

The Newsletter of the Alvis Car Club of Victoria

November 2006

Alvic



Bob Graham discusses SP drive trains

?

Tonkin doesn't give much away!

PLUS: *The Explosive Tricycle, The Welsh Weekend Run to Trawool - where is it?*

Alvis Car Club of Victoria (Inc)

A0017202F

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

www.alvis.org.au



NOVEMBER 2006

VOL 45 ISSUE 10

PRESIDENT

Chester McKaige,

129 Tucker Rd, Bentleigh, Vic 3204

Tel (03) 9527 8423

mckaige1@bigpond.com.au

VICE PRESIDENT & Spares Registrar

Bob Northey, 2 Orrong Rd, Elsternwick, Vic 3185

Tel 03 9528 6767

bob.northey@qenos.com

SECRETARY

Dale Parsell 14 Symons Rd, Avonsleigh, Vic 3782

Tel 03 5968 5170

dparsell@ozemail.com.au

TREASURER & PUBLIC OFFICER & 3 Litre Spares

Ian Parkinson, 38 Nobelius St, Emerald, Vic 3782

Tel/fax 03 5968 2927

parky@alphalink.com.au

CLUB CAPTAIN

Alan McKinnon, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079

Tel 03 9497 3414

alan@antiquetyres.com.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O.Box 129, Gisborne, Vic 3437

Tel/fax 03 5426 2256

jdmelang@bigpond.net.au

PVT SPARES & Committee Person

Eric Nicholl, 17 Ternes Rd, Upwey, Vic 3158

Tel 03 9754 5412

LIBRARIAN & Committee Person

Frances McDougall, 424 Wellington St, Clifton Hill, Vic 3068

Tel 03 9486 4221

macily@tenex.com.au

COMMITTEE PERSONS

Richard Tonkin, P.O.Box 280, Greensborough, Vic 3088

Tel 03 9710 1465

rtonkin@austarmetro.com.au

Andrew McDougall, 424 Wellington St, Clifton Hill, Vic 3068

Tel 03 9486 4221

macily@tenex.com.au

John Hetherington, 71 Hawkins St, Shepparton, Vic 3630

Tel 03 58216 422 Fax 03 5831 1586

jfh@mcmedia.com.au

Darrell Horton, 24 Johnson St, Balnarring, Vic 3926

Tel 03 5983 2016

VINTAGE SPARES

Goeff Hood, 37 Thomas St, E.Doncaster Vic 3109

Tel 03 9842 2181

TA14 & 3 Litre SPARES

John White 30 Lyndhurst Cres, Box Hill, Vic 3129

Tel 03 9890 7066

Front page: Ray & Ann Newells 12/50 at Trawool

President's Report

After returning from the VSCC Alpine Trial held over the Melbourne Cup weekend, I'm justly proud to be a member of the Alvis Car Club of Victoria.

Steve and Marg Denner organised the event, three 12/50s participated, Mark Burns and Rob Sands won the event, JFH won a bottle of wine and new member Alan Willingham finished a very creditable fifth.

The week before, Ray and Anne Newell organised a day run to Trawool which attracted a good turn out of cars, a well planned route and a good destination where we enjoyed a nice relaxing lunch.

I would like to take this opportunity of thanking the above mentioned for flying the Alvis flag so well and give a special mention to Geoff Hood who undertook the job of fettling the cylinder head of the Willingham 12/50 with only a few days to spare before the Alpine.

We are a club that is prepared to go that extra mile. We help one another whether here in Victoria, interstate or overseas. When we organise events, they are well planned and very enjoyable. We have many gifted people in the club who are not shy to come forward and offer their services or do the hard yards. This has come though time and time again.

The new committee will have had a meeting by the time you read this newsletter and an agenda will have been formulated for the next six months. If you have any ideas for a run or a outing, please don't hesitate to contact a committee member. We are open to all ideas and suggestions.

Our next event is the Christmas party to be held at the home of Frank and Pam Mornane. Like past Alvis Xmas parties, bring your own lunch and a chair or two. I daresay Father Xmas will be in attendance as usual and as there is no pool, will not be subjected to a dunking. I only hope his knees are an improvement on last year!

Regards

CM

SUPPER - Keith & Lou Williams

NEXT EVENT

***The MORNANE'S CHRISTMAS PARTY
Sunday 3rd DECEMBER from midday***

2006/07 EVENT CALENDAR

- | | |
|---------------|---|
| 17 Nov | General Meeting |
| 19 Nov | The Geelong Speed Trials "50 Year Celebration" see inside for full details |
| 3 Dec | Christmas Party at Frank & Pam Mornane's home in Brighton 32 Yuille St, Brighton from 12.00 - BYO everything—BBQ available Melways ref 76 F3 |
| 19 Jan | Start of Year BBQ at Moorabbin Airport |
| 18 Feb | General Meeting |
| 25 Mar | Kalorama |

ALVIS CAR CLUB OF VICTORIA INC ABN 36 118 172 771
TREASURER'S REPORT FOR FINANCIAL PERIOD 1/7/2005-30/6/2006

I have much pleasure in submitting the Financial Report after another great year of Alvis Activities, being at meetings, new members, new cars, the list goes on. We increased membership fees which has really brought the financial affairs back into line with the expenditure. We have still shown a nett loss, but this is reflected in the production costs of our History Books. Every member received a copy of this book & the feedback has been overwhelming. Well done Chester McKaige. You will see that by taking the History Book costs into consideration, our financial situation is sound. Another saving has been in the production of the Newsletter with this now going via email to many members & this number is growing all the time thanks to the great work of the Langs. You will be pleased to know that membership fees will not increase. Our investment is working well for us and the Club is in a healthy situation. Our financial matters have again been audited by Suzanna Hazelden, accountant and her report is attached. The Club is registered with the ATO our ABN is 36 118 172 771 and the annual financial summary has been completed and forwarded to Consumer Affairs as required by the Public Officer. We have three unfinancial members and their newsletter have been withdrawn.
 Ian Parkinson. Treasurer.

CASH BALANCES

2006

| | |
|-----------------------------|------------|
| General Account 3082-11381 | \$ 5766.01 |
| ANZ Term Deposit 9847-60431 | \$14208.90 |

INCOME

EXPENDITURE

| | | | |
|---------------------------------------|---------------------------|--------------------------|--------------------------|
| Interest Received from ANZ 9847-60431 | \$ 365.83 | Newsletter | \$1971.90 |
| ANZ 9877-20371 | \$ 115.47 | N/L Postage | \$1201.75 |
| General Account 3082-11381 | \$.22 | Australia Post | \$ 156.30 |
| Subscriptions | \$ 6230.00 | Trophies/Shields | \$ 192.40 |
| Subscriptions in Advance | \$ 95.00 | Auditor Fees | \$ 275.00 |
| Suppers | \$ 387.00 | Rent | \$ 800.00 |
| Souvenir Sales | \$ 30.00 | Public Liability Ins | \$ 591.00 |
| Federation Refund | \$ 40.00 | Stationery | \$ 6.00 |
| Spares | \$ 496.80 | Website | \$ 157.00 |
| Videos/DVD | \$ 88.00 | Box Rental | \$ 60.00 |
| Echuca W/E away | \$ 2075.95 | RR & Pie Night | \$ 185.22 |
| Calendars | \$ 22.00 | Purchase Spares | \$ 390.00 |
| Refund Photocopying | \$ 67.00 | Event Deposits | \$1175.00 |
| | | AOMC fees | \$ 143.00 |
| | | Echuca W/E away | \$ 891.00 |
| | | Cons. & Business Affairs | \$ 73.40 |
| | | Federation Fees | \$ 80.00 |
| | | Calendars | \$ 160.00 |
| | | Bank Fees | \$ 1.00 |
| | | Postage History Books | \$ 301.25 |
| | | History Books | \$1595.00 |
| | | Printing History Books | \$ 692.00 |
| | | Supper Needs | <u>\$ 16.82</u> |
| <u>Totals</u> | <u>\$ 10013.27</u> | | <u>\$11115.04</u> |
| <u>Net Loss</u> | <u>\$ 1101.77</u> | | |

Avonsleigh 19th of September, 2006

To Whom It May Concern:

I, Susanna Hazelden of 145 Phillip Road, Avonsleigh, find the books of the Alvis Car Club Of Vic Inc, being kept in accordance with accepted accounting practices. They reflect a true and fair view of the income and expenditure for the financial year ended 30th of June, 2006.

Suzanna Hazelden
 Bachelor of Business (Accounting)

VALE – JULIAN COLLINS

The Australian Alvis community knew Julian Collins for only a few years yet, in that time, he endeared himself to us with his immense knowledge of the marque, his wide range of scientific and engineering interests and his constant search for material for The Bulletin, to which he was devoted.

A number of us had the privilege of hosting Julian on his visits here which he, and we, greatly enjoyed and they provided solace from his busy professional life in Singapore. Nothing pleased Julian more on his trips to Australia than to be driven through the countryside in an Alvis, preferably at speed and with the hood down.

Julian was a true bibliophile – whenever he was in Australia, he would seek out bookshops and spend many happy hours delving into works on the mechanical and scientific topics which so interested him. His prodigious libraries, both in Singapore and at his English home in Kent, are testament to those interests.

Unlike most Alvis enthusiasts, who derive pleasure from owning or restoring the cars, Julian's interest was in disseminating information about the Alvis movement through The Bulletin, and his Silver Eagle lay resting in Kent, awaiting the day when he would retire and begin work on his restoration. Regrettably, it was not to be.

The Bulletin is a tribute to Julian's energy, enthusiasm and attention to detail. As could be seen from the letters to the editor, he attracted a wide variety of correspondents, many of whom had never met him, yet they willingly provided him with a rich source of material and, in almost every case, he made an appropriate comment, thanking the writer for their contribution.

Julian's book reviews in The Bulletin exemplified his broad range of interests. The limited number of books published on Alvis allowed him to range freely over a wide variety of published works with an engineering, scientific or mechanical flavour, from steam engines to bridges, from Alvises to books on books. His reviews were critical and he left the reader in no doubt as to his opinions.

It will be for The Bulletin that Julian is remembered by the followers of the red triangle. It has been said that the newsletter of an organisation is what holds it together – the common thread that, for we Alvis enthusiasts so far away from Holyhead Road, kept us in touch with our fellows throughout the world. Julian did that job brilliantly, with enthusiasm and with the knowledge that he was, indeed, binding us together. All this done from Singapore which, despite modern communications, must have made the task extremely difficult at times.

It is perhaps a fitting testament to him that the 500th edition of The Bulletin reached Australian members the day that he died.

Our sincere condolences to Julian's wife, Rose, and to his family.

Farewell friend, you left us too soon and you are sadly missed.

The following is the second part of Chapter 2 from the book "Horseless Carriage Days" by Hiram Maxim and published by Harper & Bros in 1937. With appropriate acknowledgements, this is called *The Explosive Tricycle* and makes incredible reading about the engines that we take for granted when considering the very basics of their function.

.....ed

THE EXPLOSIVE TRICYCLE

It may have been a month before I made another trial. This month was consumed in building a combined mixture and throttle valve. The three exhausts were piped together and led away where the noise, smoke, and fire would not be directly under my nose when cranking.

When all was ready, I very gingerly cranked her over. The awful fright she had given me was still fresh in my mind. I cranked while Leonard Stone adjusted the mixture. When I was exhausted, he cranked and I adjusted the mixture. I suppose we cranked for an hour, with no results. Again suspicion fell upon the ignition, but I was not for going back to the factory lighting system. After an hour, when we were both rather wilted, we sat down, to think it over. It was very discouraging to me; but I insisted it ought to work. Some little thing was wrong. The problem was to find out what it was.

After possibly fifteen or twenty minutes of talking and wondering, but not arriving at any decision, I idly walked over and grasped the handle of the crank and gave the engine a whirl. Bang! She went off like a thing possessed! It seemed to me I never saw anything turn so fast. She roared and shook and spat oil at me and seemed possessed a to tear herself to pieces. While I was still in a state of complete funk, she stopped as suddenly as she had started. I looked at Stone, and Stone looked, at me.

She had steadfastly refused to budge during an hour of cranking. Then, after fifteen minutes' rest and doing absolutely nothing to her at all, she started on the first pull! How could that be explained? I found out later. But it was many years later, and I had designed and built many engines in the meanwhile. The trouble was, first, that there was no load of any kind on the engine and so it "ran away" when once started-or raced, as we say; second, that it had smooth steel cylinders and smooth explosion heads which did not offer enough heat dissipation; third, that it got very hot, which caused the pistons to seize and stick; and finally, that the spark coil sucked such huge draughts of current from the batteries that the latter quickly ran down. After the rest, while we were talking, they revived.

I was encouraged. My engine would run. The laws of nature still held. What I needed was a load so that it would not run away or race. I winced when I recalled that it had never occurred to me while the engine was running, to close the throttle and control the speed.

Another month rolled around before I made up my mind about the next move. This was to place the engine on the tricycle and let the driving of the tricycle be the load. When the engine started it would drive me along, and I was crazy to be driven along. If I could manage to maintain enough presence of mind I could accept the opportunity to manipulate the mixture valve and the throttle. One night while lying in bed it struck me that watching the road and steering the machine might well be added to the list of things to be done once the engine started. I was particularly pleased with the prospect of avoiding the hand cranking. Pedaling the tricycle would be an easy way of cranking the engine. I decided that while a clutch was desirable, in the interests of simplicity I would let it go for the present.

My error here was in not adhering to the stationary test until I had mastered all the troubles. It would be time enough to take the machine out on the road when I had it where I could start it, control it, and keep it going for more than a minute. But I was too young, too inexperienced, and too impatient. I am staggered now as I realize how little I knew about a gasoline-engine at that time - and also how little about research procedure.

It took a long time but I finally had everything fixed up on the tricycle. It pleased me immensely. To anyone who did not know gasoline-engines and their habits the outfit looked very business-like. It is shown in Fig I with me in the saddle. The flimsy front wheel and tire, which were to nearly kill me later on, should be particularly noted. It should also be noted that the person seated in the front seat would have almost in his lap the hot little spitfire of an engine. The gasoline tank-carburetor, which just barely cleared the road will excite a smile today.

In Fig.2 the details of this intriguing machine are shown to better advantage. The engine is entirely exposed to the elements, dust and mud. The three exhausts are connected, but left to bark directly out into the air, and almost directly at the exposed camshaft. The condition of the front tire may be judged from the wire wrappings, which will be noted at two points. This loose tire was destined to cause a near wreck of the entire machine. The enormous spark coil, which drained my little batteries so successfully, will be observed fastened to the tricycle frame. The batteries themselves will be seen under the rear saddle. The camshaft, its bearings, and the exhaust cams are all unprotected, as indicated in the photograph. On a muddy road, one can picture what the front wheel would throw on this poor little camshaft. Many other details will strike the modern

automobile engineer as naive. In 1894 and 1895, however, we did not know even the fundamentals.

After everything that could be thought of had been done, Leonard Stone asked me what I was waiting for. Said he, "Why don't you take her out and give her a whirl?" I had to confess frankly that I did not have the nerve. This acknowledgment settled the matter and forced me to get up the necessary nerve. Soon afterward I arose at daylight one morning, when the streets of West Lynn had the minimum number of people on them, and went to the factory.

I shall never forget my sensations as I pushed that machine into the cruel outdoors. I have made countless first trips since, but never did I feel so low in my spirits and so self-conscious as on this one. It had to be gone through with, however, and I was going to do it. Once out, I mounted and headed down the driveway between the Welding Company's plant and the Thomson Houston shipping department. I had a sickening feeling that I would soon have a crowd surrounding me. Added to this was the deep-rooted belief that the machine was not going to perform. Trouble seemed to be in the air.

Halfway down the driveway the first of this trouble developed. I had not the strength to pedal the machine more than a few yards. The engine was connected by sprockets and chain to the regular driving system of the tricycle. When the tricycle moved it turned the engine. My hope had been that this would start the engine, after which the engine would drive the tricycle. This hope was blasted, and here I was stuck before I could get out of the driveway. It would require a team of dray horses to pull that tricycle and spin the engine at the same time!

The idea occurred to me to take the chain off the engine sprocket. This would make the tricycle free of the engine and enable me to pedal the machine to a certain street where there was a pretty good hill. Arrived at the top of this hill, I could replace the chain; on the downgrade, I ought to be able to pedal the machine long enough to start the engine.

Fearing some kind of an emergency such as this. I had brought along an assortment of tools. A screwdriver and a small wrench disconnected the chain and I could pedal the tricycle, although with about four times the effort required to propel my bicycle. The streets were empty and I ground my way along, being forced to dismount and push several times. Arrived at the top of the hill I had another sinking spell. It seemed a very steep hill. Moreover the surface was sadly out of repair; there was a discouraging amount of loose gravel and stones. We had very little asphalt in those days not a foot of concrete and very little decent macadam.

I replaced the chain and made a mental inventory of the many things I had to remember to do. I turned on the ignition switch, set the throttle wide open, set the mixture rich and mounted the rear saddle. The hill looked positively appalling. But the business had to be put through, so I started. It required terrific pushing on the pedals. When I had the machine off

the level and on the downgrade I expected it would be easier. To my consternation, I could barely keep it going even on the downgrade. The rear wheels skidded in the loose stones at every compression of the engine. I ran the gamut on the mixture valve. I believed a rich mixture was what was needed. In later years I found with these combined tanks and carburetors that the jiggling over a rough road splashed the gasoline around inside the tank and a lean setting of the valve was necessary to obtain an explosive mixture. But I was blissfully ignorant of all this that early morning in Lynn.

The end of the hill was much steeper than the top. As I entered it the grade seemed positively terrifying. To add to the complication the surface was much rougher and more stony. The rains had washed little gullies and left an abundant supply of loose stones. I arrived at this steep and stony place by dint of hard pedaling without the slightest response from the engine. Having exhausted my repertoire on the rich end of the mixture I thought I might as well try the lean end before I finished.

I had no more than pushed the little handle over to the lean side, when there came a terrific snapping noise and what seemed to be a rear-end collision. I firmly believed something big had fetched away up on the top of the hill and had come down and hit me in the rear. The tricycle gave a lunge ahead and started for the bottom of the hill hell-for-leather, regardless of loose stones, rocks, and gullies, at a speed that seemed nothing short of horrible. Careening, sliding, spouting loose stones, fire, and smoke, it roared ahead. I had all I could do to keep aboard and steer. As for manipulating throttles and mixture valves, I was many times too busy to think of such details.

I suppose the run lasted less than ten seconds. It seemed to me ten minutes. Then the front wheel struck a gully that ran off sideways. The tire of the front wheel decided to follow the gully. It never would have done to have followed that gully. I saw that at a glance, so I yanked the handlebar around. This pulled the wretched tire off the front wheel and snarled it up in the front fork. The front wheel thereupon cramped completely around and doubled under-and the rest of the tricycle and I catapulted over the top.

I landed clear of the machine and scrambled to my feet in spite of several bad cuts and bruises and a badly torn pair of trousers. I righted the machine, which looked a total wreck. Gasoline was oozing from every pore. The air was full of it, and also of that characteristic blue smoke and smell which goes along with all new gasoline engines. I never smell it today that I do not think of that first horseless carriage experience in West Lynn.

To my astonishment, nothing was damaged beyond repair excepting my trousers. The front end of the machine was considerably bent, and the rubber tire would need some fixing, but by pulling here and pushing there I got it where it would roll. Thus I

wended my sorry way back to the factory. I had conducted my first road test of the machine of my dreams. It had not been at all like what I had expected.

This experience set me back seriously. I was not doing the job right. There was no use going on until I found some better way.

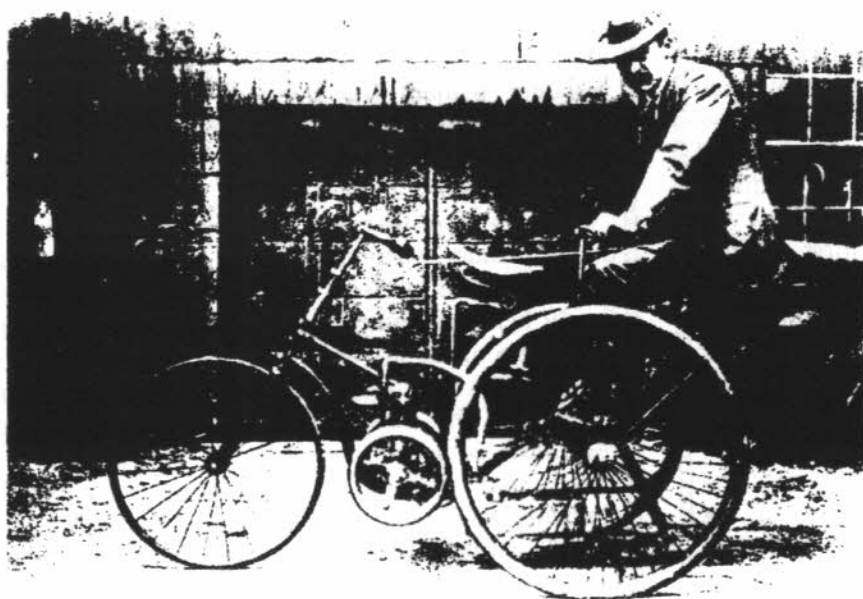


Fig. 1 The author's first horseless carriage, built in 1895.

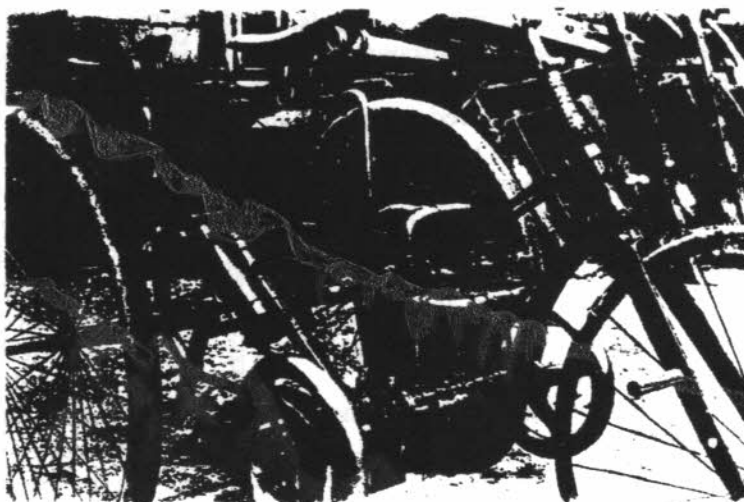


Fig. 2 The engine as it was mounted in the tricycle.

THE ANNUAL GENERAL MEETING

The AGM has been and went!

John Hetherington picked a good time to go to South America. Fortunately it wasn't to Rio or we may have had trouble getting the financial report passed.

The meeting was chaired by the Vice President Chester McKaige.

The elections were held under the watchful eye of the Honorable Bob Graham and the results are for all to see on page 2.

For anyone unable to find page 2, the important position has been filled by Chester McKaige who was elected unopposed.

Marg Lang decided that following his resumption of the chair, the club tiara should again be dusted



and used to anoint the chosen one. The picture tells the story. The tiara lasted just long enough for the photograph to be taken before it was dispatched at some speed to the back row.

I wonder if there is any parallel to the bride throwing her bouquet and whoever caught the tiara.

Maybe our next President has already been chosen!

On a less frivolous note, John Hetherington was President for 5 years and is to be congratulated on his service. In that period the club has grown from strength to strength with new members & new cars & it's success is the envy of many Victorian clubs.

Well done JFH.

.....JL



The Run to Trawool

Having been in a job that required me to have an intimate knowledge of the geography of both Victoria and Tasmania, I can now see that I was lacking.

Not only had I no idea where Trawool was, I had never even heard of it!

With the exception of the Hetheringtons & the Langs all the others made their way to Healesville for morning tea and a chat. We set out from Gisborne in the SP25 that had experienced clutch problems on its way back from the Otway Odyssey. Having adjusted it according to Mr Alvis, the trip via Lancefield, Kilmore and Tallarook provided a bit of everything, country roads, hills and dales, freeway, the lot! 100kms in 75 minutes was good going in the circumstances.

The Hetheringtons arrived late with some excuse about a breakdown—I reckon they were gotcha'd by the change to daylight saving!

Lunch was most enjoyable and as usual the company was excellent.

Many thanks to Ray & Ann Newell for their organisation, you did it so well there will be more delegations!

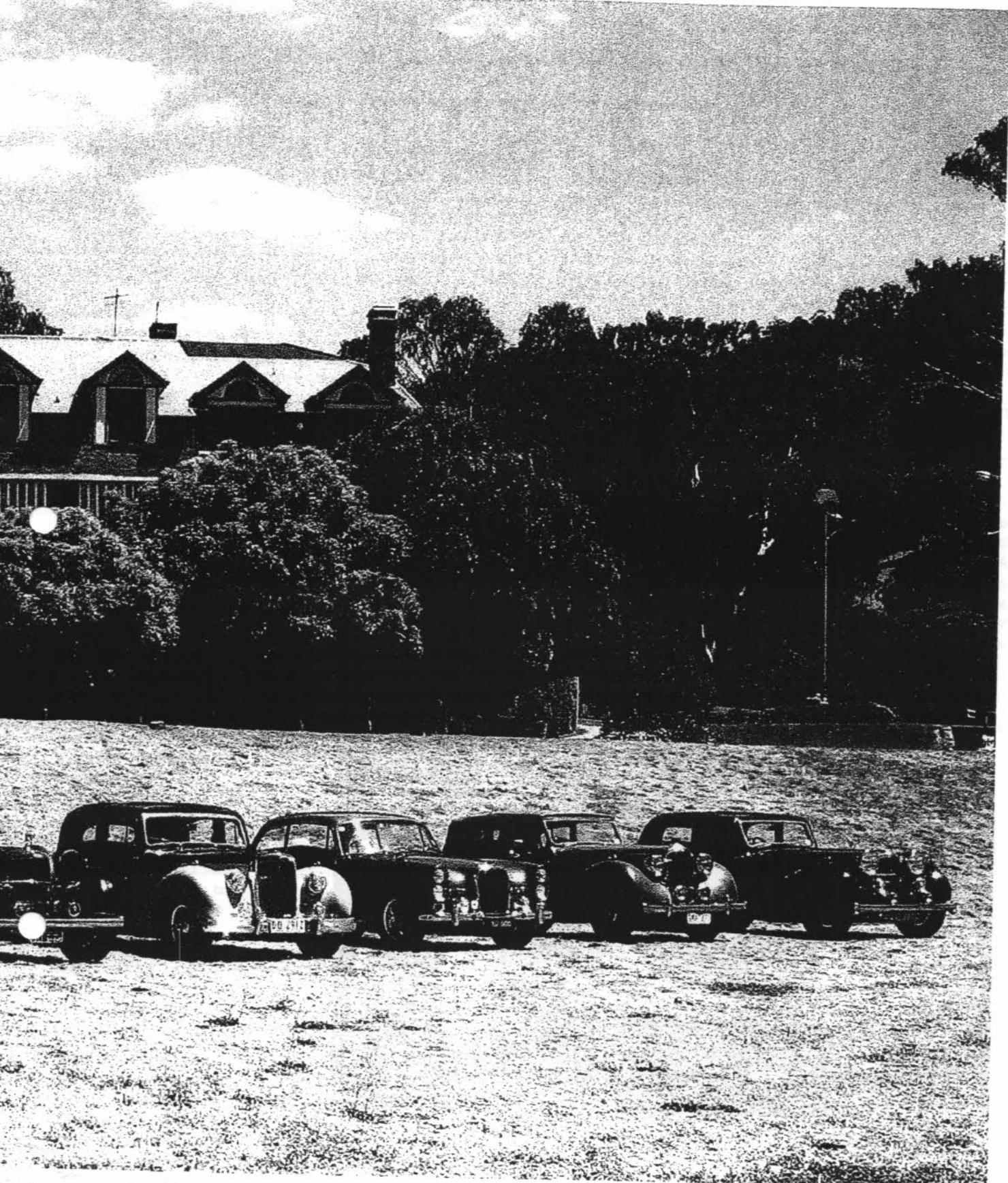
.....JL



The Traw

(from left)

The Newells 1250, the Northeys 12/50. The Remfrey Riley Special. The McKaige SP25 (Big Red), the Langs SP25. Missing from



Line up

(right)

(Lounge), the Parkies 3 litre (Noddy), The Tonkin TD21 (Claudia), the White TA14 and the pic is the Hetherington's 12/50.

THE WELSH WEEKEND AND THE MAJOR HARVEY MEMORIAL SERVICE

(Or they don't cut off sheep's tails in Wales)

Pauline and I were lucky enough to be able to attend the Alvis Owner Club Welsh Weekend (which, not surprisingly, was held in Wales), from Friday, 6th to Sunday, 8th October. We picked up our "new" Alvis (about which more in a later newsletter) from Nick and Alex Simpson's Earley Engineering at Abergavenny, in Wales, on the afternoon of Friday, 6th October. Nick and Alex had prepared the car beautifully for the weekend and it ran superbly throughout the time that we had it in the U.K.

The Welsh Weekend was held at the Lake Country House Hotel at Llangammarch Wells (a long enough Welsh name but not as long as those famous railway stations), about one and a half hour's drive north of Abergavenny. We were greeted on our arrival by a butler, in the full black and white butler's attire, together with various members of the AOC who had arrived earlier. The Lake Country House

in the Cambrian Mountains. They ranged from a two seater 4.3 litre Carlton-bodied drophead to a range of 12/50s, Speed models, 3 litres and a number of Park Ward cars, which, of course, are far more numerous in the U.K. than they are here. The run to and from the lunch venue could only be described as spectacular. The Cambrian Mountains have roads which, over here, would be 4 wheel drive tracks through the mountains, but in Wales they were apparently the routes taken by sheep over the centuries, which the local council ultimately turned into sealed lanes. They wound up and down mountains and through the beautifully green valleys - the lanes being so narrow that if you met a car coming the other way, one of them had to back up to the nearest lay-by to let the other pass. Being in an Alvis, and being able to out-stare the other driver, allowed us to escape unscathed from a couple of those encounters. Pauline, who is an enthusiastic driver, but a nervous passenger in modern cars was, to put it mildly, excited by one particular hill that we had to drive down in first gear, with the foot brake on.

Pauline, who is an enthusiastic driver, but a nervous passenger in modern cars was, to put it mildly, excited by one particular hill that we had to drive down in first gear, with the foot brake on.

On the Saturday night, there was a "formal" dinner at which all of the gentlemen wore coats and ties and the ladies their best frocks. Luckily, Pauline and I had the foresight to take the appropriate clothes, so we did not let the side down.

On the Sunday, there was a morning run to another location, set in a valley, where morning tea was had and

there were similar, if somewhat less steep, mountains and valleys to negotiate. By one of those amazing coincidences, the grandson of William Dunn, the engineer largely responsible for the 3 litre, happened to be at the same, remote Welsh tea rooms while we were there, so a good chat was had.

There was then a final lunch at the hotel on the Sunday, where prizes were awarded for the weekend and, not surprisingly, we won the award for having travelled the

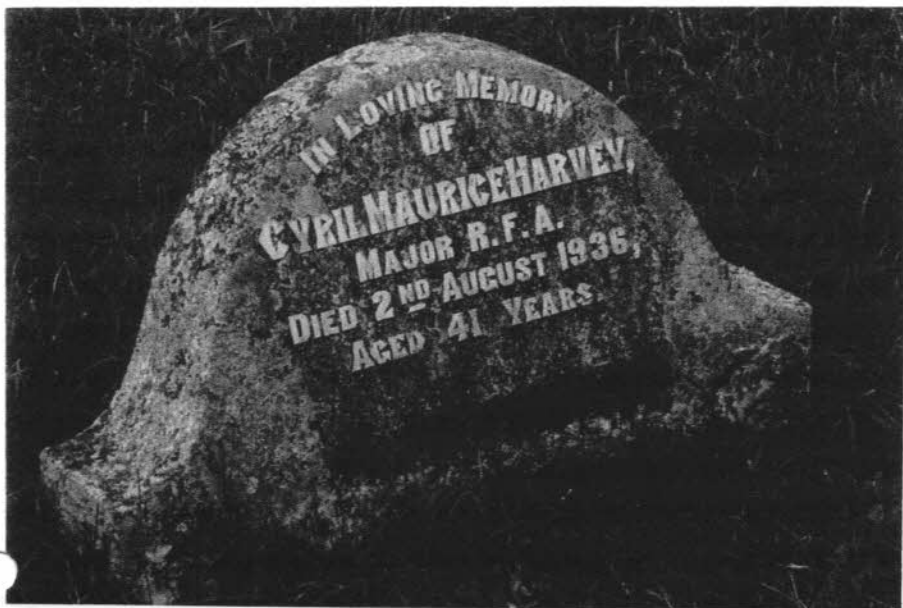


The butler oversees Hugh Bradnum & Richard Tonkin exchange gifts

is just that, an old English country house (with a lake in it's grounds), and we were treated to a weekend of superb accommodation and food. As with most things these days in the U.K., the cost was horrendous and we are still waiting for the credit card bill to arrive.

After an excellent dinner on the Friday night and breakfast on the Saturday morning, the 25 or so cars that were participating set out on a run to a hotel

greatest distance. We presented an ACCV bumper bar badge to the organisers and we received a pewter mug from the AOC in



return, which is now in our Club Rooms. With the usual farewells, we headed off after lunch towards Cornwall, which involved an overnight stop at Weston-Super-Mare - whose redeeming feature was that they had a reasonable commercial travellers'-type hotel where we spent the night for 51 pounds (about \$128). We then proceeded on to Cornwall the next morning where we stayed for the rest of the week at a cottage owned by Tony and Jane Phillips-Smith. Tony is the editor of the AOC Pink Calendar. Tony and Jane have a 1947 TA14 Jensen-bodied shooting brake, a fascinating vehicle which Tony uses as his daily driver.

On Wednesday, 11th October, we were able to attend, accompanied by Tony, the Maurice Harvey Lunch at St. Keverne, in Cornwall, about half an hour's drive from

where we were staying. As most know, Major Harvey was the Alvis works driver for more than a decade and, famously, won the 200 mile race at Brooklands in 1923. His grave was discovered about 3 years ago by an AOC member, in the St. Keverne churchyard and there is an annual pilgrimage of Alvis enthusiasts to the grave for a minute's silence, then a walk through the church, which goes back centuries. There is a plaque in Major Harvey's honour, provided by the AOC, inside the church. We then, as one does, retired to the local pub for lunch, which provided a great opportunity to meet and talk with some of the local Alvis people that we had not seen on the Welsh Weekend. One was Rex Harvey, the new AOC

Bulletin editor and, having spent some time with him, I believe that he will be an excellent successor to Julian Collins.

All in all, it was great to be able to attend to Alvis events (in an Alvis) while we were in the U.K. and thank you very much to the Simpsons, the Phillips-Smiths and the other AOC members who made the visit so enjoyable.

Oh, the sheep's tails. Well, they don't cut them off, which looks weird to us Aussies - the sheep wander all over the Welsh country lanes and they have right-of-way.

Richard Tonkin



Left: If you are having trouble imagining what sheep with tails look like this photo is not much help as most of the ewes are a sitting down. The fact that they have all been marked by the ram may account for their sitting down!

THE SPEED TWENTY and SOME DO-NUTS

During the early part of September I drove the Alvis to Metung to pay a call on my good friends, the Chaleyers. The round trip is almost exactly 400 miles. I cruised at 3000 rpm (60 mph) where possible on this easy, flat run and recorded a petrol consumption of very close to 18 mpg. I was very pleased at achieving this figure.

However, during the return trip, whilst idling at the traffic lights at Pakenham, I observed an unusual vibration. At 60 mph on the highway and putting the car out of gear, there was no vibration so the tailshaft to the differential was not the cause of the problem. By throwing the clutch while idling, the vibration disappeared. Thus the problem was almost certainly the Jackshaft and the flexible fabric couplings.

In hindsight, I am quite convinced that if I had simply tightened the six bolts fastening the spiders to each of the two fabric couplings, the vibration would have gone away.

Over the years I have heard talk of Alfa Romeo rubber do-nuts used to replace the flexible couplings and I decided to pursue this course further. I spoke to a couple of the more technically competent Club members and learnt that they were already working along these lines.

So that is how I came to spend three weeks in purgatory under the dashboard of the Speed 20 - removing the Jackshaft and replacing the fabric couplings with rubber do-nuts.

Now is the time to begin the technical stuff. The gear-box on the Speed model cars is separate from the engine and these two major components are connected by four spiders, two flexible couplings and a jackshaft. The front spider has an internal spline and slides on the clutch shaft which has a mating male spline. The three legs of the spiders carry the flexible couplings. The second spider (from the front) is splined onto the jackshaft and is a force-fit. The third spider is splined onto the rear of the jackshaft and is a sliding fit. This sliding fit is to allow for assembly and any movement lengthways between the engine and the gear-box. The fourth spider is splined onto the gear-box shaft and is held in place by a nut and split pin. The first and second spiders and the third and fourth spiders are joined by the two flexible couplings.

The four spiders are three-legged with 3/8 inch diameter holes for mounting the flexible coupling. The three holes are equi-spaced at 120 degrees with a pitch circle diameter of 3.750 inches, which transposes into 95.25 millimetres.

I went to

ACCESS PARTS pty Ltd

67 Taunton Drive Cheltenham 3192

Phone 9584 7788

and purchased two do-nuts for a BMW, P/No 26117511454. Not cheap, these two were \$195-00. These do-nuts have 6 steel tubes of 12 mm inside diameter at 60 degree spacing moulded into a rubber body, the Pitch Circle Diameter being 96.3 mm.

I arranged to have the four spiders bored to these dimensions ie 12 mm dia. on a PCD of 96,3 mm. I made a few rough calculations that the Speed 20 engine develops 100 BHP at 4000 rpm and thus the torque is 132 ft lbs. There is certainly enough metal left in the bored-out spider to accept this torque with a Safety Factor of 25 to 1 or more.

The next problem was to find 12 mm precision bolts. Eventually I obtained 12 bolts, spring washers and nuts. The bolts were: 12 mm dia x 1.5 mm pitch x 65 mm long, hex head. I bought precision bolts because the shank diameter of these is 11.98 mm whereas the commercial bolt dia, is approx 11.8 and I did not want a rattling good fit. The supplier was:

KEABLES pty Ltd
185 A'Beckett st
Phone 9321 6400
Melbourne
3000

The next task was to align the clutch shaft and the gear-box shaft as closely as possible. With a bit of juggling I achieved an alignment between the two shafts of less than 1/32 of an inch, that is going from front to back and also from back to front. This is pretty close and is certainly better than it was. Also up and down in both direction.

Then, came the part where I started puffing and grunting - assembly of the jackshaft with the do-nuts to the in-situ spiders. The easy one was the front spider - I could do it on the bench. To put this on the clutch shaft, I had to rotate the engine so that the three spider legs were at 4, 8 and 12 o'clock, the 4 and 8 o'clock legs sat on the cross member and were low enough at the back to enter on the spline of the clutch shaft.

It should be noted that the do-nuts are on the front of the clutch spider and on the rear of the gear-box shaft spider. Then on went the gear-box spider and I tightened the nut to about 40 ft Ibs of torque. The access holes in the spider must be in line with the split pin hole in the gear-box shaft. Putting in the split pin was a bit tricky but in the end I managed.

The other two spiders were then fitted to the jackshaft, as I said before the front spider is a force-fit on the jackshaft and I achieved this with about 1/16th of an inch of the shaft, protruding through the spider. The third spider was fitted as far forward as possible on the jackshaft. Then this assembly was wangled into position and the bolt

put in the holes of both the do-nuts and spiders. Not easy when access is through the front passenger door, half sitting half lying on the running board and the floor boards.

I cut the three bolts for the second spider to the front do-nut by about $3/16$ th of an inch (5.0 mm), put the spring washers under the head of the bolts, pointed the bolts forward so that only the nut is in front of the do-nut. I tightened all bolts to about 40 ft Ibs torque and put a drop of LOCTITE 262 on the threads before tightening the nuts.

Then the large half-round aluminium plate was fitted into the toe-board. I would like to point out that I didn't remove the carpets as to do that I would have to take off the gear lever knob and both the clutch and brake pedals. This of course made the fitting of the screws more difficult because of the obstruction of the mats and the position under the dashboard I was in. I fitted the tunnel over the jackshaft, replaced the mats, started the motor and when it was warmed up, took it up to about 4000 rpm. Everything was lovely and I heaved a sigh of relief.

The next day I drove to the petrol station and pumped up the tyres. Setting out on a test run there was an almighty clatter under my feet. In fear trepidation I nursed the Speed 20 back into the garage. Once safely at home, I shouted out some very rude four-letter swear words.

The next day up came the mats, out came the tunnel and the large half-round plate in the toe-board.

I discovered that the jackshaft assembly slid about $3/8$ inches very easily backwards and forwards OD the clutch shaft and in the third spider. This showed that the line-up of the two shafts was quite good.

I removed the assembly and found that the bolt heads and nuts forward of the front spider were hitting on the two spring clips holding the carbon thrust bearing into the clutch fork, 8, Dd the bottom one of these clips had fallen out and disappeared. I couldn't find a spare so I had to make one.

The question was how to stop the jackshaft assembly forwards and doing the same thing again! This sliding forward of the jackshaft had never happened when using the fabric couplings. So why had it happened now?

I cut a deep circlip groove in the rear end of the jackshaft and fitted a circlip so that it could only move forward about $1/16$ th inch (1,5 mm) from its most rearward position still leaving about $1/4$ inch (6.0/mm) clearance between the bolt heads and nuts and the spring clips on the carbon thrust.

Therefore, the whole re-assembly process had to be gone through again and this did not fit my definition of fun.

The good news is that I have driven about 25 miles of up to 50 mph (2500 rpm) and everything in the garden is lovely. The engine is much smoother after these modifications and I forward to trouble-free motoring.

RG



3.5 Litre Alvis 25.63 Pillarless Sedan , Car No. 17827, Chassis No.13115, Engine No.13566. Chassis and engine particulars all as the factory 1936 build sheet. Body by Bertelli Ltd., Feltham, Middlesex, Sussex, England.

This car is very rare, being one of the only two SA.25.63 3.5 Litre Alvis cars to have been fitted with a Bertelli body. The other was purchased by the late Henk Widengren, a Swedish racing driver of the era, and is, I believe, currently being restored in that country. However, Widengren had his car upgraded to 4.3 Litre specification pre-W.W.II., so strictly speaking it is no longer a 3.5 Litre?

History as far as is known:

The factory build sheet shows that the car left the works on the 2nd. of January, 1936 as a chassis consigned to Messrs. G. Hartwell, Bournemouth, U.K. The Alvis service card for the car, dated the 25th. of March, 1936, identified the owner as Mrs. F.E.Wells-Melbourne, 'Silverdale' Fair Oak Lane, Oxshot, Surrey. Nothing is known of the car from then until 1959 when the log book was issued to David Wood, landlord of a pub in Litton Cheney, Dorset, who used it daily until the magneto drive sheared around 1964, after which it stood in his shed for a year or so till the son of a Dorset farmer, Mr. Allan N.W.Percival, bought it around 1965 and from whom I bought it in 1971.

The car was shipped out to Penang, Malaysia in 1971, where I began its initial restoration. It was shipped to Australia in mid-72 and completed in 1978. Its second bare-metal restoration was begun in 1990 on my retirement and completed this year. The process is described in an illustrated article prompted by the late Julian Collins, editor, and serialised by him in the Alvis Owner Club Bulletins Nos. 491, 492, & 493.

GEELONG SPEED TRIALS

"50 YEAR CELEBRATION" GET TOGETHER

Sunday 19 November 2006

Static Display of traditional Speed Trials historic and thoroughbred cars and motorcycles at Eastern Beach Reserve - facing the Eastern Beach Swimming Enclosure, on Sunday November 19, from 10.00am until 4.00pm

The response to the Static Display will also be used as a measure of interest in reviving the Geelong Speed Trial at Ritchie Boulevard, tentatively mid November 2007.

Please come along with your family and prized historic car or motorcycle to enjoy the day and show your support.

The day will also involve Awards to the best presented cars and motorcycles for the following periods:

- Pre 1918
- 1919 - 1930
- 1930 - 1939
- 1940 - 1959
- 1960 - 1979

The winners will then be eligible to participate in a Concours to determine the "Best Car" and the "Best Motorcycle" Concours winners will be awarded with significant Trophies, engraved as a memento of the occasion.

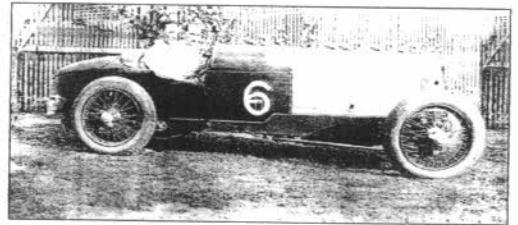
A "50 Year Celebration" commemorative Geelong Speed Trials badge in the traditional Geelong Speed Trials format, will also be available on the day.

Visit www.geelongspeedtrials.com

SWAP, BEG, BORROW or STEAL

FOR SALE

1928 FA FWD. Engine # 7598 Chassis # 7035
Licence to build a serious car for serious money.
Ring Geoff Hood (03) 9704 7549



WANTED

Required for 1934 Silver Eagle SF 16.95
Coil type Rotax Q.12. Also used on Firefly type SA and SB
6 cylinder distributor type Rotax DF.6A. Also used on the Silver Eagle SG
Contact: David Head t) 52 76 1223

FOR SALE

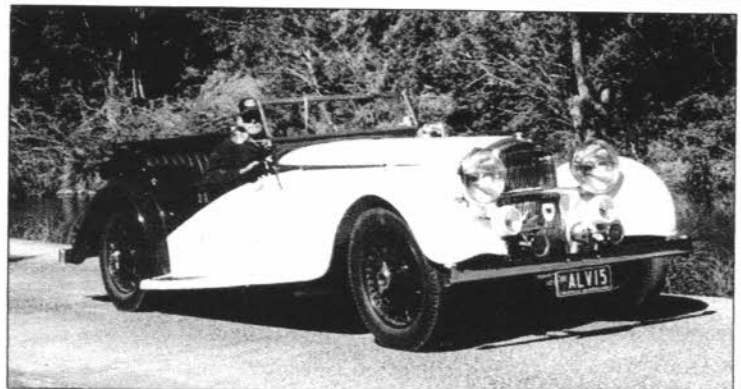
Alvis TA14—Car / Chassis / Engine # 22158
Partly completed rolling chassis with some basic body
Parts including original bonnet. Has 4.3 to 1 rear axle ratio
Pair P100 lamps included. Buyer collects
\$5000

John Murray
1 Severn St, Gilberton, SA 5081
Phone 08 8344 8625 or 0400 308 500

FOR SALE

Dale Hanley advises that he is prepared to negotiate the sale of his 1939 Speed 25 Cross & Ellis Tourer (ex Glasgow Police car) would consider a Firefly as part payment.

Ring Dale on 07 3219 1141



FOR SALE

1936 3½ litre 25.63 Pillarless Sedan - rare Bertelli body

Car # 17827 Chassis # 13115 Engine # 13566

Price A\$200,000

Contact: David Caldwell

Phone: 9729 5821

(Following a lapse of 1 month it will be advert on the internet)

More details in the newsletter



WANTED

WANTED - Pair of 8 inch 12/50 headlamps from 24 to 27 era preferably with pillar mounts. Pillars if available also matching side lights if possible.

Ken Cuming at watertec@bigpond.net.au or phone 03 9818 6013

ALVIS SPARES CONSORTIUM

FOR SALE

Several hundred spares for various ALVIS models are offered for sale to Australian owners. Most items have been used and their serviceability and price is listed in 5 catalogues.

Electronic catalogues by email are free.

Printed copies will be posted at cost.

Email requests to jdmelang@bigpond.net.au

Phone : John Lang (03) 5426 2256 for printed copy

(The ASC is a consortium of ACCV members who have secured these spares as a job lot with the intention of selling them at fair price, initially and briefly to Australian Alvis owners and then to the wider car community.)

WANTED

For TA14 Sedan.

2 D shaped tail light lenses. 2 side light lenses, front mudguard mounted

Left & right rear doors complete or timber frames for same

Ring Mr Bruce on (08) 9417 2317

ALVIS PARTS AND REPAIRS DATABASE

Newsletters over the past year have carried a note to the effect that your committee has offered to create a database of useful parts information, to capture those useful parts equivalents that most of us hear by word of mouth or discover ourselves. With the notable exception of a lot of 12/70 & TA14 items from Bob Graham the response to date has been modest, but continues to trickle in.

To recap the intention, we are seeking to record;

· Equivalent parts for specific Alvis models (examples might include alternate magnetos, radiator hoses, valve springs, pistons etc etc)

· Sources for various general items

· Parts repair hints or techniques

If and when this database starts to reach a critical mass it will be published on the internet – for now however there is not enough information to warrant it. Please think hard and see if you can contribute one or two gems...

Information please, to Bob Northey (northeys@westnet.com.au, or 2 Orrong Rd, Elsternwick, Vic 3185).

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