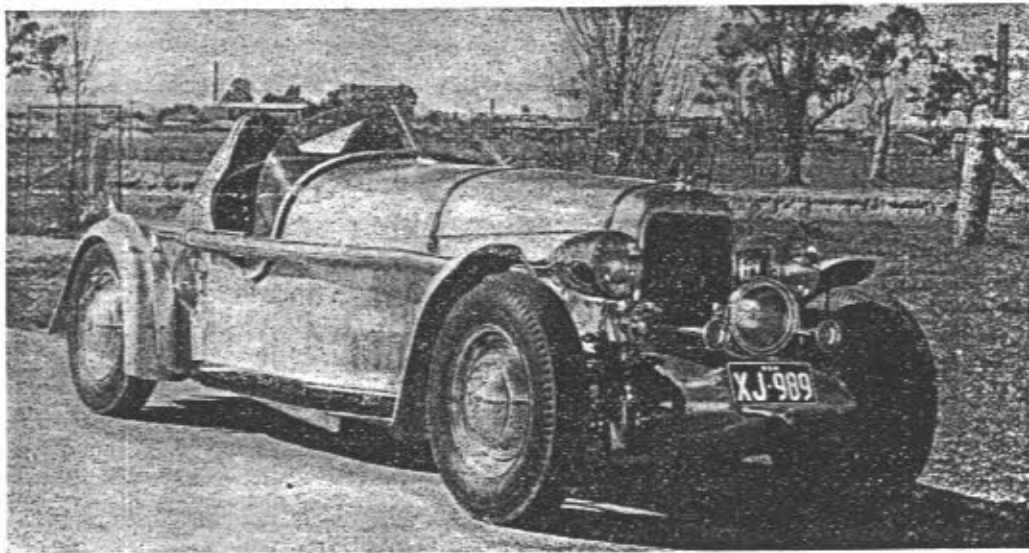
So remember: get your individual entry in. There is a place on the form to nominate that you belong to the A.C.C.V. Ron Wilson has arranged group parking where we where last time - just across the line from Emerald Station.

A.C.C.V. entrants will be meeting at Pakenham at the Military Museum in Army Road for a grand parade to Emerald. Time and map reference will be given nearer the time.

but it was stressed that that speed was purely theoretical.

Now fitted with 16-inch disc wheels the chassis (given additional cross bracing) was much lower to the ground (clearance of 6½ inches) and had a new 15-gallon fuel tank fitted in the tail. Front axle width was increased so the car had a crab track and the brake drums were machined inside and out and balanced. The engine was given an increased compression ratio of 8.5:1, had domed-top pistons fitted to polished con-rods, and was given twin Carter downdraught carburettors. Twin SU pumps brought the fuel forward from the rear tank. An outside exhaust pipe was retained but the twin head-rest fairings behind the driver and his passenger gave the car a quaint appearance and its nick-name of "The Spaceship".

Despite its builder's hopes at the time there is no record known to the writer of this car ever being used in motor sport. Fitted with brief cycle-type mudguards, Perspex windscreen, American bullet-shaped headlamps the car was ready for the road



and registered as (NSW) XJ-989. However, nothing more was heard of the car until it came into the possession of Harry Abood in the Sydney suburb of Ermington. While owned by Mr Abood the car was seen attending the car races at Bathurst during the late 1950s. Soon afterwards it became unregistered.

The next owner of the Alvis was a Charles Haddon who had interests in real estate in Mittagong on the NSW Southern Highlands. Mr Haddon also ran a secondhand emporium styled as an antique shop which included odds & ends of a motoring nature. Some time around the mid-1970s Mr Haddon shifted his effects from Mittagong to Forster on the mid North Coast of NSW. At this seaside resort Mr Haddon opened a museum to display his collections and, of course, the Alvis was one of the exhibits.

As often happens with museums the economics do not result in the enterprise being commercially viable so that by mid-1986 the whole lot went under the hammer and the Alvis, by this time minus its essential Alvis mechanics (Engine No.3855 had been replaced with a motor of another make), was sold to an unknown buyer for \$1600. Nothing has been heard of this Alvis since.

ERIC CUNNINGHAM.



THE IRON MEN OF MAROUBRA

ONE night in 1926, under the glaring lights of Maroubra Speedway, a dozen cars thundered round the concrete saucer at nearly 100 m.p.h. in a hotly-fought race. Thousands of spectators cheered as Phil Garlick, hunched over the wheel of his supercharged Alvis, swung up the steep banking in the last lap to overtake a roaring Sunbeam driven by Hope Bartlett. The pace grew to a dizzy crescendo as the finish line hurtled nearer.

Garlick didn't reach it. His car suddenly swerved out of control, rocketed over the top of the bank and somersaulted through the air. The scream from the crowd mingled with the crash as the car hit a light pole at 90 m.p.h. and disintegrated.

Garlick died instantly. The lights went out, leaving cars whirling round the track in pitch blackness.

In the stands, the radio announcer was panic-stricken. "There's a car gone over the top," he shouted. "I think it was —"

An assistant knocked the microphone aside. "Don't say it," he implored desperately. "It was Phil Garlick. His wife's listening in."

Today, Garlick's bizarre and poignant tombstone stands in South Head Cemetery, a memorial to the daredevil who was almost a household word. The Olympia Speedway was a fitting setting for the laughing ace and others like him—the Iron Men of Maroubra.

The Speedway, on the coast at Maroubra, near Sydney, N.S.W., was the most spectacular racing venture in Australia. The seven-eighths of a mile concrete saucer lay in a natural hollow in the sandhills, banked so steeply in parts that it was impossible to walk up it.

Now the sea wind sighs through the overgrown marsh grass and the timing blockhouse is in ruins, infested with snakes. The concrete track was torn up for filling, the stands and buildings are gone and the shifting sandhills have blurred the outline of the natural saucer.

It was built by a syndicate for £70,000 and was open less than two years. Spectator accommodation was primitive, the firm was short of capital and the Speedway Royale opened shortly after. Nevertheless, the support Maroubra had would gladden the hearts—and pockets—of promoters today.

The track was really a road race in miniature, and the cars were powerful and lapped at high speeds. Drivers like Hope Bartlett, Salmon and Vaughan, and Garlick thundered round in hair-raising style that kept the crowd on their toes all the way.

Seventy thousand people clicked through the turnstiles at the opening meeting on December 5, 1925, the biggest crowd to attend a motor race in Australia before or since.

There was motor cycle and car racing and though the drivers and riders weren't used to the track the speeds topped 90 m.p.h. The five-mile scratch race was won at an average speed of 89½ m.p.h. from a standing start.

In one race Phil Garlick shot off the course and thundered through the sand. Driving with uncanny skill, he kept the Alvis upright and bounced back on to the concrete. It was a grim warning of what was to come.

He won the event by a few inches from Turner's Bugatti. (Later, at another meeting, Turner was disqualified over a controversial issue. The newspapers recorded minutely the howls of protest. In those days the press devoted column upon column to motor racing.)

Experts from Brooklands declared the track first-class and safe; today, there are some who say that the re-entrant angle off the bank into the straight was wrong. To back up their argument they point out that three cars shot off at this spot—the only fatal car crashes.

Maroubra was a noisy pit of speed—and a snake pit as well. Hundreds of the reptiles slithered from the marsh grass and basked on the warm concrete, to be cut to pieces by the wheels of the hurtling cars.

At an early meeting Charlie Brest set the lap record at 94 m.p.h. on an Indian motor cycle, an unbeaten time.

Five people were slain in the short time the track was open. First, Salmon and Vaughan, then Phil Garlick. After that, Dutton fell off a motor cycle, followed by Freddie Barlow's crash in an Overland. All the cars went over the same place on the embankment but Dutton fell on the track.

Salmon and Vaughan were two well-known racing men, owners of a car agency in William St., Sydney. Albert Vaughan was in the car, a Jewett, purely by chance.

Salmon had been practising, synchronising the two magnetos by the controls in the cockpit.

Vaughan joined him for a run and soon they were circling at nearly 90 m.p.h. An eyewitness said the two men had their heads down, looking at the rev. counter, the track forgotten. In the next instant the car was over the bank and hurtling through the air. It crashed on Vaughan. He died instantly from a crushed head and broken neck. Salmon, thrown out, was frightfully injured and lingered only a few hours.

The competitors were iron men, sure enough. It took nerve and skill to drive the thunder waggons round the terrifyingly steep bank. One false move on the tricky sections was enough to kill.

A regular attendant was Hope Bartlett, (a great friend of Garlick's) now living in retirement in Sydney.

His first entry was a Vauxhall 30/98, just the car for the colorful driver. Later he progressed to a Brescia Bugatti and before the track closed was racing a Sunbeam.

Bartlett was game for anything. He had a match-race in the Bugatti with an Indian-mounted motor cyclist named Stratton. It's said that the finish was so close that Stratton stuck his foot out over the finishing line to win.

Hope won more prize money than any other driver but still couldn't meet his racing expenses. That was the reason, he says, why so many drivers dropped out of the picture as time went on—it cost them too much money to enter their cars.

Fires were frequent. Bartlett caught alight twice himself, once at practice. He drifted to a stop on the far side of the track and the smoke and flames told Phil Garlick, back at the pits, what was happening. Hurriedly, the ace jumped into the Alvis with his mechanic and roared off. Near Bartlett he snicked the car into neutral and coasted down on the blazing Bugatti.

There were no brakes on the speedway cars, so Garlick's mechanic threw an extinguisher out as they rumbled past.

Pit accommodation was good. On a busy day the bays were filled with crowd-catching names—Bartlett, Garlick, Charlie East with his Advan Bugatti, Geoff Meredith with the hoodoo Bugatti, Peter White and the Fronty Ford. There were two Cooper brothers, Allan and Harold, each with Ballots. Don Harkness had an Overland and two more Bugatti drivers were Dan Clifton and Frank Parle.

Power and punch at top speed was the secret of success; power was needed to overcome the drag of the steep banking. Then as the cars hurtled down into the straight the nor'easter pushed them with a wallop from behind.

The fabulous old cars were squat and business-like, with spidery wheels. Bartlett's Sunbeam ran at 38 hundred revolutions, and his Bugatti at 48 hundred. The Sunbeam came from the Continent, where the immortal Jean Chassayne had driven it to victory in many tough races.

Garlick's Alvis was previously owned by the Dunlop Rubber Company of England, who used it as a mobile tyre testing laboratory on Brooklands Speedway. It had a Marshall Rootes blower, running at 15 lb. per sq. in.

Garlick liked the number 13, so 13 it was until it flew over the edge. The car is still competing today, powered by a Mercury engine, and owned by Laurie Oxenford. It came third in a race at Nowra before Christmas.

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13
FOR SALE. 12/60 Beetle Back ex. Arthur Brown car. Total restoration in 1966. Done around 20,000 miles fnce. Comes with spare engine. Price \$45,000. Tel. Brian Hemming

WANTED. Push Rods for six cylinder 14.75 engine. Telephone Eric Nicholl 03 754 5412.

WANTED. Rotor button for 1935 Speed 20 SC. BTH JD6 distributor which is part of combined coil/magneto ignition. Telephone John Hetherington 058 21 9339.

WANTED. Information re: 3 litre engine. The whereabouts of engine no. 24056 (or part thereof) from 1952 DHC. Please contact Tom Maltby as above.

WIRELESS REVISITED

JOHN MANNS gave a very interesting talk at the June General Meeting about car radios. It was really all about pre-transistor car radios with their problems of adequate power supply and reliability with valves in their circuits. Several examples of car radios were demonstrated. The good news is that most can be repaired and rejuvenated. The bad news is that it may cost about \$400.00 and none of them are worth "patching up". Either do it properly or don't touch it. The first car radios appeared for the Belgian Motor Show in 1907. Morse code was used and required a twenty foot antenna and a wire mat to be dragged under the car to provide an earth. World War I saw the transition from Morse code to voice communications. In the early 1920's civilian radio was born with the civilian powers wresting a monopoly from the military. Crystal sets were perceived to be miraculous but the first practical mass produced car radio appeared in the 1930 Studebaker at the Atlanta Motor Show with "Galvan" and "Motorola" names being associated. Until well after World War II car radio units were often split with small control units in the cock pit linked to bulky receiver/amplification units under the bonnet by Bowden cables. Until well into the sixties the bulky power supply and amplification units would be in one box whilst the relatively small R.F. circuits were in a separate box in or under the dashboard. John told us that there are enormous supplies of valves still available from the U.S.A. as "new old stock". And that the manufacture of valves still goes on in Eastern bloc countries. Vibrators to change D.C. current to A.C. are being manufactured again and resistors and capacitors are much more reliable today than they were of old so the outlook for preparing and maintaining old radio sets is excellent.

All those present enjoyed John's talk, questioned him closely and thanked him appropriately. It was an interesting evening.

ED



"AND STOP CALLING THEM VENTS: THEY'RE RUST HOLES!"

14

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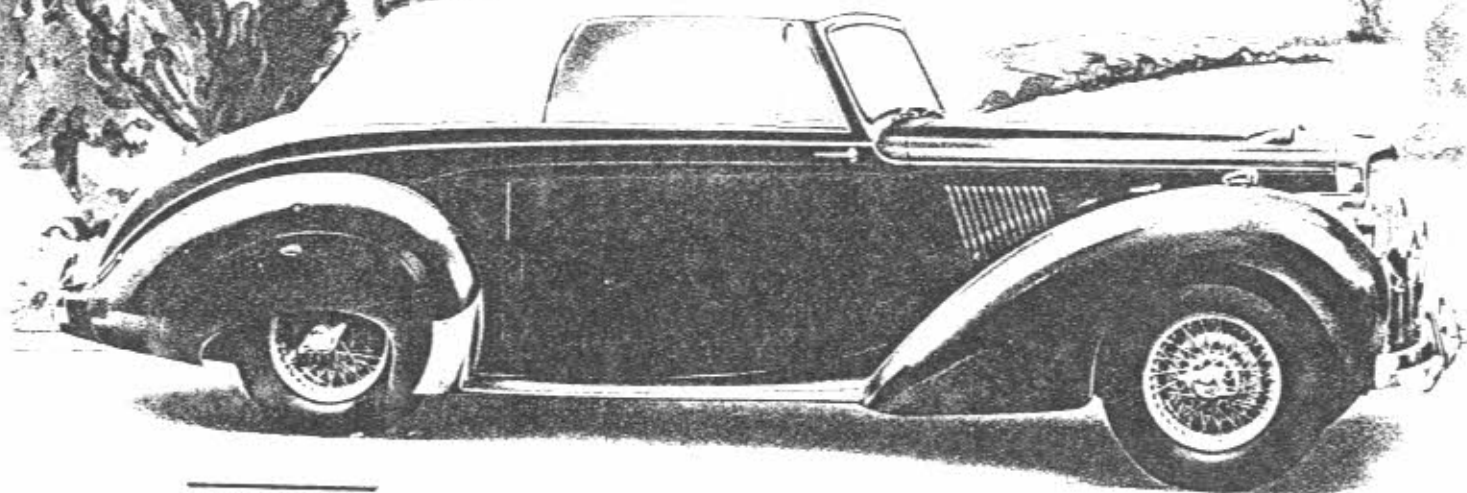
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