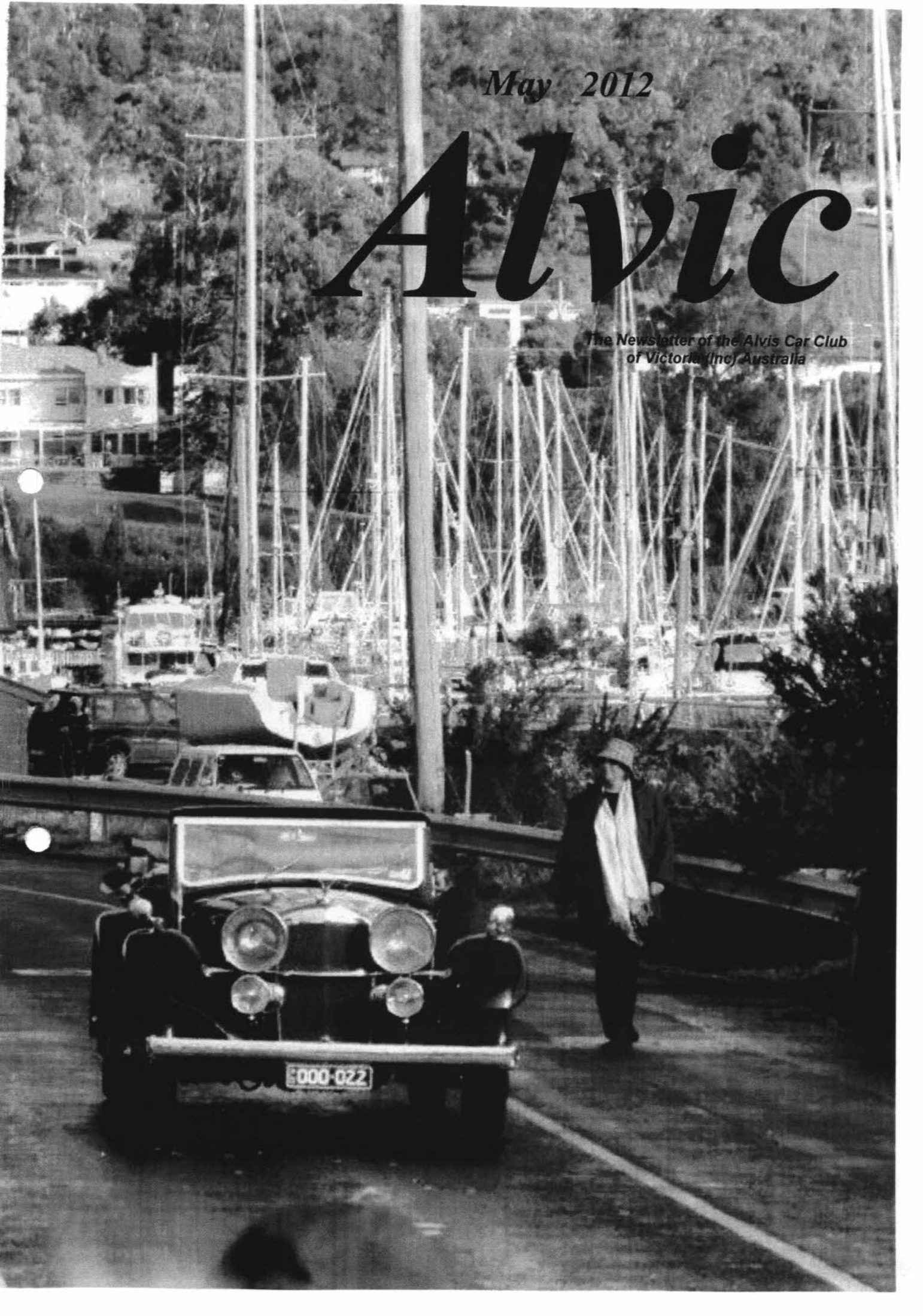


May 2012

# Alvic

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





*Alvis Motoring at its Best - approaching Cradle Mountain, Tasmania*  
*photography by John Hetherington*



# 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.

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May 2012  
VOL 51 ISSUE 4

## PRESIDENT'S REPORT

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Greetings,

The Tasmanian Rally has been and gone and what a great event it turned out to be. We had a bit of everything, wet weather, minor mechanical problems, people lost, people found, great camaraderie and plenty of interesting roads to follow. Chris Higgins and Merv Coombs were the only two that made it around without reaching into the tool bag for spanners. To our friends the Todds and the Websters, thank you for making the journey back to Australia to take part in the rally and also to Andrew McDougall, Alan McKinnon and Dale Parsell for providing vehicles. Finally a big thanks to Noeline and Alan for putting it all together. The question now surfaces as to what we do next?

Many of you will no doubt be attending one of many "Drive It" days on Sunday 20th. The R.A.C.V. run to Yarra Glen promises to be a huge event so if you are not doing anything, then why not head to Yarra Glen and give the Alvis a run.

Next month will see some activity taking place in regards to the National Rally next year. Details will be sent out shortly in the mail and also through ALVIC in due course.

On a sad note I have to report the passing of Peter Holmes who along with his wife Sue, attended the JNBC Tour with their TA14 woody. Peter had been unwell for some time but it still came as a shock when we learnt of his passing on our return from Tasmania. Peter will be missed in U.K. Alvis circles but the TA14 will remain in the family and will continue to be used by Peter's son and family.

I have just received the latest AOMC Newsletter, something I tend to read from cover to cover. I note with interest that there is still some concern in regards to roadworthy examinations. It appears that both RWC authorised garages as well as club appointed safety check examiners can sign off on vehicle inspections. This would suggest that the Federation Safety Check forms can be regarded as a valid document. I find this scenario somewhat vague and I believe it needs further work to establish proper guidelines.

Well that's enough from me. See you at the next general meeting and of course at Yarra Glen.  
CM



## OF NOTE!

*John Layzell and son Brett are preparing a VW beetle for the 2013 Peking to Paris - "Driving the Impossible"*

*We wish them luck in their endeavour and look forward to hearing of the preparation and then the rigors of the event.*

A  
lviators

A  
nd

A  
lvis cars

are invited to the **TRIPLE A** weekend

away. October 26<sup>th</sup>, 27<sup>th</sup> & 28<sup>th</sup> 2012. Details of what & where will be in June "Alvic".  
WATCH THIS SPACE!

**Alpine Trial. 20 - 22/4 Combined VSCC (Vic) & VSCC (Aus) [NSW]**

Vic

Mark & Sue Burns 12/50 1st overall & 1st Vintage.

Alan Willingham & George Wood 12/50.

Michael & Anne Wilkinson 4.3

Simon Ramsay & Roger Rayson Derby Bentley

NSW

John & Fran Higham 12/50

Rob & Denise Blacket 12/50

Tim & Katie Friend 12/50

**Eddington Sprints 31/3**

Mark Burns Competed.



IN COMPETITION

## PETER HOLMES

*It is with great regret that we advise of the death of Peter Holmes. Peter and Susan participated in the 2008 JNBC Tour in their TA14 "Woodie" and won the hearts of the other participants. They subsequently became ACCV members and the 2009 ALVICs featured the saga of their "woodie" restoration.*

*Always an avid Alvis owner and an active member of the Midland (UK) section, Peter following a short illness, passed away on the 2nd May. As recently as the 17th March, Peter and Susan hosted an event at Poleworth Abbey. Our sympathies to Susan and families.*

## SUPPER - the BOSANQUETS

### 2012 EVENT CALENDAR

|           |   |                   |
|-----------|---|-------------------|
| 18 May    | General Meeting   |                   |
| 20 May    | National Motoring Heritage Day<br><b>SEE PAGE 6</b>                         |                   |
| 15 Jun    | General Meeting   |                   |
| 17 Jun    | Day run in the Macedon Ranges<br><b>SEE PAGE 11</b>                         | Marg & 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  |

Graham & Anne Hesse, 1935 Speed 20 Charlesworth DHC, waiting for the Ferry at Kettering on the Tassie Rally

.....Photography by McKaiges

**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**

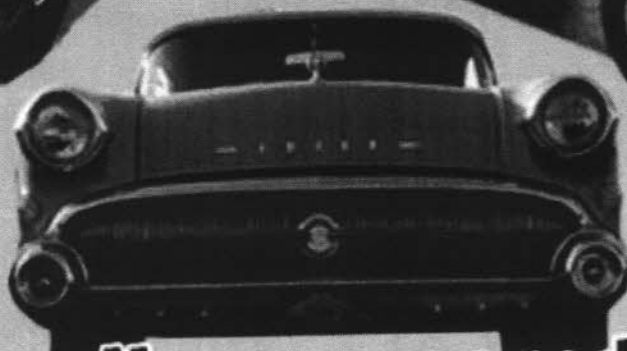
**Picnic atmosphere**

**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**

# ALVIS TOUR OF TASMANIA 2012

## 22 APRIL - 6 MAY

With ever darkening clouds, 12 Alvisers made their way to the Spirit of Tasmania ferry. Many were starting to wonder where they had packed their Kwells! Waiting in line were John & Margaret Hetherington in the 1935 Speed 20, Chris Higgins and Eric Nicholl in the 1923 12/50, John and Annie Link in the 1951 TA21 Special, Andrew and Frances McDougall in the 1926 TE 12/50, Chester & Sally McKaige in the 1923 12/50 Ducksback, Alan & Noeline McKinnon 1925 12/50, Dale & Maritta Parsell in the 1929 Silver Eagle, Richard Tonkin and Peter Mitchell in the 1953 TA21G, David and Kay Webster in the 1930 Silver Eagle as well as Ian and Jo Todd in the MGA, Peter and Ann Mott in the Mark 4 Jaguar DHC, David and Margaret Caldwell (modern) and Darrell Horton and Jocelyn Coates (modern). It was wonderful to have the Websters and the Todds join the tour from the UK.

Once on board and when we had found our cabins, it was time to adjourn to the bar and then to dinner where there was plenty of chatter and time to watch the Melbourne skyline disappear behind us. Unfortunately for the Motts, the Caldwells and the Todds, their Alvis cars let them down at the last moment, which resulted in having to bring other cars.

The crossing of Bass Strait ended up being quite smooth and we were all eager to start the tour after arrival in Devonport. Waiting to join us were Merv Coombs and Robert Smith in the 1952 TC21 and Mike and Liz Williams in the TA14 Carbodies DHC. It was a cool but fine morning for the drive to the Christmas Hills Raspberry Farm, where breakfast was awaiting us. The autumn colours were wonderful as we drove along the highway and the hearty breakfast and warm fire were appreciated by everyone.

After a bit of fettling to the Webster's car, we were off via back roads and the scenic route to Deloraine, Westbury, Hagley, Bridgenorth and Beaconsfield and Beauty Point. Many stopped off in Beaconsfield for a very interesting visit to the Gold Mine museum. Then it was on to Beauty Point and a visit to the Seahorses and the Platypus & Echidna House. They are breeding the Seahorses for export and sale for aquariums – it was fascinating to see how tiny the baby seahorses are and to watch them just floating around in the tanks. In the Platypus and Echidna area you got to see both being fed – the echidnas were running (they move very quickly) around our feet.

After such a promising start to the day; by mid afternoon those black clouds were threatening again and most got caught in some very heavy rain on the way to the National Motor Museum in Launceston. While in the museum we all had a chance to see Mike & Liz's 1925 12/50 Ducksback, which is on display as well as the rest of the cars and bikes that are in the museum. John Hetherington needed to do some serious fettling on the universal joints on the Speed 20, which were sorted out the following morning. A couple of batteries were in need of a charge once we got to the hotel. Graham and Ann Hesse joined us in Launceston in their 1935 Speed 20 DHC and we had a very pleasant opening dinner at the hotel.

The following day saw us heading to Ross via Evandale and Campbelltown for a guided walk around this lovely old town

and to the bridge and to the Female Factory. Our guide was an enthusiastic local who made the history of the area come alive for us and to make us realise how tough it

was to be a convict in those early days. Our journey home, took us via an old property Connerville, which has been in the same family for 7 generations – the present owner gave us a wonderful talk about his family and the property, followed by a walk through the extensive gardens around the house. Again the autumn colours were spectacular.

Day 3 saw us heading for Pipers Brook Winery, for a sumptuous morning tea and then to Scottsdale and Legerwood where the pine trees that were planted after WW1, in memory of the soldiers from that area who died, have now been carved by chainsaw. Each tree tells the story of these veterans and it was a fitting place to stop, as it was Anzac Day. Some also decided that they really wanted to see Launceston again and ended up heading in that direction. They eventually made it back to lunch at the Weldborough Pub. We passed through some spectacular scenery as we made our way up the Weldborough Pass and down into St Helens. Our stop for the night was at The White Sands Resort at Ironhouse Point. Here we were treated to a magnificent sunset and a dinner to match. The night was crystal clear and the following day one of those champagne days that autumn manages to produce.

The journey down the East Coast was fantastic with the sun shining, the water very blue, a crisp edge to the air and wonderful views over to the Freycinet Peninsular. There are quite a number of vineyards on the East Coast and the vines were all turning yellow, which just added to the picture perfection of the day. Morning tea was had at the Spiky Bridge, which was built in the early 1830s to provide access to a convict station and has rocks placed on their ends across the parapets of the bridge creating the spiky effect. Great place to photograph the cars.

The rest of the day was spent making our way to Port Arthur via Orford, Sorell and onto the Tasman Peninsula at Eaglehawk Neck and a chance to see the tessellated pavement. That night we were treated to a wonderful meal at the Felons Café (there were a few dodgy looking characters amongst us) and then a Ghost Tour of the ruins at Port Arthur. We heard plenty of stories but saw no ghostly presences that night. The following day was spent at Port Arthur, with a guided tour of the ruins and a boat trip out on the bay and around the Isle of the Dead and the Point Puer Boys prison. This was the first time in the British Empire where the boys were separated from the men – the system that still exists today in our juvenile justice system. After the tour we were able to spend time wandering around the site and taking in more details about how Port Arthur operated and a visit to the Separate or Model Prison. This was quite a harsh system as the only time the prisoners were allowed to speak, was when singing hymns at Sunday church services. While experiencing a completely dark solitary confinement cell, it was possible to imagine why many of the inmates went mad.

Later afternoon saw all heading for Hobart and The Old Woolstore, our accommodation for the next few days.

Saturday was a free day to explore the delights of Hobart – some headed for the Salamanca Market, others to Mona – the Museum of Modern and Ancient Art, while we went to visit friends at Collinsvale on the slopes of Mt Wellington – it proved to be very cold and a bit of sleet was falling as the temperature in Hobart headed south. Our entertainment for the night was a ride in an old red double decker London bus which brought back memories for our English visitors and the Hetheringtons. The bus duly conveyed us to the Eastern Shore and Mike & Liz Williams' place for a BBQ and a wonderful view back to the lights of Hobart. It was a wonderful evening and a chance to see Mike's latest purchase - a TA14 (once owned by Andrew).

Sunday and it was time to hit the high seas again and travel to Bruny Island and to see where the Parky's live (unfortunately they were not in residence). It is a lovely island and we managed to cover most of it – both north & south Bruny. We stopped at the Neck – a spit of sand that joins the two islands and climbed to the lookout in a roaring 40's wind, with a wind chill factor to match, all made worthwhile for the view. The more intrepid of us ventured down onto the beach to explore further.

Monday saw us heading out of Hobart to Huonville and the southern forests, ably led by Merv & Robert to our destination of the Tahune Airwalk. This is a spectacular aerial walkway through the rainforest that borders the Huon River. We had a guide who was most informative about the different trees that we were looking at and the views over the river to the snow speckled Hartz Mountains were superb. Quite a few stopped at the Wooden Boat Centre at Franklin on the way back to Hobart to view the marvellous hand built wooden boats – what craftsmanship is being applied to the boats that they build. (They are currently looking for a new commission – any takers!!)

It was an early start for our longest day of the tour from Hobart to Strahan. The route took us by the Lyell Highway through the farming districts of New Norfolk, Hamilton and Ouse before we hit the winding mountainous section past the Hydro dams and power stations of Wayatinah, Tarraleah and Tungatinah. Then we climbed up and onto the Central Plateau at Derwent Bridge. Here there were the most marvellous wood carvings we have ever seen at The Wall. When finished it will be 100m in length (its at the half way point now) and will be made from 100 laminated pieces of Huon Pine each one metre wide and three metres high. Each panel is carved in bas-relief by Greg Duncan using only a mallet and chisel with the background tooled horizontally. The subjects of the carvings are based on forestry and hydro – the two main industries in the area. If you ever get a chance to go to Tasmania, this is well worth a visit and for most of the entrants it was the highlight of the tour. After Derwent Bridge the road climbs up over Mt Arrowsmith, with expansive views to the mountains of the south west wilderness area with Frenchmans Cap being very visible. Soon we were rounding the numerous bends of Mount Owen that lead into Queenstown. The hills no longer quite look like the moonscape of a few years ago – the trees and the vegetation are slowly taking hold. The windy roads hadn't quite finished and we still had to contend with the road down to Strahan – it was a case of "where are the Kwells?"

Our next three nights were in Strahan and a couple of days of non driving as we took to other forms of transport – the ABT Railway and the Gordon River Cruise. The group was split on each day and what a marvellous two days. The weather was cool and misty which made for atmospheric views along the railway line and the Gordon River. The railway takes you on the old line from Strahan to Queenstown, along the King River and up and over the hills via the cog railway ABT system to Queenstown. We were treated to wonderful service and food in our carriage as we traversed the track with stops at a number of the restored stations along the way, where there was time for some short walks. The station at Queenstown was like something from the 18<sup>th</sup> century with steam locos filling the arched roof with smoke.

The cruise up Macquarie Harbour to and through Hells Gate and then up the Gordon River was also magical as the clouds, mist and sun continually played out across the hills and the river. The reflections in the still brown tannin waters of the Gordon were a sight to see. Again the service and food were excellent. We also made a stop at Sarah Island, a convict penal settlement that was used before Port Arthur. Conditions were very tough and for part of the time quite brutal – it had been described as "hell on earth" by the convicts who were sent there. Both trips were a great way to see and appreciate the environment of the West Coast of Tasmania.

The cold overnight temperature caused a few problems on the day we were heading for Cradle Mountain – cars that didn't want to start and had to be pushed or towed, while a 1929 Silver Eagle became very incontinent and dropped a lot of oil, not once but twice. Third time lucky and it was up and away but not before a lot of paper and degreaser had been used in the motel car park and the main street of Strahan! We had a lovely run up the West Coast to Zeehan and a visit to it's superb museum, onto Rosebery where the



*Across the Central Plateau*

McDougalls caught up with an old work colleague and then onto Cradle Mountain, where our well heated cabins awaited us. There was time for a walk around to see the waterfalls, wallabies and wombats before our final dinner. This was a night filled with laughter and fun as the results of having to feel two black stockings filled with an assortment of female and male items were announced – the spanners didn't fool



anyone, but the hair plats took more decoding.

Our final day was a run through the rolling hills of the north-west coast, with lunch at a winery where David & Jan Seath joined us, before we headed into Sheffield and its murals, Railton and its topiary and Latrobe where there is the Axeman's Hall of Fame and an intriguing shop of 19 rooms absolutely crammed full of all sorts of oddities – you had to be careful where you walked. Then it was a short drive to Devonport and back on the ferry to Melbourne, where yet again the Kwells weren't needed.

The tour was a fantastic two weeks of driving our Alvis on some of the best vintage car roads you will find, a wonderful group of people, magnificent scenery and champagne autumn weather – what more could you ask for.

To Noeline and Alan, from all the tour participants, a very big thank you for all the work you did in organising this great tour.

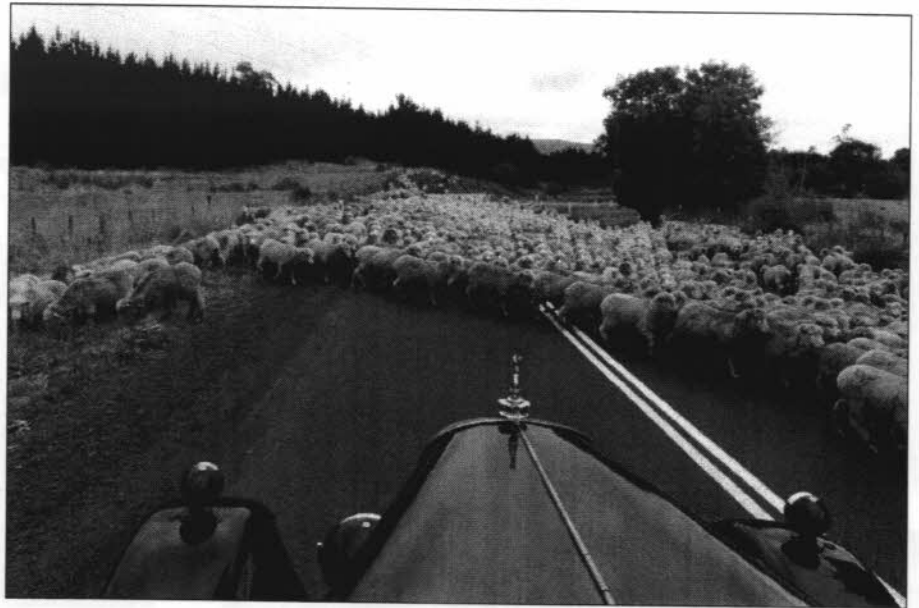
Frances McDougall



*Along the line to Queenstown*



*The ABT Railway train*

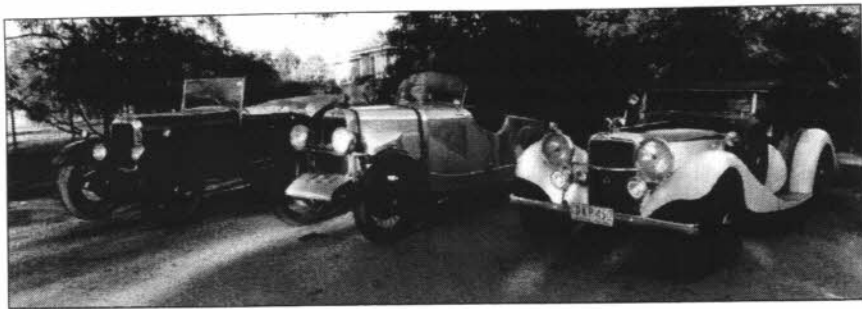


*Heading up the Weldborough Pass*

*You have heard of the Bentley Intercontinental,  
now you have heard of the Alvis Incontinent!*



*Photography—Frances McDougall*



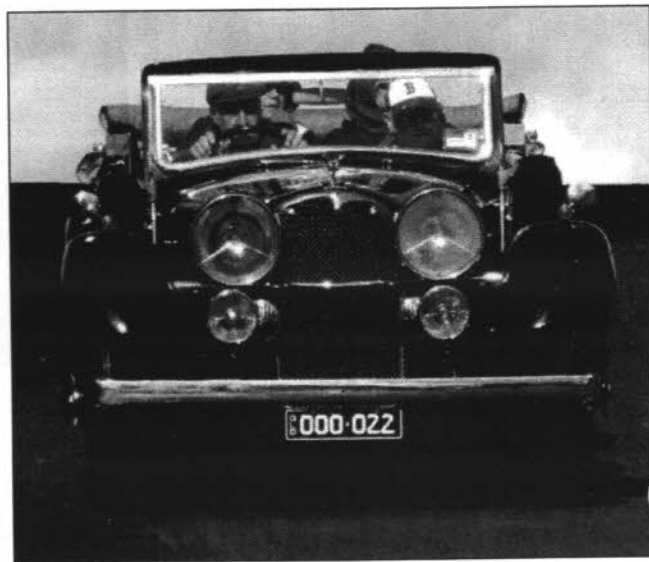
Above: McDougall's 12/50, Parsell's Silver Eagle  
& Hetherington's Speed 20  
Far right: John Link's TA21 Special



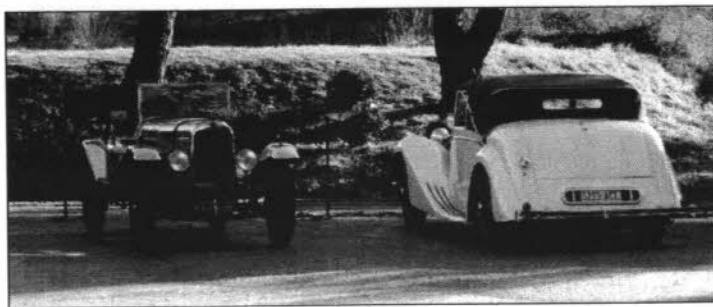
Right: Todd's MGA, Richard Tonkin's Graber &  
Merv Coombs' TC21



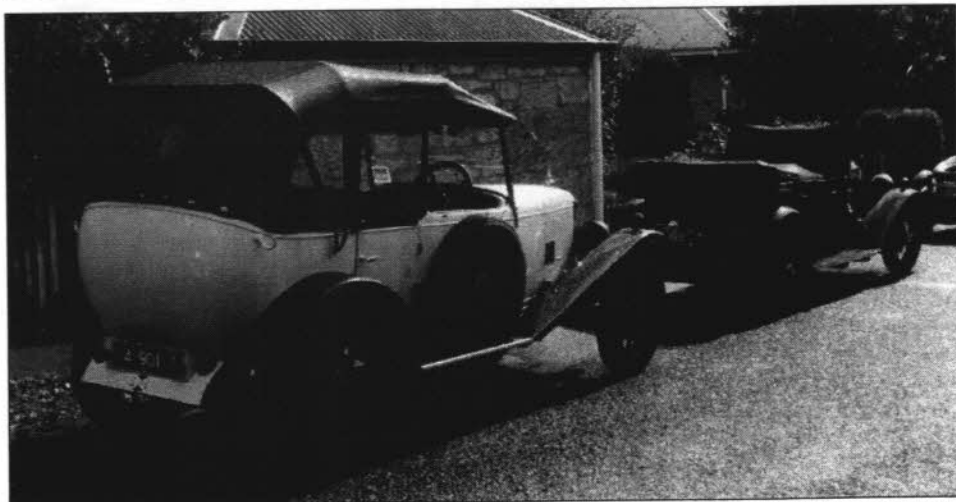
Left: Mike William's TA14 DHC & the McKinnon's 12/50



Above: Graham Hesse's Speed 20 DHC



Above: Chester McKaige's 12/50 & Peter Mott's Mk4 Jaguar



Left: Chris Higgins 12/50 & the Webster's  
Silver Eagle



SATURDAY 16TH JUNE

# The GREAT Escape



OK!

Not up to  
horse riding?

Well, bring your Alvis  
instead and Escape to the  
Macedon Ranges for a great driving  
experience and an overnight in  
Castlemaine at a hotel classified by the  
National Trust. So you've stayed there before? Now  
refurbished & promising undercover car park - no need  
to put your hood up!

Friday 15 June is a Club night - on Saturday, we will  
meet at Woodend for lunch at 12.30 & then proceed to  
Castlemaine via some great Alvis country.

Dinner will be within easy walking distance of the  
motel. On Sunday, more great Alvis country & lunch in  
Kyneton. Easy drive home!

Contact Marg or John Lang 5426 2256 by 7 June

# IN YOUR WORKSHOP

## BUILT-IN JACKING SYSTEMS

### "D.W.S." Mechanical Jacking System

The mechanical type, takes the form of three separate jacks. One mounted at the front of the car, either bolted directly underneath front axle beam, or where the clearance is much lower, mounted at the side of the axle beam by means of two lugs on the beam. This jack is arranged to lift both front wheels at the same time.

The two rear jacks are arranged longitudinally in line with the springs at either side, in a position immediately under the junction, of the spring and axle.

The working principle of the jacks is that of a toggle of the lazy-tong type. When closed and not in use, they fit in a narrow space and are enclosed in a metal casing, which is also made dust-tight and waterproof.

### Operating the Jack

A telescopic handle is made to extend to a length which permits it to be used in a standing position. This handle has a worm gear drive mounted in the connecting socket, which is fitted over the end of the jack shaft.

A clockwise movement of the handle opens the jack and lifts the car. Whilst the handle is being turned, it should be pressed towards the jack to ensure that the drive is engaged.

### On Uneven Ground

Sometimes, when using the three jack system and the car is on uneven ground, it is possible that one front wheel may not be raised to the level of the other wheel. This can easily be remedied by jacking up the rear wheel on the side that is lower and so enable the front wheel to be lifted clear.

An occasional application of a grease gun (say about every six months) is sufficient to lubricate automatically, all the working parts. It is important to make sure that the jacks are fully closed when they are not in use.

### "D.W.S." Hydraulic Jacking System

The hydraulic jacking system consists of a central pumping unit from which pipe lines are led to a separate hydraulic jack cylinder, situated close to each of the four wheels.

Two types of pumping unit are fitted. One a hand operated pump which is usually located beneath the floorboard just in front of the front seats; the other a mechanical pump driven from the end of the dynamo spindle or any other suitable driving shaft on the engine.

The latter is controlled by a key type switch on the dashboard of the car and a red warning light is provided to remind the driver that the jacks are in operation. The pumping unit is provided with a release valve which automatically prevents over extension of the jacks or damage to the system.

The jack unit consists of double extension hydraulic rams attached to the axles by two locknuts, screwed on to the outer casing for the rams, which grip the attachment lug between them. This method of fixing has the important advantage of avoiding distortion of the casing.

For the hand actuated model, the control consists of three control valves which enable either front wheels only, rear wheels only, or all four wheels to be lifted simultaneously.

The valves are of the screw-down type and are easily operated.

## "JACKALL" HYDRAULIC SYSTEM

*This system is made by Messrs. S. Smith, Limited, Cricklewood, London.*

A pumping unit is mounted beneath the floorboard at the front of the car to which access is obtained by means of a flap. This unit has oil pipes leading to each of the hydraulic jacks. Two of these are mounted on the front axle beam at opposite ends and two mounted at the rear of the car, one near each rear spring. A supply tank is fixed on the dash beneath the bonnet and is connected by means of an oil pipe to the pumping unit.

### Operation

The operation is extremely simple; on the top of the central pumping unit is a regulator taking the form of a small knurled knob, with an indicator beneath it, which can be rotated into four positions. Two of these are marked "ALL," and the other two "F" and "R." When the pointer is turned to the "ALL" position all jacks are operated simultaneously. When the pointer is turned to the "F," mark only the front jacks are actuated and when the pointer is turned to the "R" mark only the rear jacks are brought into use. The knob controls the operation of the release valve.

When it is required to raise the car in any position, the hatch should be opened, exposing the regulator and the indicator set to the position needed. The pump is then operated by means of a handle, which is detachable for storage when not in use. Before this handle is inserted to operate the pump, it should be ascertained that the release valve is fully closed by screwing the knob right home. This is necessary, as the system will not come into operation if the valve is open. This should be turned in a clockwise direction for closing. When the handle has been fixed in position it should be to its greatest extent in either direction, thereby operating the pump lowering the jacks.

To close the jacks all that is necessary is to give two or three turn to the release valve knob; it is advisable to do this slowly at first, so the car can be lowered gently to the original position. When this been done and the jacks are home, the indicator must be turned to the position marked "ALL" and the release valve left open. The cover can then be closed down and the handle stowed away.

The importance of leaving the jacks in the "ALL" position, the release valve left open, is to render them inoperative and so prevent any possible accidental damage.

An occasional topping up of the reservoir is the only normal attention likely to be required with this system.

In the event of damage to the jacks necessitating their removal for attention, the pump indicator should be turned to the "R" position while the front jacks are disconnected. This will prevent the escape of fluid except from the pipe line between the distributor box and the jack which is being disconnected.

Similarly the pump indicator should be turned to the "F" position when the rear jacks are being disconnected.

The jack cylinders are easily removed by disconnecting the union for the pipe line and removing the clamping plate which fastens the jack cylinder to the axle.

### Removing the Pump

If it is desired to remove the pump, first disconnect the most convenient pipe line union from its attachment to the pump and pump the fluid into a suitable receptacle to avoid its waste. The remaining pipe lines may then be removed and the bolts fixing the pump body to the chassis released.

### Refilling the System

When refilling the system with fluid, to make good loss which has occurred during dismantling, first fill the supply tank on the dash with fluid while the jacks are fully retracted, then use the pump in the normal way with the indicator pointing to one of the "ALL" positions.

Release the jacks and allow them to retract fully, screw down the release valve, make good any fall in the fluid level in the supply tank and pump up the jacks as before.

Repeat this operation several times, making good the loss of fluid on each occasion until no change in the fluid level takes place, when the jacks are fully retracted, indicating that the system is full.

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

## Three Litre clutch judder in the TA –TC series

The early three litre series of cars, were prone to clutch judder especially in high torque settings such as taking off on a hill with a full load. Contributory factors that exacerbated the problem are damaged engine mounts, engine stabiliser bars out of adjustment and lack of propeller shaft spline lubrication, the latter being relatively easy to rectify.

Given the age of our vehicles it is worth inspecting the engine mounts and even the rubber bushes in the engine stabiliser rods. In my particular case the judder was principally due to a shearing of the nearside rubber engine mount.

The entire drive train was thus held in place by two mounting points, both these of course being flexible. Checking the mounting rubber by a visual inspection in my case was not good enough. Given the weight of the engine and the amount of compression of the rubber it was impossible to detect a split.

The method of inspection that I adopted was by carefully jacking up the engine. A piece of stout wood across the base of the aluminium sump is necessary in order to place the load on the sides of the sump. As the jack is raised both the suspension and engine will rise. A point will be reached where the weight of the engine comes off the suspension and the front end will cease to rise. At this point a gradual increase should indicate whether the engine mounts are still intact.

I should mention that in my case the heat shield that protects the nearside mount was missing. This meant that the mount has been subject to extreme temperatures for however long I do not know. I would advise every owner to at least check for the presence of the heat shield and if missing check the mount carefully. A homemade heat shield can be fabricated quite easily. Changing the mounts is relatively straight forward using the jack method, ensuring first, that the car is on level ground and with appropriate safety measures in place. I effected a change of both mounts, without having to remove the radiator hoses as there was enough compliance in the hoses as the engine was raised. I did have to remove the generator to obtain access to the offside mount.



A difficulty encountered in refitting the mount bolts was the aligning of the bolt holes and potential thread damage if the bolts were driven home too forcefully. To overcome this I made a tapered bolt that aligned the holes upon being gently driven in with a mallet. With a little adjusting of the jack height the tapered bolt became free to move thus allowing for its easy withdrawal and replacement with the correct fastener.

The second matter for consideration was the condition of the rubber bushing within each of the two engine stay rods. This bushing is sandwiched between two sleeves and is very difficult to ascertain its condition in situ. Remember these are probably up to 60 years old by now. Replacement units are no longer available from Red Triangle. That said I located a similar sized bush from the suspension section of Scott's Old Rubber catalogue, see <http://www.scottsoldautorubber.com.au/products111.jpg>. All that has to be done is to cut off the "top hat" section of the bush. That done all measurements are near enough to the Alvis bush and what's more the bush is made of rubber as is the original. When refitting the rods adjust them until they are just in tension.

Removing the old perished bush was not straightforward. One cannot simply extrude the bush as it had fused itself to the two sleeves. The simplest method was to use an electric drill and to drill out the rubber, followed by a clean-up with a file. With the aid of a little petroleum jelly the bush was quite easy to locate in its housing. Following this the inner sleeve was inserted.

The new engine mounts in conjunction with the stay rod bushes have eliminated the clutch judder and have dramatically transformed the drivability of the car.

I must thank Mr Keith Dodge from the Alvis Club of New Zealand for help in diagnosing the shudder issue and recommending courses of action.

Richard Wallach  
Alvis Car Club of Victoria

### 3 Litre Rear Hubs.

.....Jack Clover

All Alvis 3 Litres have rear axles made by Salisbury, as indeed do many other cars, including Jaguar, Reliant Scimitar and I believe, Land Rover.

They are nearly indestructible, so the only parts that are normally interfered with, are the wheel hubs. This may be to replace oil seals, wheel bearings, brake disks or the hubs themselves.

The ends of the half shafts are tapered, the hubs fit on this taper, whilst there is a single, rectangular key to prevent rotation of the hub on the shaft and a nut on the end to keep it all together. All quite simple it may appear, but there are hidden traps.

Whilst not the subject of this article, it can be very difficult to remove a hub from the place it has occupied happily for half a century or so! It will not do to use a heavy, hard hammer and a puller must not be used on things like brake disks. With wire wheels, a good thing to pull on is an old, pre-war, (they are better steel) hub nut, if you can find such a thing. The best release agent is fast heat from oxy acetylene applied to one side of the hub.

Back to the main subject, refitting the hub, which is not as simple as it may seem, unless you are lucky. The key is the key part, so to speak. Firstly, it must be in perfect condition, the sides smooth and flat and a tight, sliding fit in both shaft and hub.

Ensure the surfaces of the key shaft and the inner face of the hub are clean, then wipe on a thin film of grease, then wipe it off again, leaving just a trace. If you are working on a car with disc brakes, the disc should be bolted to the hub. Now fit the hub to the shaft with the keyways lined up, but without the key in place and tap the hub home with a soft mallet. Check for any sideways play, it should be as good as before you removed it. Now clamp, or hold a screwdriver to an immovable part, with its end against the side of the brake disc, or the outer edge of the hub, then rotate the hub. The end of the screwdriver should just touch all the way round.

Now remove the hub, and observe the keyway in the shaft and the key itself. The keyway is cut with a rotary cutter, so the inner end slopes upward, whilst the end of the key is also chamfered. This means that the action of pushing the hub on to the shaft can push the key inwards in front of the hub, causing it to ride up that chamfer, thus preventing proper mating of the tapers. The sketches below illustrate this.

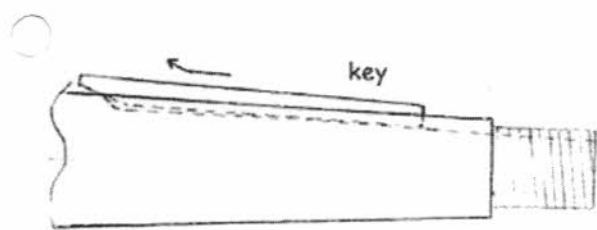
It is best, therefore, to fit the key into the hub, not the shaft, with 5 to 10mm protruding from the outer end, then push the hub into place and give it a tap as before. Now try pushing the key in till it is flush with the hub. If it pushes in, then all should be well, but it is worthwhile repeating the two tests described earlier before final assembly is completed.

If the hub is not the one previously removed, then it is possible that you cannot push that key back in. This is because there are small variations in the depth of the keyways cut in the hubs particularly if they are not of original manufacture, (I do not know whether there are variations in half shafts as well). If your new hub has a shallower keyway, the key will be nipped top and bottom before the hub is right home on its taper, so the result will be the same as shown in the second sketch.

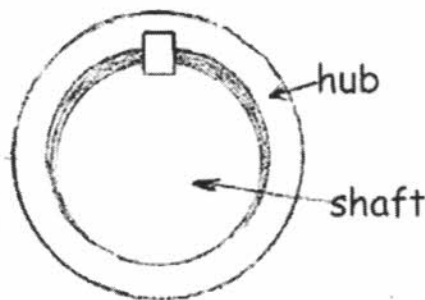
The only answer is to reduce the thickness of the key, top to bottom, but by the minimum amount. It is not practical to measure the reduction required, easy enough to measure the key, but both hub and shaft have one curved surface so you cannot accurately measure the

depth of the keyways. It has to be done by trial and error, with very little error!

File the top face of the key by no more than about 10 thou, keeping it square, flat, straight and parallel, whilst holding the key in a soft jawed vice. Now insert the key into the hub with a thin shim, not more than 3 or 4 thou thick, between it and the bottom of the keyway and with a centimetre or so projecting beyond the outer end of the key. Fit the hub to the shaft and tap it home as before. Now try pulling



Showing how the key can ride up the end of the keyway



Showing how the hub will not fully contact the taper if the key rides up, or is too deep for the keyway

the shim out. If it comes out, all is well and you can screw things together, if not, then I'm afraid you have to keep repeating this paragraph until it can be pulled out. This may seem a very fiddly operation, but if your hub is not properly seated on the taper, at least two bad things are likely to happen.

Firstly, the brake drum or disk may run "on the wobble." More of a problem with disks.

Secondly and worse, the hub is likely to become loose on the shaft. Not enough to feel any play, though it may creak at low speed. This is likely to cause fretting of the hub, shaft and key doing irreparable damage to all three - expensive! So it is worth that bit of extra trouble.

*You might ask, why I have included the RTS spares policy in ALVIC. RTS has been getting some bad press, including the subject being brought up at the AOC AGM. There has been a commitment made by the proprietor to answer criticism about rumours of not being prepared to sell parts to competitors and various other matters.*

*I consider that we as a group of car owners are very lucky to be serviced by such an organisation as RTS as it diminishes the need for the club to provide a spare parts service as without a dedicated person to manage it, it was never going to be successful. Besides, as members, we were only ever interested if we needed something.*

*Certainly their parts are expensive, but the majority of them are available.*

.....ed

## RED TRIANGLE'S APPROACH TO THE MANUFACTURE AND SUPPLY OF ALVIS SPARES

When Red Triangle was set up by Alvis Ltd in 1968, most of the parts stocked were for the 3 Litre and TA14 cars. Over the first 20 years, these stocks ran down as the cars themselves approached the end of their lives. In more recent times, as the surviving population of Alvis cars stabilised, pre-war cars represented about 40% of the total. With "new old stock" running out, Red Triangle, as the only supplier of genuine Alvis parts, decided not only to manufacture new spares on a large scale, but also to extend the range to cover the pre-war cars right back to 1920.

We have thoroughly researched the interchangeability of parts across different Alvis models, to help ensure that owners' needs can be met as efficiently as possible. We now list nearly 9,000 different components, spread across 36 different models, in over 35,000 combinations we call "model fitments". However, even those statistics represent only a portion of our total stock, so if the part you want is not in the catalogue please ask - we may just have it, or we may be able to match the part needed from your sample.

### **Our Mission**

**Our aim is to make available to all Alvis owners the widest possible range of genuine Alvis parts for all models "off the shelf" with "next day delivery", so as to help keep these cars in good condition and on the road.**

Our records tell us that just over 4,600 cars still survive worldwide, and our sales database currently shows we have over 4,300 customers. The biggest selling item represents just 1.26% of total annual sales and the average part is held in stock for 3.3 years.

It would be easier for us to concentrate on the faster moving parts, and parts for the most numerous models, but that would be a short-term policy and not in the interests of anybody who cares about the Alvis heritage. There would be a lot of cars off the road for the want of a key part. However, the slow-moving parts are inevitably less economic to manufacture and keep in stock, therefore prices have to reflect that.

On the other hand, some major components, such as engine castings, can be significantly cheaper when ordered by batch. For this we judge the likely demand, the investment and the sale price so that the venture is viable. Whenever possible, we contact owners by mailshot and offer the opportunity to participate in special pre-production batch prices. We always consider specific requests to add further parts to our range and often work with owners to make batch production viable.

Our other major concern is quality. All our parts are produced to our original Alvis drawings under ISO 9000 quality standards and carry a one-year warranty. The Alvis trademark confirms it is an authentic Alvis component and is guaranteed compatible with other Alvis parts when assembled in accordance with the original design. We provide our suppliers with the necessary specifications and all quality requirements, and we verify conformity when the batch is delivered. As we are British Standards ISO 9000 certified we are required to hold delivered parts in quarantine until verified against the order specification and relevant works drawings and only then can they be passed into stock.

Our pricing policy reflects the economic cost of producing and stocking the parts. We always try to supply parts at a reasonable price, but it must be remembered that making the part available is our first priority. If we were to order larger quantities than demand dictated simply to gain a marginally better price, then we would tie up vital capital needed for other parts that may be about to run out entirely. It is a balancing act, which we manage by carefully monitoring our rate of sales of each line and reordering by using a combination of projected sales and supplier lead-time. This way we carry the optimum stock to meet demand.

We have a rigid policy of one price for everybody, without exception. In all cases, our prices and payment terms are exactly the same, whether the customer is an Alvis owner, a specialist restorer, or an ordinary garage. Red Triangle has always supplied the great majority of restorers, however there are one or two with whom we have had disappointing experiences and, *in extremis*, we reserve the right to decline to do business with them. However, an Alvis owner placing restoration work with any company can always order the necessary parts direct from us, usually with next day delivery. This way we ensure that genuine Alvis parts are available to every owner.

Value for money will always be a subjective judgment and will vary from customer to customer, but for us the pricing question is simple - our job is to give owners a choice and provide the opportunity to buy a genuine Alvis part rather than no part at all. It is worth noting that, when new, Alvis cars were in the same league as Bentley, Lagonda and Aston Martin; Alvis owners today have new parts available at prices that compare very favorably to marques such as these.

*Our policy is to offer Alvis owners an efficient and friendly service for genuine Alvis parts, vehicle service, restoration and car sales. If there is any way in which you feel we can improve what we do for Alvis owners please let us know.*

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CONTACT  
Dale Parsell  
*his details  
page 2*



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**ALVIS PEOPLE BEHAVING BADLY**



*The responsibilities that go with organising an event weigh heavily on Noeline McKinnon*

# FOR SALES

## FOR SALE

For Sale 11 "long" Alvis wheel nuts, as used in closed hub wheels. Nickel plated but some could be replated. \$50 the lot. Des Donnan [dedonnan@bigpond.net.au](mailto:dedonnan@bigpond.net.au)

## FOR SALE

2 x 12/40s rolling chassis - engine #s 1665 & 2017. Chassis numbers not found, however history records suggest chassis 1506 carries engine no 2017. Both cars are missing some significant parts. One car carries a 2 door saloon body frame. There is a cache of spares.

Asking price \$11,000 (neg) for both cars  
Malcolm Bailey 0418 462 005

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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

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ph ALAN BRATT 0427405573 ah 0260332951

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# of Ghosts & Gold

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