

April 2012

Alvic

The Newsletter of the Alvis Car Club
of Victoria (Inc) Australia



*For the sheer joy of driving I'd like to go
there in an Alvis"*



Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Dead-
line - first Friday of the month.

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au

April 2012
VOL 51 ISSUE 3

PRESIDENT'S REPORT

PRESIDENT

Chester McKaige,
129 Tucker Rd, Bentleigh, Vic 3204
Tel (03) 9557 1134 Mob 0407 113 516
ericmckaige@bigpond.com

VICE PRESIDENT

Andrew McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

SECRETARY

Dale Parsell 14 Symons Rd,
Avonsleigh, Vic 3782
Tel 03 5968 5170
dparsell@ozemail.com.au

TREASURER & PUBLIC OFFICER

Darrell Horton, 28 Carisbrooke St, Balnarring
Beach. 3926 Tel 03 5983 2016
jocelyndarrell@bigpond.com

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129,
Gisborne, Vic 3437
Tel/fax 03 5426 2256
jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

COMMITTEE PERSONS:

Lesley Northey, 2 Orrong Rd,
Elsternwick, Vic 3185
Tel 03 9528 6767
northes@westnet.com.au

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

Alan McKinnon, 195 Lower Heidelberg Rd,
Ivanhoe, Vic 3079
Tel 03 9497 3414 alan@antiquityres.com.au

Greetings,

First a hearty welcome to Jo and Ian Todd and David and Kaye Webster who have returned to Melbourne after a four year break and will be coming with us to Tasmania. It will be great to catch up with them once more and look forward to hearing all the news at the next club meeting.

Prior to the rally in Tasmania, John Lang and Richard Tonkin have organised a couple of midweek runs as a shakedown prior to Tasmania. Thanks to both and all thanks are due to Andrew McDougall and Dale Parsell for supplying vehicles to our friends.

Things have been somewhat quiet this last month. My garage extension is nearly finished and its now time to sort out the 12/50 for Tasmania. I don't know if its just me, but have you noticed how oil filter canisters are a lot thinner in material than they used to be? My device for their removal, the old leather strap on a ratchet virtually squashes the canister before it even begins to turn and you get that sinking feeling of having to deal with a crumpled filter that remains defiant to the end. Then tightening up the new one also becomes an issue as you try not to crease or dent it whilst tightening it up. The old RYCO canisters were made with a fairly good wall thickness but those days are long gone and these days you end up with a thing resembling a Coke can.

For some time now we had not received a electricity bill so I gave them a ring to find out why. By entering the account number on the phone pad you can get all the details you require including balance owing, last payment and everything else you don't need or want to know. I discovered that we were in credit to the tune of \$300.00 so after hearing that I rang off. I then couldn't remember how we could have got in credit in the first place so decided to ring back and see if I could get someone of flesh and blood. This I eventually achieved only to be told that because the electricity bill was in Sally's name and because of privacy policies I couldn't access the account. Makes me wonder where we will all end up one day!!!

Last month's meeting was a great success thanks to Mac Hulbert and his talk and we look forward to his next talk next year. It is no secret that the ERA is coming out here towards the end of this year so that



will be something to behold. Looking forward to seeing you on the two mid week runs and of course the monthly general meeting.

Cheers
Chester



Next week prior to the Tassie Rally, we will have the pleasure of the company of David & Kaye Webster and Ian & Jo Todd, out from the UK. We have organised 2 mid-week runs, to show them a bit more of Victoria and you are all invited to join us.
TUESDAY 17 APRIL - run & Pub lunch at Tooborac
THURSDAY 19 APRIL - run & lunch at the RACV Healesville

Contact John or Marg Lang 5426 2256 for Tuesday's event
Contact Richard Tonkin 0407 944 987 for Thursday's event

SUPPER - the LANGS

2012 EVENT CALENDAR

17 Apr	* Mid week Run—see above*	
19 Apr	* Mid-week Run—see above*	
20 Apr	General Meeting	
22 Apr-6 May	16 day event	TASSIE - Noeline McKinnon
18 May	General Meeting	
20 May	National Motoring Heritage Day	
5 Jun	General Meeting	
17 Jun	Day run in the Macedon Ranges	John Lang
20 Jul	General Meeting	
17 Aug	General Meeting	
19 Aug	Day Run	Chester McKaige
21 Sep	General Meeting	
19 Oct	General Meeting	
26-28 Oct	3 day event	John Hetherington
16 Nov	General Meeting	
24-28 Nov	<i>RACV 80 Years' Great Ocean Road Celebration Tour—more info to follow</i>	
2 Dec	Christmas Party	Balnarring Beach

Front Page: SEE PAGE 8

A re you

A ble to

A ttend

PROTECT YOUR CAR
against theft

Locks may be picked or jimmed. Cars may be Stolen in spite of them

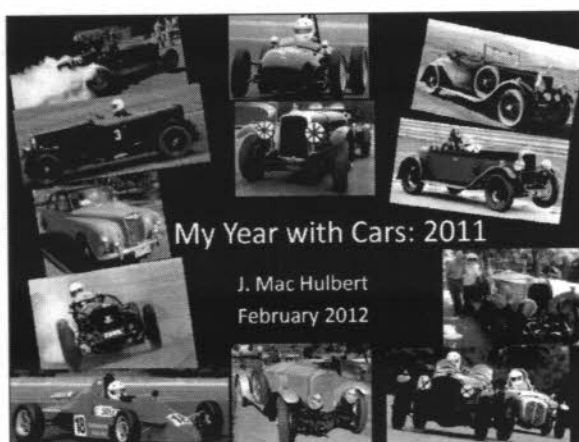
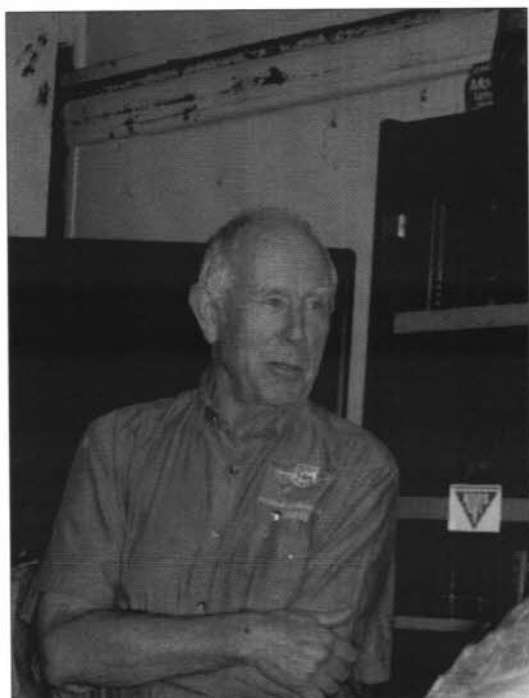
BUT NO THIEF EVER ATTEMPTED TO STEAL A CAR WITH A MAN AT THE WHEEL

Bos COLLAPSIBLE RUBBER DRIVER

is so lifelike and terrifying, that nobody a foot away can tell it isn't a real, live man.

THE ACCV TRIPLE **A** WEEKEND AWAY IN OCTOBER? GOOD VENUE CLOSE TO MELBOURNE. GOOD ACTIVITIES. GOOD FUN. OCT 26/27/28. DETAILS SOON BUT DIARY NOW.

John Hetherington. 0419 319 339 jfh@mcmmedia.com.au



LAST MEETING

The March meeting featured another talk by Mac Hulbert and in it he had photographs and clips many of the motor racing locations and cars that he drove during 2011.

Once again the talk was most interesting and enjoyable.

Thanks to Mac and we look forward to the next.

.....ed

Heading for the Hills

Sunday 18th March

OR

“AN AUTUMN RAMBLE”

There is no better time for rambling in southern Victoria than the early months of autumn, and a location equal to any other is the Dandenong Ranges that lie just to the east of Melbourne.

These ranges, for those not in the know, comprise one of three such geographical features on the city's doorstep that are surprisingly similar in nature and which have each provided city dwellers, since the days of settlement, with necessities for the table in the form of vegetables, fruit and berries, as well as flowers and dairy products.

Since the advent of the motor car, each of these locations has provided strong appeal to the weekend motorist seeking respite from the drudgery of weekday toil and two or three hours of gentle travel on a Sunday afternoon, up and down hills and along verdant valleys, has been a prescription for restoration of body and soul.

If this alone fails to conjure envy, to imagine this in an Alvis will surely incite some drooling and so it was in high expectation that our treasures, which had been eagerly awaiting some reprieve from the long Victorian summer heat, sallied forth on Sunday 18th March, for just such an adventure.

A leisurely muster time at the Knoxfield shopping centre saw eager participants journey into the Ranges via Ferntree Gully and along roads carefully chosen to challenge but not deter. Steep ascents were rewarded with far-ranging views for those who were not engaged in maintaining contact with the road ahead and eventual descents incorporating tight turns called for fine judgment to ensure steady forward progress, without resort to reversing and thereby highlighting an endearing Alvis idiosyncrasy!

Some fifty kilometres from the departure point lay the morning's goal in the form of the Cardinia Hotel, a recently restored premises selected by the organisers for its ample parking, quality fare and for its location from which the departing cars could access major homeward bound routes.

By no means a demanding course, but one that nevertheless required enough input by drivers to reward with a satisfaction for judgment and co-ordination, the morning's jaunt was conducted in ideal weather and with the usual "Alvis" camaraderie that makes these Sunday occasions so enjoyable and looked-forward to throughout the year.

By one who was there.



Congratulations

to

*New member Warren
Bonning on his first ACCV
outing in his TD21 (series 2)
Car #26795*

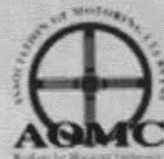
Alvis

April 2012

5

RACV

RACV



Cavalcade of Transport

A drive to Yarra Glen Racecourse

Sunday 20th May 2012

To celebrate the

National Motoring Heritage Day

A tribute to Australia's Motoring Heritage

Entry is by Gold Coin Donation

Proceeds donated to Yarra Glen CFA

Event Sticker & Grille Badge

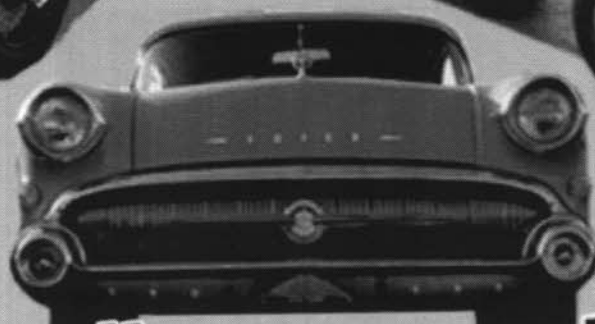
Picnic atmosphere

Childrens face painting

Onsite catering

Free bus to Yering Station Famers Market (entry to market: free)

& National Trust Gulf Station Open Day (entry fee applies)



Proudly sponsored by
the ROYAL AUTOMOBILE CLUB
of VICTORIA

"For the sheer joy of driving I'd like to go there in an Alvis"

(Advertisement in The Motor 1952)

The saga of a TA21 that would not match the 1950's advertiser's claims

The problem with a low volume import is that knowledge becomes specialised and over time very quickly lost. This can explain why a car, which should handle quite well may in fact not do so.

Having just paid for a front wheel alignment and being complemented that the front end was clean and in good order I expected the car to drive well. It did, but only in a straight line. That's the problem with a wheel alignment it's correct when in the straight ahead position.

Descending down the windy Dandenong Ranges the car screeched and squealed around each corner. My sense of satisfaction soon evaporated. This is meant to be an Alvis, although a somewhat prosaic one. What had gone wrong? Having an interest in things mechanical it was time to visit the books, old ones at that. I soon learned that there was a thing called toe in/out on turns. It was now time for some Alvis specific research and a re-visit of the TA 21's steering geometry.

Upon looking at the front end it became apparent that the centre tie rod ends had been replaced with locally sourced parts. One would expect that of a car that is now over 60 years of age. This created the problem as I soon discovered, namely that the threaded portion was not the same length as the spare part original that I had in the junk box. In order to make the wheels align in the straight ahead position resulted in the side tie rods being made to conform with the wheel alignment machine's requirements. The result, perfect alignment in the straight ahead position but this totally destroyed the alignment on turns. And there lies the problem. A lack of knowledge resulted in one problem being solved but it created another. Alvis contributed to this by sending cars abroad with very little publically available literature. The handbook is good but not good enough.

One can now appreciate why membership of a car specific club can be so helpful. The Motor Trader Service Data sheets No. 202 provided the cure to the problem but even their data was incorrect. The upshot to all of this is that the side tie rods must be 13 ¼" in length centre to centre. These were frequently tack welded in order to prevent tampering with by less knowledgeable people. My side tie rods had had their ends replaced too. Any tack welding was long gone.

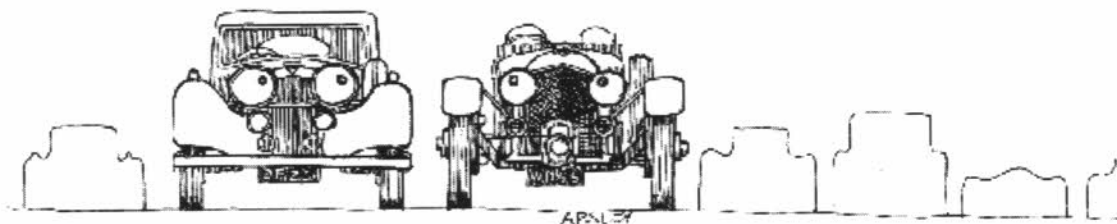
The end result was that neither side rod was within any close proximity to the required setting nor were each the same length. One would think that by correcting these it would be relatively simple to adjust the centre rod to the required setting. The answer was emphatically NO unless the centre bar was cut down. Surely this is a bit drastic.

To shorten the saga the solution was relatively simple. The purchase of 4 NOS tie rod ends fully threaded allowed the whole set up to be bought back to specification. A simple tool was made from a piece of wood with two sharp nails hammered in at a length apart of 13 ¼"; this tool was then used to adjust the side tie rod ends as each end had a small indentation in its centre. With the aid of a steel tape measure it was a relatively simple task to set the toe out. I then followed up with a trip to the garage in order to confirm/correct my less than precise work. Surprise surprise I was just about spot on.

There was an added bonus to this as well, namely that the steering wheel is now centred, something it never was. Now a trip down the Dandenong Ranges is a delight the only limitation being the road holding ability of the cross ply tyres. As an aside trying to tell the wheel alignment mechanic that the car requires a toe setting of 0-1.6mm toe out is another saga. It seems that they are taught that all front ends are set with the toe in. I received the reply that they did not know what they were talking about way back in the 1950's. I suddenly felt very old and inadequate. The mechanic was all of 20 years of age. My next task is to educate him.

As a post script it is worth conducting a careful visual inspection of the front end now and then with particular attention paid to both the steering arms that connect to the side tie rods. (see TA/C Catalogue of Spare Parts book A23 on page 34) There is not an over generous amount of metal around where the tie rod tapered ends fit. If one of these were to fracture due to fatigue or any other cause, then steering would be lost.

Richard Wallach
Alvis Car Club of Victoria



^ WHAT'S IT LIKE HERE, THEN ?"
 "OH! IT'S ALRIGHT. FIRST HE TELLS YOU HOW BEAUTIFUL YOU ARE.
 THEN HE TELLS YOU HOW MUCH YOU'VE COST HIM,
 THEN HE PUTS A DUST SHEET OVER YOU"



"ARNOLD! ARNOLD!! ARE YOU STILL THERE ?"

We are very fortunate to be able to feature some of the cartoons of "Apsley" whose work has graced the pages of the AOC Bulletin for many years. Apsley is an Alvis man and his skill in producing cartoons focussed on our marque is unique. Readers are reminded that his work is copyright as he is a professional cartoonist and his services, on commission, are willingly available.

.....ed



Some of you will be aware of my involvement with the annual GREAT Macedon Grand Tour. Also on the organising committee is Peter Miller, ACCV member and owner of the ex David Caldwell Speed 25.

My role as Vice President, consisted of making sure that the President took his medication on time and that he didn't step out in front of a bus, that always had his mobile phone on etc. Peter's involvement was far more important and time consuming, with his expertise as a route planner making the best use of the ranges attributes both inside the Macedon Shire and also those surrounding. He also produced the most professional Compendium containing route notes, maps, tourist information, Triumph history etc, that I have ever seen.

This year's Grand Tour was run in perfect weather conditions on Saturday 31 March with 96 cars participating on what was the 9th occasion.

Many will remember the 2005 event in which Alvis was the featured marque with about 10 cars present among the 100 or so participants. The organisers invite cars up to 1985 manufacture to participate in a fully catered event of about 230km. The Tour is obviously not for everyone, however when you have already 8 entries nearly a year before the event, we must be doing something right and there are those who have been on every event.

As well as the Tour on the Saturday, there was an optional dinner on the Friday night and a Picnic in the park on the Sunday morning. This year, Triumph was the featured marque and the three clubs provided about thirty participating cars. They also decided to have their annual Concours at the Sunday event, that saw in addition to about thirty non-Triumph Grand Tour cars, an influx of about seventy Triumphs. The event also attracted a significant number of cars not directly associated with either organisation.

As the event coincided with the Gisborne Sunday Market, also sponsored by the GREAT Association and clashed with a Fun Run that even the council knew nothing about, the sleepy town was turned into the major event capital that might just be a portent of what will happen to the town, when Melbourne swallows it up in a few years.

The front page: just to show that the marque was represented, Big Red and Little Red are pictured, on the Sunday, amongst a plethora of interesting motor cars.

.....ed



.....the steam soon cleared. The giggling kids went on their way. It was a cool morning so the trousers soon came up. The tail back of traffic was long and the drivers angry, so the wounded Mr. Plod had little option but to return to duty and assist me in pushing the car into a nearby side street. There a certain conversation took place but it was evident that I had committed no crime, so off he went about his morning's

duties, leaving me with an immobile car. I didn't have to walk far before I was able to buy a replacement radiator hose and a householder donated a bucket of water – the first for the day. So I was soon on my way again. But to avoid another uncontrolled eruption I left the radiator cap off.

I hadn't gone far in stop – start heavy traffic before the radiator boiled again. This time steam, foam, froth and bubbles emerged in quite a gentle manner from the radiator. Unfortunately, along with the pretty effusions were lumps of hot soft soap which streamed backwards to splatter on the windscreen. So I switched on the wiper. All was well for about half a minute then the wiper blade got stuck between two bigger gobs of soap. Not wanting the motor to stay stalled I switched it off. Only I accidentally didn't switch it off – only moved the switch in the "off" direction. So a little while later the motor caught fire. The shellac on the windings and the grease in the gearbox formed a readily incendiary goo which dripped down on to the carpet. That was fairly oil-stained so soon caught fire. It looked as though a wet disaster was rapidly turning into an immolation; my left trouser leg was already singed when the second bucket of water for the day arrived.

It arrived courtesy of a nearby shopkeeper who rushed out and threw the water over the fire and also over me. The fire went out and I got very wet and very cold. But that was not the only response to the fire. Another shopkeeper had 'phoned the fire brigade. The biggest fire engine the Metropolitan Fire Brigade could muster arrived to find a scrap of smouldering carpet on the road. The firemen's only source of water was from their on-board tank and was delivered at near 1000 psi from their large hose. I got wet again and the poor little Morgan nearly got washed out to sea. All the "twos and blues" from the fire engine plus the curious crowd attracted the attention of you guessed it. Mr. Plod!

He was not amused. But again, no offence had been committed so there wasn't much he could do. I did point out that this time he was unscathed, probably because he had arrived late. He advised me to abandon my journey and he did threaten to find something, anything, to charge me with if he saw me again that day.

The fire captain was pretty upset at all the paperwork engendered by the one short squirt from his fire hose but I was not very sympathetic. After all, in the space of an hour I had been scalded, shouted at by irate delayed commuters, ridiculed by a class of school children, nearly incinerated, drenched in cold water twice, ruined a perfectly good pair of trousers, risked the wrath of the law, failed to reach my destination and discovered that my car needed extensive repairs to its cooling system, electrical system and interior.

I gave up. I limped home minus radiator cap, minus windscreen wiper and needing to top up with water every few hundred yards. When I got there I found the perpetrator of my disastrous morning was still asleep. I hid all the bars of soap I could find in the house and left him a note with a bus time-table. The Morgan did live again and survived to wreak one more fluid related disaster upon me.

I wonder – should the starter motor have been repaired earlier? Should soap be avoided? Should friends be chosen more carefully?

JOHN HETHERINGTON.

You could be forgiven thinking that you have picked up the veteran news magazine, rather than ALVIC. Sure the following story doesn't feature an ALVIS because there weren't any at the time that all the vehicles in this event were made. However the reason that it is so special, is that Andrew & Frances McDougall (ACCV), were participants in this incredible celebration of the Centenary of Sid Ferguson and Francis Birtles' 1912 epic journey from Perth to Sydney in their Brush car. Next time you are looking for something interesting to do, look at www.vccansw.org and read about Ferguson & Birtles and their trip. If you are not proud to be Australian, you will be after reading about these men and their achievements.

Acknowledgement is made to the Veteran Car Club of Australia (NSW) website

.....ed



VETERAN MOTORS ACROSS AUSTRALIA

1912 - CENTENARY EXPEDITION - 2012



Frances McDougall

On March 16, 1912 Sid Ferguson and Francis Birtles left Perth in a 1910 single cylinder Brush to drive across Australia to Sydney, where they arrived 28 days later. In 2012 a celebration of this feat took place – 33 entrants comprising 16 veteran cars and 17 veteran motorbikes left Perth on March 16 to drive across Australia to Sydney, where they arrived 20 days later covering just over 4,000kms. All vehicles were pre 1919, either one or two cylinders and 29 entrants made it to the finish.

This is the story of one vehicle, a 1909 single cylinder Sizaire et Naudin, entered by Mark McKibbin with co-driver Andrew McDougall and support crew Frances McDougall.

later there were eight days with distances between 260km and 312kms. These days really tested out the stamina of the cars and bikes, their drivers (and the support crews). It was funny how soon a day under 200kms became an easy day – you would arrive at your destination in time for lunch! Life on the road settled into a routine fairly quickly – the Sizaire and other entrants would leave just after sunrise, as soon as it was light to see and be seen, while the support crews would pack up, chat and then get going an hour or two later. There was generally a designated stopping place for morning tea, whereby the support crews could catch up and make sure all was going well with their vehicle. A good book was a must while waiting on the side of the road to give the Sizaire a chance to get ahead once more. This ensured that all the vehicles and support crews didn't cause too much of a traffic jam for the trucks and other road users.



The Sizaire developed a miss which involved changing over the magneto in Merredin. This attracted a crowd of locals as a bit of lunchtime entertainment. The car was soon on its way to Southern Cross where there was a wonderful sunset.



The story starts in towing the Sizaire to Perth in time for the start at Government House on March 16. It was a grand sight seeing all the vehicles lined up in front of Government House, then to be welcomed by the Governor and then flagged off by him. The cars and bikes made their way out of Perth, up and over the Darling Range and into York for the first night. One car a Swift Cycle Car found it a bit too much and retired. One of the 5 Brushes entered ran a big end but swiftly had it repaired in Perth and was soon back on the road.

Most entrants were watching the weather forecast for the following day as ex Cyclone Lua was making its way down through the centre of WA towards Kalgoorlie and how right it proved to be with all entrants getting soaked to the skin by 66mm of rain. The roads in Kalgoorlie were awash and it just got heavier as the

The short run to York was an easy introduction and a chance to see how the vehicles were performing, as

evening progressed. Support crews were nice and dry – the driers were working overtime in the caravan park and our camper looked like a Chinese laundry.



The following day proved to be not much better, the dry salt lakes around Norseman were covered with water – it is interesting to note that Ferguson & Birtles also had to contend with heavy rain around Norseman though unlike them we didn't get bogged in the salt lakes thanks to now having sealed roads to travel on.

On leaving Norseman under overcast skies we began the crossing of the Nullarbor Plain with night stops at the roadhouses at Balladonia (famous for parts of Skylab crashing into it in 1979), Cocklebiddy (having a mouse plague and its associated smell), Eucla (on the start of The Great Australian Bight) and Nullarbor (not a tree in sight). The cool and overcast weather stayed with us proving that we were travelling at the same speed as the clouds, at least it was much better than the anticipated hot weather that everyone had prepared for, but it did have people searching for coats and gloves. The views of the Great Australian Bight were spectacular. The Sizaire developed a vibration in the engine just before Nullarbor and that afternoon saw a mammoth effort by many hands to take the top of the engine to find that the flywheels and crankshaft were very loose due to a nut that had worked its way loose.



The car went on the trailer to be looked at more closely on the rest day in Ceduna. Mark had also brought his

1914 Triumph motorbike and this duly came off the trailer to be used the following day.

Everyone was up early keen for a start at 7am but unfortunately the sun didn't rise until 7.45am! The Triumph ran well and Mark and Andrew swapped riders throughout the 290kms to Ceduna. That night they pulled the engine out of the Sizaire ready for it to be taken down to the mobile workshop of the Sargents the following day. Duly the nuts were tightened, the crank aligned and the engine was put back in, which took up most of the rest day.

The following day found out that the castellated nut that was left over was important – the clutch didn't work. Parts of the tailshaft and clutch assembly had to come out again and they eventually left around 10am for the longest day of the trip, 312kms to Kimba our half way point, arriving in the late afternoon. Had a very enjoyable night at the local pub.

The car still had some vibrations and so it went back on the trailer just before Port Augusta, where the Whyalla Car Club had come to meet us, including a TA14 Alvis.



Peter Kellaway's TA14. Peter an ACCV member from Whyalla was part of the local car club's welcoming committee.

The Triumph came to the rescue again for the rest of the day to Peterborough. The bike did a fantastic job of climbing up Horrocks Pass – a steep and winding road that takes you over the southern Flinders Ranges to Wilmington. On into Peterborough for the night and meeting up with friends from Adelaide who had come to see us and the rest of the entrants – it was a noisy night at the pub full of chatter and the swapping of stories.

The bike ceased to proceed the following day after about 70kms, so both were on the trailer, however this did give us time in Broken Hill to find a workshop that could help with the Sizaire engine on the following day – so another rest day was spent working on the car. Other friends from Adelaide were there and being Sizaire owners were very interested in the work done on the engine. It is amazing how many hands and a

trolley jack made light work of putting the engine back in the car. It was very pleasant sitting around the BBQ that evening knowing that the car was ready for the rest of the trip.

Wilcannia was reached in time for lunch and camp was made on the local golf course due to the caravan park being flooded. The Darling River was flowing at bank full and still rising – luckily we were able to cross the floodplain the next day and into the last 1000kms. The countryside has been very green all the way across the Nullarbor, through South Australia and now into NSW. The mosquitoes were very bad and they didn't seem to know that repellent was supposed to keep them away. Thankfully the camper is well screened.

The next few days through to Cobar, Dubbo and Bathurst passed without any further hitches, the days having warmed up and we had come to the end of flat roads. The hills and the state of the roads made for interesting times as well as an increase in the amount of traffic made most of us wish we were back on the empty flat roads of the Nullarbor. In Bathurst a number of the cars and bikes did a lap of the Mount Panorama circuit with varying amounts of success.

The penultimate day saw the toughest hills so far encountered even though the entrants took a slightly less steep road to get to the top of Mount Victoria. It was a very scenic route along a valley floor before winding up along a narrow section to the top – this is most likely to be the road that Ferguson and Birtles took as well. Then it was through Katoomba to Penrith for the final night dinner which saw some awards presented and a counting of the money raised during the trip for the McGrath Foundation and Prostate Foundation. All felt a great satisfaction at having taken part in this event.



A truly veteran road at Hartley Vale N.S.W.

The cars and some of the bikes made their way into Sydney via the M4 motorway which proved to be not as bad as was anticipated and then over the Anzac Bridge to re-group before heading into Martin Place where a



large crowd and the Governor had gathered to welcome us in. The next three hours were spent talking to the public and saying our farewells to the entrants before heading back to the trailer and putting the Sizaire on ready for the trip down the Hume Highway to Melbourne.



Martin Place, Sydney

Amongst the entrants were 4 from the UK, 1 from Canada, 2 from Germany and 1 from NZ as well as from NSW, Victoria, Queensland and Western Australia. Two ladies rode their motorbikes all the way to Sydney, the oldest car was a 1901 Decauville brought out from England by Daniel & Toby Ward and the oldest car from Victoria was David Couper's 1905 Cadillac. There were five Brush cars the same as the original Ferguson & Birtles' car.

During the crossing there was lots of work done on some of the bikes and some cars to keep them on the road and a big thank you has to go to all who helped in this endeavour. Quite a number of the bikes and cars just kept plugging away mile after mile, arriving in time for Happy Hour at the end of each day and requiring nothing more than a check of the oil, a bit of a clean and to be tucked up for the night, ready for the next day.

It was a fantastic event to be a part of and what an experience for all who took part, be they entrants or back up crew.



Above: the 1901 Decauville heading into a very green Broken Hill.

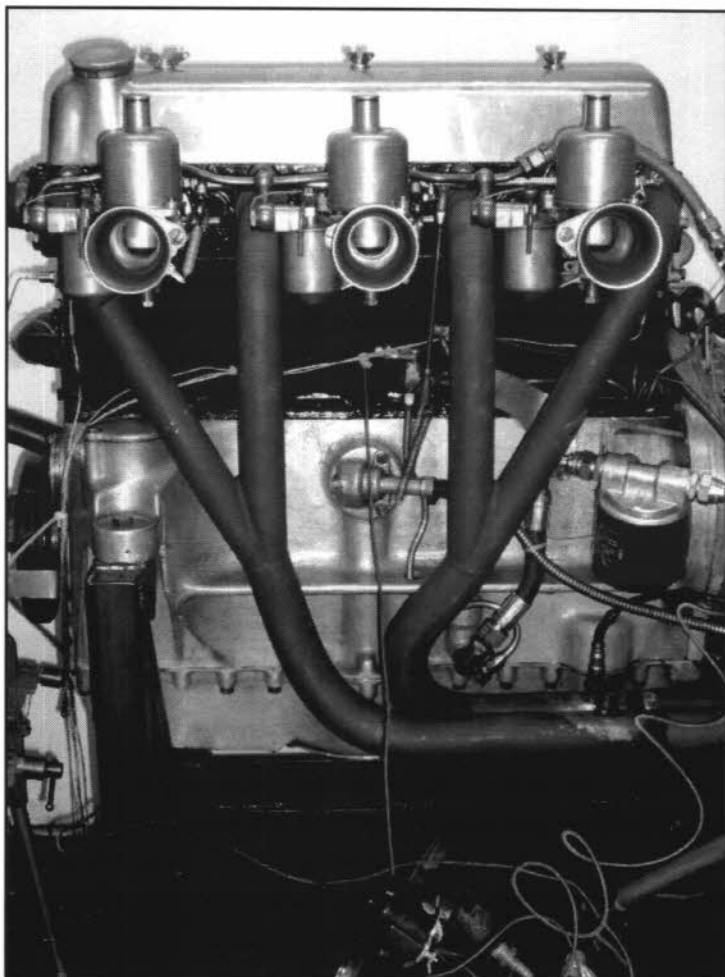
Below: 1905 Cadillac on the road to Wilcannia



We don't often get the chance to report on Alvis powered specials and with due acknowledgement to the AOC Bulletin, this article recently appeared in its columns as a letter to the editor. It is reprinted for your interest. Also I couldn't let the photographs go without reproducing in ALVIC.

.....ed

(Dan Geoghegan (AOC), pointed out that the engine of James S. Baxter's "Frazer Nash" VSCC record holding hill climb special belied its name, as it is Speed 25 powered. We asked James to share some detail, which he very kindly did.)



from James S Baxter

Engine number 14339 is not special in specification, but it is put together with a lot of thought and care.

About the alterations; it has standard rockers, but a special camshaft, a different cam, a new crank, JE pistons, 10.5 to 1 compression, standard carbs - just changed from petrol (R32 std needles too!) to methanol. The crank is fully counterbalanced, and weighs 40kgs! It has shell bearings throughout. The valve springs are modified as usual to remove the "ring of nine".

The crankshaft damper is standard Speed 25 too, but I recently did some torsional vibration tests to see if it was needed to still do its job. As yet the tests are inconclusive, and more work needed. Tony Law in Leeds made the tubular exhaust manifold. I made the simple inlet manifolds, nickel plated to reflect heat. I ran an auxiliary throttle bar, that is to say my throttle spindle does not connect to the carbs directly. Instead each carb is operated by a 4-bar link from another spindle. The flywheel is as light as I can cost effectively get it, at about 4kgs, including a ring gear and the usual clutch operating face. The clutch is a much later diaphragm type.

I built the engine myself, as this is what I do for a living. On my days off I work as a driving instructor, both for private clients and at the Harewood Hillclimb where I am an official instructor. The Alvis Nash is therefore a combination of everything I do.

I still run the original 1.5-inch carbs. When the car ran on petrol the carb needles were 24B, which your Speed 25 readers will know is a standard factory needle for the engine. For methanol, you just make the fuel delivery 2.2 times greater, so I'm now on home-made

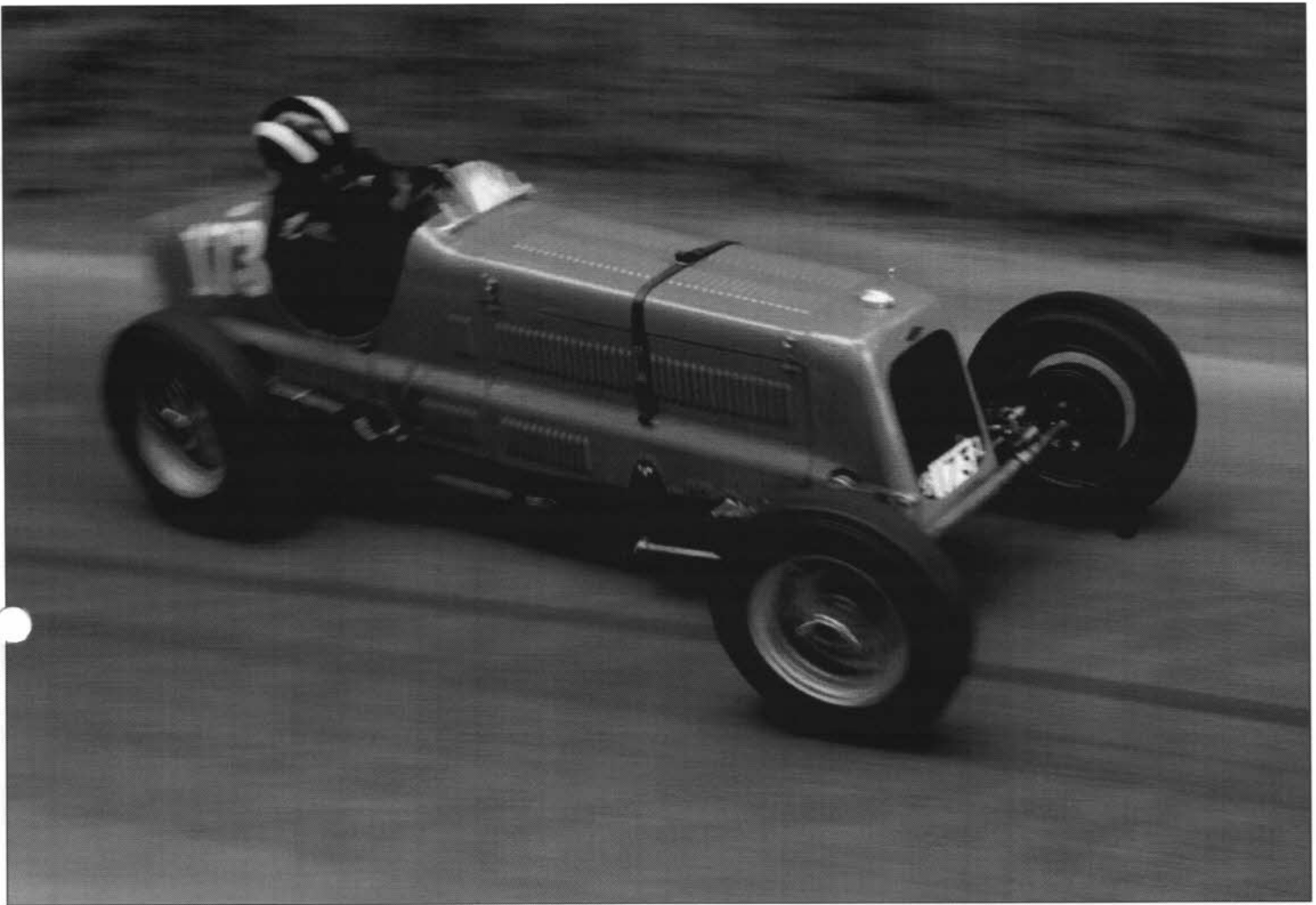
needles and 0.1" jets.

Hillclimbs take a very intense burst of ability; so careful car preparation is essential. I am also practising mental preparation, but this is still in the early stages.

(Those attending VSCC events are used to seeing this driver and device winning....)



Wiscombe Park Hill Climb



In action at Shelsley Walsh.

It is interesting when chasing car history in past editions of the newsletters, to come across hints and instructions in relation to various maintenance issues on the cars. In this case as "Big Red" is having a significant amount of work done to suspension and steering and other items, it was opportune to find it.

This came from the AOC Bulletin Jan 1960.

.....e

SPEED 25 STEERING

From recent enquiries, it is apparent that overhauling steering is a popular occupation at present and the following comments received from the works are printed to assist members whose cars have the same steering layout as the Speed 25 model.

The wear which has taken place is in all probability in the steering lever bushes and the sleeves on which these bushes work. The arrangement of the mounting of these levers is that a pin retains a sleeve between the upper and lower flanges of the chassis frame and this sleeve in turn passes through the bushes in the steering lever.

To deal with the wear which has taken place it will be necessary to remove the steering joints from the lever and take out the pin which passes through the chassis member when it should be possible to remove the lever complete with the sleeve. There is also a distance piece which fits between the sleeve and the chassis member and when reassembling, this distance piece has to be fitted so that there is no up and down movement on the sleeve.

Whilst the removal of the ball pins on the centre steering track is rather difficult, it can be done. In fact we frequently do it without extensive dismantling at the front end of the car. The procedure is to remove the side track rods first so that the centre track rod can readily manoeuvred into the most convenient position.

The ball pin nuts should then be removed and pressure should be inserting a bar over the bottom lip of the cross member and prising upwards at the bottom of the ball pin. Whilst pressure is being exerted here a bar should be positioned on the top of the idler lever as close as possible to the track rod and the other end of the bar should be given a sharp blow with a hammer. This will release the ball pin from



SAFETY ADVISORY



For those who do not know, some years ago a Speed Twenty equipped with a Marles Weller steering gear suffered a steering shaft breakage, fortunately without injury or accident involving another vehicle. The broken part, the steering shaft, had been unavailable for many years. The Club at the time decided that, in an attempt to avoid accidents (and, of course adverse publicity for the Marque), a stock of shafts be made available and encourage members with cars so fitted to replace them. More than one firm was asked to quote and Mike Hirst of the Alvis Register took the job on, manufactured kits of spares and still has them available.

Mike tells me that he has sold approximately 50 steering shaft kits this year, about equally divided between the 'J' Type (Firefly/Firebird/Silver Eagle) and the larger 'O' Type (SA/SB20, Silver Eagles & Crested Eagles). He has a small quantity of kits in stock and several un-machined blanks if there is more demand. Take up is still very slow with barely 50% of the estimated known cars having been modified.

Another slight worry is the high percentage of cars sold by Club Members where steering shaft kits have been supplied and not fitted. It would appear that some owners consider it safe enough to be stored in the garage and even one was stored in the boot! What price your neck? What about other road users? What about insurance? I cannot believe the irresponsibility of some owners! There are even senior people in this Club who run their Alvises without this vital safety related modification! It is reported that between 20% and 30% of Maries-Weller steering shafts displaced last year had cracks present. The smaller Firefly/Firebird/Silver Eagle version (TType) has the more frequent incidence. A rough analysis shows that cars for sale by dealers tend to have had the shaft replaced before sale.

Some Members have removed their steering shafts and had them crack-tested and found them to be

satisfactory; if you are going this far you might as well fit a new one! In the light of modern technology and knowledge, the new shafts have been re-engineered to reduce the possibility of cracks. A car fitted or not fitted with a modified shaft may usually be identified with a quick exterior visual inspection without dismantling as a safety guide to anyone considering purchase of a car with this steering gear.

I would like to ask through the Chair, if the Membership Secretary may be permitted to send an application chart for Alvis cars fitted with this steering gear to ALL Members in a convenient issue of the Bulletin, Pink, or both and enclose one with each new Member pack? I have reproduced below a simple format for this chart below.

Application Chart – known Alvis cars with Marles-Weller ‘ steering gears.

Alvis Type	Model	Box type	M/W Box Part No	Approx years	M/W Shaft Part No
Silver Eagle	TC 16.95 & TA 19.82	'O'	GA2400	1930 to 1933	P2431
Silver Eagle	TD16.95, TB 19.82 & TC 19.82	'O'	GA2400	ditto	P2431
Speed 20	SA 20	'O'	GA2400	1931 to 1933	P2431
Speed 20	SB 20	'O'	GA2400	1933 to 1934	P2431
Crested Eagle	TE16.95, TD 19.82 & TE 19.82	'O'	20798	1933 to 1937 (not 25HP)	P2431
Sixteen	SF 16.95	'J'	20806	1933 to 1934	P2459
Firefly	SA 11.9	'J'	GA2450	1932 to 1934	P2459
Firebird	SA 13.22	'J'	20806	1933 to 1935	P2459
Silver Eagle	SG 16.95	'J'	20806	1934 to 1936	P2459

Nick Simpson F.I.M.I.
Technical Advisor.

Top Tips –



The Cooling Systems on Post War Three Litre Cars

Overheating on post war three litre cars is not uncommon but with some simple maintenance the problem can usually be resolved. The cooling system should be regularly flushed clean and refilled with a good quality anti freeze, otherwise there will be a build-up of sediment and the car will start to run hot.

When doing this it's worth paying particular attention to the drain plug at the rear of the cylinder block, which can be a common cause of problems. Once you have removed the drain plug insert a small rod and have a good prod around - you will probably be amazed at the amount of debris and sludge that comes out. Keep refilling the system with clean water and repeating the process until you get a good flow of clear water from the cylinder block. This may not be exactly precision engineering in the Alvis tradition, but it's effective! Naturally there needs to be good ventilation through the radiator and around the engine.

The original baffles and cowls were designed to direct airflow and perform a very important job. Any, which have rusted away or are missing, should be replaced. It might be an idea to run through the list below and check your car has the following in place and in good condition:

- **The Baffles:** These accelerate the air through the radiator; it is amazing how many cars we see in the workshop with baffles fitted incorrectly and sometimes cars without any at all. They should be hooked behind the chrome radiator shell at the front of the car; otherwise they can bend or distort and actually inhibit cooling. They are also prone to rust and although this might seem obvious, a baffle full of rust holes is little better than no baffle at all.

- **The Air Scoop:** This is underneath the front of the car and is designed to draw air up into the radiator. It often becomes badly corroded because of its location behind the number plate and then discarded because people are unaware of its importance - without it the car is likely to run hot at sustained speed.

The Fan Cowl: This ducts air in the direction of the fan blades and is essential for efficient cooling of the engine; if it is lost, broken, or badly fitted, the car will run considerably hotter.

The Radiator cap should be rated at 4lbs pressure only. Caps of a higher-pressure rating can and often do, cause core plugs to fail. This results, at the very least, in a loss of coolant resulting in over heating and unnecessary aggravation.

The heater control knobs are often fitted 180° out; this is mainly because the design permits it. On more than one occasion we have been asked to repair a supposedly non-functioning heater only to discover the heater works perfectly well, as long as you don't mind the knob saying 'off' when it is on. To check turn both knobs fully anti-clockwise and the 'off' should be at the top of each knob.

It is surprising how often we see a car with more than one (and occasionally all) of the problems listed above. Whilst individually they appear relatively trivial, their cumulative effect can be serious as excessive engine temperature is one of the biggest single causes of mechanical failure.

David Langridge
Mechanical Workshop Manager
Red Triangle



Fan Cowl, baffles & air scoop

Heater Control



This has happened before, however the Alvis FWD owners' forum hells-confetti.com received the following email:

Dear Sir or Madam,

Hope you are very well there.

I come to have your name and address from internet. I am glad to introduce ourselves as a professional exporter of confetti, streamer, handheld cannons, champagns, and electric launching systems also confetti blasters in the special effects industry of China. We wish to take the advantage of entering into business relations with you. Our cannons utilize compressed gas to power its launch. For confetti : we can make the shapes and sizes according to your requests. We have common, flamproof ,metallic flamproof and biodegradable materials.

If you need other effects such as and firworks (who manage the fireworks for the 2008 Olympic games)CO2 JET or bubble machines,i can introduce goodmanufacture to you:)

If you are interested in us,please free to contact me.

Your prompt valuable reply will be greatly appreciated. Thank you very much for your best cooperation.

Best regards.

Lisa Ye

WUXI YUEDI CONFETTI CO., LTD.
Hudai town ,Wuxi, 214161, CHINA



The question is—should we employ this company to ensure the 2013 National Rally goes off with a bang?!!!

Please note: I refused the help from the senior proof reader, however my spell checker went into melt down.

NOW TAKING ORDERS

with the ACCV logo
Men's neck ties
Or

If you don't wear ties - wear it as a bandana!

\$25
each



CONTACT
Dale Parsell
his details
page 2



FOR SALE

Stainless steel mugs with engraved ACCV logo.

\$7.50 each or \$15 the pair

Contact the Treasurer—see his details page 2

ALVIS PEOPLE BEHAVING BADLY



Who is it? Is it someone who has fallen on hard times? Is it the guy Scotland Yard have just spent the last 12 months looking for? Is it Father Christmas in drag? Did he fall out of a hot air balloon? Is he sleeping off the night before? Is he out camping? No it's Ian Todd (UK member) holidaying in the Falkland Islands and sick of looking at the sea elephants on the beach!

FOR SALES

FOR FREE

I've a complete set of the wooden door surrounds for an Alvis TA21 saloon, all in good condition and looking to find them a good home. Transport to be arranged by the lucky recipient.

Mike Osborne. 08 8837 3158 or
osbornes@intermode.on.net
Ardrossan SA

FOR SALE

Mac Hulbert advises that he has 3 X SPEED 25 crankshafts in the UK.

All three are potentially serviceable however two require work.

Contact Mac at: jmh10@columbia.edu

WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable of being fitted as is or with some redeeming restoration.
Contact Ray Dalton 03 5971 1361

FOR SALE

Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$ 500.

also

Complete TA 14 ROLLING CHASSIS

With steering box offers also around \$500. no further use ph ALAN BRATT 0427405573 ah 0260332951

FOR SALE

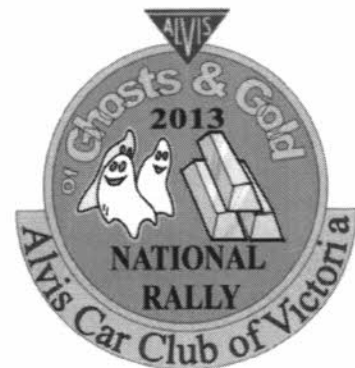
Alvis TA14 parts including all running parts except for motor eg gearbox wheels axle front and back, also some engine parts valves pistons rings starter gen etc parts some new.

Alan Bratt 0427 405 573 AH 0206033 2951

"of Ghosts & Gold"

ALVIS CAR CLUB OF VICTORIA

2013 Australian National Alvis
Rally
28 April - 3 May



Your

Invitation

To have fun

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

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.