



NEWSLETTER

VOLUME 36

ISSUE NO.8

AUGUST 1997

CLUB ROOMS:- Rear of "ALVISTA", 21 EDGAR ST., GLEN IRIS. Melway p59 F 8.
MEETINGS:- THIRD FRIDAY OF EACH MONTH
(EXCEPT DEC./JAN.) AT 8 pm.



© LINDA BATES



COMING EVENTS



- AUGUST FRIDAY 15TH** Club General Meeting.
- AUGUST 23RD -24TH** VSCC TEAM TRIAL 23-24th RALLY DIRECTOR: STEPHEN HANDS. DETAILS IN JUNE ISSUE. CONTACT STEPHEN OR DALE PARSELL OR ALISTER CANNON.
- AUGUST SUNDAY 31ST** ALVIS DAY CANCELLED.
- SEPTEMBER SUNDAY 7th** ARTHUR'S SEAT HILLCLIMB.
- SEPTEMBER FRIDAY 19th** CLUB GENERAL MEETING with GUEST SPEAKER TALKING ABOUT OLD RUBBER.
- SEPTEMBER SUNDAY 21st** GARAGE CRAWL. Plans being laid. See inside.
- OCTOBER SUNDAY 5TH** CLUB ANNUAL LUNCH & CELEBRATION OF THE 30th ANNIVERSARY OF THE LAST ALVIS. See "Torque of Tonkin" July Newsletter.



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BRISTOL

Joint Annual Run

Sunday, 22 November, 1997

Due to popular demand we have received requests for another Joint Run. Details will be provided in the Oct. edition of this epistle, however at this stage we can advise that the day will include a joint luncheon and will be highlighted by a Bocce Challenge Match between our two Clubs to take place at David Wischer's Property at Merricks North.

For further information please telephone

*Richard Tonkin
Ph: 03/9710 1465 a.h.*

TORQUE OF TONKIN

At the July Club meeting, **John and Kay Ball** introduced **John and Margaret Lang** and they are now members of the ACCV. John and Margaret have recently acquired an Alvis front wheel drive supercharged sports tourer from John Ham. John and Margaret say that the car needs only a couple of weeks work to have it operational. This is an extremely rare and exciting car and I am sure that all members welcome John and Margaret to the Club and look forward to seeing them and their car very soon.

We have had to make some more changes to the program of events, but I believe that we have an interesting and varied program organised for the rest of the year. We have had to call off the **Alvis Day**, planned for **Sunday, 31st of August**, but we will reschedule that for next year. In the meantime, we will celebrate the 30th anniversary of the last Alvis at the Annual Lunch, at **Ian and Pat Parkinson's "Camelot Castle"** at Yellingbo on **Sunday, 5th of October** (see Torque of Tonkin in July Newsletter).

The **Puffing Billy Olde Time Festival** is on again on **Sunday, 12th of October**. This event, held bi-annually, is a great opportunity to take your Alvis for an outing and mix with a huge variety of vintage, PVT and classic vehicles of all shapes and sizes, as well as riding Puffing Billy. Entry forms are available at Club meetings, or phone me on (03)9710 1465 (evenings).

On **Sunday, 22nd of November**, we are having our second joint outing with the **Bristol Owners Club Australia** (see notice in this issue). This is being arranged by Steven Rosten, of the Bristol Club, and myself. As we are both lawyers, you can expect a riotous day, perfectly organised, without prejudice and at low cost. We will finish the run at the home of **David and Moira Wischer** at **Merricks North**, where a Bocce Challenge Match between the two clubs will take place. **David and Moira** were long-time members of the ACCV but have now seen the light (or so Steven Rosten claims) and are the proud owners of a Bristol. It will be a great day.

In the meantime, don't forget our guest speaker, "**On Old Rubber**" on **Friday, 19th of September** and the **Garage Crawl** on **Sunday, 21st of September** (see separate item in this newsletter).

Richard Tonkin
Acting President.

Late news for the newsletter:-

I hear that Peter Fleming may be considering a warranty claim on the Firebird as it appears to have run a big end after its factory rebuild. It should have lasted longer than 42 years.

I'm sure a number of owners of more modern machinery would like their cars to last a quarter of this time.

DALE

We missed our President who was absent from the July club meeting. He was somewhere in outer space - or was it Sydney? Is there a difference? **JOHN & KAY BALL** are so pleased at having the 12/50 back on the road that they brought along to the meeting **JOHN & MARGARET LANG** who have recently acquired a Front Wheel Drive Alvis that used to belong to **JOHN HAMM**. We hope they enjoyed the meeting and will join the club. Is there no end to the impertinent way in which those with a commercial interest in the old car movement would like to treat the mug punter. Our Secretary had received a letter from Brooke's Auction House requesting a membership list of our club "so that they can keep us informed of their activities".....What a check! Members may rest assured that our membership list is not available other than to members. **ALAN MCKINNON** fell over and badly injured his shoulder several months ago and underwent remedial surgery a few weeks ago. He is now back at work but pretty disabled for the moment. We wish him a speedy recovery. At about the same time the **EDITORIAL** appendix had to be removed. No, I don't mean those pages at the end of the book. I mean the useless bit of your innards that causes problems at an inconvenient time! Many thanks to the several club members who sent messages and cards. **BOB GRAHAM'S** was the most optimistic: he reckoned I should have lost some weight! (Hardly more than Evander Holyfield when he attended "Weightwatchers" recently!) As can be expected, **ALISTER CANNON** pronounced it a "cut above the rest". You will see in FSW that the little white car is for sale. You had better move quickly if you want to avoid the stampede. What an amazing choice of motor cars for sale this month! **RICHARD TONKIN** maintains that his advertisement was written in "tears of blood"! Alister is still trying to arrange **TEAM ALVIS** for the VSCC 24 Hour Trial on the 22nd and 23rd of August. **FRED JONES** reports that **SHIRLEY** is making good progress and is now walking on one stick. **JOHN TWOMEY** attended the last meeting and was able to tell us that he has rearranged the Club's Public Liability Insurance. More cover for a smaller premium. Well done John. The ex **NORM SYMMONDS** 12/50 (which is thought to be a 1929 Phillip Island Grand Prix car) is now in Ireland. Also, **ALAN GRIFFIN'S** Silver Eagle is now in England. That is the car which on a 14.75 chassis went round Australia. What a pity that two Alvises have left Australia. Especially two cars of such historical interest. The weak Australian dollar is supposed to encourage exports of minerals and agricultural produce, not beautiful motor cars! The comment was made last month about changes to cylinder heads of the post war 3 Litre cars. **DAVID CALDWELL** pointed out that in the "Post War Alvis" book it is said that significant changes were made in 1959 to obtain more power. Elsewhere in this Newsletter there is **DALE PARSELL'S** account of the recent five club tour of the Dandenong Ranges. Apparently one hill was too steep for the Tractions Avants. Plenty of Avant. Plenty of traction. Just not enough oomph. **GEOFF HOOD** reported that he still does not have all the patterns for casting water pumps for PVT cars. He is still pursuing the problem. Bob Graham, who chaired the meeting, stimulated quite a lot of interest in the idea of casting a flock of low winged Eagle mascots. At least six are known to be needed and there may be more. Some should be put in to club spares if there is a run. It may be a good idea to make some radiator caps as well, while we are at it. Comments to **AUSTIN TOPE**, please, soon. After the formal bit of the July meeting we watched the video that **ALAN FIRTH** gave the club of the AOC "Back to Coventry" meeting. Whilst we chatted and had supper it was great to have such machines on the screen!

ED

GARAGE CRAWL. 21/9/97

Our illustrious leader caught me at a moment of weakness and has conned me into organising the upcoming Garage Crawl.

We haven't had an event of this type for quite a while (if ever), however in spite of the number of "new" cars coming out recently I'm sure there are many more being worked on in the dead of night which none of us have seen for a while.

The day will probably start at around 10 am in the K Mart carpark in Burwood. Melways reference Map 61 K7 (off Burwood Hwy).

We propose to visit the home of David & Margaret Caldwell who are the proud owners of a Speed 25 and a 3.5 litre as well as the TA14 that we usually see.

After this the details are a little sketchy, however if any member out there has an interesting project underway then get in touch with me and we will slot you into the tour.

The day will finish at the restoration business of Nick Langford (Mary St. Blackburn), probably with a Sausage sizzle tea and coffee. Nick presently has a number of interesting cars (which change on a regular basis), including SA Speed 20, a couple of pre-war MGs, Sunbeam, Delage, Brescia Bugatti etc.

Final details will be confirmed in the September newsletter, but pencil in this date for an event not to be missed. We hope this will be the forerunner of an annual event of this type to keep in touch with our many members out there busily restoring cars.

Watch this space for further details.

DALE PARSELL.

MORE COOLTH FOR 6 CYLINDER PVT CARS

Modification of Speed 25 and 3½ Litre Water Pump.

Having had overheating problems in the past with the 3½ Litre (admittedly compounded by a largely blocked radiator) I determined the new radiator core should have all the assistance I could give it. I knew that Andre Chaleyser modified the water pump in the Speed 25 engined Speed 20 which he had raced so I took the opportunity to talk to him about it during the recent National Alvis Rally at Warrnambool.

Andre said that all he had done was to extend the impellor blades until they were flush with the nose of the impellor boss and machine out the seating to accommodate the modified impellor. I talked it over with Eric Nicholl as the seating in two of the three casings I have was fairly grotty. From this evolved the idea of inserting a flanged hollow aluminium cylindrical insert to form the new seating after machining the seat to receive it.

The insertion of another 4 blades to make an 8 bladed impellor was considered but rejected as it was thought the spacing might be too close and inclined to create cavitation. On reflection this is probably not the case. In the event the existing blades were cut off. Because the impellor and shaft are splined (why did Smith-Clarke bother? A simple key or pin would have done as well, surely?) these have to be retained. All good centrifugal pumps have curved blades so six curved blades seemed a good mod. To fit these the impellor boss was turned down to provide a vertical-faced cylinder and "back-plate" faced square to receive the new blades. These were cut to size from 1/8" thick brass plate and bent in the vice with a hammer to achieve the curve. Two sets were prepared in this way. The two impellors were then marked out with a scribe to give correct angles and spacing and taken to Eric Nicholl to be silver soldered in place. The two casings were machined by Eric's friend, Joe Slater in nearby Tecoma were fitted, along with the flanged sleeves turned by me out of an aluminium casing provided by Peter Fleming. Before refitting the pumps to both cars attention was turned to the entry to the block (of the water flow). This is a circular hole of 1¼" diameter but the water immediately runs up against a cylinder outer wall and is diverted to the right through a slot approximately 1¼" high by ¼". Hard graft with an ordinary file, rotary file and drills of increasing size widened this slot to ½" in both cars. Hopefully, this will eliminate one of the Achilles heels of this cooling system.

The next target for attention is the water transfer casting, block-to-head. This tapers down in cross section to virtually nothing at the bottom edge of the casting. At the June meeting Gharre Dalliston suggested fitting double gaskets to pack it out but thinking about it further I intend getting a rectangular casting with two rectangular holes separated by a bar of 3/8" thickness throughout, with stud holes to match the existing casting. This will be used as a spacer with gaskets both sides to pack out the transfer casting.

The exit from the front of the head behind the fan pulley is fairly squeezed also. The overall width is 2¼" and the dimension from front to rear limited to 5/8" minimum. Assuming wall thickness of 1/8" this would leave a slot 3/8" deep x 2" wide. The only solution I can see to this is a fabrication in sheet copper or brass with silver soldered joints.

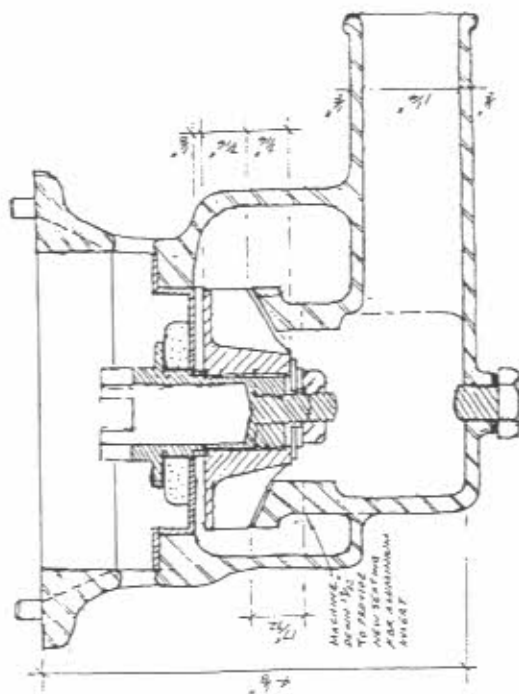
Andre Chaleyser's final recommendation is to fit an 8 bladed fan a la TA 14 after removing the cast alloy fan. I haven't done this yet as I haven't any spare blades. Red Triangle will have them, no doubt, but 44.45 pence to the dollar is a deterrent for the moment.

The modified pumps have been refitted but have not turned in anger yet. I nearly let slip "have not yet got steam up" but definitely such an event is to be relegated very firmly to times past!

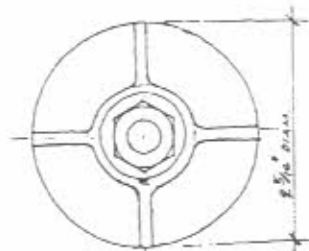
DAVID CALDWELL

See next page for David's drawings. Ed.

BEFORE

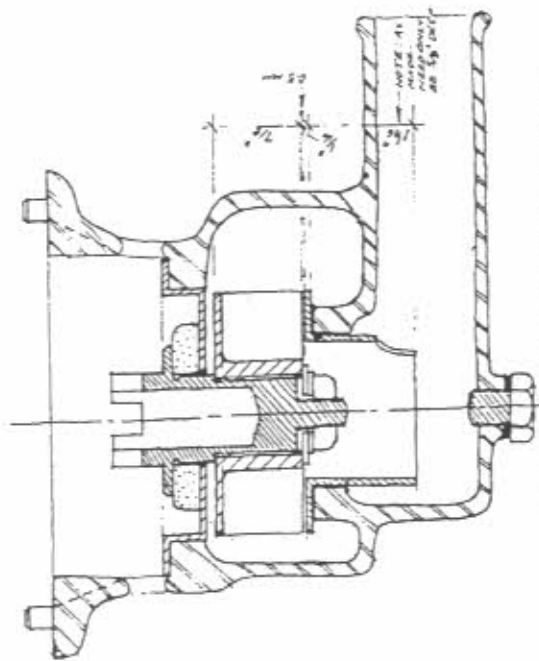


SECTION THRO' WATER PUMP UNALTERED

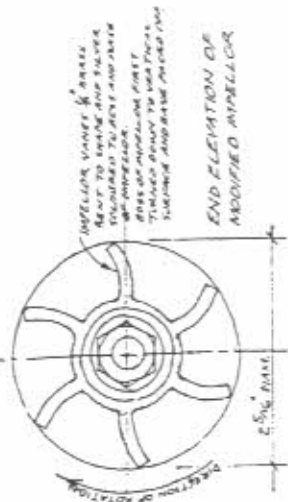


END ELEVATION OF IMPELLER UNALTERED

AFTER



SECTION THRO' MODIFIED WATER PUMP



IMPELLER UNDER 1/2" PRESSURE. REMARKS: DRAWING TO BE MADE TO SHOW SECTION AND ASSEMBLY VIEW. THIS IS IMPELLER FIRST TRIAL. DRAWING TO BE MADE TO SHOW MODIFIED IMPELLER.

END ELEVATION OF MODIFIED IMPELLER

HALF SCALE DRAWINGS.

I recently went to the checkout of my local 7-11 store and asked, in my usual polite manner, for half a pint of Wakefield's Swanshot Gear Oil. "Half a what of who?" was the puzzled reply. When I explained that I needed oil for the steering box of my 1936 Alvis TF Crested Eagle six light saloon ("not the limousine, you understand, the saloon"), the manager was called, with the request, "Fred, you'd better come out here, some joker is asking for Elvis' Hair Oil."

I realised that I needed help, so I contacted Castrol's Technical Services section in Brooklyn. They could not have been more helpful - I got a reply back the same day with the following recommendations :-

- Engine Oil - Castrol XL 20W-50 or Castrol GTX2
- Gearbox - Castrol XL 20W-50 or Castrol GTX2. "Castrol F (the oil listed in the handbook) was never released in Australia and it is satisfactory to use an engine oil in this unit."
- Rear Axle - Castrol EPX 85W-140.
- Steering Box - Castrol ST 90 Gear Oil.
- Chassis - Castrol APX or Agri Bortax.

The Crested Eagle is mechanically identical to the SC/SD Speed 20.

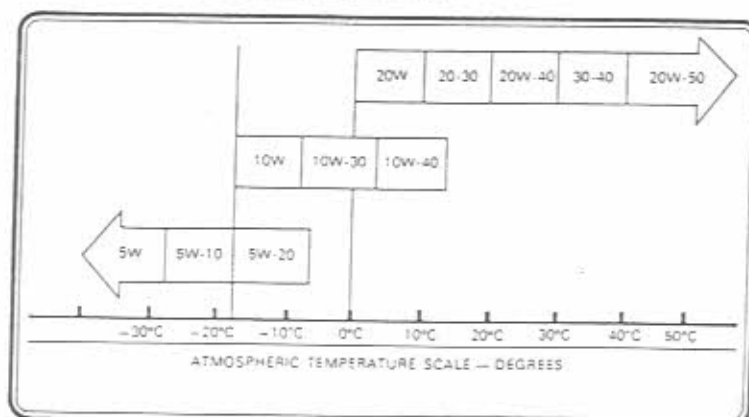
Castrol wrote :- " Most products would be available from normal outlets supplying trucks (perhaps Bentleys were not alone in being ' the fastest lorries in Europe' ?) (EPX 85W-140 is normally used for truck differentials and is heavier than today's car differential oils). The ST90 would only be available from Coburg Truck Parts and then in 4 litre tins only. I cannot see however why an extreme pressure gear oil such as EPX80W-90 could not be used. The modern extreme pressure gear oils do not have the adverse effect on copper alloys the old ones did."

My contact at Castrol was Mr. Clyde Moore, Technical Services Manager, phone (03) 9214 0234. Coburg Truck Parts were also most helpful and they stocked all the oils. They are at 29-37 Gaffney Street, Coburg, phone (03) 9350 3133.

RICHARD TONKIN.

Engine Oil Grades

The chart below is a guide to choosing a suitable oil.



The June issue of "Sports and Classic" magazine included a Centenary Book of the Motor industry in Britain. This listed several titbits of information such as the following which may be of interest.

- 1906 RAC Horsepower rating introduced. This is set down as $ND^2/2.5$ (N = No of cylinders, D= cylinder bore in inches). The purpose is for the public to gauge the approximate power of a motor but does not relate to the actual horsepower Produced.
- 1911 Rolls-Royce's first Spirit of Ecstasy produced.
- 1912 Reginald Delpech establishes Triplex Safety Glass in UK.
- 1913 First roadside petrol pump installed in Shrewsbury but do not become popular until after the first World War.
- 1921 Registration stickers by law to be displayed on windscreen.
- 1928 Britain's first automatic traffic lights are introduced in Wolverhampton. A manually operated system had appeared in London's Picadilly in 1926.
- 1932 New private vehicles are required to be fitted with safety glass.
- 1935 Britain's first broken white line is introduced on a 70 mile stretch in Devon.
- 1935 A 30 mph speed limit is introduced in built-up areas.
- 1937 All vehicles are required to be fitted with safety glass. Simultaneously all vehicles to be fitted with speedometers.
- 1954 Flashing indicators become legal.
- 1957 The first double white lines to prevent overtaking on dangerous stretches of road. I can remember double white lines in Melbourne during the War years.
- 1995 Petrol is no longer sold in imperial gallons but now in metric litres.

BOB GRAHAM.

This month's "The Autocar" has what is billed as a "Buyers Guide to the Alvis TD 21". In fact it is a well illustrated short article which attempts to sort out the differences between TC 21, TC 21/100 and Grey Lady cars. ED



VSCC OBSERVED SECTION TRIAL

Dad (George) and I motored down to Red Hill (about 1.5 hours) for the VSCC Observed Section Trial. This was one of the best of these trials I have been to. The location was very pretty and the paddock wasn't too difficult to get into (or more importantly out of).

We chose not to compete in the Firefly as it is not really suited to grassy paddocks with tight bends, however Andrew Green (12/50, Gordon Summers (12/40) and Bill Barber (Silver Eagle) all made valiant attempts to drive around the course.

Bill was slightly more successful than Andrew, and the beaded edge tyres on Gordon's car meant that he didn't travel very far at all. However none of them could compete with the myriad of MGs and Austin 7s who excelled at this sport. The star of the day however was Ian Rankin in his Triumph 7 who even drove around the course backwards just to show how easy it was.

Frank Mornane tried to get the Bentley around but it fared even worse than Gordon's 12/40. Other Alvis owners seen in the crowd were Rob Sands, David Rodd, Peter Fleming and Alister Cannon. There may have been others I missed. Altogether about 60-70 people turned up and a great day was had by all.

I'll have to be careful I must nearly be roving reporter!

DALE PARSELL.

(Dale, please carry on roving and reporting, just the way you are. Thank you for your continued contributions.

ED.)

WANTED
PHOTOS FOR THIS
NEWSLETTER.
WE HAVE THE TECHNO-
LOGY. WHAT ABOUT THE
CONTENT?

Dear John,

I thought I better drop you a short report on last Sunday's event in the Dandenongs. (I hope you are feeling better by the way - a fairly outlandish excuse and one you can't use again).

The weather was kind and we even got some sunshine from time to time. There was about 20 cars and 50 people altogether from 5 clubs in attendance.

This comprised of 4 Alvii (myself and Peter Ter Keurs (a neighbour) in the Firefly (Maritta and George met us in Gembrook), Richard and Pauline in Crested Eagle, Bob in the Speed 20, and Rex and Sue in the 12/40. Stephen Mayer and Peter Rumpf in their Fiat 501's, Two "modern" Fiats, (names escape me), one of which was a 900 cc turbo charged car which went at an incredible speed. Five or six "traction avant" Citroens and members from both Fiat Clubs, Citroen, and Southern Peninsula Car Clubs in various other cars from other eras.

Altogether a great time was had by all although the 4 cylinder Citroens did have some trouble with one of the hills (had to turnaround and take another route) and were a bit put out I'm told. (I hid!)

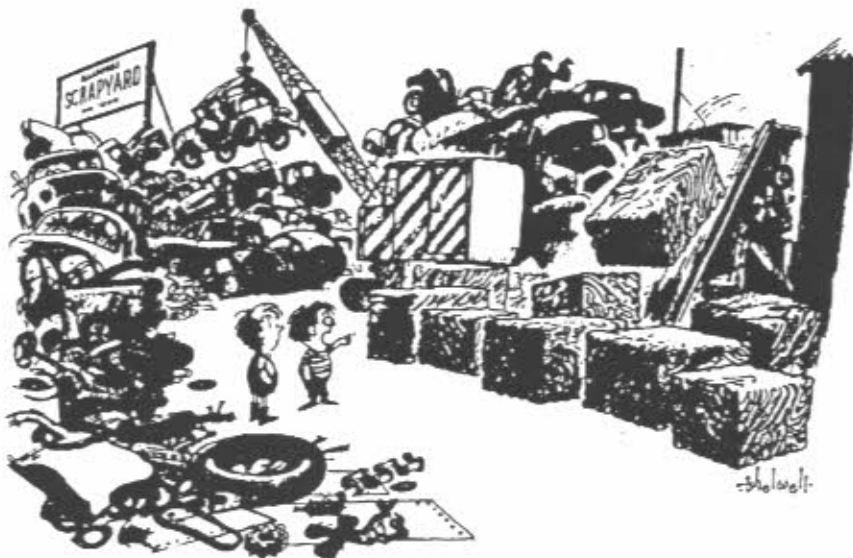
I hear that Alan McKinnon is in bed after a shoulder operation but should be back on board soon.

P S

Had a great time at Vintage Rob Roy although the track was very wet (got wheel spin in third in the Firefly and the front wheels slid out on one corner scaring both myself and Maritta.

I managed to win the class with a 40 second run and Maritta did 44. Wasn't really fair on Maritta however (having her first hill climb) as the track was still pretty slippery by the time she got to her fourth run). Next year I will have to watch her though.

DALE



".... and that one there was a 3-litre Alvis!" EC

CARS & PARTS FOR SALE AND WANTED

SEPTEMBER NEWSLETTER

COPY DEADLINE

WEDNESDAY
27th AUGUST 1997

THE CLUB CARRIES A LARGE SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

To enquire about spares please contact the appropriate SPAREPERSON listed below:-

VINTAGE

Geoff Hood
37 Thomas St.,
E. Doncaster
Vic 3109
03 9842 2181

PVT

Austin Tope
8 Wimba Ave.,
Kew
Vic 3101
03 9817 5163

TA14

Bob Graham
15 Clarke Ave.,
Caulfield
Vic 3162
03 9571 3886

3 LITRE

John Ball
P O Box 26
Murchison
Vic 3610
03 5826 2518

CLUB

Water pumps for PVT cars have been delayed. The missing pattern has not been found and it looks as though another will have to be made. Watch this space.

How many low-wing Eagle mascots for PVT cars do members need? About six are spoken for already and there will be a couple for Club Spares but how many members who were not at the July Meeting also want one? The more we order, the lower the unit price. Who needs a radiator cap as well? Comments to Austin Tope, please.

PRIVATEERS.

FOR SALE. 1936 Speed 25 Charlesworth Saloon. Six wheel equipment. Some spares. Price on application.
[Mid 40s.] John Twomey. Tel 03 9386 0439.

FOR SALE. TA 21 Sedan. Restored. Motor has done approx 3000 miles. Blue & Silver. Full licence. Ed. has photo. Need to make room for my Grey Lady. \$15,000 ono. Bob Anderson. Tel. 08 9275 3494.

FOR SALE. Alvis TB 14. It is with reluctance that I offer my "little white car", the TB 14 for sale. It is an eye-catching car which cries out to be driven by an enthusiast, who would be rewarded by the experience. (it is not fair that it should be just sitting in the garage, neglected and forlorn). Offers are invited -- and even tyre-kickers welcome.

Alvis Speed 20. 1934. Genuine honeycomb radiator. Needs recoring. Lacks filler neck. Offers invited.

It is well known that the gear box in a TA 14 never fails. However, when one is used in a 3 litre, breakages have been known to occur. I have a complete gear box in dismantled condition for a 3 litre owner to acquire some insurance. Not cheap.

Bob Graham. Tel. 03 9571 3886.

FOR SALE. 1951 TA 21 saloon, number 24314. "The Duchess". Black with red upholstery. Mulliner body number M2456. 78,000 miles. Excellent condition throughout. A very original car which has been well maintained and cared for by its 3 owners. Engine rebuilt 5 years (5,000 miles) ago with TD parts, as recommended by Red Triangle. Presently on Club Plates, but original Victorian plates available.
RWC. \$22,500. Richard Tonkin. Tel. 03 9710 1465.

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