

Alvic

The Newsletter of the Alvis Car Club of Victoria

June 2016



Alvis at Winton



June 2016
VOL 55 ISSUE 5

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A0017202F

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(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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LANGS FOR SUPPER

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

2016 COMING EVENTS

ACCV 2016 EVENT

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) PUT IT IN YOUR DIARY
&		WATCH THIS SPACE
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

Last month's meeting focussed on the training for the use of the defibrillator that the Club recently purchased. These machines are developing all the time and the current version gives a verbal guidance of the steps required in its use. It will not deliver the life stimulating shock unless it detects that the conditions are right. It was good to receive first hand training in its use, however for those people who were unable to attend on the night it is possible to arrange for you to attend a session being provided for another organisation if you let me know of your interest and availability. Since the training session the defibrillator, in its wall mounting, has been set up in the clubrooms.

This month we will again be meeting in our own clubrooms and look forward to having as our guest speaker, Charles Leski of Moss Green Auctioneers, giving us a presentation on his extensive career and experiences in the auctioneering business. His presentation previously given to the Veteran Car Club was most entertaining. On the following Sunday morning (19th June) I urge you to get rugged up and join Mark Weller on his early morning run – the details of which are given elsewhere in ALVIC.

After being a long time at a panel works our Speed 25 Charlesworth saloon has returned to my workshop for the next phase of the restoration. It will now be fitted out with the brakes, mechanical components, wiring, fuel system, exhaust system manufacture, instrument repair, chroming and wheels rebuild. It will then be returned to the panel works for completion of finer body fit details prior to painting and subsequently upholstering. There is still a lot of work to go, however it does now resemble a car.

A week or so ago we had a short visit to Tasmania just prior to their torrential rains and floods. The purpose of the visit was to take my old Siddeley Deasy out of the Launceston Automobile Museum to Chester's place so that I could dismantle the clutch and get the worn components repaired. The repairs will be done in the next month and I will then return to Tasmania and refit the clutch. In the mean time Chester has put his 12/50 in the museum as a replacement for my car. It was great to see Chester

looking so well with a full plate of projects on his hands, including completing the final touches to his magnificent Delage. We didn't see Sally as she was on the mainland catching up with Carol Remfrey.

Frances and I thoroughly enjoyed the 40th Anniversary of Historic Winton a few weekends ago. It was good to see a couple of 12/50s circulating in earnest in the 3 regularity events. Andrew Green and Mark Burns appeared to be having a great time. We had our IHC buggy on display amongst others and enjoyed doing 3 laps of the circuit in the parade.

Whilst at Winton I caught up with John Kent who said amongst the many restoration projects, he had an Alvis in for repair. Unfortunately it turns out to be the 12/50 recently acquired by Rohan Swaney which had the misfortune of encountering a large kangaroo. Apparently the front of the chassis was deranged, however it appears that the radiator got off fairly lightly. We hope for Rohan that the 12/50 is back in good fettle by the time of the Mansfield weekend away on September 23rd to 25th.

I am sure that the McKinnons and Parsells are still enjoying their Alvis time away in the UK. We look forward to hearing about their experiences upon their return. On Sunday 17th July the Parsells are holding a run to Cranbourne which will be as equally enjoyable as the previous event that they ran. It seems that Cranbourne is a place full of surprises.

I believe that the Northeys are currently in the UK, however they are not travelling by Alvis, but rather are walking some hundreds of kilometres (I guess miles in England) around the coast of Cornwall. We look forward to hearing about their experiences in due course.

I look forward to seeing those who can make it to the meal at the Malvernvale Hotel prior to the meeting. Please let me know if you are joining us, by Wednesday evening so that I can reserve sufficient space.

Andrew McDougall

LETTERS TO THE EDITOR

Dear John and Marg,

I was looking through some photos I took some time ago at the Klausen hill climb in Switzerland.

I will post to you 2 photos of the most beautiful body I have ever seen on an Alvis

I hope you won't hold it against me (joke).

The driver said he was a panel beater and had made the body.

Julian Collins indicated it was a well known car built in England and the driver did not build it.
I am sure some club members can help with identification and history.

I have a love affair with polished Aluminium car bodies.

I thought Alan McKinnons 12/50 was always at a higher standard of polish than I could ever achieve.

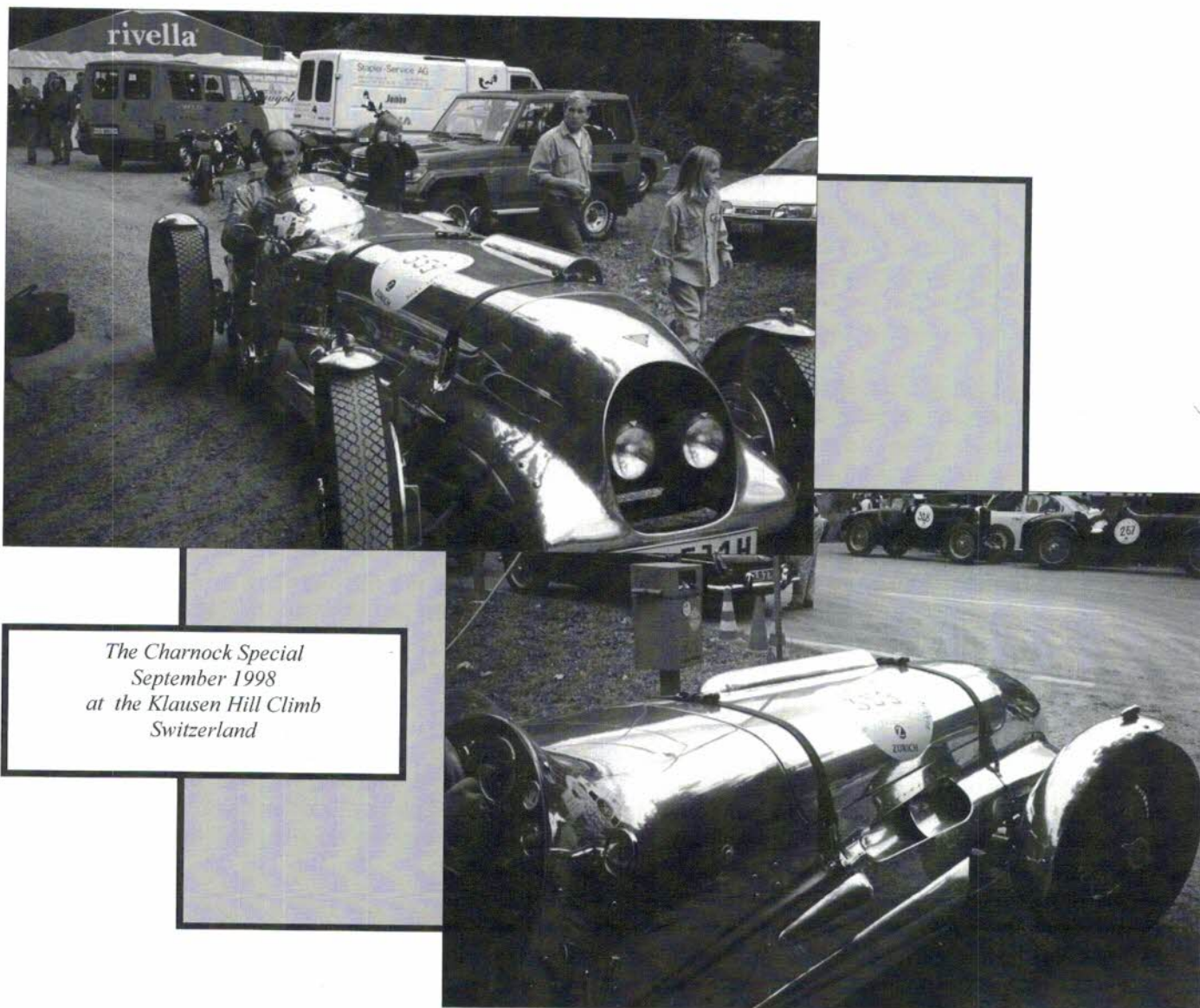
The grade of aluminium is very important and to go to a higher finish you have to go to a medical grade of stainless steel

I was dismayed to hear of Chris Storrar's death.

It is interesting that The English Bentley club is being tortured with in fighting resignations and standing downs.
It seems to all be about petty things.

Keep up your good work both of you,
I don't know how you find the time to do it so well

Personal regards
John [and Annie]



*The Charnock Special
September 1998
at the Klausen Hill Climb
Switzerland*

CLUB PLATE PERMITS

Dale & Maritta Parsell are away overseas until mid July.

If any Victorians need their renewal signed, please send them to John Lang, PO Box 129, Gisborne, Vic 3437 for processing.

PLEASE BE ADVISED THAT MEMBERSHIP FEES FOR 2016 - 2017 ARE DUE & PAYABLE FROM 1 JULY

(emails will be sent to those who are already financial to 2017)



SUNDAY 19TH JUNE

(Mark Weller)
0402 429 022

Meet – at 0830 in Arden St, North Melbourne, opposite the Arden St Oval/ North Melbourne Cricket Ground (cnr Arden and Laurens Sts).

Depart – at 0845 and travel to Williamstown via the eastern side of Yarraville and Spotswood, thence along Douglas Pde, The Strand, Nelson Place, Battery Road (past the Time Ball Tower), Morris St and The Esplanade.

Coffee/Breakfast – at the Rotunda Café, The Esplanade. We shall try for the car park next to the Rotunda, off the main esplanade (note: parking tickets required).

Afterwards – could visit the WW2 corvette, HMAS Castlemaine, on Nelson Place (\$6 admission).

Non-City Members – could join us at the café in Williamstown soon after 0900.

Route Map – provided at the meeting point.

Unfortunately other than Bruce Cunningham and Andrew McDougall providing me with some identifications, there was no other response in helping to ID cars and then, owners.

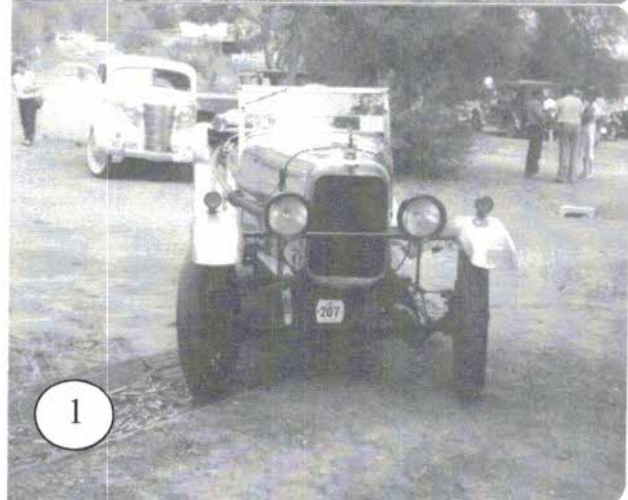
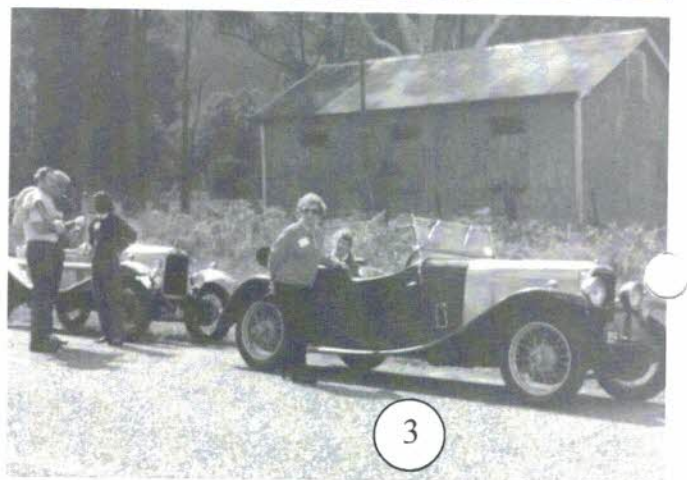
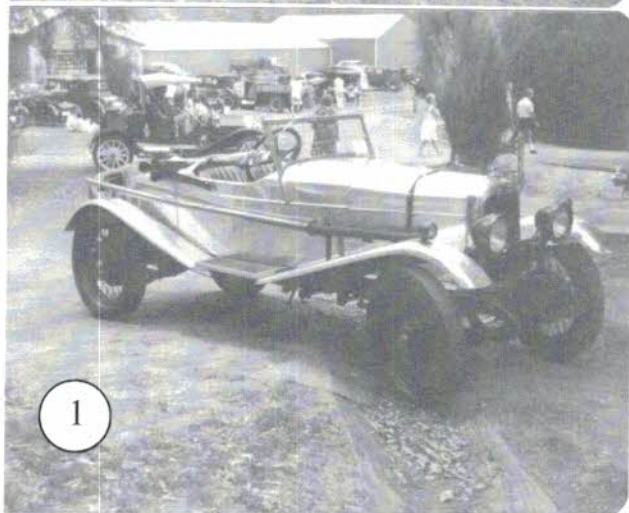
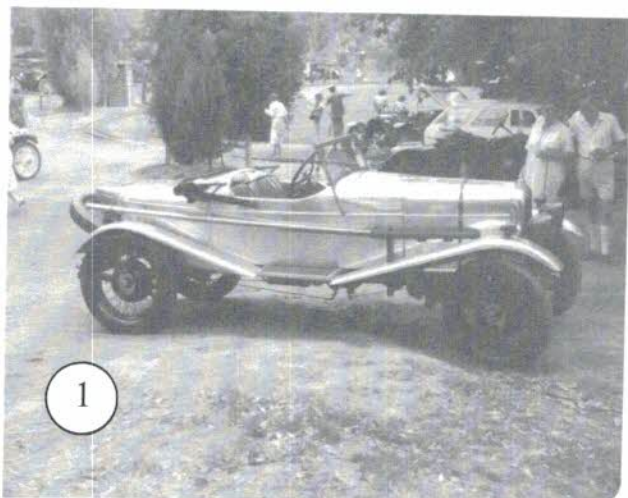
Bruce Cunningham identified Number 4, as the 4.3 litre car previously owned by his father Eric and with the then owner, Richard Creed, standing beside it. The car now owned by Michael Wilkinson.

He also identified Number 6 which is the Firefly probably at the 1991 National Rally when owned by Geoff Lane and now John Higham.

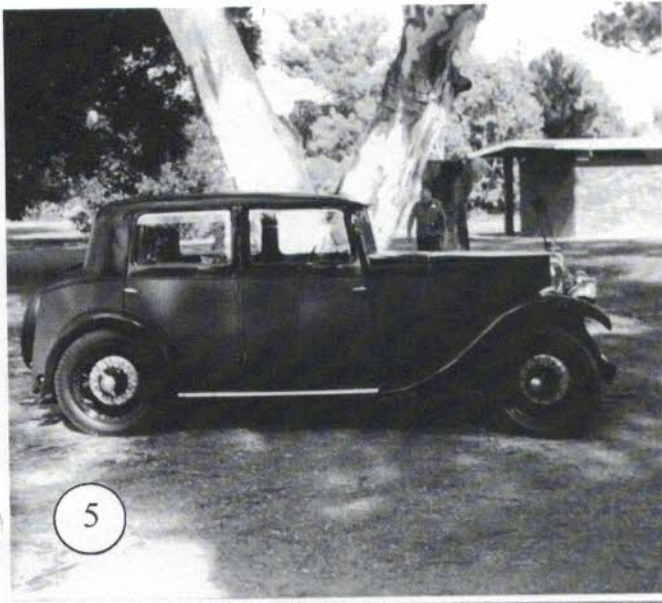
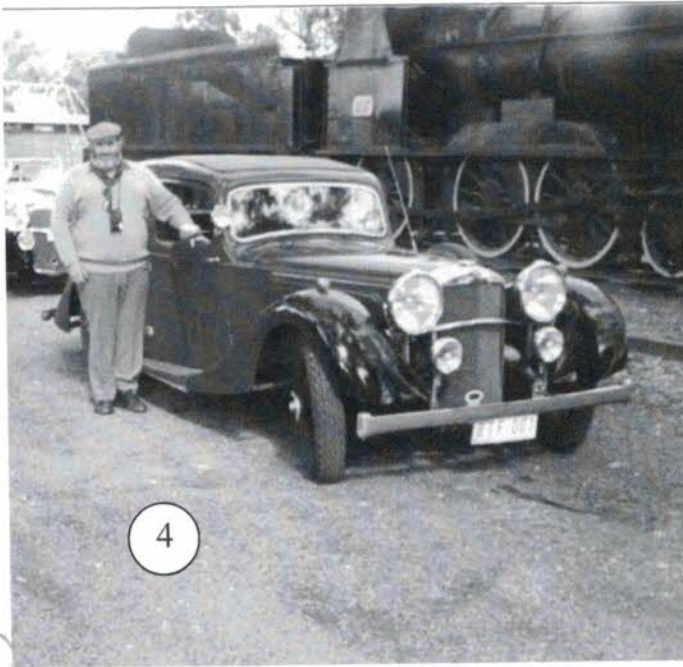
Andrew McDougall's 12/50, which he has owned from age 16, is Number 7, which of course is now green and the number plate should have been a dead give-away with its AM prefix.

MORE HELP REQUIRED!

.....Ed



	MODEL	CHASSIS	OWNER	EVENT
1	12/50			
2	TA14			
3	?			
4	4.3	14341	Richard Creed	
5	?			
6	?	10330	Geoff Lane	'91 NatRally
7	12/50	4213	A.McDougall	
8	12/50	3762	Ron Wilson	



ALVIS AT 40TH HISTORIC WINTON

The 40th running of Historic Winton was held over the weekend of 28th- 29th May 2016 and it was a great event with the sun shining on both days. Alvis was represented by Mark Burns in the 1924 12/50 and Andrew Green in the 1927 12/50.

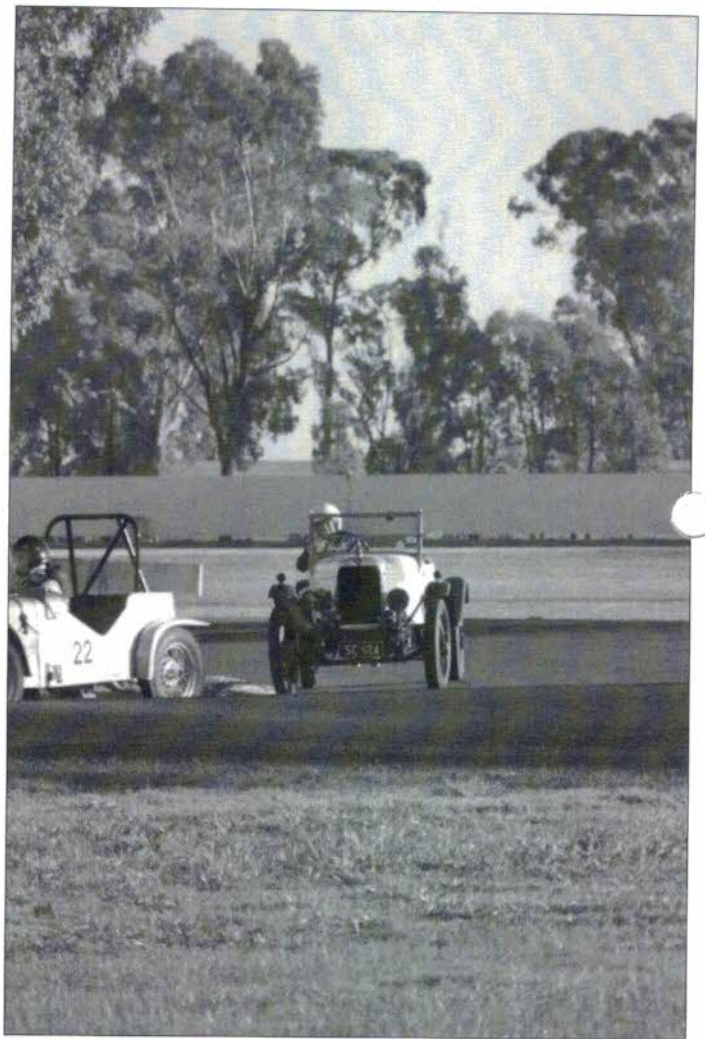
It was good to watch them doing the laps in their three Regularity Events, with Andrew Green coming 3rd in the second Regularity Event and he also won the Best Presented Regularity Car. Congratulations to Andrew.

Andrew and I had our 1909 IHC High Wheeler Buggy on display for the weekend and so were able to do a number of Parade Laps around the Winton Circuit with all the other display vehicles, which was great fun and we even managed to pass some slower cars!!

Frances McDougall



Andrew Green



Mark Burns

Photography on front cover & above by Frances McDougall

NEW MEMBER

*We welcome Grahame
Vaughan
to the ranks of the ACCV.*

*Grahame and his wife live in
Launceston and are looking
for a pre-war car.*

*We hope to see them at a
Club meeting or event in the
future.*

2017 NATIONAL RALLY

Well here we are 1 year out from the Alvis National Tour 2017 in Warwick Queensland, 7th of May to the 13th of May 2017. We have moved along to the point of just a little tidying up of the routes and following up on a couple of people who are going to be doing something for us. The Motel is near enough full with the motel across the road also having some rooms booked. We have our very own entertainers in "THE PARKIES" who are coming along, and if there is anyone else who has a musical talent, we all want to hear you, so don't be shy. Are you interested in seeing Labradors and German Shepherds be trained for customs, police and security companies? You will really enjoy that, they come with amazing reviews. How about lunch at a winery in the granite belt. Well this is just a tiny sample of what we have in store for you. So, It's time to check the brakes, the points, the mag, the tyres. Are you ready to rumble? Weather in Warwick in May is around low of 7 degrees and a high of 21 – good Alvis temperatures. Average rainfall in Warwick in May (past history) 52.6mm, this month so far 1.9mm, so that looks good. Rally packs are ready with lots of goodies. Well that's it for now. If you haven't said you're coming, you need to think about it. Catch you soon. Derek and Team in QLD.

Yours,
Derek Dixon

ACCV Outing to McClelland Sculpture Gardens and Gallery 17 July 2016

Join us for a short tour of the picturesque flower growing and horse grazing countryside in Melbourne's East before venturing into the ever expanding South-Eastern fringe, finishing at the McClelland Sculpture Gardens, Langwarrin.

The McClelland Sculpture Park showcases over 100 permanent outdoor sculptures set in 16 hectares of bush and landscaped gardens 4kms east of Frankston on the Mornington Peninsula.

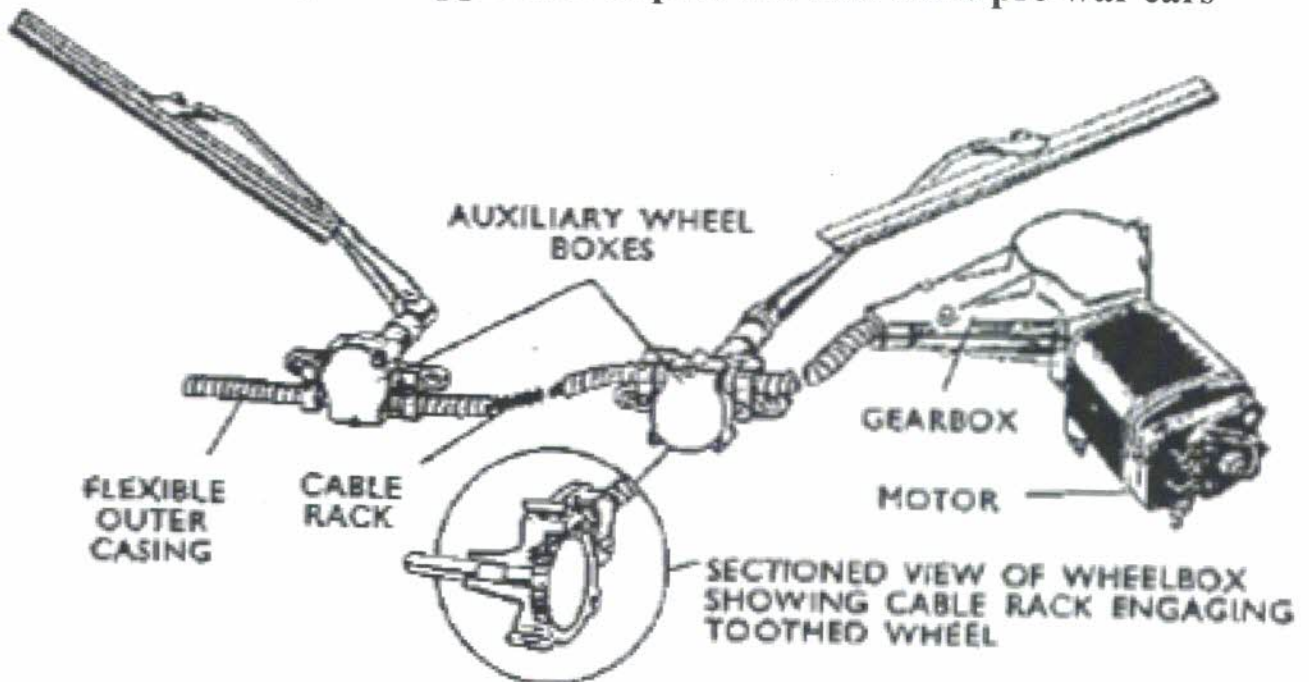
Entry to the gardens is free and a small donation is requested to enter the indoor gallery. You can either bring a picnic lunch to enjoy in the extensive gardens or partake of that provided by the gallery Café (the menu is changed regularly so please visit their website for the current offerings <http://mcclellandgallery.com/>)

Start: 9:30 for 10AM at the Manhattan Hotel, corner of Canterbury Road and Heatherdale Road, Ringwood (Canterbury Road carpark).

IN THE WORKSHOP

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

Lucas windshield wipers - applicable to post war and some pre-war cars



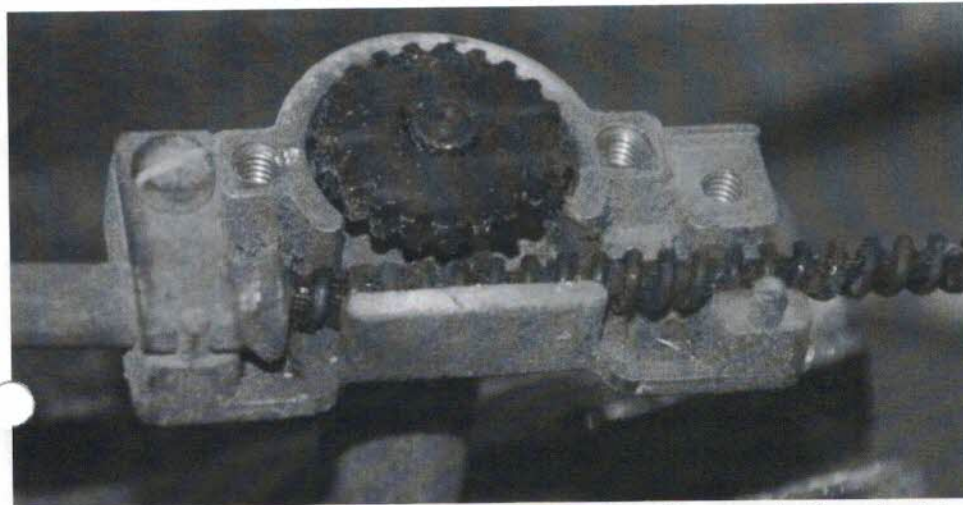
The Lucas “one design fits all” wiper system is a rack consisting of a Bowden cable covered by a wire helix, an electric motor and wheel boxes located at appropriate intervals. With this configuration the system was adapted to suit a myriad of makes and models.

The wipers can be a neglected area in a cars restoration or periodic maintenance schedule. The last thing we want are either hesitant or slow wipers. The Lucas system is simple and relatively effective for the times. Today we are competing for road space with cars that are generations ahead of ours. Good visibility doesn't change no matter what the period, however we need to be even more alert when we venture out in our cars.

In essence our wipers need to be at least as good as when our cars were new. There is much we can do ourselves to remedy wiper issues and mostly at little cost. The first is obviously to make sure that the wiper blades are in good order.

Access to the components varies according to the model and may simply involve the removal of the front dashboard capping piece as is the case with the TA-TC series. On my TA21 {images below} this involves the removal of two screws and the cap can be lifted away exposing the rack and wheel boxes.





The image left shows a typical {uncleaned} wheel box and rack with the cover removed. Little wear is evident on the gear wheel.

With respect to the rack mechanism two issues that affect wiper efficiency can now be outlined. The first involves the "gumming" up of the rack and casing due to the solidification of old grease. This can account for the sluggish

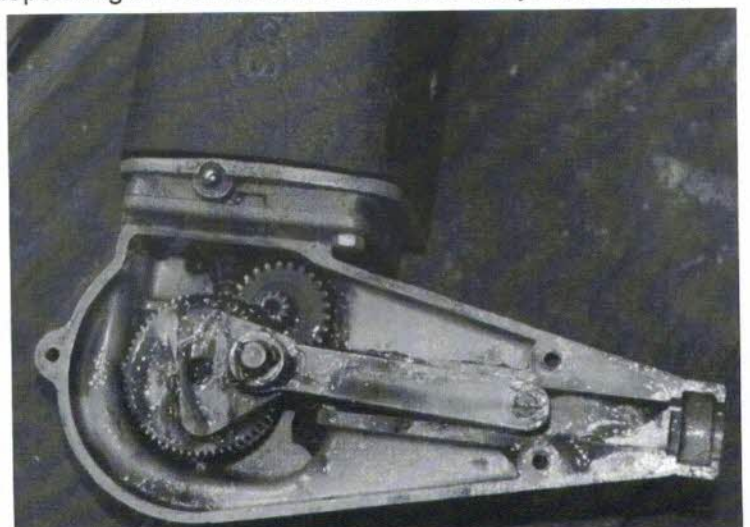
movement of the wiper arms. The second involves the wear in the wheel box teeth themselves. The wheel box teeth slot into the Bowden cable helix and over time the continual backwards and forward movement of the rack helix wears away at the sides of the teeth. Worn teeth often manifest themselves with wiper arms that tend to jerk along the screen.

A solution is to take off each wiper arm and to push the spindle and gear out through the wheel house casing thereby disengaging the cable and then rotating the gear 45 degrees or more in order to engage an unworn section of the gear wheel. Before re-engaging the gear wheel to the rack helix the rack crosshead can be disengaged from the motor and rack pulled through. Depending on the model this may be able to be done in situ. With respect to my TA21 it was easier to undo the three mounting nuts and to rotate the motor to a more accessible position before removing the gearbox cover in order to release the cable. The cable can then be cleaned in solvent and put back and pulled out a few times in order to dislodge dried grease which has adhered to the racks inner casing. When all parts are clean the rack can be lightly oiled, I used a mix of oil and grease on the rack before returning it to the casing. Following this procedure the wheel box shaft can be lubricated and the new gear wheel location can be set and the wheel box covers put back in place. The wiper arms can then be reattached. It is also worth while checking whether the rubber grommets that the spindles exit through are still in serviceable condition.

With respect to the motor, it should be removed and disassembled on a clean bench. The motor itself appears to suffer from two conditions more or less depending on the amount of use over the years, namely worn out bushes (if fitted) and brushes and the usual "gumming" due to old solidified grease. The image right, is of a clean and serviceable motor.

When the gearbox cover was first removed the reciprocating lever was fouled by old hardened grease. Removal and cleaning was a straightforward procedure.

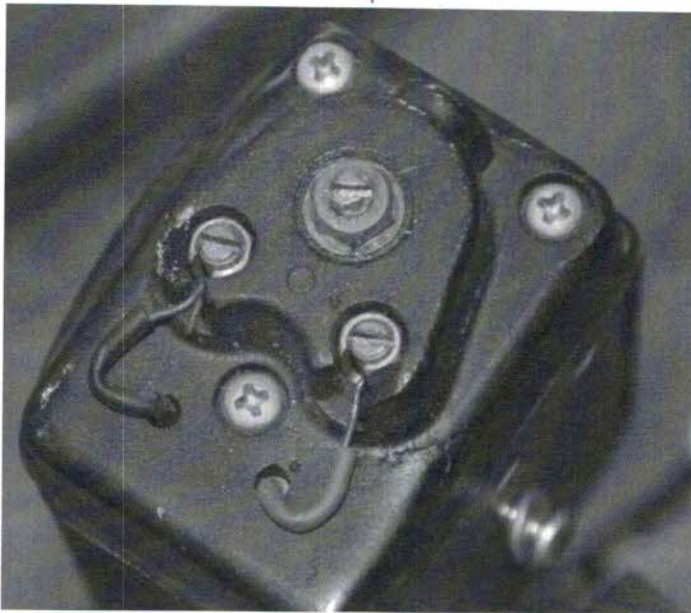
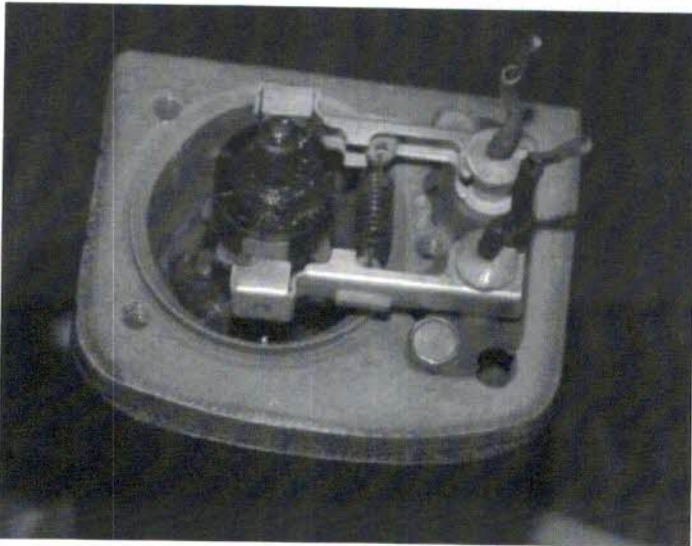
Upon inspection the wiper motor gears showed little wear but this could be due more to a reduction in use due to the relatively dry Australian climate. Lucas motors were robust however and a lot depends upon the time when the motor was manufactured as this system spanned from pre-war until the latter 60's with



respect to Alvis application. If the motor appears to be significantly worn then it is best left to a professional to overhaul. A clean of the armature and shaft ends will reveal a lot. The armature may in fact be quite serviceable with just a run over of the commutator with very fine wet/dry abrasive paper being all that is needed. If this is done it is essential to make sure that grit is not left trapped between the segments of the commutator.

The images below show a typical commutator end and cover that has been cleaned. As can be seen the brushes are satisfactory. In this particular motor, a ball bearing at the top acts as a thrust bearing in order to remove any armature free play and is adjusted from the top cover by a locking nut mechanism. A small amount of grease on the bearing end is applied before reassembly.

It is important that this end play adjuster does not exert too much pressure as in doing so will bind the motor. Motors are not generally polarity sensitive so nothing has to be done if a conversion to negative earth is planned.

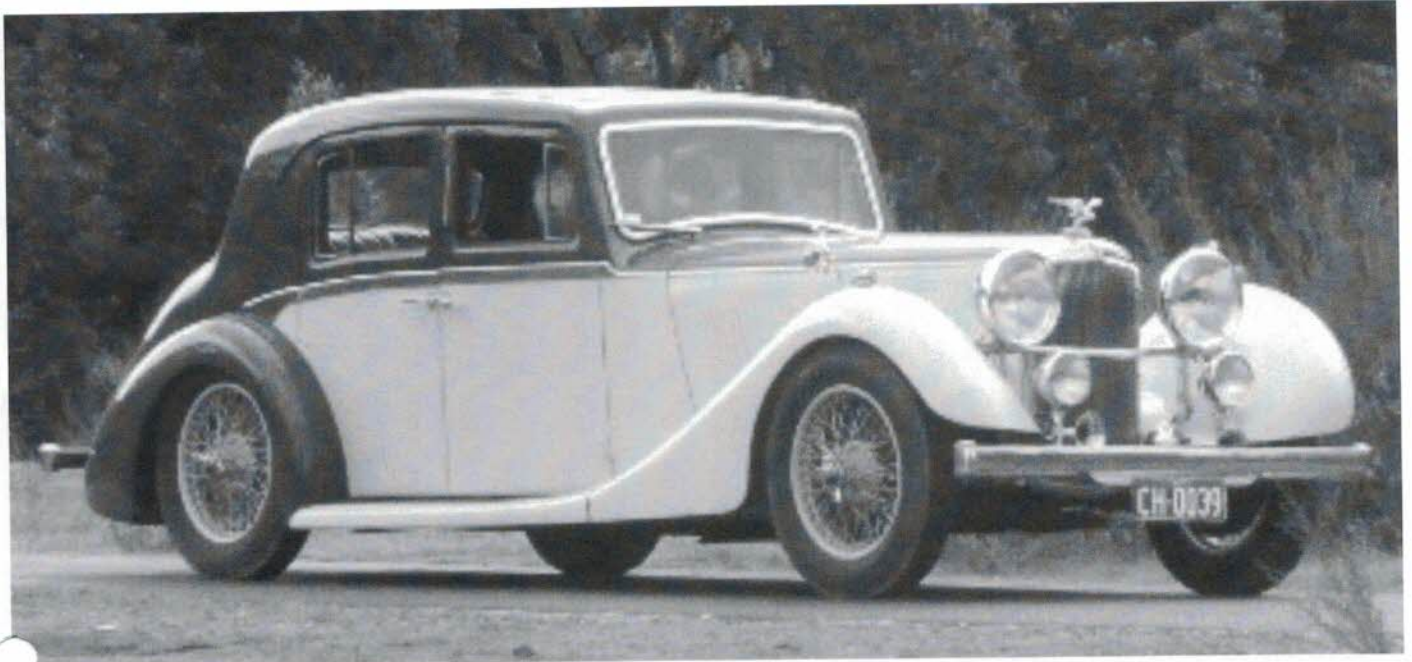


The above motor images are typical of the 1950's period and are given as an example. Later models had wiper arm automatic parking devices and to that extent the motor assembly is more complicated. There is a lot we can do in order to keep our cars in roadworthy condition. The rejuvenation of the wiper mechanism in my TA21 took the best part of a day and the system has been trouble free.

More detailed technical information on this subject can be found in the Lucas Overseas Technical Correspondence Course – Section 8 which I found in PDF format at:

http://mgaguru.com/mgtech/books/lts_otcc.htm along with other Lucas technical publications.

Richard Wallach
richardwallach@hotmail.com
June 2016



OFFERS INVITED

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.
Chassis and engine particulars are as per the factory build sheet.
Body by Bertelli Ltd., Feltham, Middlesex, Sussex, England.

This car is very rare, being one of the only two SA.25.63 3.5 Litre Alvis cars to have been fitted with a Bertelli body. The other was purchased by the late Henk Widengren, a Swedish racing driver of the era and is thought to have been restored in that country. It is thought However, Widengren had his car upgraded to 4.3 Litre specification pre-W.W.II., so strictly speaking it is no longer a 3.5 Litre?

History as far as is known:

The factory build sheet shows that the car left the works on the 2nd of January 1936 as a chassis consigned to Messrs. G. Hartwell, Bournemouth, U.K. The Alvis service card for the car, dated the 25th of March, 1936, identified the owner as Mrs. F.E.Wells-Melbourne, of Oxshot, Surrey. Nothing is known of the car from then until 1959 when the log book was issued to David Wood, landlord of a pub in Litton Cheney, Dorset, who used the car daily until the magneto drive sheared around 1964, after which it stood in his shed for a year or so until the son of a Dorset farmer, Mr. Allan N.W.Percival, bought it around 1965 and from whom it was bought by David Caldwell in 1971.

The car was shipped out to Penang, Malaysia in 1971 and where it began its initial restoration. It was shipped to Australia in mid-72 and completed in 1978.

Its second bare-metal restoration was begun in 1990 and completed in Dec 2009.

The car has significant mechanical problems and would be sold AS IS, WHERE IS.

Initial contact should be made to Andrew McDougall who is assisting the owner.

Andrew McDougall 0427 220 249

FOR SALE



Noted on carsales.com.au a time warp low mileage 12/40. Seen at the 2015 National Rally

FOR SALE

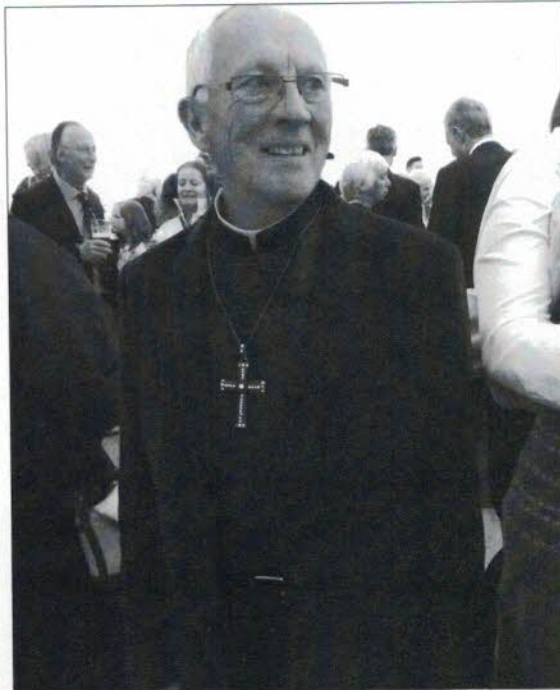
1928 12/50 TG Roadster chassis 6759, engine 7055 L200, car 11602 The car has been restored and is in the colours as it left the factory. Reconditioned head on the car, new flywheel and ring gear (one piece like original), new close ratio gears in the gearbox and a choice of 2 diff ratios 4.3 and 4.7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



ALVIS PEOPLE BEHAVING BADLY



Never in the annals of Alvis People Behaving Badly have we had so many contenders all vying for space on this page. And to make matters worse at an International event of such importance as the Alvis Owner Club's, International Alvis Weekend. This year held at Wroxall Abbey, our Galah Night participants were; clockwise from yjr the top left - Alan McKinnon, Noeline McKinnon, David & Kay Webster and Dale & Maritta Parsell.



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.

Known history;

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

TIES

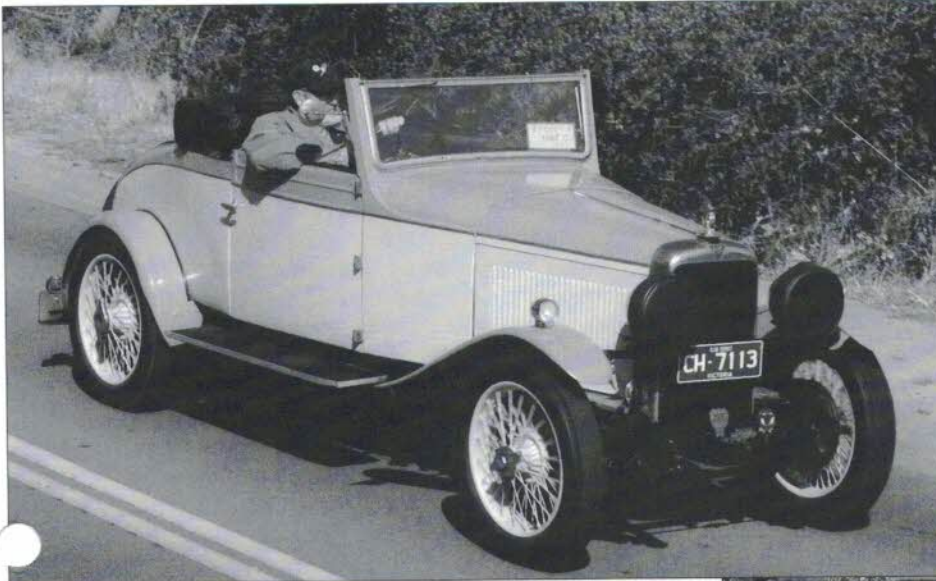
\$25
EACH



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



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

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.

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

FOR SALE

As sighted on the Just Cars website:
justcars.com.au



1950 Alvis TB14

WANTED – two grease nipples with BSF threads, to suit a Speed 20. (NOT BUTTON NIPPLES) Mark Weller, ph 9818 4324

FOR SALE

Car badges \$30.00 each
Lapel badges \$10.00 each
Cloth badges \$5.00 each
Key rings \$15.00 each
'fridge magnets \$3.00 each

Ring Marg Lang (Treasurer) on
0407 667 609

From the Parsell Blog:

Day 16 Lerwick in Shetland to Lunna House

This morning we arrived on the Shetland Islands into the largest city, Lerwick. We docked at just after 7 am, making it a 13 hour crossing.

It was very smooth with only a gentle rocking motion. The food on board was fine with a bistro style menu but Dale is quite happy with the Haddock (somewhat similar to our flake). The layout of the ferry was almost exactly the same as the Spirit of Tasmania and the staff were so helpful and pleasant. It was lovely to see that we had tea and coffee facilities in each cabinet rather than having to go upstairs to buy one especially first thing in the morning! Another wonderful bonus is that you can stay on board to have breakfast. Drivers are asked to take the cars off the ferry but can park them onshore in a special parking area and return to finish breakfast. Much more civilised!

We opted to have our breakfast on shore. On leaving the boat we were greeted by representatives of the car show committee and they commented that we were the very first cars to arrive. While it was quite cold, it was the wind that was the problem. Very gusty.

We stopped at a lovely new café just outside Lerwick on the foreshore. David suggested we should first stop at the visitors centre in Lerwick and Noeline wanted to stop at Boots Pharmacy to see if she could get something to help with a blocked ear.

We then visited the museum in Scalloway to see the Shetland Bus display as this would be relevant to our stay at Lunna House. The "Shetland Bus" was the name given to the team of Norwegian Fishing boats (and their crews) which were used to transport refugees and arms in and out of Norway during World War 2. These brave men crossed the short but extremely dangerous stretch of water in the depths of winter to rescue a large number of men, women and children.

In the afternoon we made our way across the island from Lerwick, about an hours drive north. We were lucky enough to be staying at Lunna House which has a pivotal history on the island related to the Shetland Bus. David is close friends with our hosts Helen and Tony both of whom were there to greet us. Not having met them before it was a little surprising but Helen rushed over and hugged each and every one of us. It was a wonderful start to our Shetland experience.



David & Kaye Webster, Alan & Noeline McKinnon & Dale Parsell. Maritta Parsell behind the camera.



Quick stop to discuss directions...and enjoy the view. Websters in their Firefly. McKimmons & Parsells in loaner 12/60 & Speed 20.



Cars silhouetted against Glenkiln house