

THE ALVIS CAR CLUB OF VICTORIA (Inc)

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NEWSLETTER

JULY 2003

ISSUE 6

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CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8. Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

July 18	General Meeting (Supper—the Northeys)
Aug 10	Aviation Run with other Clubs
Aug 15	General Meeting
Aug 17	ACCV ANNUAL LUNCHEON at RACV COUNTRY CLUB, HEALESVILLE. Display of cars on front lawns. Celebration of the 80th Anniversary of the announcement of the 12/50SA. As many 12/50s as possible on the day. The RACV impose a dress code and we have booked 40 places. Please note this date in your diary More info later.
Sep 14	Kyneton Run see inside for details
Sep 19	General Meeting
Oct 4—5	Weekend Away—Echuca Area
Oct 17	AGM & General Meeting
Oct 19	Western Wanders
Nov 16	Geelong Speed Trials

**PLEASE NOTE
MEMBERSHIP FEES ARE NOW
OVERDUE
PLEASE PAY PARKY**

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ALVELOCITY

John & Margaret Hetherington are in the process of moving house and I have assumed the mantle of learned scribe for this month's Alvelocity. The Alvis owner's approach to the dream home generally centres around a centrally heated ten car garage and hoist, with wood heated one bedroom bungalow on top. The ladies have other ideas with the allocated areas being reversed and the carpets in the house rather than the garage.

I notice a major increase in the number of 3 litre cars for sale at the moment. Six available in degrees of immaculate to a rolling chassis awaiting expressions of interest. Have they reached their use by date? All jokes aside, the 3 litre is a car that receives a lot of light hearted stick from non owners and if they banded together to protect their cars and reputations, us other owners would be grossly out numbered – so being a pacifist I'm giving them a wrap up before all you others get beaten up.

Parky's 3 litre is really what the model is all about. Reliable to the nth degree (second in the cold start at Marysville), stops on a thruppence (unless the brakes need attention), good performance (with Nippodenso carburation), capable of carrying the family jewels and a grand piano (if going to a weekend away), runs on the smell of an oily rag (there's always one around) and provides the newsletter editor with something to write about when there is no other news.

Arrangements have been made for the Annual Luncheon at the RACV Club at Healesville on Sunday 17th August and 40 seats have been booked. There is a penalty if the numbers are less than 40 and I would ask that you seriously consider your expected availability on the day and let JFH know if you will not be attending. The day will also be a celebration of 80 years since the announcement of production of the 12/50 SA. It is hoped to get as many 12/50s as possible on the lawns at Healesville. No wheelies on the grass on the way out!

Parky tells me that he has taken 30 deposits for the 2005 National Rally and preparations are well underway. To lighten the workload involved in its planning, you may be asked to take on a task. The organisers love volunteers!

On 10 August the Daimler Club have invited us and other clubs to an outing with an aviation flavour and lunch at Beverage, just north of Melbourne. See elsewhere in the newsletter for more details.

Once again very many thanks to Chester McKaige for his kindly donation to the club library. Now available for loan :
Phil Irving—autobiography
Australian Grand Prix
Restoration of Vintage & Thoroughbred Cars

A special welcome to new member David Crichton of Table Top N.S.W. David has a 3 litre.

Happy Alvising

John Lang

2005 NATIONAL RALLY

“....FROM SUMMIT TO SEA....”

13 March—19 March 2005

Starting in fabulous Beechworth, to Dinner Plains via the Kiewa Valley and Mt Beauty Through the towns of Omeo, Bruthen and Swifts Creek to Lakes Entrance.

To visit Buchan, Nowa Nowa and Metung

For more details:

Ian & Pat Parkinson (03) 5968 2927

Dale & Maritta Parsell (03) 5968 5170

KYNETON RUN

Sunday 14th September 2003.

Run to Kyneton to view Ivan Smith's extensive vehicle and automobilia collection. This also coincides with the Kyneton Daffodil Festival, which will provide a range of additional attractions, whilst visiting the town.

For those people departing Melbourne, meet on the side of the Calder Highway at the Thunderdome, for departure in convoy at 9.30am. On arrival at Kyneton, park on the side of the road at the southern end of the town and await the arrival of other Alvis from various directions. At 10.45am, for an eleven o'clock arrival, we will move onto Ivan Smith's premises where he is providing morning tea and showing us his collection. Afterwards enjoy what the town has to offer and make your way home safely, in your own time.

To assist in advising Ivan of the number of people attending, please call Andrew and Frances McDougall, ph. 9486 4221 and let them know if you are coming.

AUGUST CLUB RUN ~ 10th of August

The Daimler Club, August run is 'Aeronautical' themed and hosted by the Conquest registrar. An invitation been extended to the Bristol, Alvis and Armstrong Siddeley car clubs, quite appropriate in a number of ways.



1000 We are to depart at Deepdene Hall. Late departures are unacceptable as the passengers get upset!

OR, for those who find it easier to meet at Essendon airport at 1030, read on

1030 All cars are to meet in the parking area on the South side of

Bristol Street, next the Air Ambulance (Melway Map 16 B8). We will have a tour of the Victorian Air Ambulance. I will assure you that it will not be as extensive (less walking and standing) as the Ansett visit a number of years ago and will have less classic photo opportunities.

1130 After you have had enough of aircraft, we will take-off for lunch. Via a 30 'Conquest minute' 39KM drive along the Mickleham / Old Sydney Roads - Camerons Road. This is an easy and more scenic drive then the Hume highway. CAUTION approximately 5 KM of well compacted dirt road on Old Sydney Road just after Donnybrook Road. Alternate route via Donnybrook Road, Hume HWY to Beveridge. Lunch will be at;

THE HUNTER'S TRYST LODGE OLD HUME HIGHWAY, BEVERIDGE.

Because this has nothing to do with aviation apart from it is a good place to do for lunch on a Winter car run!

The Lodge is a blue stone building built in 1840 as a hotel, on what was the old Hume Hwy. It has two open fires, one in the dinning/lounge area and the other in the bar. The owners Ian and Norma Rankin own a Jaguar Sovereign (can't have everything) and Norma drove a Daimler prior to coming to Australia. I do need to provide an indication of numbers for lunch so if you could please advise it would be appreciated. LUNCH will be a set menu 2 course roast beef main and desert for \$21.80 per person.

The return trip home is a 15 minute drive down the Hume' to the Ring Road, from there its up to you.

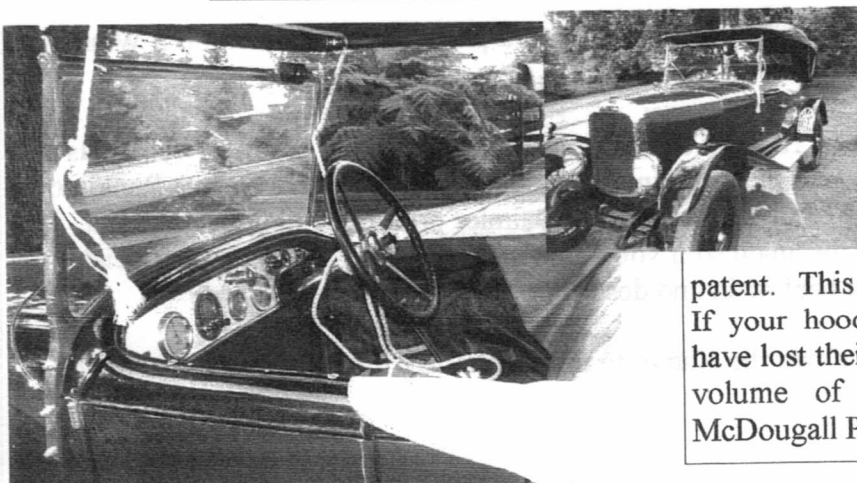
Daryl Guar (Daimler Club)

? An Australian man was having coffee and croissants with butter and jam in a cafe when an American man chewing gum sat down next to him. The American snapped his gum and said "You Australian folk eat the whole bread? The Aussie frowned and replied "Of course". The American blew a huge bubble. "We don't. In the United States we only eat what's inside. The crust we collect in a container, recycle them, transform them into croissants and sell them to Australia". The American had a smirk on his face. The American persisted. "Do you eat jam with your bread?" "Yes of course" replied the Aussie. Cracking his gum between his teeth, the American said "We don't! In the states we eat fresh fruit for breakfast then we put all the peels, seeds, and leftovers in containers, recycle them, transform them into jam and sell it to Australia". The Aussie then asked "Do you have sex in the states?" The American smiled and said "Why of course we do". The Aussie leaned closer to him and asked "and what do you do with the condoms once you've used them?" The American said "We throw them away of course". "Well we don't" said the Aussie with a smile on his face. "We put them in a container, recycle them, melt them down into chewing gum and sell them to the United States.
 " Why do you think gum is called Wrigleys!!!!!!!"

CORRECTION TO HISTORY?

Who said it was the yanks who invented the airbag?

Mike Osborne of South Australia sends this photograph of the Alvis airbag that recently protected his car from any damage in a recent encounter with a shopping trolley at his local Safeways



McDOUGALL PATENT

These pics were taken at Marysville last year and relate to the McDougall patent. This is the epitome of Australian ingenuity. If your hood shrinks and your windscreen pillars have lost their elasticity and you need to increase the volume of flow through ventilation, then the McDougall Patent is for you!!!!!!!!!!!!

Seek and ye shall find!

Many thanks to those people who have responded to my appeal for an early steering arm and fuel tank in the NL. It really does demonstrate what a close knit organisation we belong to. Des Donnan called from Queensland and kindly sent a blown up photocopy of the steering arm which is in an engineering drawing in the earliest 12/50 owners manual. It is a very good drawing and I am sure could be used to get the critical dimensions to fabricate a replacement. Vic Elliott called from South Australia with helpful advice about fuel tank construction, John White called with offer of a tank "not 12/50 but might be useful", although it turned out to be too wide for a 12/50. Rex Roberts called with some helpful contacts about possible source of steering arm, and an offer if all else fails to remove the one on his car for copying as a pattern. (Not necessary thanks, Rex. See below). Rex also told me he had a nice tank made by a radiator mob in Moorabbin or Cheltenham who used the proper template and he was sure if I spent a couple of weeks trawling the Centre Road area asking the 23,000 radiator repair shops in the locality I would be sure to find them. And I will, Rex, I certainly will! Fred Hemming called from NSW to say that he has a kit of bits for a TH 12/50 but in the spares somewhere is an early axle, and if he moves the whole lot on then surely the new owner would like to swap the early axle for something useful. And then Alan McKinnon called to say he had bought a kit from David Leesley recently which was where Rex had told me I should go looking, and yes there is an early axle there and he is sure it is surplus to his immediate needs and we should be able to come to an arrangement. So clearly advertising does work, plus you get to have lots of chats with people who enjoy the same things as you. (Talk to Rex about his vintage motor launch, when next you see him).

To lose one parent is unfortunate, to lose both must be considered careless.
(Oscar Wilde)

On the Saturday evening at Winton a couple of weeks ago, I was in a servo filling up the 12/50 when a bloke sauntered across with the information that he reckoned he and his brother used to own this car in Adelaide in the 1960's. I don't have much knowledge of my car's earlier life before I acquired it in 1973 but I had always understood it to have passed through the hands of just about every uni student in Melbourne from about 1946 on. However he recalled that when they owned it, it had no side panelling - just the top panels, scuttle and dickey, plus bonnet. This rang several bells because when I bought it the side panels were relatively new shiny aluminium and the top decks were steel and much older (original?). There is a photo of it in this condition in the club rooms, when I think it was owned by David Muirden and on loan to Alastair Cannon for a while. Anyway we were both in a hurry (cold, tired and hungry), so we parted with him promising to find me and the car the following day. Of course we never met again, and I don't know his name. So it looks as if I am destined never to know Mother Goose's parentage. Careless indeed.

Winton Hysterics

The annual pilgrimage to Winton for regularity was successful (ie. nothing broke, nothing fell off), although the drive up and back was biting cold. Saturday was dry and lap times of entrants reflected this as against Sunday which was "moist" most of the day. Mother Goose went well to the point of gingering up the faster Vauxhall's. Other Alvis represented in the "grown ups" racing classes were Geoff Hood and Peter Briese both of whom seemed to be having a successful week end too. But it would be nice to have a 12/50 team for the regularity events, so come on guys!. Contrary to popular belief it is not car wrecking. The fastest lap I have ever done at Winton was in top gear all the way, so you don't need to rev the rings out of it, and don't wear out the brakes - the car slows very quickly when going sideways. So the only thing you wear out is tyres - which is why Alan McKinnon is always smiling when you see him.

CHECKING THE VALVE SPRINGS

SHOULD THOSE OLD SPRINGS BE REUSED OR REPLACED?

Technical information is usually available for the engine you are working on, either in the workshop manual if it is a modern car, or in a technical bulletin from the vehicle manufacturer if it happens to be a 1934 K model Hupmobile or similar historic vehicle, such as the example detailed here.

Here is the relevant information found in **Hupp. Service Bulletin No A29 Jan. 22 1935.**-----

Part No	Coils	Free length	Valve closed Length	Weight	Valve open Length	Weight
87130	7	2 1/4"	2 3/16"	31 - 37 lb.	1 27/32"	82 - 88 lb.

The ideal is to have additional information such as-- Outside diameter, wire size and say 9 coils 7 active. However, if this is not known, one must hope that the existing springs are either original, or that they have been replaced with standard spare parts.

Armed with the above information, here is the method of testing to see if it is safe to re-use the springs.

A CHECK THE FREE LENGTH If they are within about 1/16" of the specified 2 1/4" long, they are probably ok, but you will still have to verify the tension has not been lost, by checking the load at the closed and open lengths. Here is the way to do this.---

B CHECKING THE LOAD

1. From a piece of steel tubing, part off in the lathe, a pair to the length shown for valve closed, 2 3/16" and another pair to the length shown for valve open 1 27/32". (If you don't have a lathe you will have to use a hacksaw; but the ends will have to be filed square.)
2. Place a set of bathroom scales on the table of the pedestal drilling machine, with the first of the springs to be tested on the scales and directly under the drill spindle. The pair of longer tubes are placed either side of the spring.
3. Rest a piece of flat steel on top of the spring. This should be long enough to span the two tubes.
4. Now wind the drill spindle down till it touches the flat steel strip and continue to apply pressure downwards until the strip just touches the two tubes.
5. The pressure applied can be read directly on the dial of the scales. Record the readings for comparison later.

When all 12 springs have been checked for valve closed load, replace the pair of longer tubes with the two shorter ones and repeat the above steps for valve open spring pressure.

An examination of your recorded figures will show if replacement is necessary. While there is a tolerance of 6 lb. in spring load, it would be desirable to have them in a closer range. In other words, it would be desirable to have them within about 3 lb. of each other.

So, if the free length and load are ok., it is safe to re-use the old springs; however, if there is any doubt, replace them.

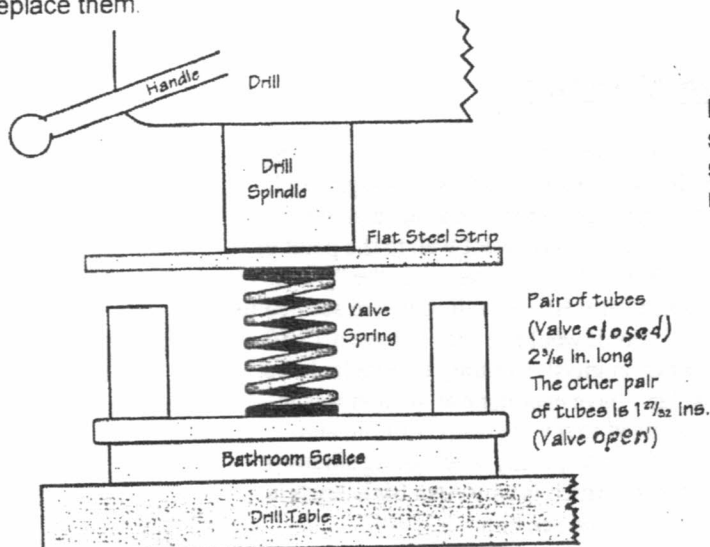


Illustration shows the scales, spring and steel strip set up on the drilling machine.

FROM THE ACCV MINUTES

Some excerpts from earlier minutes I thought might amuse the members.

Dale Parsell

- 2-2-65 Possible Hillclimb Course
Option 1. Ferny Creek Road. Surface Good, picnic ground at bottom of hill.
Option 2 Behind Olinda Pool, a straight hill but too close to civilisation
(Both of these locations would now be considered suburbia and almost standing room only on weekends DP)
- 1-6-65 Decision made not to attempt a hill climb on Public Roads in future.
- 2-9-65 Lignum Vitae Ball Joint. 5 shillings each, Too expensive and club decides not to buy *(This is for the editor who has just bought some in from the UK, DP)*
- 18-10-68 Horrie Morgan suggests blackboard register of cars *(took a lot longer for the pollies to come up with a whiteboard DP)*
- 25-10-68 Club Badges. Quote from KD Lukes, 4\$ each + 15% Tax, 50 @ \$3 each Bob Graham to attempt to get lower quote as in 1964 they where 22 shillings each.
- 18-4-69 3 Litre in excellent condition \$450 *(Their true value? DP)*
- 29-6-69 List of members & their cars to be published in December each year *(way to difficult with the current privacy rules, don't think it happened anyway DP)*
- 28-8-70 Trans Tasman transport to New Zealand ~\$200/car. (return?)
Olympic Tyres can supply 5.00x20 tyres in batches of 100.
- 18-9-70 Spiral Bevel Crown Wheel and Pinion sets made locally for \$160, \$110 if six sets made, too expensive, will investigate manufacture in the UK *(wouldn't we like them now DP)*
- 1971 Why is attendance at events dropping
a) Events too competitive, need to be more social
b) Events need to be more competitive to promote interest
- 18-6-71 \$1056.24 in accounts. Such a large amount is not advisable, should make more spares.
Hartford shock absorbers available from the US for \$11.
- 2/7/71 Club rooms could be in jeopardy, should pursue possibility of sharing with another club *(Obviously still there at the moment although this cannot last forever DP).*

FOR SALE

Alvis Grey Lady TC/21-100

Engine Nr. TC21/100--25638

Car Nr. 25638

Chassis Nr. TC.21-100.18

Price: \$ 28,000.00

The Car is 3/4 complete, the upholstery needs repairs or redoing.

A few things still need doing in order to have a complete original car.

Reason for selling---Moving overseas

I bought the Car 25 years ago from Max Houston

Willy Schneider Box 380 Margate P.O. 7054

FOR SALE

TA21 chassis number is M2032.

The body of the car is in good condition, the engine has been disassembled in fact most of the mechanical parts have been disassembled. All parts seem to be there.

Photographs available through newsletter editor. \$4,800

Philip Cousins BH (03) 9301 1530 AH (03)

9432 4028

FOR SALE:

1951 ALVIS TA21, with rare early SOLEX twin downdraft rebuilt carburetor. New cooling system castings. New ring gear. Clutch overhauled. Power brake booster professionally fitted and full brake system overhaul. Body off, bare metal, two pack, marine blue over rich ivory. \$3,000 of re-chroming and front bumper rebuilt. Dashboard re-veneered. Instruments serviced, clock digitised. New tyres, new radiator. Travelled only 3,300 miles since rebuild. Club registration 02/04. Sale due to my wife's ill health. \$27,250 negotiable.

Contact Ian Sholl: Tel (08) 83798333 or 0408 208 379

SWAP, BEG, BORROW or STEAL

Our friends across the Tasman are advertising a good variety of new & used parts in their newsletter and are happy to service Australian Alvis owners enquiries. Their May newsletter had a comprehensive article charting the history of their spares and various current projects. They hold a significant number of TA14 & 3 litre spares and are providing repair services for various components. Their spares scheme requires a \$20 initial joining fee and is not available to non-members.

If you are unable to get the parts or services you require in Australia, you may like to ring New Zealand, either Keith Dodge 09 416 7229 or Derek Dixon on 09 521 5432 .

WANTED: a 12/50

Ken Cuming Tel (03) 9818 6013

WANTED:

12/50 Head & Parking lights
Chris Higgins, Tel (03) 5986 1510

WANTED:

Bosch 2A4 Magneto

FOR SALE OR SWAP

BTH Magneto QA4 with impulse start
LUCAS Magneto for 12/50. Both in excellent condition

Brian Hemmings (02) 9484 7491

WANTED:

2 Rear Hub attaching plates, as fitted to a 12/50 or Silver Eagle, not sure about later cars. (fits behind the bearing and bolts to the hub to hold it in place). Also JELLYMOULDS Dale Parsell Tel (03) 5968 5170 or dparsell@ozemail.com.au

FOR SALE:

1951 TA21 Saloon. Black with tan sunroof, period radio. Excellent interior. Previously owned by Richard Tonkin for 20 years. \$19,000. Phone John Willey (07) 5543 3929

WANTED: 12/50 PARTS

Set of valve rockers

2 push rods

2 Pushrod springs

Pair of oil pump gears

Bob Anderson (08) 9275 3494

WANTED:

AIR CLEANER to suit 1936 Crested Eagle. Mounts on top of tappet cover as shown on page 92 of the Brooklands Gold Portfolio Book.

Tel Richard Tonkin (03) 9710 1465

FOR SALE:

1951 ALVIS TA21 Saloon. Complete and quite original. Ex Harry Wardlaw. Requires full restoration. Also TA21 rolling chassis with engine, gearbox & steering box.

Kevin Bruce, PO Box 187, Maffra, Victoria, 3860 or tel 5147 1896 or 0409 859 260

If your advertisement appears on this page and is no longer relevant, please notify the newsletter editor.

John Langed

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