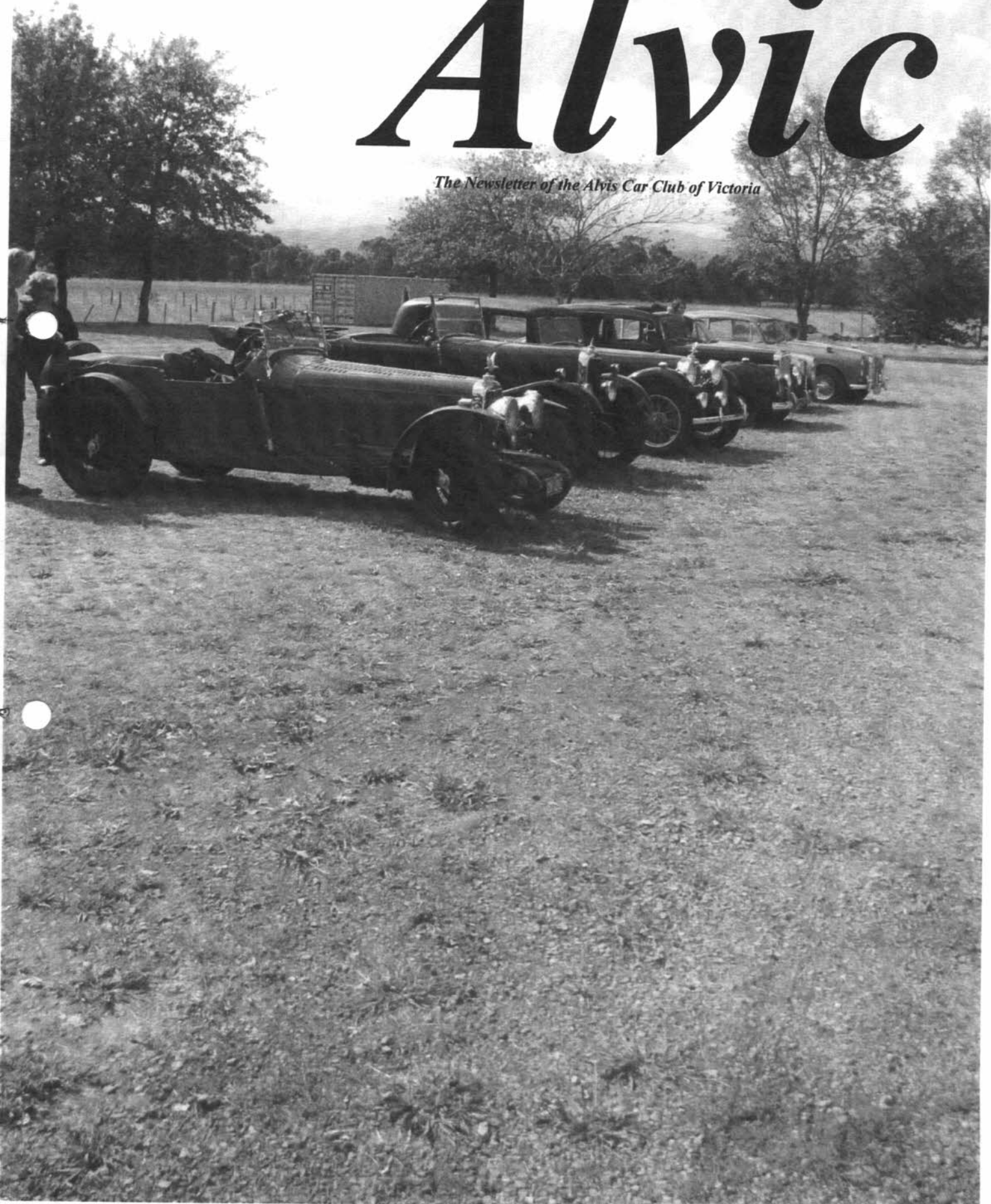


JUNE 2014

Alvic

The Newsletter of the Alvis Car Club of Victoria





June 2014
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A0017202F

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Deadline - first Friday of the month.

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PRESIDENT'S REPORT

Due to the understandable delay in producing May's ALVIC, I not only talked about the forthcoming Combined Clubs Petanque Competition, but also then had an opportunity to report on its great success and the winning of the competition by the Alvis No. 1 Team.

Further to the delay with May's ALVIC, I am pleased to report that our wonderful Editor, John Lang, has successfully come through his operation and is back home recuperating with some Speed 20 Alvis restoration therapy. We certainly hope that the spleen removal leads to a full recovery and that John will be firing on all cylinders for many years to come.

I had previously reported that the Bendix drive on the 12/50 starter motor had broken and jammed after the day run to the Yarra Valley. It turned out that the small locating dowel pin for the started motor had disappeared, thus allowing the starter motor to move forward in its cradle and with the consequence that the out of balance weight on the back of the Bendix gear had been knocked askew. This has been fixed by welding the weight back onto the gear and by the fitting of a new dowel pin to locate the starter motor in its correct position.

As previously mentioned my veteran Sizaire Naudin failed to proceed on its inaugural run in Robe. I can confirm that the engine seized on its main bearings and the original big end bearing was scored. It seems as though I might have been responsible, as I had manufactured an adjustable exhaust cam follower in place of the original non adjustable one. At the base of the cam follower is a hardened rolling ball, however the ball in my new follower had decided not to roll under load and so a flat was worn on it. All I can presume is that the fine particles of metal from the non rolling ball caused friction in the main and big end bearing bushes and hence the seizure. This is a sad and expensive outcome. Also I knew the radiator was in a sad condition. I had flushed it with a high pressure cleaner until the water ran clean, however it was clear that the radiator was still deficient with a number of leaks and cool tubes due to blockage. I have now decided to rebuild it and cut out the base of the cast iron bottom tank and found that there was still a huge amount of congealed sediment and corrosion. However, in cutting out all the tubes and gaining access to the top cast iron tank I find that it is very corroded, to the point of almost being non existent in places. I am now faced with a number of challenges on making a substitute tube plate with its 187 8mm holes, correctly positioned and the making and soldering in place 187 new copper tubes. This goes to show that when pursuing our hobby of old cars that there is always plenty of opportunity for gaining new knowledge and skills. In case the Sizaire is not ready in time to go on the rally from Adelaide to Darwin in August, I am also preparing my 1915 Ford T, by having the front axle eyes repaired and the purchase and fitting of a new radiator (T Ford parts are relatively cheap).

I have written a report about the information provided at an AOMC Seminar regarding the Club Permit Scheme (CPS). This report is elsewhere in ALVIC. It had been expected that each of the clubs on the CPS would have received a letter by now, direct from VicRoads, regarding the proposed changes. At the time of writing the clubs have not received the VicRoads letter.

Please reserve Sunday 27th July for a day run to a pub lunch, in place of the Wangaratta Weekend. Details of the run are still to be advised.

Andrew McDougall

SUPPER

Due to my absence at the last meeting, I am unsure if anyone agreed to do supper for the June meeting. If you did, please would you let me know. Otherwise the Langs will look after it.

MEMBERSHIP RENEWALS ARE DUE 1st JULY

(Victorian owners are reminded that they must be financial to legally operate on the Victorian Club Plate Scheme)

2014 COMING EVENTS

Club events are listed in BOLD and non-Club events are in Italics

- | | |
|-------------|--|
| Jun 20 | General Meeting |
| Jul 18 | General Meeting |
| 27 | Pub Lunch Run to Tooborac - Combined Run with the Jowett Car Club of Australia
SEE PAGE 7 FOR DETAILS |
| Aug 15 | General Meeting |
| 17 | <i>Rob Roy Hill Climb</i> |
| Sep 19 | General Meeting |
| Oct 10-12 | WEEKEND AWAY in Daylesford - see page 6 |
| 17 | Annual General Meeting & Trophy presentation |
| Nov 21 | General Meeting |
| 29-30 | Geelong Revival |
| Dec 7 | Christmas Party - Tonkins at Smiths Gully |
| 2015 | |
| May 3-9 | Australian National Alvis Rally "ALVIS IN THE VALLEY" |

Front page: Gulf Station - the Barber's Silver Eagle Special. McDougall 12/50. Wallach TA21. Tonkin TE21. Hetherington TE21

Club Permit Scheme (CPS) – Revisions

With the introduction of the Log Book scheme, VicRoads (VR) has become concerned about the number of clubs entering the scheme and the proliferation of modified vehicles using the red H Plate scheme.

At present there are two standards which govern the degree of vehicle modification: VSI 8 which allows minor changes from standard specification and VSB 14 which is a national standard applying to significantly modified vehicles and which requires an engineering appraisal and certificate before registration is permissible.

Many vehicles over 25 years old and which are significantly modified are slipping through the net and are getting onto the CPS.

VR will be introducing a new category of plate with the prefix M which will cover those vehicles which are significantly modified and which have successfully gone through the engineering certification process. This will still give the owners of these vehicles the ability to remain on the CPS, using the log book, but the vehicles will be removed from the red H Plate system.

VR has had much discussion with the representative classic vehicle motoring organisations, including AOMC and Federation.

Following this process VR is about to send letters to all clubs which enjoy the privilege of the CPS outlining the new provisions, which are expected to be implemented in Q3 of this year.

The AOMC held a seminar on Saturday 17th of May for club administrators at which details of the new provisions were presented.

AOMC was concerned that the existing allowable vehicle modification standard, VSI 8, was not suitable for older vehicles built on a separate chassis and on which custom bodies were built. VSI 8 applies to unitary constructed vehicles and in particular those manufactured after the introduction of Australian Design Rules (ADR) in 1969.

Therefore a new standard will be introduced, VSI 33, which will detail the extent of allowable changes from a vehicle's standard specification in respect to engine (specified moderate power increases and engine changes may be permissible, subject to conditions being met), transmission, fuel system, brakes, wheels, tyres, steering etc. There are no body provisions other than a requirement that the body fitted be in keeping with the style of the era. If the modifications go beyond the provisions of VSI 33 then the vehicle will be subject to VSB 14 and will require a full engineering appraisal.

There will be 3 broad eras of vehicles to which the different standards apply:

1) Vehicles made up to 31st December 1948 - (AOMC believed that it had agreement with VR that vehicles known as "carry over models" which were introduced prior to 31st December 1948 and which continued unchanged into the next era should be treated as though they were built before the end of 1948, even though they were made after 1st

January 1949. Under the new VR rules there are no carry over provisions. AOMC will continue to push for this recognition and a "carry over model" provision)

2) Vehicles made from 1st January 1949 to 31st December 1968

3) Vehicles made from 1st January 1969 and which are at least a rolling 25 years old.

There is a subset of category 1) – for clubs which cater for vehicles manufactured prior to 31st December 1930, they will have the option of being able to conduct safety inspections on these vehicles newly coming onto the CPS. Any vehicle manufactured from 1st January 1931 onwards will have to be submitted to a commercially provided road worthy inspection prior to coming onto the CPS. There are no ongoing inspection requirements, it being the owner's responsibility to maintain the vehicle in a safe condition. However if a club becomes aware that a vehicle is unsafe or has subsequently been modified beyond the permissible levels, then it must direct the owner to rectify the condition and if this is not done in a reasonable time, then the club must notify VR that the vehicle does not meet the requirements of the CPS.

For vehicles which can be subjected to Club Safety Inspection, VR will be issuing a list of minimum requirements which must be met. This list is being collaboratively developed by AOMC and VR and should be available by Q3 2014.

In addition, all vehicles coming onto the CPS from the introduction of the new provisions in Q3 2014 will have to have a minimum of 5 photos (specified views) taken, which are to be held by the responsible club, so long as the vehicle remains within its jurisdiction. These photos are designed to indicate the condition the vehicle was in at the time it came onto the CPS and provide a base for determining if the vehicle has been significantly modified subsequent to its initial inspection. These photos can be held in either hard copy or electronic form. The photos do not have to be submitted to VR at the time the vehicle comes onto the CPS, but VR reserves the right to call for the presentation of the photos at any time, should it become aware that the vehicle does not comply with the provisions of the CPS. This may come about through the Police observing a modified vehicle on the H plate CPS. The Police will have the power to order the vehicle to have an engineering appraisal and if necessary it will have to transfer to the M plate system.

VR is looking to provide adequate support and guidance for roadworthy testers for older vehicles.

Whilst it will not be a VR requirement, it is strongly recommended that clubs obtain a signed statement from members, at the time of CPS renewal, that the vehicle has not been modified, beyond the provisions in the applicable standard, in the preceding 12 months.

Subsequent issues to be resolved by VR in conjunction with umbrella motoring organisations are:

Definition of what constitutes a replica vehicle.

Minimum requirements and standards that a club has to

meet before it is permitted by VR to come onto the CPS and to enjoy the privileges of the scheme.

The use of personalised plates on the CPS cannot be considered until the CPS is run on the main frame database. Whether this will be considered at this time is unknown.

A lot of work has gone on behind the scenes to arrive at these changes and accordingly appreciation is expressed to those people from the motoring associations who have worked hard to ensure that they are acceptable and manageable. For our Club the application of the CPS provisions should remain much as it has in the past and not provide additional restrictions to our type of vehicles.

Andrew McDougall

20th May 2014

EDITORIAL

Due to my interest in the Alvis Owner Club in the UK, I receive the newsletter of the Federation of British Historic Vehicle Clubs.

The Federation held a "Drive It Day" on the 27th April and they listed some of the more interesting vehicles that were on the road - 18 military vehicles were assembled in one location by the Military Vehicle Trust. Steam was well represented by a 1912 Stanley Steam car at Leith Hall and at Bressingham, a magnificent Sentinel 32-seat steam Passenger Bus, a 1901 Locomobile steam car and several steam traction engines and road rollers. This venue also hosted commercial vehicles such as a rare Barkas B1000 from the East German manufacturer of small delivery vans and minibuses and even Lance Corporal Jones' Ford van from 'Dad's Army.' "even spotted a front wheel drive Alvis whist shopping in Minehead the day before Drive It Day.

Following Andrew McDougall's preceding resume of the Victorian Club permit scheme, I think it interesting to comment about its relative simplicity in comparison to the UK situation and the complexities of the UK being part of the European Union.

For our non-Victorian readers who are about to hang up the phone thinking the subject is Victorian centric; some of the issues may be of interest, so read on!

Because of the UK's inclusion in the EU, it is in many ways, subject to the vagaries of other countries requirements, such as; what is the definition of an historic vehicle etc impacting on their own ability to lobby and have legislated to UK specifics.

Recently the need for UK historic cars to be subjected to an annual safety check was removed. Owners and marque clubs seem to be divided on the merits of the change.

There are those who consider mandatory annual roadworthy checks provided a base line requirement for all historic vehicle's safety, while others view restricted annual mileages, the care exhibited by their drivers and the significant maintenance attention, more than adequate.

The change has removed the problem of finding a testing station that was sympathetic to old vehicles and placed the onus of roadworthiness back with the owners and the clubs.

Another issue is the EU requirement for there to be a minimum of 5% ethanol in all petrol.

Also of interest is the London Ultra Low Emission Zone and how it might impact on the use of Historic vehicles within that zone. It is possible that a decision on that zone may even become a standard for the rest of Europe.

The important thing here is that the FBHVC have been identified as a stake holder and their input sought by the policy makers.

Our own policy makers, regardless of State, have had to look carefully at the definition of an historic vehicle and it is one that Andrew mentions in his report.

The FBHVC report comments below:

Everyone has laboured mightily over the terms of the definition of what a historic vehicle is, but there are genuinely different views across the EU Member States as to what makes a vehicle authentic and how important actual authenticity is to a historic vehicle.

Of course the FBHVC's position was, to simplify, that if it is old and cherished it is historic, but that does not make the people wrong who think that a vehicle should be fairly unchanged to qualify. And there is a valid question as to whether our fairly liberal regime in the UK permitting wide change to engines, brakes, gearboxes and bodies might not of itself be a safety risk. There, the devil will be in the detail and every example will be unique.

Another very interesting problem that has been identified in the UK, is the increasing number of thefts of old motor cars and the small percentage that are ever recovered.

The report suggests that there are possibly small groups involved in these thefts or organised gangs and the dismantling of cars to sell what are considered to be, highly desirable parts.

Or, cars stolen to order.

Mention is made of a stolen vehicle of which only nine were made and it has never been recovered. Which begs the question; would anyone trash a car like that or is it sitting in someone's private collection accessible only to the owner.

The suggestion is made that museums should be aware of the security issues that are emerging.

You might ask why am I reporting on issues that are thousands of kilometres from home soil. However it may on one hand make us more tolerant of our own State policy makers in their deliberations on changing our own schemes. Also how other countries are coping, or not, with issues that may eventually affect us.

It may make us more appreciative of the volunteers who provide their services in the representative bodies that negotiate and advise our policy makers.

It might make us comfortable in the fact that our motor registration systems are run by the states rather than Federally.

It might make us more aware that the ever increasing values of our cars may make us a target for theft when most of us consider that the on sale-of a stolen Alvis would easily be noticed.

Food for thought!

.....John Lang

Roman Holiday Weekend

Friday 10th to Sunday 12th October 2014:



Come and join our "Roman Holiday" weekend away in beautiful Daylesford and Hepburn Springs and let yourself be pampered in Victoria's luxurious and decadent Spa Country.

Daylesford and Hepburn Springs have so many things to do, see and explore – perfect motoring country. The area is well known for its beautiful gardens, breathtaking scenery, quirky shops, rejuvenating mineral waters and fabulous award winning foods.

We have planned this to be a pampered, luxurious weekend of fine food, beautiful period accommodations and the chance to unwind just as the Roman aristocracy did in Bath. So think ancient Roman holiday and be prepared to simply indulge yourself.

Staying at the Grange Bellinzona guesthouse nestled in the heart of Hepburn Springs and just a couple of kilometres from the historic town of Daylesford. Bellinzona has its own in house day spa, if you don't want to travel too far a healing, soothing body treatment the region is famous for. They have an award winning restaurant with the full menu available to us to indulge the taste buds and glorious garden surroundings to lounge in, peel the odd grape or two and chat with like-minded friends. There is also an indoor heated pool, sauna and spa for guests to enjoy.

We have managed to arrange a weekend package for \$490 per couple sharing a room:

Arriving Friday – Bed and full breakfast

Staying Saturday – Dinner, bed and full breakfast

Checking out Sunday (if you don't want to drag yourself away, an extra night can be booked for an extra \$180).

You will need to contact Bellinzona directly to book your accommodation and mention the Alvis Car Club to receive the package rate. Contact via 03) 5429 1777.

So pack your toga and dust off the chariot for a relaxing, pampered weekend away.



SUNDAY 27th July 2014 PUB LUNCH RUN

Combined event

ALVIS CAR CLUB VICTORIA & JOWETT CAR CLUB AUSTRALIA

**TOOBORAC HOTEL & BREWERY
TOOBORAC VIC 3522**

(Tooborac is on the Northern Highway approx 110 km from Melbourne)

We will be meeting at the Plane-spotting car park at the roundabout at the junction of Sunbury and Oaklands Roads. The roundabout is about 3km beyond the very end of the Tullamarine Freeway where there is usually a Gelati van or two present as well as low flying aircraft if the wind is blowing in the right direction.

Meet at 9.30 am for an interesting morning tour leading to lunch in an old country pub with open fires, great food and a micro-brewery serving a variety of ales, beers and porters brewed on the spot.

PLEASE BRING YOUR OWN THERMOS FOR MORNING TEA ON THE WAY

There are choices for lunch and John Hetherington will need to know about veggie requirements etc. Numbers to in by the Wednesday prior.

John is investigating a covered venue for morning tea lest we have a wet day.

He will keep you informed; please do not hesitate to ask.

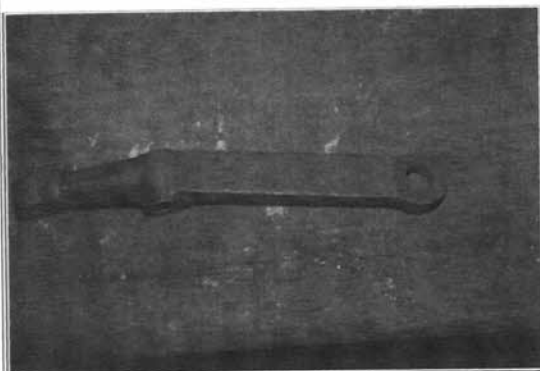
These combined Club Outings are very valuable for all of us in small one make Clubs, so lets hope we get a good turn-out.



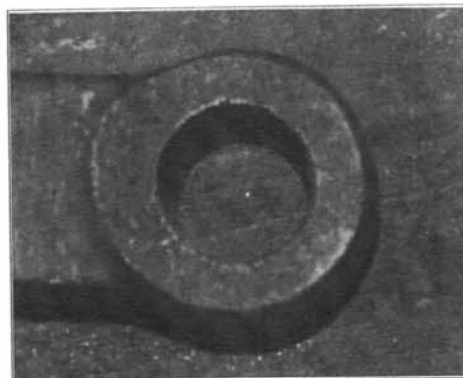
“FOR THE SHEER JOY OF DRIVING I'D LIKE TO GO THERE IN AN ALVIS”
(Advertisement in The Motor 1952)

3 Litre Steering arms – C5932 +3 TA-TF Series of cars

The literature of the day, be it company or motoring press, extols the virtues of the **3 Litre Alvis** as a driver's car. Such terms encouraged the original owners to explore the limits of the cars abilities. Does the sporting tradition live within us today with these cars? Do we consider that some of our cars are over 60 years old? The purpose of this article is to focus attention on the two steering arms that have to manage the forces that we apply when we drive our cars, especially in a spirited manner. The pictures below show the arm itself, its end and its positioning within the overall steering mechanism.



C5932



When overhauling the front end I was surprised as to how thin the steering radius profile is given the considerable forces that are applied to it. Given the age of our cars it does concern me that over many thousands of miles this eye will have been subject to prolonged stresses as our cars have probably done well over one hundred thousand miles. Is metal fatigue occurring – I do not know?

The failure of either radii will result in a total loss of steering and if at speed the results would not bear thinking about. The purpose of the article is to achieve a greater awareness of this particular component and when we give our cars a front end lube we should carefully clean these parts and diligently inspect them for any hair line cracks that may have developed.

Here in Victoria we are under no obligation to have our cars regularly inspected however even in jurisdictions where this is mandated a fine crack in the steering arm(s) may go unnoticed due to the layer of grease and dirt that tends to quickly smear the front end of our cars.

Keith Dodge from the Alvis Car Club of New Zealand has been aware of this issue and written about it. Below are his instructions for changing the steering arms.

The arms can be readily removed by taking off the wheel, the brake drum, the hub complete with bearings and then extract the ball joint from its taper seating in the steering arm. Next remove the two locating bolts and withdraw the steering arm from its position on the back plate. Once removed clean the arm and then polish the top and bottom radii where the boss is formed to mount the ball joint. This can be accomplished by using some fine emery cloth and a piece of half inch dowel or round bar. Examine the radii with a magnifying glass, for visible cracks and then have it crack tested, such as by the “magnaflux” method to confirm that no cracks exist. After this restore the paint finish in order to prevent corrosion and re - install in reverse order to disassembly. The wheel alignment shouldn't be affected, but toe in should be checked if a replacement arm is fitted.



Richard Wallach
June 2014

A cleaned front end—TA21

FROM RED TRIANGLE

Top Tips –

3 LITRE ENGINE DISTRIBUTOR DRIVE GEAR AND HOUSING

Some 3 Litre owners may well know of the perils of turning the engine over with the distributor removed, having taken off the two securing nuts at the base of the distributor. However at the last Workshop Forum held at Red Triangle several owners indicated that they were not aware of this issue.

If the distributor is removed for any reason by taking off the two retaining nuts on top of the skew gear housing [fig. 1] it is vital that the two nuts are replaced and tightened immediately. This is because if the engine is turned, the distributor drive gear (skew gear) and housing will be forced upwards by the rotation of the camshaft, which then shears the gear teeth off the camshaft and skew gear. This would then necessitate engine removal, major dismantling, plus a new camshaft and gear. The aluminium housing underneath the distributor clamp plate also functions as the bearing for the skew gear.

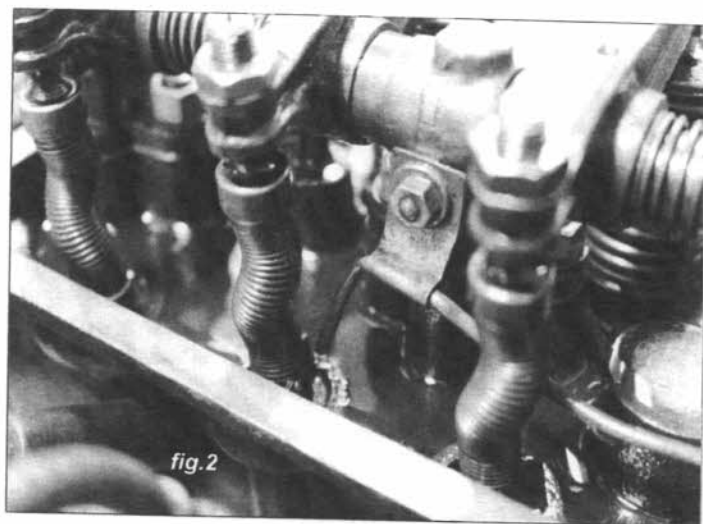
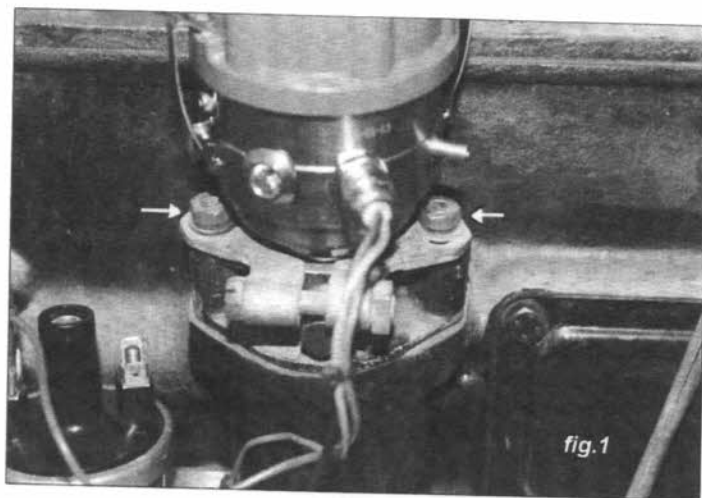
The lubrication for this is provided by the small tube, which runs from the centre of the rocker shaft rearwards [fig. 2]. The open end of this pipe drips oil down a pushrod hole in the cylinder head to lubricate the skew gear housing. It is important that oil flows from this pipe.

I have been told by owners of instances where, after very prolonged storage, on first starting an engine the skew gear has seized in the housing with disastrous results.

To avoid this it is important to thoroughly lubricate the gear and housing on assembly. If an engine has not run for a considerable period it is a good idea to lift the distributor up and pour some oil down into the gear housing before starting.

Dave Langridge

Mechanical Workshop Manager - Red Triangle



A GEM FROM ALVIC MAY 1967

Ken Bapty read the following (purported) advertisement to the General Meeting. We thought it worth reproducing here:-

*Attention - car owners. Is your machine an oil hog? Do you live in fear of prosecution by the council, or mayhem by your wife, because of those oil pools on road and drive? If so, convert to our dry sump system. Kits to suit and make and model from £1.17.6. operation simple and straight forward. Fill in details on coupon etc. Kit and instruction sent by return post.

Kit No3. for motors 3,000-4,500 cc. Examine kit to familiarise yourself with the component parts. Run engine to operating temperature. Remove sump plug and drain oil.

Remove oil filler cap.

Cram in 3 large sticks Drilube (each)

Follow with 18 puffs from our giant sized Graphite puffer (6 puffs per stick).

Treatment is guaranteed to last the life of the engine.

Tom Foster (AOC) sent the following article from the Feb 1973 Motor Sport magazine of which we acknowledge. Many may have read it before, however it is a reminder of why the Alvis Company was so successful and one of the reasons we set out to honour its memory through the Alvis Clubs throughout the world.

Acknowledgement is made to Motor Sport Magazine of February 1973 with Bill Boddy its motor sport editor, interviewing several of the former Alvis management. Also to the AOC for a reprint of this article.

Also our thanks to Mike Dunn, former Alvis Chief Engineer and now Patron of the Alvis Archive, for his input, in identifying some of those who were interviewed for the article.

.....ed

The Editor interviews some - ex-employees of the famous - Coventry Company

I AM AWARE that Alvis history is well documented. There is K. R. Day's book about the Company and the detailed book about the vintage years by Peter Hull and Norman Johnson. However, these fine cars have not been produced since 1967, so there is every reason to keep alive their good name. I decided, therefore, that a meeting with some of the ex-employees and apprentices of Alvis Ltd., might be a good thing and likely to produce some fresh facets of the Alvis story. Such a meeting was kindly arranged by Mr. G. H. Wiltshire, Publicity Manager of Alvis, which is now a Specialist Car Division of British Leyland, although it doesn't make cars.

This was obviously going to be quite an occasion. So I was happy to drive 225 miles in the BMW - another car built by those who understand good engineering and fine workmanship to keep the appointment, despite fog and flu. Mr. Wiltshire had contacted a good cross-section of the older brigade. There was Andrew Kemp, who was assistant on the engineering side to the 'top-Brass,' Mr. Smith-Clarke and W. M. Dunn; Ted Smith who still works in the d.o., as Jack Hedge's Deputy Chief Engineer; Percy Moss who was in charge of the Service Department, George Tattersall who looked after the racing side; Ernie Cann, a fitter who was later in charge of the aero-engine shop; Eric Bench who still works for Alvis; "Tiny" Hammond, Don Dacquest, Trevor Roberts and Len Bradley.

It is asking a lot to expect people to project their memories back into the distant past but nevertheless enthusiasm for Alvis ran high, just as it does among members of the Alvis Owner Club and the 12/50 Alvis Register, most of whom probably never knew the cars when they were in current production.

My idea was to think more in terms of the later Alvis cars than of those of the vintage era. To this end I asked, as my first question, whether any special factory techniques were used, which helped to ensure high quality? "Well", reflected the assembled gentlemen, 'we worked together as a happy family, all pulling together, under T. G. John, Smith-Clarke and Dunn.' They recalled that almost up to the war Alvis made more of the parts themselves; that they were manufacturers, not assemblers. They made their own clutches and brakes, for instance and possessed their own iron and light-alloy foundries. Originally cylinder blocks came from Belgium, but later they were cast at the Coventry factory from Lusty's iron and left in the open to pickle.

The bores were then ground, honing not being done at that period. Con-rods were balanced on knife-edges and gudgeon-pins were shrunk into the pistons by heating the latter in oil to expand them and pushing the pin in before the holes contracted. Pistons were filed to shape in a vice and after assembly to the con-rods they were weighed and sets of corresponding weight used for each engine. Someone recalled the occasion when a car crankshaft and flywheel assembly was found to be so accurately balanced that it made no impression when tested on the new dynamic balancing machine in the aero-engine shop, intended to reveal minute out-of-balance forces. Someone else added that it was Sackwell who did this balancing and that Joe Riley crushed his hand when he dropped a flywheel.

Mr Tattersall remembered receiving 9p an hour in the early

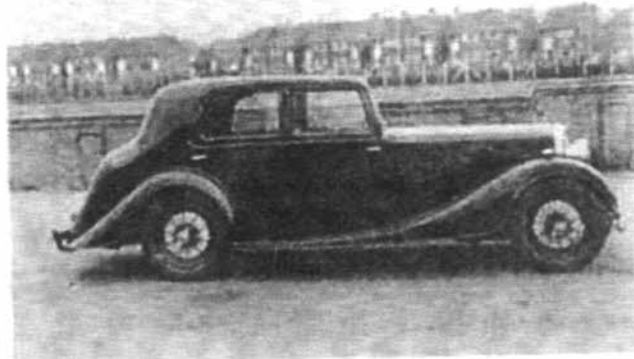


CAR OF QUALITY - A vintage Alvis Grey Lady with period large hub

days, but said the Stafford Pup scooter engine was fine when doing piecework, because it could be assembled so quickly it was possible to earn double-time! Smith-Clarke was recalled, as working ideas out at night and arriving at the factory in the morning anxious to see them put into effect, with Dunn more quietly interpreting his requirements. One interesting aspect of Alvis operations was the small amount of time and finance spent in experimental work. Most of it was done by "guess or by God" but even the more revolutionary developments, such as the all-synchromesh gearbox and the leaf-spring i.f.s., seemed to give very little anxiety.

The all-syncho box was an Alvis "first." It gave, as I have said, very little trouble before it was ready to go into production in 1933. It ran hot at first, the casing having small clearances, but an eccentric-driven oil feed cured this, although heat-resistant material may have been needed round the floor above the box. The i.f.s., introduced late in 1933 suffered from wheel tramp until toe-out instead of toe-in was understood and balance weights were used in the extremities of the front bumper. (Bentley Motors suffered the same wheel tramp with beam front axles and cured it with the same harmonic balancing act.) I think it was Percy Moss who recalled how one owner's i.f.s. car suffered from severe wheel tramp, which the most meticulous wheel-balancing didn't cure. It was eventually discovered that the customer was using puncture-seal in his tyres, which upset the balance of the wheels after the Alvis had been standing overnight.

I asked about Alvis nomenclature, hoping to find that names like Crested Eagle, Silver Crest and Grey Lady had been



A pre-war Alvis Crested Eagle saloon.

adopted by a Board of Directors with a sense of humour and a wish to have a friendly tilt at R-R names such as Silver Wraith, Alpine Eagle and Silver Cloud. This fell flat.

But I was reminded that the original Alvis badge had the famous triangle the other way up to that of the later badge, because Avro sued and Austin raised objections to this winged motif. However Smith-Clarke liked winged designs, hence the Silver Eagle and Crested Eagle. The Firefly name arose because a Director had been abroad and enjoyed seeing the glow-worms and it was thought that Grey Ladies stemmed simply from the car's colour.

Naturally, we talked of racing. The Alvis success in the 1923 JCC 200-Mile Race was a great occasion. The winning car was sent back to Coventry afterwards by train, met at the station with a horse-drawn dray and brought in triumph to Holyhead Road. Factory personnel did not generally get as far south as Brooklands, but they followed Alvis fortunes with great enthusiasm and in those days, racing drivers were thought of as "special people"—this was universally agreed even by those who drove Alvis cars pretty fast themselves.

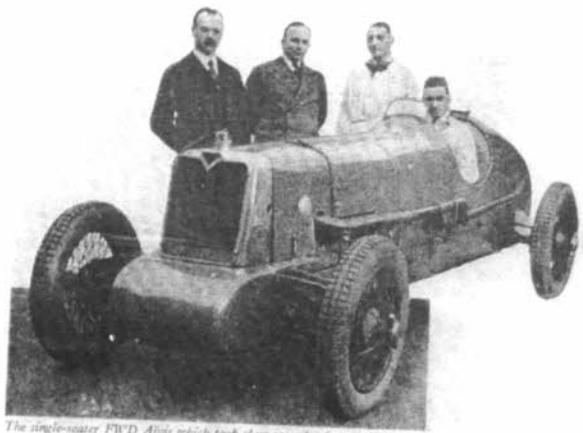
Tattersall used to tow the racers to Weighbridge on a bar composed of a couple of con-rods and for the "200" the Alvis personnel would stay at the "Lincoln Arms" in Bvfleet, owned by the father and mother of the man who ran Henly's, the London Alvis agents. The racing cars were built in the works alongside production chassis, with no separate department, apart from engine test-bays. Tattersall remembers it all as if it were yesterday and I left Peter Wright of the Alvis Register, who hopes to out-do Hull with detailed vintage history, questioning old George closely. There was that "200" when a brake shoe flew out of the car, a FWD Alvis, as it was approaching the artificial hairpin, causing a spin. The driver kept going, under Tattersall's shouted encouragement, but to this day he remembers how high the revs went as the gearbox was used in lieu of brakes. A voice asked whether we remembered Ebby's wooden rule, which the famous Brooklands handicapper used to measure everything and a snap of scrutineer Hugh P. McConnell, who wrote the Alvis instruction books was handed round. The straight-eight single-seater FWD car which took class records of up to 12 hours at Brooklands was remembered. Apparently it had two springs, arranged as a pivot for the axle at the rear, half of which fell off as the run proceeded. But the car went very well, averaging 86.23 m.p.h. Indeed, it achieved its objective in eleven hours but had to be driven over the line an hour later to claim the 12-hour record; the crew were not allowed to go off for a drink until this had been done, in case they celebrated so well that they were unable to return! Tattersall used lamps round the Track, à la S. F. Edge and whitewash as well, on another Alvis long-duration record bid. Tattersall said the FWD cars got round corners like nobody's business but at Le Mans the Bentleys would come flying past. "But then," he said, with splendid sarcasm, "they had about 8-litres or something, didn't they?" Back at the factory the racing cars were a source of enjoyment to school children on open-day visits, when they would climb in and pretend to drive them, making appropriate noises....

I enquired whether the FWD cars were generally liked at the factory. The consensus of opinion seemed to be "not really." They were infernally noisy, with gears driving the o.h. camshafts and auxiliaries and a straight, toothed bevel final-drive. So noisy, in fact, that the apprentices knew when to start work again after the foreman had gone out on test, because his FWD Alvis could be heard approaching from a mile away! When I said I agreed about the noise and difficult gear change with its long linkage, I was reminded that I was expressing these views to the designer of the car's gearbox....! A chain drive was tried for the o.h. camshaft of the FWD engine, but Smith-Clarke did not trust it and it was abandoned. This led to the remark that Alvis drove the camshaft from the rear of the crankshaft on their six-cylinder cars, from the 14.75 and "Silver Eagle" days, to obviate crankshaft wind-up problems. This was effective but the customer did not always like removing the flywheel before he

could get the timing chain off, any more than owners of FWD Alvis cars having to remove the gearbox before the brake shoes could be relined.

Most manufacturers have had experimental models, which were not proceeded with. I was told about the Alvis Ace, designed by Mr. Kemp in 1931. It was a 1500 c.c. o.h.c, four-cylinder with an iron engine, which might have replaced the 12/60. Only two were made, Mr. Dunn bought and ran one, but the Ace was trumped and no more was heard of it. Another interesting experiment consisted of a six-cylinder Crested Eagle engine turned round and installed in a FWD chassis, perhaps with the intention of making a quiet front-drive Alvis. Mr. John's daughter used this one-off on the road for a while.

The lasting impression of this informal "play-back" of Alvis anecdotes was the conscientious workmanship and high quality built into these cars. The test-driver Roberts used to be told to "bring it back when it does 80," in the days of the 12/50. Perhaps there was another reason for driving rapidly; the test drivers were sometimes encountered playing golf on a convenient open space adjacent to the test route. Bill Pitt of Sole, who drove a very early Alvis 2-seater, used to say its life was "three accelerator pedals," or some 500,000 miles. Today the greatly expanded Coventry factory is fully occupied with military vehicles, including the 4.2-litre jaguar XJ-engined Alvis Scorpion light tank, the welded aluminium bulb of which is constructed on extremely modern and complex transfer machinery. W.B.



The single-seater FWD Alvis which took class records of up to 12-hours at Brooklands in 1929, seen with T. G. John and some of the racing personnel.



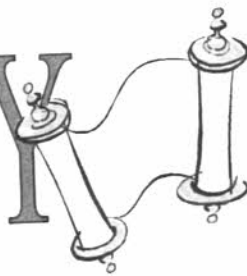
The group who recalled something of the old Alvis days for MOTOR SPORT.

Although I dimly remember the faces of the eight men in the photo I can only offer the second from the left as Andrew Kemp, the fourth as George Tattersall, the eighth as Ted Smith and am unsure whether the sixth was Len Bradley.

The publicity manager was George WILSHER not Wiltshire. Ted looks very tall but was not more than 5' 10". Andrew Kemp was very small.

Regards,
Mike Dunn

CARS, HISTORY and People

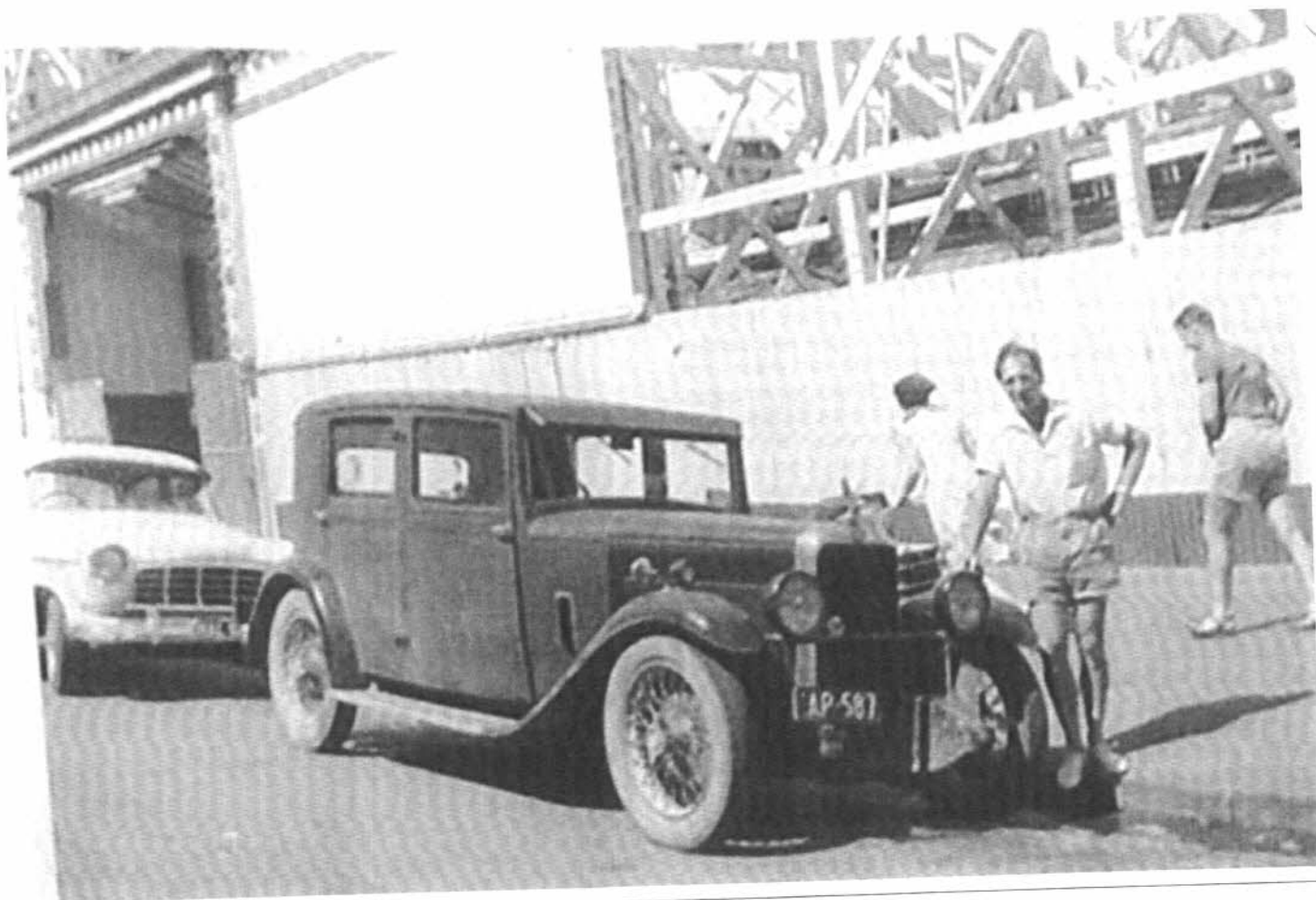


If you have looked recently at the Club website on www.alvis.org.au you will have noticed that Dale has opened a new section "Older Photographs of Australian Alvis" in which he has delved into his own archives to provide some very interesting photographs of both people and cars.

He's done a lot of the hard work and now we want you to rattle both your memories, photo albums and loose photographs to identify people, events, cars and owners. Your information can provide pieces to the archive jigsaw and add to the 60 year history of this fine club.

So that we don't get carried away, there will be a single photograph in each of forthcoming ALVICs and your additional photographs and information will be very well received.

.....John Lang



For a wild guess - is it outside Luna Park?

From May 1967 Alvic

RELUCTANT ABANDONMENT OF ROB ROY HILL CLIMB VENUE

Rather sadly, your committee decided recently that Rob Roy must be abandoned by the Alvis Car Club, not because of any threatening C.A.M.S. worries us as a Club. The reason we will not be using it is that other clubs which have contributed a great deal to the Vintage cause, such as the Vintage Drivers Club, VSCC, Bentley Drivers Club etc., may be denied the venue, should it be delicensed by C.A.M.S. as a result of use by the Alvis Car Club of Victoria.

Despite a recent "brain washing" attempt on members of our committee by C.A.M.S. , a sober consideration of the advantages and disadvantages of the Club joining C.A.M.S. leads to the conclusion that the disadvantages far outweigh any possible advantages.

To join C.A.M.S. would cost the Club \$40.00 plus a 50c per member capitation fee which our country and interstate members would also be bound to pay without any benefit. The only benefit which C.A.M.S. could provide for this money would be cheap public risk insurance for our events. Private enquiries which we have made, reveal that we can obtain similar cover to that available through C.A.M.S. for a slightly higher premium from a number of insurance companies without the crushing (for our Club) burden of C.A.M.S. entrance and capitation fees.

In addition C.A.M.S. membership would impose on us thoroughly inflexible set of competition rules which would oblige us to provide for (and pay for) a doctor and C.A.M.S. stewards at each meeting. All of these charges would so increase our entry fees for events to the point where competition in Club events would be simply uneconomical for our members..

Our decision, therefore, is that Rob Roy and C.A.M.S. are not for us.

Which leads us to a search for a suitably smooth-surfaced hill on a private property on which we can conduct our hill climb. The Committee would be grateful for any suggestions from you which might lead us to the discovery of a suitable venue where we could enjoy competition un-plagued by the idiocies of C.A.M.S.

JOTTINGS by "Scribe"

A welcome stranger at the May general meeting was Graem Quinn who by some wizardry or other has managed to charm David Axelsson into parting with his 12/50. Graeme was a little incredulous as he purchased 12/50 oddments across the counter after the meeting. Due to David Muirden's steady work. Come to think of it, it is rather remarkable to be able to buy part for a car made approximately 40 years ago.

Alister Cannon has been working hard on a list of Club members and their cars. This is necessarily guesswork in some instances as members concerned have not furnished particulars of their cars. This might present the opportunity to write and correct or amplify any particulars which may be astray. The list will appear in next month's issue.

A special thanks to John Fowler, Alister Cannon and Derek Holyoake for their work in organising and conducting (faultlessly) the Langwarrin Gymkhana last month. This was the best we have participated in. The total of 10 competing cars quite a good turnout. A little sad that, of these, only 5 were Alvises. Nice to see Gary Rigg competing for the first time in the T.E.12/50 (ex-Muirden).

It was good to see Robert Angas had managed to get leave at the right time to be able to attend and compete in his Tickford bodied T.A.14. drophead coupe. This car has had a lot of solid work put into it and the result is a credit to Robert.

You might notice that both Barry Gough and Roy Henderson finished dead on the line in the acceleration and rolling test at the Gymkhana. If you have ever tried this feat you will know just how difficult it is to do this.

Our T.A.14 completed the journey home from Canberra via Bateman's Bay and the run home around the coast along Princes Highway without incident excepting the collapse of a spark plug electrode and one flat tyre.

Our thanks are due to Mrs Jessie Baker, who typed the stencils using copy mailed to her from Canberra, arranged the duplicating, assembly and mailing of the May Newsletter. But for her you would not have received one.

NEW MEMBERS.

We welcome the following new members:-

Captain J.K. Mark, H.Q. Western Command, Swan Barracks, Western Australia. (Now owns the ex-Don Bowak T.A.14.)

Jack Twomey, 53 Park Street, Pascoe Vale. (Jack now owns the ex-Wes Southgate Silver Eagle Sports Tourer.)

Andrew McDougall, 1 Tulloch Street, Launceston, Tasmania. (Nephew of Gordon Fysh. Now has the Fysh 12/50 and A/
Siddley Deasy

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 11TH AGP and the 15TH 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.

**FOR AN ENTRY FORM CONTACT
WENDY SMITH**

wenknits@adam.com.au

or

STUART MACDONALD

stuart_30@bigpond.com

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

ALVIS PEOPLE BEHAVING BADLY



This is not the first time that Mike Osborne has rounded up the local girls for a photo shoot. Previously it has been one or two at a time. He has really excelled this time with the girls from the Maitland & District Schools Choir in his TA21 DHC.



FOR SALE

On
www.autotrader.com.au

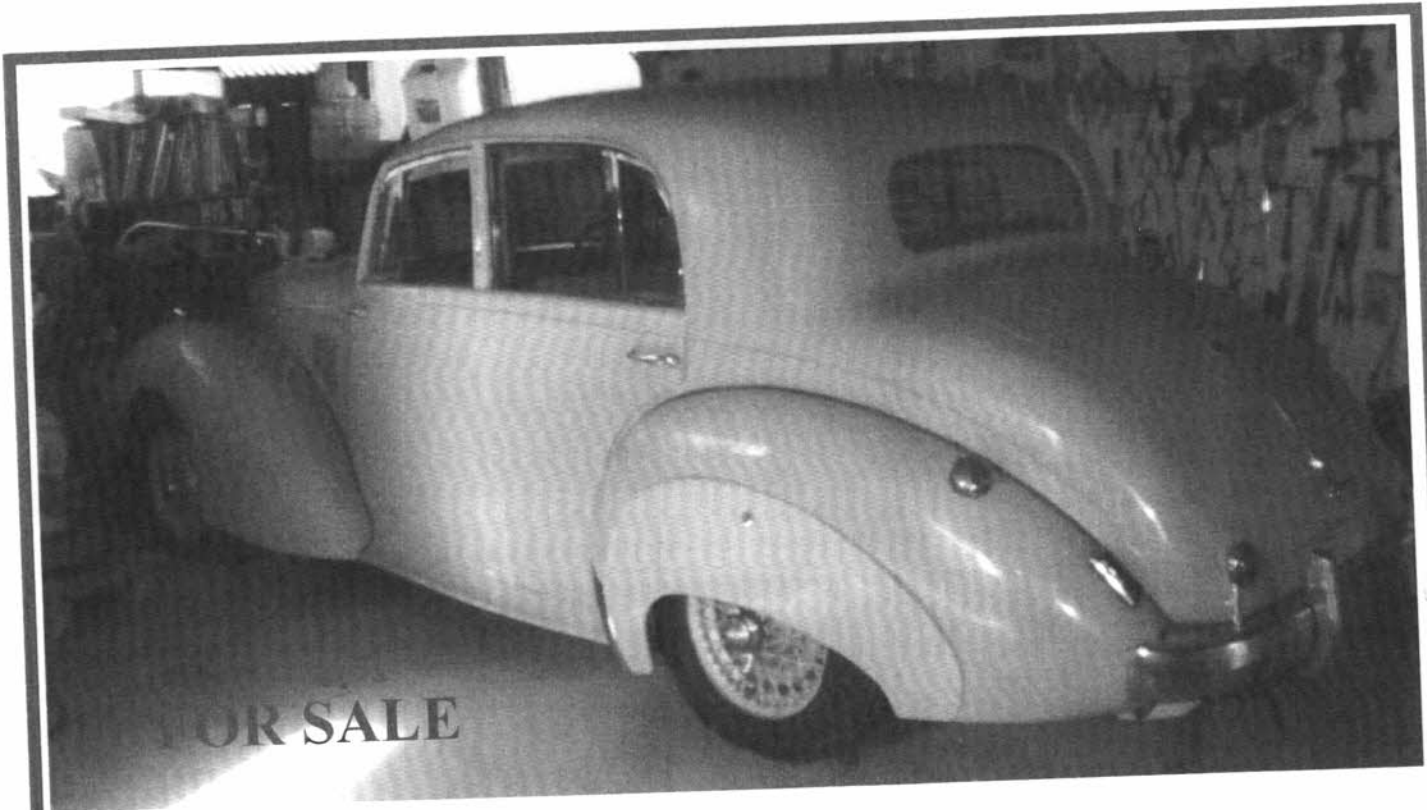
\$25,950

Alvic

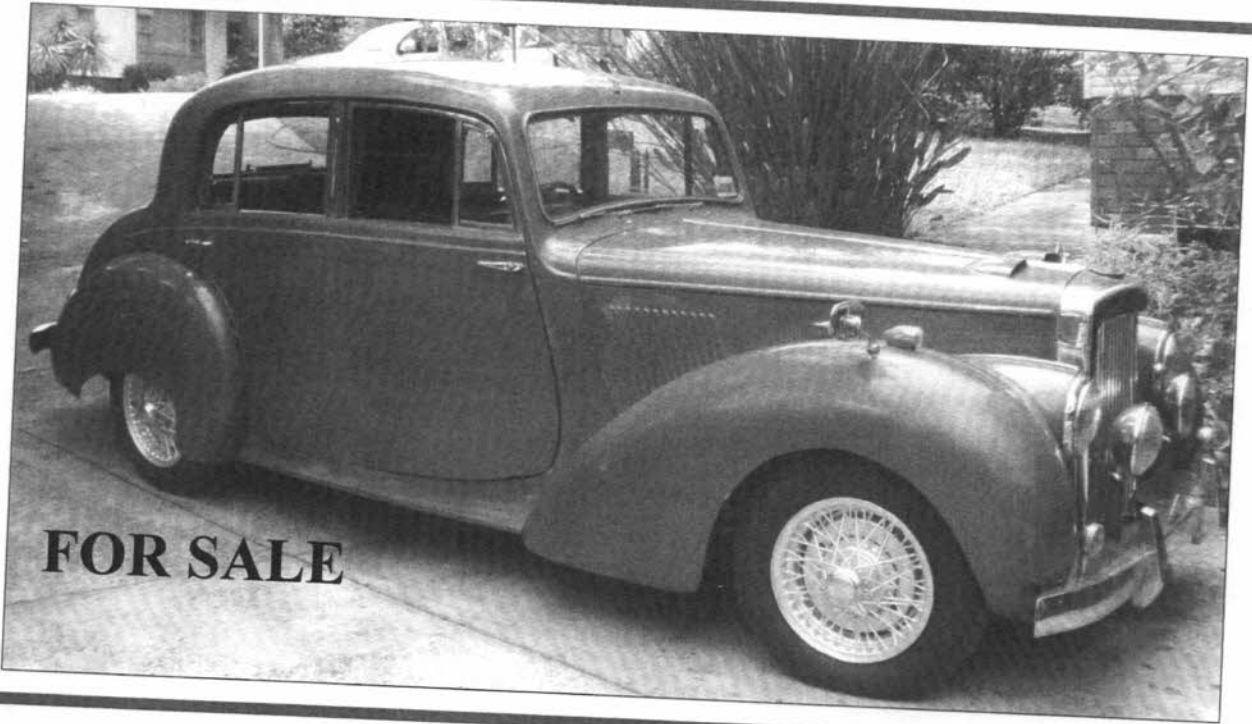
FOR SALE

PHOTO NEXT PAGE 

ALVIS: Grey Lady; 1954 TC 21/100 Mulliner Saloon Chassis #25605
Deceased Estate car restored some years ago. Last Registered 2012.
Shows 12666 miles on Speedo.
Has Wire Wheels; Full Leather Trim; Headlining and Woodwork is good;
Red paintwork is in fair condition. I have never driven the car for any
distance but it seems to be good mechanically.
Have some paperwork and Plates from the first registration in the UK.
Car is unregistered and is now in Sydney. **\$14,000**
Contact: Phil Dadd 0418 646 149
Email: pdadd@bigpond.net.au



ALVIS: Grey Lady: TC 21/100 Mulliner Saloon chassis # 25823
Deceased estate car; Body off restoration; not quite completed but only needs some tidying of the
wiring and the fitting of the interior jewellery (all rechromed). Has new headlining; new leather trim;
new carpets; refurbished woodwork; new tyres, etc.
This particular model is fitted with wire wheels.
Still needs its final paint coat to make it a really nice vehicle.
The car is unregistered and currently in Sydney. **\$ 17,500**
Contact; Phil Dadd
0418 646 149
Email; pdadd@bigpond.net.au



FOR SALE



FOR SALE

1948 Alvis TA14 DHC by Carbodies. Car 22154. Originally delivered to Adelaide. In superb original condition with under 80,000 miles from new. Paisley gold with green leather upholstery and black hood. All road tools, books, build sheet. Asking price \$45,000 ONO.

Contact: Richard Harvey Tel: 0488 961 133

Email: richardharvey@live.co.uk

FOR SALE



1962 TD21 Series II Park Ward DHC number 26811 First registered MUM21 in June 1962. In June 1964 became 389HWR. Now registered S20070 and located in Queensland Australia. Restored 2003-2012. 5 speed manual. \$100,000 ONO.
Bill Anderson +61 410 430 208

Expressions of Interest invited

1965 TE21 DHC chassis 27263
Contact David Horrocks

email: jendelay@iinet.net.au





FOR SALE

1932 TJ12/50 Doctor's Coupe. Engine 3884 chassis 9367 body 14223. Engine & body rebuilt 1997-8. Runs well. Last 12/50 to come to Australia through an agent.
\$45,000 or best offer. CHRIS HIGGINS (03) 5986 1510

FOR SALE

TIES

\$25
EACH



MUGS

\$7.50
EACH

RING THE TREASURER, MARG LANG FOR DETAILS

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

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FOR SALE



1928 12/50 TG Roadster chassis 6759, engine 7055 L200, car 11602 The car has been restored and is in the colours as it left the factory. Reconditioned head on the car, new flywheel and ring gear (one piece like original), new close ratio gears in the gearbox and a choice of 2 diff ratios 4.3 and 4.7 these can be easily changed into the car as they are set up and in individual carriers, the dicky seat is upholstered and carpeted and is like new. The wooden dash is the original from the factory. A number of good spares go with the car and is included in the price, asking \$70,000

Car located in Maroochydore

Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

1954 TC21 saloon chassis/engine 25336
New head lining, new radiator, recon head. New radial tyres to the rear.
\$22,000

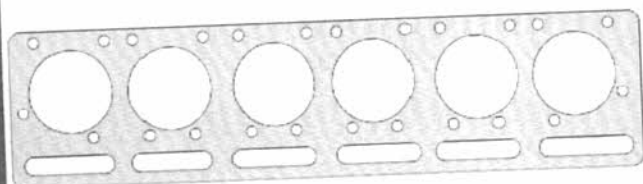
Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

Car located in Maroochydore



FOR SALE

ALVIS 3 1/2 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

WANTED

TA21-TC21

LUCAS fuel tank pick up unit

Richard Wallach

richardwallach@hotmail.com