

June 2006

The Newsletter of the Alvis Car Club of Victoria

ALVIC

Inside

Winton 2006

Paul Bamford's FWD Restoration

12/50s versus TA14—have your say!

Alvis Car Club of Victoria (Inc)

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Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
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JUNE 2006

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Front page: Trevor Eastwood and the Alvis Racing Special at Winton

BLACKWOOD PUB RUN



SUNDAY 18 JUNE

organised by Chester & Sally McKaige

PLEASE RING CHESTER URGENTLY ON 0407 113 516
IF
YOU ARE COMING

*Route details on reverse side
Please bring this sheet*

ALVIS CAR CLUB OF VIC

PUB RUN 18TH JUNE 2005

THE MEETING PLACE IS CALDER PARK RACEWAY CARPARK

ARRIVE AT 9.30AM FOR DEPARTURE AT 9.45

PLEASE BRING YOUR THERMOS & EATS FOR MORNING TEA

ROUTE INSTRUCTIONS TO BLACKWOOD PUB

- 0km. Turn LEFT out of car park onto Calder Fwy (M79)
- 7km. Exit highway on C 706 to Sunbury
- 7.7km. At roundabout turn RIGHT into Vineyard Rd to Sunbury (C706) at roundabout continue towards Riddells Creek still on C706. Proceed through Sunbury.
- 13km. Turn LEFT at roundabout to Riddells Creek (C 743)
- 27.4km. Go under railway bridge and immediately turn LEFT onto C708 towards Gisborne.
- 29.2km. Just before railway overpass turn R into Hamilton Rd (signposted Barringo Wildlife Park 10). Continue along this road.
- 34.4km. Turn RIGHT then immediately LEFT. Pass Holy Cross Primary School on your left.
- 36.2km. Turn RIGHT into Mt. Macedon Rd (C322)
- 39.8km. Turn into Centenary Park on Right Hand Side of road opposite the intersection of Honour Ave & Mt Macedon Rd. This is our morning tea stop. Toilets & undercover facilities are available.
- After morning tea proceed up Honour Ave. Proceed through crossroads.
- 41.8km. At T intersection turn RIGHT (signposted to M79 freeway) Proceed under railway bridge.
- 43.1km. At T intersection turn RIGHT onto C792 to Bendigo (Black Forest Drive). Continue on to Woodend.
- 50.7km. Turn LEFT into Ashbourne Rd at traffic lights. (Signposted Campaspe House in blue). Continue along Ashbourne Rd. Travel through Ashbourne and continue straight on.
- 62.8km. At unsigned T intersection turn LEFT. Continue on past Pig & Whistle pub on RHS.
- 71.6 km. At T intersection turn LEFT to Trentham. Proceed through Trentham.
- 73.1km. Turn LEFT to Blackwood (Cosmopolitan Hotel on Corner.) Proceed to Blackwood.
- 86.6km. Proceed up long hill, then turn LEFT into Martin St to Blackwood town centre.

The Blackwood Pub is on the RHS. Park wherever you can.

Lunch will be between 12.30pm & 1.00pm.

ALVI - WHOT NOT!

You may or may not be aware that John & Marg Hetherington are overseas at the moment, enjoying the delights of Alaska and other exotic places, so this month it's Alvi-whot not rather than ALVATICINATION. I, like others, have been enjoying the Peking to Paris series on ABC television and found it very easy to get wrapped up in the recreation of the event and the challenges that the drivers, navigators and minimalistic support crew faced. RACV Total Care was a long long way away! It was easy to sympathise with all the issues and the different human responses that emerged. Some of us like to preplan to the nth degree on our outings while others like the adventure of taking whatever comes along and making it work. The concerns for the safety of the vehicles and their very survival. The horrendous traffic snarls through China and finally in the streets of Paris. The financial issues relating to financing the trip and the very purchase of the vehicle and its preparation. The elation of arriving in Paris and then asking "what are we going to do now?" It all sounds a bit like a month long Alvis National Rally without the Parkies providing the entertainment!

Since the last newsletter I have been in the good company of Andrew McDougall and Chester McKaige in procuring, transporting, cataloguing and storing several hundred Alvis parts that belong to the Alvis Spares Consortium. We would like to think that in some small way we are part of a group of people who are doing their best to preserve and conserve the products of Holyhead Road.

More of this project further down the road.

Enjoy your motoring,
John Lang

A VERY WARM WELCOME TO BRUCE & LINDA SHARMAN FROM WA WHO HAVE JOINED THE RANKS OF THE CONVERTED.

SUPPER - THE NEWELLS

2006 EVENT CALENDAR

• PLEASE NOTE CHANGES

- | | |
|---------|--|
| 16 June | General Meeting |
| 18 | *Blackwood Pub Lunch Run—Chester McKaige
SEE ENCLOSED FLYER |
| 21 July | General Meeting - |
| 23 | Lunch at the Clematis Hotel |
| 18 Aug | *General Meeting—Rough Red & Pie. Club Trophy Presentations |
| 20 | Tram Museum & Lunch at the Old Kilmore PO—Richard Tonkin & JFH |
| 15 Sep | General Meeting |
| 20 Oct | General Meeting |
| 17 Nov | General Meeting |
| 2 Dec | Christmas Party |

LETTERS TO THE EDITOR

John Lang,
Editor "Alvic".

Dear John,

Thank you for a particularly interesting issue of "Alvic" – the May issue just to hand. As well as many good articles it is always nice to see one's own car mentioned and illustrated. I refer, of course, to the Speed 20 for which Paul Bamford created a body frame in exchange for a FWD crankshaft. That Speed 20 is mine and I am pleased to inform Paul that today, some 35 years later, the frame is still sound. Over those years the car must have traveled as many miles as could have been anticipated by the coach-builders of the 1930s. The skinning and paintwork are other matters altogether but they are nothing to do with Paul!

I knew that Paul built the frame but the currency used for its purchase adds a nice little snippet of history to the car. I hope the crankshaft provides service as good.

Just one small correction; the car is an SC, not an SD. Paul has said in the past that it is an SD but it is definitely an SC – those initials were chiseled into it by Mr Alvis!

Regards,

John Hetherington.

PO Box 306,
Mosman
NSW 2088

Dear John,

I am writing to highlight the importance of the inclusion of helpful hints provided by members owning the range of Alvis models.

The last hours drive into Echuca for the NSW contingent was done in the half light and a silent drizzle (I refuse to engage in comments about Victorian weather) during which my TA21's offside parking light telltale stopped telling

I considered replacing the next morning, the bulb from my extensive collection of spares, however I decided that I would probably not be driving again in the dark and that if I took it to bits and if (when!!) I dropped something small and important on the ground, it would be much harder to find in the motel car park than on the floor of my workshop. (I did actually lose my name badge and found it under the editorial Speed 25. I do not remember the incident that occasioned this nor with whom it was shared)

Upon reaching home and summoning up the necessary energy, I removed the lens and extracted the bulb. Strangely the filament seemed intact and a check with a length of cable and the conveniently placed TA21 battery, confirmed its operating status. Funny thought I and placed my hand under the mudguard below the lamp but there was but three inches of cable. Considering the vintage of the car, I was pretty sure that the lamp did not operate by wireless and determined that somewhere in the depths behind the wheel, lay a length of detached cable.

To further my reconnection of the cable required the removal of the front wheel and that surely could be put off for a few more days.

Having built up my reserves of strength, I jacked up the offside front and removed the wheel. There lying behind it, was a length of detached cable and the reason for the disconnection I discovered was that the bracket holding the horn had broken, thus allowing the horn to drop down and fall on the sidelight wire. However I was saved from the loss of steering and even worse, the loss of the horn, as I had, following the suggestion in last September's Alvic and sourced from the New Zealand Club magazine, tie wired up both horns to the chassis.

So there you are; it is well worth taking note of members' experiences.

The 1200 mile run from Sydney and back showed up leaking brakes, which actually failed completely when driving out of the motel for the return journey (filling up the master cylinder fixed that) petrol pump leaking oil at an alarming rate (one litre per day) and an extremely noisy water pump bearing which problem I am in the middle of fixing (please excuse the grease marks all over this letter!!!!!!!!!!)

Cheers
Robert Peel

The Debatable Debate

Since Bob Graham wrote his article on the creature comforts of closed cars (in particular the TA variety) as opposed to those open to the elements, I have been patiently waiting for some sort of response from anybody who could provide the necessary ammunition to refute his claim that 12/50s are noisy and uncomfortable.

Alas either 12/50 owners are in agreement with Bob, or John Lang has lost the great pile of articles that were sent to him in difference to Bob's former article.

As an owner of a 12/50 and a duck's back to boot and a closed saloon, I feel that I have the experience to reply although I don't happen to own a TA type car. I only hope that I will be backed to the hilt by other 12/50 owners!

I will always remember the great words of Sir Brian Hemmings KGB who said to me that he thought Sally needed a closed saloon as she looked cold sitting in the D/Back whilst on the Tasmanian Rally. Indeed she did but I would have rather he said something along the lines of suggesting that Sally was in need of another jumper and not so much a saloon. That was to come later!

I can also remember the other great statement from Sir Brian who suggested that when one owns a D/Back and also a saloon, it would be the saloon that would be sold long before the D/Back if the need ever arose.

This comment has been re-iterated to me by more than one person who finds himself in this predicament, and it was Lord Collins himself who suggested that Alvis owners should in fact own at least three cars in order to become sociably acceptable.

I may have mentioned before that in regards to John Lang, (according to Lord Collins) he needs to find a D/Back to go with his FWD, Speed 25 and Speed 20 although after he had a drive of my car, I feel a D/Back for someone over 6 feet and with large feet would not be the ideal car.

For John, this problem could be rectified by either raising the windscreen height, wearing bi-focals, or moving the seat back.

Two good features of a 12/50 and in particular a D/Back is that you will never lose your crank handle and you will never have to worry about a leaking water pump. How many of you out there with later model cars have had to deal with water pumps? How many swear words were said?

Another feature is that you don't have elaborate shock absorbers to deal with. I wonder how many cars there are out there with leaking Luvax shock absorbers or none at all!

For simplicity, you can't beat a set of friction type Hartford shock absorbers. They don't leak and properly adjusted work exceptionally well.

The braking system of the 12/50 is also simple in design and adjustment. You don't need to have a degree in physics to adjust the brakes on a 12/50 like you do with

later Alvis models. Couple of rods and a wing nut or two is all that is required.

When it comes to greasing and lubricating a D/Back, one can do it quite easily lying under the car whilst all other models require axle stands, built-in jacking systems or a hydraulic hoist.

Oh yes, another bonus is that you can't lock yourself out of a D/Back!

That's enough of the mechanical advantages, what about the creature comforts?

How many cars do you know of that have an outboard heater by your right arm?

On a cold day, the warmth from a D/Back exhaust pipe can be very comforting, the ideal glove warmer when sitting at a set of traffic lights.

Bob mentioned the word "noise" in his article and I have to say what noise? It is not noise, it is pure music to the ear. It is the young of today, the "P" plate wearers that play noise and expect everyone to enjoy it not the dulcet tones of a 12/50 on song.

When it comes to exhaust note, nothing comes near that of a Grand Prix Bugatti, Blower Bentley, or a P2 Alfa-Romeo but having said that a good 12/50 on song is indeed music to the ears.

If you don't believe me, have a good listen to the exhaust notes of both McKinnon and Hetherington 12/50s. Another good exhaust note is the D/Back of Mark Burns.

I don't find my car noisy at all it just burbles along nicely, the only noise that may be heard occasionally is a crash of gears as we miss the change down from third to second!

As far as cold and uncomfortable is concerned, this is a problem I don't seem to have.

The seats are comfortable, the original bench seat replaced with two buckets and there is plenty of legroom for both driver and passenger. There is no transmission tunnel to get in the way and one can stretch out one's left leg without suffering cramp in the small confinements of a saloon's footwell.

When it rains one carries on regardless, when it pours one gets slightly wet and when it hails one puts on a waterproof hat and the goggles. Hoods are for wimps and are only raised when female passengers are in the car.

The use of the hood is a last resort and I still can't work out why people who indulge in "black iron" tourers, go everywhere with hood erect complete with side curtains? If they don't want to get their hair blown around, then buy a sedan!

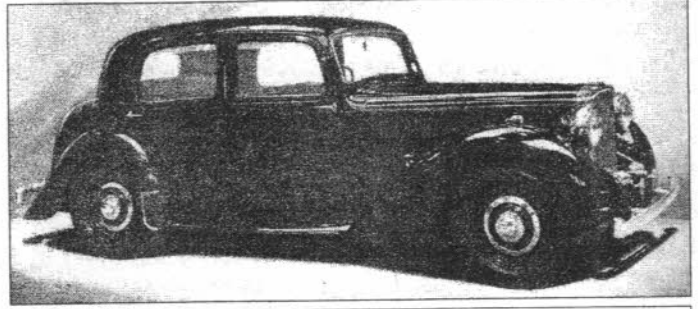
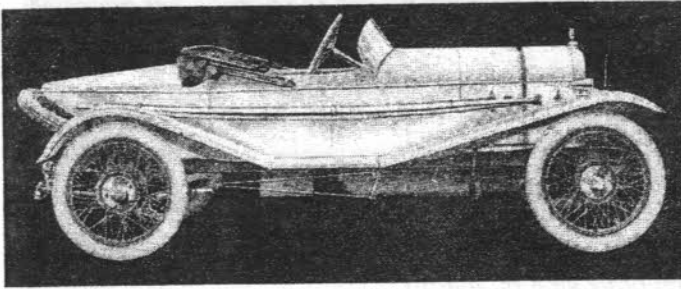
Us types that enjoy open motoring dress accordingly and are well prepared for all climatic conditions.

I guess when one reaches the twilight years of life, then a closed car is more acceptable to one's needs, but I have to say that I agree with Sir Brian in that you just can't beat a 12/50 for pure fun and excitement. When

you have a 12/50 D/Back, who needs sex?

As Bob was referring to my car in his article, then I will issue him a challenge. I will quite happily pick him up from home and take him on a Alvis rally in D/Back anytime he wishes.

CM



HOLBROOK RALLY 1972

Organising an Interstate or National Rally is no easy task but one of the very best and the easiest that I was asked to organise, was the Holbrook Rally (NSW) in 1972. Our Club Committee at the time chose Holbrook over the border as it would be shorter for Sydney members to attend, well by some miles anyway. The idea of Holbrook did not appeal to me, as all I knew, and wanted to know about the town was a blur on the way north up the Hume, but I got one hell of a shock.

Not knowing a living soul there I contacted the Holbrook Shire Clerk by phone who asked if I could attend a council meeting in two days time, as they were very enthusiastic for us to come and assist their tourism promotion. I did attend and met a group of down-to-earth people whose one aim was to put their town on the map. Two motel owners attended and accommodation was arranged as well as meals. They suggested a visit to a local Hereford Stud Farm with an invitation to view a private art collection and would we like them to organise a barbeque, etc. etc.

The enthusiasm was overwhelming when we rolled into Holbrook to start the rally. I was a mite awestruck to find banners reading "Holbrook Welcomes Alvis Drivers" across the highway in the town and each of the ladies attending were given a small posy of local flowers on arrival. That was the Friday night and the next day we drove the short distance to the Stud Farm and the art collection in the adjoining home. The quantity and nature of the art was quite incredible and its value both fiscally and aesthetically, breathtaking.

The large air-conditioned barn of the stud farm housed many contented, prize winning and obviously expensive Hereford bulls in separate enclosures with softly playing classical music. All the men viewing were naturally thinking of reincarnation!

Next day we formed a convoy and followed one of the locals a few miles out to a large holding where, after topping a small ridge, there was the barbeque. An astonishing site - a pretty creek fringed by red gums with trestle tables laid out. The barbeque was going and attended to by locals in striped aprons and straw decker hats. The gloss on the whole arrangement came from a refrigerated semi-trailer parked close by to keep the drinks cool! By this time I was getting sore from pats on the back from members and I lapped it up. The last day was spent on a sheep station with refreshments taken in a shearing shed. So ended a short but one of the best Interstate or National rallies. Arranged by a small town that showed its pride by being over-generous with their friendship and hospitality. I had very little to do with the organisation of the rally, the town of Holbrook did it for us and became the forerunner of many future rallies.

Here is a little bit of Holbrook history that shows what can be accomplished by a proud and united community. Originally the town was named Germantown but in 1918 the Shire Council renamed it Holbrook after an English Naval Officer who commanded the British submarine HMS B 11 during World War One. The Officer Captain Norman Holbrook was awarded the French Legion of Honour and the Victoria Cross. The Captain visited the town in 1956, 1969 and 1975 and was honoured by a model of his submarine being placed in a park named after him. Just before he died in 1976 he set about trying to obtain a decommissioned Oberon class submarine to replace the model. An amount of \$30,000 was raised but this was not enough with the Government selling it to a scrap metal merchant. Norman Holbrook's widow in England then donated \$100,000 and a neighbour a further \$ 10,000 and finally the submarine was purchased. It was brought to the town in pieces, assembled and set up in Holbrook Park where it now rests. The ninety metre vessel attracts at least 150 visitors a day with up to 500 during holidays and has done much to keep Holbrook a vibrant town. The town and its park are certainly worth a visit when travelling the Hume Highway and could be considered for a future rally location or stopover.

Holbrook will always be a top town for me and for all who were lucky enough to be there way back in 1972.

Ron Wilson

- PAUL BAMFORD'S FWD RESTORATION -

The gearbox

The gearbox came with all its component pieces totally disassembled and distributed evenly among the many cardboard boxes. Eventually I assembled all of the parts that I could find. One gear was missing, and the others were in very poor shape so I turned new gear blanks and sent them off to have the teeth cut on them.

I have cut gear teeth using gear cutters on milling machines before, and they are quite serviceable, but the tooth profile is actually an approximation of what it should be when properly generated. I wanted to keep the car as quiet as possible so I sent the blanks out to have them professionally cut, on a gear shaper. I also gave the gear company the required centre distance between gears, measured from the box itself, and specifying the tooth clearance of 2 thou.

When having gears cut, you should always measure the centre distances between the gears, as the original gearbox would have been manufactured to a tolerance. To get the most accurate, and also quietest gears, you need to give the cutter the most accurate centre distance you can. I also took this opportunity to make the new input gears with 19 and 30 teeth, to give a close ratio gearbox.

The reverse idler shaft goes through the rear wall of the gearbox and into the bell housing. To prevent oil escaping through here a simple "O" ring groove was machined near the end of the shaft, just before it comes out into the bell housing. When machining "O" ring grooves it is standard practice to allow 20% crush (i.e. 20% of the width of the "O" ring cross-section should be protruding above the surface of the shaft.) All of the gear linkages have been restored so that there is no "play" in any of it.

When you drive a car for the first time, your general impression of the car is usually gained by what I call, the "driver interface." This means that what you feel and hear and see. If the car is tight, and has no rattles, knocks, or squeaks, and the gear stick changes gears exactly and precisely, and when you put your feet on the pedals they are firm, and press straight up and down with no discernable sideways movement. When the steering wheel doesn't rattle in the column top bush, and the steering is positive and direct, and all of the other controls that one touches on the dash are tight, then the car feels just right. These are all small things, but getting them right is well worth the effort. Rattles and knocks come from things hitting each other. If everything fits correctly then there can be no rattles or knocks. Having removed all of these, you also need to think about improving lubrication, and adding leather gaiters, and boots. For example the FWD has the gear linkage running on ball bearings coated in grease. As the rod slides backwards and forwards, the greased section of the rod is exposed to road dirt that will be dragged back into the ball bearings. To stop this, I will be fitting leather boots to keep the grease in, and the dirt out.

The Oil Pump

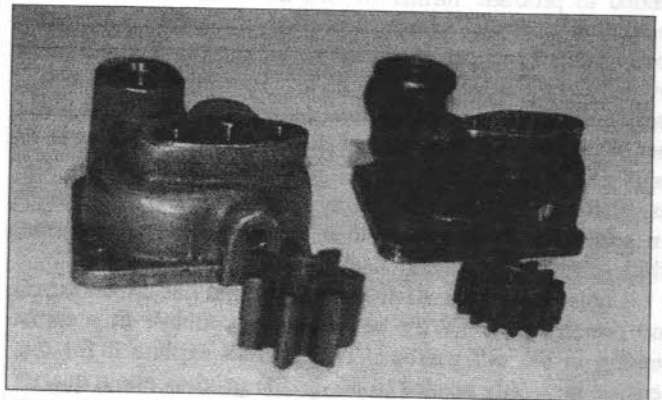
The FWD oil pump is of the gear type and was worn consistent with the age of the car. I thought that the easiest way to fix it was to make a new one. Having made that decision I looked for a suitable pair of gears. I found a nice geared oil pump in a cupboard in my garage. It was from a modern popular Australian General Motors product with a

three-litre engine. The gears were new and about the same diameter, with much larger and fewer teeth, and instead of being about 3/8 inch thick, they were about an inch thick. No problem I thought, I will just machine them down to size. I then put them against the original pump and found that if I added a bit more metal to the housing they would fit as they were, and give me a bit more oil flow to play with. The other thing that I noticed was, that all of the original connections could still be used. If the pump were ever removed, an original pump would fit straight back in place without modifying anything.

I wanted to do this because I intend to pressure feed more points in the engine and to positively lubricate the seven timing gears on the front of the engine. So I ended up with a pump of exactly the same external size and shape (with two extra bumps on it) and about twice the original capacity inside.

I also arranged for the pump drive gear bearing, to be pressure fed with oil. Fitting a full flow filter to this engine is a bit of a problem, as no oil lines come outside the engine like they do on a 12/50 for example. The oil flow also goes straight to the rear main bearing, before it leaves the oil pump so I don't have a chance to filter it first. I have toyed with the idea of fitting a filter inside the sump, as the FWD has a large flat plate, on the bottom of the sump, and it would be easy to take it off to clean out the sump and change the filter.

The alternative is to change the oil much more frequently.



The pump on the left has much deeper gears although it looks almost identical in every other way to the original.

The Differential.

The original pinion was chipped, and both it and the crown wheel had scuffed teeth but were probably still capable of driving the car, even if a little noisily. The original diff ratio was 4.77: 1 which I didn't feel was suitable for Australian conditions where there are long flat stretches of land to be covered.

For example, a couple of years ago I navigated for Geoff Hood (Alvis 16/95 Silver Eagle) in the VSCC Alpine Rally in which we were required to cover distances of 158 miles at an average speed of 47 mph. and then stop for lunch!

Then we did it again in the afternoon. To average nearly 50mph. and observe all speed limits through the towns, and slow down for corners, required us to cover a lot of country in

a short time. Fortunately we were in the "Grand Sport" group (under 3 litres).

If we had have been in the "Super Sport" category, we would have been required to have an average speed of 50mph. That was why, when we were traveling between 60-70mph. on a narrow country road we were occasionally "blown to the weeds" by an eight litre Bentley that passed us, as though we were standing still. I still get shivers down my spine just thinking about it! We did this for a week with the Wednesday as a rest day and covered 1200 miles in the other 4 days.

We must have done something right, because we were the out-right winners of the trophy, competing against about 60 other entrants. I won the "White Knuckle Award" for being the most frightened navigator.

On one stretch we found that I had been following the instructions for another group, and so we had to double back 12 miles to the start and begin again.

We drove those extra 24 miles, on wet winding roads in hill country in the rain and still got into the control on time. The Rally Director said he didn't think that a Silver Eagle was capable of the speeds required to make up the distance and still get in to the control on time. I was in the car, and I didn't believe it either. I thought I was going to die!

Sorry, I got distracted. The thing is that for a long drive; where you sit on 60mph, hour after hour you need a car that cruises comfortably, so a ratio change was needed. I selected a ratio of 4.2: 1. Tony Cox had told me that this ratio had "transformed his car" and that sounded good enough to me.

After consultations with the gear cutter he gave me the size of the blanks and I turned them on a lathe. He kept the same number of teeth on the pinion so the crown wheel became much smaller in diameter. As I prepared the drawings it became obvious that the head of the pinion needed to protrude further toward the centre of the diff to engage the crown wheel. It then immediately became obvious that I had captured enough length to put in a double row ball race that would take thrust. That meant that I could use a spiral bevel gear rather than a straight cut gear that these cars originally had. I know that this may sound like heresy to some people, but a spiral bevel gear is not only quieter, it is also stronger and that is a quality I admire in a diff. Straight cut gears have only one tooth in contact at any given time, while spiral bevel gears always have three teeth in contact.

I have heard that Alvis used a straight cut crown wheel and pinion in the FWDs because they couldn't fit a thrust bearing in the diff/gearbox. This doesn't explain it for me, because they only needed to design the gearbox about quarter of an inch longer. That would not be beyond their capabilities, I'm sure. I would now like to say that I can explain why they used straight cut gears, but there is no reason that I can think of other than they are slightly more efficient due to lack of friction.

The crown wheel carrier had the mating surfaces stoned to remove any burrs. It was then set up in a lathe in a 4-jaw chuck and made to run dead true on the bearing bosses. The crown wheel mounting face was then checked to see if it was true to the bearings and it was found that it was not. It needed to have a couple of thou. taken off to clean it up. If you have ever tried to set-up a diff that is not running true you will know that the "pattern" is different on opposite sides of the crown wheel, and no amount of adjustment can make it right all the way round. New axle bushes were also made for the carrier housing and the curious white metal lining that FWDs have in their diffs was renewed. After careful measurement, new thrust washers were made and installed for

the "star" and "sun" gears. These make a huge difference to the feel of a car, as they tend to remove that "clunk" in the diff when you take your foot off the clutch. They should have about a thou. clearance. Just enough so that the gears can be turned easily by hand when both halves of the housing are bolted tightly together.

Of course the axle splines should be in good order or replaced. Usually it is easier just to make two new axles to suit the worn splines so that there is no "free-play" in them. Another method that can be used in hubs is to machine the old spline out, and have a plug welded in and then cut new splines to fit the old axle.

Buying new axles and fitting them to worn splines is a poor economy, because they will start "slogging" away at each other, and soon be as worn as they were before. All splines should fit tightly on assembly (tap into place with a soft hammer) because as soon as they move against each other, the wear starts. Under no circumstances should splines ever be shimmed. Beware of "artful bodgers" who do this sort of thing! The shims soon pound themselves to pieces and enter the bearing grease then slowly grind the bearings to pieces, creating more work. What's more, you still have un-serviceable splines. If splines are so worn that you can insert a shim between them, then they need replacing. It isn't as hard as you might think it is.

The instruments

No instruments came with the car, but the surround for the instrument cluster did. These surrounds came with the cars from the factory, surrounding four "Jaeger" instruments. I think that the whole cluster was a Jaeger product, because I have seen an identical set in a very original Lombard. They were a rev. counter, a speedometer, an oil pressure gauge and a clock, complete with roman numerals. The speedometer was exactly the same as a chronometric "Smiths" 0 to 100 and I was able to find one of these. The oil pressure gauge was 0 to 60 lbs. with the needle pivoting in the centre. I was able to find one of these but it wasn't a Jaeger one but that was to be fixed.

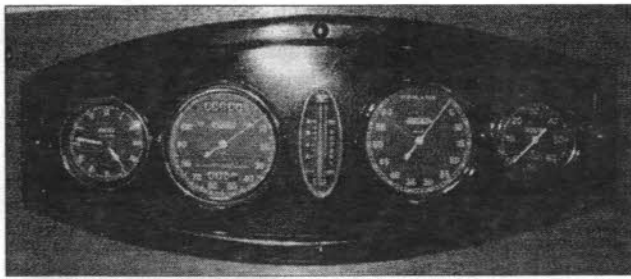
I could not find a chronometric rev. counter like the original, so a speedometer of the correct diameter was used. I was very lucky to find a genuine "Jaeger" clock but it had a more modern face. The only other instrument I needed was a "Hobson Telegauge." I eventually found some broken pieces of a die-cast one in a box of rubbish and reproduced it in brass.

Now that I had all of the instruments, the only thing left to do was to make them all into "Jaeger" instruments and have them all calibrated. My instrument maker had new faces made for them. These were silk screened, white paint on black paint, just as the originals were. The photo processed faces always fade, particularly in an open car. He already had the artwork for the rev counter, but not the clock or oil pressure gauge.

I set to work with compasses and setsquares, and produced the artwork for these gauges. I drew them twice-full scale in pencil and then blew them up to four times the original size and then inked them in. When they were finished I reduced them to the correct size again on a photocopier.

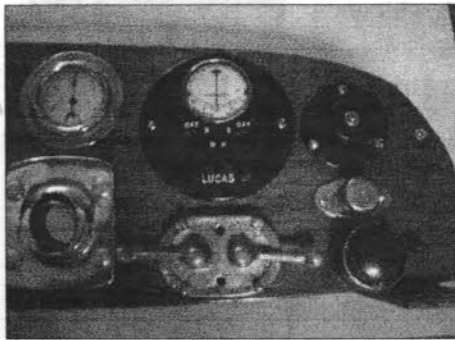
When they were reduced I found that all of the little imperfections are reduced to quarter of the size they were and therefore looked four times better. The dial started to look good. The clock has "FABRIQUE EN SUISSE" written in letters only 1/16 of an inch high around the bottom of the face between 7.00 and 5.00. o'clock positions. The letters were

written by hand, but when reduced, they looked like perfect printing. This gave me the central instrument cluster.



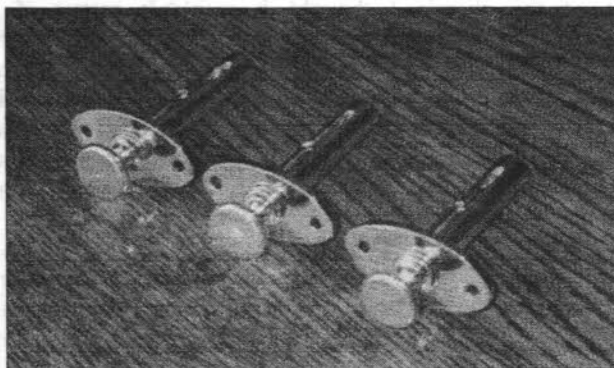
The original Jaeger instrument cluster reproduced

I then needed a Lucas ammeter/switch plate with the corresponding starter button. These were eventually found through separate sources.



Ammeter/switch plate, choke, Horn/dip, Adv./Ret., Solex choke

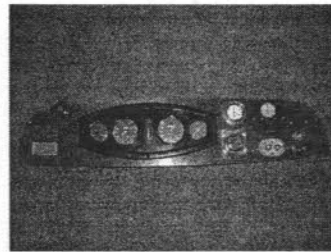
I also needed a Solex choke for the dashboard. I was able to borrow one that had one "ear" sawn off. Using this as a pattern I made two more and silver soldered a new "ear" back on the original one and then had the three plated



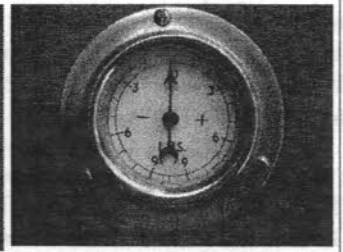
"The one in the centre is the original and the outer ones are clones"

I also found a Lucas "D20" dash lamp while looking for instruments. It is one of those big old original things that you rotate to turn on. I just had to have one because I remember how useful it was on my 12/50 many years ago. I have mounted it on the passenger's side as a map reading light. There were only two more things needed, and they were the horn, and headlamp-dipping switch. I was fortunate to find that Lucas made these together in the one product and that they were often used on motorbikes. Lucas also made them for cars, and they were used with the Lucas switch plate and starter button. My friend Geoff Hood and I exchanged advance and retard levers, the steering column and the dash support, because the previous owner had swapped them from my car to his. The last little gem I managed to obtain was an

original 1926 white faced, flange mounted boost gauge, which I purchased from Roger Hargreaves in Surrey.



The dashboard reproduced.



Genuine 1926 boost gauge

Bodywork

As I remarked earlier, I had always been besotted with the TT. bodywork. I had even drawn up profiles of the body from photographs found in books etc. As I was about to start making the framework a friend of a friend said he knew where I could get real drawings of real TT body from the USA.

My friend Geoff chased up this lead and the drawings eventually arrived. They were just what I needed. They had the name P. Livesey, in the bottom right hand corner. I recognised this name from the caption of a beautiful FWD with a TT body in the "New Vintage Alvis." I was so impressed by that picture that my copy of the "NVA" opens at this page automatically. I wrote a letter to Peter Livesey and found him to be a wonderful source of information. We were soon sending E-mails back and forth for drawings, measurements and a thousand other things. Peter has been a pillar of support throughout the restoration and the authenticity of the restoration is largely due to him.

To keep the body work as strong as possible I wanted to run a single piece of timber for the full length of the body on the driver's side and from the door back on the passenger's side. These two pieces were to meet at the point of the tail. To get the curve in them they needed to be laminated or steamed.

My brother is heavily involved in the vintage wooden boat scene in Melbourne and gave me a great deal of help with this process. We eventually found that taking "green" (unseasoned) timber and soaking it in water for several days, (swimming pools can be useful) and then bending it around a form, while heating it with a heat gun (like an electric blowlamp, that looks like a hair dryer) gave us a quick permanent bend in the timber. I can recommend this process, as it doesn't need a long steam-box and a boiler.

The drawings give various cross-sectional shapes at points along the body. I cut these out of 3/8" plywood and set them up on the chassis rails, and then started to build the body around them. If you have a few hand tools and a bandsaw, you can build your own body frame. Wood working skills are also an advantage. Make sure that you use the best marine glue you can, as when it is set, two pieces of wood become as one, and will never separate. This makes the frame immensely strong and virtually prevents squeaks and rattles.

The bodywork on my car has a thick plywood panel right across the car just behind the driver's seat to close the boot off from the driving compartment. This gives the body a great deal of strength and rigidity. These are good features if you can incorporate them. I also put a thin sheet of plywood let into the frames on top of the scuttle, as this will make this area rigid also.

When I had my first 12/50 (beetleback) the body would move in and out half an inch each time you closed the door,

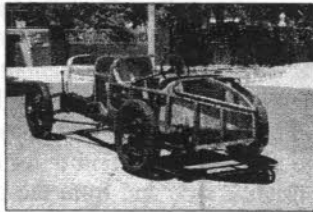
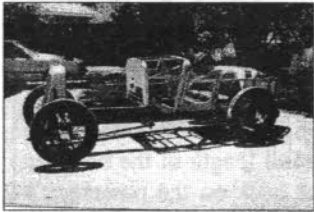
and I was determined that it wouldn't happen on the FWD.

I took an idea from the Charlesworth Drop Head Coupe body on my Speed 20 (SC). It has a steel strap (rather a little too heavy) going down the back of each door pillar and then running "on edge" across the body at front of the rear seats. This takes all the stress of the weight of the heavy doors with their windows. The bodywork is immovable.

I have done the same thing with the FWD only the brace is made of one inch angle iron, which weighs almost nothing. TT cars carried their spare wheels on the floor of the boot but I have been able to make a secret compartment inside the chassis rails and under the floor of the boot. Apart from having more boot space, the wheel will stay nice and clean and out of sight in its own little locker.

There is a section of bodywork in the point of the tail that hangs down below the level of the of the boot floor. This area was partitioned into two compartments and fitted with floors. They will be used as toolboxes for the jack and tool roll and spare magneto, which I like to carry on long trips. They are accessed by trapdoors in the floor of the boot, as is the spare tyre. The door and boot lid both have a small "lip" at the edge of the panels that recesses into the surrounding body work, so that they fit flush. This also provides some draught protection.

To enable the panels to be fitted like this it is necessary to inlet a steel strip into the edge of the panel. These can be seen in the photo of the car just as it was being sent for "skinning".



The car as it was sent away for "skinning"

Richard Stanley of "Coach Craft" paneled the car. Although I really like the look of the TT body I never have been keen on the original mudguards. When I showed Richard the pictures of how the body was to look when done, he said that the guards were all wrong, and that they offered no protection to the driver and passenger. I have always thought the original guards were probably placed where they were to get around a racing regulation that stated that mudguards must cover 90 degrees of the wheel arc.

To reduce wind resistance Alvis Ltd. pushed them up to the top of the wheels with an equal amount hanging in front and behind. I have no evidence to support this theory at all, but I do know that they were not placed like this to protect the driver or passenger, and that's for sure! Having worked out that something different was required Richard asked me what sort of guards I would like. I showed him pictures of other original road cars and we ascertained that they all had deep helmet section guards.

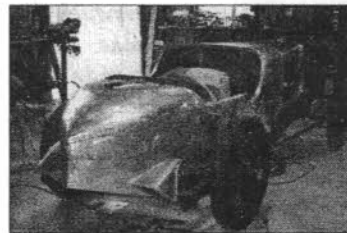
Having progressed that far he needed to know how far ahead of the wheel centre I wanted them to start, and how far above the road I wanted them to finish. I thought that a man of his vast experience and reputation would have a much better idea of that than me and so I left that decision in his capable hands. I am so glad that I did because the guards look nicer than anything that I could have ever imagined.

When hanging guards it is important that you don't have them spaced evenly around the wheel or they will never look right. The front guards should be about 5 inches above the

tyre at the top and about 2 inches away from it down at hub level. The rear guards should be 2 inches in front of the tyre at hub level and 5 inches above at the top. This is just one of the rules for making coachwork look right. Flat panels never should be, they should be very slightly convex. The widest part of the body should be at the drivers elbow, and there are many more, but I am not a coach builder. It is an interesting subject though, and if any coach builders out there ever want to commit that knowledge for publication I would be enthralled to read it. Anyone who has never seen someone making panels by hand has missed out on one life's amazing sights. To see a flat sheet of aluminium being pounded with a huge hammer making lumps and bumps all over it, and then come back to see the finished result with not a ripple is truly amazing.



Above: Richard producing a boot lid for my car"



Left: The boot lid when fitted.

The bodywork has turned out beautifully, and I am so glad that I was able to get the drawings. I don't think that I could have made it look so right, if I had drawn it from photos. The lines and proportions of the TT body are superb. My car was originally a long chassis car and having to renew most of the chassis I thought it wouldn't matter if I "rebirthed" it as a short chassis. I have to say that 12 years later I still carry some guilt for changing the chassis length. At least it is a chassis length that Alvis used on their cars so it isn't quite as bad as cutting 24 inches out of a 12/50 chassis. Given my time again with a long chassis car I might use the same bodywork as the 1929 8-cylinder Le Mans car, driven by Cushman and Davis.



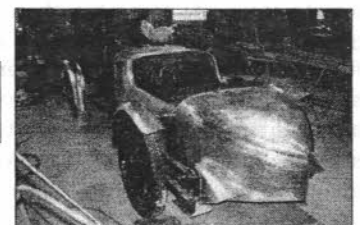
An FE would have more overhang at the back as the chassis protrudes past the rear wheel.

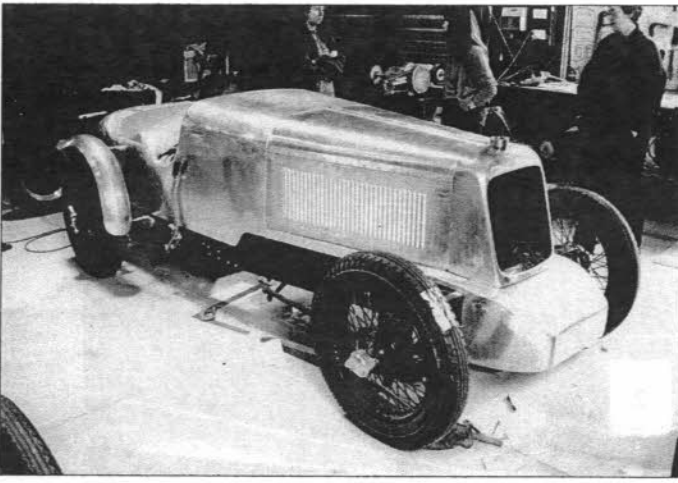
Even the original saloon body looked good. It was one of those designs that look like its going fast when it just parked at the curb.



Left: The original body that was fitted to the car

Right: The finished panels from the rear





The finished panels from the front.

Eventually the car paneling was finished. My next job was to fit everything that was to be fixed or bolted to the car. These included all of the holes for the hood fittings and "lift-the-dot" fittings, boot hinges and catches, bonnet latches, petrol filler, windscreen, headlamp bar, etc

When the car was completely back together with everything fitting, as it should, my next job was to strip everything back off it. During the fitting many small scratches had appeared. The whole aluminium skin had to be rubbed down with fine "wet and dry" paper. I then sent the body away to be painted.

The next job was to strip the chassis down to the bare rails so it too could then be painted. It is hard to put a car completely together and then pull it all apart again, but it is necessary if it is to be done right. The only way to know that all the holes are in the right place is to have everything assembled and working.

When the paint job is worth thousands of dollars, isn't a good idea to start drilling holes in it as soon as it returns from the painters. Just one slip of the drill could be a disaster. Putting the windscreen on and off the car a hundred times when filing the windscreen pillars to suit the bodywork is also sure to cause damage. When the painted body returns, it should have each fitting carefully bolted in place once, and then it is finished. All fitting of accessories must be done before painting.

30th

PROUDLY PRESENTED BY THE AUSTIN 7 CLUB

HISTORIC WINTON

MAY 27TH-28TH 2006

Often, the weather, in the last weekend in May is not ideal for motor racing at Winton. However this year's 30th Historic Winton could not have been better. And, to make the weekend even more memorable there was a good showing of Alvises.

Geoff Hood is a regular competitor at Winton and the 12/50 race car was really on song.

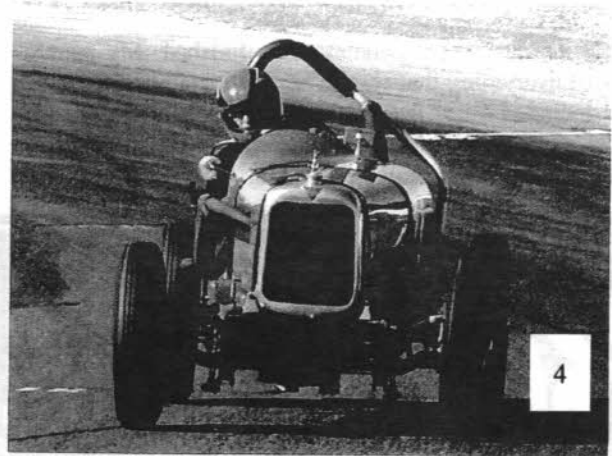
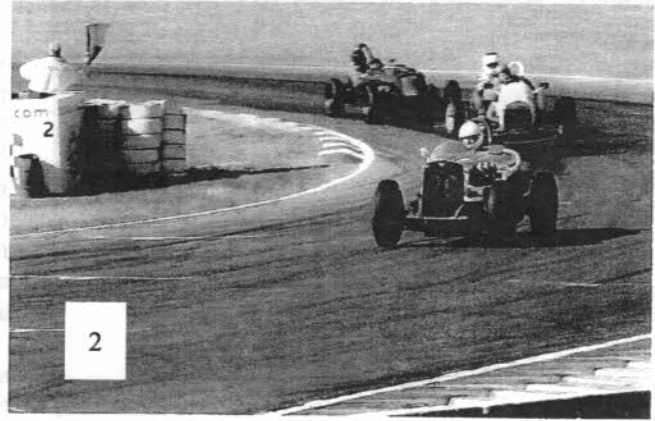
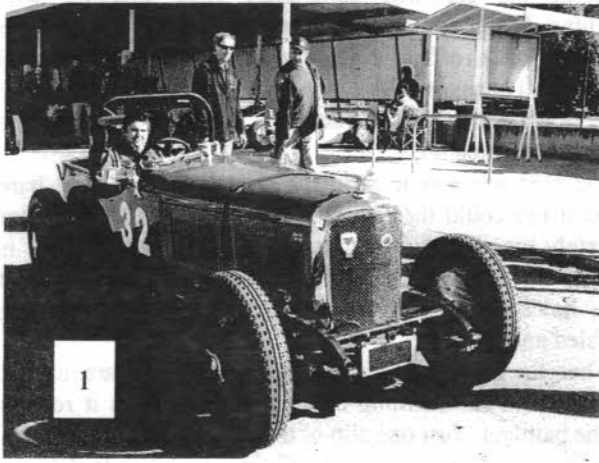
Trevor Eastwood was over from Western Australia with the 4.3 Racing Special that went and sounded like every Alvis owner would like their car to perform.

Peter Briese's SP20 race car was driven by Craig Munro and circulated efficiently and without drama, as it always does.

Mark Burns was their as usual and continues to make ducksback owners proud of their cars.

It was good to catch up with the ever effervescent Murray Fitch, Vic Elliott (over from Adelaide) the two Richards - Williams & Budd, Judy (Trevor) Eastwood, Colleen (Fred) Hemming, Frank and Sue Moore, from Brisbane, Peter Flemming (*super salesman!*) and Keith & Lou Williams.

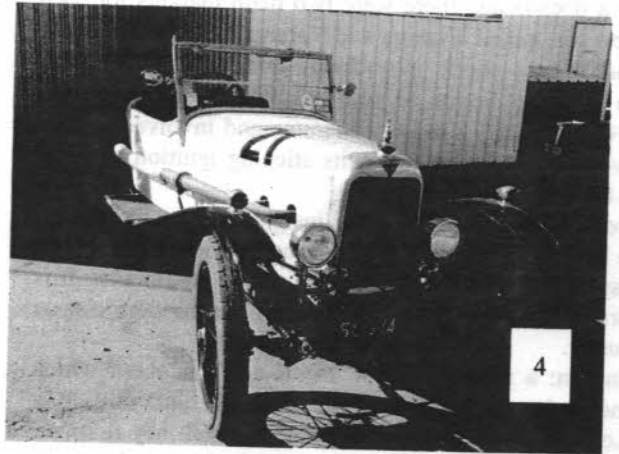
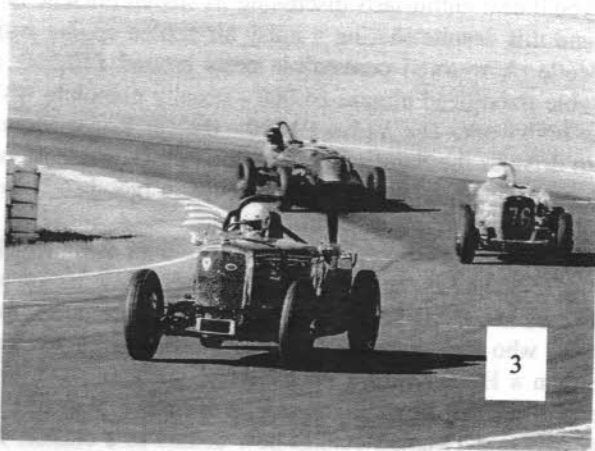
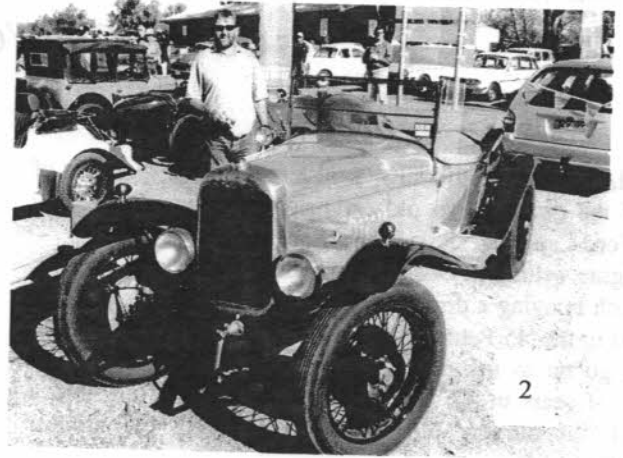
For anyone who has not been to Historic Winton before, you are missing out! It's a great race track and you get to see all the action.



1. *Peter Briese's Speed 20*
2. *Trevor Eastwood - head down*
3. *Geoff Hood - pre race*
4. *Geoff 10 minutes later*
5. *If the cameraperson had been vigilant 30 seconds earlier, the caption for this pic would have read "racing driver standing in pits in jocks!"*

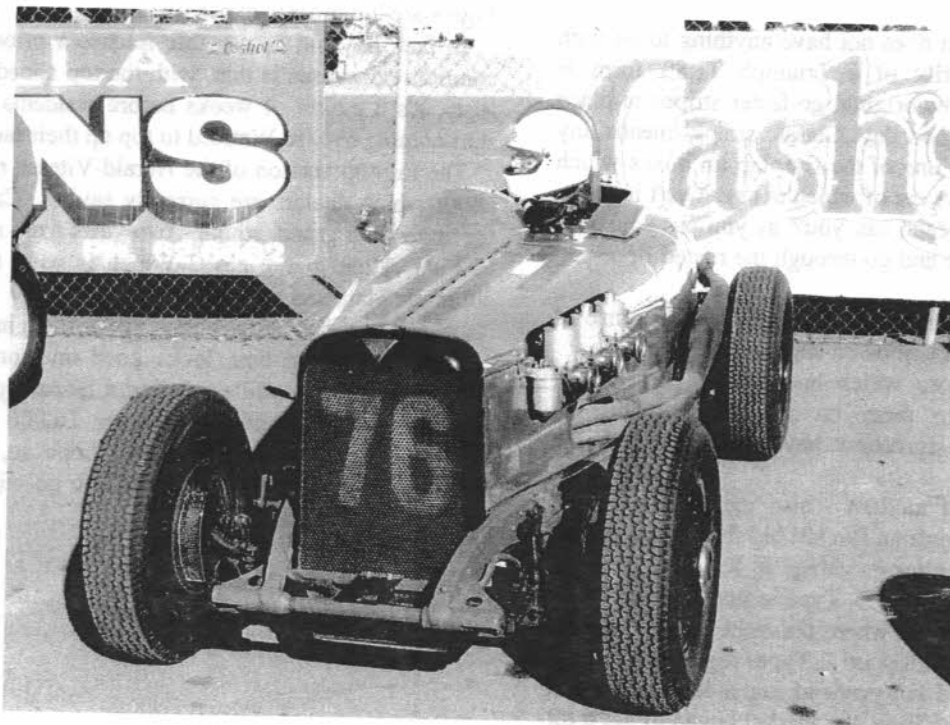
Thanks to Frances McDougall & Marg Lang for the photos.





1. *Alvises in the pits*
2. *In the paddock—Allan Willingham's (ex Brian Hemmings) 12/50 Ducksback*

3. *Trevor Eastwood chasing Peter Briese's SP 20 in the Handicap Race*
4. *Mark Burn's Ducksback in the pits*



Trevor Eastwood

CUTTING A WOODEN DASH

'WHAT I WANT to know,' said a recent correspondent of one of the dozen or so old car magazines, 'is whether my 1976 Ford Capri is a classic car yet or not'

Imagine writing to *Decanter* magazine and asking whether it's worth bunging a dozen of the 1990 Babycham in the cellar next to the '45 Petus, and you have the picture. Especially if you go on to imagine *Decanter* suggesting that given a couple of years in the bottle the Babycham will turn into a fine, if unassuming little drink, well worth the modest investment.

Until a decade ago there were two main markets for used cars. One was called Vintage and Veteran and involved men in window-pane-check plus-fours burnishing the brass ignition advance levers of old Lagondas. The other was called Honest Trev's Used Cortinarama and involved men in window-pane-check Burton's suits sticking ignition advance springs back on with Araldite.

There was, as well, a third and insignificant market which used to be called Clapped-out old-bangers and involved men in greasy overalls hitting the ignition with a lead mallet. It is that third market which has evolved into the modern classic car industry.

Definition: a modern classic car is any car about which someone under fifty has ever tuted fondly and said, 'My God! Look at that! I had one of those in 1968. My first car, that was: cost me twenty-five quid and I had to break an egg into the radiator once a week to stop it leaking.'

Thus the Sunbeam Alpine is a classic car. The Rover P6 is a classic car. According to the members of the Hillman Avenger Club, the Hillman Avenger is, 'for God's sake, a classic car. Remember the Avenger? An underpowered melange of scrap metal and cardboard cogs and the nearest thing to canine life that ever limped out of Coventry. Well, now it's a classic.

'Classic' in this context does not have anything to do with purity of form: the purity of a Triumph TR8's form is negligible, but one with its original go-faster stripes in place will fetch £7,000 on a good day. Classic simply means any car that doesn't look like one of the Eurojap tin boxes which pass for the modern car. A car of which to say, 'Can't imagine a Fiesta lasting twenty years, can you?' as you put your foot hard down on the throttle and go through the rusted floor-pan on the follow-through.

Real classic cars are those which had their own sense of posterity hand-built into them on an engineer's bench. Modern classics are those which had their own sense of chassis-rot screwed into them on a production line in Birmingham but which somehow have lasted through the decades.

Classic - ancient and modern - also means investment. Investment cars used to mean a Bugatti bid for at Christie's or a Lagonda bought from a mews garage in Kensington. Then it came to mean a refurbished E-Type, a postwar drop-head with a dicky seat, or any car where the right chassis number was a selling point. But with good E-Types regularly fetching £100,000 and more, and ten-year-old major-league Ferraris selling at a quarter of a million, the market began to get a bit tight. Old cars had a cachet, but too much of a price for the

driver looking for an alternative to his company Montego.

And just as the price of old Alvises and Facel Vegas trebled and quadrupled over the past five years, so, hopes the man who has just bought his tatty fifteen-year-old MG, will the price of the modern classic.

There are, perhaps, half-a-dozen categories of modern classic to choose from. There are, for instance, all those mass-market substitutes for thoroughbreds. The Volkswagen Karmann Ghia, for instance, was always a bit of a joke in its day when it was seen as a sort of fake, latter-day Panhard. Now you'll hear enthusiasts discussing its shared Porsche lineage and this despite sharing a noisy air-cooled engine with the Beetle. A restored convertible costs around £10,000; a restorable fixed-head around £4,000 - usually complete with rotting bodywork. The Volvo P1800 - the car Roger Moore used to drive as the Saint - works on the same squat, cartoon sports-car principle: about £3,000 buys a good version, £6,000 one in the very best condition.

Then there are the sportyish pocket-tourers with which the big Midlands manufacturers augmented their range of family cars in the Sixties and Seventies. There are those, for instance, who say that the Triumph Spitfire is something more than a Herald with a poncey body, but then there are those who say that Rome is the capital of France. Any of the sporty MG and Triumph coupes now counts as a classic: in order of desirability they go something like TR2, TR3, TR4, MGA, TR6, MGB. V8, MGB, GT6, Midget, Spitfire, TR7. Prices range from £18,000 for the best TRs to £1,800 for an ordinary version of anything below an MGB.

The alternatives are marques which are even longer dead than Triumph and MG. (No, the MG Metro does *not* count any more than an Austin-Healey Escort.) The sportier open-top Sunbeams are reckoned cars: Alpines are still cheap, but Tigers are ludicrously expensive.

In fact, any old convertible fetches a price now that the common consensus is that, with the top sliced off the ozone layer, it's a matter of weeks before residents of Cap Ferrat start coming over to Watford to top up their tans.

The rag-top version of the Herald-Vitesse range is the car about which dealers are currently saying, 'Can't let that go for under four grand, squire - two years from now and you're looking at ten grand, easy.' Which is what they once said about the Stag, and they were right.

A Vitesse has a two-litre, six-pot engine, the turning circle of a London taxi, looks good on women who drive with the top down while wearing a leopard-print headscarf, and dark glasses, and costs under £6,000 for a pristine example. They will cost more. (I hope so, at least: your restaurant critic has just bought one to go with her leopard-print headscarf for £3,000.)

Spectator
28 July 1990

Riley Meeting

As you may recall, last year we were invited to attend a Riley Club meeting at which we made a presentation on the virtues of Alvis cars and our club.

Last Friday night, a group of us attended another meeting where we were invited to listen to their presentation on Riley cars. The ladies of our club provided the supper.

We had about twelve members present and the night was a huge success although only three Alvises were in the carpark. They were Claudia, the Speed 20 of Bob Northey and the 12/50 tourer of Andrew McDougall.

It was interesting to note that there were a few more Rileys in the carpark one of which was a very nice Riley engined Amilcar.

It is interesting to note the differences between our club and the Riley club, the biggest difference being a distinct lack of ladies present at Riley Club meetings.

As someone said, if we knew the formula for making our club what it is, then we could make a fortune bottling and selling it. One of the speakers gave a good talk about the pros and cons re restoring 1.5 and 2.5 litre cars particularly in the areas of body-work. It was enough to put anyone off owning a Riley particularly when you consider finished value against restoration costs.

All in all it was a good night and I'd like to thank Marg Lang, Pauline Tonkin and Francis McDougall for providing supper a job they did in a strange environment and with no prior numbers to cater for. CM

ELECTRONIC ALVIC

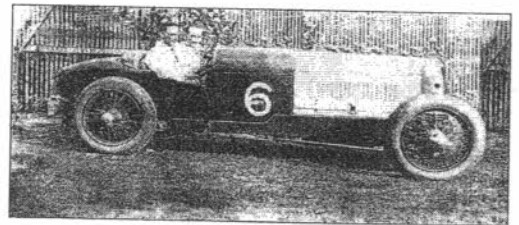
John Lang tells me there has been a good response to the request I put in last month's "Alvic" for members to opt for eAlvic. Thanks for that. The more the merrier and the cheaper for the club. And you get it in glorious technicolour. Give it a try and if you don't like it you can always change your mind.

PREZ

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



FOR SALE

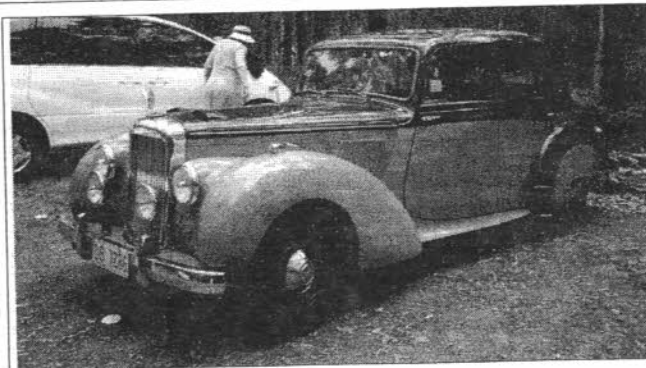
1929 Alvis Silver Eagle 16.95 h.p. Good fast vintage tourer on full Victorian reg. Recently rebuilt magneto, starter, and petrol tank. Regretful sale, but must be done due to lifestyle change. \$65,000.
Warrick Hansted. tel: (03) 9 555 0463 (pre 7 July 06), or (03) 55 75 8260 (post 7 July 06).

FOR SALE

2005 National Rally Car Badges. Limited number available \$25 each plus postage
Contact Ian Parkinson or Dale Parsell (see page 2 for numbers)

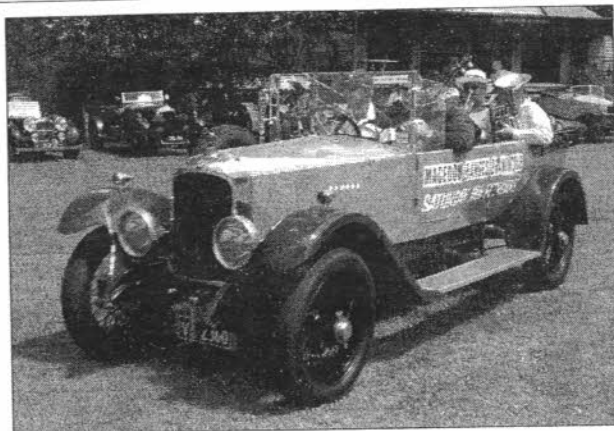
FOR SALE

Alvis Grey Lady TC21-100, 1954, Car # 25638.
Fully registered (Tas DB7286) & going beautifully.
Bare metal respray in 2 tone scheme. New leather upholstery, carpet & hood lining. Needs window rubbers & the heater needs attention. Eventually will need a set of new tyres. Selling price \$24,000.
Contact Willy Schneider, Box 380 Margate PO Tasmania 7054 or ring (03) 6267 2740



FOR SALE

Sadly, all good things come to an end! Need to make way for the SP20 project.
1923 Vauxhall 23/60 (OD568)
Very original car. Full Vic registration VX2360.
RWC for Victorian buyer
\$50,000
Contact John Lang (03) 5426 2256



WANTED:

Cross & Ellis or Charlesworth Tourer or Charlesworth saloon body to cutdown to tourer to suit SP25 chassis.

Ring David Caldwell (03) 9729 5821 or email caldwell08@optusnet.com.au

WANTED INFORMATION

Recently both STEYR & ISSOTTA parts were stolen in Victoria. If you become aware of parts being offered for sale, PLEASE RING 9842 2181

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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