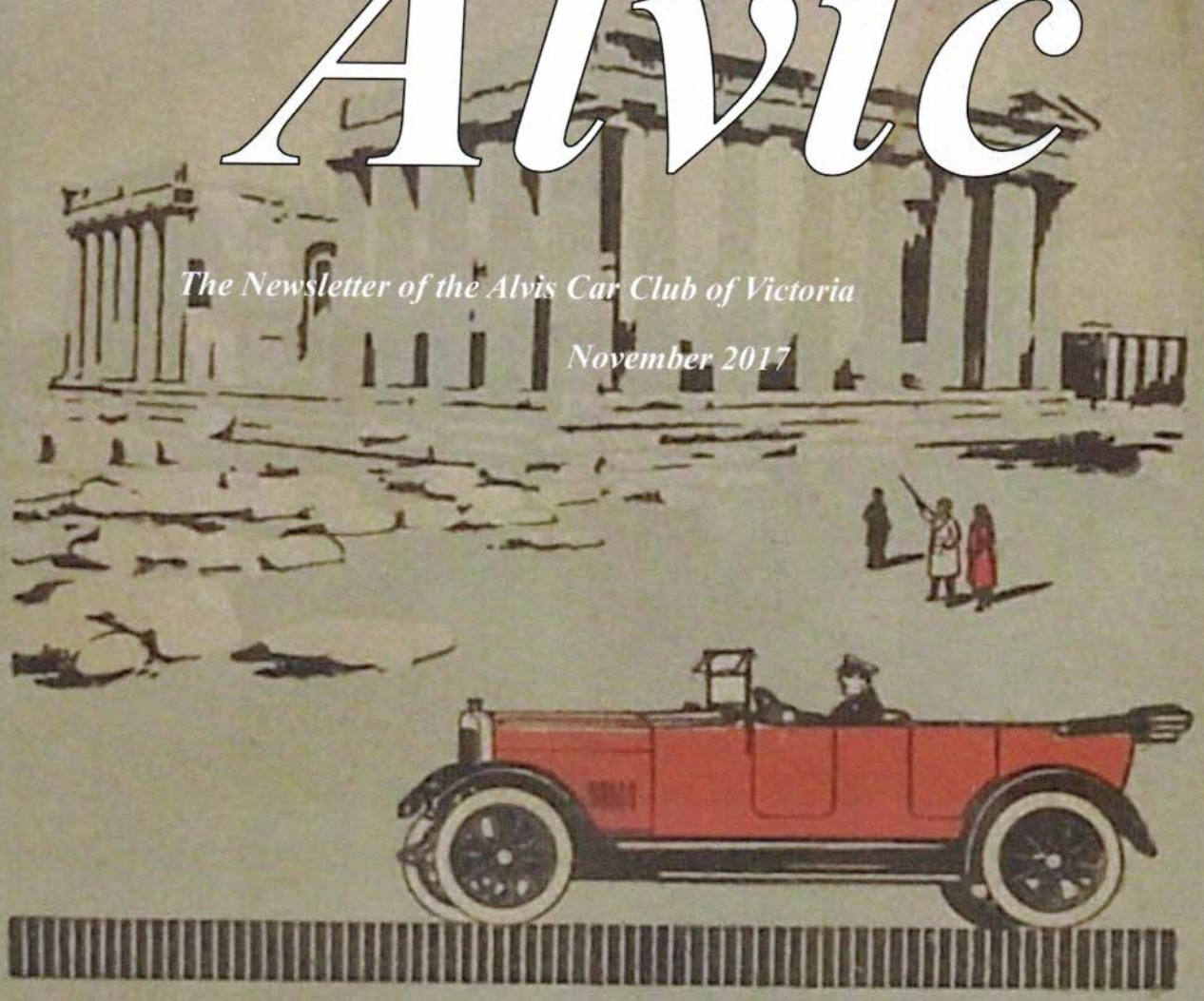
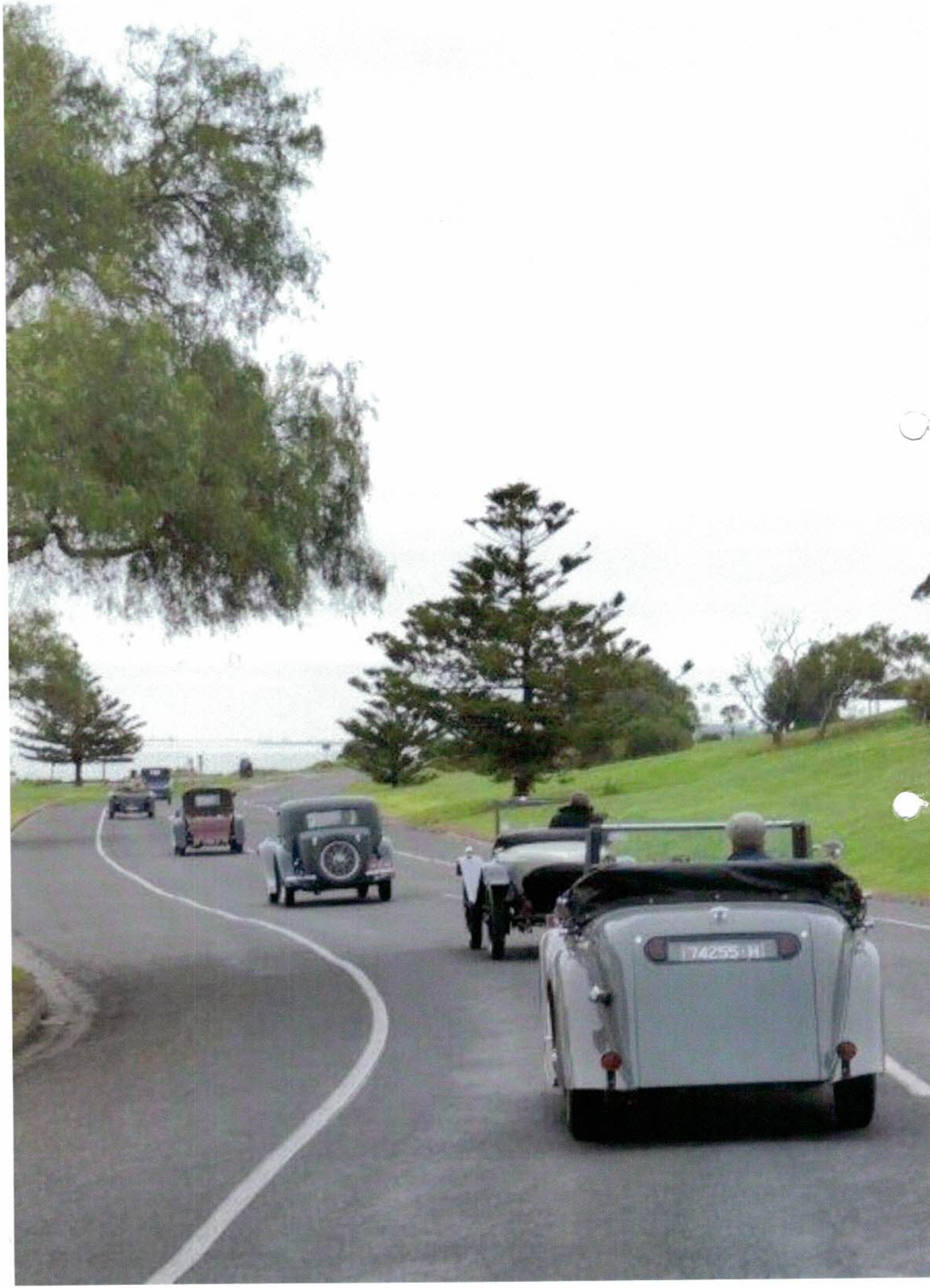
Alvic

The Newsletter of the Alvis Car Club of Victoria

November 2017



TRUE TO NAME



November 2017
VOL 57 ISSUE 10

Alvis Car Club of Victoria (Inc)

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AGM
PLEASE BRING SOME NIBBLES. IF YOU DON'T LIKE WINE, YOU HAD BETTER BRING SOMETHING TO DRINK!

A warm welcome to Colin Wilson & John Lawson

2017 COMING EVENTS

NOV 17 **ANNUAL GENERAL MEETING**

19 **TALL SHIP CRUISE (Mark Weller)** **SEE PAGE 6**

27,28,29 **GREAT OCEAN ROAD DRIVE)** **SEE PAGE 19**

DEC 3 CHRISTMAS PARTY - Barrabool (Dale Anderson) 135 Andersons Road Barrabool. The 135 number means we are 1,350 meters or 1.35 km from the corner of Barrabool and Andersons Rds. There is a sand stone Uniting Church on the corner. Coming from Barrabool Rd we are the second farm on the left at the top of the hill. Balloons will be on the power pole opposite the entrance. Andersons Rd does run right through to Princess High Way and some GPS will bring you that way. My mobile number is 0415521138 for anyone who gets lost.

Page 2. Bellarine Weekend Away. Cars in trail past Geelong's Eastern Beach

NOVEMBER PRESIDENT'S REPORT

Due to having just returned from being away overseas for 5 weeks, the Club's AGM and Awards night was held over from the normal time of October to the upcoming November meeting. I invite as many people along to this meeting as possible to participate in the election of the committee for the forthcoming year and also to congratulate the award winners.

I also wish to take the opportunity of welcoming two new members to our Club; Colin Wilson from Geelong, whom I understand previously owned a TD21 and is seeking to purchase another TD or TE 21. We look forward to Colin being successful and in having him join us on events in an Alvis, but in the mean time he will be most welcome to join us in his Morgan or Bentley. We now have quite a band of Alvis owners and enthusiasts in the Bellarine area and I am sure that they will welcome having Colin amongst their fold.

Also John Lawson who has acquired Allan Wettenhall's 12/50. John has a long history of vintage and other cars, however this is his first Alvis and we look forward to him joining in Club activities.

In the post script of my report for last month, I spoke about the great experience of meeting the 12/70 Alvis owners in Jersey. Since then, whilst not specifically Alvis, we had the opportunity of having great impromptu discussions with enthusiasts and their cars whilst in Malta and Cyprus. Whilst walking along a road in Malta we came across a couple in their immaculate BRG Austin Healey Sprite with the hood down and enjoying a weekend drive in the sun.

We ended up talking for some time about our interest in classic cars and found out that the owner had restored his car from a rusty hulk and had other projects including a potent Ford Escort. And a big Healey for which he is seeking the correct engine. Annually he makes a pilgrimage to the Beaulieu Swap looking for parts for his various projects. Whilst walking in the Greek portion of the divided capital city of Nicosia in Cyprus, we saw an immaculate 1981 Leyland Mini 850 parked in a street. We got into conversation with the two occupants, who were both very enthusiastic classic car owners. The mini had been owned since new by the grandmother of the driver and she had driven the car until she was 93. He also, at the age of 17, got his licence in it. Prior to his grandmother's death, he restored the car and she was able to have a drive.

Their other interests were Alfa Romeo and Lancia cars of which they have a number of examples and which are all original supply to Cyprus. Interestingly the Lancia enthusiast had been following the blog on the recent Lancia rally in Tasmania and is currently restoring a Fulvia sedan and coincidentally a friend of mine whilst on the Tasmanian Lancia rally purchased a Fulvia in Hobart.

I have put the two of them in contact so that they can share experiences. It is great to catch up with like minded enthusiast no matter where you go. You also realise how small the world is in this electronic age, with an enthusiast keeping abreast of a rally on the other side of the world.

If you think that Victoria has too many red light, speed cameras and speed humps in the road, then you should try driving in Cyprus. They are almost wall to wall. However the locals must know which cameras are working as I was frequently passed, doing the nominated speed, by Cypriots in both the Greek and Turkish areas of the island. However I found driving in Cyprus pretty straight forward and the local drivers pretty good and respectful even if the use of indicators is haphazard.

Of course the ease of driving was assisted by them having right hand drive cars. The hire cars have a red number plate as opposed to the standard white background plate so that the hire cars were easy to spot. We never ceased to be amazed at the number of tourists getting around. The historic sites in both Malta and Cyprus, dating from the Stone Age through, Bronze, Hellenistic, Roman and Medieval times are wonderful and are well worth a visit if you get the opportunity. Both islands have experienced a huge amount of cultural diversity over the millennia.

Back at home I hear that Peter Miller has received the Speed 25 Charlesworth body from Canada for his Speed 25 restoration project. Apparently it is at least as good, or better than he had expected. Whilst it is a shame that a perfectly good saloon car was wrecked in order to build a special, it has turned out to be to Peter's benefit. We look forward to seeing his finished project on the road sooner than otherwise would have been the case.

Three Alvis events remain for the year: the Sail on Port Phillip, a trip along the Great Ocean Road at the end of November and the Christmas party at the Anderson's home. Details are in ALVIC. I am looking forward to the Bendigo Swap Meet where I hope to get rubber sections for my Speed 25 restoration project.

Please let me know by Wednesday evening if you will be at the Malvernvale Hotel for a meal prior to the November meeting.

Andrew McDougall

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

Also to the photographers whose work is so very important

PRESIDENT'S REPORT FOR 2016 – 2017 YEAR

I wish to report that we have had a very active and successful year, with many events and the joining of new members. The Awards Night together with the AGM for this year has been held over to November, so in anticipation I congratulate the worthy recipients. I particularly wish to thank the members of the executive and committee for re-nominating and in particular Malcolm Ferguson who agreed to join the committee and provide fresh ideas. I wish to thank the committee and members who have been instrumental in organising events, for their great contribution to the well being of our Club, throughout the year. Due to other commitments I have missed a number of monthly meetings and hence wish to thank Mark Weller and John Hetherington for covering my absence.

At the Christmas barbecue hosted by the Tonkins it was very pleasing to have the regular attendees supported by a great roll up on new members, many of whom had travelled quite some distance to be there. We also greatly appreciated having Chris Higgins arrive in his recently acquired Firebird Saloon with its wonderful originality and patina.

As is customary we saw in the new calendar year with the January barbecue at the Kevin Bartlett Reserve. Besides our own good roll up of members we were pleased to be joined by Madge and Mac Hulbert and members of the Armstrong Siddeley Club.

The Club was involved in a couple of very successful public displays; the RACV/AOMC Classic Showcase at Flemington which provided good public recognition for the marque and a month later the run up to and display at Kalorama, where Alvis was the featured marque.

It has been pleasing to see progress with car restoration projects and the acquisition of cars by our members. This is an indication of a healthy ongoing interest in our Club and in Alvis cars. I also wish to express my appreciation of the assistance given by members to other members in addressing issues with their vehicles. Of particular note is the wonderful work done by Peter Miller in getting the Caldwell 3.5Litre saloon into a running condition, which ultimately led to the sale of this car to the Fergusons. With a bit more refurbishment it will be good to have this car back on the road and being enjoyed by its new owners.

We enjoyed numerous well supported day runs, including a run to Kyneton to the very interesting Lost Trades Fair, a run and lunch to the Yarra Valley, a specific run organised by the Tonkins to celebrate 50 years since the production of the last Alvis and to the Point Cook Air Museum which proved to be a popular mid week run. An attempt at holding an early morning run was postponed due to lack of numbers. With wide dispersal of members we will review if early morning runs are feasible.

We enjoyed the presentations given at monthly meetings by guest speakers: including our own Richard Tonkin on the launch of a satellite by a team of university students, of which he was a member; a presentation by Stan Bone on his gold mining exploits and a presentation given on electrical systems for our era of vehicles. All presentations were well received and provide additional interest at our monthly meetings. I encourage members to put forward suggestions for suitable presenters and topics for the coming year. We were also pleased to welcome Heather Goldsmith, President of the NSW Club, to a monthly meeting. She went away from the meeting with the feeling that Alvis owners in Australia are universally friendly and welcoming.

This was the year for the National Rally which was run in Warwick in Queensland. The Victorians who were able to attend thoroughly enjoyed the rally and in particular the most interesting and enjoyable run up to Warwick, expertly organised by Noeline and Alan McKinnon. The National Rally served to demonstrate that the interest in Alvis and camaraderie amongst the members is strong nationally. On behalf of those Victorians who were able to attend I wish to thank Tour Director Ronnie Brown and her active Queensland band of enthusiasts, ably supported by Heather Goldsmith from the NSW Club, for their efforts in staging a great event.

Being a national rally year our Club only ran one weekend away. This was a cracker and was thoroughly enjoyed by all. We really appreciated the efforts of new members Dale and Judy Anderson, supported by Mark Weller and the local helpers, in organising a weekend based on the Bellarine Peninsula and which attracted so much participation of members who live in the area. A special feature was driving the roads in the company of an Alvis Stalwart. This continues our theme of holding weekends away in country areas where some of our more remote members live and for them to be able to showcase their area. We plan to continue with this approach.

Whilst our Club does not provide for competitive events we are most appreciative of members who still campaign Alvis cars competitively in events provided by others. Of note was the winning of the VSCC Alpine Trial by Alan Willingham in his 12/50 Ducksback, the racing at Winton by Geoff Hood in the 12/50 race car and Andrew Green in

his 12/50 and the number of Alvis participating in the Rob Roy hill climb. No doubt there are other events where members are enjoying the competitive aspects of Alvis motoring.

The Alvis family is international, where people with an interest in the marque are warmly welcomed. Examples of this in the past year include the participation of the McKinnons on international runs in a loaned 12/50 and Frances and my recent experience in Jersey, where we spied a 12/70 in a garage and were then welcomed by the owners and taken for a drive.

On a similar theme, plans are being developed to celebrate the 100 years of Alvis, straddling the 2019/2020 year. Already an active sub-committee from our Club is detail planning a 19 day run in South East Australia, in March 2019, for national and international participants. This is prior to the 2019 National Rally (with 100th anniversary theme) which is being organised by the NSW Club. Expression of interest forms for the Australian events have been published locally as well as overseas. We have already received some expressions of interest from both local and overseas enthusiasts and we look forward to receiving many more in the near future. We are still awaiting details on the events planned for Europe and the UK in 2020. However there are a number of Australian Alvis owners who have expressed interest in participating in these events.

I wish to congratulate the incoming committee and I look forward to our Club and its members enjoying a great forthcoming year of active Alvis motoring and camaraderie.

Andrew McDougall

PLEASE NOTE THAT THE 2018 – 19 JOINT MEMBERSHIP BOOKLET FOR BOTH THE ALVIS CAR CLUB (NSW) & THE ALVIS CAR CLUB OF VICTORIA IS BEING UPDATED AT THIS TIME.
ANY CHANGES TO YOUR DETAILS NEED TO BE ADVISED NOW

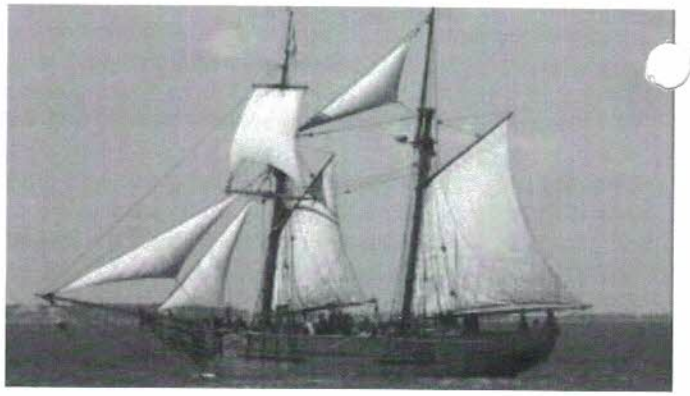
SUNDAY 19th NOVEMBER

CRUISE IN A TWO-MASTED SCHOONER

Our sail on Port Philip Bay on the replica of John Pascoe Fawkner's Schooner 'Enterprize' – the ship that sailed from Van Diemen's Land in 1835 with the first permanent white settlers, is all set for Sunday 19th November at 2.30pm.

We are to meet for lunch beforehand at 12 noon at "Al Porto Vecchio," 175 Nelson Pl, Williamstown.

Special parking is expected to be available for our Alvis cars (details TBA). Bring your oilskins if it is to rain!



If you want to come but have not already booked with Mark Weller, you need to book direct with the Enterprize team:

https://epzst.bookingboss.com/booknow.cfm?e=EPZST1757

GOOD NEWS WEEK

Every week is a good news week, because you can always think of something worse that could have happened, but didn't!

Very warm welcome to Colin Wilson from Geelong who has previously owned a TD21 and would like to find another or TE21. Colin writes that in doing so he would like to join in the Club events and outings.

Also a very warm welcome to John Lawson who has been very active in the VSCC and has acquired Allan Wettenhall's 12/50. John writes that the car will be used to give Alan Willingham some more competition in VSCC events and will really be used. He might also give some to the other 12/50s in that club.

Hello John, I am no longer in possession of an Alvis, having done a deal with John Lawson, I am back in the prewar MG fold. I am sure John will give the 12/50 plenty of work as he seems to be very active in VSCC events. And he said something about now being able to give Allan Willingham a hard time. Thanks for all your help and making me welcome in the club, I must say I enjoyed everybody's company. Just I wasn't the right fit for the car. Regards Allan Wettenhall.

We have enjoyed Allan's participation in the ACCV and regardless of what he is driving we would like his & Ros' company.

A few weeks ago, Dale Anderson bought a 4 poster hoist for his shed. Several Club members went down to Barrabool to help successfully assemble the beast. Dale sent the accompanying photo which suggests that it was not all hard work.

Dale's caption was "aren't you reading the instructions upside down?"

Peter Miller & Geoff Ross actually looking for the instructions!

Two ACCV members were placed in the Alvis Owner Club's "Julian Collins Literary Award"

Second place: *One of two Nick Simpson major pieces -on "G.P. Freville DFP and the Alvis "*

Third place: *in Bulletin 564 Richard Wallach's Workshop illustrated descent into the 3 litre distributor, with a special warning about lubrication needs even when electronic. One of many helpful technical pieces over the years.*

Congratulations to both

Hi John
The two pictures of Les Lees dash board on page 12 of the October ALVIC, are actually the "Alvis Works" car taken not at Fisherman's bend but in Coventry in about the 1960s. My Uncle who lived just outside Coventry sent me two colour slides of the car almost exactly the same as these.

Cheers Paul Bamford

Congratulations to Bruce Cunningham who is the new President of the NSW Club

Recently having had some wheel work done on Big Red, I ordered 5 each extra, short & long spokes that could be fitted locally rather than 2 x 1 hour + trips to Heidelberg for drop off and pick up.

In preparation for the Great Ocean Road event, I checked and found 5 long spokes broken scattered around the 4 road tyres. But as TD automotive Services were fitting them, another breakage was found.

Rang DG Wheel Repairs at 11 Beatice Ave Heidelberg and said I have put 2 broken spokes in the mail to you, please can I have 10 more.

Due Melbourne Cup Week, broken spokes arrived at DG on Thursday; had the new returned in the post Friday morning.

What a service!

Recommendations get everyone into trouble so, above is my experience. DG Wheel Repairs, address above. Ring David between 8.00am & 1.00pm on 0409 956 280, or visit. I had super service!

..... John Lang

Interesting that the last paragraph on the previous page was relating to spokes in wire wheels and now many thanks to Nick Simpson, who is the Alvis Owner Club Technical Officer, this very interesting article on Alvis Independent Front Wheel Suspension. Having once owned a car that suffered from wheel shimmy, this is an article to read and tuck away somewhere safe hoping not to have to ever bring it out.

..... *ed*

The AOC Technical Advisor takes a look at

PRE-WAR ALVIS INDEPENDENT FRONT WHEEL SUSPENSION SYSTEMS
and
Maintenance Issues.

Suspension systems are required not only for the comfort of the occupants of a car, but just as importantly, to keep the wheels in contact with the road as they pass over irregularities and to keep them in the best geometrically correct positions as possible during the varied movements of the suspension. The problem has always been that these three requirements are in conflict with each other physically and mathematically so the car-makers had to resort to compromises to achieve an all round performance.

Smith-Clarke, the Chief Engineer at Alvis was a devotee of independent front wheels suspension, not only for comfort, but also because it was more resistant to wobble issues by not interconnecting the wheels with a beam axle. However, the use of a single transverse spring can still allow unwanted wheel movements to transfer through the *spring*, as we shall see.

The Speed Twentyfive and 4.3 Litre cars continued the use of an arrangement with a single transverse spring that dated from 1933 on Crested Eagle models. There are detail differences when compared with earlier models. The SB20 used front spring part number N12192 with later cars adopting N 13389 A. This carried through on SC and SD Speed Twenties up to and including the 3.5 Litre. For the SB, SC 4.3 and SC Speed Twentyfive the Works made use of more of the length of each end of the transverse spring by reducing the saddle and clamp length from twelve to six inches and a new front spring, N 14558 A was specified.

Lengthening the active part of the main leaf by three inches on each end softened the spring, modulating the rather firm ride of the earlier cars. A downside could be that the softer rate narrowed the parameters that allow a *harmonic couple* to form; the longer upper spring-leaves when compressed allow positive camber of the outside front wheel during roll in a turn. This causes the tyre tread to roll away from its normal footprint reducing road grip. This was not a big problem when the cars were new, but in later life with spring wear and a worn chassis, there could be trouble.

The purpose of the spring modification was to improve the comfort and ride of the top of the Alvis range of cars when competing with other quality makes. Competitors had begun to fit independent front wheel suspension; Daimler, Rolls-Royce and Bentley, to name only a few at the quality end of the market. They were entering the IFS market late, but most had elected to use the double wishbone, torsion bar or coil spring systems with longer lower wishbones. Some makers did use a transverse spring as the lower 'wishbones,' with shorter wishbones for the uppers, better retaining the wheel camber on the outside wheel during roll. By 1939, with re-armament underway, war looming and car sales falling away, Alvis took a pragmatic view to re-design and were content to tinker around the edges of what was a sound, if dated arrangement to keep the cars competitive.

The real *bête-noir* of the Alvis design was that it transmitted almost all of the road, steering, suspension and braking shocks, horizontally, vertically and laterally into the front chassis cross-member. From the SC Speed Twenty onwards, a strengthening plate was added underneath the front cross member in an attempt to increase its rigidity, two semi-cruciform chassis members were added to carry the engine and steering relay arms and although advancing the steering arrangement close to postwar layouts, these modifications did nothing to reduce the stresses to the front cross member. Over time and mileage, especially with hard-driven cars, loose chassis rivets and worn spring mount drillings in the cross member could be experienced. A cracked spring saddle (common) is a sure sign the chassis rivets are moving. Cars with independent front suspension required careful maintenance in their first service lives to retain their original handling characteristics and today, with many cars over eighty years old, special attention is required so that the original makers performance may be enjoyed.

Irregularities of road wheel movement at the front end of the chassis lead to rapid wear in the steering and front suspension parts and this may lead in turn to wear in the chassis itself. On the surface, maintenance appears fairly straightforward by replacement of items such as worn bushings, king-pins, ball joints and pins etc, etc. Some cars suffer from wheel wobble issues after replacement of these parts and the wobble may develop into a condition that is known as *Shimmy*.

Shimmy requires an understanding of suspension and steering dynamics so lets first take a look at the symptoms:- It usually begins with a mild wobble sometimes known as *patter* caused by one of the wheel (hub/brake/kingpin) assemblies bouncing gently and repeatedly, sending small movements through to the steering wheel. The cause may simply be a weak shock absorber.

If nothing is done about it, *patter* may eventually increase in amplitude until it reaches alarming proportions as the movements are transmitted through the front spring and the tie-rods to the front suspension assembly on the other side of the car. When this occurs the *patter* is said to have developed into *shimmy*; the road wheels are *precessing* and a *harmonic couple* has been created. There's nothing musical about it; the shaking wracks the entire car and the couple can reach the *natural resonance* of the entire vehicle. The steering, suspension and chassis may be subject to severe damage and it may be difficult to bring the car to a stop; braking increases the wracking and the situation may be frightening and dangerous.

I knew little about shimmy or its causes; it was time to study the issue and try to learn more as the factory people who might have known about these things were long gone upstairs and there did not seem to be anything about it in maintenance information. Discreet enquiries revealed that some owners who had experienced shimmy said very little and sometimes sold the car.... Further investigation revealed that the problem *was* known in Alvis staff circles. An article by W.Boddy in a 1970's Motor Sport magazine interviewed Alvis people in retirement; it showed that some well-respected Alvis people knew about it....

So, for those who would like a technical read, get settled in with a generous glass of something comforting as it may take a read or two to get to grips with the physics of the problem. If you don't like physics and technical stuff, move on to the later paragraphs where solutions are discussed!

There are varying views on the theoretical causes of shimmy; the subject involves the gyroscopic effects of the spinning front wheels of a car. Movements from the initiating wheel are transferred through the cars' steering to the wheel/ suspension unit on the opposite side of the car and the chassis as a whole. The obligatory Ackermann steering geometry on all our cars intensifies the effects of shimmy due to the build-up of steering lever angles at each front wheel; these angles are necessary to give the front wheels their correct radius in a turn.

Shimmy, rarely mentioned with today's cars, troubled many earlier vehicles (including Rolls-Royce cars) when large diameter, heavy wheels, tyres and brakes were needed to hold up, steer and stop large heavy cars. Shimmy has been eradicated in modern vehicles, chiefly by reducing the un-sprung mass and the widespread adoption of rack & pinion steering, low profile tyres and lightweight alloy wheels. Stiffness in a steering system has been shown to be a convenient antidote to shimmy and is why modern power steered vehicles are so heavy to steer at parking speeds if the assistance is not operating. Shimmy occurs with beam-axled cars as well as those with independent front wheel suspension. This article is specifically concerned with the prewar Alvis IFS models, in particular the Speed Twentyfive and 4.3 Litre cars.

In its mildest form wheel-wobble is an annoyance and the 'period' or 'patter' may sometimes be 'driven-through' and improved with a wheel balance or new shock absorbers. A car may show no symptoms for a long period until a particular road surface or an unusual undulation starts the cycle. Shimmy develops over a long time as the vehicle wears; investigations showed that troubled cars often had long, long histories of this irritating problem.

Shimmy is latent in every Ackermann steered vehicle, lying dormant until wear and degradation of certain parts of the car allows the parameters, engineered out by the designers, to

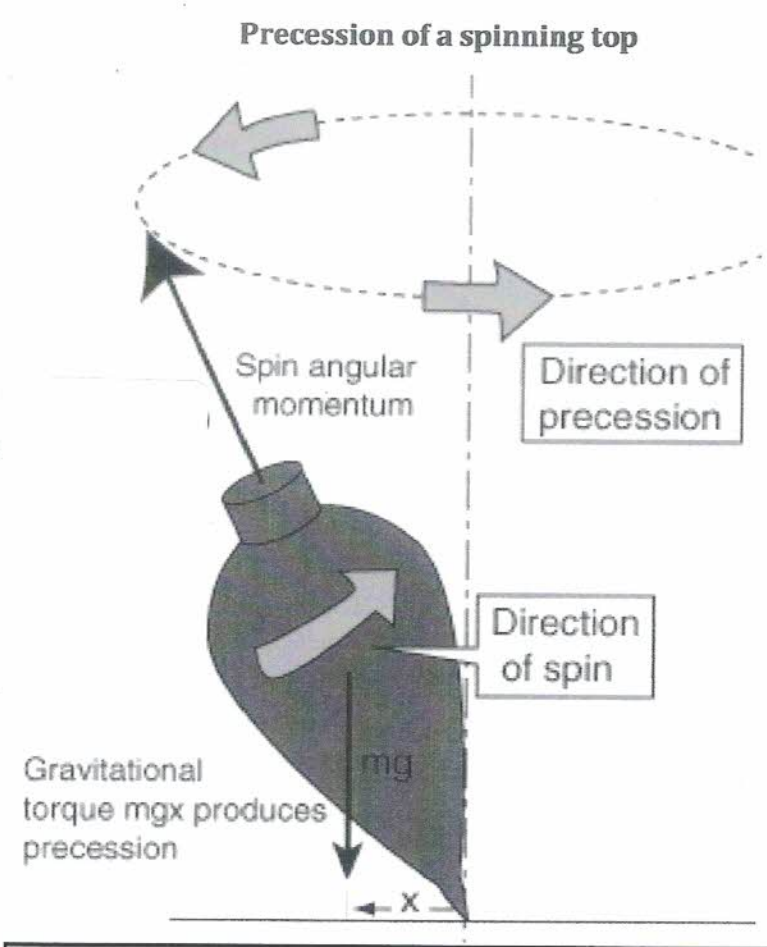


DIAGRAM 1
A schematic diagram of a spinning top showing the forces of Precession.

move closer together and create the conditions for a harmonic couple to form. The most likely parameters to have altered are an increase in un-sprung weight, a weakened front spring and a worn chassis. We will look at solutions to the problem in more detail further on. Next we will take a close look at the stages of shimmy; they are a tad complex and quite interesting so, for those in for the long-haul, refill your glass and stay with me!

We believe that shimmy develops from gyroscopic effects generated by the front wheels of the car as they spin. These effects are said to cause another phenomenon of physics called *precession* and this is the little bastard gremlin that causes all the trouble, taking a shimmying car to the point of no return!

A practical way of learning about precession is to check out the action of a child's simple traditional toy spinning top. A rapidly spinning top will *precess* in a direction determined by the torque exerted by its weight; spin a top on a flat surface, and you will see its top end revolve in an oval pattern about the vertical direction, this is precession. Now look more closely, as the spin of the top slows, you will see the precession becomes faster and faster. It then begins to bob up and down and finally falls over, showing that the precession speed gets faster as the spin speed gets slower because the precession/angular velocity of a spinning top is inversely proportional to its spin speed. This phenomenon is the cause of shimmy problems and a classic problem in mechanics that leads to a considerable number of physical and mathematical concepts – (we don't need to go into those – refill the glass!) By way of a small diversion, our planet Earth precesses; it is the tilting (precession) of Earth toward and away from the sun that gives us our seasons....

The shimmy cycle may be divided into stages :-

ONE. The spinning front road wheels of our car are gyroscopes; unlike the child's toy spinning top, they are held in a vertical plane by the suspension mechanism. Traversing a bump in the road, in much the same way as the child's top, precession begins to wobble the cars' stub-axle in an oval rotation (*angular velocity*) as the wheel itself continues to spin normally on its hub bearings.

TWO. The precession (oval rotation of the stub-axle) is restricted because the car's king pin steering mechanism only allows it to move fore and aft (to steer the car.) This lateral rocking is transferred through the tie rods causing the wheel/ hub assembly on the opposite side of the car to rock in unison.

THREE. The initiating wheel/hub assembly's precession is forced to attain its oval pattern (*angular velocity*) in the only way it can by rocking the wheel/hub assembly against the flexible transverse spring to which it is attached. The shimmy is established; the road wheel is rocking left and right about the king-pin *and* bouncing the end of the transverse spring up and down. Any extra weight that has been added to the wheels; oversized tyres, excessive wheel balance weights, ACE discs *and* any softening of the rate of the transverse spring due to old age and wear facilitates the flailing of the assemblies.

FOUR. Because each end of the spring is being alternately compressed and relaxed with ever increasing amplitude, the weight of the flailing wheel assemblies cause the front end of the chassis to twist repeatedly in unison. This adds momentum to the raising and lowering of each wheel aided by the spring effect of the contact part of the tyre as it strikes the road surface. This creates excessive toe-in and toe-out as the wheels are alternately slammed with increasing force onto the road surface. It's like a sort of perpetual motion and at this point you are in for the full ride.... At this time damage may occur as the natural frequency of the entire vehicle is reached and equipment such as the radiator, bonnet and lamp glasses may be shaken off. I recall seeing a shimmying Speed Twentyfive approaching me years ago on the North Circular Road in London where I observed the front bumper ends alternately and spectacularly striking the road surface like a military Band Major's marching staff as the chassis twisted.

****

We know from the child's spinning top that interfering with the precession cycle causes the angular velocity to increase uncontrollably before the top falls over. In a car, this translates into a difficult situation because the natural reaction of the driver is to apply the brakes and steer to the side of the road. In practice braking and steering interferes with the precession cycle and makes the vehicle almost uncontrollable; its better to let the speed fall away naturally and engage the lower gears progressively until the shimmy is exhausted.

Maurice Olley, a famous British suspension engineer who worked for Rolls-Royce and later General Motors described the symptoms of a shimmy thus:-

"The cycle was always that the downward moving wheel contacted the road toed-in (as much as 10 degrees). The road contact swerved the wheel out through as much as 20 degrees very rapidly, causing a gyroscopic torque due to the forced precession of both wheels. And this torque lifted the down wheel and slammed its opposite number down on the road in the toed-in position, which continued and built up the cycle".

There is no 'band-aid' cure for shimmy; a planned overhaul of the car's chassis, steering and suspension is required in such a way that all suspect and worn elements are overhauled simultaneously to give the chassis a new service life. If a car has shimmied for some time almost the entire car will have been strained and it is essential to solve *all* the problems.

As a starting point, reduce un-sprung weight by checking for the correct tyre size, (5.50X19). Some owners have fitted 5.75, 6.00 or even 6.50 X 19 tyres because they look quite 'butch', or when a special deal has been offered on those sizes; they are too heavy and will contribute to a shimmy. I asked myself why the Works did not equip their 100 mph saloons and sports cars with a size of tyre greater than their smaller and lighter1933 sports cars? I guess they were worried that increasing un-sprung weight could be a problem.... By contrast, the Crested Eagle models *were* specified with 6.00 x 19 tyres; but these cars made use of the earlier double drag-link (same as the SB Speed Twenty) steering system. It may be significant, that I have never encountered shimmy on a Crested Eagle or SB Speed Twenty. It is possible that the extra joints and remote track-rod add extra stiffness; known deterrents to shimmy....

Wilmot-Breeden 'harmonic' front bumpers:- these incorporate lead weights in the drums at each end to damp chassis twisting motions by working in a similar manner to a high-wire artist's balancing pole. By damping chassis-twist, it was possible to prevent a shimmy advancing to the point of the natural resonance of the car. A word of caution, this bumper arrangement was an aid for a sound chassis and not a cure for a shimmying car. During an overhaul, it is necessary to check the bumper mountings, a critical part of the design. The assembly is mounted on two Silent-Bloc rubber insert bushes. It is imperative that the bushings are in good condition and firmly anchored to the spigots on the driving light brackets. They are retained by a tight interference fit on the spigots and the steel clamps must hold the bumper assembly very firmly onto the bushes. I have worked on cars where one or more rubber inserts had detached from the steel outer part of the bushes rendering them useless for their purpose. As an aside, a bumper with the lead weight drums packed full may indicate a shimmying car....

Reducing tyre sizes, removing Ace Discs and fitting a new front spring could solve a shimmy problem; whilst this may improve things for a while, unrepaired damage to the chassis must be dealt with sooner or later. It will require removal of the chassis from the car (quite a big job) and mounting on a jig so that all the rivets may be removed, their holes re-drilled and oversized hot rivets driven in.

Fitting a chassis to a jig will also show up the presence of accident damage, the ideal time to fix it. A shimmying car may sometimes be identified by a crack in the chassis side member near the front scuttle mounting bolt, small cracks where the back underside of the front cross-member meets the chassis side rails underneath, or a cast alloy bulkhead with one of the mounting lugs cracked or broken.

During the original service lives of these cars, chassis were routinely replaced by the Alvis Service Dept on hard-driven or high mileage cars; rally and police cars come to mind. That is possibly why the chassis number on all IFS cars is stamped on the bulkhead and not on the frame; the bulkhead, body and mechanical assemblies could be transferred to a replacement chassis. One should not expect a chassis to provide unending service without overhaul – after all, it is made up from a large number of individual components riveted together. The Alvis chassis is immensely strong, but does need overhaul from time to time. Following a chassis overhaul, the benefits of improved handling and steering are a treat well worth the expense.

It is a waste of time welding a chassis on a car that shimmies or presents small corner cracks on the front cross member. Cracks indicate that the chassis is moving due to loose or worn rivets. If the cracks are simply welded, they will re-appear very soon as the worn rivets move as soon as the car is driven. Alvis *did* begin to electrically weld some parts of the front end of the later SC Speed Twentyfive and 4.3 chassis to strengthen them and this process is a good addition for an overhauled chassis; it is entirely wasted and ineffective on a worn chassis.

During the 1930's period, road spring variations were required to cater for differing styles of coachwork; the biggest variation were between light sports two-seater styles on the short chassis and the heavier, roomy saloon bodies on the long wheelbase chassis. For the 1938 Model Year an alternative fourteen leaf front spring became available for the SB 4.3 Litre. The reason for this option is not mentioned; perhaps it was for use with lighter coachwork? Perhaps it was for the open sports versions? Although the part number for this spring is the same, it is listed as 'Curve C' instead of Curve 'A' and looking at the data chart in Diagram 2, it may be seen that some of its characteristics are different. The option was extended to the 1939 Speed Twentyfive and 1939 SC 4.3 Litre.

In 1945 the Alvis Car Service Department was re-activated following the war and there were problems identifying the road springs in stock and identifying the specifications for re-order. Almost all the specifications and drawings had been lost when the car factory was bombed during the Coventry Blitz. The drawing office was asked to help but the response was limited as there had been a lot of personnel changes in the intervening period. Eventually new drawings were produced by 'reverse engineering' actual components from customer's vehicles. Knowing the way of these things, it seems quite possible that some cars may not have received the correct spring....

TRANSVERSE FRONT SPRING DATA SPEED TWENTYFIVE & 4.3 cars 1938 & 1939

	1938	1939	1939	1938	1938	1939	1939
	Sp 25 SC	**Sp 25 SC**	**Sp 25**	**4.3 SB**	**4.3 SB**	**4.3 SC**	**4.3 SC**
	Standard	Standard	Alternative	Standard	Alternative	Standard	Alternative
Number of leaves	16	16	14	16	14	16	14
Loaded camber	0.687 inches	0.687 inches	0.687 inches	0.687 inches	0.687 inches	0.687 inches	0.687 inches
Free camber	3.41 inches	3.41 inches	3.68 inches	3.41 inches	3.68 inches	3.41 inches	3.68 inches
Static load	1792 lbs	1972 lbs	1590 lbs	1792 lbs	1590 lbs	1792 lbs	1590 lbs
Rate	645 lbs/inch	645 lbs/inch	645 lbs/inch	642 lbs/inch	530 lbs/inch	642 lbs	642 lbs/inch
Spring weight	89 lbs	89 lbs	80 lbs	89 lbs	80 lbs	89 lbs	80 lbs
Clamp length	6 inches	6 inches	6 inches	6 inches	6 inches	6 inches	6 inches
Deflection	2.5 inches	2.5 inches	2.5 inches	2.5 inches	2.5 inches	2.5 inches	2.5 inches
Rebound	3.5 inches	3,5 inches	3.5 inches	3.5 inches	3.5 inches	3.5 inches	3.5 inches
Front unsprung weight	296 lbs	296 lbs	293 lbs	296 lbs	293 lbs	296 lbs	293 lbs
Front sprung weight max	1720 lbs	1867 lbs	1870 lbs	1937 lbs	1940 lbs	1937 lbs	1940 lbs
Spring Part Number	14558 curve A	14558 curve A	14558 curve C	14558 curve A	14558 curve C	14558 curve A	14558 curve C
Spring thickness	3.875 inches	3.875 inches	3.487 inches	3.875 inches	3.437 inches	3.875 inches	3.437 inches
Front sprung weight min	1644 lbs	1860 lbs	1863 lbs	not given	not given	not given	not given
Length eye to eye	46.687 inches	46.687 inches	46.687 inches	46.687 inches	46.687 inches	46.687 inches	46.687 inches
Spring width	2.5 inches	2.5 inches	2.5 inches	2.5 inches	2.5 inches	2.5 inches	2.5 inches

Spring material all Silicon Chrome or Silicon Manganese

DIAGRAM 2

This is a table showing the application and characteristics for transverse front springs for 1938 and 1939 Speed Twentyfive and 4.3 Litre cars. It may be seen that the fourteen leaved curve C spring has a number of differing characteristics when compared with the curve A.

It would be useful to receive input from readers with experience of spring technology to help explain the difference in characteristics and road behaviour for the two specifications.

A few things to think about.

- A car may have been fitted with an incorrect front spring or one from another Alvis and it may not be the correct spec for your car even though it appears to fit. So, if a replacement spring is required, it is important to go to a spring maker armed with the correct specification. Diagram 2 may be useful.
- Reference to the Build Record for a car should show the part number and curve of the spring fitted in production. Cars I have worked on had the part number of the front spring stamped on the upper surface of the main leaf.
- A front spring may have been 're-tempered' or 're-set' to the wrong specification. This happened to me, and a well-known spring specialist, when questioned closely, admitted he did not have the exact specification and had 'guessed' it.
- If a car has shimmied several times, the chassis will have to be removed and overhauled.
- A new spring may not be to the exact original specification – it could be a parts factor's 'combination' spec to fit more than one model.
- My experience of re-tempered and reset road springs was that they had a short life and soon returned to a relaxed state. New is better.

- When having a spring manufactured, make *absolutely* certain the fabricator has the correct specification.

- Check the brackets that hold the king-pins very carefully. These are 'handed' and accurately drilled at two angles to give the king-pin inclination of 8 degrees and the caster angle of 2 degrees 45 minutes. I worked on a car where a king-pin had been driven the wrong way out of the bracket during overhaul causing the repairer to re-drill and sleeve the bracket; he did not know he had to re-create the two angles. It is imperative these angles are accurate for the correct steering characteristics.... I found another car had been fitted with left hand brackets on both sides.... While the Parts catalogue numbers correctly differ for left and right, both brackets carry identical casting numbers, so don't rely on those alone!

- Some Alvis cars had very hard lives during the war and in the immediate postwar period. There was a shortage of spare parts and some cars were maintained by enthusiasts and local repairers without factory knowledge of the intricacies of the marque; be prepared and check everything!

- The un-sprung weight of your Alvis may be further reduced by replacement of the heavy cast iron brake drums with high quality alloy replacements. Early Speed Twenty cars were fitted with alloy brake shoes and these also save a lot of weight if you can find any but the early shoes are not suitable for Speed Twentyfive and 4.3 Litre cars.

- For a chassis overhaul, the body and all of the mechanical elements of the car will have to be removed to enable the chassis to be fitted to a jig.

- Chassis overhaul is sometimes not considered during a restoration – it should be a matter of absolute priority at every major restoration if handling problems and cracks in coachwork are to be avoided.

- It is likely that ad-hoc chassis welding repairs to a worn chassis may have set the basic steering and suspension geometry into an inaccurate state. Sometimes multiple welding repairs have to be laboriously cut apart before the chassis will even fit onto the jig!

- Chassis will require a new front cross member due to fatigue and wear to the spring mounting stud drillings.

- A car with a weak front spring may be identified visually by showing positive front wheel camber. The front spring may be so weak that the car is 'riding the rubber bump-stops'.

- Weak or flattened rear springs will increase caster and could affect the handling of the car. As a general guide, see how well the rear wheels sit in relation to the rear wings – originally there would be a slightly larger gap between the tyre and the top of the wing when the car was unladen.
- The rear wing/tyre test may not be valid if the car has had a body rebuild onto a chassis with flattened rear springs where the body fit has been adjusted to improve the wheel clearance without replacing flattened rear springs....

Finally, here are a few facts concerning shimmy, most of which I have no explanation for, gleaned from several sources, but may interest the reader and provoke comment. It is said that:-

- On a shimmying car, if the steering box is removed from the chassis and bolted directly to the front (beam) axle or an IFS wishbone, shimmy will not occur. (Of course, this is impractical because the severe movements of the axle beam or lower arm over the road surface would be transferred to the steering wheel.)

- A car using rack and pinion steering does not shimmy.

- Adding extra stiffness by screwing the steering ball joints tighter will reduce shimmy.

- A design such as the Alvis Silver Crest, with a divided transverse front spring has more resistance to shimmy as it avoids the transmission of lateral forces through the spring to the opposite side of the car.

- A car known to shimmy is most unlikely to shimmy on a wet road as the tyres will slip sideways as they begin to strike the road surface.

- Unduly flexible engine mountings can allow the engine to resonate in harmony with a shimmy. I have read an article suggesting that 'tuning' the rubber engine mountings, whatever that means, could improve a shimmy problem. Alvis moved the engine mountings from one front and two rear to two front and one rear for the SC Speed Twenty models onward. In this arrangement the large rear single mounting may become too flexible in old age and could allow the engine to resonate.

- The addition of a viscous steering damper to the track rod would reduce shimmy if you could find a way to fit it. (This was a standard fitting on the beam axle 1995 Range-Rover).

- Augmenting caster increases the possibility of the onset of shimmy.
- It is said that if a track-rod end is disconnected, the freed wheel/suspension unit will not shimmy.

Needless to say, I have not tested that theory!

An interesting subject with so many variables; clearly the steering and suspension of a car has been engineered so that we may enjoy the pleasures of our driving machine! To achieve that, the designers had to deliberately design their way around the physics and mathematics of gyroscopic, geometric and precessional forces.

****

Nick Simpson. AOC Technical Advisor.
Roussillon,
France. 2017.

"For the sheer joy of driving ..... I'd like to go there in an Alvis"

(Advertisement in The Motor 1952)

Lucas – Transistor Assisted Contacts – an original ignition upgrade fitted to a TA21

I suspect that many of us have at one time or another in the past replaced the original contact points with some form of electronic equivalent on car(s) that we have owned. New technology gave us a good excuse to tinker, something that is really denied to us with new cars. The problem with the old contact points were twofold. For high performance motors there was the issue of points bounce. In other words at high revolutions the points had reached their mechanical limits and could not open and close cleanly. However the most common problem was that of "pitting and piling". Take a close look at the image below. It was supplied by Lucas back in 1964 and shows two sets of points. The ones on the right are a close up of the damage to the contact point surface due to conventional design.

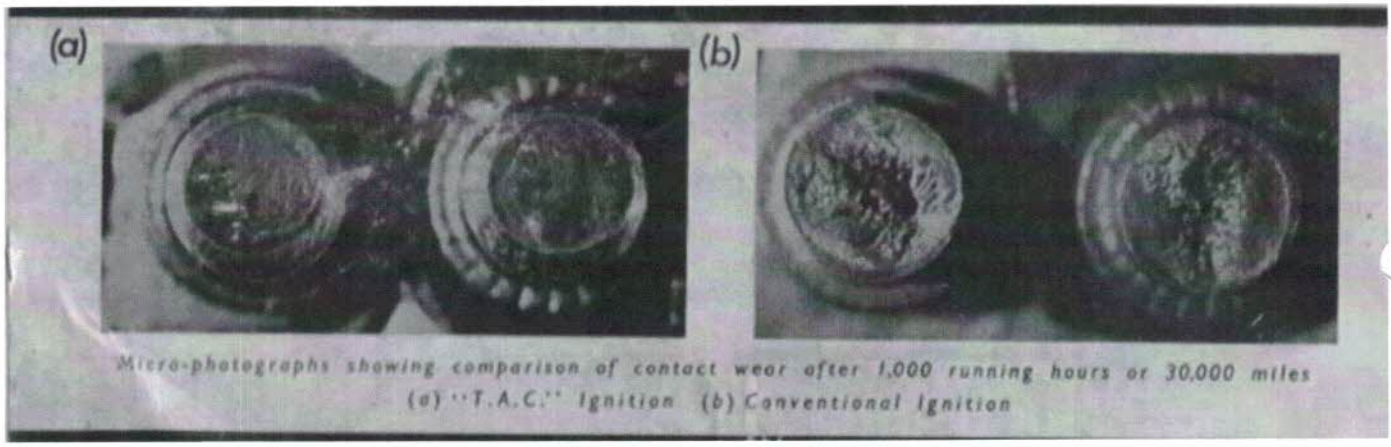


Figure 1

When the distributor contacts open a high voltage is self-induced in the primary winding of the ignition coil, and there is a tendency for the primary current to continue to flow across the contacts, causing excessive arching. Unfortunately this still occurs albeit to a reduced extent with the condenser (capacitor) in place. The reason for this is as the contacts separate the primary current of approximately 2-3 amps tries to flow across the contacts at self induced voltages of up to 300 volts. As a result small particles of metal are transferred from one contact to the other, resulting in a condition known as "pitting and piling". Over time this ruins the contact surface and reduces the performance of the coil. It also has an impact on the timing for as the point surface deteriorates the gap changes. The combined result is a degrading of the ignition system as a whole. This is why contacts maintenance became an essential part of the tune-up process.

In March 1963 Lucas announced the availability of a new product that cemented the silicone transistor in automotive ignition design. It was in fact the beginning of a new age. Semi conductor technology would play an ever increasing role in automotive engineering. Look where we are today; no part of a modern car is not ultimately run by some

computerised system. Lucas supplied a kit to the market that owners could have fitted to their car. Figure 2 is such an example. It is called Lucas T.A.C Ignition, the T.A.C referring to transistor assisted contacts. The stage had not yet been reached where the contacts were able to be replaced by a pick up sensor.

Figure 2

The theory is relatively simple. The transistor in the T.A.C system {also manufactured by Lucas} is used as a high speed switch which is triggered by the contacts. With this design only a very small triggering current flows through the contacts. After the initial bedding-in period of 500 miles/800 km the point gap will not require adjustment for at least 25,000 miles/40,000 km and then only to compensate for wear of the moving contact heel. Motors would now stay in tune for longer. Installation was straightforward. The only modification required to the distributor was the removal of the condenser. Of course it made sense to replace the contacts with new ones. With reference to Figure 1 again the right hand images attest to the success of the concept.

The T.A.C. circuit was quite basic. The boxed section in Figure 3 is the module and shows the circuit design for the positive earth version. Lucas also made a negative earth version and these were the norm in the 70s. As the motor rotates the distributor contacts close, allowing a small triggering current (milliamps) limited by a resistor to flow from the battery positive terminal across the distributor contacts, through the base circuit of the transistor and back to the negative side of the battery. This switches on the transistor making the **c**ollector (**c**)/ **e**mitter (**e**) junction conductive. A much larger current flows from the battery through the primary winding of the coil, across the transistor

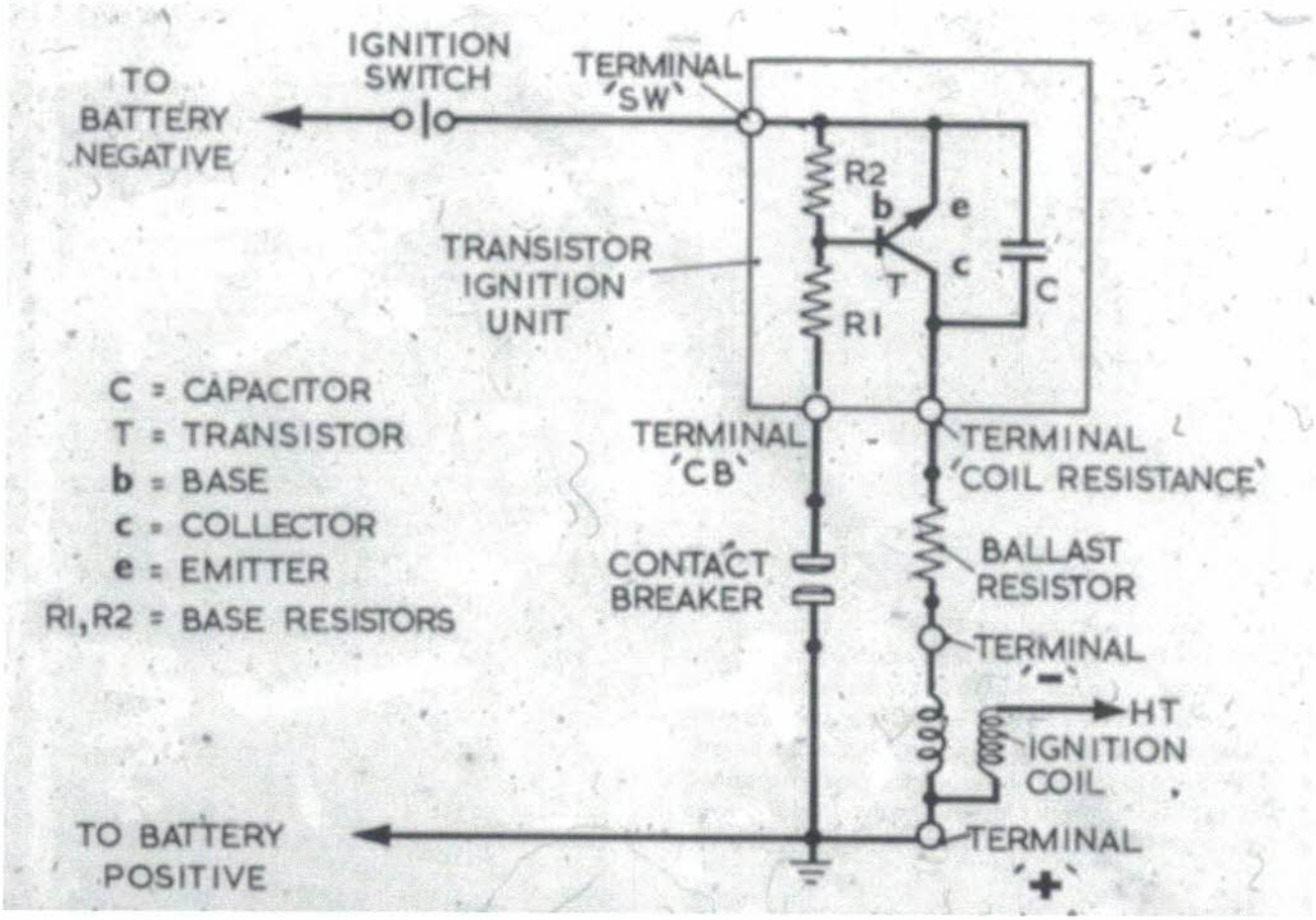


Figure 3

and back to the battery. The capacitor (**C**) across the emitter/collector junctions protects the transistor from high frequency transient voltages.

Everything was provided in the kit. As the picture in Figure 2 shows it is clear that there is the electronic module with heat sink, a coil, wiring harness, a packet containing terminals and what can't be seen is the ballast resistor. The coil, a BA12 unit was one of the most powerful coils that Lucas manufactured so the overall performance of the T.A.C. system was superior to any standard ignition system.

It is interesting to note that Lucas employed a coil with a ballast resistor in series. We are used to this system to aid in cold starting by using a coil with an operating voltage of less than 12 volts. However back in the mid 60s the ballast resistor played another role. The BA12 coil as the name implies is a 12 volt device. The primary winding of the coil has a lower than normal inductance value which permits a more rapid rise of the magnetic field as the contacts close. Combine this with very rapid transistor triggering {far quicker than the conventional points with condenser} and the end result is a much stronger spark at the plugs. There is also less heating effect inside the coil as the ballast resistor itself absorbs some of the heat produced in the circuit. A standard coil has a primary resistance of approximately 3 ohms; whereas the BA12 has a resistance of about 1 ½ ohms. The compensating ballast resistor has a resistance value of approximately 1-1.5 ohms.

A graphical representation of the coil output is depicted in Figure 4.

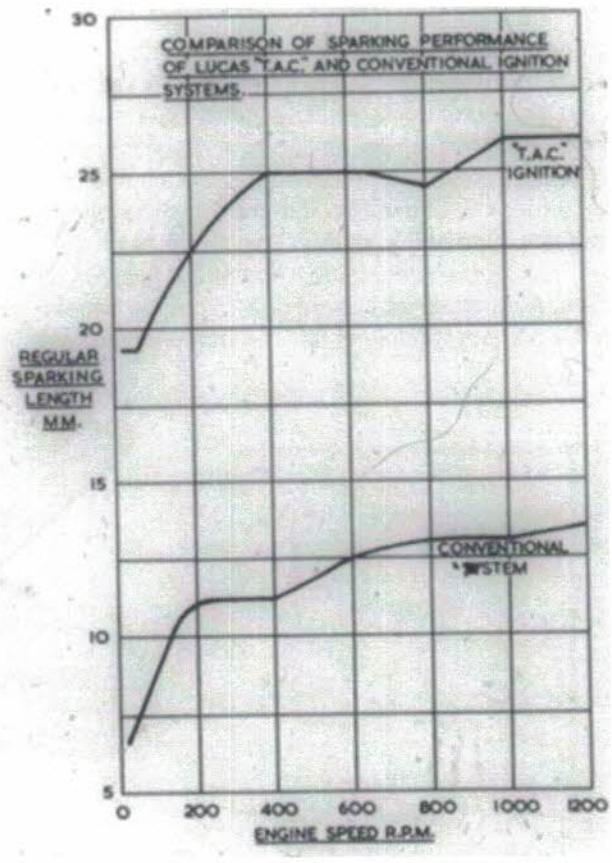


Figure 4

Being a fan of old technology I regularly look on eBay for the illusive item. I subsequently came across and purchased an unused T.A.C. kit as depicted in figure 2. This I felt would be a marvellous addition to my TA21. The kit was manufactured in 1964 and finally gets fitted in 2017. (I don't think that Lucas had this in mind.) The installation was relatively straightforward. Replacing the coil was easy but given the restricted space around it meant that the ballast resistor had to be installed on the firewall. At least it will get more circulating air in this region. As for the electronic module itself, well luck was on my side as the mounting holes are exactly the same width as those of the bracket that mounts the heater air intake hose to the firewall. All I had to do was to source longer bolts. By placing the unit on the inside of the firewall meant that it was away from the direct heat of the motor as well as providing a good electrical earth for the unit.

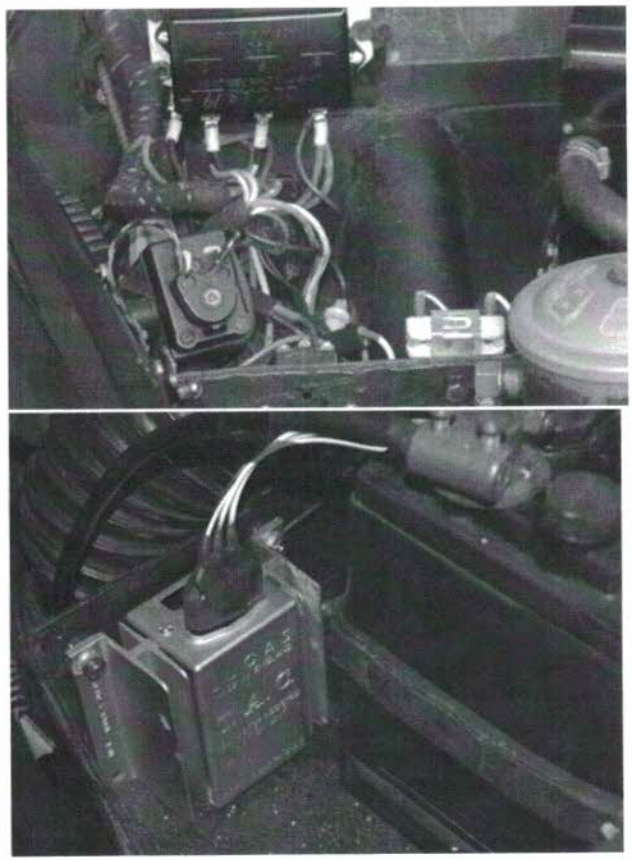


Figure 5 – In the left-hand image the white ballast resistor is visible beside the oil filter. {Note the upgraded 3 bobbin voltage/current regulator, a Lucas 6GC unit that replaced the earlier RB310. It has a rating of 19 amps in order to mate with the C45PV4 generator which has a maximum output (when cold) of 20 amps.} The right-hand image shows the module and mounting bolts. The module mounting holes aligned exactly with the original heater air intake bracket holes.

Figure 5

Not knowing whether the kit would work 53 years after it was made it was with much delight that the motor readily came to life. I then decided to widen the spark plug gap to 30 thou as this seemed to be the standard practice. The car certainly idles well and there is not the occasional missed beat that was evident with the old system. I will check the condition of the points after the heel has bedded in.
For those who have a copy of the Reader's Digest – Book of the Car (1976) will find a picture and explanation of the unit on page 89.

Postscript
Similar units albeit modern are still available. Gammatronix will supply either a positive or negative earth version. They can be located at https://gammatronixltd.com/. The other option of course is to replace the lot with a product from the likes of Pertronix or Stealth.

Richard Wallach
richardwallach@hotmail.com
Melbourne.
Oct. 2017

27,28,29 NOVEMBER

A couple of like minded club members are planning an ad hoc three-day tour along the Great Ocean Road on the 27th, 28th & 29th November.
The focus is on driving some of the world's finest cars in some of the world's most spectacular scenery – no stately mansions, no museums and no long lunches in fancy restaurants!
There will be no formal route notes or instructions, just a basic itinerary (which can be changed).
The intent is to travel as a group in loose convoy and as the majority of the route is limited to 80km/H, we will not hold up other traffic.
Catering will be for the most part self-serve. BYO breakfast, lunch from cafes/ bakeries along the route and dinner at a convenient local pub in Lorne. Nothing will be booked except overnight accommodation.
The general idea is to meet at Dale Anderson's home in the Barrabool Hills at 11:00AM on Monday 27 November, stop for lunch at Aireys Inlet then on to Lorne. Day two will head westwards down the Great Ocean Road to Cape Otway (or possibly even Moonlight Head) and back to Lorne. Day three will be back along the great Ocean Road, lunch at Ravens Creek Farm in Moriac, then on home.
There are only limited spaces available – first come, first in!
For further information, or to register your interest contact: Dale Anderson: 0415 521 138, or Peter Miller: 0409 199 527.

Celebrating 100 years of Alvis
The 2019 "Down Under" Centenary Tour
Date: 20/3/19-7/4/19

Tour Update: **September/October 2017**

Having received a good number of expressions of interest from both international and local Alvis enthusiasts **The 2019 Down-Under Centenary Tour** is definitely going ahead and full scale planning has commenced.

We are busy contacting a variety of good quality accommodations and have hit the road to start mapping out the route.

We have slightly altered the previously published route now avoiding Victoria's High Country as there was likely to be cross over with the areas being visited by the 2019 National Rally.

This tour will take at total of 19 days starting from Melbourne heading up and over the Warburton Ranges, east along the scenic Victorian coast, trekking north along the New South Wales Sapphire coast, then up into the stunning Blue Mountains, inland through western NSW then back down visiting our nation's capital – Canberra, then through the snowy mountains finishing in Albury - the start of the 2019 National Rally.

The aim of this tour is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia.

The full cost cannot yet be determined as all accommodation and meal costs have not yet been confirmed. Unfortunately venues will not commit to a price this far out from the event date but have at least taken our tentative booking. We should have an indication of the final cost by early 2018.

We are asking for a first instalment of $500 by 30 November 2017 to lock in your entry. This first instalment will be fully refundable should you change your mind and decide not to participate.

For those wishing to only attend specific parts of the tour we will publish the tour program in the early part of 2018 and you can let us know your drop in and drop out dates. We will then advise you of the associated cost based on your selected portion of the tour.

It is important to note that the 2019 National Rally is taking place in Albury (where this tour will finish). It is a separate event. You will need to register and pay separately for 2019 National Rally.

We would love to see you there - so to secure your participation please take the time now to complete the attached registration form and email to *dparsell@ozemail.com.au*

For installment payments please use the following bank transfer/deposit arrangements:

For Australian participants:

A/C Name: 2019 Alvis Down Under Centenary Tour,

Account No.: 013 313 306360199

Please ensure you include your name as part of the payment details

(ANZ, Shop 18, 56 Burgundy St, Heidelberg, 3084)

For International participants

This is only for non Australian dollar payments. Please ensure payment is made in your local currency: eg English pounds, Euros or New Zealand dollars etc

A/C Name: American Express International Inc

Level 5, 12 Shelley Street, NSW 2000 Australia

BSB: 212-200

A/C Number: 0015001348

Beneficiary Bank: JPMorgan Chase

Level 35, 259 George Street, NSW - 2000, Australia

SWIFT: CHASAU2X

Payment Notes: For Further Credit Antique Tyre Supplies

For any questions or help with this tour please do not hesitate to contact us:

Dale and Maritta Parsell via email: *dparsell@ozemail.com.au*

Alan and Noeline McKinnon via email: *noeline@antiquetyres.com.au*

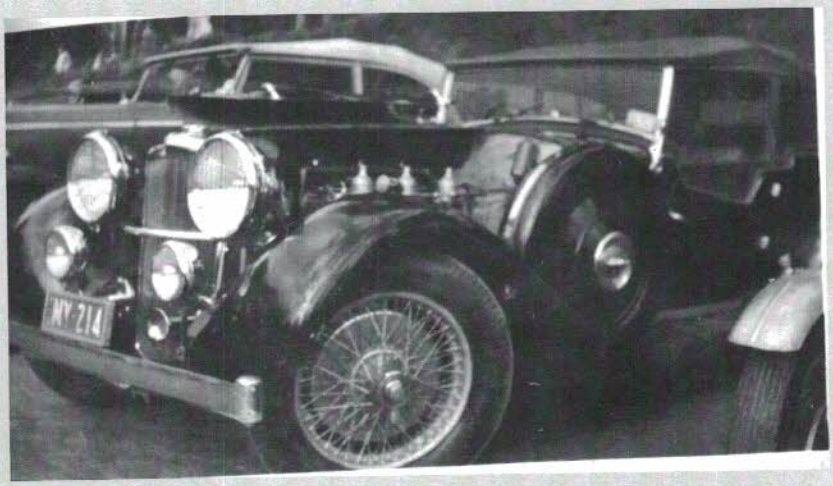
Alvis Treasure Trove Part 2

Chester McKaige

Delving into the Les Lees album again there are a number of photos pertaining to the Silver Eagle that Les owned that is now in the hands of Dale Parsell. More will be revealed.

This 12/50 would have been owned by David Wischer when this photo was taken. The next owner was Ron Wilson (Life Member) who owned the car for a number of years before selling it to David Elder. The car was often referred to as "Albert".

In 1958 there was a run to Emerald Lake. I think this was a V.S.C.C. event. I know that apart from Lees, Simon Ramsay and Roy Henderson attended this event. This photo shows the Bentley contingent with a Lancia Lambda in the background.



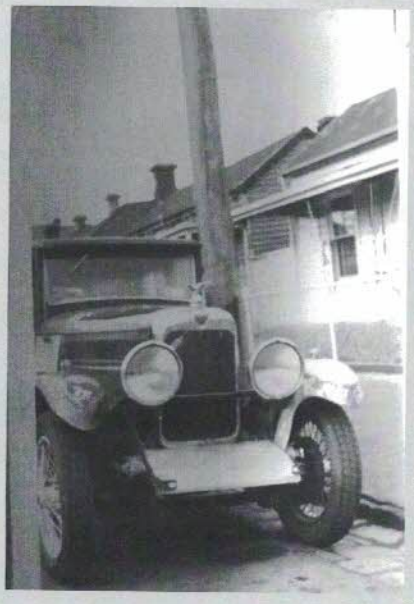
One of the cars there was this 4.3 registered MY:214. Where is this car now

I think this is the Silver Eagle of Roy Henderson? This car was known in the Club as "Bertha."

This photo judging by the background is another taken at Emerald lake.
A photo of a 4.3. The car next to it is a Ford Special.
Simon Ramsay took similar photos that appeared in the club's 50 Year History

Does anybody know the history of this car?

(this is the late John Twomey's car which is advertised for sale at the moment later in this Alvic. .....ed)



Silver Eagle
Saloon. How many of these cars today still have their original body?

This picture fell out of a pile of rubbish that was ear marked for the rubbish bin.
It shows the Silver Eagle now owned by Dale Parsell.
Les Lees owned the car before selling it to John Cole then Simon Ramsay, Alf Wilson and finally Dale.
It is an important photograph as it shows the car with the body being built.

FOR SALE

1 x 1928 TA16/95 Silver Eagle, car no 12006. Complete car in need of full restoration, complete with some spares including spare cylinder block and cylinder head. Reco-gearbox with John Needham gear set and original gear set also available, spare diff housing and diff centre.

1x 1951 TA/21 saloon chassis no 23864 body # M2047, complete car.

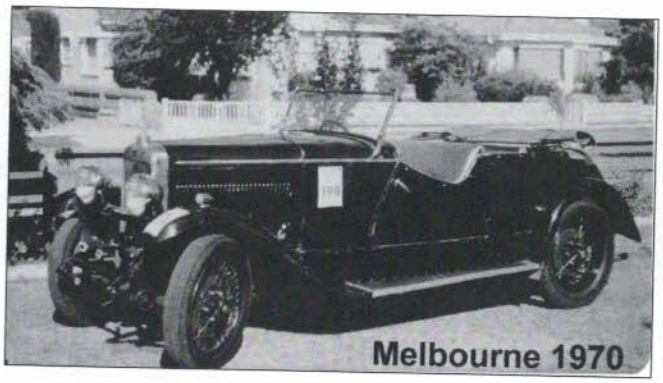
1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

Also included is a host of spares for the 51/53 cars including a full set of doors, guards and bonnets in excellent condition as well as spare guards that are good for a pattern, radiator shell, 2 spare motors and gearboxes as well as a host of parts including lights, trim, starter motors and generators. Too much to mention. This is a quite extensive collection of spares for these cars and is almost a complete car's worth.

To be sold as a complete collection will not separate cars or parts.

Located in Kyneton, Victoria

Call for more details - 0439 320 496 Andrew Twomey



WANTED

(by new member)

ALVIS TD21 or TE21

Please call: Colin Wilson 0412 165 058

cwilsonarchitect@hotmail.com

WANTED

An original working BLACK faced clock to fit the speedo of a TC21 ALVIS.

Contact: BRUCE CUNNINGHAM

Phone Mob: 0431184719

Email: *bcunningham55@hotmail.com*

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WANTED

Wanted – Manual (crash) gearbox and clutch for an Alvis Firefly. It has only taken me 25 years to come to the same conclusion that Alvis themselves came to in a few months. That is that the ENV 75 pre-selective gearbox is too light for the Firefly, especially one fitted with a rather heavy saloon body.

I have the necessary bell housing but need both the crash gearbox and clutch to make the thing usable. Please help ASAP as I am also considering fitting a foreign clutch and gearbox, surely a tragedy too dire for Alvis aficionados to allow to happen!!
Some of said aficionados may be able to advise me if an early SA20 box is the same animal. This box is not separately mounted as on later 30s cars, but bolts directly to the bell housing.

Ray McKenzie
11 Yellowjack Crescent
Albany Creek
Qld 4035
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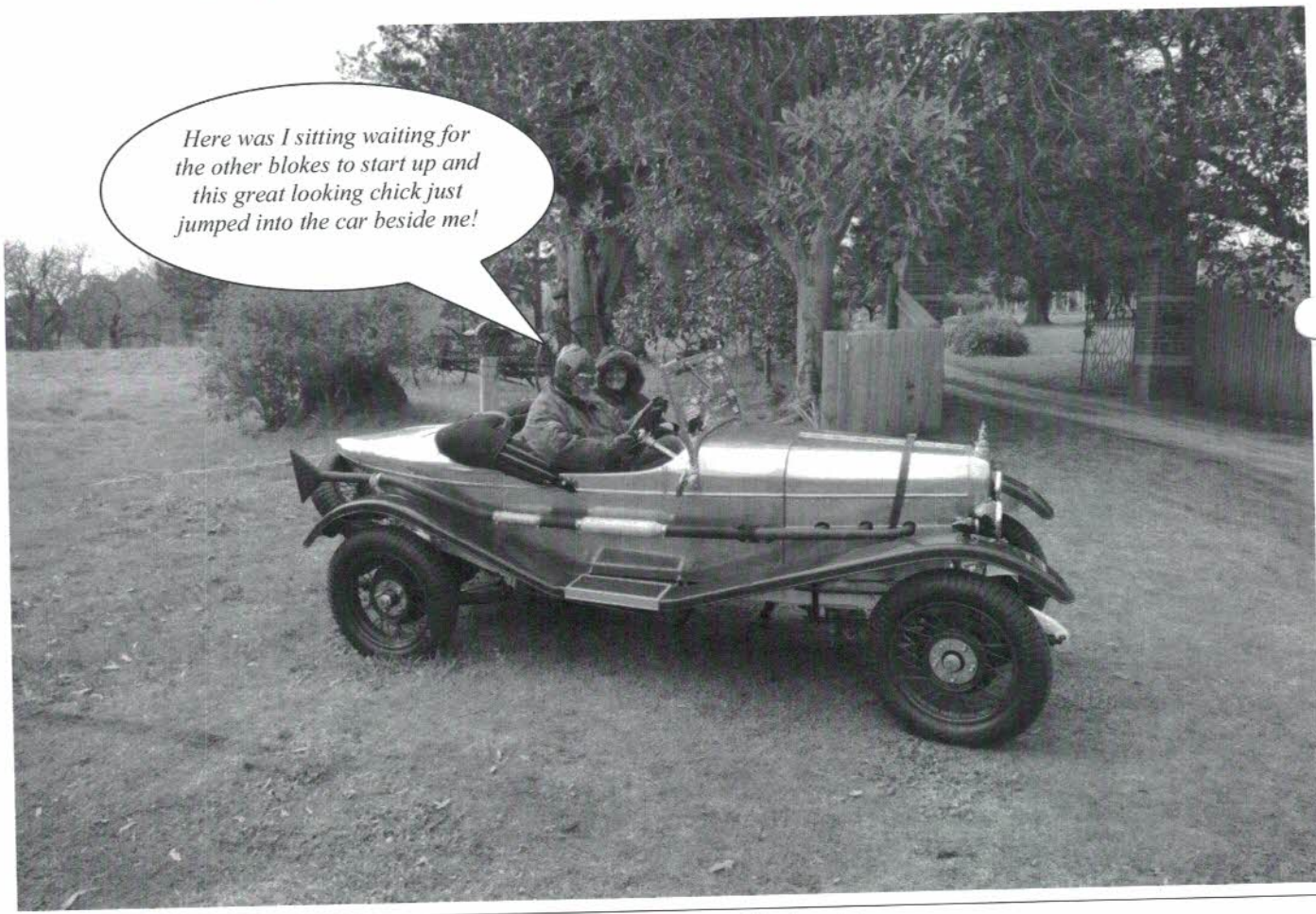
Email: *ray_mckenzie1@bigpond.com*

ALVIS PEOPLE BEHAVING BADLY!



Geoff Ross on the Bellarine Weekend Away

1960 TD21 CAR/ENGINE/ CHASSIS
No. 26326

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1953 Alvis TA21 3 litre $100,000

Geoff Hood's 12/50 race car back on the track at 2017 Winton Historics