

Alvic

The Newsletter of the Alvis Car Club of Victoria

September 2006



Alvin McKinnon's L2/50 at the Tramway Museum

Alvis Car Club of Victoria (Inc)

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



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PRESIDENT

John Hetherington, 71 Hawkins St, Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586 jfh@mcmedia.com.au

VICE PRESIDENT

Chester McKaige,
129 Tucker Rd, Bentleigh, Vic 3204
Tel (03) 9527 8423 mckaige1@bigpond.com.au

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

SPARES REGISTRAR & Committee Person

Bob Northey, 2 Orrong Rd, Elsternwick, Vic 3185
Tel 03 9528 6767 bob.northey@qenos.com

PVT SPARES & Committee Person

Eric Nicholl, 17 Ternes Rd, Upwey, Vic 3158
Tel 03 9754 5412

LIBRARIAN & Committee

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

Chris Higgins, 41 Cootamundra Ave, West Rosebud, Vic 3940
Tel 03 5986 1510

VINTAGE SPARES

Geoff 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: Alan McKinnon's "new" TE12/50.

It appears to be one of, if not the earliest on the register and looks like Andrew McDougall's TE but is narrower and has a lower windscreen and the rear guards are separate from the body. It appears to be quite an original car as all the numbers match and all it required was a total restoration. Car number is 9036, chassis 3771, engine 4122. It was despatched from the UK on the 25/10/1925, fitted with a polished aluminium sports tourer body by Cross and Ellis.

ALVATICINATION

What price a diesel Alvis? Has anybody tried Ethanol in their Alvis, yet? With petrol prices sky-rocketing it is becoming less and less fun to fill the Speed 20 which burns the stuff at about 15 mpg. The 12/50's ability to travel 26 miles on a gallon makes up to some extent for its less comfortable ride. There isn't a lot we can do about the price beyond appreciating that we are better off than our UK colleagues who are hurting about twice as badly. Fortunately few of us drive our old cars so far in a year that increasing fuel bills are a major part of the whole budget. It takes only one significant breakdown to incur costs which overshadow the bowser pain. At the time of the "fuel crisis" in the '80s I owned a Morgan which was fitted with a Ford Cortina engine. Grumbles within the Morgan movement brought to light the information that in California Morgans were running on LPG. The Ford "Kent" engine could not be made sufficiently non-polluting on petrol but was much more environmentally friendly if it ran on LPG. So some Morgans had their petrol tanks exchanged for gas ones and the whole conversion done. My Speed 20's petrol tank could be removed and it is just possible that a LPG tank could be found which would fit into the space. But how do you convert triple SU's to LPG? And where would you put a gas tank in a 12/50 fitted with a scuttle petrol tank? And how do you get LPG to work through an updraught Solex carburettor? Fortunately the costs of converting a modern engine to run on LPG with stock standard parts is so high that it will forever be unrealistic to contemplate it for our old cars - unless we fit them with Holden engines as well! What would that do for originality? Will it ever come to that?

JOHN HETHERINGTON

SUPPER - DARRELL & JOCELYN

2006/07 EVENT CALENDAR

- 15 Sep **General Meeting**
- 29-2 Oct **Weekend Away - "The OTWAY ODD-Y-SEA" organised by the Langs—FOR MORE INFO RING 5426 2256**
- 20 Oct **Annual General Meeting**
- 29 **Run to Trawool—Ray Newell—see details inside**
- 17 Nov **General Meeting**
- 3 Dec **Christmas Party at Frank & Pam Mornane's home in Brighton**
- 19 Jan **Start of Year BBQ at Point Cook aerodrome**
- 18 Feb **General Meeting**
- 25 Mar **Kalorama**



Letters to the Editor

Dear John, congrats on another great issue. Studying the frontespiece, I think I can identify three out of the four. Maybe someone can identify the fourth.

The driver must be Hetherington - look at the hat, and the steam issuing forth. The one in the centre with the striped scarf - Richard Tonkin. Check the hair. Perched on the back with one leg out - definitely Parky with the ukulele. The one waving the "clacker" defeats me. Any ideas?

regards from 'oop north'

Mike Menzies.

Dear John,

The subject of maintaining originality in our cars and particularly saving saloons as such is one that I touched upon in "Alvaticinations" in "Alvic" July 2006. That mention was brought on by Nick Simpson of the AOC sending to members a draft proposal for the AOC to adopt a policy supporting originality and banning the destruction of saloons. Well intentioned though his proposal was, it was too radical as it involved the removal from membership of those who offended and the black-balling of those wishing to join but being in possession of an offensive machine.

I do not believe that clubs such as AOC or ACCV have any such rights but I do believe that members have responsibilities when it comes to preserving old Alvises. The injunction that physicians "should first do no harm" could be applied equally well to old car owners.

One duty of any "old car" club is to educate members and especially joining members, about originality and preservation. The "education" can best be achieved by example and the frequent expression of the belief. Education is one thing but "enforcement" would require a huge bureaucracy within the club. That would be divisive and it is unlikely that many members would like to see their (increased) subs. be spent on such a bureaucracy - even if the manpower could be found. They would most likely let the purists secede whilst they remained in the real world with the time to go about driving their slightly imperfect Alvises.

"Saving our Saloons" is a specific part of the more general debate about "originality". It is a worthy cause but the realities of the market place are stacked against it. As long as there is such a huge premium placed by the market on open cars they will attract "restorers" and because they are a source from which open cars can be obtained, saloon cars will be at risk.

We are fortunate in that many members have maintained, repaired or restored saloon cars. Within clubs larger than ACCV, the idea that a substantial prize be made available to encourage this has a lot of merit. One supposes that the contest would take the form of the familiar "concours d'elegance" but restricted to saloons and limousines recently "returned to the road". It could be awarded on an ad hoc basis or annually but I cannot see such a scheme being suitable for a small club such as ours.

"Originality" once lost has gone forever. There have been many written attempts at creating definitions but the "Policy on Originality, Restoration and Specials" published by the Alvis 12/50 Register in 1990 and revised just six months ago seems to say most of what needs to be said. It is "close to home" and recommended reading for anyone pursuing this subject.

There may be some added clarity if the notion of "Replica" be used as well as "Special". A "Special" is perhaps a car whose major components remain 'Alvis' but which has been altered in some way to make it more suitable for its "special purpose," eg hill climbing, sprinting etc - or simply to cater to the whim of its owner. A "Replica" results when a collection of disparate parts is brought together to create a car that looks and behaves as though it left the factory like that.

There are really only two problems with Specials and Replicas: 1, if a going concern was raided for parts. 2, if the car is made out to be something it is not. A member who identifies a fraudulently worded advertisement for an Alvis for sale should notify the advertiser and the publisher. If there is proof it is likely that the ad. will be withdrawn without argument.

Whilst this whole subject is "hot" in England it does not rate highly in Australia at the moment. But we should be aware that time are a' changing and that what constitutes "beyond repair" is changing in favour of the saloon. The "dollar imperative" is still there but we should, as club members, encourage the preservation of saloons - even if it means dry-storing them for a future restorer.

Kind regards,

John Hetherington.

**VALE
GWEN WILSON**

It is with regret that we note the death of Gwen Wilson on 28th August. Gwen, the wife of Ron, a life member and former President of the ACCV, will be remembered for her cheerful support in the many activities of the club.

Our sympathies are with Ron and Ian.

**JULIAN COLLINS
(JNBC)**



28 August 2006

It is with regret that we note the passing of Julian Collins who died suddenly on 28 August.

Julian was a man who had dedicated much of his life to the promotion of the Alvis marque and the furtherment of the worldwide Alvis fraternity. It was this dedication that allowed him to juggle his business commitments with the bulletin production.

He was extremely well read and had accumulated a vast collection of Alvis documentation in an interest that was not just confined to cars but also to the military vehicles and aero engines, nor confined only to the Alvis marque. His visits to Australia invariably saw him facing an excess baggage problem on departure, having done the rounds of the Victorian bookshops.

His editorship of the AOC Bulletin produced a quarterly document that was second to none and gave other editors a standard to aspire to. Julian's death followed the 500th copy of that publication.

Julian was well known to the Alvis Car Club of Victoria and was welcomed on each of his visits. His soft spot for the FWDs immediately gave us a rapport and he was keen to go for a spin whenever possible.

Where there are many Alvis Clubs and chapters in the world, Julian seemed to be a focal point for Alvis affairs, maybe it was a geographical issue, more likely the man.

His loss is significant, not only to the AOC, but the whole Alvis community.

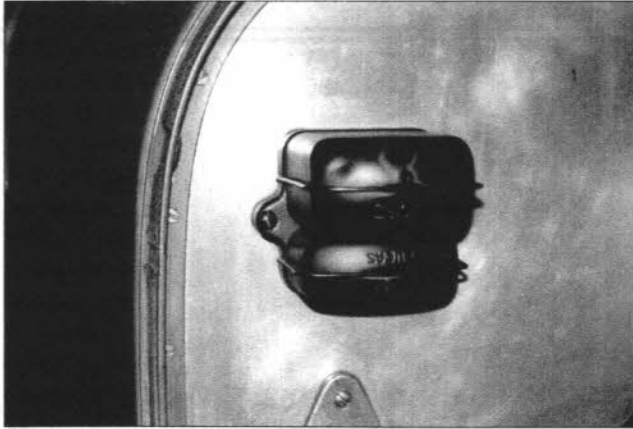
Our condolences to his wife Rose and his immediate family.

.....John Lang

- PAUL BAMFORD'S FWD RESTORATION -

The Generator and Cut-out

The generator was dealt with in a similar fashion to the Starter Motor and also had the Field coils re-insulated using the same method. The car had not come with a cutout and I wanted to try and find the correct article. This was difficult at first because I didn't know what the correct article was! When I had visited Peter Livesey, I had taken as many pictures of his car as I could.



Original type cut-out

Armed with a picture of the early type cut-out, I was able to show this to a knowledgeable friend who has restored many 12/50's and he told me that it was the same as those used on 12/50's of the same vintage. He was also able to tell me where I might be able to find one. After chasing up this lead, I found a man who specializes in vintage electrics. Just from my description over the phone he said he knew exactly what I wanted and that he had a couple in stock but had not looked at them to see if they were working. He asked if I would like him to restore one and set the current for me. I assured him that I would, and shortly after it arrived in the mail. It was in perfect condition with a brand new set of points in it. Every Lucas product has the date on it and I was thrilled to find that the date on the cutout matched the date on the generator and that both were about a month in front of the delivery date of the car. When the generator was finished I put an aluminium pulley on the front and took it back to the auto electrician together with the cut out and he set the charge rate on the test bench. The generator and cutout were then put carefully away for fitting when the car was being wired.

Front Hubs and Springs

The front hubs and springs were OK except for the main front leaves, which had to be re-made.

Brakes

All brake components had to be made from scratch. When I got the car it had the remains of some early American type contracting band brakes, that must have been modified

to hydraulic operation as there was a master cylinder attached to the chassis cross member. This is rather surprising because the FWD Alvises had very good brakes. I have read in some articles that people with Speed 20's have complained about the brakes on their cars and I find this incredible. When I worked in brake research in the 70's we put a decelerometer on the windscreen of my SC Speed 20 and achieved a 96% stop. This means 96% of 1 "G" (i.e. 96% of the force of gravity). At that time a brand new Ford with disc brakes could achieve a maximum of about a 75% stop. I remember our test driver who set it all up for me was very impressed when he got his face out of the windscreen. He had not expected them to be so good. But when you think that these cars have 14-inch brake drums then you should expect them to have good brakes. The two most common reasons for cable operated brakes to perform below capacity are gummed up cables and lining material. Every 12 months or it is a good practice to disconnect both ends of the cables and pull the inner as far out of the outer sheath as you can in one direction and then clean it with a kerosene (paraffin) soaked rag. Then pull it back the other way until as much the inner at the other end is exposed and repeat the process. Make sure that the cable is running freely and then lightly oil it or use graphite grease and then re-assemble. That takes care of the cables. The linings are important because they come in such a variety of grades from very hard to very soft. Both types have their advantages and disadvantages. Soft linings make the car stop better but don't wear as long as hard linings, but hard linings don't stop as well as soft linings. Because manufacturers want to stretch the periods between services, they put in hard linings and put on booster one size larger than they would if they used soft linings. This means that the linings are generally harder these days than they used to be, so when you next have your vintage car relined, specify the softest linings that are available and you won't go far wrong.

The other thing that can be done to improve the braking is to remove about 1 1/2 to 2 inch of the linings from the end nearest the brake shoe pivot pin. The lining in this area tends to hit the drum first because it's on a smaller radius than that at the far end of the shoe and so, a small section is applying a lot of pressure and holding the rest of the shoe away from the brake drum. But I didn't have that problem, because I didn't have any drums! I made a pattern and had new drums cast in SG. (Spheroidal graphite) Iron. I machined all of the inside and outside of the drums but had to have the fins machined in by a friend as the tool post in my lathe would not wind back far enough to do the job. Otherwise there are no mysteries in making brake drums.

I also had to make brake shoes as these were missing too. I made up the brake shoe patterns with the two shoes joined together in the relative position that they would be in the car. I then had the shoes cast up in aluminium (601) and then heat-treated and tempered to T6. Using aluminium shoes gave me a weight saving of 17lbs. The shoes were then held in a three-jaw chuck in the lathe using some small tabs that I had added to the pattern for this purpose. When all of the machining was complete I removed the tabs by machining them off. The linings were bonded directly onto the new shoes and

then radius ground to fit the drums exactly. I made patterns and had new backing plates were made for the rear and then machined them to size and fitted them to the rear suspension. I then made new brake cable fittings using stainless steel for the BSF. end fittings and small bronze castings where the cable goes through the chassis. The end fittings had to be machined to precise dimensions to suit the swaging machine that was to be used. I could have bought standard fittings but they would have been in UNF. and wanted to stay with the BSF. I purchased the outer cable from a cable manufacturer and used galvanized cable for the inner. I don't think stainless steel cable would be flexible enough and I would worry about its ductility and its tendency to fatigue. The cables were then cut to length on the car and taken with all their fittings on to a yacht shop to have them swaged on. The man who did them for me told me they are guaranteed to take 2 ton and he sends some for testing to destruction at RMIT every 12 months and they all exceed 4 ton.

Shock Absorbers

I have fitted some Hartford "601" shock absorbers to the rear suspension although these cars didn't have rear shock absorbers originally. I bought the 601's many years ago and they are the only pair of these shock absorbers I have ever seen. They are completely original but only have a single arm, and the pivot point has a chassis mounting on the back of it. It is very similar to the single armed shock absorbers that are traditionally used on the front of Alvis FWD TT cars but the mounting bracket is in line with arm rather than at right angles to it. They really look like they were made for the job.

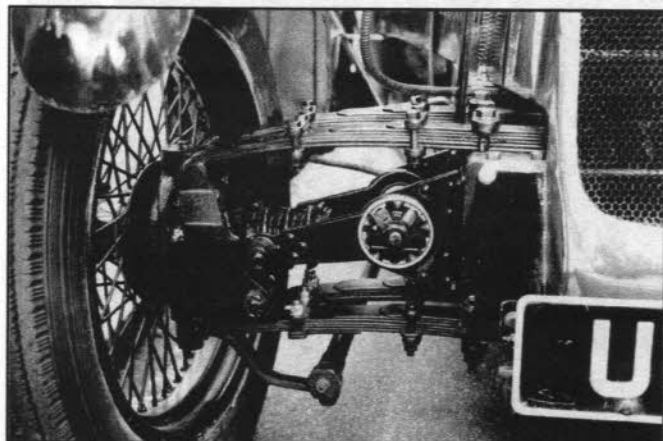
These shock absorbers have been mounted on a cast-aluminium fitting that supports the rear mudguard bracket



Rear shock absorbers

The front shock absorbers were made as exact copies of those fitted to the Australian Grand Prix FWD, which is fitted with original TT type shockers. I was fortunate enough to have these to copy from. The arms of the shock absorbers were cut out with a band saw and filed to shape. The easy way mark out none critical work like this is to work from a full size drawing and make enough photocopies for each part to be cut out. Then cut the shapes out with scissors and stick them to the sheet steel with a "glue stick". Centre punch any holes that need to be drilled and drill them. After sawing them out, file down to the line at the edge of the paper. When finished it is a simple task to remove the paper. I made up a simple press tool to fold the 5mm lip over at the edge of the friction surface of the arms, and pressed this using an 8-ton

hydraulic press. Ends were fabricated to take the "Silent Block" bushes and these were riveted to the pressed metal arms. The end that mounts to the chassis was similarly cut out and riveted to the short angle iron pieces that bolt to the chassis. The 5-fingered springs were made from of carbon steel. The paper template method as mentioned above, was used to mark them out. Five holes were first drilled at the "crotch" between each leg providing the correct radius between legs, and they were then cut out and filed to shape. These springs have the "chubby" fingers rather than the thin pointy fingers that appear on most of the modern reproduction shock absorbers. The fingers were then "set" (i.e. bent slightly) and then heat-treated by heating to cherry red and quenching in oil. They were then quickly washed to remove the oil and



TT type shock absorbers

then polished all over the top surface with emery. The springs were then gently and evenly heated until they were a "clock spring blue" colour and quenched in oil again. As the metal is heated, it will change from silver to a "straw" colour and then go through brown, purple, and then to blue. It is important before colour tempering, that the surface of the metal is not touched and remains free of any oil or grease after cleaning with emery, otherwise the colours will not appear. It is also important to get the springs tempered quickly, as they will be "glass hard" and prone to breakage before they are tempered. At this stage they have a lot of internal stresses and can self-destruct. When I was an Apprentice I saw a mate harden a dozen centre punches just before lunch. He cleaned them up ready for tempering and the "knock-off" siren went for lunch. When he came back after lunch each punch had a split down the side of it and they all had to be remade. It's a lesson I learnt without having to do it myself. I have found over the years, that it is good to learn from other peoples mistakes, because you don't get enough years in one lifetime to make them all yourself. Although, "Lord knows" I've tried! The centre bolt was a simple turning exercise and nothing special. The tension indicators or pointers have a nice little arrow showing which way to tighten them up Again the modern reproduction shock absorbers have a plain simple pointer without the arrow. I made the new "arrow" pointers out of polished stainless steel and left them polished and unpainted.

Work to be done

Watch this space!

This is the last episode of the current article. Many thanks to Paul for this most interesting article.

Kilmore Alvis Run



For some time now my mother has often asked if she could come on a Alvis club run and having put it off with the vague hope that she would either forget or lose interest, I had no excuse when it came to the Kilmore run held on Sunday 20th August organised by the combined talents of Hetherington and Tonkin.

Sally was away in Adelaide spending vast amounts of money on antiques and Thorpe wanted to take the Riley so I had no choice but to invite mother along although I was still unsure what car to take.

Having the ASC parts stored in my late father's workshop meant that mother got the opportunity of meeting members as they came to rummage around. A bonus is a cup of tea and if lucky, a guided tour around her garden.

Once I had made the offer to her, I was asked "would the nice young lady who likes gardens be coming" or "the man who has a wife that is a keen gardener would be coming". We also discovered that her neighbour across the road is a cousin of John Lang's but that is another story.

The week prior to the run I thought I'd take the 12/50 but was talked out of that by Sally who thought that taking a 78 year old in a 12/50 may be detrimental to her health so it was the Speed 25 that came into service once more.

Looking at the map, the start was on my usual route to Rob-Roy (marked in orange highlighter) so after picking mother up in East. St Kilda, we set forth reaching the designated start with twenty minutes to spare, the first to arrive as per usual.

As cars began to arrive, I introduced mother to various members, and made sure she wasn't standing around like a bump on a stump, her remarks to me when back in the car "that everyone had heard a lot about her".....I refrained myself from saying something that may later be held in evidence...

The instructions were straight forward and soon we were out in the countryside enjoying the wonderful roads chosen by Richard, the "new" McKinnon 12/50 in front sounding very much like the old one in terms of exhaust note.

Our destination was Bylands where we were booked in for a guided tour of the tramways museum prior to lunch at Kilmore just down the road.

We got our tickets and were split into two groups with guide. One guide resembled an elongated version of Benny Hill's character Fred Scuttle whilst the other one either was on a promise or had to have his lunch at a particular time as his manner suggested that he wanted to push us through as quickly as possible.

The guided tour was interesting although a lot of money needs to be spent to bring it up to the next level. Whether this can be achieved remains to be seen but at least those working there certainly have the enthusiasm.

From the museum, it was a short drive to the lunch



Sherlock Holmes (left) was a visitor for the day and discusses Alvises with Marg Hetherington and Thorpe and Carol Remfrey while Andrew Twomey looks on.

stop held at the Old Kilmore Post Office. Whilst we basically had the place to ourselves, the service left a lot to be desired, the meal when it finally arrived luke warm and not all that inspiring. It was a pity considering the amount of work Richard had put in making sure that the establishment could cater to the needs of twenty five odd people.

It was such that those lucky enough to get served first were making tracks for home whilst others who had to wait were still half way through theirs and one dare not ask for a cup of coffee or dessert.

The trip home for us was a jaunt down the Ring Road with Carole Remfrey aboard the Speed 25 asleep in the back and mother as quite as a church mouse in the front.

All in all it was a good run along some great roads, a pity about the lunch but out of our control.

Thanks to JFH and RT for their organisation.

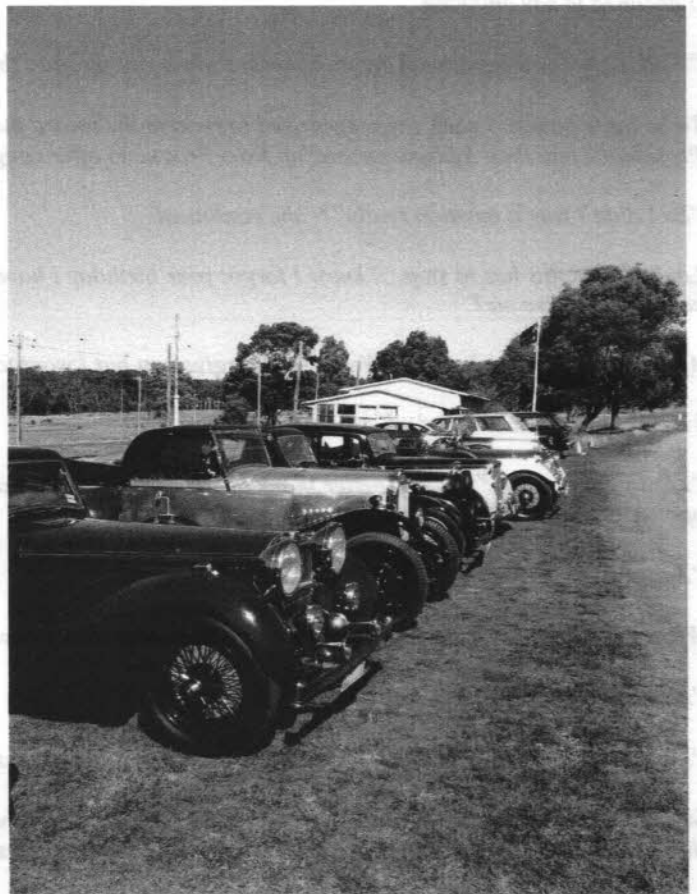
CM



The roof & ceiling structure of the cable car display was constructed in the early 1900's and later transported to the site.



Above: Alvisi wait for the tram that never arrives! Faulty insulators causing the shed walls to become electrified, put a stop to the tram rides.



Above:: an impressive line up of Alvises

Left: diners praying for another miracle with the 5 loaves & the five fish.



MY FIRST TRUE LOVE

I had been in trouble before I left home to attend the Rough Red and Pie night.

You see, I had decided to go to see Chester before the event to pick up some spares and this made the logistics difficult for her. This, on top of the fact that I had forgotten her birthday last month, only added to my lack of brownie points.

Then, of course, I stayed longer at the club than scheduled so I arrived home later than expected, so I knew my reception would be less than good.

I parked the Mondeo and went in.....

"So how was the evening"? she asked.

I avoided mentioning the excellent dinner at Antonio's and played down how good the pies and rough reds were....even the cask was drinkable.....just.

"And who received awards this year"? she continued.

I casually announced that actually I had received the McDougall Perpetual Trophy for the Best Presented Car at the Camperdown event.

"I suppose the fact that I did most of the preparation didn't rate a mention"? she continued.

I declined to say anything.

"Well, I trust you mentioned my involvement when you thanked the selection committee"?

To be quite honest, I said, I was surprised to receive the award but I did manage to mumble a few words of thanks to the President...and then Andrew phoned up from Prague to offer congratulations and I did thank him.

"So I didn't rate a mention really"? she continued.

Look ..I said this has to stop...I know I forgot your birthday I have apologised and I did buy you some trinkets to compensate, so can't you forgive me?

After a long silence she said "Well, I will forgive you but I wont forget until you do two things"...

I readily agreed and asked what I had to do.

"Firstly", she said, "you had better thank the awards committee and Andrew and Frances on my behalf". Which I now do with apologies to them for not doing so at the time.

"And secondly I want a birthday party."

When I suggested that it was too late for this year she agreed to wait until she is 75 in three years time.

"And furthermore", she said

"I want the party to be better than the one given to that Mrs Simpson who is younger than me".

So I have made a note in my diary that on the 20th of July 2009 it will be 75 year since "Betty" left the factory in Coventry and that I had better get Carol to make a cake bigger than the one Mrs Simpson received.

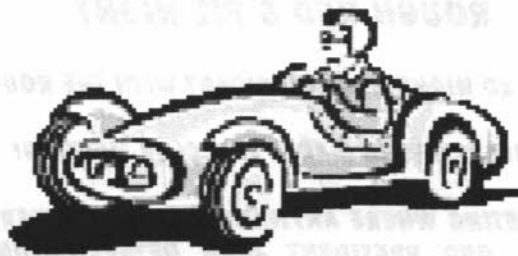
I left the spares I had bought for her as her belated birthday present in the garage and went into the house. Carol was in bed reading as I entered the bedroom.

"So how was the evening"? She asked.

Fortunately, I had remembered Carol's birthday last month so everything was fine with my second love. Well I did meet the Silver Eagle first.

ps. Many years ago we decided to name the Silver Eagle after Betty my mother-in-law, Carol's Mum. We had determined that there were great similarities in their personae, I'll say no more.

Lunch Run to Trawool



Sunday 29th October

Gather at the Manhattan Hotel, Cnr Canterbury and Heatherdale Roads, Ringwood (Mel. 63.D.1) at 9.30a.m. for a 10.00 sharp departure.

After a 45 minute run through the Yarra Valley B.Y.O. morning tea will be taken at Queens Park, Don Road, Healesville (Mel. 270.E.12). After morning tea we head for Trawool via the beautiful southern slopes of the Great Dividing Range.

We have reserved the picturesque "Garden Room" at the Trawool Country Resort, which has a 180 degree view of the surrounding tranquil mountain scenery.

Lunch will be a la carte from the bistro menu and drinks will be available at bar prices.

Trawool Country Resort is located 9 km. From Seymour on the Seymour-Yea Road.

Your support is sought to make this an enjoyable and convivial day. A detailed run sheet will be available at the start.

Please ring Ann or Ray Newell on 9755 3280 after 5th October but before 25th October so that we are able to advise catering numbers.

You can still be in it! **Alvis in the Outback 2007**

Entries currently stand at 57; the numbers have fluctuated recently from 63 to 57. Our maximum is 60 therefore any Alvis owner a little unsure may still join in. Just e-mail or write for an entry form and we will get one off to you quickly.

It will be an unhurried, lay back affair with magnificent facilities and fantastic Northern Flinders scenery, smooth, quiet, roads with sweeping curves, ideal Alvis country. Remember it is only about 100 miles further from Melbourne to Port Augusta than Melbourne to Sydney or Sydney to Melbourne!!

The Sporting Car Club of SA inc. 51, King William Road Unley SA 5061.
dcscott@optusnet.com.au

CLUB AWARDS & ROUGH RED & PIE NIGHT

FOR THE SECOND YEAR, THE CLUB AWARD NIGHT WAS COINCIDENT WITH THE ROUGH RED & PIE NIGHT.

WHAT AN INCREDIBLE DIFFERENCE A GLASS OF RED MAKES TO A CLUB MEETING!

FOLLOWING THE USUAL BUSINESS MEETING WHERE ANYTHING GOES AND WHERETHE LOSS OF THE GAVEL WOULD MEAN A TOTAL LOSS OF CONTROL, OUR PRESIDENT JOHN HETHERINGTON PRESIDED OVER THE TROPHY PRESENTATIONS.

THE FIRST AWARD WAS THE MCDUGALL AWARD AND IS PRESENTED TO THE OWNER OF THE BEST PRESENTED CAR AT A DESIGNATED CLUB EVENT. THIS YEAR DAVID HEAD TOOK THE PRIZE FOR THE SILVER EAGLE AT THE CAMPERDOWN WEEKEND AWAY.

THE BASIL BOWES TROPHY IS AWARDED TO A SET CRITERIA FOR SUCCESS IN COMPETITION EVENTS AND WAS AWARDED TO MARK BURNS IN HIS 12/50 DUCKSBACK.

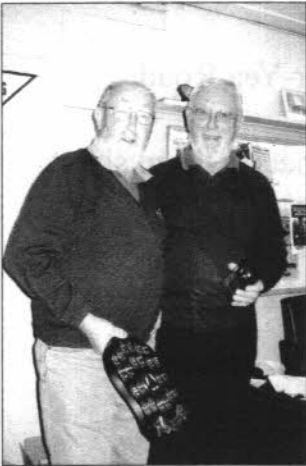
CHESTER MCKAIGE RECEIVED THE DAVID MUIRDEN AWARD AS CLUBMAN OF THE YEAR.

MARK BURNS ALSO WON THE SIMON RAMSAY AWARD FOR THE FASTEST ALVIS TIME UP MT TARRENGOWER.

THE BOB MORROW TROPHY FOR A RESTORATION PROJECT WAS NOT AWARDED AS THERE WERE NO NOMINATIONS RECEIVED.

CHRIS HIGGINS WON THE ANDY HANNAM AWARD FOR THE GREATEST TOTAL DISTANCE TRAVELED IN BRINGING AN ALVIS TO CLUB EVENTS.

THE BILL BARBER BOOK & LITERARY AWARD WENT TO PAUL BAMFORD FOR HIS FRONT WHEEL DRIVE RESTORATION ARTICLE.



Chris Higgins with the Andy Hannam award



David Head receives the McDougall Award



The Bas Bowes Trophy



Chester McKaige receives the David Muirden Trophy



Marcia Barber with the Bill Barber award

The following is an alert from the AOC's Technical Advisor, Nick Simpson and should be read by all whose cars may be affected. The ACCV endorses the urgent need for this action to be taken.

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URGENT SAFETY WARNING.

ALVIS CARS WITH MARLES-WELLER '0' & 'J' type STEERING GEAR.

CRACKS & FAILURE OF THE STEERING SHAFT.

NOTIFICATION URGING IMMEDIATE INSPECTION & CRACK TESTING.

In the past month a second Marles-Weller steering box has suffered a steering arm failure, very luckily without harm to the driver, passengers or anybody else.

There are two types of Marles-Weller steering gear fitted to a range of the early 1930's Alvis cars. Please study the list below carefully to check if your car is included. It is based on records over 70 years old and there may be modified cars and 'Specials', not listed, fitted with the same gear. Many Alvis Specials have been constructed using Firefly and SG Silver Eagle chassis as their basis. If these cars are using the small 'J' type steering box original to the chassis in combination with modified braking and large engines, it is recommended they also be checked due to the heavier stresses that may be imposed on a steering system designed for a light touring car.

Our advice is to check and ask.

The problem is that the end of the steering shaft inside the steering box, the part supporting the hemisphere carrier, can break away from the main output shaft causing total loss of steering. The breakage is preceded by cracks around the end of the arm, often undetectable with the eye, but easily located by Magnetic Particle Testing. It is possible this failure is caused by a build-up of wear in the steering box shaft bushes, the use of grease in place of the correct grade of oil or the use of oversize tyres.

The Alvis vehicles with suspect steering boxes are, to the best of my knowledge, as follows:

Type '0' (larger unit) fitted to: SA19.82 & SB19.82 Speed Twenty, Crested Eagle TE16.95 & TE19.82 and some 1932 Model Year Silver Eagles.

Type 'J' (smaller unit) fitted to Firefly SA & SB11.9, Firebird SA 13.22, SFI6.95 (Sixteen) & SG 16.95 Silver Eagles. Whilst no failure has been recorded for cars fitted with 'J' type steering boxes, they are identical in design although smaller and should be checked in the same way as a safety precaution.

It is thought that some TJ, TK & TL 12/50's and 12/60's may also have been fitted with '0' or 'J' steering boxes although the parts catalogue in my archive shows the earlier Marles D3 as being fitted. This steering box also has a similar problem, although hopefully most, if not all cars have been checked and replaced under the scheme managed by the Alvis Register.

The suspect steering boxes are easily identified with the name 'Marles-Weller' in cast letters on the top surface near the filler plug.

A few years ago a strong warning and an article was issued in the AOC Bulletin when a member suffered a steering shaft failure with his SA Speed Twenty. Arrangements were made for the manufacture of a small stock of replacement shafts, but enquiries and the take-up rate was almost zero, so the project was not continued. It appears that the warning was not heeded. One failure could perhaps be pure bad luck - two means there is a real problem!

The Club therefore is therefore repeating the warning much more strongly, as there are many cars in existence with these steering units. Owners of any of the cars listed should immediately have their steering boxes removed and stripped for the vital components to be crack-tested and any other internal wear assessed. This check is of paramount importance and *cars must not be driven on the road until checked and found to be 'clear' or the steering shaft has been replaced* Where a crack is discovered, a new steering arm is required. In most cases, an overhaul of the other parts of the steering box is recommended to ensure the new arm and the half-hemisphere carrier runs at the optimum contact angle with the cam (worm). Warning! An MOT test pass is no guarantee as to the condition of the internal parts of a steering box!

Due to the safety issues involved, it is incumbent on members with cars fitted with these steering boxes to take this warning 100% seriously. This is not only for the good of themselves and their passengers, but also pedestrians and other road users, and for preservation of the good name of the old car movement in general and the AOC. It only requires one published failure with serious injury or death, splashed around the media for some Government Body to introduce official rules. Voluntary action is always better!

The Club is taking steps to have new steering shafts made, but this will take time to organise. In the meantime Earley Engineering has the experience of overhauling these steering boxes and will be able to have your components tested and have new steering shafts manufactured on a one-off basis as required.

The AOC Club Technical Advisor is available to answer your queries from the following points of contact:

Office + 44 (0) 1873 850979 Mob + 44 (0) 7774 695713 (Best)

Home + 44 (0) 1873 852424

Fax + 44 (0) 1873853461

Nick Simpson -

History Note.

The Marles-Weller patented steering gear was introduced around 1931 and was a significant improvement for the driver in terms of reduced friction and smoothness in the steering box. This was achieved, instead of using a 'peg' from the rocker shaft in direct contact with the cam (worm), by the use of a floating carrier connected between the rocker shaft and the cam. This carrier was equipped with 4 X floating half-hemispheres to make the angular contact with the cam, thus appreciably reducing friction as the 'Semi-balls' can self-align as they follow the spiral of the cam.

They worked very well but there are quite a lot of wearing parts. They were readily available in their day but now do not exist from stock. Wear occurs in not only the rocker shaft and its long output bushes, but between it and the carrier, and also the 1/2 balls also wear on the contact faces with the cam.

It is almost always necessary to overhaul the whole box to get the thing running smoothly with the correct contact angles. Normally it is not necessary to replace the cam although we have done so. We usually modify the end of the output tube to take a modern 'lip' oil seal behind the drop arm to replace the original felt seal that leaks oil over the garage floor. I am sure it is the lack of oil-tightness that causes many of the boxes to run dry and wear fast causing the later 'bodges' to remove play for the MOT.

OUT & ABOUT!

Recently, the Langs enjoyed the company of Des & Edna Donnan down from Queensland and Des provided the following photograph of his FWD project - still a long way to go, but making progress.

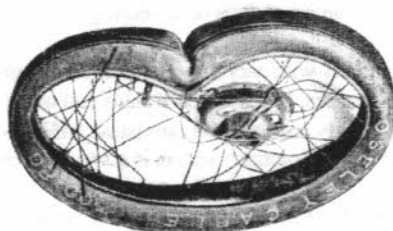


Having barked my shins recently on a SP25 mass balancer, I am reminded that recently the Renault F1 cars were equipped with a similar device. It was used once and removed. I wonder if Flavio got sick of barking his shins or was it the F1 Governing Body?

A special acknowledgement and thanks to Eric Cunningham for our bound copy of the year's ALVIBATICS.

It was good to see Andrew Twomey at the Tram Museum - he still has some way to go before the 3 litre recovers from a major engine problem.

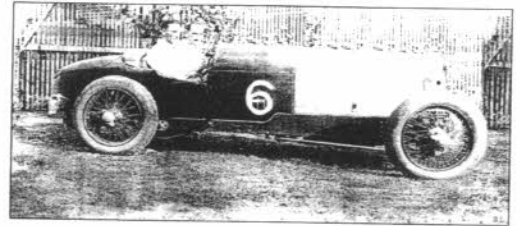
The Parkys did a great job with the Rough Red & Pie night - the pies were great and the wine was in bottles, although just as a reminder of what might have been - Parky brought a wine cask that he first presented to us 3 years ago with a warning that went along the lines of. "Use only as directed, seek medical advice if the symptoms persist." The cask carried a Poisons Warning as well! All jokes aside, the catering was great and we look forward to next year's. Thanks Parky's.



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



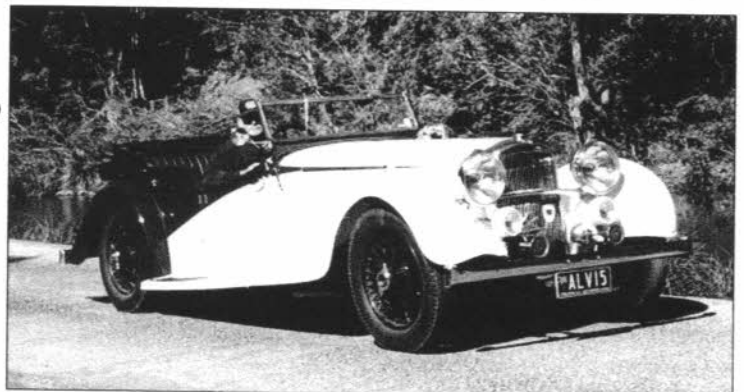
FOR SALE

For TA21
Headlights—one complete with chrome trim, rubber seal & globe. One as above, without rubber seal. One bare - with globe.
Petrol filler cap—with rubber grommet to guard. Chrome fair.
Tail Lights—2 complete units, excellent chrome & glass. One needs minor work.
Parking Lights—2, c//w “Throaties” original chrome, good.
Hub Caps—4. Varying scratches and / or dings on good chrome. All respectable at normal viewing distance.
Horns—good working order. One pair need paint, other pair good.
Ash Trays—4 excellent
Spark Plug / Distributor Cover?—aluminium—needs some repair
Wheel—one with as new recap.
Instrument Panel—(incomplete no gauges, choke cable, or reserve fuel switch) Has speedo, all remaining switches.
Bonnet Side panels—complete, no damage, require refurbishing.
Boot Lock & Handle—good, no key.
Wheel Brace.
Handbrake Cable—inner & outer, good.
Timber dash capping—poorly restored, sound, restorable.
Other: voltage regulator, coil, steering box parts, body & some components, no high wear bits. New suspension bits, 1 set of seat rails, demister ducts, Smiths heater parts, Bakelite fan housing, fan, motor (condition unknown)
Contact TK Maltby, 34 Dorothy St, Leopold Ph (03) 5250 1789 or tomcat7@dodo.com.au

FOR SALE

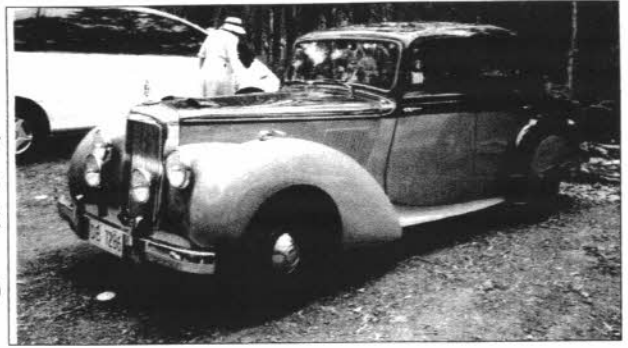
Dale Hanley advises that he is prepared to negotiate the sale of his
1939 Speed 25 Cross & Ellis Tourer (ex Glasgow Police car) would consider a Firefly as part payment.

Ring Dale on 07 3219 1141



FOR SALE

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



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 (northneys@westnet.com.au, or 2 Orrong Rd, Elsternwick, Vic 3185).

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