

*October 2013*

# *Alvic*

*The Newsletter of the Alvis Car Club of Victoria*





## OCTOBER 2013 VOL 52 ISSUE 9

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## Alvis Car Club of Victoria (Inc)

A0017202F

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

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

[www.alvis.org.au](http://www.alvis.org.au)

## PRESIDENT'S REPORT

I am pleased to report that the 12/50's clutch is back in the car and is working fine. It now has new linings and 12 springs in place of the normal 9, so slippage should not be a problem for a long time. This now means that the 12/50 can go to the Grampians weekend away, which is appropriate as in part we will be celebrating 90 years since the introduction of the 12/50.

Since my last report, Frances and I have been participating in other forms of historic motoring. First was the National Veteran Rally in Shepparton where we had a good catch up with 150 other entrants and driving our 1915 Ford T. This was then followed by a week in Parkes on the National Veteran Motorcycle Rally, where again there were around 150 entrants with their pre 1919 motorcycles. The weather was a bit patchy and a few of the runs a bit long for Frances' low powered Douglas, which at one stage became really low powered when a spark plug lead fell off. My Matchless survived the rally but I now have a list of jobs to do, including a gearbox overhaul, which will allow me to remove the ocky strap, which currently stops it jumping out of top gear. There is always something that requires work. It was a great week of riding, however there was a salutary reminder that we are dealing with old metal when the head stem of one bike broke and the rider had a nasty encounter with the road. Fortunately he was not too seriously injured. During restoration, crack checking of critical components should be done for peace of mind.

Last Saturday our Club was represented at the Antiques, Classics and Collectables display at Emerald by 3 cars; Dale and Maritta Parsell's Silver Eagle, the TA 21 of Richard Wallach and our Speed 20 Special. We were given a prominent parking spot and attracted a lot of attention. The contribution from our Club was certainly appreciated.

We are now looking forward to the extended weekend away at the Grampians, commencing this coming Friday. All told there will be 25 people attending. There will be excellent Alvis driving and great camaraderie. Hopefully we can attract more cars and people to future events such as this.

Also a reminder that John Lang has reserved accommodation and a display site for people wishing to attend the Sunday of the Geelong Sprints on 1<sup>st</sup> December. This should be a great day and another excuse to exercise your Alvis, so please let John know of your interest in joining us.

Our first event in the New Year will be the BBQ at Kevin

Bartlett Reserve on Friday 10<sup>th</sup> January. We will be joined by the Armstrong Siddeley Club. It is a good and accessible location and a great way to start the New Year, so please note the event in your calendar and help swell the numbers.

As mentioned in last month's report, our AGM and Awards Presentation night will be held on our regular November meeting evening – Friday 15<sup>th</sup>. Also we will need to vote on some amendments to the Club Constitution in order to make it comply with the New Model Rules. This will be purely procedural with nothing contentious. Details of the amendments are elsewhere in Alvic. If you are coming to the Malvernvale Hotel for a meal before meetings,

please let me know by the prior Wednesday.

Continue to enjoy Alvis motoring.

Andrew McDougall



#### VALE

It is with regret that we advise of the death of Club member, Graeme O'Donohue, who passed away following several months of ill health.

Graeme was keen to drive the TA14 he was restoring, however, sadly that did not come to pass.

We offer our sympathy to Annette and family.

## 2013 COMING EVENTS

- 12 Emerald Classic Car & Bike Display (see page 5)
- 18-21 Weekend Away - details inside
  
- Nov 15 Annual General Meeting & Awards Presentation
  
- Dec 1 Geelong Sprints (planning a short weekend away—overnight Geelong 30 Nov)
- 8 Christmas Party at the Langs, 64 Kirribilli Rd, New Gisborne (all welcome)
  
- Jan 10 2014 Opening BBQ at the Kevin Bartlett Reserve

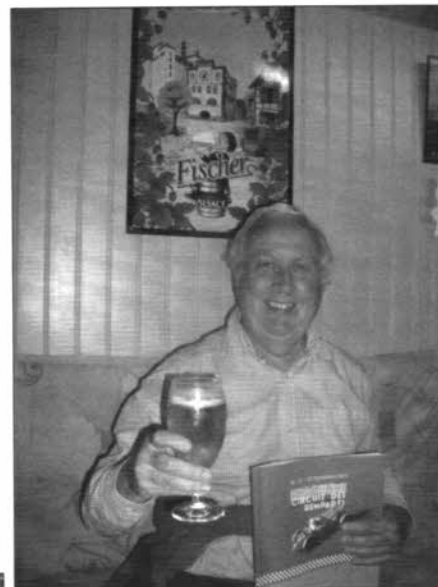
*Front cover: Rosa Waxoffski (aka Marney McQueen) the Russian beautician to the stars, visited Bruny Island recently to put on a show and thought Parky's Speed 20 was ideal for a photo shoot. You can read more about Marney, the gorgeous Australian actress and comedienne, by Googling her name.*

**Circuit des Remparts, Angouleme, 20-23rd September.**

Brother Andrew, friend Tony and I experienced a very enjoyable long weekend at Angouleme for "le Circuit des Remparts," set as the name implies, on closed public roads around the ramparts of this ancient cathedral town in the Charente region of France. The circuit is a genuine historic one, having first been used in 1938 and attracted a large contingent of cars, drivers and spectators. In typical French style, the paddock was very accessible. There was one Alvis competing, Guy Plante's Speed twenty five Special in the Raymond Sommer race for pre war cars. Alvis honour was upheld with a worthy third place, behind Dougal Cawley in his Frazer Nash Special "Piglet" and Richard Illiffe's Riley 12/4 Falcon Special. There were so many Bugattis, 17 in all, that they held their own race.

The races were attended in style in bright sunshine, with reserved front row Grandstand seats in Cathedral St. Pierre Square near the start-finish line, with a reserved table for lunch in the restaurant behind. Once again, the AOC upheld its reputation for Fine Wining and Dining; indeed, did not the old Company name a car the FWD in the late twenties?

**CHRIS STORRAR**



Left: Guy Plante, Alvis Speed 25 Special



**COMPETITION REPORT**

Alex Bryce Two Day Rally.  
Mark Burns 3rd. Andrew Green  
6th.

*"Lighthouse Keepers Reunion "*

*Chris & Helen Storrar catch up with John & Marg Hetherington on their annual visit to the UK.. The photograph was taken at the Foreland Lighthouse in Kent, at which Chris is a preservation volunteer. (must have been during a fog!)*

The editor received an email from member, John Layzell in Florida, in which he mentions that there are 3 Alvises entered in the Vintage Cape Horn event 12 November - 4th December.

John and his son Brett recently completed the Peking to Paris rally and his comment is "Let's cheer them on!"

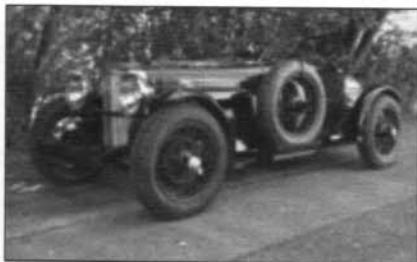
The entrants are: Nicholas & Barbara Phillips (GB) 1932 Speed 20  
Jan Woien & Jan Hansen from Norway 1935 Speed 25  
Francis Galashan and Michael Brooks (GB) 4.3 Litre

The entrants can be viewed on the website"

<http://www.endurorally.com/pages/vintage-cape-horn-2013-participants>

### INTERESTING TO NOTE:

Coys recently sold this TA14 special for €110,520



**VINTAGE CAPE HORN**  
12<sup>TH</sup> NOVEMBER TO  
4<sup>TH</sup> DECEMBER 2013  
ORGANISED BY THE ENDURANCE RALLY ASSOCIATION  
**FLAGGED AWAY FROM BUENOS AIRES**  
6000 KILOMETRES THROUGH CHILE AND ARGENTINA  
AN EPIC ADVENTURE FOR  
50 VINTAGE CARS, DRIVING  
TO THE END OF THE WORLD

50+ CARS  
CAPE HORN

# GEE LONG REVIVAL

MOTORING FESTIVAL

NOVEMBER 30 + DECEMBER 1 - GEE LONG WATERFRONT, VICTORIA



### SHORT WEEKEND AWAY

I have booked 10 rooms at the Admiralty Motor Inn, 66 McKillop St, Geelong for the night of 30 November. I have offered the organisers up to 10 Alvis cars to add to their Motor Show display.

The rooms are booked in the name of the Alvis Car Club of Victoria and need to be claimed by 19 October. You will need to ring the Admiralty Motor Inn on 5221 4288 and put your name against one of the rooms.

*John Lang*

3 May - 9 May

Barossa



# "Alvis in the Valley"

## 2015 Australian National Alvis Rally

Autumn is a very pleasant time of the year to be touring the picturesque rolling hills that surround the Barossa Valley of South Australia, that overlook the patchwork of vineyards, bathed in autumnal colours.

The Barossa Valley is one of Australia's prime wine producing areas and the event will be based in the township of Tanunda, which is surrounded by traditional vineyards.

Whilst the first eight Australian Grands Prix (AGP), were held each year on Phillip Island from 1928 onwards. In 1936, South Australia applied for and was granted permission to stage the 1936 AGP in Victor Harbor and then the 11<sup>TH</sup> AGP and the 15<sup>TH</sup> AGP, were held in South Australia, at Lobethal (1939) and in Nuriootpa (1950) respectively.

The circuits utilised public roads, which still exist, and so we intend doing a lap or two.

Alvis did make a very modest appearance in those early races, with 12/50's and a FWD and one year a 12/50 did finish eighth.

The Angas family was an integral part of the history of the settlement of South Australia.

We will be visiting the old Angas homestead, which is called Collingrove and we will travel a short distance to the Sporting Car Club's own Hillclimb complex, called Collingrove Hillclimb. We intend to do more than just look at it.

It is important that we receive your Expression of Interest ASAP, so that adequate bookings are made at this very popular tourist destination. The EOI calls for a \$20 deposit. To avoid silly transfer fees for international entrants, the ACCV can make that deposit for you and recoup when entry fees are paid.

**FOR AN EOI FORM and/or MORE INFORMATION**

email: [jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au) or snail mail: PO Box 129, Gisborne, Vic 3437, Australia

*In the meantime, we wish you good health and good motoring  
The 2015 Alvis National Tour, Organising Group.*

## **SPECIAL RESOLUTION TO BE ADDRESSED AT THE ANNUAL GENERAL MEETING.**

The Department of Consumers Affairs has informed Alvis Car Club of Victoria that the "The Associations Incorporations Act 1981" has been replaced by "Associations Incorporations Reform Act 2012".

In response to this I will propose at the Annual General Meeting in November 2013 the following:

That we advise Consumer Affairs that the Alvis Car Club, Victoria wishes to continue using its own rules with the following changes:

**Rule 2** Objectives will be re-named Statement of Purposes

Rule 14 (currently blank) be replaced with:

### **Rule 14 Term of Office**

Subject to Rule 11, a committee member holds office until the positions of the Committee are declared vacant at the next annual general meeting.

A committee member may be re-elected.

A general meeting of the Association may-

by special resolution remove a committee member from office; and

elect an eligible member of the Association to fill the vacant position in accordance with rule 11

A member who is the subject of a proposal under subrule 3a may make representation in writing to the Secretary or President of the Association (not exceeding a reasonable length) and may request that the representations be provided to members of the Association.

The Secretary or the President may give a copy of the representations to each member of the Association or, if they are not so given, the member may require that they be read out at the meeting at which the special resolution is to be proposed.

Rule 22 Inspection of Books be replaced with:

**Rule 22** Custody and inspection of books and records

Members may on request inspect free of charge-

the register of members

the minutes of general meetings

subject to subrule 2, the financial records, books, securities and any other relevant document of the Association, including minutes of Committee meetings

The committee may refuse to permit a member to inspect records of the Association that relate to confidential, personal, employment, commercial or legal matters or where to do so may be prejudicial to the interests of the Association.

The committee must on request make copies of these rules available to members and applicants for membership free of charge,

Subject to subrule 2, a member may make a copy of any of the other records of the Association referred to in this rule and the Association may charge a reasonable fee for provision of a copy of such a record.

For the purposes of this rule-

**Relevant documents** means the records and other documents, however compiled, recorded or stored, that relate to the incorporation and management of the Association and include the following-

its membership records;

its financial statements

its financial records

records and documents relating to transactions, dealings, business or property of the Association.

NOTE The expansion of rule 22 causes Rule 5.1, subrule 2 & 3 irrelevant and these will be deleted.

The position of Public Officer has been removed and the duties transferred to the Secretary. Therefore reference to the position of Public Officer will be removed from the clubs rules and the relevant duties moved to the duties of the Secretary:

Dale Parsell  
Secretary  
Alvis Car Club Victoria.



# FIFTY YEARS OF THE TE21

## Origins and Context

*Ron Allen's car 27263*

As the 1939-45 war drew to a close, Alvis Ltd., as with other motor manufacturers, turned from military to civilian products. Although shortage of steel, not to mention Government edicts remained a problem, the Company responded with the intended 'stop-gap' Fourteen model, which in the event turned out to be, numerically, the most successful Alvis model ever.

However, early in 1947 the drawing boards were busy with a new, six-cylinder Three-Litre design from the folio of W.M. Dunn, who was to succeed the multi-talented, Captain G.T. Smith-Clarke, as Chief Designer. Prototypes were running around by 1948, but plans for an all-new full-width body, to go with the new engineering had to be scrapped on grounds of cost, so on the one hand Mulliners of Birmingham re-jigged the Fourteen body, giving it an aluminium frame, for the four door saloon version, whilst on the other, Tickford Ltd., of Newport Pagnell, developed an attractive drop head coupe of similar line, with the pair being officially launched at the Geneva Show in March 1950 as the "TA 21."

This would be a successful formula to be carried on for another six years, through TC21 and TC21/100 variants, until a double crisis intervened. Saloon suppliers Mulliners were taken over by Standard-Triumph who would require all capacity for their own products. In much the same way, the coupe makers: Tickford, being taken over by Sir David Brown would find all their capacity taken up by Aston Martin and Lagonda contracts. There thus followed what might be called a 'fallow' period when Alvis car production almost ceased, with fractionally more chassis being bodied in Switzerland by the low-volume maker Graber, than in Britain.

It was in fact Graber who would indirectly become the saviour of the Alvis car in that his occasional designs on the Three Litre chassis had always been much admired by Alvis

management and led to licence-built examples being constructed by bus builders Willowbrook of Loughborough between 1956/58 as the TC 108G. Willowbrook however were unable to satisfy demand, or indeed quality control and the next phase in development came when another refined Graber design was productionised by Park Ward at Willesden, as the TD 21 and giving us the shape which would be familiar for another decade - until Alvis car production ended in 1967.

The Alvis Three Litre engine has a superbly rigid bottom end, noted for its longevity, and the Company wisely avoided the temptation to enlarge it in the quest for more power and such refinements as would be made in this direction would henceforward be confined to the cylinder head, and carburation. So it is then that the TE 21, which is the focus of the theme for 2013 represents the penultimate flowering of Alvis Three Litre development. Compared with its TD 21 predecessor, an increase in BHP from 115 to 130 was brought about by increasing both exhaust and inlet valves by 2mm and by revising the exhaust manifold. It would be the visual aspect of the model however where the most obvious change could be seen. By raising the wing line fractionally, four headlights in stacked formation, of a smaller diameter than the previous two, could be accommodated, though the format did not gain universal approval. Drawings recently emerged from a Park Ward source, showing that four headlights had been considered as long ago as 1957, but this proposal took a near-horizontal format which would only be realised on their Rolls-Royce and Bentley bodies and become known as the "Chinese eye" style.

TE 21 Production ran to a total of 352 examples numbered from 27016 to 27367 inclusive. Of these, the saloons were separately numbered between 9016 and 9257 and the coupes between 9507 and 9601. As ever, Alvis cars have been prominent with celebrities and in the media and the TE 21 has



been no exception. Serial Alvis owner: Sir Douglas Bader took an early example (27024), whilst 27064 appeared in that TV series: "The Curious Gardeners." Michael Aspel (he of "This is your Life" and "Antiques Roadshow" fame) had 27102, whilst 27128 was in the movie "Richard's Things" with Liv Ullman. Actor Malcolm McDowell of "Clockwork Orange" fame had 27160, with 27168 going to "RAB" Butler, former Chancellor of the Exchequer.

Actors continued to predominate in TE 21 use with Harry Andrews, "The Hill" and 27182. 27230 was prominent in "Kingdom," with Stephen Fry and Nicholas Parsons has often waxed lyrical about 27232, which had followed his TD 21.

27251 was the property of Monty Moss, of the once ubiquitous "MOSS BROS" outfitters. The late Duke of Windsor kept 27259 in Paris and Mike Winters, of "Mike and Bernie" used 27261. Music was represented with the 27285 of Fleetwood Mac and the 27293 of Mike McCartney of "The Scaffold."

27300 figured in the movie "Rocking Horse Winner," with Kenneth More, whilst 27317 went to the chocolatiers Terry's of York, finished unsurprisingly in a tasteful brown colour. Final, in our celebrity round-up is the 27327 of Tony Curtis.

*Dave Culshaw Distinguished Author and Alvis Historian*

ATROCIA, 18 OCTOBER 1963



## ALVIS THREE LITRE SERIES III

Improved performance and re-styling are features of the new Alvis Series III Saloon and Drophead Coupe which are being shown for the first time at Earls Court this year. The Graber-styled body has been given a new frontal design, incorporating a twin headlamp system. Steering and front suspension have been modified to give better handling, and engine power has been increased to 130 B.H.P. at 5,000 R.P.M., giving improved top speed and acceleration characteristics.

\* 5-speed all-synchromesh gearbox fitted as standard.

SERIES III SALOON  
13.773-13.9 in. P.T.  
SERIES III  
DROPHHEAD COUPE  
13.015-7.1 in. P.T.



ALVIS OF COVENTRY - SOLE LONDON DISTRIBUTORS: BROOKLANDS OF BOND STREET - TELEPHONE: MAYFAIR 381



*Norman Zilberberg's*

© Marc Voglers



*David Horricks'*

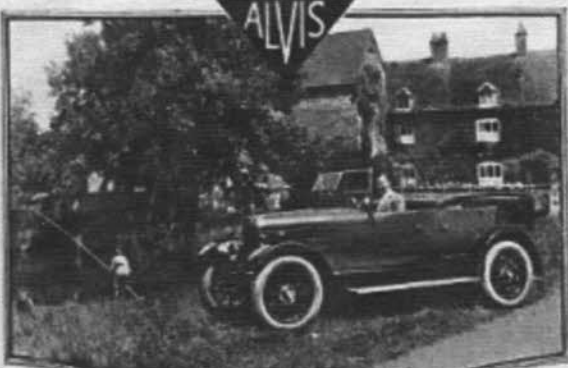


*John Hetherington's*



*Richard Tonkin's*

"The Car for the Connoisseur"



Power  
with  
Beauty

12/50 hp. ALVIS  
DUKE FIVE  
SEATER. Four  
wheel brakes, low  
speed gearbox,  
Full equipment and  
Dunlop Tyres.  
£495

Speed  
with  
Grace

### BRITAIN'S BEST LIGHT CAR

# 90 Years of the

# 12/50 ALVIS

For the past three years ALVIS design has been looked upon as something to copy, and its performance and quality of satisfaction has made ALVIS a car to be proud of—bigger, faster and safer than ever before. The 12/50 hp. Duke Five SEATER overhead valves develops great power and has a flexibility and sweetness at all speeds equal to any six or eight cylinder car. 6 to 60 m.p.h. on top gear, and 30 miles per gallon of petrol, are features that can be proved on the road. The four wheel brakes give instant action without vibration. The engineering excellence of the chassis is so far above that of any other light car that it is guaranteed for three years. "As good as an ALVIS" is a claim often made but seldom substantiated. Its coachwork impresses by beauty of line and finish, and satisfies by the softness and quality of upholstery. A long, low body, with ample leg room and every detail of luxurious equipment, completes a model perfect in every part a car for a connoisseur. May we have the pleasure of sending you a brightly illustrated Catalogue, describing this and all other ALVIS Models? The ALVIS CAR & ENGINEERING Co., Ltd., COVENTRY. London Distributors: Henlys, Ltd., 91 & 155, Great Portland St., London, W.1.

ALVIS—Britain's BEST Light Car  
CHASSIS GUARANTEED FOR 3 YEARS



The 12/50 was the Porsche of the 1920s—fast, expensive and beautifully made. Not a super-car, to continue the modern analogy, but a thoroughly useable all-rounder. Sporting with two-seater coachwork and much used in trials and speed events, or accommodating for a family in tourer or saloon versions.

The 12/50 first appeared in 1923, when its overhead-valve engine replaced the side-valve units of the earlier 10/30, 11/40 and 12/40 models. Between the beginning of July and the end of August that year the 12/50 achieved success at no fewer than eight hillclimb and speed-trial venues, but its most conspicuous success was Major Cyril Maurice Harvey's victory in the 1923 Junior Car Club 200 Miles Race at Brooklands. This event was Great Britain's most important race for sports-cars, and attracted entries from France and Italy as well as from leading British manufacturers.

Harvey's Alvis was basically a modified 12/50. The engine was tweaked with dry-sump lubrication, lightened con-rods and 6.2:1 compression ratio. The chassis was drilled out for lightness and fitted with narrow, staggered two-seater bodywork and a final drive ratio of 3.5:1. Front-wheel brakes were not fitted, as usual for that period, but then stopping at Brooklands was not as important as going. Go it did; Harvey averaged 93.29mph and, perhaps more astonishingly, achieved just under 24mpg in the process.

This outstanding victory put Alvis firmly on the map of the British sports-car market, and in the following year they broke a large number of speed records in the Light Car and Class A categories, the former being for over 1100cc and under 1500cc cars and the latter for over 1500cc and up to 1639cc.

The 12/50 was available in two engine sizes, 1496cc for the short-stroke, sporting version and 1645cc, usually for the touring cars. Apart from the difference in stroke, both engines were virtually identical and indeed there were very few modifications to the major components of the car's original design throughout its lifetime in the nine years from 1923. The inter-changeability of parts between cars of various dates has undoubtedly contributed to their survival rate. For instance no fewer than 33% of the SD 12/50s, made between 1926 and 1929 have survived, mostly in the classic, 'beetle-back' style of coachwork, and 31% of the TF series, 1925-6, mostly four-seater tourers.

The terms 'duck's-back' and 'beetle-back' were not in fact used by the company. 'Super-sports' or 'Two-seater sports' were the official titles.

What's it like to drive? Sports coachwork is narrow, but there is enough space if the front-seat passenger keeps out of the way of the driver's left elbow. The 'wide two-seater' is more accommodating and will just take three slender adults on the bench seat. The accelerator is between clutch and brake pedals and the gear lever is placed so as to disappear up the driver's trouser leg, if there happens to be a door on the off side for him to use.



*Chassis 3391*

The steering wheel is large, and needs to be since the pre-1927 Alvis-made steering box is quite heavy at 1¼ turns lock to lock. (After this date the Marles box was more forgiving at 1¾ turns.) The gearbox requires practice, but there is help from the clutch-stop for fast, upward changes. Flooring the clutch engages a braking arm on to a steel disc on the shaft which connects the clutch to the gearbox, the latter living under the front seats. This feature is particularly helpful for achieving quick and silent engagement of first gear when stationary.

Acceleration is quite brisk in the lighter, sports models. Contemporary advice to drivers was to make full use of the gearbox to get the best out of the car. (All models from day one were blessed with four-speed 'boxes.) The writer recalls being driven back from Henley Regatta in a school friend's father's new Rover 75 in 1950. We followed a duck's-back 12/50 along the A4130 towards Oxford and on the long hill up to Bix a puff of exhaust smoke from the Alvis caused the Rover driver to say proudly 'He's having to use his gears to get away from me'. To this day a 12/50 can keep up with modern traffic on any interesting A road.

All the vintage models can cruise comfortably and coolly at 50-55mph and with mid-twenties mpg even on modern fuel. Sports models can be taken to 70mph, but sparingly as this requires about 4,000rpm and puts a strain on the centre main bearing, the Achilles heel of the 12/50 engine.

The brakes are infinitely easier to adjust than those on the later Speed models and are extremely effective. On a smooth surface corners can be taken at very high speed, with the back end drifting gently outward, particularly in the two-seaters. One cannot pretend that one travels in peace and quiet, especially if the hood is

up, but one has peace of mind because a well-maintained 12/50 feels indestructible and will do what you ask without complaint.

As Clutton and Stanford said in *The Vintage Motor Car* (Batsford 1954): 'We cannot but consider (the 12/50 Alvis) one of the classic designs of the time, and it remains of all vintage sports cars the one which needs least apology.'

*Our thanks to Paul Haye, editor of the Alvis Register, for permission to reprint this article from the 2013 International Alvis Day magazine.*





*Chassis 7055*



*Chassis 5493*



*Mark Burns*



*Phil Garlick*



*Chassis 4948*



*Chassis 3182*

## DISPLAY AT EMERALD FOR ANTIQUES, CLASSICS & COLLECTABLES ON THE HILL 2013

On Saturday 12th October, three Alvis cars took part in a display for the Emerald Antiques and Collectables on the Hill 2013. There were a number of other classic cars and motorbikes on display as well. The cars & people who attended were Dale & Maritta Parsell in the Silver Eagle, Richard Wallach in the TA21 and Andrew & Frances McDougall in the Speed 20 Special.

We had a special place and the cars attracted a lot of attention over the day. All proceeds went to the Echo Youth and Family Services of the local church. This group does a sterling job in helping out local disadvantaged youth and families and this event is one of their major fund raising drives.

The hall was full of antiques and collectables which were for sale and you could have taken along your precious piece to have it valued. The ladies in the kitchen were also doing a roaring trade in coffee and sandwiches.

The weather was very pleasant and we had a most wonderful drive up into the Dandenongs and the Speed 20 really enjoyed the sweeping bends, while the passenger and driver enjoyed the vistas over the countryside, tall eucalypt trees and watching Puffing Billy coming up the line.

Frances McDougall



*Andrew,*

*Please pass on our thanks to all the Alvis club members who attended and supported our charity antiques and Classics event last Saturday. The money raised will help support children at risk. Thanks again.*

*Wayne Collins*

*Director*

*Echo Youth and Family Services*



## FITTING PISTONS TO EARLY ALVIS CARS

In most models up to and including the Speed 20, plus 12/70 and TA 14, the connecting rod is too large to pass through the bore. This results in the piston having to be fitted from below.

This can be quite difficult, particularly when the engine is in the car. If the cylinder head is, or can be removed the job will be much easier.

Each piston should be fitted from below without any piston rings and pushed right up until it sticks out at the top of the cylinder block. At this stage you will need an assistant to put a rod or screwdriver through the gudgeon pin to stop the piston and connecting rod dropping back down.

At this point the rings can be easily fitted and a conventional piston ring clamp applied. The piston can then be carefully pushed down with little risk of ring breakage.

If this work is being done on an engine that is partially worn it is important to clean away any carbon deposits from the top of the bore. It is also a good idea to make a very small chamfer around the top of the cylinder bore to provide a suitable 'lead' for the piston rings.

Dave Langridge - Mechanical Workshop Manager - Red Triangle



## REVERSE GEAR CATCH

Tony Bowdrey

Anybody who has an Alvis fitted with a reverse gear catch, will know what a pain this can be. Asking for help or advice through the forum did not result in any responses, so I decided to investigate and provide a solution, which did not result in any irreversible modification to the originality or compromise the design at all.

Removal of the gearbox endplate was not a problem (six nuts and two screws) being careful not to lose the spring loaded ball in the middle of the casting.

The arrangement is now obvious, as shown in the picture and disconnecting the plunger and the catch is straight forward.

The component parts are shown in the second picture.

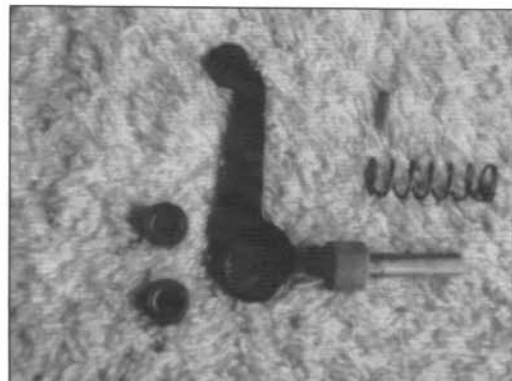
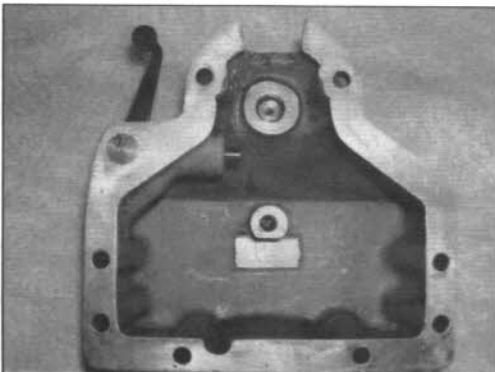
If you want to retain all the original parts, it will be necessary to make another plunger like the original, but the smaller diameter part reduced in length so that when fully home, it only projects into the gear box 1/4" .

The catch, the spring and the two spacers are put away safely, as they are no longer required.

The original spring must be replaced with a stronger one, pushing in not pushing out and when assembled, must be able to be compressed by at least 1/4", this can be checked by carefully compressing and measuring in the jaws of a vice.

That just leaves location. I made up a single spacer of 1/2" dia mild steel with a flat filed on it back to the 1/4" fixing pin.

When assembled, the plunger should just be under pressure by a small amount (adjust the length of the spring to achieve this). When the endplate is reattached to the gearbox, make sure all gears select normally.





**Come and see some 'real' horsepower on Melbourne Cup Day – Tuesday November 5. We invite you and your car club to celebrate the launch of this year's Ballarat Festival of Motoring Motor Show. Featuring an Exhibition that includes a unique collection of historically significant Cars, Motorcycles & Models**



Ballarat's historic motor sport significance in Victoria includes recognition as the venue where motor racing recommenced after World War II; and the only airfield based motor racing circuit in Australia to host an International motor racing meeting

Last year, the Ballarat Festival of Motoring set another milestone in the history of motor sport, when the event attracted the participation of the cars driven by Australia's two F1 World Champions – Sir Jack Brabham's 1966 Repco Brabham BT19 and Alan Jones' 1980 Williams FW07. Until then, this unique situation had never occurred before.

Now in its third year, The Ballarat Festival of Motoring will again feature a Motor Show based at the iconic and historic Ballarat Mining Exchange in Lydiard Street in the heart of the city of Ballarat. The Show will feature a unique collection of historically significant cars and motorcycles. Following on from the success of last year's Model Expo, there will also be another collection of some 1000 items that will include examples of rare die-cast scale models; antique tether model racing cars; and vintage model aero engines from the 1930's. Many of the models that will be on display will be for sale.

This year's activities will start at 10am on Melbourne Cup Day this November 5 with a Show and Shine at Buninyong (within 5k's of Ballarat city). Entry for any current road registered or Vicroads club permit pre-1990 car; motorcycle or commercial vehicle will be free. Some 15 categories will be offered and class winners will receive a Ballarat Festival of Motoring Commemorative Medallion. At Midday the contingent of pre-1990 vehicles will then tour to the Mining Exchange where the Launch of the Motor Show will take place.

Ballarat has a huge amount to offer and makes an ideal Cup Day getaway being only a one and a half hour drive from Melbourne, so get some of your club members and family together for an inexpensive day and escape the Melbourne Cup Day traffic to see some 'real' horsepower on Cup Day.

For more information go to: <http://www.ballaratfestivalofmotoring.com.au/>  
Or contact John Emery: 0408 570 217 [johnkemery@bigpond.com](mailto:johnkemery@bigpond.com)



## ALVIS PEOPLE BEHAVING BADLY



It will take a lot more than a stick-on red triangle to turn this Bentley into an Alvis! Seen at the recent National Rally and driven by Queenslander Doug Young and also sporting a South Australian number plate. Is it also a stick-on and what other secrets are hidden by this pretty Brit?

## FOR SALE

### 1935 Alvis Speed 20 SC Chassis # 12052

Ex-Roland Comfort and lately Roger Comfort, this car has been a regular at Club events. It had a major engine and differential rebuild in late 2007 and has always been well maintained.

Asking price \$75,000 or near offer  
Contact **Roger Comfort** Tel:: 02 4754 4143; Mob: 0427 907 660;  
Email: [rogercomfort@bigpond.com](mailto:rogercomfort@bigpond.com)





## FOR SALE

**1965 TE21 DHC. 27263. NSW rego - ALVIS 1.**

Complete photographic restoration. Several later 'Australian use' improvements to aid operation in hot climatic conditions.

The car was the main feature in the National Auto Museum for several years. It has been the Subject of articles in 'Alvibatics' and the AOC 'Bulletin' and general press during the Targa Tasmania tour.

One of best examples of this rare model car anywhere.

Aston Martin silver colour with dark blue duck cloth hood, plus matching full and half tonneau covers. Grey leather interior with dark blue carpets.

Borg Warner auto transmission, Alvis wire wheels, Alvis (ZF) power steering, Michelin XVS tyres.

\$158,000

Contact David Horrocks 02 4784 3394 0418 600 099



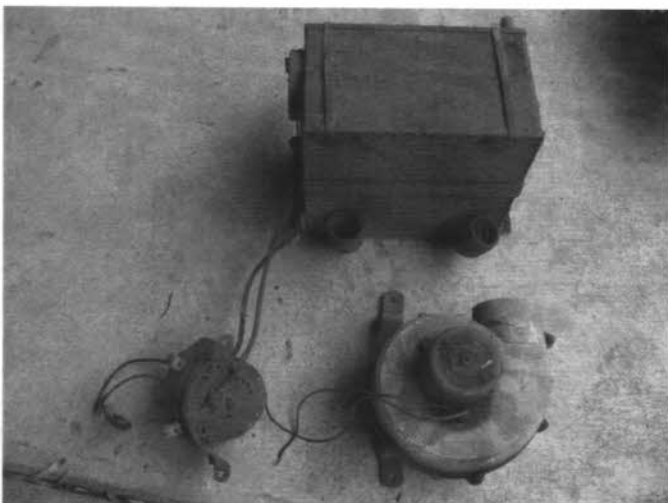
## **FOR SALE** 1952 TA21 DHC - \$58,000 (negotiable)

Car No. 24639      Tickford Body No. 20144  
Ring Darrell Horton 03 5983 2016

### **FREE**

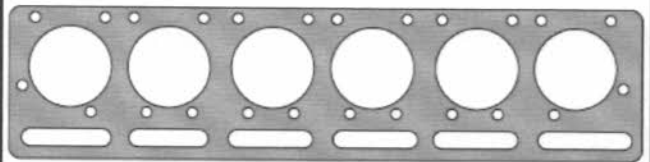
Free to a good home.  
A complete Smiths heater as used in 3 litre series.  
Fan, heater element, and all controls  
no response then it goes to the tip.

Phone: 03 8812 7333  
Email: [paulbamford45@optusnet.com.au](mailto:paulbamford45@optusnet.com.au)



### **FOR SALE**

#### ALVIS 3 ½ Litre Engine COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

\$168.00 + postage

Contact Peter Miller  
Email - [moulen@tpg.com.au](mailto:moulen@tpg.com.au)

## FOR SALE

### Alvis 12/50 Items For Sale - \$400.00

Fabric universal unused, I believe from a 12/50 it has 6 holes 7" external and 3" internal diameters

Lever action grease gun with square end to lube flat 12/50 nipples, chrome reproduction

Speedometers – blackface Smiths PA 0-60mph  
Two complete with shroud  
One without shroud  
One in pieces

Hub spanner, unused reproduction

Lucas C45-HL Type 8118 Dynamo complete

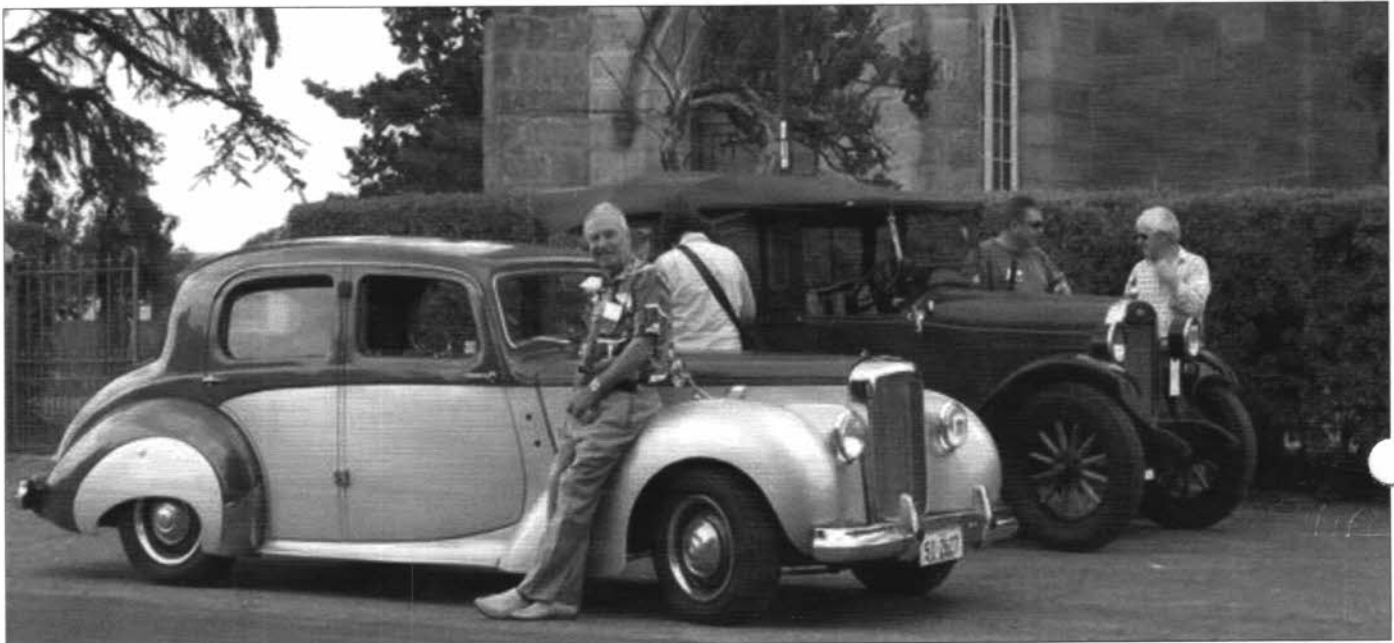
Side light good for parts

Email: [davelyne@bigpond.net.au](mailto:davelyne@bigpond.net.au)  
Ph: 0439 429572



Mike Fitzpatrick would like to sell his 1923 12/40 to a good home. Chassis 2316. Asking price \$30,000.

Contact Mike on 0408 433 141



## FOR SALE

1951 TA21 Chassis No. 24303 Mulliner Body No. 2451 \$30,000

Ring Richard Molesworth 03 6268 6305 (Tas)

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