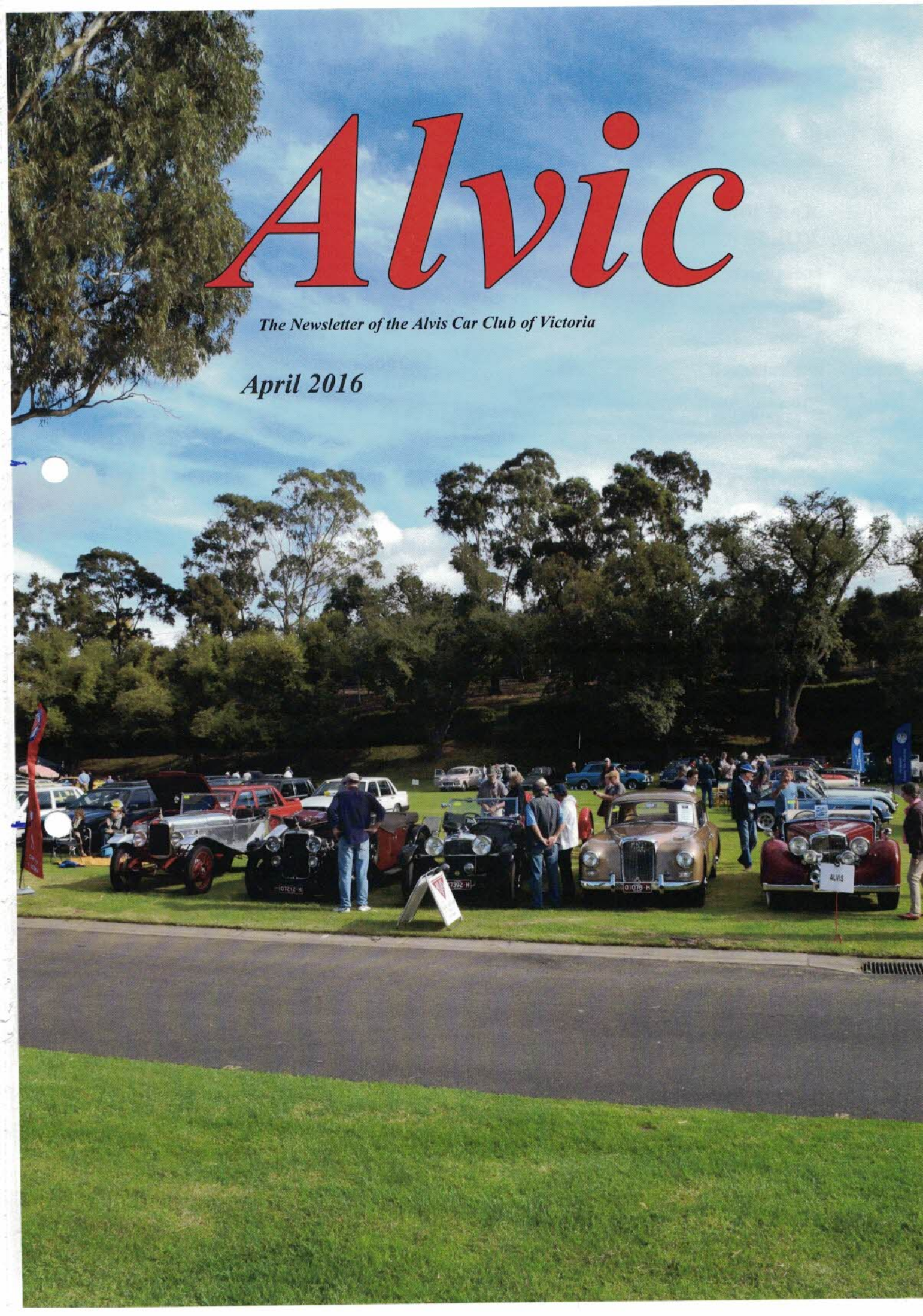


# Alvic

*The Newsletter of the Alvis Car Club of Victoria*

*April 2016*





## Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)

Meetings—third Friday of each month [except DEC/JAN] at 8.00pm.

Newsletter Deadline - first Friday of the month.

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### April 2016 VOL 55 ISSUE 3

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Front page: 2016 RACV/AOMC CLASSIC SHOWCASE

### BOSANQUETS FOR SUPPER

*The Editor would like to thank all contributors to  
this month's ALVIC*

## 2016 COMING EVENTS

### ACCV 2016 EVENT PLANNING

APR	15	GENERAL MEETING—JOHN LANG TO TALK RADAR
MAY	1	PETANQUE CHALLENGE SEE PAGE 5
	15	NATIONAL MOTORING HERITAGE DAY
	20	GENERAL MEETING
	28-29	WINTON
JUN	17	GENERAL MEETING
	19	EARLY MORNING RUN (MARK WELLER)
JULY	15	GENERAL MEETING
	17	CRANBOURNE RUN (DALE PARSELL)
AUG	19	GENERAL MEETING ROB ROY (DATE TO BE DETERMINED)
SEP	16	GENERAL MEETING
	23-25	WEEKEND AWAY - MANSEFIELD AREA (ROHAN SWANEY)
OCT	21	ANNUAL GENERAL MEETING
NOV	18	GENERAL MEETING
DEC	4	CHRISTMAS PARTY (RICHARD TONKIN)

It is planned to have a guest speaker at every second general meeting

If you can suggest anyone who you think would make a good guest speaker; not necessarily on Alvis or old car matters, the committee would be happy to hear from you

## PRESIDENT'S REPORT

I am commencing this report early as Frances and I are about to partake in a couple of week long veteran car rallies. The first is the National Single and Twin Veteran Rally, based in the Morwell/Traralgon district and will be a series of day runs. We are going to have another attempt at driving the 1909 Sizaire et Naudin which has recently had significant work done on the engine and radiator as well as some body work. The body work has not been completed and the car looks a bit patchy, however that is the least of our worries. The previous time we took the car out it only survived 8km before overheating and seizing the engine. Immediately following this rally we transfer up to Wedderburn, changing cars on the way to our 1910 single cylinder Brush, for the first National Brush Rally, which Frances and I are running. There are around 30 Brush cars in Australia in varying condition and happily we are getting 15 to attend the first rally, coming from all states of Australia.

Mark Weller in his Speed 20 and I in the 12/50 had a great run up to Kalorama for the 60<sup>th</sup> Anniversary of the event. Upon arrival we met Chris Higgins and Geoff Ross, already lined up in their 12/50s. Our display of 4 cars attracted quite a lot of attention, particularly with the Club banners on display. There was a great picnic atmosphere and lots of interesting cars to see. Chris Higgins deserves a medal as he commenced with the Ballarat weekend, then went on the RACV Fly the Flag Tour around western Victoria and before getting home came on to Kalorama. Chris has a much travelled 12/50 which took out the prize as the best vintage car on the Fly the Flag Tour. Congratulations to Chris.

Our next opportunity to display our cars and promote the Club is the RACV/AOMC show at Flemington on Sunday April 10<sup>th</sup>. I will not be able to attend this year due to the Brush Rally, however I understand that there will be around 6 cars on display. I thank those who are able to make the event and promote our marque and Club.

Over Easter we were in Tasmania and had the opportunity of catching up with Sally and Chester. They are both well and had just completed the organising and running of a very successful Delage rally in northern Tasmania.

At the April meeting our guest speaker will be our own John Lang who will be talking about controlling planes through the use of radar. This ties in well with the excellent presentation that John Hetherington gave on spotting planes before radar.

On Sunday 1<sup>st</sup> May there will be the interclub Boules competition. Details of the event are elsewhere, however

we wish to field a strong team to hold up the honour of the Club. These are fun days and provide a great opportunity to see other vehicles and fraternise with other like minded enthusiasts.

As previously mentioned, the Club is taking advantage of a special offer to purchase a defibrillator. As our clubrooms are too confined for the associated training package which comes with the purchase, we propose holding the monthly meeting on Friday May 20<sup>th</sup> at the Veteran Car Club Lyndon Park clubrooms in Wakefields Grove (off Through Road) Camberwell, Melways 60 F4. This is the same venue in which we held our 60<sup>th</sup> anniversary dinner last year. The training can accommodate around 30 people and we are likely to be joined by a few people from some other organisations. Please note this change of venue in your diary for May. If the training can't be provided on this date we will advise you via email/phone and revert to the Alvis clubrooms.

The last weekend of May will be the fortieth anniversary of Historic Winton. This will provide a bumper weekend of historic racing with around 500 entries of racing cars and motorcycles as well as a large number of interesting display vehicles. It will be a great event and whilst not an official run for the Alvis Car Club it can be thoroughly recommended. If you are interested in attending then prompt action needs to be taken to secure accommodation.

Before completing this report we have briefly returned home from the National Single and Twin Veteran Rally in Gippsland, prior to heading off tomorrow for the Brush rally. We only ran the Sizaire et Naudin on two days as there are still a few mechanical issues to resolve, however we did cover 220km in it, which is around 30 times better than the last attempt. It certainly moves along smartly and has the potential to provide very enjoyable veteran motoring. There were around 75 single and twin veterans on the rally and it was a great event, passing over some wonderful roads and through picturesque countryside.

As I am not back in Melbourne until the Friday afternoon of our April meeting, John Lang has kindly agreed to record those coming for the meal at the Malvernvale Hotel, so please ring or email John by Wednesday so that he can book enough seats for us on Thursday morning.

Andrew McDougall

## EDITOR'S CORNER

### CHRIS STORRAR

It is with great sadness that I advise of the untimely death of Chris Storrar in the UK.

Chris and Helen visited us and were participants on the JNBC Tour of 2008 and became members of the ACCV. Following that on several visits to Australia to visit family and us.

To Helen, Harriet and Elspeth and to Chris' twin brother Andrew, we pass on our sincere condolences.

Report from NODDY from the deep south.

Last Saturday the 2nd April I left Bruny Island, Tasmania, looking absolutely stunning (even though it was daylight, despite what some sceptics believe I look better in the dark) to travel to Hobart to participate as the Bridal Vehicle for a very lucky bride. With me was my very shy and reserved owners Pat and Ian PARKINSON proudly pointing me in the right direction. I was duly adorned with white roses and ribbons, a bit sissy I reckon because I'm such a 'stud.'

Off I went to an address in Tinderbox where I was confronted with this enormous hill to climb, but no problems had to get into third gear!!!! to negotiate the climb, made RobRoy look like a slight slope!

After transporting the bride to Hobart and then all over Hobart for photos, I then went to Richmond for the wedding reception. I rested there until 11.15 p.m. before departing for home. I was just half a kilometre from the reception when all of a sudden this Elephant (well it look the size of one), no Kangaroo jumped out in front of me, did a few weird movements, and collided with my nearside front mudguard. Bigger – Blow – Dash was the comment from behind the steering wheel, but I just dropped my shoulder and promptly sent the Roo into orbit.

On inspecting the damage the owner's were quite surprised, a slight bend to the left front bumper bar and just a couple of scratches on the paint work, truly a remarkable result which gives credit to the way I was built.

On returning home my owner removed the bumper bar, placed it on the ground, and promptly gave it two clouts with the 14lb sledge hammer, bolted it back on, and I am now happily resting beside my friend (Speed 20 SA, Ruby).

Now, you might be able to understand why I was so HOPPING MAD.

p.s. give my regards to all my ALVIS rellies!!

*The following email from Barry Gough is in response to a communication from me, thanking him for his DVD compiled from Super 8 film of several ACCV outings taken by him in the 60s.*

*Barry's son Peter, at an early age, is shown in one of the clips driving Barry's 12/50 up and down the family driveway and in and out of the garage.*

*The DVD will be viewed at a coming General Meeting.*

Friday 18 March 2016

Dear John & Marg

Just a short note to you both to say thank you for your kind comments re the DVD. I thought you might also like to know that my comment about my son Peter's skills re 'Alvises' proving to be a great learning curve for him is still ongoing today.

This month he has managed to have not one, but two of his cars on the front pages of two separate Hot Rod magazines! The first magazine comes out annually, so it is more than an ordinary feat in my book, to achieve the front page, the second magazine is a monthly one in which he is described as being called in to work on the red car as an 'Ace' fabricator.

The design & construction on specially made jig's of the chassis and running gear of both cars are totally his, including front & rear assemblies.

And having watched the construction of the bare metal car from the chassis up, I have to tell you that the skills of some of the craftsmen called in to work on the panel work etc has been quite mind boggling, The making by an 85 year old craftsman of the louvres on the boot lid to match the originals on the bonnet & the wheeling the roof top panel, to a finish in bare metal are but two instances.

Very proud of our kid to say the least, and Alvis is still always hovering in his background.....

Enclosing two photos for you to look at, and if you find your self's in a newsagent please have a glance through the magazines if you spot them.

(Oh & Incidentally I Do Not like Hot Rods as such, Other than the technology used & applied to them)

Kindest regards to you  
Barry

both



And from Dale Parsell

Hi All,

Came upon this by accident, has anyone else seen it?  
Dale

<http://www.carbodydesign.com/2012/06/alvis-centenary-concept/>

## car body design

AUTOMOTIVE DESIGN AND ENGINEERING



The Alvis Centenary Concept is a design study of a sports tourer for the year 2019 that celebrates the Centenary of the British brand. The author is Bradley Dyer.

The Alvis Centenary is Bradley Dyer's major project for his 2:1 BSc in automotive design at Swansea Metropolitan University.

The car was originally designed as a concept, but with an eye to a possible limited production run.

The design aims at evolving the Alvis brand's DNA into a modern-day context, and incorporates a number of the trademark elements, including the twin configuration headlights, the muscular shoulder line and the elongated tail lights.

Among the additional highlights is an adjustable panoramic photochromic roof.

As the author explains, "As Alvis always did, the Centenary also aims at introducing realistic new technology while keeping with the company's sporting heritage."

# RACV/AOMC CLASSIC SHOWCASE

Well the RACV / AOMC Classic Showcase is over for another year and we had 7 cars on display.

I find the event has a nice feel about it and regardless of what other's car interests are, people are genuinely interested to talk Alvis and once again, our "Brief Alvis History" booklets were popular and all I had were snapped up.

The general opinion of those who stopped to talk, was that the cars at our end of the large display area were far more interesting than the "modern" cars at the other end.

There were some interesting trade booths and stalls at the event and it is comforting to know that there are still parts available - certainly at a price - but better than having to make something as a one off.

David Head, in the week preceding the event needed to repair his starter motor or not get to the event; found that one of the stalls had a mass of Lucas parts and run by someone who had many decades of dealing with Lucas parts, had just the item that David had toiled to replicate.

In talking to the stall holder he assured me he had no business cards, just hobby cards and was keen to have a chat. He had a comprehensive library and set out to explain the complicated method of matching correct parts to the right accessory.

For anyone needing Lucas parts, you could ring Kevin Baker on 0429 465 736 between 7.30 - 8.00pm and if you can't have the accessory in your lap, make sure you have every letter and number stamped into the case in front of you, as he might need them all.

Chris Higgins was there with his 12/50 fresh from the RACV's Great Australia Rally and sporting the trophy for the best presented Vintage Car.

Was great to have the Northey's out with us again with the gleaming Ducksback. Bob had probably spent the last week polishing; fortunately there was no rain to spoil their party.

David Head up from Geelong with a working starter motor in the ever immaculate Silver Eagle.

Also from Geelong, Harrie Grey and friend Patricia, with the unique timber skinned TA14, a car that also attracted a lot of attention.

Mark Weller who no doubt was happy not to have me as navigator, found his way from Hawthorn with the eye-catching SA Speed 20, complete with Alvis table and bespoke suitcase in the boot.

Richard Tonkin had many admirers of the Graber; in fact one was reaching for his cheque book. Richard's hand quivered for a while but then he declined.

We had the FWD there and once again there were some very interested people and the subject of when it was made was along the lines of 10 years later than its 1929, reminding us just how progressive Alvis engineering was.

There were about 1500 cars present and it was an ideal opportunity to promote the Alvis marque.

Towards the end of the afternoon, an interview on Alvis cars present brought more people down to view our display.

Thanks to all who came and made it such an enjoyable day.



*We either need bigger banners or a pair of bolt cutters!*





## Inter-club Pétanque / Boules / Bocce Competition

1<sup>st</sup> May 2016



**COMPETITION:** A social occasion with friendly rivalry between the Alvis Car Club - Victoria, Armstrong Siddeley Car Club of Victoria, Bristol Owners Club of Australia, Daimler & Lanchester Club of Victoria, and the Jowett Car Club of Australia competing for the David Wisner Trophy.

**DATE:** 1<sup>st</sup> May 2016

**VENUE:** Hosted by the Longbeach Pétanque Club, located at the Mordialloc Bowling Club, 38 McDonald Street, Mordialloc

**TIMING & FACILITIES:** 11:00 am for socialising prior to lunch at 12:30 pm. As usual, it will be a BYO lunch, but this year it is BYO soft drinks only - no alcohol is to be brought onto the premises. Gas BBQ facilities, alcohol & and tea/coffee are available at the venue. There is plenty of seating around the barbecue and also seating alongside the pistes with shade sails. If the weather is inclement, the club has a large dining room and a lounge.



**COMPETITION:** The friendly pétanque competition will commence at approx 1:30 pm and is expected to conclude around 3:30 with the presentation of the trophy. The competition is to be assisted by the members of the Longbeach Pétanque Club. Pétanque sets will be available from the Club, but those attending should bring along their own sets if available.

**COST:** A cost of \$5 per person will be charged by the Longbeach Pétanque Club to cover cleaning, although the deal includes the provision of a barman.

**BOOKINGS:** Bookings are essential: Contact your club representative by 24<sup>th</sup> April 2016.

## Victorian Registration records

Some time ago the AOMC rescued from imminent destruction the old card files used by Vicroads to record vehicle registrations and for some time have been converting them to digital records.

Recently, as a service for members, the ACCV purchased the records relating to Alvis.

The records only contain registration numbers, engine number and sometimes chassis numbers, they are incomplete and are not always accurate. Owners names were destroyed in line with the Privacy Laws and are therefore not included in the records.

However the records are an important source of information and when combined with information on car production from the Alvis Owners Club (UK) and The Register (UK) can sometimes provide a vital missing link.

Such was the case when I was recently asked by Richard Wallach if a car once owned by his

grandfather, of which he had only a photo, was known to the club. Using the AOMC records and the AOC's Silver Eagle Register Richard now knows that the engine, at least, still exists and is owned by Des Donnan.

The records themselves are difficult to access due to the software used to collate them (which is no longer available) so if you have a need to trace an early Victorian registration number please email me ([dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)) and I will see what I can find.

Dale Parsell

## 2017 NATIONAL RALLY

Arrangements are well underway now with most of the activities discussed with suppliers and booked, routes to various places are now being checked and lunch stops being organised. We have 57 people who have replied to us so far with 31 cars covering most of the Alvis models so there will be lots to see and talk about, with catch up being most important to all I would imagine. The motel is modern and we believe the week will be varied and interesting for everyone. The States of S.A., Tasmania, Victoria, N.S.W. and Queensland are represented. We still have room for more entrants, so if you are holding back please don't. We believe this will be a fun no pressure tour with only one fairly big day drive around 140kms with the usual good food and other places of interest and lots to do and see.

I would like to say that these 2-yearly rallies are for you so don't lose another 2 years, life is too short so go for it, your friends want to see you and so do we. The theme night, we believe, will again produce some great results - can't wait. We're looking forward to 2017 - Derek and his team are waiting to give you a rally to remember in Warwick Queensland in 2017.

Derek Dixon





## KALORAMA RALLY



This year's Kalorama Rally was the 60<sup>th</sup> Anniversary of this event – and likely to be the last, if efforts to change the council's mind about denying the use of the ground in future are unsuccessful.

The day was, however, a great success, with a large variety of machinery present, including four handsome Alvises. Andrew McDougal (12/50) and I (Speed 20) took the planned route from the assembly point in Heatherdale, fortunately being able to follow John and Sharon Balthazar in their supercharged Wolseley Hornet Special (giving their Firefly a rest). After ploughing through the traffic of Ringwood and

Croydon, we were off on marvellously scenic and enjoyable driving roads, many of which I had not seen before. The route wound through Mt Evelyn and behind the Dandenongs in the vicinity of Wandin, Seville, Yellingbo and Sylvan to Monbulk; then it was up the hill to Olinda and thence to Kalorama ( a run we should try to emulate for our Club one day).

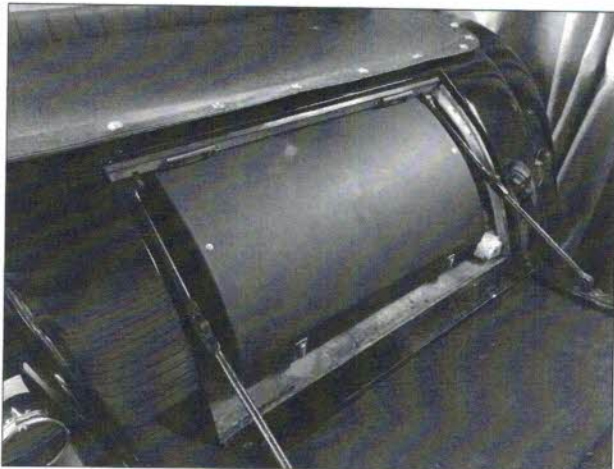
We arrived at Kalorama to see two 12/50s, of Geoff Ross and Chris Higgins, already ensconced, the latter straight from the conclusion of the week-long RACV Fly the Flag rally around western Victoria. In fact, Chris was persuaded to pose with the trophy for the best vintage car on the RACV rally. A great opportunity to meet up with sundry motoring friends and enjoy a picnic in the fine Autumn weather.

Mark Weller

# BESPOKE LUGGAGE

*We have some very clever people in our Club and Mark Weller has excelled with his bespoke suitcase to fit inside the boot of his Cross and Ellis tourer body.*

*One needs to remember that C&E provided for the flush fitting hood to disappear into the boot compartment, obviously making the design & fitting more difficult! His words below don't tell the story that "the boot wouldn't close on the final fitting!"*



*Here are photos of my completed 'suitcase', covered in green leather. It is designed to fit in the very small boot area of the Alvis (due to the space taken up by the flush-fitting hood). The boot has a sloping floor and a curved door, so there are few right-angles in the item (making for tricky design and construction). The foundation is in three-ply and the lining is moquette, a felt-like material left over from my E Type interior. The handles are mahogany and the vertical corners are stitched as for a leather suitcase.*

*I expect that this will be useful for small picnic-type use (eg morning tea) or for clothes for a brief weekend away...*



# IN THE WORKSHOP

“FOR THE SHEER JOY OF DRIVING ..... I'D LIKE TO GO THERE IN AN ALVIS”

(Advertisement in The Motor 1952)

## **TA21 –TC108/G Gear Box removal**

### **12/70 –TC108/G Gear Box overhaul {including bearings and seals}**

This gearbox designed by George Lanchester started service around 1937 and ostensibly remained the same until its replacement in the late 1950's with the inception of the TD21.

It was a pity that the Alvis Works did not produce a workshop manual as we know them today. Most of us have a copy of the Motor Trader Service Data No. 202 for the early Three Litre cars. We have tended to supplement this with our own jottings often reinventing the wheel in doing so. That said I have found the AOC Technical Compendium and Lucas training manuals to be quite helpful. The creation of an electronic data base would certainly make it easier for those following in our footsteps to help keep their cars in fine fettle.

The purpose of this article is to collate two sources of information from past publications that are helpful to those contemplating the removal of the gearbox and for those who want to dismantle the “box” in order to perhaps replace the bearings or “synchro” cones.

The first two pages have been sourced from the British Magazine, Practical Classics from 1984 (Vol 4. No 11) The second article again originating in Britain is from the magazine Practical Motorist and Motor Cyclist from June 1959. From this source I have only reproduced the section concerning gear box overhaul.

Attention now needs to be given to the typical replacement parts notably bearings and seals. Both front and rear gearbox bearings are identical. The bearing part number being 6308N. There are variations according to individual manufacturers. This bearing has the important locking ring, necessary to maintain it in position. A Chinese made version by NACHI Quest uses the part number 6308ZENR.

The only seal in the gearbox is at the rear. It has different part numbers according to the manufacturer. The Alvis part number is C1825. Its dimensions are given as a mix of both fractions and decimals of an inch being,  $1 \frac{7}{8} \times 2.754 \times \frac{1}{2}$  inch. A Presco catalogue from 1956 records the part number as P3076.

A Humphreys catalogue from 1968 records the part number as C205. An Australian Fla-Seal catalogue from 1953 lists the oil seal as B3076. (Interestingly the same seal is also listed for the differential pinion and rear hub for the Speed Twenty, Speed Twenty Five and the Silver Crest cars.) Using the Australian catalogue as a reference a modern seal from LYO, part number 47066, was easily sourced.

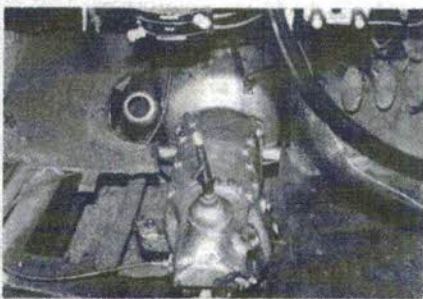
Richard Wallach  
[richardwallach@hotmail.com](mailto:richardwallach@hotmail.com)  
March 2016

Shortly after we purchased the Alvis Grey Lady, an ominous knocking was detected on third gear. This was diagnosed as a chipped tooth somewhere in the third gear train and as at that time the Alvis was a 'front line' staff car and there was no replacement vehicle available, we decided that the car should soldier on until we could afford to take it off the road for remedial treatment. The car continued to give sterling service, carrying me to club rallies up and down the country throughout the summer and autumn.

One evening I was driving up a hill and changed from second to third gear when the afore mentioned ominous knocking became a machine-gun staccato — that chipped tooth had become detached and the gearbox was letting me know. The car remained driveable in the remaining three forward gears but was, in fact, taken off the road immediately for a replacement 'box, supplied by reader Malcolm Boote, to be fitted by Ted Landon.

Replacing a gearbox can be a daunting task, particularly if it means lifting an engine the size of the Alvis three litre straight six out of the way first. How much easier it would be if the engine could stay where it was and the gearbox could be taken out some other way. On many older coach-built cars, the floorboards could be taken up and the gearbox taken out that way — and of course, this was exactly how we did the job.

The front carpet and underfelt were lifted to reveal the floor boards. The wood, although showing signs of age and thirty years of hammering from feet, was in fairly sound condition. The transmission tunnel should be held in place with wood screws, but in fact, was retained with a mixture of screws and nuts and bolts. The dipswitch sits on the tunnel and this also had to be removed, taking careful note of which wire went where! The passenger side floor came out quite easily, but the screws holding the driver's floor proved awkward and rather than risk breaking them then having to drill out the remains, Ted decided that there was enough room to work in with just half of the floor removed.



The cable to the left is the speedometer drive.

The propshaft is held to the rear flange by four bolts with castellated nuts, some of which were secured with split pins. The nuts, all Whitworth of course, were quickly freed and the prop dropped away quite nicely. It is

# ALVIS GREY LADY GEARBOX

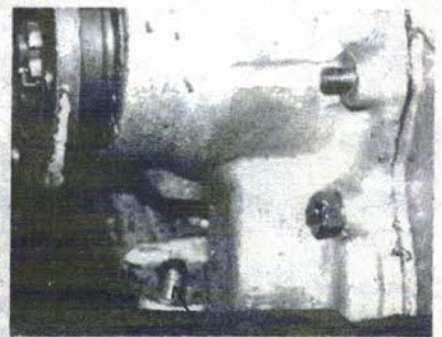


**Geoff Le Prevost watches as the gearbox comes out through the front passenger door!**

particularly important, if working underneath a car, to support the propshaft when removing the flange bolts — a falling propshaft will injure you if it can.

The hefty cable entering the side of the box is the speedometer drive and this was released by removing the bolt from a clamp and pulling the cable out. The gearbox is held to the bellhousing by four studs and access to the nuts is good so they proved to be no problem. The rear mounting is a bonded rubber block between a chassis cross member and 'feet' at the base of the gearbox, just below the rear flange. This was the only real problem area.

Because of the mechanical nature of a gearbox, it has to be drawn backwards before it can be lifted and because the rear mounting bolts were vertical, the box actually needed to

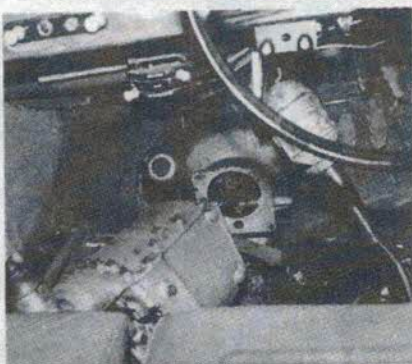


The rear mounting (arrowed) proved awkward but not impossible to negotiate.

be lifted before it could slide backwards. One solution would have been to undo the engine mounting bolts, but we were able to just

# ALVIS GREY LADY GEARBOX

Continued



*With the bellhousing jacked up, the box could be drawn backwards.*

scrape through by jacking the bell housing up so that the engine turned slightly in its mountings (not too far in this case, or the fan blades would have been pushed through the radiator). What we were able to do was lift the engine/gearbox assembly sufficiently to remove the rear mounting block and then the gearbox could slide back quite nicely.

The gearbox which came out showed signs of fresh sealing compound around the top plate, and I suspect that the third gear problem may have been investigated in the not too distant past and had proved then, as now, to



*The splines on the replacement gearbox were carefully cleaned to prevent binding.*

be an expensive fault to rectify while not preventing the car from being driven.

The replacement box was cleaned, with particular care being given to the splines and the area of the shaft where the clutch bearings would sit. All we know about the box was that it had not been used for many years and that the person from whom Malcolm Boote had acquired it had assured him that it was in working order. The gear lever was certainly moving in the correct manner and by twisting the flange at the same time we could determine that something was being selected. As ever, though, the only way to test the component was to fit it and drive the car.

Fresh oil (SAE 30) was added and from picking up the gearbox to final slotting in took less than five minutes. The propshaft flange bolts were treated to new split pins all round after Ted had discovered that the bolts which had not been locked with pins still

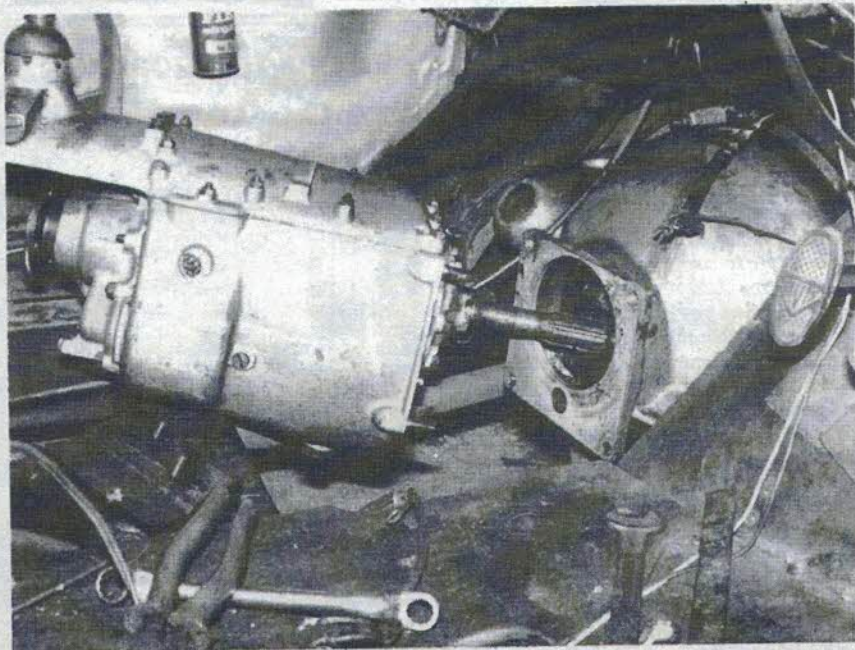
had the sheered off remnants of old pins stuck in the holes. With a little care and patience, he was able to drift these out with a fine steel drift.



*The simplicity of the Alvis design is a delight. The circular hole to the left of the bellhousing reveals the starter gear.*

The presence of a reversing light switch on the replacement box threw me to start with — in my ignorance I had not noted that the car even had a reversing light, but a quick check revealed that there was one, in the rear number plate light unit. The reversing light switch was checked and proved to be making and breaking satisfactorily. The light itself still doesn't work, even though I have replaced the bulb. I must check the wiring through. This could be made a little tricky by the colour coding used at least at the gearbox end which was black wire to the top terminal, black wire to the bottom terminal.

The speedometer cable was replaced, the rear mountings bolted up from above and below and the floor and tunnel replaced, remembering to fiddle the dip switch wires through the hole provided. Crunch time! The car was reversed out of the workshop and driven off into the night. At first, gear selection was a little stiff, but this quickly freed during the following few days and the box has proved smoother and quieter than the original ever was. □



*The top plate of the original gearbox showed signs of sealing compound indicating that someone had investigated the contents recently.*

# THE ALVIS T.A.14 GEARBOX AND REAR AXLE

## OVERHAUL AND ADJUSTMENT

**T**HE first part of this article deals with the overhaul of the gearbox and to carry out this operation, the engine with the gearbox attached, will need to be removed from the vehicle. It is not possible on the Alvis 14 to remove the gearbox with the engine *in situ*.

The rear axle is the banjo type and therefore overhaul of the final drive unit can be done with the axle casing remaining on the vehicle.

### Dismantling the Gearbox

After the gearbox has been removed from the vehicle, dismantling proceeds as follows. Remove the top cover with gear lever, selector rods and forks. Engage first and top gear, using a screwdriver, taking care that the synchromesh unit is not pushed too far. Should this happen the spring-loaded balls will then be released and the loss of these together with their springs is almost a certainty. Engaging two gears enables the prop shaft driving flange nut to be undone and the driving flange to be removed. Next remove the rear cover complete with the oil seal and speedo drive pinion. Undo layshaft spindle locating set screw (bottom rear) and drive the spindle out to the rear, allowing the cluster to drop to the bottom of the box.

Now detach the front bearing cover. Slide the speedometer drive and distance piece off the rear end of the mainshaft. Next drive the mainshaft forward to push out the primary shaft and ball bearing assembly together with the mainshaft caged roller spigot bearing. Then drive the mainshaft back until the rear ball bearing is free of box so that it can be drawn off of the shaft. The mainshaft assembly and layshaft cluster can now be lifted out through the top of the gearbox.

Unscrew the reverse idler spindle locating set screw located in the O/S of gearbox, and drift the spindle out to the rear, releasing the bushed idler gear on fork of swinging lever.

The primary shaft ball bearing is retained on the shaft by a ring nut fitted with a left-hand thread. A parallel key retains the constant mesh pinion on this shaft, but this is not obtainable separately. The layshaft gears are splined to the layshaft and floating bushes are fitted in each end.

Slide top/third synchro assembly off the main shaft. Extract the spring ring inside the third gear cone, slide off the spindle thrust washer and the third gear together with its needle rollers. Next slide off the second gear synchro assembly with first gear to the rear. Support second gear cone and press the shaft out of the gear, thereby pressing off the third gear roller bearing inner race and thrust washer and releasing second gear with needle rollers. The second gear inner race and small plain thrust washer can now be pressed off the shaft.

When dismantling the top cover, press down the spring-loaded sleeve over the lever ball cover, and extract the spring ring, so releasing the sleeve and cover. Now unscrew the three screws retaining the top half of ball housing, lift off with lever, and push in the two pegs retaining the lower half of the ball housing with spring.

Remove the rear cover with reversing light switch. Withdraw the large plug on the O/S, releasing the reverse detent spring and plunger. Take out the selector springs and balls, and detach the insert towards the front of cover (two countersunk screws) so revealing two interlock T-pieces, which can be tipped out. Extract the taper pins (threaded 5/16in., B.S.F. for extractor nut and locked with wire) from selector forks, and draw the rods out to the rear.

### Reassembly

To reassemble the gearbox, reverse the dismantling procedure but note the following points: top cover—top/third and second/first gear selector forks are interchangeable, but the top/third

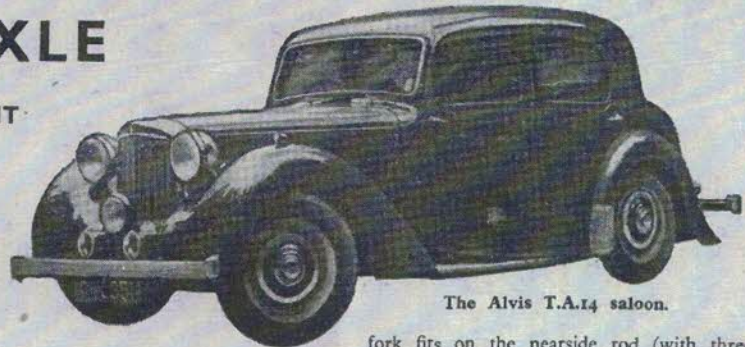
fork fits on the nearside rod (with three grooves close together) with the larger boss to the rear. Second/first gear fork fits on the middle rod (three widely-spaced grooves) with the larger boss to the front and distance piece behind.

Fit the reverse idler in the rocking lever, insert the spindle and lock with the set screw. Lower the layshaft cluster with floating bushes to the bottom of the box.

**Mainshaft.**—Slide on the small thrust washer (chamfer to the rear) and press on the inner race. Slide on the second gear and, using a little grease, feed in the 40 needle rollers. Now slide on the large plain thrust washer and press on the second inner race. Stick the 40 needle rollers in third gear with grease, slide on, followed by splined thrust washer and spring ring. Next slide on the second gear synchro assembly with the sliding first gear and top/third synchro assembly. Insert the mainshaft assembly in box and tap on the rear ball bearing with flanged sleeve (flange to the front). Insert the primary shaft and ball bearing assembly with the caged roller spigot bearing and tap home. Fit the front bearing cover with the oil drain at the bottom.

Pick up the layshaft cluster with tapered rods inserted from each end, and carefully align the gears as they come into mesh with the main and primary shaft gears. Great care is necessary with this and the meshing should be closely watched as it is possible to mesh gears "out of phase" and cause jamming. When all is satisfactory, invert the gearbox and rotate the shafts to make sure they are clear. Inverting the gearbox will ensure that the layshaft cluster will remain in position when withdrawing the taper rods, which operation is now possible. Insert the layshaft from the rear, lining up the hole with the locking setscrew.

Assemble the distance piece (larger end to the bearing) and speedo drive gear on the rear end of the mainshaft. The speedo drive gear must be no tighter than a sliding fit on the splines. Refit the rear cover with the speedo drive pinion. The pinion runs in eccentric housing and if renewed, it must be inserted so that it is felt to mesh fully with the gear.



The Alvis T.A.14 saloon.

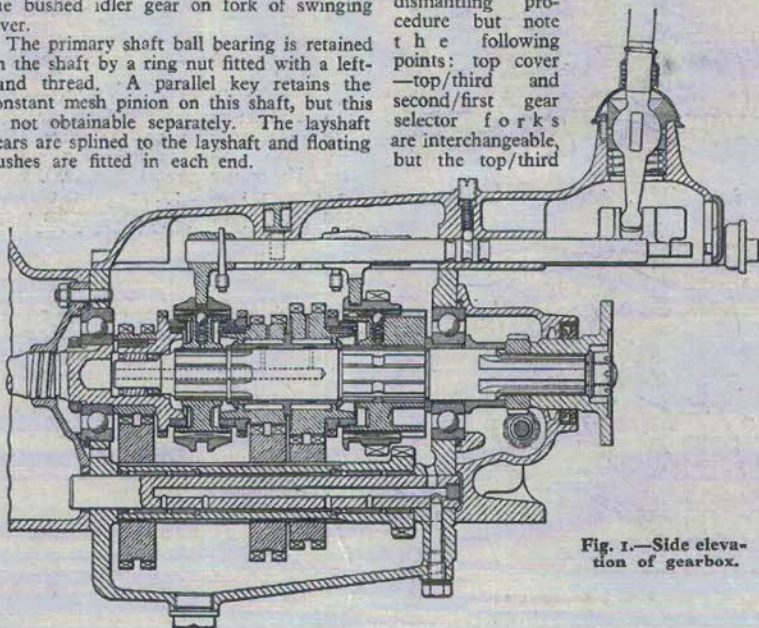
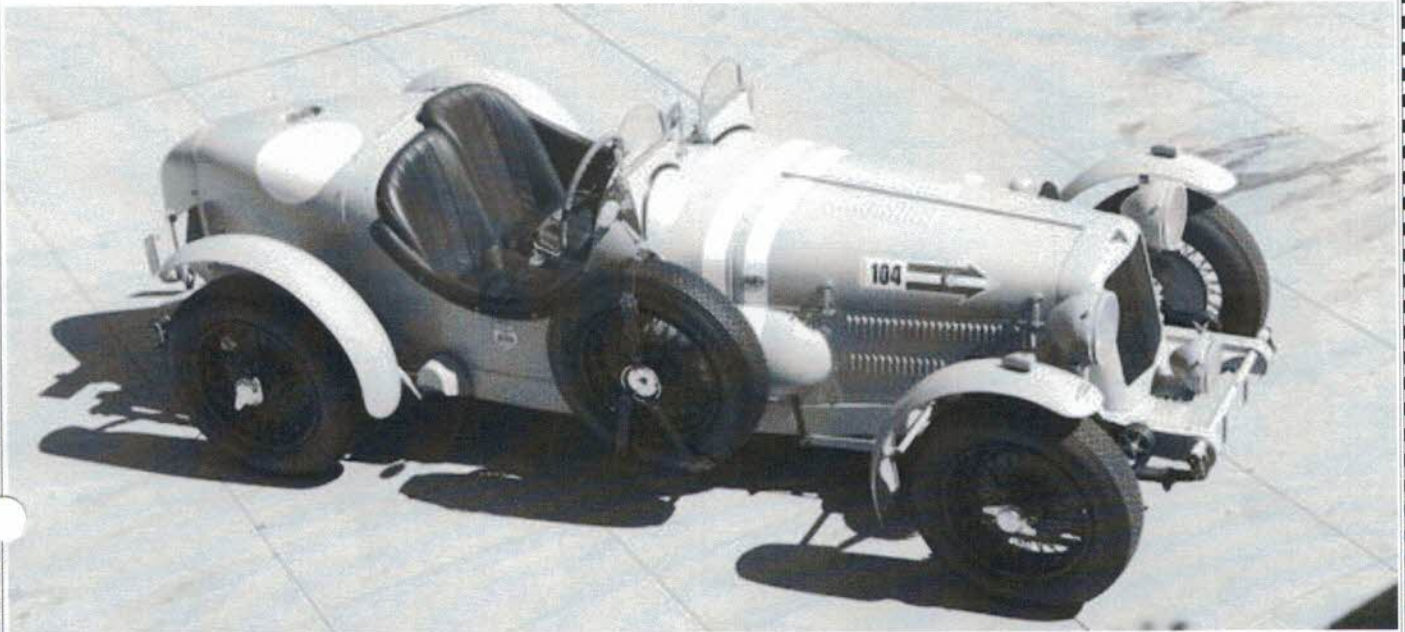


Fig. 1.—Side elevation of gearbox.

## ***OF NOTE!***



*Exquisite build of a 1930s Racing Special*  
**c.1938 ALVIS 3-LITER SPECIAL**

Sold by Bonhams for US\$ 214,500 (AU\$ 284,873) inc. premium

## **FOR SALE**

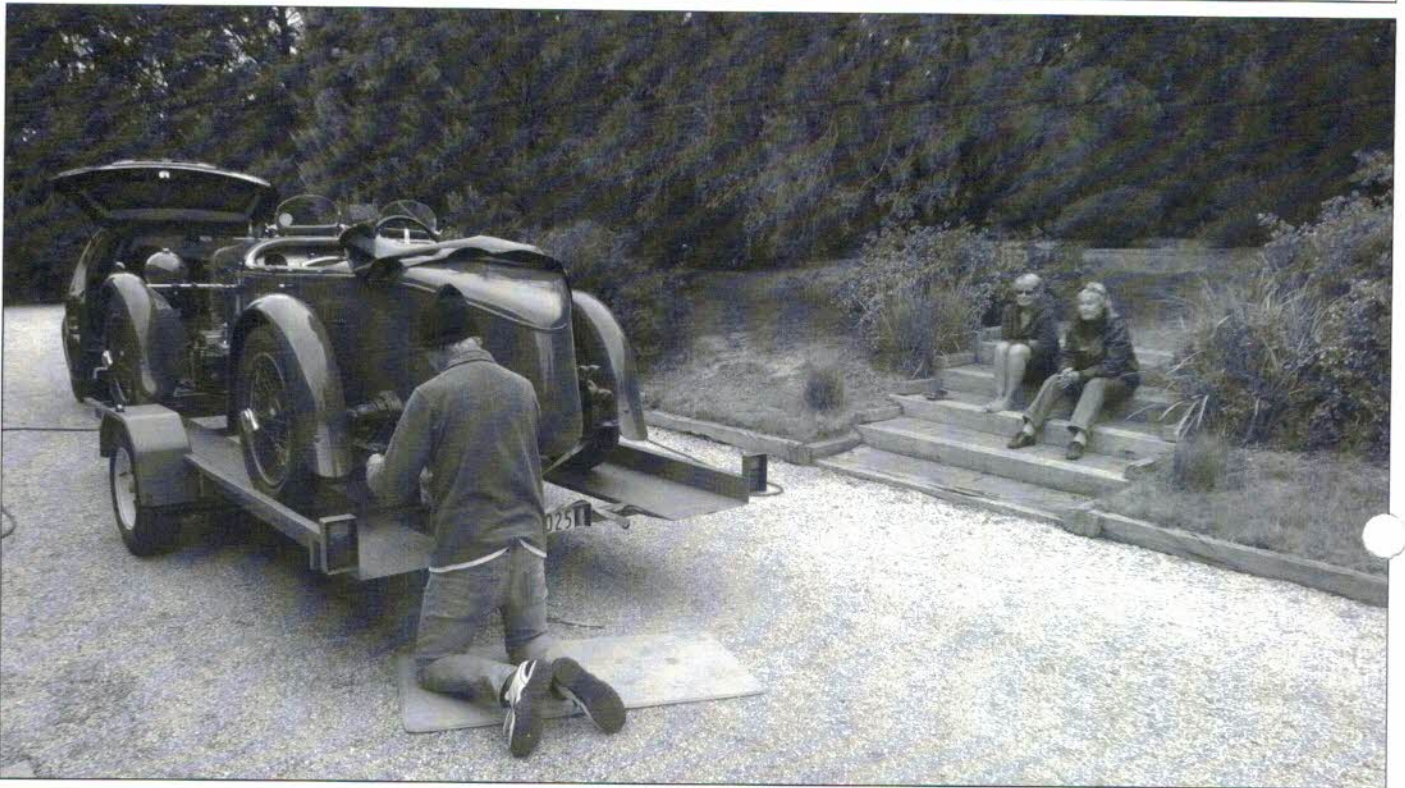
1928 12/50 TG Roadster chassis 6759, engine 7055 L200, car 11602 The car has been restored and is in the colours as it left the factory. Reconditioned head on the car, new flywheel and ring gear (one piece like original), new close ratio gears in the gearbox and a choice of 2 diff ratios 4.3 and 4.7 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 \$58,500

Car located in Maroochydore

Contact Derek Dixon on 07 5443 4320 or on email [d\\_g\\_dixon@bigpond.com](mailto:d_g_dixon@bigpond.com)



# ALVIS PEOPLE BEHAVING BADLY



*It has happened before when the editor has been caught unawares by the paparazzi and I would be a spoilsport not to acknowledge I have been very unkind to most members of the Club, over the last 13 years as I feature them in APBB..*

*"I pay my respects to the Great Alvis FWD God and beg him that I should not lose my hearing completely due to his choice of straight cut gears and other noise creating devices in his creation."*

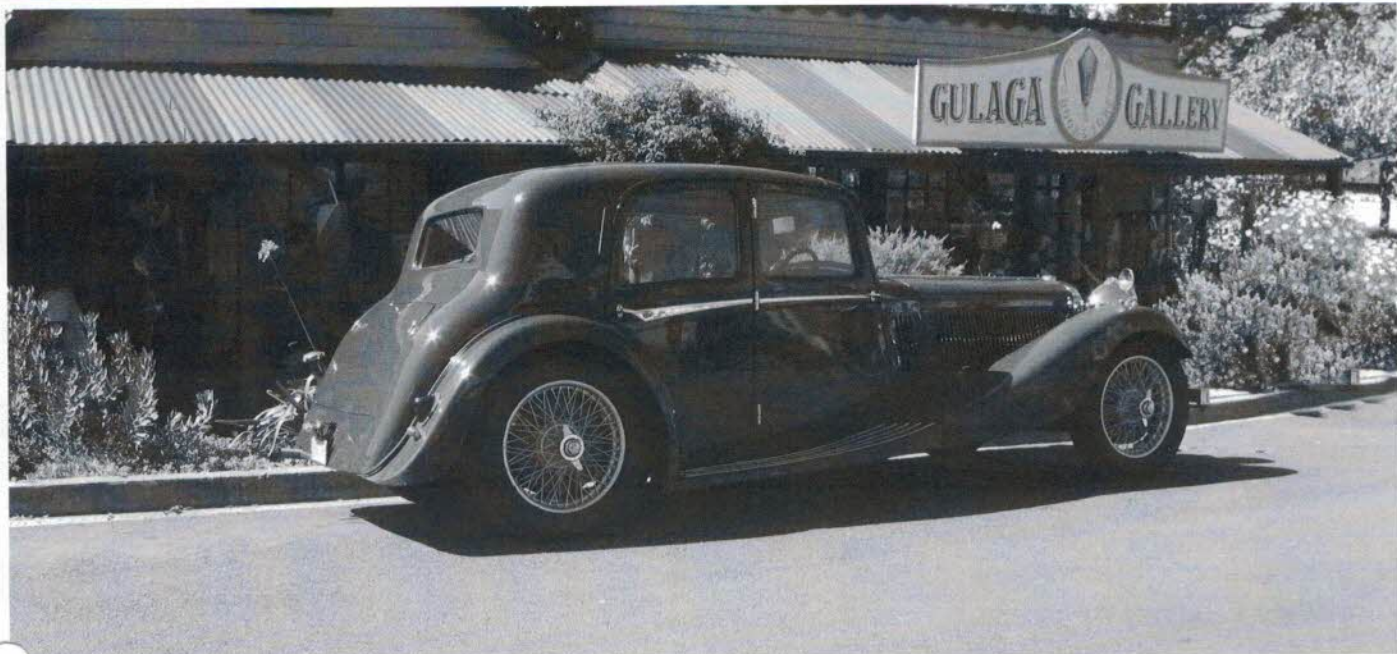
..... ed

**FOR SALE**

Noted on [carsales.com.au](http://carsales.com.au) a time warp low mileage 12/40. Seen at the 2015 National Rally







## FOR SALE

Nigel Spragg advises that his Speed 20 SC Charlesworth Saloon is for sale.

History of Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.

Despatched from the factory: 27th March 1935.

Body by Charlesworth, Body No. 13502.

Registration No: UK Unknown - W7848 Aust, TUT 920 Aust, 26661 H Aust, 36648 H Aust.

History that is known;

The car was ordered fitted with conventional valve springs, (not competition). Sold to D. K. Ware and onto C. F. Thorndike who advertised it for sale in April 1957 for £20 as good mechanical condition but rough body, towable but too good for breaking up.

He again advertised it in September 1961 for A£145 as in extremely good mechanical and body. Purchased by S. J. Carter and put up for sale for A£100 as SC Alvis Speed Twenty colour BRG. Subsequently purchased by Rolland Comfort.

There is no date as to when the car came to Australia but it was noted in a VSCC Bulletin dated 1974.

Nigel is asking \$70,000 or near offer.

He can be contacted on: 0417 106 564

# FOR SALE

ALVIS SB series 12/70 DHC  
Car 19106  
Chassis 15305  
Engine 15790

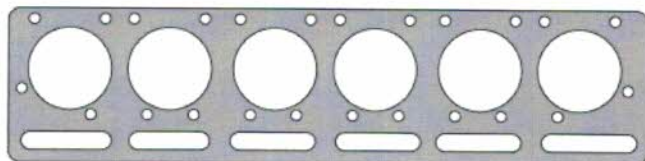
Has its original Mulliner coachwork and requires painting, new upholstery and new hood for completion.

The engine has been thoroughly overhauled.  
Asking price \$24,000 ono

Bruce Cunningham  
Email: [bcunningham55@hotmail.com](mailto:bcunningham55@hotmail.com)  
Mob: 0431 184 719



## 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](mailto:moulen@tpg.com.au)

## TA - TC21 OWNERS ARE YOU INTERESTED? RUBBER FUEL FILLER HOSE

Bruce Cunningham advises that he is having some rubber fuel filler hoses made in Melbourne and offers owners the opportunity to purchase one of the production run.

These hoses will be on the design of the TA21 hose with one oval tank end and a round filler end. The rubber will be pliable enough to fit the round TC21 tanks.

Production of these hoses will depend on another rubber client having a large order submitted to the manufacturer, as the little order is not big enough to make a batch of "fuel rubber." So the time factor is unknown.

Bruce would like any interested member to advise him of their needs by the 16<sup>th</sup> February 2016.

It is thought that the cost of each unit would be about AU \$30 plus post and handling.

If you don't need one now, it's best to have a spare as these tend to perish when you least expect them.

No money need be sent with the order at this stage, but I don't wish to be left with a stock of them.

Send your order via email:  
[bcunningham55@hotmail.com](mailto:bcunningham55@hotmail.com)

or mobile: 0431 184 719

## WANTED

Allan Wettenhall asks can anyone provide him with the little retainers that hold the top half of the windscreen up for his 12/50.

Failing that could anyone lend him one as a pattern to get some cast?

Allan phone: 5256 3754 or  
[allan.wettenhall@bigpond.com](mailto:allan.wettenhall@bigpond.com)

## FOR SALE

TIES

\$25  
EACH



MUGS

\$7.50  
EACH

RING THE TREASURER, MARG LANG FOR DETAILS



## 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

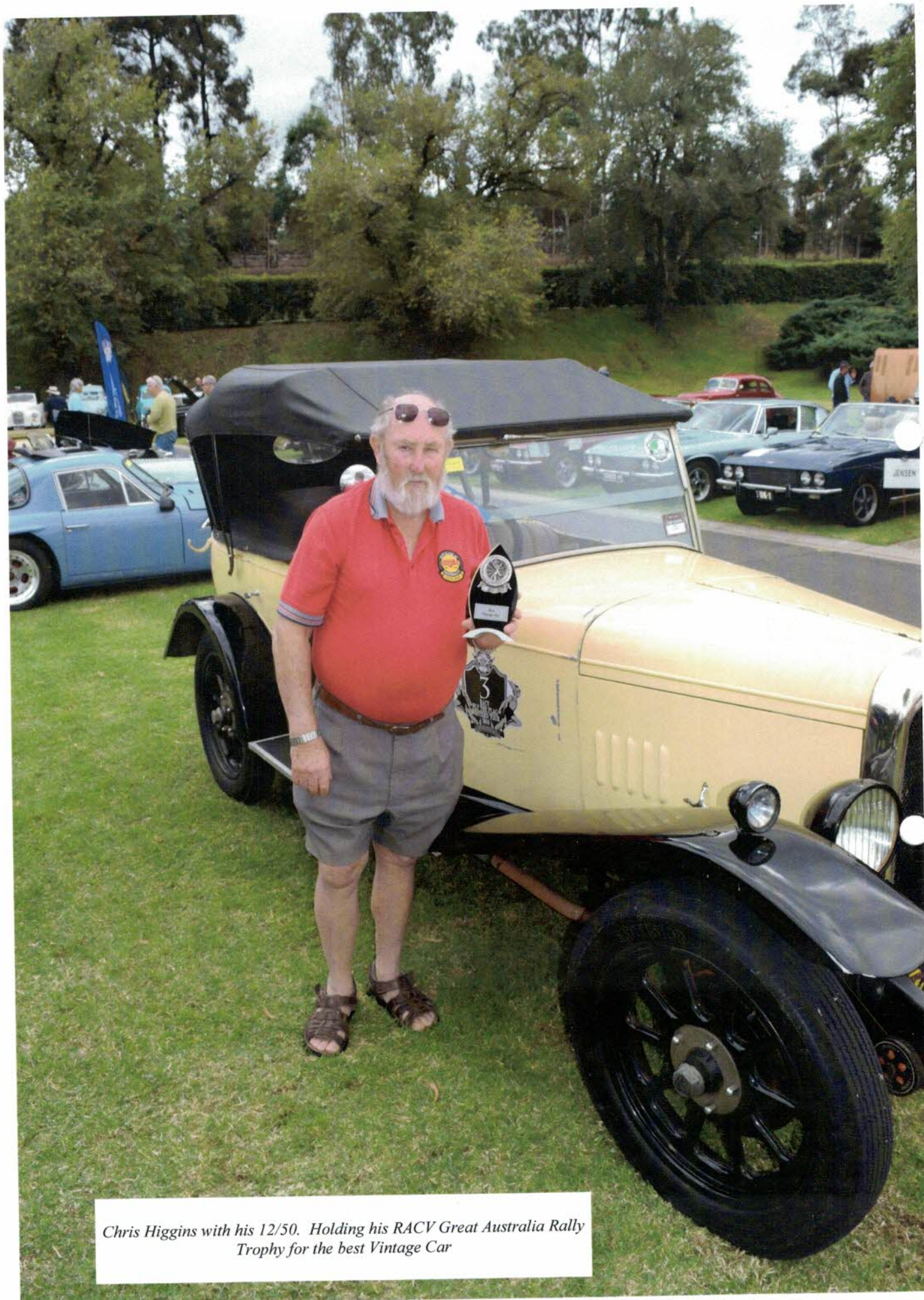
## FOR SALE

SG Silver Eagle Sports Tourer  
12,000 miles since complete restoration including new body & full weather equipment & tonneau. Chassis No. 12684 Original books & full history available  
Restoration details available on request.  
\$82,500 negotiable  
Murray Fitch Telephone: 03 5766 2529



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*Chris Higgins with his 12/50. Holding his RACV Great Australia Rally Trophy for the best Vintage Car*