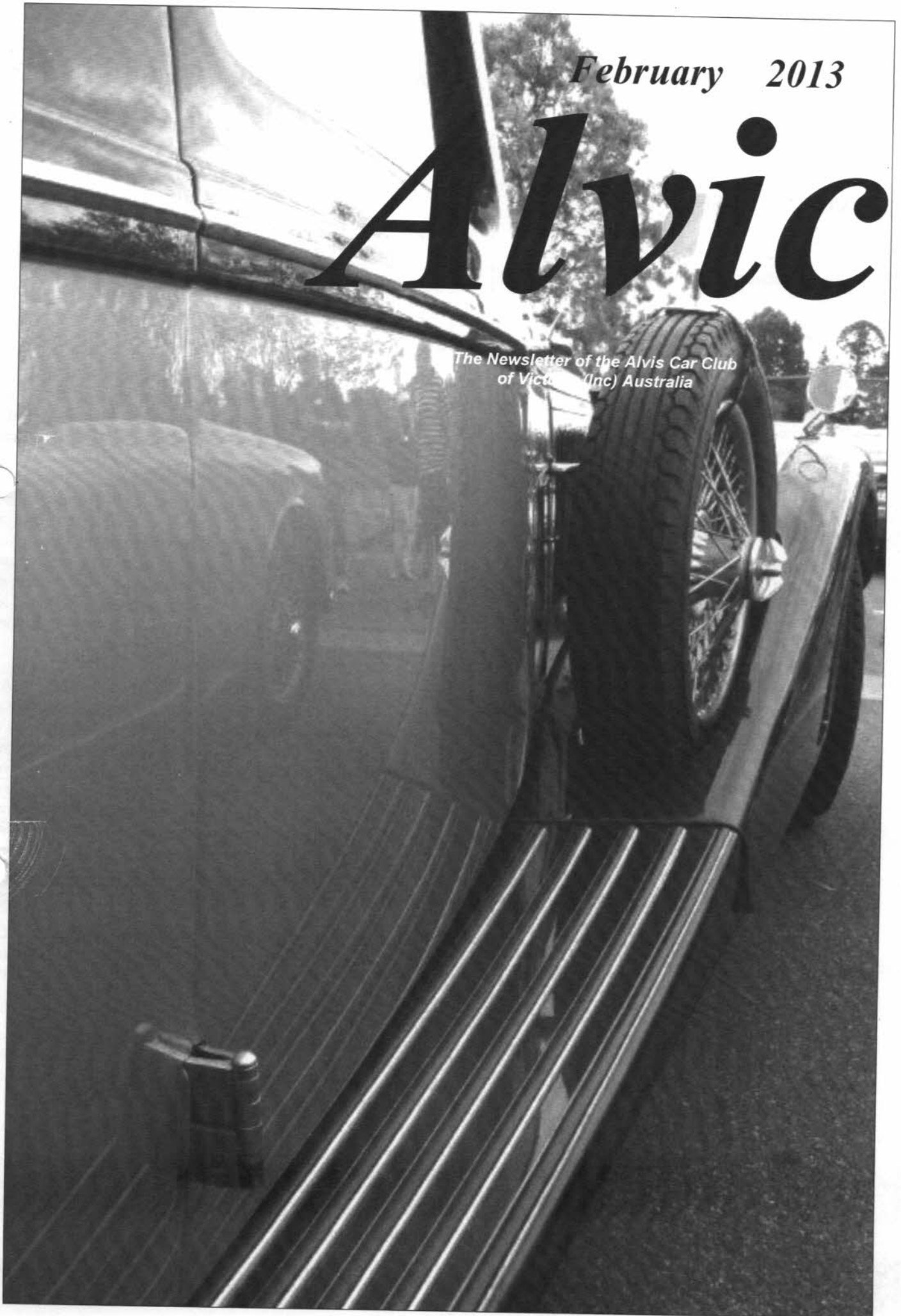


February 2013

Alvic

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





FEBRUARY 2013 VOL 52 ISSUE 1

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Alvis Car Club of Victoria (Inc)

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

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

PRESIDENT'S REPORT

Time has flown and we have already been through one month of 2013. I hope everyone had an enjoyable Christmas and New Year celebration with family and friends.

We have already started our 2013 events calendar with a most enjoyable BBQ at the Kevin Bartlett Reserve and held on a very pleasant evening. It was good to be accompanied by members of the Armstrong Siddeley Club, with the members of the two clubs mingling well. On the day you were fairly safe if you called the ladies by the name of Margaret as there were many Margaret in attendance, from both clubs. Alvis cars were well represented with five 12/50s, as well as more modern versions. There was one Armstrong Siddeley Sapphire and a very rare single sleeve valve vintage Arrol Aster. We took the opportunity to do a walk past of the cars and give a run down of the models and a potted history, as it was known, of the cars. This was very well received. We look forward to having more joint events with the Armstrong Siddeley and other clubs.

The detailed planning of the routes for the National Rally in April has been completed. The paperwork and route instructions have still to be prepared, for hand out to the entrants and another test run will be made to ensure that there have been no road changes. It appears that we have been lucky so far with the fires that they haven't impacted significantly on the places to be visited. I can assure people that it will be a great event with lots of good Alvis motoring and things to see. We really hope to see as many people as possible there. If you haven't entered yet, but intend coming, please enter quickly as we need to confirm the numbers staying at the Latrobe Convention Centre in Traralgon.

Dale Parsell has been busy updating the operation of the ACCV website and it is now functioning well with plenty of information and details of forthcoming events. Many thanks to Dale for his efforts.

There was to be a joint clubs pub run in March, however the other clubs are unable to attend and it will be an ACCV event only. This is a good opportunity to test your Alvis and to make sure all is well for the National Rally. Please let Richard Tonkin know if you are able to come.

As foreshadowed in the last report and after many aborted attempts we now have new carpet in the club rooms. It has certainly freshened up the place and made it look much smarter. I wish to thank those who assisted in this exercise.

On the home front I have been working on the 1934 SB Speed 20

Special. The engine and gearbox are out (which necessitated the removal of the front transverse spring and engine mount – some one said life wasn't meant to be easy!) The purpose of the removal was to get the slipping clutch repaired and to swap back to an Alvis all synchromesh gearbox from the, currently fitted, clunky Moss gearbox. Prior to Christmas I spent time dismantling and doing what was necessary (fortunately not much required other than cleaning and a few bearing changes) to the synchromesh gearboxes for the Speed 25 Saloon project and the Special. I look forward to driving the Special with an Alvis box fitted. Also the 12/50 sports a new set of tyres after having travelled trouble free for 30 years on the previous set.

Just a reminder, that a number of members coming to the

monthly Friday meeting at the club rooms, meet around 6.00pm, at the nearby Malvernvale pub, for a meal. Everyone coming to the meeting is welcome to join us for a meal. All you have to do is let me know ahead of time (by Wednesday prior) so that I can give an indication of numbers and reserve sufficient places.

As we have all witnessed, Australia is a large place and as a consequence can experience vastly different weather events at the one time. January has been particularly bad and we wish all those who have been affected by the fires and floods a speedy recovery.

Andrew McDougall

2013 COMING EVENTS

(please note: items in bold are designated club events. The remainder are either under consideration for inclusion or options available for your individual attendance)

- Feb 15** **General Meeting**
- Mar 15** **General Meeting**
17 **Pub Run to Wallan (the Langs)**
24 Kalorama
- Apr 6** Great Macedon Grand Tour *(details available from the Langs)*
19 **General Meeting**
21 **RACV Classic Showcase at Flemington Race Course**
- Apr 28 - May 3** **“of Ghosts & Gold” 2013 National Rally**
- May 17** **General Meeting**
19 **AOMC National Heritage Day—more details to follow**
24-26 Winton Historics
- Jun 21** General Meeting
23 **Breakfast Run to the Fox Museum**
- Jul 19** **General Meeting**
- Aug 16** **General Meeting**
18 **Rob Roy**
- Sep 20** **General Meeting**
- Oct 18** **General Meeting**
18-21 **Weekend Away - details to be advised**
- Nov 15** **Annual General Meeting**

LETTERS TO THE EDITOR

Greetings John,

In the December ALVIC there was an enquiry as to the whereabouts of Bob Eglintons 12/70. It has not been sold as his wife Marion wishes to keep it, although she is not able to drive now.

Bob did a lot of mechanical work on it including grafting on a foreign crown wheel and pinion, as the correct parts were unavailable. Unfortunately he was able to take it out only a couple of times before he died.

Hope this helps.

Best wishes, Peter Mott.

Dear Alvis Car Cub members,

Thank you very much for the Christmas box, bubbies and Baileys, how spoilt can you be. Also thanks for the annual rent money for the club rooms.

Hope you all had a great Christmas and all the best for happiness and health for the new Year.

Regards
Heather Bowes

NORMAN JOHNSON

It is with regret that we advise the passing of Norman Johnson on the 17th January at age 93. Norman Johnson together with Peter Hull produced "The Vintage Alvis," a book that literally became a bible to owners of a vintage Alvis. It was first published in 1967.

Peter Hull pre-deceased Norman Johnson and it is interesting to read Ruth Urquhart-Dykes' (*well known Vintage Alvis racing driver*) foreword in The Vintage Alvis, in which she describes the authors as not only being Alvis enthusiasts, but also painstaking historians.

The end of another Alvis era.

Front page: good to see Chester McKaige's Speed 25 back in the fold having been banished to a museum for 12 months



TO ALL MEMBERS OF THE INTERNATIONAL ALVIS FAMILY

When my husband, John died in February 2011, I wrote to Chris Storrar, then President of AOC advising him of John's death & of the wonderful support I had received from fellow Alvis owners here in Australia. His reply was memorable & in it he mentioned the Alvis International Family & how this made his job as Chairman worthwhile. Since that time, I have driven "my" Alvis on many occasions & met some wonderful people. The most recent I should like to share with you.

Our daughter, Kathryn married Dr. Les Sabel in December 2012. Months before the wedding date, Kath asked me if there was any way I could bring "Dad's" Alvis to her wedding on the Fleurieu Peninsula— "just a little piece of Dad at the wedding." Whilst the logistics of this request were not possible, Fleurieu being in South Australia & I live in Queensland, well over 2,000km away, I asked John Lang's help to make some of her wish come true. He put me in touch with Peter & Anne Mott, who live near Coriole Winery, where the wedding took place. Peter & Anne very kindly offered to be "the wedding car" using their fabulous Alvis Speed 20 SB Tourer. This picture shows Peter driving the Speed 20 up the winery hill to the wedding venue, where the car was much admired by awaiting guests. I wish to take this opportunity to give my thanks to John, Peter & Anne & to all members of our great Alvis International Club for making my daughter's wish come true – a little piece of her Dad was truly there & he shared in our joy & happiness.

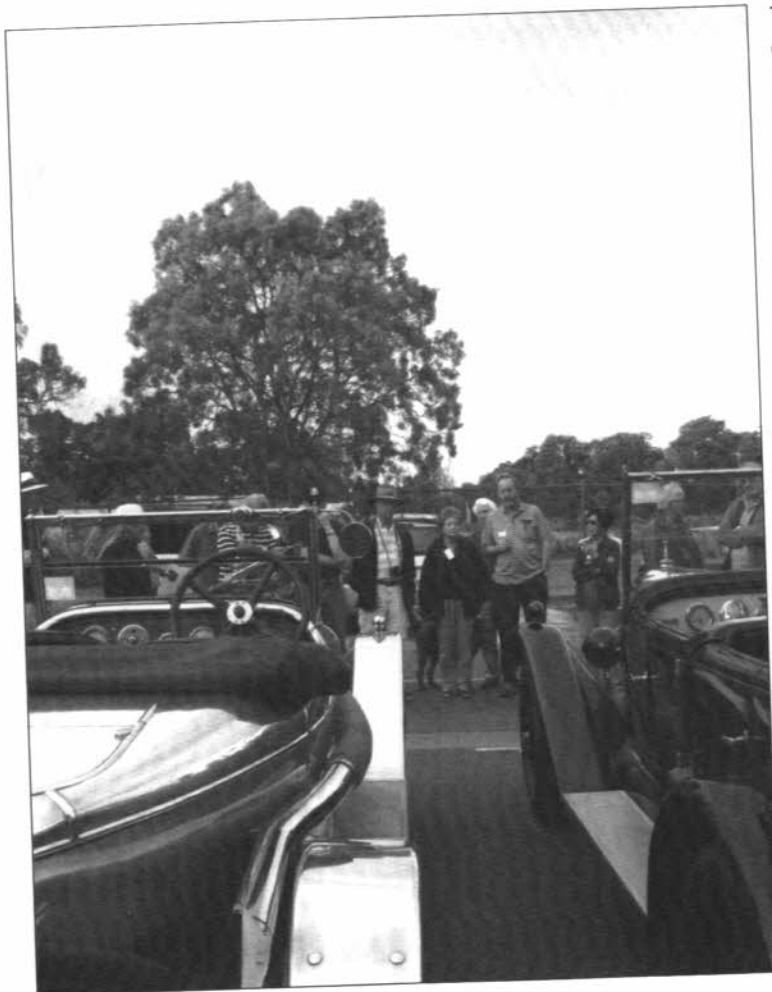
Ronnie Brown



Above: Peter Mott's Speed 20 SB Tourer, Chassis No. 11326 Engine No. 11776 Car No 16316 and its unique body by Terdich

ALVIS & ARMSTRONG SIDDELEY BBQ FRIDAY, 18TH JANUARY

Richard Tonkin



The Alvis and Armstrong Siddeley Clubs combined for an opening BBQ at the Kevin Bartlett Reserve in Burnley. Dogs were invited and, while in no way placing them in the pecking order above humans, they were as follows:

Bertie, the labradoodle, who allows Steve and Debbie Pratt to live with him, Basil and Cyril, the miniature schnauzers, who share their home with Lori and Sandy Cameron, Ty and Suzie, the black Labradors, who permit Richard and Pauline Tonkin to live with them and Oxo and Glory, who call John and Margaret Hetherington's Shepparton residence home.

Apart from our canine companions, the following brought proper cars:

Selwyn and Jenny Allen (Armstrong Siddeley Mark 2.5 Sapphire), Neil Grieson and Margaret Buck (Arrol Aster), Chris Higgins (Alvis 12/50), Mac and Madge Hulbert (AG ZA Magnette), Andrew and Frances McDougall (Alvis 12/50), Chester and Sally McKaige (Alvis Speed 25), Allen and Noeline McKinnon (Alvis 12/50), Bob and Lesley Northey (Alvis 12/50) and Richard and Pauline Tonkin (Alvis TE21).

It was a nice cross section of cars, and we generously allowed the Arrol Aster in, it having recently participated in (with a bit of mechanical drama) the Great Ocean Road 75th anniversary run.

The weather was mercifully mild, after a hot week in Melbourne, although the wind was a bit fresh. The dogs had a wonderful time, cavorting across the cricket/football



oval and I think the 2 legged folk had a nice time too. It is hoped that there can be some more joint outings with both of the Clubs. We and the cars (but, not of course, the dogs) are not getting any younger and the oft-stated prediction that one make car clubs are going to fade out of existence, while it certainly hasn't happened yet, may well be a problem which we will have to face in the foreseeable future, so the more that we can get together and enjoy each other's company and our (different) marques, the better.

left above: Andrew McDougall leads the review of the cars present

Far left below: most of the cars present

Below: some of the participants enjoying the natter and the food

Below left: Neil Grierson's 1928 Arrol Aster racer

Below right: the McKinnons arrive in style

Photography by Frances McDougall & Mac Hulbert





A letter from NODDY. I am still performing miracles in the deep south. Here I am resting under a tree after transporting the bride and groom to their wedding at Two Tree Point, Resolution Creek, South Bruny Island. This is where Captain COOK first set foot on Australian soil in 1778. Bridal party can be seen in the background. A truly historic place, with a truly historic car, owned by very historic and humble persons!!! I am about to perform another miracle in one week. Send my regards to all ACCV friends.

"For the sheer joy of driving I'd like to go there in an Alvis"
 (Advertisement in *The Motor* 1952)

3 litre Steering Idler box

The December 2012 issue of ALVIC under the general heading of Our Top Tips had our attention drawn to wear in the king pins and associated parts. Whilst following the instructions and checking for wear I noticed that there was a perceptible amount of lateral movement in the near side front wheel when compared with the off side wheel and this was not due to king pin wear. Having replaced the tie rod ends, I had eliminated sources of lateral movement from that area. Upon further examination there was quite a perceptible amount of wear in the aluminium idler lever bracket (B50 in the catalogue of spare parts). Upon examination of a spare box and shaft I noticed that the idler arm box is not bushed

and the top and bottom bearing surfaces are just aluminium. The bottom bearing surface is subject to greater forces than the top and therefore sustains more wear.

The method of lubrication of the bottom bearing surface is rather hit and miss and requires that the lubricant added to the filler cap make its way to the bottom bearing surface. Over time accumulated dirty oil simply blocks up the tiny drain hole at the top of the idler arm reservoir with the end result that bottom bearing is probably starved of oil.

Having a spare steering box albeit also worn, I explored the possibility of machining out sufficient aluminium and the inserting of a bronze bushing. There is sufficient aluminium at the bottom

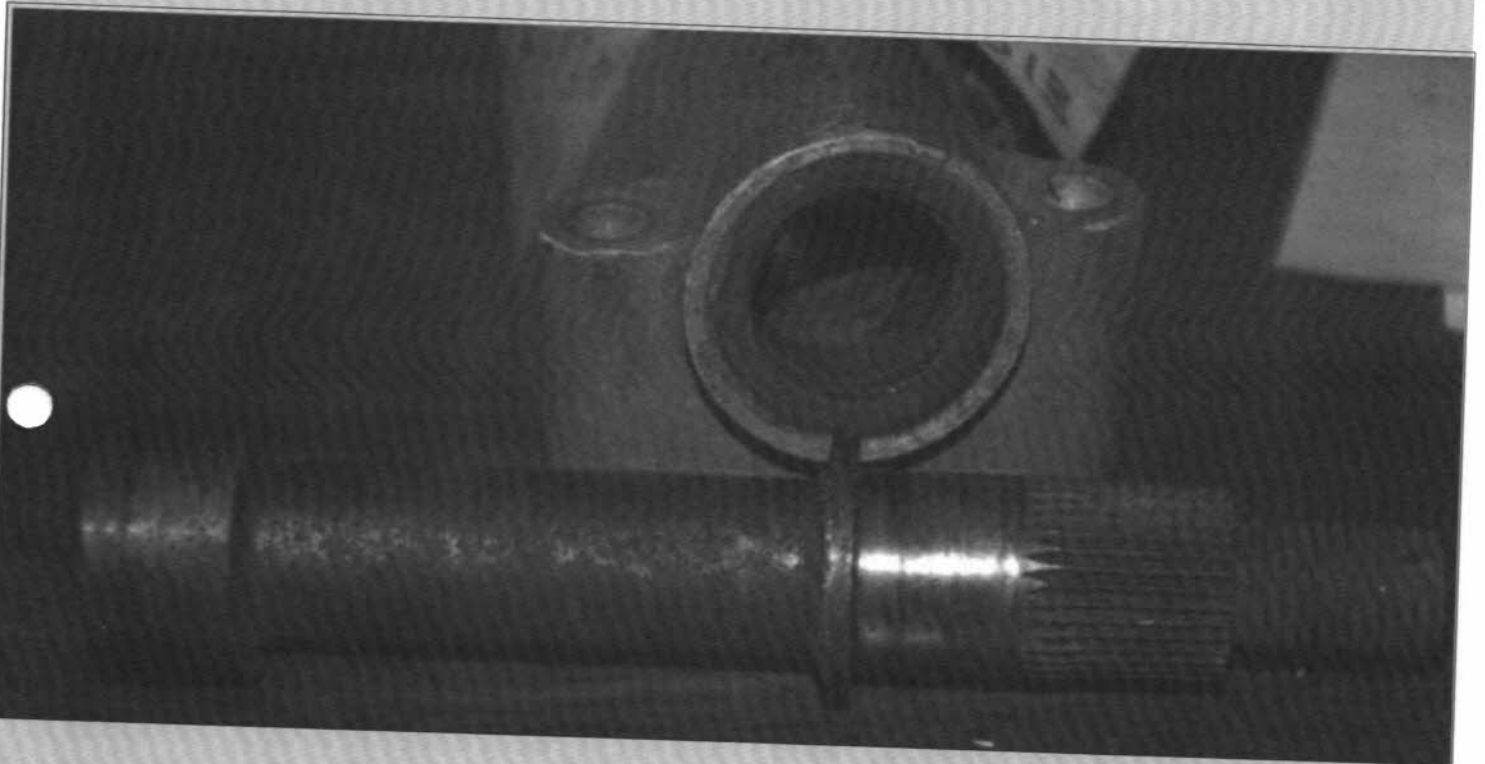
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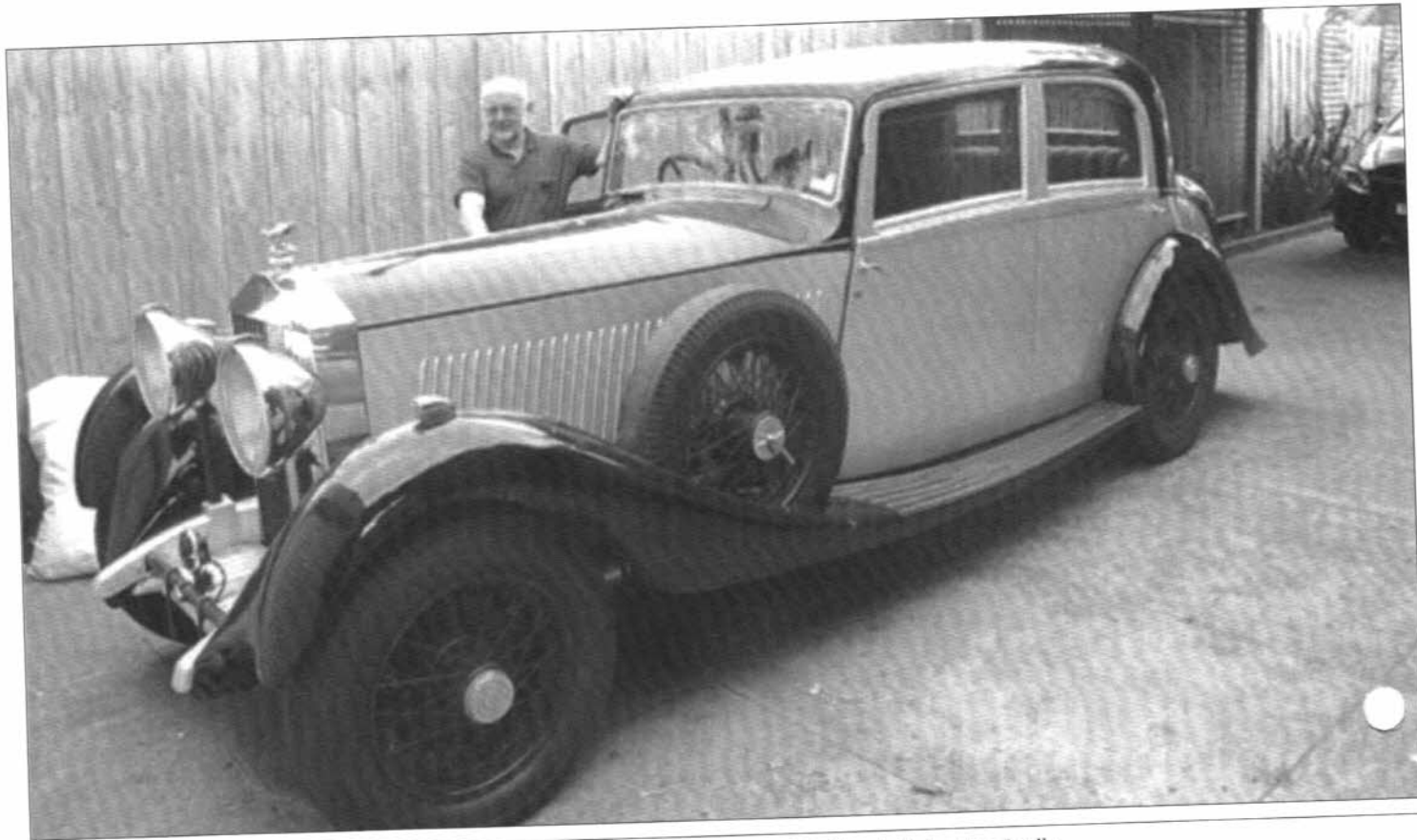
the idler box in order to effect this remedy. The same can't be said for the top bearing as machining may interfere with the two top plate mounting studs. As previously stated the wear was on the bottom bearing surface.

In order to improve the lubrication of the new bronze bush it was decided to tap a hole and fit a grease nipple as seen in the picture below. A new seal was also fitted. That said not all boxes had a seal. With respect to the top bearing surface it was decided to revert to the original method of lubrication. To that end the reservoir drain hole was cleared and as recommended by Alvis

some differential oil was added. The next task is to change the units over. The end result should be a tighter front end with more accurate steering.

Richard Wallach





*This really should be a candidate for Alvis People Behaving Badly
However it is at least nearly as good as an Alvis. Mike Williams with his "new" car.*



Out For Hogans Heroes!

SUNDAY MARCH 17

Why would you sit at home on Sunday 17 March, when you have a perfectly good Alvis in the garage?

Meet us at the northern Melbourne Airport viewing area (Melways map 177 H9) on the corner of Sunbury and Oaklands Rds at 10.00am for a trip of a lifetime!

Morning tea at Romsey

Then a fabulous drive to Wallan for lunch at Hogan's Hotel

It is Alvis Club only as the other invitees had made previous arrangements.
No don't bring your pith helmet, you can go behind a bush!

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More details and site plans

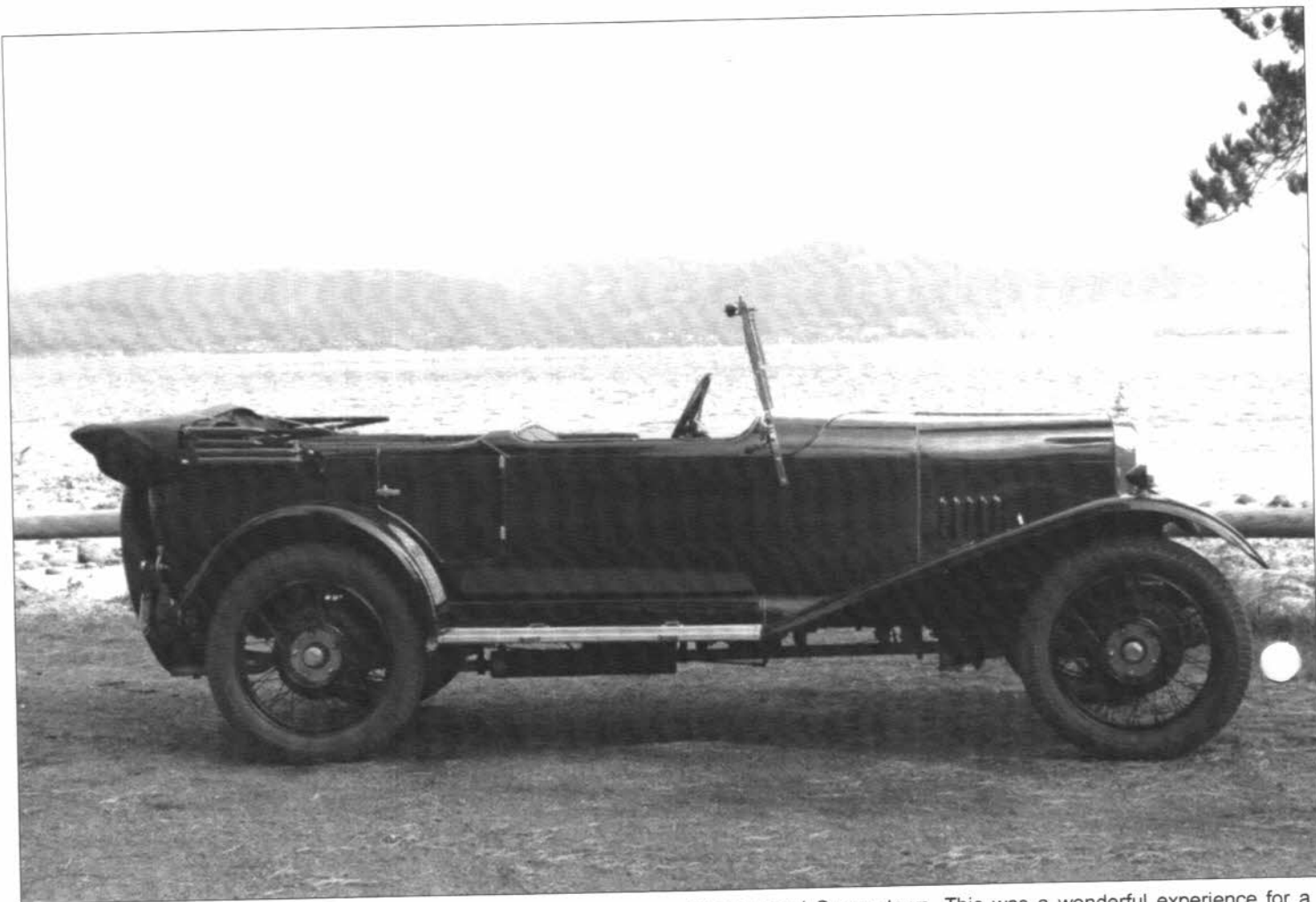
www.aomc.asn.au

Details 03 9890 0524



RACV

SUNDAY 21ST APRIL 2013
Flemington Racecourse Members Car Park



by Andrew McDougall

Alvis TE 12/50, Car # 9569, Chassis # 4213, Engine # 4568, fitted with a Cross and Ellis 4 seater sports body, painted maroon and black was sold on 9th April 1926, via Henlys Ltd., direct to Australia. The first owner was a Mr Fred Peacock of 234 Davey Street Hobart, Tasmania, the indulged younger son of the family which started IXL Jams. The car carried registration number 25120. In the later 1930s Mr Peacock moved to Sydney, but it appears that the car did not go with him, as it stayed in Tasmania and was subsequently owned by Dr. Bob Young and then Brian Hull in the early to mid 50s. To date no interim owners between Fred Peacock and Bob Young have been established.

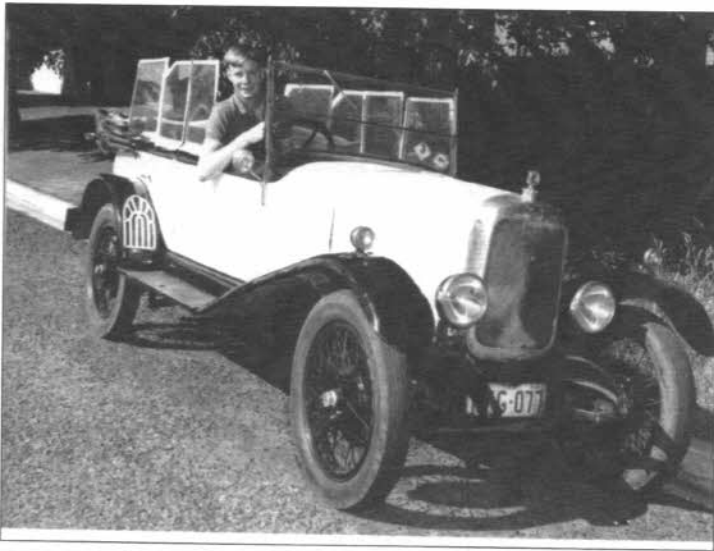
My Grandfather, Gordon Fysh, a longstanding and active competitive motorist in Tasmania had purchased an original 1913 Siddeley Deasy in 1946 (he had seen the car imported and bodied in Launceston in 1913 and then used for the next 20 years by his next door neighbour). With this car, he was instrumental in forming the Veteran and Vintage Car Club of Tasmania in 1956. I was born into a world of old motor cars and from a very early age helped my Grandfather to prepare the Deasy for rallies and to accompany him on runs, when I was given the opportunity to steer the car from about the age of 3, of course under his close supervision.

When in 1957 he heard of the Alvis and the proposal to cut it down into a utility for farm hack use, he thought that this was a car worth saving. (can you imagine a 12/50 labouring around a farm on a hot day loaded to the hilt, without fan or water pump?) So in August 1957, at the age of eight, I accompanied my Grandfather when we drove 30 miles to the west of Launceston and collected the car from the farm (the car was still maroon and black, but with a white vinyl hood and side screen surrounds – the body was still very sound although with tired upholstery). We then immediately continued driving west in the 12/50 to the railway station at Burnie, where we left the car in the car park for 3 days whilst we took a train journey down the west coast to visit the mines and smelters in

Zeehan and Queenstown. This was a wonderful experience for a young lad, going on the ABT (cogged) railway from Strahan to Queenstown through steep river gorges and rainforest and then seeing narrow gauge steam locomotives running around the mine site and ore being turned into copper metal via crushers, mills, flotation machines, fire belching smelters and refineries. On returning to Burnie by train (the only way to access the west coast mines from the north at that time due to there being no roads) we hopped into the Alvis and drove back to Launceston – as you can imagine my first Alvis experience was truly memorable.

The 12/50 tended to be used as a second vehicle as well as for old car rallies and events. There were a few mechanical issues: the radiator had been re-cored roughly and proved to be inadequate as the car would overheat and required a fill up with water every 100 miles, it had a horrible Lucas magneto which often meant the car had to be push started in order to generate enough spark. The oil pressure was low – 12 psi hot and 5 psi at idle, the gearbox was quite noisy in the indirects (I think the original handbook refers to precision ground gears for quiet operation – long since departed!) and a fair amount of periodic vibration from the engine and later what would prove to be the tail shaft. Some of these deficiencies were gradually addressed by obtaining another low height radiator with honeycomb core but with dented surround (there must have been another 12/50 in Tasmania at some stage – this kept the engine cool), replacement of the Lucas magneto with a Simms polar inducted (good spark and reliable but physically big and difficult to find the space to line it up, with the result of periodic chewed out vernier couplings) and replacement of the tail shaft with one from a side valve Morris Oxford, when the original Alvis one was spat out due to corrugated taper roller bearings collapsing (still had engine periodic vibration but car much smoother with the new tail shaft).

In the early 60s my Grandfather had the car repainted white where it had previously been maroon, whilst retaining the black. I don't know why he did this and the reason for the colour choice. I regret not having asked him. When coming to the end of a school day I would sometimes be aware of a screaming gearbox in the distance (there were hills on the approach to the school) and would



17 year old Andrew with his 12/50 in white and his license

ponder if it was a Morris Commercial truck or Grandfather coming by to collect me in the 12/50 after he had played a round of golf – invariably it was a ride home in the 12/50. I had many opportunities to drive the 12/50 in my early teen years, sometimes with permission and other times not. I remember we took it to the Simmons Plains race track and my Grandfather put the car through its paces, doing 45mph in second around a hairpin bend – engine and gearbox screaming (years later when I saw the condition of the connecting rods and pinch bolts it is a wonder the engine survived). I had practiced driving around the track, changing up and down through the gears.

On another occasion we entered in a consistency run around the old 4 mile Longford race track. The speedo was covered and you had to consistently drive around the track at your nominated speed – however the scrutineers hadn't appreciated that the uncovered ammeter connected to the 3 brush generator read 8 amps at the nominated speed – we did quite well! On rallies when the roads were quiet I would often prevail on my Father (he drove the Alvis poorly whilst my Grandfather drove the Siddeley Deasy) to let me take over the driving so I got plenty of experience. One week night when bored doing homework and my parents were out I went to the hired garage where the 12/50 was stored and took it for a spin with the flickering yellowish headlights. On coming down a steep hill I tried to see if I could hit 70 mph and nearly hit an unseen power pole square between the dumb irons. A last second correction saved the day for me and the 12/50 – hence I am able to write this account. I drove the car on a rally with my "L" plates at the age of 17 years and 9 months and as part of the event there was a requirement to nominate an average speed – as the 12/50 was a good performer I set an unrealistically high average speed for the traffic conditions, however through spirited driving I managed to comply with the nominated speed and so took out the award – the organisers said "L" must have stood for lead foot and not learner. On the day I turned 17 my Grandfather collected me after school and took me into the licensing branch where I undertook my driving test in the 12/50 – the testing officer seemed to spend more time in discussion with my Grandfather, rather than watching me go through the gears, give hand signals, stop and start at traffic lights and on hills – I came away with my licence. Besides having got my licence on my 17th birthday, in 1966, my Grandfather very kindly passed ownership of the Alvis and Siddeley Deasy across to me. I still have both cars and keep them well maintained.

Shortly after gaining my licence I was heading off for a drive before another rally to be held in a few weeks time, when I heard a ticking sound coming from the back axle. I put the car back into the garage whipped out the axles (great thing these fully floating rear axles) and took out the diff centre. I was shocked to find that about half the teeth on both the crown wheel and pinion were either broken or severely chipped. Amazingly they had been in this condition a long time as there was only one chip of tooth wedged between the diff carrier and the crown wheel which was just

catching the pinion as it passed. The remainder of the broken teeth had long gone and if I had kept going the ticking tooth chip would also have dislodged and fallen to the bottom of the case and the noise would have disappeared. Needing to go on the rally we arranged to borrow the whole rear end from a derelict 12/50 stored in an old apple packing shed 20 miles from home. The derelict car is now the magnificent aluminium bodied 12/50 owned by Alan McKinnon, which recently participated in the UK Nick Walker Tour. Unbeknown to us, this rear end had a damaged crown wheel and pinion, which made no noise, so we successfully used it for the rally. Subsequently we got another diff centre and reinstated our back axle and returned the borrowed one. Unfortunately the replacement diff centre was 5.3 to 1 which gave fantastic hill climbing capabilities but a lot of revs along the flat.

With continuing use the front suspension and axle must have been getting progressively worn as the car almost became impossible to drive, as any slight bump would set off severe axle tramp and loosened the ends of the dumb irons. As I was also spending a lot of time away from home, studying engineering, the car for some years through the mid seventies remained parked up in an aunt's garage and was unused. Upon qualifying, my first job was as a project engineer at the Mount Lyell Mining and Railway Company at Queenstown on the west coast of Tasmania. This was a fantastic place although only a pale imitation of what it had been when I visited with my Grandfather at the age of 8 – long gone were the little narrow gauge steam locos, ABT railway and the fire belching smelters. However they did have a wonderful apprentice training workshop. I took the opportunity to dismantle the 12/50's steering box and removed all lost motion by turning up a new cross shaft, 15 thou oversize so that I could ream out the original worn casing bushes and machine the keyway for the mounting of the worm wheel 180° about so that I could use the unworn teeth. The square on the end of the shaft for the drop arm I hand filed and was very pleased with the result. To this day the steering box remains almost as good as when it was built. Later I replaced the king pins and bushes, shackle pins and bushes, tie rod ends, reset the front springs and reconditioned the Hartford shock absorbers. No one component was badly worn, however the combination of everything must have been sufficient to induce the wheel tramp.

In 1980, now working for a mine in central NSW I brought the 12/50 up from Tasmania. I had the opportunity of joining the Alvis NSW Club organised national rally held in the nearby Riverina District. It was quite apparent that there were 12/50s which performed much better than mine – the one of Kevin Cass for example. So, as I had entered the 12/50 in a rally to be held in Queensland in August 1982, I thought it time to do an engine rebuild and install a more suitable crown wheel and pinion. In 1981 the engine was dismantled and taken to Melbourne for repairs by a 12/50 "expert". The crankshaft journals looked more like corrugated iron and so it was reclaimed to size by submerged arc welding. The conrod little ends were stretched so a set of full floating little end rods were made available and machined to suit the rebuilt crankshaft (I believe these were 10/30 rods which should have had thick walled, white metal coated shells fitted in the big ends). The bores weren't too bad so they were only honed and new rings obtained. New valves and guides were fitted to the head, oil pump reconditioned, camshaft ground and the fibre timing gear replaced by a steel one from club stock. Then the whole lot was returned to me for reassembly. In the mean time I dismantled the gearbox and found the gears to be quite worn, but serviceable, so I only fitted new bearings which were likely to make the box noisier due to changing contact between the teeth. I also obtained and installed an aluminium clutch body. For the back axle I managed to secure a new old stock Willys 77 crown wheel and pinion from the Sydney Alvis Club. Unfortunately they only had 4.3:1 ratios left and not the preferred 4.5:1. In order to install this, spacers and sleeves needed to be made up for the pinion, which I did and the hardened crown wheel needed to be redrilled to suit the PCD of the bolts holding the crown wheel to the carrier.

This work I entrusted to the tool making shop of a heavy engineering firm. Unfortunately they messed the job up and I had a correctly drilled but warped crown wheel. Fortunately I found a firm in Sydney, who could soften the crown wheel, press it flat and then re-heat treat it. This was a success as the crown wheel is still



Crossing the spiky bridge on the east coast of Tasmania

running true and silently to this day. It was Easter in 1982 when I finally received the engine components and commenced assembly, only

to find that the pistons which had previously run in the bores were now grabbing. This came about because the replacement conrods had been machined incorrectly, with big end bores not parallel to the little end bores. Unhappy, I piled the partially assembled engine into the ute and drove 500 kms back to Melbourne and the 12/50 "expert". A few more months went by before I got the rectified engine components back, this now leaving only 3 weeks to get the car ready for the Queensland rally in August. I assembled the engine, fired it up and then took it for a 200km steady run in trip to the provincial city of Wagga and back. All was well until half way to Wagga when I slowed for a mob of sheep on the road. On passing them I became aware of a knock in the engine and no oil pressure. I rang a friend from a nearby farm and he came from Wagga and took the car back home for me. We immediately stripped the engine and found a collapsed big end and lots of white metal. It turns out that the "expert" had machined the white metal to suit my crankshaft but that the white metal was too thick, old and granular and should have had thick bronze big end shells. I was able to find a machine shop in Wagga who was able to make shells, put on a thin coating of white metal and machine them, all in a fortnight. This left me only a couple of days to assemble the engine and be ready for friends from Tasmania who were going to call by so we could travel up in convoy. On reassembling I found a couple of the big ends too tight. In desperation I went to the local newsagent and purchased some cigarette papers and used these as shims to pack the caps off the rods. The idea being, if I made Brisbane, I would drop the sump and remove the paper shims, having had the bearings bed themselves in. The evening before I was due to leave everything was back together and the engine running, the only unsatisfactory thing was the new steel timing gear being very rattly in comparison with the old fibre gear. I had also fitted new tyres prior to departure. These tyres, 30 years later have now just been replaced after having done thousands of puncture free miles. Next morning the friends arrived in their cars and I joined the convoy. I felt the 12/50 was a bit down on power and that the recommended cam grind was not good. Also being quite a heavy steel bodied four seater, the 4.3:1 rear axle ratio was a bit too tall, especially after previous 5.3:1 cwp. However we enjoyed a very good trouble free trip and rally and needless to say as the car was running well I didn't take off the sump and remove the paper shims.

Notable, around this time an attractive new school teacher had arrived in town and by all accounts she had a better TV set and stereo than I. I thought she wouldn't be able to resist a ride in the 12/50 so we headed off for a picnic down on the banks of a tributary of the Murrumbidgee River. There was the small issue of a broken starter motor Bendix spring and the starter dog on the end of the crankshaft being unserviceable due the Melbourne 12/50 "expert" having lost mine during the engine rebuild. We enjoyed our picnic, having left the car at the top of the bank for a run start, which was successful, prior to heading off to Leeton to see another Alvis owner, Chris Higgins. It had rained the night before and we were driving along a gravel track beside the tributary when I hit a sheet of water a bit too hard and drowned the magneto. The problem now was to dry the magneto and to get the car running again without the use of a starter motor or crank handle. Frances rose to the occasion and stepped out into the water and managed to push the 12/50 so that I could successfully clutch start it. I can't have lost too many brownie points as later I won the hand of Frances and got the better TV and stereo as well!

At the end of 1986 we returned to live and work in Tasmania, so the 12/50 returned to familiar territory. Tasmania, being somewhat more undulating found the 12/50 wanting a bit, especially in the

hilly areas which necessitated quite a lot more use of the indirect gears. One thing though was the installation of the light weight clutch body had improved gear changing dramatically. In September 1992, along with other Tasmanians and their vehicles we entered a National Veteran and Vintage rally to be held 3,000 km away in south west Western Australia. The idea being; to drive there and back, across the Nullarbor Plain and also taking the opportunity to do some side tracking as well as participate in the rally. In preparation for this adventure I decided to repaint the car, as it is now, in dark British racing green and black, re-nickel all the bright work and inspect the engine. I finally got around to dropping the sump and dismantled the big ends and was pleased to find that the "temporary" paper shims were still as good as the day they were installed a decade earlier. I removed the shims and refitted the caps, only to find that the big ends were again too tight, so I bought another packet of cigarette papers and made new shims. I also fitted a full flow oil filter and a new battery. In getting ready for departure on the ferry from Tasmania to the mainland the car was well loaded with rear seat removed with the tent and gas stove strapped to the RHS running board. As the battery box under the front passenger seat was quite large there was room with an insulating barrier above the battery to store additional tools. Throughout the 7,000 km, 6 week, journey I did not have to disturb the tools for work on the 12/50, except to change the oil in Western Australia. However my tool kit did get a fair old work out attending to problems on the other cars. For the entire trip I did not add water to the radiator even though we encountered a number of 38°C days, no added oil except for the change in WA and no top of air the tyres was required. Unfortunately the disturbance of the tools resulted in a potentially serious incident. After around 5,500km I noticed the ammeter needle gyrating madly and Frances said there was a funny smell. I stopped and disconnected the generator and we continued on our way. That evening at the Mildura camping ground I checked things out only to discover that the tools' disturbance had compromised the insulating barrier above the battery and some of the tools had shorted across the battery posts. As a result we had welded stainless steel scissors and some blue spanners. The end of the battery case had a melted hole the size of a tennis ball and one of the posts had half melted. How the battery didn't blow up under Frances' bottom I don't know. On removing the battery I got a spark from it so I used some polythene sheet, duct tape and silastic and sealed up the hole in the case. Using a hydrometer I then sucked up the spilt acid in the bottom of the stainless steel battery box and titrated a bit of acid from each of the other cells. I then re-installed the battery and it started the car. That battery lasted another 7 years – amazing!

The next year, in 1993, the Tasmanian Veteran Car Club held what was known as a World Rally, where people from all around the world were invited to participate in a 15 day rally around Tasmania. There were around 400 entries. One entry was a r



Andrew and Frances in front of a Melbourne period house

and his wife from Wales who asked if they could borrow a car, so the 12/50 was lent to them for the event. Walter subsequently bought a newly restored 12/50 from Des Donnan. An excellent outcome from having lent the

12/50 was that Walter reciprocated by lending Frances and I a 1904 Lacoste et Battmann for the 100th anniversary London to Brighton Run in 1996 – certainly great things result from our association with old cars and the people we meet on events.

In 1997 work transferred us to Melbourne so the 12/50 came with us and we were now able to participate in Alvis events with the Alvis Car Club of Victoria. I had been a member of this Club since I was 17, but had only been able to read about the great characters and activities in Alvic and not enjoy the benefits of being a participant. All this changed and we started regularly using the

12/50 in ACCV events. Around 2004 I was heading down towards Geelong in a howling gale for a weekend event when I thought I became aware of a rumbling noise from the engine. I looked at the oil pressure gauge and all appeared normal, so I pressed on thinking that the wind was playing tricks. Eventually I decided to pull over and investigate and there was the familiar sound of a run big end, however oil pressure was still normal. With assistance, the car was returned home on a trailer. Subsequent strip down of the engine revealed a run big end, but the conrods had very little side clearance between the rods' big end and the crankshaft webs and it was this maintaining the oil pressure.

Crack testing of the crankshaft found a number of cracks, one of the conrods had full length cracks between the web and the flanges (how it didn't snap and exit through the crankcase I will never know, but thank heavens it didn't.). Another rod had cracks around the big end bolt area. It was a blessing that a big end failed before engine destruction. The engine was then rebuilt with a new billet crank, made locally, new forged rods, increased journal sizes, four bolt centre main, rebore and new higher compression JP pistons, a double capacity oil pump, a correctly engineered and cut timing gear and improved camshaft grind and a replacement small port cylinder head due to cracks through the valve seats in the original head. In fitting the new crankshaft we also installed modern seals. The engine now feels bullet proof with no periodic vibration, no timing gear rattle and finally with plenty of power to pull the 4.3:1 rear axle ratio. After running the engine in with 30 grade running-in

oil, it doesn't use any oil to speak of, using 20W/50 multi grade. Whilst the engine was apart I took the radiator to a specialist to see if he could remove the dents in the surround and re-enamel the badge. He said the old core was tired and would not likely survive removal in order to fix the surround. A new core was sourced from New Zealand and the difficult job of restoring the thin walled surround was executed beautifully. So not only does the car run very well it looks quite presentable with the smart radiator. The body still sports quite a lot of original leather and remnants of carpet, however I feel this adds to the character of a pretty original looking car.

Since its last make over, it has participated in numerous events, including the National Rally to the Flinders Ranges in South Australia and of course the very successful JNBC tour. I can see it happily running along for many more years and is a joy to drive, once I am levered into position. It is quite happy to sit on 90 to 100 kph and compete with modern traffic. Alvis certainly made a good one when they came up with the 12/50!!

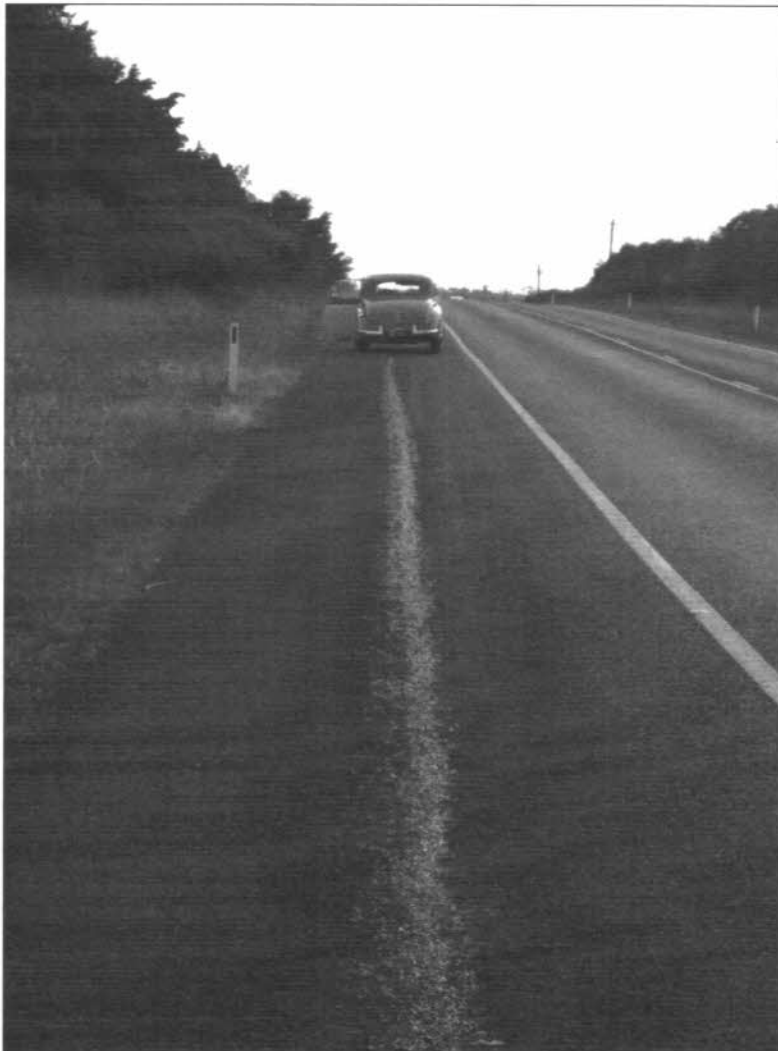
Andrew



Mac Hulbert took this photograph of Alan & Jan Willingham's 12/50 on a recent VSCC "Beat the Heat" run to Healesville. It started in rain and finished a magnificent summer day.

Alvis news from North of the border:

I am pleased to report that my TC21/100 is once again on the road. As many will know the Greylady "failed to proceed" near Armidale when Lyndal and I were returning from the 2011 National Rally. Within an hour we had swapped our Alvis for an Avis car arriving home safely on schedule. The NRMA stored the Alvis and arranged for it to be delivered to Brisbane a couple of days later.



The incontinent Alvis near Armadale.

Steve and Graham Sparks of NBS Services duly received the car and commenced the task of removing and rebuilding the 3 Litre engine – little did we suspect at the time that this would end up being an 18 month sojourn for our Greylady with NBS.

With the motor out and dismantled it was possible to diagnose what had caused the catastrophic engine failure. At some time No.6 cylinder had been sleeved and it was No.6 piston which caused the motor to "throw a leg". It appeared that the piston skirt had disintegrated allowing the gudgeon pin to let go and the rod to flail about punching through the sleeve, water jacket and the block – a hole approximately 100mm square resulted through which a lot of metal pieces were ejected!!

Through the "Alvis family of friends" I had soon sourced two 3 Litre engine blocks; one from Geoffrey Farrance complete with head and one from Alan Bratt sans head. NBS advised that the one purchased from Geoffrey was the one to use. In the end this block was sleeved and mated with the original head, crankshaft and camshaft after these had been reconditioned. JP pistons and rings from Adelaide were sourced and the whole assembly balanced. All specialised engineering work was carried out in Brisbane except for the camshaft which was reconditioned and re-profiled by Clive Cams in Ferntree Gully, Melbourne.

During this saga many Alvis friends assisted with advice. These friends included:

Geoffrey Farrance, Richard Budd and Heat Goldsmith in New South Wales.

John Lang, Alan Bratt, David Vaughan and John Link in Victoria.

Derek Dixon and Dean Prangley in Queensland.

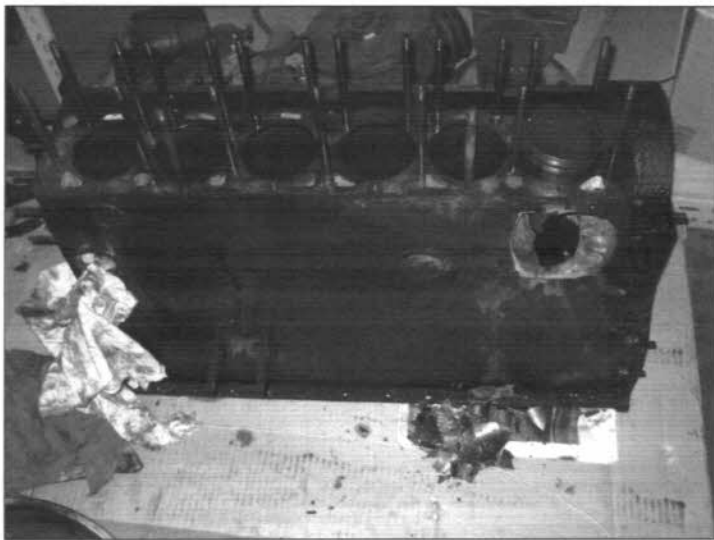
Keith Dodge in New Zealand.

Numerous people at Red Triangle; in particular Mike from the spares department who patiently answered my many emails and phone calls.

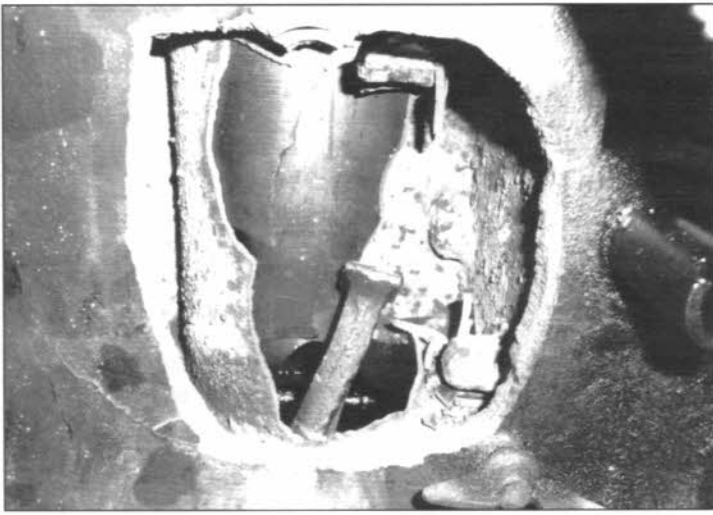
Thank you all sincerely for your help.

The *Catalogue of Spare Parts for THREE LITRE Models TA21, TC21, TC21/100* published in June 1954 proved to be an invaluable resource during the rebuild with its exploded diagrams and clearly numbered parts.

NBS Services have done a great job and I owe Steve and Graham many thanks for not displaying any frustration through the various hold-ups while I sourced parts nor the fact that my Greylady boarded with them for



Now only fit to become a "boat anchor"?



The results of No.6 throwing a leg!

18 months.

As well as rebuilding the engine NBS replaced the clutch, had the radiator recored, installed a brake servo and had the SUs rebuilt in Sydney. As new engine mounts were used when reinstalling the engine the exhaust system was also substantially rebuilt.

I am enjoying driving my car again and looking forward to feeling the new and improved performance once the motor is run-in.

***Jon+Lyndal Voller
Christmas 2012***

Jon Voller's TC21

1954 TC21, Chassis No 25483

1954 sold new to George Lee Motors in Singapore – hence tropical window hoods at the top of each door. The first owner is not known however the Grey Lady finished up in Penang, Malaysia with a Dr Bangert.

1980 Flt Lt Rob Tandy who was then stationed at RAAF Butterworth, discovered the car and managed to buy it in a sorry state. Parts were ordered from Red Triangle and refurbishment commenced. Later in the year Rob was transferred back to Australia and the Grey Lady was brought back as a non goer and garaged at Wynnum, a Brisbane bayside suburb. Soon after Rob was transferred to Townsville.

1981 the Townsville transfer forced Rob to sell the car. It was advertised for \$3000 in the Courier Mail, still a non runner. Dean Prangley bought it and towed it home to Indooroopilly where restoration work commenced.

1989 Grey Lady attended its first Australian Alvis Rally in the Blue Mountains.

2005 Sold to Jon & Lyndal Voller



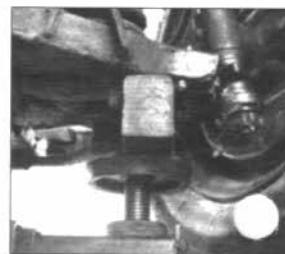
It is surprising the amount of suspension wear that can go unnoticed, even when a car has passed an MoT test. The telltale sign of this is usually that the car appears to wander on the road, which is particularly noticeable at speed.

The only way in which this wear can be detected is by using the correct jacking procedure to take all load off the suspension joints and steering swivels (king-pins) so that you can check for play in those parts. Adopting the standard method (jacking the car under the chassis until the wheels are off the ground) is not sufficient to release the load on the suspension, because of the residual compression in the coil spring. This loading will effectively mask suspension wear.

To assess any suspension wear correctly in an "unloaded" condition you should take the following steps:

1) Jack up the car and support the chassis with axle stands. It is important raise the car sufficiently to give a good clearance between the bottom of the wheel and the floor. Then jack up the lower wishbone on the flat plate between the lower thrust bearing and the lower shock absorber mounting bolts (see fig.1). Adjust the jack until the suspension joints come free of load.

Fig 1



2) Grip the wheel using both hands, one at the top and one at the bottom, and try to move it quite vigorously in a push-pull motion (see fig.2). This should reveal any lateral play in the upper and lower trunnions and king pin bushes. It may help to have a second person observing these wear points for relative movement.

Fig 2



3) Place a good-sized metal lever (a tyre lever or similar) under the wheel, make a slow but firm upward action to check for any lift in the king pins and trunnions. (see fig.3)

Fig 3



4) For this step you will need the help of another person to apply the foot brake while you hold the wheel with both hands in the "quarter to three" position and attempt to turn the wheel in both directions. Any movement can indicate worn inner wishbone bushes. (see fig.4)

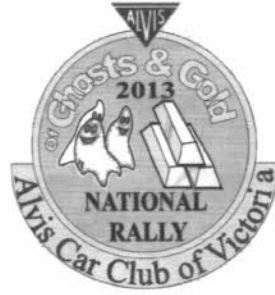
Fig 4



IMPORTANT: Always use correctly positioned axle stands to support the car/chassis - never rely on jacks while working under a car. In this case, a second danger is the suspension falling while you are working on it. A jack is acceptable for raising and lowering the suspension to unload the joints, but you must take care not to place fingers or limbs where they could be trapped if the suspension moves suddenly. Similarly, for the wheel shaking seen in fig.2 the chassis should be raised enough so that the wheel cannot trap a hand if the jack were to slip during this operation.

David Langridge
Mechanical Workshop Manager - Red Triangle

**FOR THOSE WHO ARE COMING ON THE NAT RALLY &
HAVE NOT YET REGISTERED—NOW IS THE TIME TO
DO IT!**



NatRally Newsletter

28 April - 3 May

Greetings,

For those who have registered thanks for your entry to the 2013 Alvis National Rally. This newsletter is to provide you with an update; reminders in relation to deadlines and also a couple of changes that have become necessary.

All the representative states have had their fair share of problems in the new year, with Queensland, drowning. New South Wales with floods and bushfires. Victoria and South Australia, with bushfires.

Many will be aware that bushfires have and still are impacting on areas of Gippsland and with at least a fortnight of summer to go, we are carefully monitoring the situation.

The reminders:

Accommodation is at the Latrobe Convention Centre, 5601 Princes Hwy, Traralgon, Vic 3844. Phone No 5173 7500

Closing date for entries is 15 March (*aware that some people may not be able to commit until after that date - we will do our best to accommodate late entries*)

By 15 March we require full payment of the event fees as accommodation cancelation penalties apply from that date.

We have not offered an instalment option, however you are welcome to make instalment payments if you wish.

The Wednesday dinner is a theme night when you are invited to dress within the theme "of Ghosts & Gold."

If you have not sent a photograph of your car, we would appreciate it being sent now, as a JPEG to jdmelang@bigpond.net.au or PO Box 129, Gisborne, 3437.

Please bring your thermos for morning tea stops.

A change of plan has been made necessary to the Friday morning activity, as the Power Works presentation, is no longer available. Instead we will visit the Gippsland Heritage Park at Moe.

Registrations on Sunday 28 April are welcome from 2.00pm.

from the planning team



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

Four near new Hankook Optimo K715 - 185/80 R15 to suit all 3 Litre cars.

\$280.00. To be sold as a set.

Richard Wallach

Mobile: 0431466615

richardwallach@hotmail.com

WANTED.

Early Alvis or D2 or D3 steering box, with column tubes and levers if possible, for 12/50 also early drop arm with the square connector for the box we already have.

Mike Hirst timbers@mikehirst.f9.co.uk

FOR SALE

5 MRF Brand Cross Ply Tyres and Tubes 6.40-15 \$300.00. One unused the other 4 have done only 150 Kilometres. (I changed over to Radials)

1 4 speed Gearbox Kit including Clutch Housing and Tail Shaft. Came originally from a TC-21. Make me an offer.

Items are on the Sunshine Coast

Phone Bill Anderson 0410 430 208

ARE YOU INTERESTED

After receiving several enquiries, the HISTORIC & VINTAGE RESTORATION team is preparing to commence a series of tailored weekend workshops aimed to introduce enthusiasts and hobbyists to the lost trade of panel fabrication.

With a mixture of hands on skills and theory based learning, students will be guided under the instruction of one of Australia's leading panel fabrication Masters, Vince Panozzo.

Students will learn on HVR's premises, and class sizes will be limited to ensure individualised tutoring opportunities over the course of the workshop.

Our goal is to give you the confidence and hands on skills you need in order to embark on your own projects.

Included in the workshop fee will be;

Morning & Afternoon Tea, BBQ Lunch, Safety equipment; ear plugs & glasses

Proposed Dates:

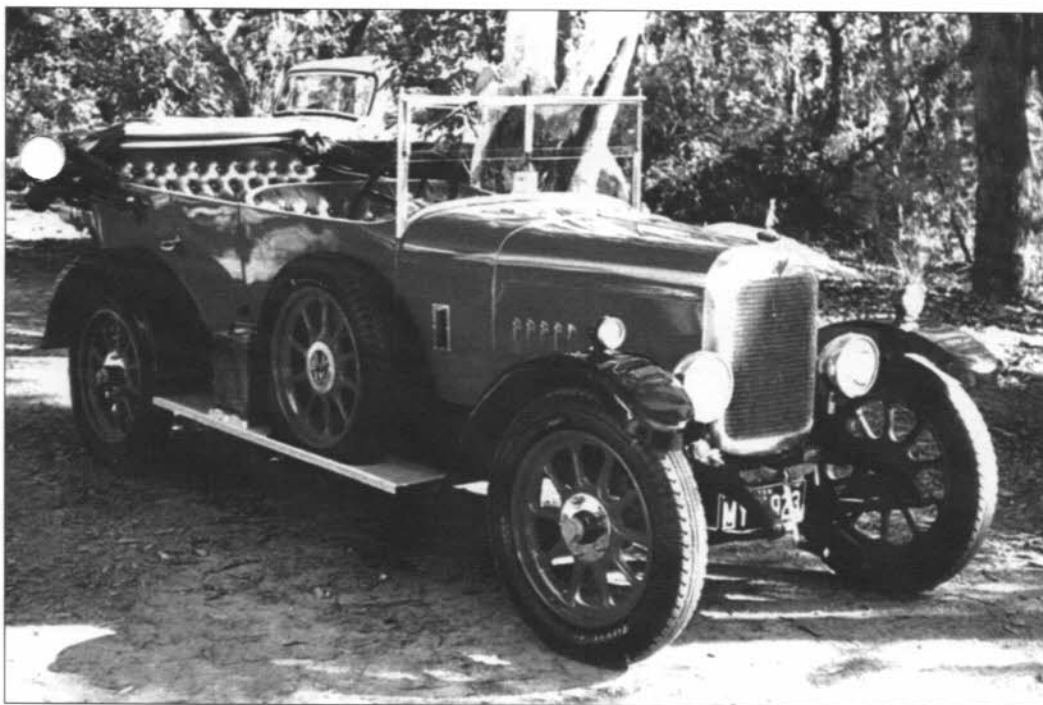
April - 20/21

May - 4/5, and/or 18/19

June - 15/16 and/or 29/30

email **Dominique** via info@historicvintagerestorations to register your interest.

Details on course fees will be finalised within the next couple of weeks and emailed to those who have expressed interest.



FOR SALE

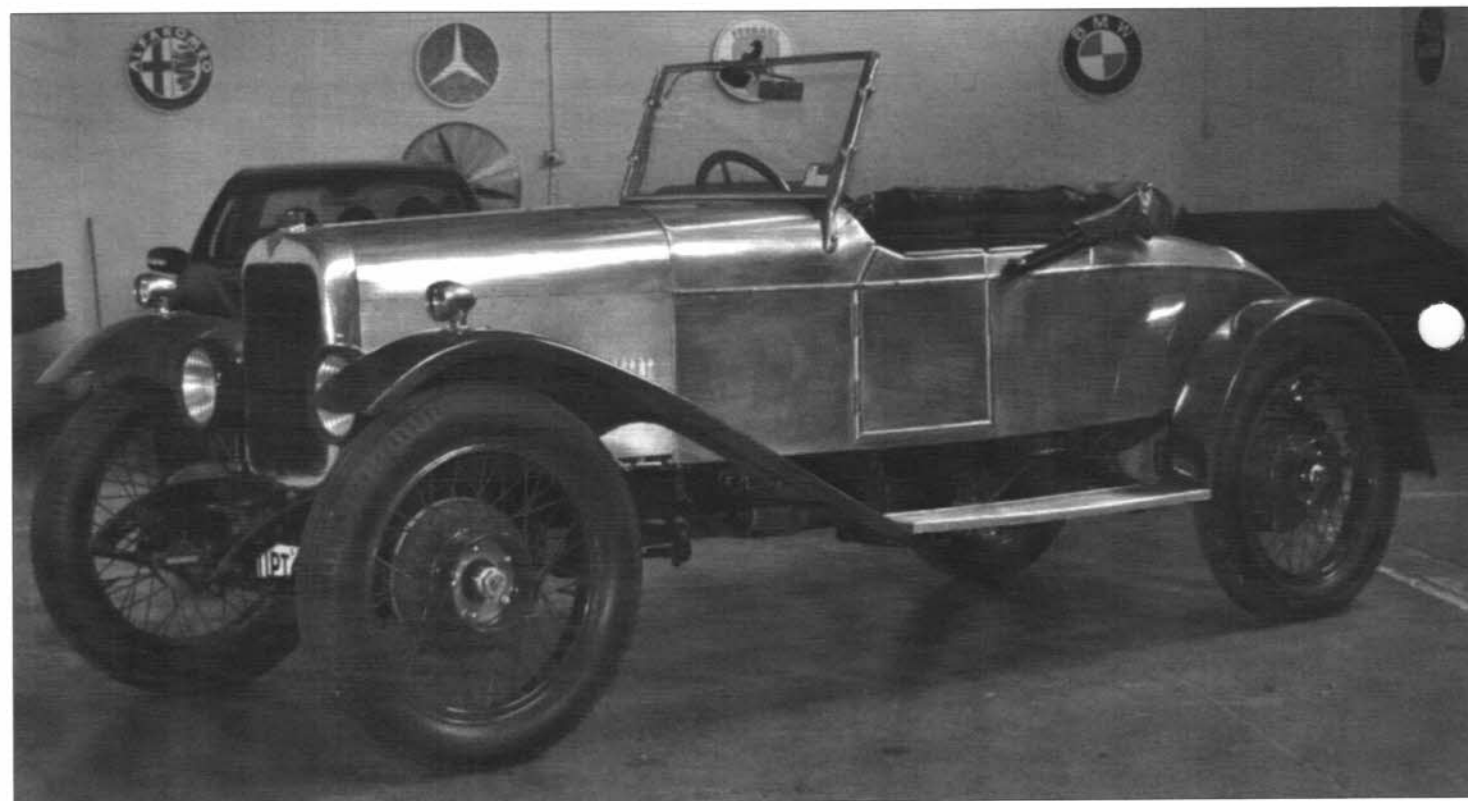
Mike Fitzpatrick would like to sell his 1923 12/40 to a good home. Chassis 2316. Asking price \$30,000. Contact Mike on 0408 433 141



FOR SALE 1952 TA21 DHC - \$58,000

Car # 24639 Tickford Body #20144

Ring Darrell Horton 03 5983 2016



FOR SALE 1924 12/50 Beetleback—\$55,000

Engine 3716

see carsales.com.au for contact details

FOR SALE

1928 Alvis FD FWD
Chassis No. 7190
Engine No 7653
Car No 11982

Was totally restored with a replica Le Mans body & made ready for the 2008 JNBC Tour.

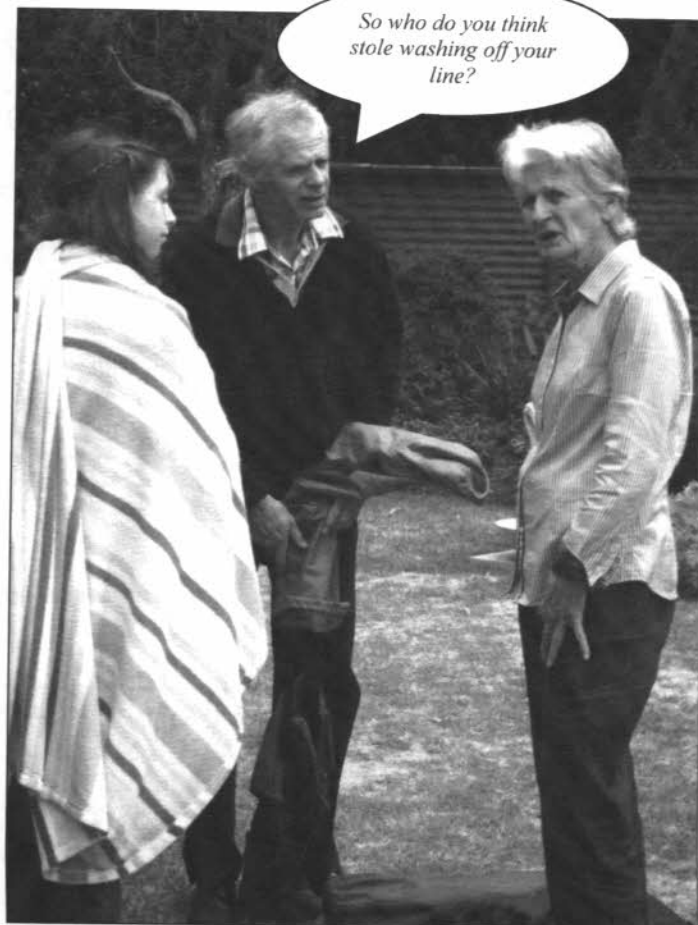
The car has a special gear change. Central handbrake. Hydraulic rear brakes and snubbers on the rear suspension.

There is a significant history file and the car has a competition history.
Price \$80K

Contact Des Donnan - email dedonnan@bigpond.net.au
Or phone 07 5478 6630
(it is likely this car will be sold overseas unless interest is shown by May 2013)



ALVIS PEOPLE BEHAVING BADLY



FOR SALE

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

FOR SALE

Original Hare mascot with radiator cap for earlier 12/50s. 10.5cm in height.

Asking \$500

Contact: Bob Blacket Tel 02 9997 2578

Email: deniseblacket@bigpond.com

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 \$ 300.

ph ALAN BRATT 0427405573
ah 0260332951

Four near new Hankook Optimo K715 - 185/80 R15 to suit all 3 Litre cars.

\$280.00. To be sold as a set.

Richard Wallach

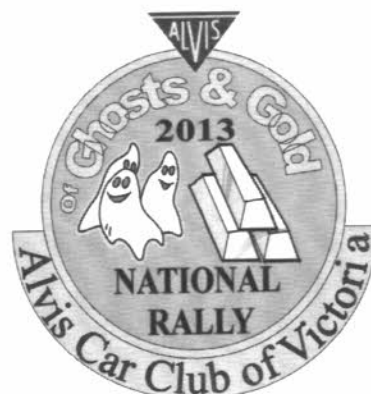
Mobile: 0431466615

richardwallach@hotmail.com

of Ghosts & Gold

ALVIS CAR CLUB OF VICTORIA

2013 Australian National Alvis
Rally
28 April - 3 May



Contact

John Lang

(03) 5426 2256

jdmelang@bigpond.net.au

for your invitation

or write:

PO Box 129

Gisborne, Vic 3437

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

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