

Alvic

The Newsletter of the Alvis Car Club of Victoria

July 2017







Alvis Car Club of Victoria (Inc)

A0017202F

July 2017

VOL 57 ISSUE 6

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

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

Newsletter Deadline - first Friday of the month.

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

www.alvis.org.au

PRESIDENT

Andrew McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

VICE PRESIDENT

Mark Weller
PO Box 5030, Hawthorn, Vic 3122
Tel 03 9818 4324
mark.weller@authenticage.com.au

SECRETARY & PUBLIC OFFICER

Dale Parsell 14 Symons Rd,
Avonsleigh, Vic 3782
Tel 03 5968 5170
dparsell@ozemail.com.au

TREASURER

Marg Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@netcon.net.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

COMMITTEE PERSONS:

John Hetherington, 71 Hawkins St,
Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586
jfh@mcmmedia.com.au

Alan McKinnon, 195 Lower Heidelberg Rd,
Ivanhoe, Vic 3079
Tel 03 9497 3414
alanm@antiquetyres.com.au

Richard Tonkin, 15 Rob Roy Rd,
Smiths Gully, Vic 3760
Tel 03 9710 1465
rtonkin@tonkinlaw.com

SUPPER The NORTHEYS

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

2017 COMING EVENTS

- | | | |
|-----|-------|---|
| JUL | 21 | GENERAL MEETING |
| | 23 | YARRA VALLEY RUN & LUNCH - Seville Vineyard Run (Mark Weller) SEE Page 6 |
| AUG | 13 | ROB ROY - not an official Club run but all welcome |
| | 18 | GENERAL MEETING |
| | 25-26 | WEEKEND AWAY - BELLARINE PENINSULA (Dale Anderson & Mark Weller) SEE Page 7 |
| SEP | 15 | GENERAL MEETING |
| OCT | 1 | CELEBRATE 50 YEARS SINCE LAST ALVIS MADE (Richard Tonkin) |
| | 20 | GENERAL MEETING |
| NOV | 17 | ANNUAL GENERAL MEETING |
| DEC | 3 | CHRISTMAS PARTY - Barrabool (Dale Anderson) |

PRESIDENT'S REPORT

Here we are, on the road again, this time at Dalby in Queensland where we have just completed four days of excellent rallying with our 1910 single cylinder Brush. We were one of a dozen entries.

Dalby was an excellent venue choice due to the fine mild days, quiet back roads, generally flat driving which suits low powered vehicles and also the opportunity to visit a number of eye opening enterprises and places of interest. The enterprises included a huge cotton/sorghum/chick peas/mung beans farm which is very professionally run and which doesn't use any water other than that which is collected on the property. Other enterprises visited were to the only sorghum grain based ethanol plant, a wonderfully rejuvenated organic farm which had been highly degraded and the Dingo mini diggers and heavy duty trailer manufacturing company.

It was inspirational how they are producing quality products, totally Australian made, including using Australian steel even when it is triple the cost of imported Chinese steel. This company through innovation and quality is surviving against the odds even though its products are premium priced. We also visited an 80 year old ex farmer who has collected a huge amount of old machinery, vehicles, other items and scrap from various materials. From these materials and his workshop he has created some magnificent huge vehicles, including a large veteran styled chain drive monster. He started off with a Caterpillar D7 crankshaft and some Caterpillar D9 cylinder sleeves and pistons. From these items he fabricate a four cylinder overhead valve, 18 litre engine. The monster ran extremely well with a roar from its open exhaust.

Besides the great companionship and driving, our little Brush ran well, unlike another one from Victoria which broke a connecting rod bolt and demolished the crankcase. There will be a challenge to get this one back on the road, however with help from other Brush enthusiasts. I am sure it will happen in due course.

The talk last meeting by Stan Bone on his gold mining exploits was very well received, however it was unfortunate that we were down in numbers of members attending due to other commitments and some health issues. We may well have Stan back again sometime in the future to give us a talk on veteran vehicle restoration. He is an extremely interesting and talented person.

In respect to health issues we have had some of our members in the wars. Margaret Caldwell is recuperating from surgery, also Richard Tonkin has had some screws inserted in his back, Maritta Parsell has had the misfortune of breaking an ankle and Richard Wallach is undergoing delicate spinal surgery. We wish all these members well and a full and speedy recovery.

The McKinnons had a fantastic time with Alvis activities in France, Spain and the U.K. And we look forward to hearing more about their adventures and I imagine down the track we will be able to see a slide show at a monthly

meeting.

Prior to coming away on this trip I spent quite some time fitting up panels, lights, horns etc on the Speed 25 saloon. It is getting closer to being sent back to the panel man for final fit up and painting. I am still concerned about integrity of the engine block due to the extent of corrosion and the need to bore it out so far due to extreme wear. To be on the safe side I have ordered a new block from Red Triangle, which is expected of be ready around November. I hope to have the car on the road in time for the 100th anniversary celebrations on the 2019 National Rally. There may be photos of the car as it currently stands further in ALVIC.

Unfortunately we will miss the July meeting and Mark Weller's run to the Yarra Valley as we are continuing touring in southwest Queensland and northwest NSW. We look forward to being on the weekend away at the end of August.

It will be appreciated if you can let Mark Weller know if you intend coming to the Malvernvale Hotel for a meal prior to this month's meeting.

Andrew

Photographs from the 2017 Australian National Alvis Rally

Page 1. Mike & Liz Williams' Fourteen, chassis 23435

*Page 2. Ray McKenzie's Firefly, chassis 10456
Ross Walker's 4.3, chassis 13156*

Page 24. Panoramic of some of the participants

Many thanks to the photographers.

NEWS

PLEASE NOTE YOUR MEMBERSHIP FEES ARE DUE & PAYABLE FROM 1 JULY 17

I spoke with Margaret Caldwell last Friday and she is very positive about the future and feeling well in herself. She commences radiation treatment on Tuesday this week. At this time she is not allowed to drive.

Richard Tonkin is recuperating from his spinal surgery and will be at Friday's meeting.

Marg & I visited Simon and Aileen Ramsay in Castlemaine recently and Simon is well, however Aileen continues to be confined to her wheelchair.

In editing the July / August AOC Bulletin, I was surprised to receive photographs of Steve Denner competing at Loton Hillclimb (UK) and sharing the drive with Mac Hulbert in Mac's 1929 Silver Eagle. Also at Harewood Hill Climb and again sharing the drive in Mac's car.

Jeff Edwards writes the majority of the excellent UK competition reports for the Bulletin and with his permission I include the following text from his Harewood report:

..... Mac Hulbert and his mate from Australia Steve Denner sharing the drive with Mac's lovely 1929 Silver Eagle in class 5 for standard and modified 2001cc to 3000cc cars

Matters did not progress according to plan as the day wore on in the Hulbert/Denner camp. Although Mac had got the better of Steve when they shared the drive in the Silver Eagle at Loton Park the previous weekend, (by a little over three seconds which is a fair old margin in the scheme of things). At Harewood Steve, who is not a stranger to competition in Australia but nowhere near as experienced as Mac, was proceeding to outshine his illustrious counterpart (very rude when you are being allowed to share the drive in someone else's car!) so much so that when I bumped into Mac and Steve after the first competitive run in the afternoon. Mac's theory on what was happening was either that he was trying too hard or that the car might have been running low on petrol. I usually carry a gallon so I gave that to Mac to cure the "problem" but it didn't make any difference – Steve was still almost two seconds quicker on the second competitive run. They came first and second in class but they were the only ones in it!

Met Don & Jill Bosanquet for lunch at Ballarat recently. I had been harbouring the roof from their FWD. The car has been sold to a Canadian car collector and soon to leave the country.

Peter Miller is on a winner. Having spent many hours designing a body to go on his Speed 25 chassis, he found a Canadian vendor on the Pre War Car website who had a Speed 25 Charlesworth body that had been removed from a Speed 25 chassis.

The body was of the same shape as the original body on his car

The Canadian Speed 25 was turned into a special and the Charlesworth body had been stored. It is missing a bonnet and very little else. The body is painted black (as was Peter's car) and the paintwork is reported in good condition. It is complete with upholstery.

On recommendation from Wayne Brooks (US) a Montreal freight company was tasked to transport the body to Australia following it being crated up by the owner.

It is due to arrive in Australia in late August and Peter is expecting it to be on the road toward the end of the year.

It will make an excellent story for a later ALVIC.

We use the phrase "what a small world we live in" when we try to explain away the coincidences that pepper our lives.

Further to the stories of Peter's body and Don Bosanquet's FWD, is that the FWD is going to a new owner in Canada who happens to have been the owner of the Speed 25 prior to its body being removed by the next owner.

So it is likely that soon, Peter's body and Don's FWD will pass like ships in the night!!

YARRA VALLEY LUNCH RUN - 23RD JULY

This run will avoid highways and offer good Alvis driving along scenic roads to finish up at Killara Estate at Seville. This establishment serves excellent Italian food and has spectacular valley and mountain views – and has an interesting motoring connection. Indeed, weather permitting, they want us to park on the lawn in front of the dining room – to enhance the view!

The starting point will be in Mt Dandenong Rd, East Ringwood (outside the East Ringwood Reserve, just west of Dublin Road), at 10.45 for 11.00am departure for a one hour run to Seville.

Alternative routes home will be suggested on the day.
Please advise Mark Weller on 9818 4324, if you can attend.



Celebrating 100 years of Alvis

The Centenary Tour – the pre rally before the National Rally 2019

We are looking for expressions of interest in joining us for all or part of the journey as a start to celebrations of 100 years of Alvis.

2019 will be the start of world-wide celebrations - 100 years of Alvis.

The proposed tour will take in a taste of key areas from the Victorian high country, south to Victoria's east coast region north along New South Wales Sapphire coast, then up into the Blue Mountains, inland western NSW, then back down visiting our nation's capital - Canberra, through the snowy mountains and finally culminating with a gathering in Albury which is the proposed starting point for the 2019 National Rally.

We anticipate the tour will be approximately 15 - 20 days in duration. Driving will be minimised to approximately 300 to 400 km on transport days. We will be working towards a minimum of 2 nights in each location where possible and in some instances a little longer. The aim is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia.

We are seeking expressions of interest at this time. If you would like to participate please contact: Dale Parsell,
dparsell@ozemail.com.au

WEEKEND AWAY: 25-27 AUGUST 2017



This promises to be an excellent three-day weekend of good country driving roads, interesting places to visit and good food. We shall be based in Geelong and radiate out to the Bellarine Peninsula, the attractive Barrabool Hills and areas westward to Winchelsea, Birregurra and Inverleigh.

Attractive prices are being negotiated for meals and visits and rooms have been reserved in a motel with out-of-sight parking, mostly undercover, for \$125 per night for two nights.

To secure your accommodation, please call the Parkside Motel, 68 High St, Belmont, tel 5243 6766 and quote Alvis Car Club reservation no. 24089. Rooms will be held until 25th July, so you will need to pay in full by then.

For further information or to confirm your attendance, please call Dale Anderson (0415) 521 138 or Mark Weller (0402) 429 022.



From Clive Taylor - NZ member

Probably most Alvic members will know that John Lang is also the Editor for the Alvis Owner Club Bulletin based in the UK. My contact with John grew when he took over the Editorship and as the AOC New Zealand representative I developed regular phone and e-mail contact with him.

When I discovered that John is also the Editor for the ALVIC Club Newsletter, I was naturally interested to read the publications. He obliged and over a few months enjoyed the content and arranged to join the Club.

Following approval, I received a very informative package with a kind letter from Andrew McDougall welcoming me to Alvis Car Club of Victoria (Inc). Within the letter, he invited me to write about my involvement with the Alvis marque, so here is my story about one of the good things in life.

From 8th August 1964 I worked at Heal & Son Ltd. 196, Tottenham Court Road, London, W.1. as an apprenticed cabinet maker. One day I was working in the ground floor showroom and saw a side view of a stunning low sleek car being driven towards the famous Warren Street direction, (The home of Car Traders both before and after the Second World War).

I asked my colleague what make of car was it? He said "It is an Alvis possibly a TD series car".

From that day and reading MOTOR SPORT every month I never forgot the name, and eventually joined the Club in the early seventies. Living in North London at the time I did not have any members nearby to become involved with, (If only I had known Joc Stephen, who had lived in Highgate about 7 miles from Gospel Oak, where I lived at that time), plus I was studying four nights a week.

I married Val in 1974 and moved to Walderslade in Kent. I would read about the Club Noggin and Natter social meetings, especially those held at The Bull, Wrotham, (pronounced 'rootum'), which was about 15 miles from Walderslade. As I was travelling to London every day, it was not possible to be an active member, until we moved to Surrey and lived in West Horsley in 1983. The nearest meeting was at the Punchbowl, Dorking and I met seasoned members on the regular Tuesday meetings and through Tony Sanders, discovered the VSCC when he took me in his TE 21 DHC to a race meeting at Silverstone. Life changed from there onwards and upwards.

Over time I met various Members and one night I was introduced to Albert Sparrowhawk from Banstead. He arrived one night in his 12/70 Special ELL 477, which has Brooklands History, and we struck up a lasting friendship. He encouraged me to get further involved and together we built another 12/70 Special CAX 233, which had the same Beetleback style body from bulkhead to stern, made in fibreglass in those days by Nick Green at St. Leonard, near Hastings, Sussex. The front bonnet and valences with plenty of louvres were made by Rod Jolley in Brockenhurst, Hampshire. It was a stunning result, with brown Connolly hide seats and interior.

I used it as much as possible in AOC and VSCC events, when in 1989 the VSCC together with the Manx Motor Racing Club organised to have a 'Timed Trial, Sprint and Hill Climb Meeting to be held on the Isle of Man, I entered all the events. This meeting was the first time 'racing' for four wheels had been held on the Isle of Man since 1955. The meeting was a huge success with full grids for every event.

The 'Timed Trials' were really a race against the clock, but for safety reasons, cars were set off at 10 second intervals around the Willaston Circuit. The start is on the Glencrutchery Road, (at the Start used for the motorbike TT's), turning right at St. Ninian's crossroads into Ballanards Road, to the next cross roads turning right out into the country to Cronkny-mona. At the T junction turning right leads onto the TT course again, going towards Signpost Corner approached over a left hand blind brow hill into another downhill right hand bend, onto Bestead Corner, The Nook and turning sharp right at Governor's Hairpin onto the Glencrutchery Road again and past the famous pits.

Good fast cars went past here at around 120 - 130 mph, me around 80-85 mph. My result was 4th in my six lap race, (sorry 'timed trial'), beaten by one Frazer Nash (Sam Clutton) and two BMW 328's. First Alvis home. Others who excelled in Alvis cars were Albert Sparrowhawk 4.3 Special ACR 164 and Rod Jolley - Giron Alvis supercharged, who was awarded the Man of the Meeting, to huge applause during the evening presentation at the Villa Marina in Douglas. The Hill climb was held on the TT course from Hillberry to Creg-na-baa towards Kates Cottage (reverse direction of the TT course) and the Sprint was held on the Ramsey Promenade. Those memories are deeply etched in me forever.

Following the event, I wanted something faster! I sold the 12/70 to Brian Jenkins in Wales, and eventually bought a kit of parts from Eric Jones in Staffordshire, with a firebird 'rolling' chassis, Speed 25 engine and gearbox. WP 9064. Over the next eight years as funds permitted, the special took shape.

There is a whole story of that build but not for these pages yet. In 1999, Val and I decided to visit New Zealand for a holiday, to see her old school friend Pam Young whose family had immigrated in 1967. We like it so much, (who would not?) and immigrated ourselves during 2001. Where we lived in Surrey, property usually sold in six weeks all done and dusted. Not so for us. Three fallen through contacts led me to have to sell the special project already on the trailer with spares etc., but my I managed to keep my '56 Triumph Tiger 100 motorcycle. I was heartbroken but reasoned it was the price to pay for immigrating! I sold the car to Brian Maile, current chairman of the AOC and he completed the build eventually super charging the car, with great success. After 10 years of competition he stretched No. 1 rod (Mahle rods and pistons to match). Not bad engine building by me!

After we settled in Tauranga, I started to look again for an Alvis. I had joined the VCC NZ in 2000 while living in England and read the bi-monthly Beaded Wheels (BW) plus being a member of the AOC, Alvis Register and locally the Alvis Car Club NZ, surely something will become available?

An advert in BW caught my eye for a 1923 12/40 Tourer, (the first new Alvis imported into New Zealand via TKM) and I went to see Grant Taylor near Napier and we struck a deal and I became the proud owner of CT 1240. It had often been owned at the same time as the Murawai Car by previous owners, such as Ron Blanchett and I believe Ken Wright. I managed to meet them both with the car before they passed on. The car was a joy to drive once ones head was in Vintage mode and had been given good vintage driving advice by Mike Stuart and Patricia Bren. The car never failed to perform. I enjoyed various VCC and Alvis events, including four R'Oil Can Rallies, (one finishing after driving on 90 Mile Beach in the Northland region), organised through the Waitemata Branch of the VCC NZ, plus a round trip for the 2006 International National Rally held in Invercargill (South Island) 2,800 miles, by the time I returned home.

That trip proved if ever one needed to do so, how utterly reliable the Alvis car could be when properly prepared. Using standard roads in the North Island to get to Wellington, I crossed the Cooke Strait into Picton. From there the car climbed through the Molesworth Station, 140 kms on metal roads leading into Hanmer Springs. After leaving Christchurch, I headed for the hills again on metal roads, coming down through the Hakataramea Pass, Danseys Pass, Kyeburn Diggings and Middlemarch and eventually eased my way via Gore into Invercargill.

Having completed the Rally Week of about 800 miles, the return trip to Picton was northwards up the easy east side of the South Island via The Catlins, Dunedin, Christchurch, Kaikora to Picton, Wellington, and home via the Desert Road to Taupo and eventually over the Kaimais to Omanawa in Tauranga.

I was delighted with car's performance. Apart from three slow punctures caused by the inner tubes (heavy duty) rubbing inside the casings. Close inspection revealed 'spikes' on the inside of the covers! I had the starter shaft (3/8" dia. - later models have 1/2" shaft diameter) bend in Invercargill and had it reinforced and also helped by Alistair McDougall with an old starter, that was rebuilt in town and fitted, no other problems emerged.

From that trip I wanted something a bit bigger to drive and started looking around for a Silver Eagle. I offered the car for sale, but no takers, so entered it in the famous Ray Singleton Auction at Te Puke when he closed his Autobarn business. It sold and is now owned by Clive Butler in Auckland. He is the current President of the Alvis Car Club of New Zealand. At the same time the car I wanted to buy, a Silver Eagle Tourer sold three weeks before the auction, just my luck!

Soon after the auction our delightful neighbours who supplied water to our property decided that they did not want to do so when the lease ran out. "We will of course supply you until you make alternative arrangements!" So the car fund was invested in the ground for our own water bore. At least we would be independent from now on.

Time passed waiting patiently to recover financially and started to consider what model to look for this time. I had always remembered the car I saw at Heal's and again nothing was available in NZ so I looked back at Blighty. Talking to my friend Mike Baker, he said he would make inquiries and in three weeks had found my choice of car a TE 21 Saloon in 'Alice Blue.'

A deal was struck and the car shipped using Roll on Roll off service to New Zealand via Southampton U.K. by Wallenuis Wilhelmsen Logistics to Auckland. I took my work mate with me Graham Inglis and loaded her onto the trailer and returned home. Beauty personified. My experience with the NZ authorities to get the car registered was an absolute nightmare. It is a story by itself and too painful to write here. Suffice to say they would not accept the car standard and I

had to have major bodywork done again to comply with N.Z. standards. It is a con and they have you in a corner.

Nearly twelve months later the car was at last registered TE 21 S3, just in time for the first major run to the South Island for an ACC NZ AGM in Timaru. (The AGM's alternate between both Islands each year). This time my wife Val agreed to come for the ride! Val was very patient and tolerant with the few niggles that surfaced on the run. Overall the car ran very well. On the shakedown run, I fitted two extra springs on the throttle control in Blenheim for sensitive closure.

We had a constant fuel odour that Val could smell but not me. Opening the windows helped but made the trip unpleasant for her. The problem was not solved until arriving home. We could not find it on the way south and on the return north, we found a small seeping leak at the bottom of one the SU's. A quick tweak all done, but the smell persisted. At home I could not find any leaks, so I took the tank out and found the previous owner had not fitted a breather pipe on the top of the tank that should connect up to the filler orifice spigot!! Enough said.

Since that trip now two years ago, I use the car when I can and enjoy the cruising capability. It has plenty of poke and 100 KPH is easily attained, it just wants to run faster. I can't afford the speeding fines anymore!

There is always something to do on old cars, and I have an 'Improving Wish List,' but the intention is to plan for certain jobs to be undertaken by me, keeping the car registered and on the road, which is where it should be and not in the garage, except for sleeping, the car not me.

Best regards to you all and safe Alvis motoring.

Clive Taylor, 957 Omanawa Road RD1, Tauranga 3171 NZ - Kane@netsmart.net.nz. 0064-543-4385



IN THE WORKSHOP

An Overdrive for a TA14

Background

A couple of years ago the low final drive ratio in my Rolls-Royce 20/25 drove me to consider fitting an overdrive unit with the objective of achieving more relaxed cruising. This is a very common conversion for pre-war Rolls and Bentleys and their high chassis and mostly flat floors give plenty of room although there are numerous cross-shafts to confuse matters. Another convenience is that there are third party providers in the UK that can provide complete conversion kits (at an R-R price mind you). I had a couple of long events coming up so I invested in one and installed it in a day. It's now done a couple of thousand km and does the job very well.

This experience led me to wonder if I could do something similar to the TA14 to make the drive to Warwick (Queensland) a bit less tedious – the standard final drive ratio is 4.875:1 or about 16mph/1000rpm. Needless to say there's no such thing as an off-the-shelf conversion kit for a TA14. I did a bit of poking around and took some measurements and managed to convince myself that such a conversion would be possible and actually relatively straightforward. The Laycock de Normanville "J" type overdrive unit can be purchased as a stand-alone unit from the UK (about \$2k delivered with taxes) so the next question was how to mount it. There are two options: Twin shafts – in this case a short shaft with two universal joints is fitted between the gearbox output flange and O/D input flange with the O/D mounted with its shaft parallel but offset slightly below the Gearbox box shaft. A shortened tail shaft then takes the drive to the rear axle.

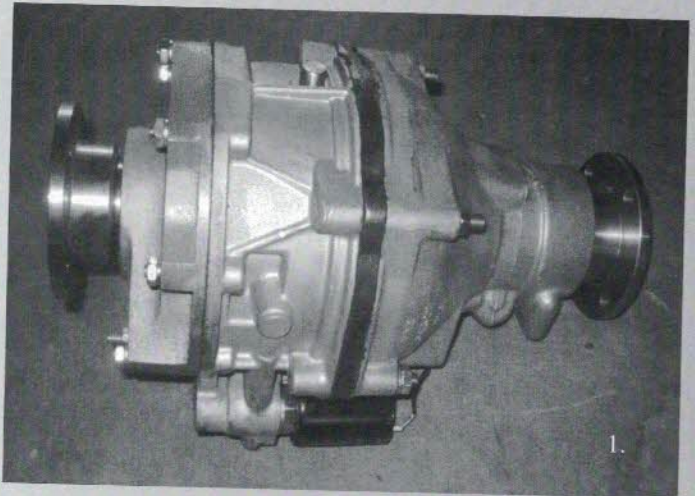
One and a half shafts – here the short shaft is very short (in this case consisting only of a single wide-angle universal joint) has only one universal with the front flange mounted to the gearbox flange and the rear on the O/D flange. The O/D is mounted towards its rear so that the O/D shaft forms an angle of about 1 degree to the gearbox box shaft. This angle ensures that the universal joint bearings are working while being small enough so that the variations in angular velocity are insignificantly small.

The unit in my 20/25 uses an arrangement like this except that there is a short piece of shafting attached to the universal so that the O/D can clear some of the aforementioned cross-shafts.

There are minor advantages and disadvantages of both and I chose the second because I had experience with this arrangement, it's a little simpler, a little cheaper, and it required less mucking about with the transmission tunnel – see later. Please excuse the mixture of imperial and metric units.

The components

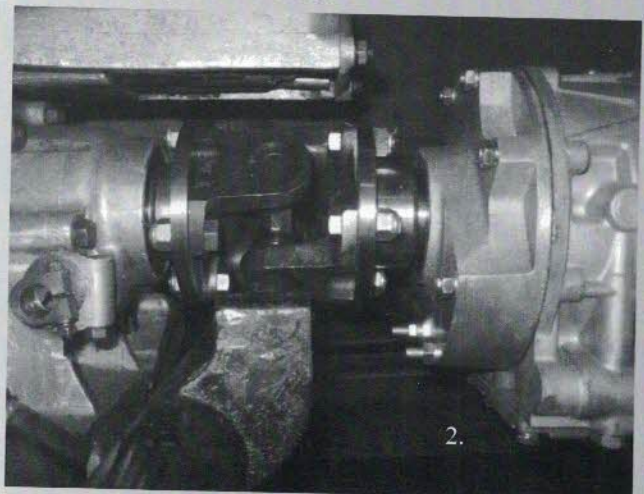
LdeN "J" type free-standing overdrive unit with speedo drive gearing to suit the final drive ratio and rolling tyre diameter – I bought mine from Overdrive Spares in the UK – check out the details on the net. Photo 1



Dash mounted overdrive switch (I used a spare reserve tank switch that matches the other dash switches)

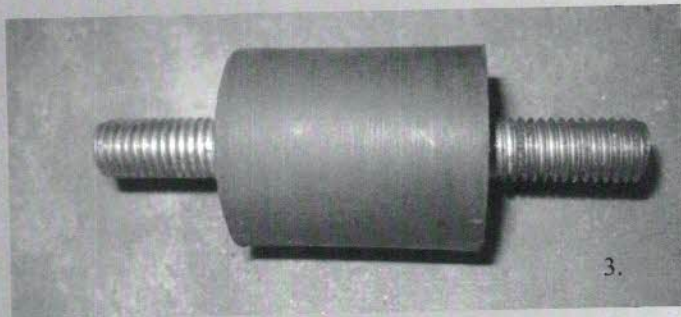
Lockout micro-switch allowing engagement only in top gear (it is essential that the O/D not be engaged when in reverse – it will destroy the O/D) – a micro-switch from J-Car. It should have a capacity of about 5 amps. Shortened tailshaft (you may as well put new universal joint kits in it as well) – from Hardy Spicer A "wide angle" universal joint with flanges on either side. The "wide-angle" unit is needed as it's a little longer than the standard one and is able to clear the reversing light switch on the back of the gearbox extension.

From Hardy Spicer - Photo 2



An extended speedo cable that will fit the O/D speedo output. From the local CableMate outlet.

A length of 20mm RHS and a couple of lengths of 40mm angle section
Four pieces of tubing 7/16" OD, 5/16" ID about 45mm long (I made these up on the lathe)
2 off, 25mm diameter, 30mm long neoprene isolation mounts (stiff) – photo 3.



If you're fussy, a spare transmission tunnel and gearbox cover as these need modification to accommodate the O/D.

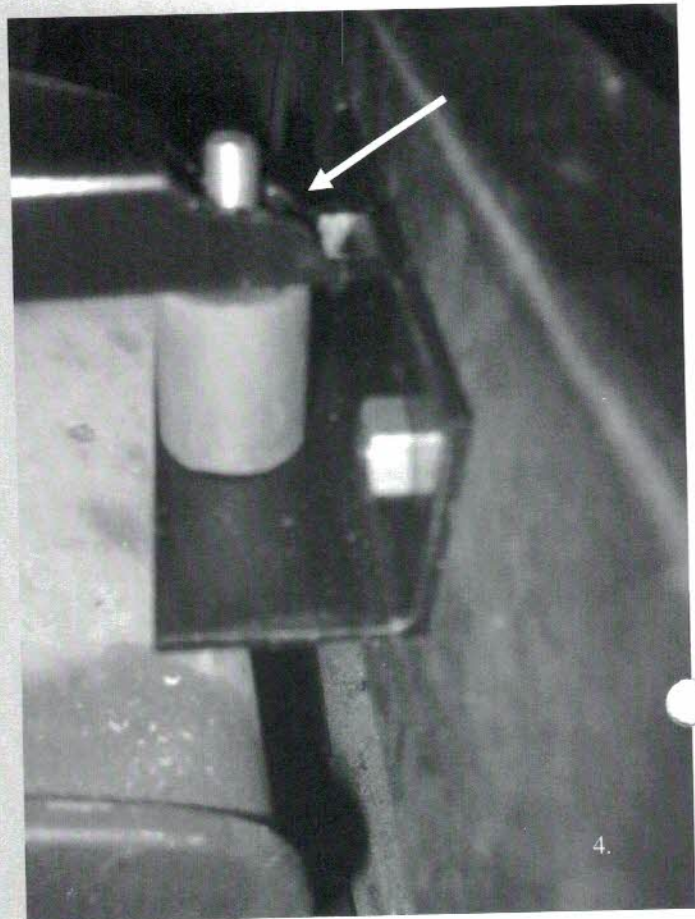
Construction:

Purchase O/D and wide angle U joint.
Arrange to have the tailshaft shortened by the length of the O/D (flange to flange – 360mm) plus the length of the wide angle U joint (83mm).

Purchase switches, bolts, isolation mounts, and miscellaneous items.
Arrange to have a new speedo cable made of the appropriate length.

Remove seats, gearbox cover, floors and transmission tunnel
Check rear gearbox bearing and seal. The O/D unit puts extra load on the rear bearing although not a great deal. My rear bearing was absolutely shot so replacements of both front and rear bearings were indicated. Engine out unfortunately to do both, but the rear bearing and seal can be replaced in situ. Beware that if the rear bearing is gone, the front one probably is as well. Mine were both comprehensively knackered but, on stripping it down to replace them, I found virtually everything else was unmarked. They are commonly available bearings. Check the location of the O/D in the chassis and in relation to the gearbox. The 1/4" studs that secure the front and rear castings on the O/D are quite long and may well interfere – I cut mine off so they were just long enough to take the nut and spring washers.

Fabricate the O/D mounting. I mounted the O/D directly onto a piece of 20mm RHS using the tapped holes for the purpose at the rear of the O/D. I reinforced the RHS to prevent crushing by welding pieces of 3/8" ID tube into the RHS where the bolts pass through, but this isn't strictly necessary. The holes should be positioned so that the longitudinal axis of the O/D aligns with the gearbox axis (see further below). The ends of the RHS are chamfered at 45 degrees to allow access to the top studs of the isolation mounts.
Photo 4



The chassis brackets are pieces of 40mm angle bolted through the chassis webs using 2 5/16 BSF bolts 2 1/4" long – the chassis at this point is a rectangular box section and provided the mounting holes are about half way up the web (near the neutral axis), they do not affect the strength. Since I didn't want to risk crushing the chassis rails, I drilled the mounting holes 7/16" diameter so I could fit lengths of 7/16" dia rod drilled out to 5/16" very slightly shorter than the chassis rails are wide (about 45mm) - Photo 5.



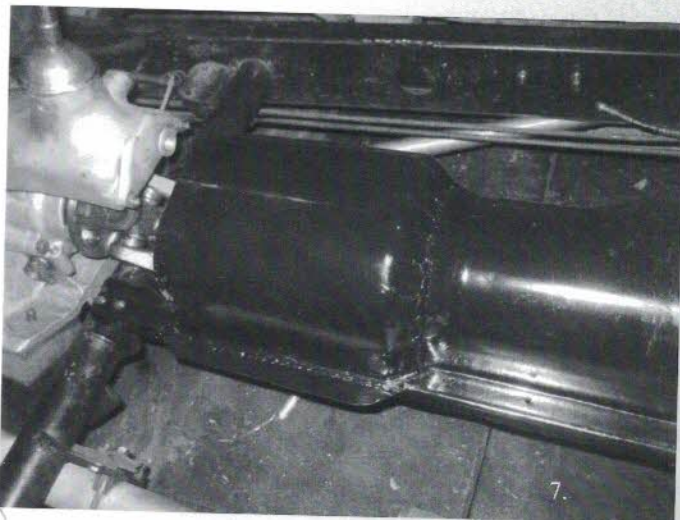
It's worth checking both rails as the width can vary slightly. These tubes can then be fitted without resorting to welding and they prevent the chassis rails distorting when the bolts are nipped up. There may be ways of avoiding drilling these four holes but I didn't explore them. The combination of angle brackets, isolation mounts and cross piece should be positioned, and the mounting holes drilled, in such a way that the O/D shaft is angled down about 1 degree more than the angle of the gearbox shaft and the longitudinal axis is parallel to it

Photo 6.



I determined the former by placing my iPhone on the rocker cover and using the built-in level to measure the angle of inclination – nifty tools, iPhones!
Modify transmission tunnel.

Photo 7



This should be enlarged just enough to fit the O/D (about 195mm wide and 290 long, plus about 70mm taper, from the front tunnel mounting). Making it too wide may foul the seats and too long may interfere with the handbrake lever in the off position. I found 1/2" either side was sufficient clearance. You will need to construct new flanges for a short part of the tunnel but you can retain the front mounting points. Cut away a small opening to allow access to the O/D fluid filling hole. (you will need to do a trial assembly of the O/D to do this). Make it the right size to fit a 1" blind rubber grommet or make some other arrangement to cover it when not in use.

Modify gearbox cover -
Photo 8

This only involves cutting out the old rim that fits the over the end of the transmission tunnel and enlarging what remains to fit the new, larger tunnel section.

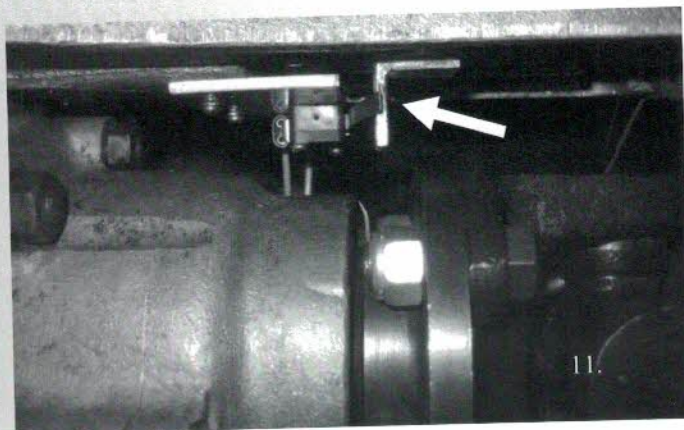
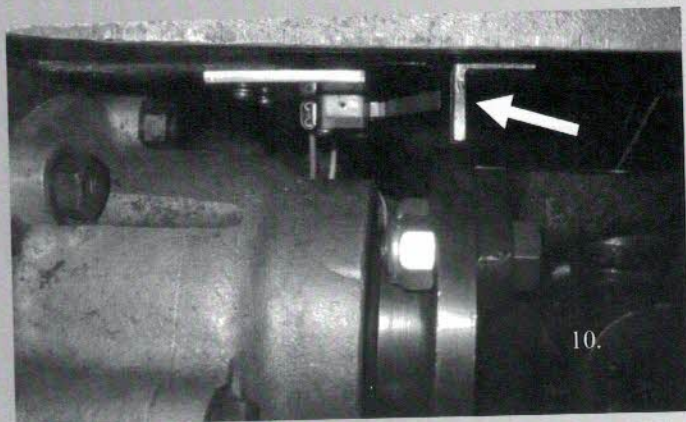


Fitting the micro-switch. The issue here is finding a suitable means of picking up the motion of the 3rd/4th selector rod as it engages top gear – the rod moves forward to do so and picking up the end of the rod isn't very helpful as it moves a long way from third to neutral and then to top. Having removed the top gearbox casing, my somewhat crude method was to mount a piece of 1/8" aluminium plate to the underside of the casting at the point which the selector rods are supported by drilling and tapping two 3/16" BSW holes at points well clear of the rods. The micro-switch is then bolted to the tapped 3/16" BSW holes in that plate -
Photo 9



The next trick is to pick up the motion of the 3/4 selector. Not wishing to interfere with the selector rods, I Araldited a short piece of Aluminium angle onto the rod in question so that it would be nearly touching the switch arm when in neutral. Photos 10 and 11 show the final position with the selector in top (on) and neutral (off). The arm is designed

to flex and will easily accommodate the movement into top.



LUCAS ELECTRICAL COMPONENTS

Did you know that all Lucas components specified for Alvis cars contain the code **BU** (with different codes for other makes)?

I found this out when sourcing a new starter motor Bendix spring from Kevin Baker, a retired automotive electrician who has a wealth of knowledge of auto electrics – and a large library of Lucas (and other) catalogues. He also stocks many components and can also arrange thorough overhaul of starters and generators.

Kevin made clear the need to note any identifying numbers on a component when sourcing parts, as there is considerable variation between similar items – and one cannot be sure that the extant item is not a different one to that fitted originally.

As an example, he showed me lists of Bendix springs which look similar but have different dimensions for the bolt-hole diameters and centre-to-centre dimensions, spring interior diameter and external diameter and whether left or right hand coils; most are not inter-changeable.

Contact Kevin on (0429) 465 736, preferably between 7.30pm – 8pm.

Mark Weller



From Clive Taylor

The other current matter for owners of TE 21's with power steering and any other TD derivatives is to check your lower steering arm adjacent to the power steering. I read recently about Steve Wallace's experience when his lower steering arm broke into two pieces. He managed to obtain the new part from Red Triangle. Have you checked under your car recently?

John,

I thought that you might like some progress photos.

Like the Phoenix rising from the ashes the rebirth of the 1940 Speed 25 Charlesworth Saloon is progressing steadily. Another saloon saved from a parlous condition!

The car is getting close to being returned for final panel fit and painting.

Mechanically it is now completely reconditioned, however the engine is still blowing bubbles in the cooling system and tending to overheat. The 4.3 litre block was very worn and so it has been bored out to nearly 4.6 litres.

Although it was submersed under vacuum in a Loctite solution to seal any porosity, it may still be leaking gases. To be on the safe side I have ordered a new replacement block from Red Triangle which should be ready around November. If the block turns out to be ok then I will turn my attention to the head which when it was reconditioned appeared to be crack free and ok. The leaking of gases into the cooling system is a long standing problem which the previous owner had been trying to fix since the 80s.

The aim is to have the car ready for the National Rally in 2019.

Andrew



Name: Andrew McDougall
Address: 424 Wellington St., Clifton Hill, Victoria, 3068
Phone number: (03) 9486 4221; 0427 220 249
Email address: amfi@dunollie.com.au
Alvis Model: SC Speed 25
Year: 1940
Chassis No: 14684
Car No: 20373
Engine No: Original: 15168; Current 4.3L 15366
Body / Maker: Four Door Saloon, Charlesworth, black
Information:

This Speed 25 saloon is the 6th last SP25 built and was sold to Brooklands of Bond Street Ltd on the 17th October 1940 – the second last day vehicles left the Alvis factory and a month before the factory was destroyed in a German air raid. It was originally registered EVC 565 and was one of a number of Alvis cars registered with the EVC series.

The owner from 1950 to 1960, Michael May, fitted the car with a 4.3 litre engine, No.15366, in 1950. He also fitted dual circuit hydraulic brakes and telescopic shock absorbers. In a letter written by Michael May he says that he was looking for a 4.3L saloon, but instead found the ex works demonstrator SP25 available. He then searched for a 4.3L engine to put in it. He found one that had come from a 4.3L drophead that had been retro-fitted with a diesel engine. It appears that the 4.3L drophead had been prepared for the 1940 Monte Carlo Rally, which was of course cancelled due to WW2. As a consequence of its intended use this 4.3L engine had been modified to provide higher performance and so used to make the SP25 saloon move along very smartly.

The car changed hands in 1960 and again in 1963 when the original engine and a spare gearbox were still with it. Dr. Iain Mathewson purchased the car in London in 1963 and drove it up to Aberdeenshire, but unfortunately leaving the original engine and spare gearbox behind. Shortly after this the doctor secured a position in Borneo, with the car spending most of its time in storage and only being used for caravanning holidays on home leave every 3 years. In 1975 Dr. Mathewson secured a position at Mackay in Queensland and the car came with him. By this stage it was in very poor mechanical and structural body condition and was finally taken off the road in 1980 and placed in storage until the current owner purchased it in January 2006. Since then it has undergone a full mechanical rebuild, although the components are still to be installed and currently the body is undergoing a full structural timber and panel rebuild. Restoration which is being done by the owner is likely to take another 3 years or so, at which time the saloon will return to its original glory.

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

(Advertisement in The Motor 1952)

Setting valve clearances on the 3 Litre Series with particular emphasis on the TA-TC models – an easy approach.

My car library contains a few original Alvis instruction manuals and it is interesting to read the expectations placed on the new owners by the Works. The focus in the twenties and thirties was on explaining to the owner the mechanical operations of the vehicle and how such mechanical components were to be adjusted and maintained. To a lesser extent this continued into the mid-sixties even with the TF as there was the expectation that the owner would remove the head and grind the valves {highly unlikely}. I contrast this to the owner’s manual of my first Holden which was made in the fifties. Its focus was on how to operate the car. To a much lesser extent it covered the service schedule and a few minor DIY activities such as changing a headlamp bulb and cleaning the petrol filter. Today by contrast more is written about

how to operate the "infotainment" system. As for understanding how the car works and the service requirements, well that's long gone as such matters are left to service departments. An e-mail service booking is all that is required. As custodians of our fine cars we should in hindsight be grateful that the Works went to so much detail explaining the mechanical nature of the cars for whilst mechanical explanations are irrelevant for the vast majority of drivers today they serve to educate the newer breed of vintage and classic car owner. We also need to be thankful that Alvis continued the long outmoded practice of including a crank handle. To that end one activity we can easily do ourselves on the 3 Litre motor is to set the valve clearances.

Whilst the Works quoted .009 in. warm for the inlet and exhaust valve clearance on the TA-TC series a later factory service data sheet from 1954 recommended a setting of .015 in. exhaust and .012 in. for the inlet valve clearance the purpose being to reduce valve burning. I believe that this is also the case for later models.

There are a number of ways to go about setting valve clearances, the Manual of Instruction provides an example where all the inlet valves are done first followed by the exhaust valves. A simpler approach is outlined below and works well for the author.

All one has to do is to find top dead centre. On the TA-TC series this is straightforward and just requires a good torch. A point to note is that if there is a painted timing mark on the flywheel it will in all likelihood be for 5 degrees **before** top dead centre in order to set the ignition timing. To arrive at top dead centre the crank handle will need to swing through a further 5 degrees. TDC is clearly stamped into the flywheel. To ensure that you have top dead centre on number one cylinder remove the distributor cap and the rotor button should be pointing to number one cylinder spark plug lead.

Having found top dead centre the technique below makes setting the tappet clearance easy as it only requires **one** rotation of the crank handle. This technique suits any six cylinder motor with a 1-5-3-6-2-4 firing order.

The image below shows the top view of the layout of valves whereas the chart provides the order of adjustment. As there are two top dead centres in this method two approaches are given. I prefer to use top dead centre on number one cylinder, hence the top line of the chart and having set the clearances the motor is rotated through 360 degrees until top dead centre is once again reached and then I follow the bottom line setting pertaining to TDC Compression #6. Alternatively one can start with the bottom line and then proceed to the top after rotating the motor through 360 degrees. When either approach has been completed all clearances have been set.

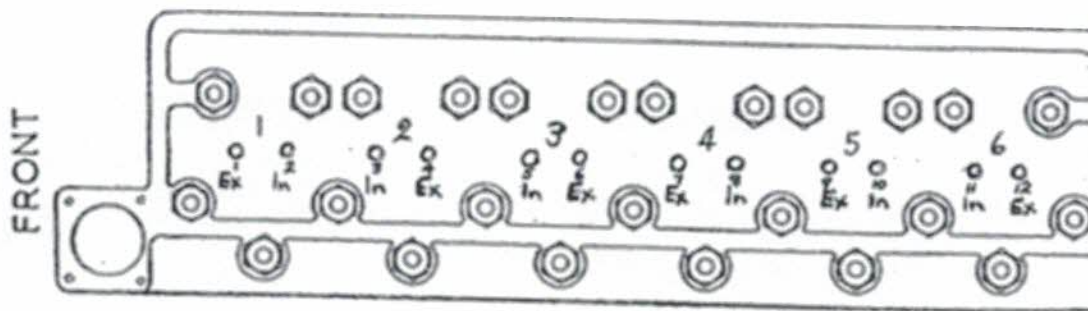


Image Courtesy of Keith Dodge ACCNZ with permission

It makes the job easier if you have two feeler gauges of the correct thickness rather than adding together multiples.

6 Cyl motor	No 1	No 2	No 3	No 4	No 5	No 6
TDC compression No 1 cyl	Set Inlet & Exhaust	Set Inlet	Set Exhaust	Set Inlet	Set Exhaust	Nil action
TDC compression No 6 cyl	Nil action	Set Exhaust	Set Inlet	Set Exhaust	Set Inlet	Set Inlet & Exhaust

I make it a practice to adjust the valve clearances once a year. It is also wise to have a replacement cork gasket for it will inevitably tear when trying to lift off the heavy valve cover.

SAVE THE DATE!

Him - "Date ? What date ?"

Me - "Sunday the 1st of October."

Him - "So, that's exactly the middle of Spring. What's to save ?"

Me - "It's the 50th anniversary of the last Alvis"

Him - "The what ? Please explain"

Me - "Oh dear.....On the afternoon of Friday, the 29th of September 1967, the last Alvis car ever made, TF21 chassis number 27472, left the Holyhead Road factory."

Him - "Oh, and what are we doing about it ?"

Me - "I was coming to that. There's an Alvis Close in Taylors Hill....."

Him - "Whose Hill ?"

Me - "Taylors Hill. You go out the Calder Freeway, left on Greengully Road, then about 10 minutes along Taylors Road.
We are going to arrive at around 10.30, park our

Alvises in Alvis Close and mingle with the locals. Pauline and I have been there already and met some of the residents who are looking forward to our visit."

Him - "And then ?"

Me - "We have a scenic drive to the Macedon Railway

Hotel, 33 Smith Street, Macedon, where we have a private room booked."

Him - "OK, I got it – but a summary please."

Me - "Certainly – we meet at 10.30 on Sunday, 1 October at Alvis Close, Taylors Hill – Melway Map 356 J7. We will stay there for 30 or 40 minutes, chatting to the locals and showing them our cars, then to the Macedon Railway Hotel for lunch."

Him - "Got it – I'll look at bringing the TF21. BTW, who are you ?"

Me - "I thought it was a basket case -

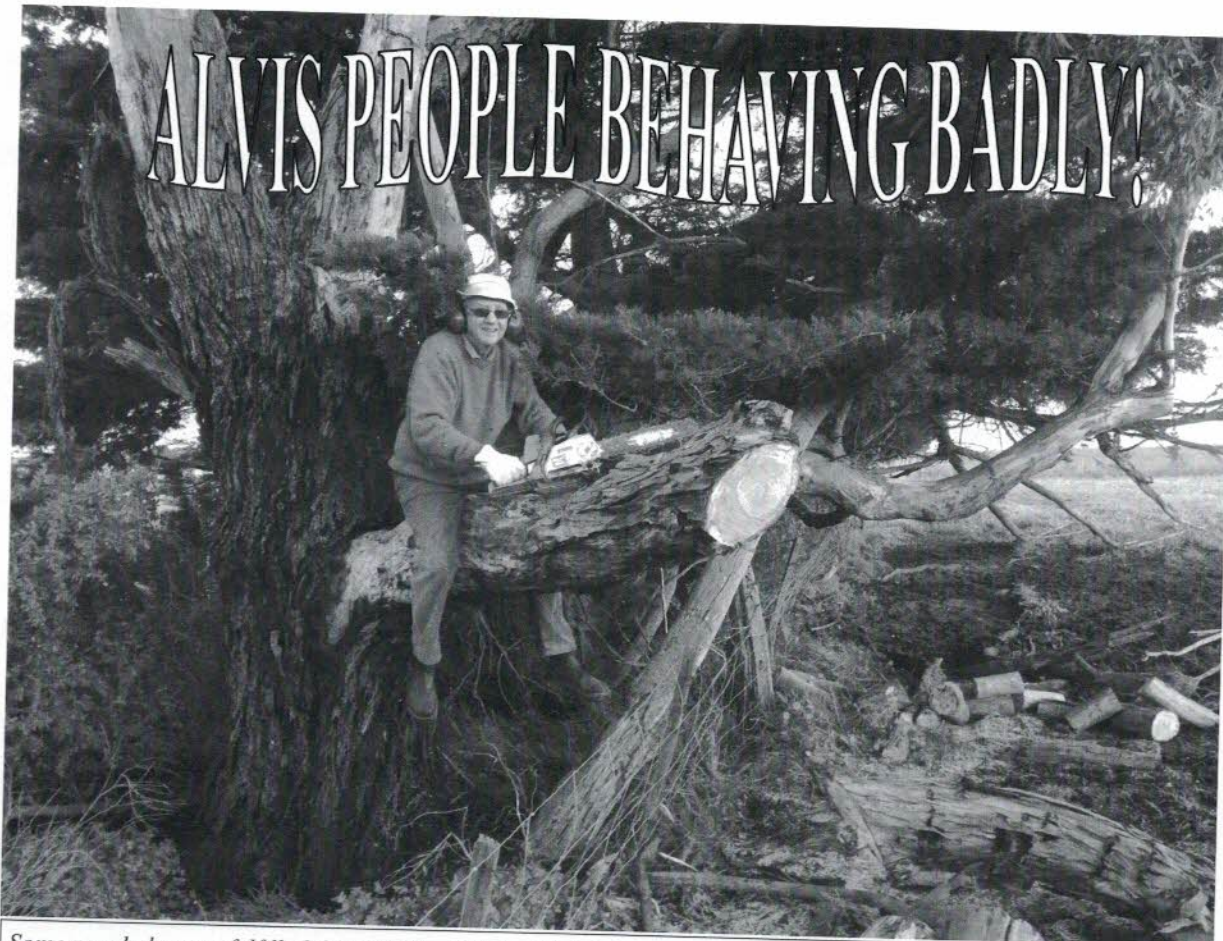
Richard - 0407 944 987."

Him - "We shall see."



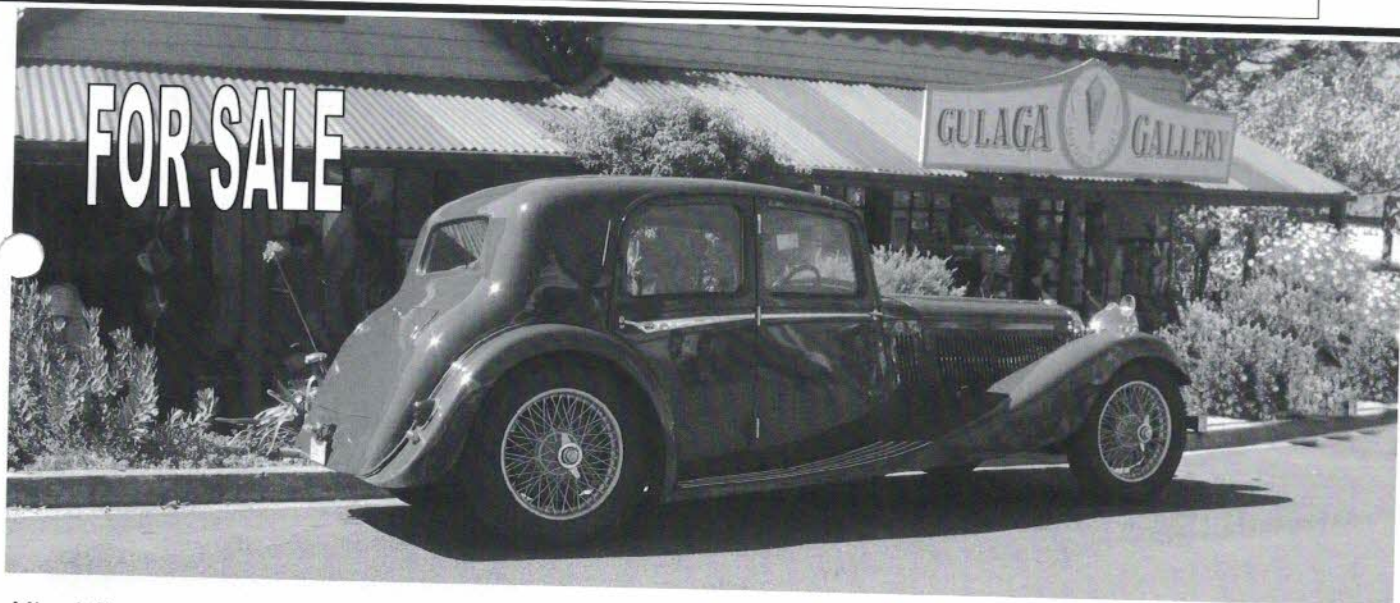
One of the last. Richard Tonkins TF21 chassis 27412

ALVIS PEOPLE BEHAVING BADLY!



Some people have unfulfilled dreams! Could it be Flight Lieutenant Head is about to take off in his Super Hornet, or in the simulator for the next moon landing, or is he simply assessing on which side of the fence the paramedics should stand.

FOR SALE



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

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

Despatched from the factory: 27th March 1935.

Body No. 13502 by Charlesworth, .

\$70,000

He can be contacted on: 0417 106 564

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

The "Innards" to suit Solex 30 MOV carburettor, eg choke tube, main jet and assembly, and auxiliary jet for a 12/50 engine.
Gary Guiver 0362396467

WANTED

Smiths Ammeter in a 60mm diameter case
The loan of a "Charles Follett" instrument panel badge. Would be carefully scanned & returned to owner. All costs reimbursed.

John Lang 0419 890 313 or jdmelang@bigpond.net.au



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.

FOR SALE



1947 TA14 Saloon Chassis/car No 21675

The car is in need of significant mechanical and panel work and recommissioning. The photographs - taken in better times.

OFFERS INVITED (where is, as is)

There is also a substantial number of parts available and a purchaser would be wise to include those in his offer for the car.

The parts are located with the car and there is a requirement for the location to be cleared totally of the car and those parts so that the car port is returned to a usable state.

Contact Andrew McDougall on 9486 4221 Or Richard Wallach on 0431 466 615

FOR SALE



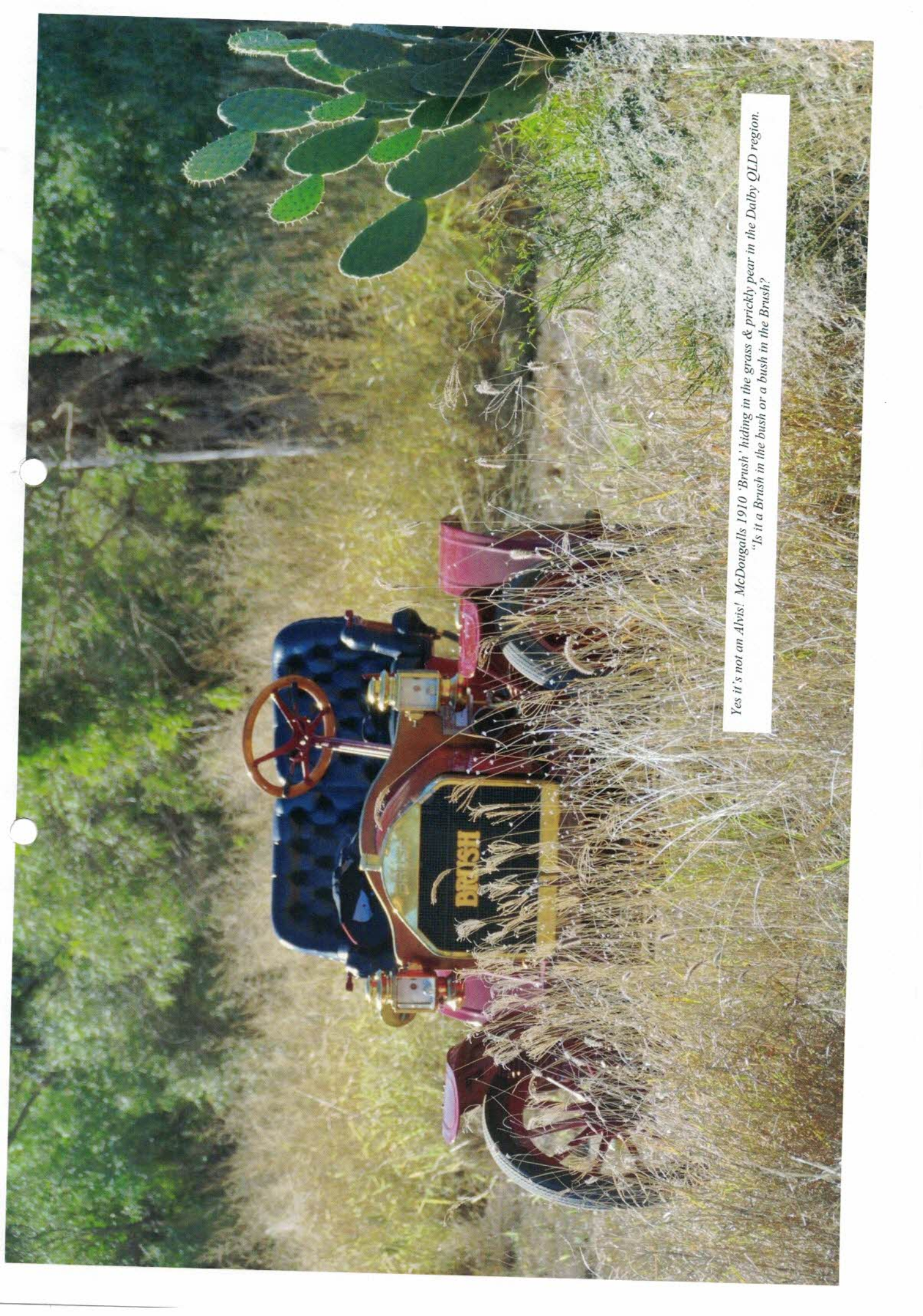
1928 14.75 Alvis Silver Eagle modified with a 16.95 engine many years ago. Chassis No 7046 Engine No 7940. Total restoration incl new replica C&E Tourer body frame. Engine total rebuild incl new pistons, rods etc. New ratio CWP 4.7:1 Sale on behalf of my daughter \$65000. Des Donnan 07 5478 6630

Noted on carsales.com.au
1953 Alvis TA21 3 litre \$120,000



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



*Yes it's not an Alvis! McDougalls 1910 'Brush' hiding in the grass & prickly pear in the Dalby QLD region.
"Is it a Brush in the bush or a bush in the Brush?"*

