

Alvic

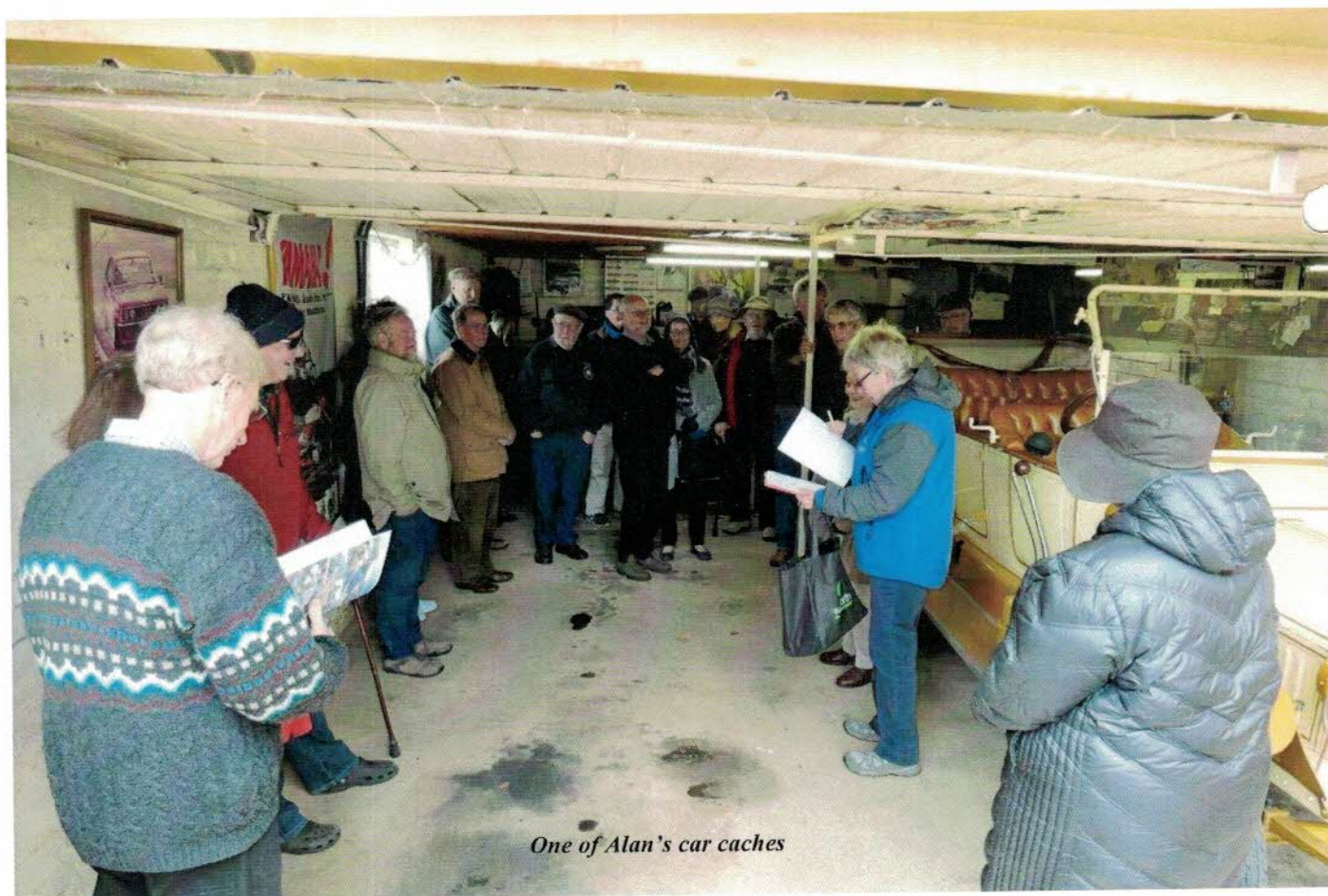
September 2018

The Newsletter of the Alvis Car Club of Victoria





Marian Wills-Cooke, Richard Tonkin, Dale Parsell, Alan Esmore, Chris Higgins, Mike & Liz Williams, Simon Ramsay, John Lang & Mark Weller



One of Alan's car caches



Alvis Car Club of Victoria (Inc)

A0017202F

SEPTEMBER 2018
VOL 58 ISSUE 8

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris
(MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm.
Newsletter Deadline - first Friday of the month.
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2018 COMING EVENTS

- SEPT 21 General Meeting
- OCT 7 ~~TRYDELL MUSEUM & LUNCH~~ → CANCELLED
- 19 General Meeting
- 27 Inter Club visit to the Seymour Railway Heritage Centre
- NOV 16 Annual General Meeting
- 18 Petanque (details to follow)
- DEC 2 CHRISTMAS PARTY AT THE FERGUSONS, KINGLAKE

PLEASE NOTE THE OCTOBER AGM A NOMINATION FORM IS INCLUDED

Front page: Simon Ramsay's TD21, Lang's Speed25, Geoff Ross' 12/50

All photography by Frances McDougall

PRESIDENT'S REPORT

I am writing this month's report having just returned from the very successful St Arnaud weekend away and prior to Frances and I leaving in a few days time with 3 motor cycles in tow.

The motorcycles are to be ridden on the National Douglas Rally in Kingaroy, followed by the National Veteran Rally in Forbes in which I will be riding my veteran Vee Twin Matchless and Frances her veteran ladies Douglas.

I will not be at the September monthly meeting, so in advance I thank Mark Weller for standing in for me. Also at this meeting, Mark will be introducing himself as guest speaker as he will be talking about Brunel senior and his major construction exploits in England a few centuries ago. I am sorry that I will miss this presentation.

The following month will be our AGM where the new administration for the Club will be elected and we will be presenting trophies to the worthy award recipients. At the October meeting each of those members attending contributes to the provision of supper rather than it falling to one member.

Sadly, immediately prior to the St. Arnaud weekend, Dale Anderson's Mother passed away. As some family members have to come from overseas for the funeral at the end of the coming week, Dale and Judy were able to still come away to St. Arnaud. On behalf of the Club I extend condolences to Dale, Judy and family.

Recently Frances and I were able to catch up with Barry and Peter Gough, not having seen them for many years. Barry is a bit like the bionic man, having had hip and knee replacements, however whilst coping with some aches and pains we found him cheerful. Barry has a long association with his SA Speed 20 VdP as he bought it in 1954 and initially used it as his family transport. It is quite some years since the car has been out on the road, but it is being well cared for. It may well be that the car will get back on the road soon with a new appreciative owner.

There will be more written about the St. Arnaud weekend elsewhere in ALVIC, however I wish to say how good it was to have long term member Simon Ramsay join us in his ex Mr. Alvis TD 21, which performed very well. Chris Higgins had the misfortune to break a fabric coupling on the input shaft to the gearbox in his Firebird saloon. However Peter and Eadie Miller were able to come to the rescue by getting a replacement coupling up to St. Arnaud and then it was fitted by a local Alvis owning mechanic, so that Chris was on the road again and able to drive the car home. Again this shows the great spirit in the Alvis owning fraternity. For Frances and I, we wish to express our gratitude to St. Arnaud Alvis SP20 owners, Alan and Heather Esmore and David and Lynne Vaughan of Wedderburn, with their TA21, for all their assistance with the running of the weekend. These people are currently not members of our Club, however through the common interest in Alvis ownership they were keen to assist and participate in the weekend.

When it comes to the Club awards we are currently lacking candidates to take out the Simon Ramsay Mt. Tarrangower hill climb shield and also the Basil Bowes competition shield. Whilst our Club does not run competition events, we are still very interested in the activities of those members who are also in the VSCC and who normally competitively campaign their Alvises. We look forward to hearing in the coming year that Alvises have come to the fore again in competitive events and that we are able to award these trophies.

Recently I had been busy preparing my 1904 6HP De Dion Bouton for a pre 1905 Veteran Rally, which was held in a wet and cold Ballarat the weekend before St. Arnaud. Over many years of ownership this car has proved to be a disappointment, however it would seem that I have finally sorted out all its issues, as pleasingly it ran very well and is likely to retain its home in the stable. Especially as the pre '05 weekend with its weird and wonderful primitive vehicles is likely to become an annual event. Also I had to get the crankshaft and bearings in Frances' Ladies Douglas reconditioned. This has only just been assembled in time for us to take it away. Pleasingly upon fitting the engine to the bike it fired up straight away and sounded good.

Also on the way home from St. Arnaud, Mark Weller, Mike and Liz Williams and ourselves called into see the progress on our Speed 25 Saloon (see pictures next page). Its second guide coat is currently being rubbed back and it should be ready for a top coat later in October. The pressure will then be on to finalise the colour scheme. Following this there is still quite a lot of work to be completed, such as plating, upholstery, fitting of interior wood work etc., so the car is unlikely to be ready for next year's 100th Anniversary Rally or the following National Rally in Albury.

On the subject of the 100th Anniversary Rally and the National Rally in Albury I am sure the organisers would be happy to receive some more entries.

A day event coming up is the lunch and steam train event in Seymour with the Jowett and Armstrong and Siddeley clubs on Sunday 28th October. Please let me know of your interest in attending this event by the first week of October, by sending me an email or phoning me on 0427 220 249.

If you intend coming to the Malvernvale Hotel for a meal prior to the September meeting please let Mark Weller know by the Wednesday evening, so that he can reserve enough places.

Andrew



Andrew's Speed 25 as mentioned in his President's Report

Please note that the Trydel Museum Visit has been cancelled. The organiser advises that an OH&S issue has arisen and visits will be resumed once the requirements have been met.

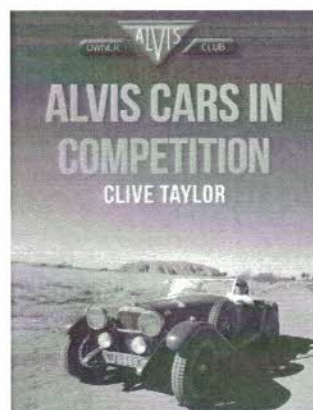
The Editor would like to thank all contributors of text and photographs in this month's ALVIC

Hello,
Details below possibly of interest to Alvis vehicle owners with cars using the Marles steering boxes. I obtained from a very helpful NSW Alvis owner, Alan Bratt, a steering box, believed to be a TA/TC unit. However it was identified as a TA14 unit by David Cornwallis. He is able to supply a wide range of parts for Marles boxes.

If anyone has need of a TA14 steering box, please contact me. Mike Osborne by email on ozbomes@internode.on.net

Keith Williams was quite suddenly admitted to hospital during the week and we wish him well and a speedy recovery.

Eric Nicholl advises that recent contact with Margaret Caldwell who is in Queensland, indicates that she is unwell and will not be home until fully recovered.



The Book was published on 15th May 2018 and is available from several sources, including Amberley, Amazon, E-Bay, Blackwells UK, and Booktopia.com.au

ISBN 978 1 4456 7516 9 (print)
ISBN 978 14456 7517 6 (ebook)

I received the following from Warrick Hansted and with a couple of minor changes I am sure he will not mind me copying it here:

In many ways it has been an awful wrench to sell and leave Murrer Murrer. Such a beautiful place and magnificent country. I will always miss it, but will always be glad I had a go out there. However, the wool prices are up, the fat lamb prices are up and I got a good offer on the property completely out of the blue. Now or never before the prices crash again and drag the property values back down. It was also getting too much. Getting too old to do it and impossible on my own now. 12 years ago when I took over Murrer Murrer, I could whizz around doing all sorts of things. 12 years later, I was staggering about and wondering how the hell I was going to get things done. I have reached the stage where it is all I can do to pick up a sheep in full wool or a pregnant ewe. When I got there in 2006 and for many years, I could grab hold of the bastards and near chuck them up the race. A couple of months back we were preg. testing over the road; big property and we had 2,000 to test. It was all I could do, with a great struggle, to pick up the ones that went down in the race and stand them back on their feet. Made the veins on my bloody forehead stick out with the effort!

The new place at Tarrington is not very big and only a quarter of an acre - a bit too small but will do for the moment. Still, forty minutes mowing instead of a day and a half makes a big difference and I should have time to work on - and enjoy - my cars. Can get a few jobs done on the 12/50 I want to do (it is going fine since the magneto rebuild) and the Darracq. Whilst the Vauxhall is comfortable and reliable, I find it very heavy, extremely thirsty, and somewhat ponderous, all in return for little performance, though it sits happily on 60 mph all day - once you get it there. A 30/98 it isn't - too much weight and not enough power. The gearbox ruins the car too, it is hard work and unpleasant to use - well it is in mine anyway. I wonder how you found your 23/60 to drive? I have entered mine in Shannons auction on 26th November. Rather have a 12/50 and the Darracq.

Have had 4 job offers in the last two weeks and a standing offer to go back carting logs to Geelong. They all knew I was moving, so it is pretty much take my pick when I am ready. In the meantime, despite having to move, I did some voluntary driving and took a couple of loads of hay up to Cobar. The drought is terrible up north, and the Cobar region is one of the worst hit. My heart goes out to them, they are trying to keep core breeding lines developed over years and de-stocked everything else. Normally lush at this time of year despite being marginal country, there is not a blade of grass to be seen - just red dirt. No meaningful rain there for 3 years.

Warrick

The Interclub Petanque competition will be held at the Lynden Park club rooms in Wakefields Grove (off Through Street) Camberwell, Melways reference; 60 F 4. The event will be run under the auspices of the Veteran Car Club Australia (Vic.) (VCCA Vic) and the event will be open to the members of that club.

As it is being held by VCCA (Vic) there will be no charge for the use of the rooms. We will be using the old lower grass green and not the Petanque Club's gravel piste and hence there is no charge. However we will be levying a gold coin donation from the members of the visiting clubs to cover for barbecue gas, power and cleaning and tidying afterwards.

The event will be held on Sunday 18th November 2018.

Suggested arrival time: - 11.30 am, with plenty of off street parking after entering via Wakefields Grove.

Lunch: from 12.00pm to 1.00pm. – people to byo lunch, drinks and everything as though they were attending a private property.

Competition: from 1.00pm through to 3.00pm, followed by trophy presentation and departure by 4.00pm. Participants to bring their own boules sets, as this event is being run separately from the Petanque Club.

Facilities: Seating, tables, hot water for tea and coffee, barbecue available for those who wish to use one. There is no bar and the consumption of alcohol licence is contingent on everyone wishing to consume their own BYO alcohol must sign the book upon entering the club rooms.

We Welcome Julian Smibert :

A brief Bio!

Having recently joined the Alvis Club I suppose the obvious question is why? My wife Jenny regularly asks this sort of question so I shall endeavour to explain.

I seem to have played around with machinery of one kind or another for most of my life. My first motor transport being a very dilapidated BSA Bantam which came into my hands when I was about fourteen years old.

The main thing at that time was to get it going, which it eventually did, although never very reliably, which considering it was assembled with a shifting spanner and a large hammer is not surprising.

It served me well however on many clandestine expeditions around the lanes of Malvern, keeping a wary eye out for the police.

Next was a 1946 Riley, which was towed home with the engine in a box in the back of the family station wagon. I had a few more tools by this time and eventually the Riley was registered and served well for a few years. This was followed by a little Triumph Herald which spent most of its life without a roof and had a wonderful turning circle. It took me to Brisbane and back en route to PNG for my first flying job.

Aeroplanes and then helicopters (and even balloons) provided a great deal of entertainment for most of my working life mixed with a few interesting cars and the usual string of more modern family cars. Most of the interesting vehicles have been British, a rather beautiful Aston Martin (sold just before marriage) and a Tiger Moth, another Riley (pre-war this time) and a lovely D8Delage (which my father in law gave to my wife).

So now we get to the how and why of Alvis?

It really had to be a British car and I quite liked As and Bs! So it was Alvis, Aston, Bristol or Bentley. About four years ago I was able to purchase a rather lovely old Bentley which took care of the Bs, so Alvis is the obvious next choice!

This is apart from the fact that they are rather beautiful well built motorcars!

So my search is for a suitable TD 21, preferably a five speed manual but I'm not biased too much about the gearbox. The main thing is that the car be complete and can be used without too much fuss, with scope for improvement, tinkering and the other enjoyments of old cars!

Julian

ST ARNAUD WEEKEND AWAY

7-10 September 2018

Peter Miller - ACCV Mercedes-Benz Section

I, and indeed everyone participating in this event, had been looking forward to an excellent weekend based in St Arnaud.

My preparations had been somewhat hectic as I had recently discovered a crack in an exhaust port on the 12/50; so, while the engine was apart I took the opportunity to have new timing gears made, lightly hone the bores to remove some glazing, and fit new pistons as well as attending to some other minor issues, all of which of course took longer than anticipated.

Anyway, just over a week before the departure date all was completed with the car running excellently. I was quite relieved and very pleased with the result, and used the time to do some local driving just to make sure all was well.

Dale Anderson and Geoff Ross were to spend the Thursday night in Gisborne to allow a leisurely start the next morning. They timed their arrival in Gisborne to coincide with a spectacular thunderstorm accompanied by lightning and torrential rain – the two 12/50's quite unfazed by the conditions.

Next morning, we joined the Langs in Big Red and set off, but after about 10 kilometres I noticed a slight loss of power so pulled over, only to find a piston had nipped up.

After about fifteen minutes it had cooled sufficiently to turn then engine over and start, but not wanting to cause any further damage to the engine I turned back home to leave the 12/50 safely in the workshop, despondently transferred my luggage to the modern and set off once again intending to catch up with the rest en route, which I did at Chewton. We then took a scenic route through Castlemaine and Maldon to the lunch stop at Inglewood, where we met up the rest of the participants who had taken the more direct route along the Calder Highway.

After a very pleasant meal at the State Empire Hotel, we visited the Eucy Oil Distillery Museum which provided a fascinating insight to the process of extracting eucalyptus oil, demonstrated by means of a working still. A 40-minute drive from there took us to St Arnaud and our overnight accommodation.

Next morning dawned bright and sunny, though very cold with a heavy frost and all the cars were covered in ice. The morning's drive was also an observation stage and took us along the Avoca River through Charlton and Boort to the Spanner Man, where we saw an astonishing collection of very large sculptures, all created entirely from spanners, so, if you have lost a spanner from your toolkit, you now know where it is! What made these sculptures all the more remarkable is that John, who created these amazing, very detailed and lifelike pieces, has been severely disabled since a very young age, with only one usable hand.





Everything is done single-handed from a wheelchair, using hoists and chain lifts to manipulate the sculptures into a position accessible for him to apply each weld, and with each spanner being held in place with magnets. Sculptures were not the only items of interest, there were also Macaws, Pheasants, Deer, and a huge collection of early farm machinery on display.

Next stop was Wedderburn to attend the Wedderburn Annual Machinery Day. Here there really was something of interest for everyone, with a vast array of stationary engines, cars, tractors, an accurate working replica of Henry Ford's Quadricycle and even a very talented pipe band.

Back to St Arnaud, and on this stage Chris Higgins' Firebird developed a driveline vibration, so he took the car to Alan Esmore's BP Service station, where Alan soon diagnosed a failed fabric coupling in the jackshaft between the engine and gearbox, probably exacerbated by rather weary gearbox mounting rubbers, which were allowing some movement of the gearbox. I had been lucky enough to accompany Mark Weller in his very desirable SA Speed 20 for the day – what an impressive motor car! That evening an excellent dinner was enjoyed at the St Arnaud Sporting Club.

The next morning, we visited Alan Esmore's incredibly diverse car collection, ranging from diminutive Austin Sevens to a very imposing Rolls-Royce Silver Ghost, with single-cylinder Cadillacs, E-Type Jaguars and a whole host of other veteran, vintage and classic vehicles in-between.

Following that the next stop was the Tottington Woolshed, built in 1844 and still in use to this day. Unfortunately I was not able to visit, then on to lunch, planned to be at Moonambel, but due to unforeseen circumstances was re-located to the Avoca Hotel at the last minute, which proved to be an excellent choice.

A replacement coupling for Chris's Firebird had been obtained so Alan Esmore very kindly fitted it on the Sunday afternoon, which enabled Chris to become mobile again before Alan and his wife Heather went on to host a barbeque for us all that evening, which was a very enjoyable way to end a fantastic weekend away. Thanks to Andrew, Frances and Allan for their excellent organisation.

From the top left anticlockwise:

- *Mark Weller at the event start point at Calder Park Raceway complete with tea pot , cup and saucer*
- *At the Eucy Oil Museum*
- *Chris Higgins' Firebird & David Vaughan's TA21 at the Wedderburn Machinery Day*
- *"Big Red & "Audrey"*
- *Some of the Pre-dinner drinkers at the motel*
- *Mark Weller's Speed 20 SA*
- *The Spannerman's art*
Two Brumbies fighting
"Sher"
The Marlin
Alan Esmore's Speed 20 SB

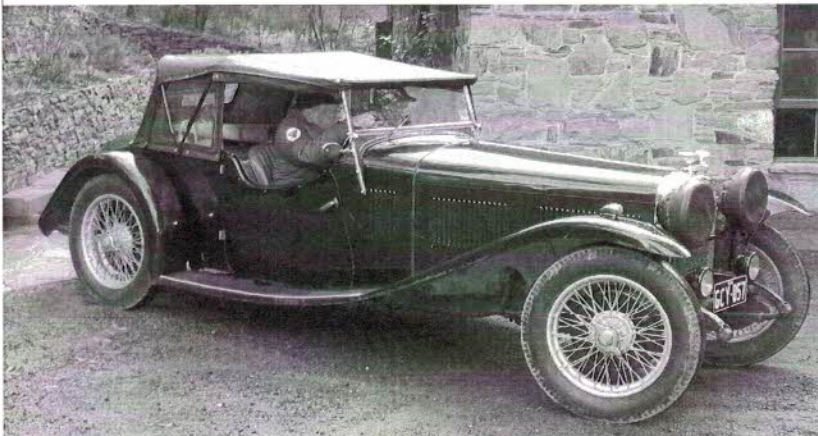


Look who the Tonkins caught up with in the UK.

"Mrs Simpson" is for sale at Earley Engineering Hereford UK, and Richard & Pauline caught up with her there. Having been repatriated 5 years ago and still to find a good home, it is a wonder she was on speaking terms with the Tonkins.

Mike Williams advises that he has just bought the Barry Gough, Speed 20 SA Van den Plas Sports. Purchased by Barry in 1954, it appears in many photographs of early ACCV events.

Many years ago, Mike had half shares in another Speed 20 and it is great to see him return to Speed 20 ownership.



Barry at the wheel during a visit to the Northey's country retreat near Castlemaine

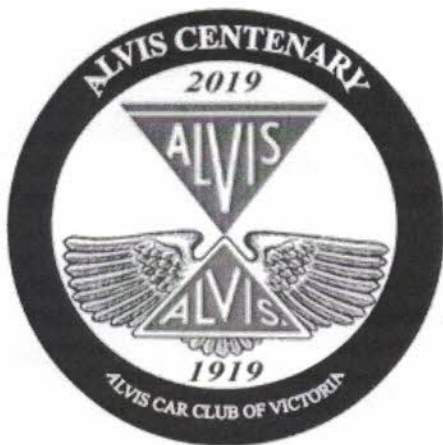
ALVIS CENTENARY CELEBRATION GRILL BADGE

Please be advised that a grill badge to celebrate the Alvis Centenary is to be produced.

The metal badge will be 90mm in diameter with a central mounting for attachment to your car.

The design below spans the hundred years in using the lower original short lived logo with wings, that AVRO claimed was too alike their own design and its use by Alvis discontinued.

The Red Triangle above, has been used ever since.



The cost of the badge is dependant on the number ordered and your interest is sought.

The current quote suggests that they will be for sale at about \$30 each

Your expressions of interest are sought by 31 October and a firm price will be available at that time when confirmation of your order will be required and an order placed

Please advise John Lang by email: jdmelang@bigpond.net.au or by phone: 0419 890 313

New member Greg Gibson has recently purchased the ex Mrs Graber, ex Richard Tonkin Graber. We look forward to meeting Greg at an event soon and to see the Graber in action again.



WORKSHOP

Servicing the Smiths speedometer.

Steve Denner

The Smiths speedometer of the vintage years was an extremely popular instrument fitted by many British vehicle manufacturers, being available in several calibrations from 40mph to 100mph. My own 1926 car is fitted optimistically with a 100mph instrument, and I can be certain that it will never wear out the upper end of the dial.

However, of recent months it was making its presence felt by emitting an irritating rumble able to be heard clearly above the background rattle of timing gears and the 'B' flat from third gear.

Moreover, as is common with this instrument the little lever that resets the trip odometer had broken off and thus it was decided something had to be done about it.

Although the works inside the instrument seem to be nicely built the biggest weakness is that the case is made of Mazac (a die cast alloy sometimes referred to as "monkey muck"). This stuff is very fragile and in fact the reason the trip lever had fallen off was that the two little mounts cast into the body that carry the lever had broken. To make matters worse Mazac tends to "grow" with age (and perhaps also corrosion) so that the body becomes a very tight fit in its spun brass bezel housing. Considerable care is required to separate the two without damage. You can tell this is so by the number of instruments damaged beyond use that are on offer at the Bendigo swap meet.

I found the following worked well for me. First remove any of the small retaining screws securing the housing to the body (often there are none left if someone has been here before you). Using three bits of 3-ply or similar, about 1/4" by 3", fit them around the body with ends lodged on the lip of the rim and hold in place with an elastic band (as photo). Grip the instrument upside down in one hand and tap the ends of the wood splints with a small hammer, moving round the circle.

With luck the housing will start to separate from the body and when it is about half way off it should be possible to remove it fully with gentle pressure. Be careful in the final disengagement because the glass and silver plated "nest" will also come away and will not appreciate the long drop onto to your concrete floor.

Much of the works is now visible but there is not much that can be done until the indicator hand and dial are removed. The hand is very fragile and is a press fit on its spindle but is often very tight. Strongly recommended to make up a special forked tool to lever the hand with

pressure as close as possible to the mounting boss. I ground a "V" notch in an old screwdriver (well, it's old now).



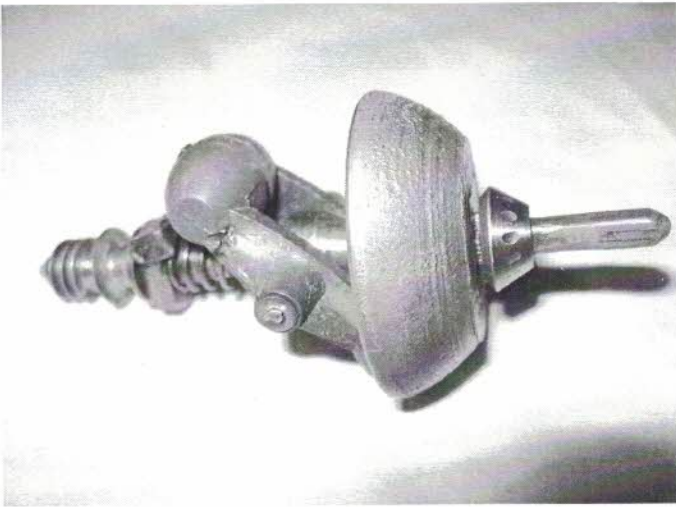
Separating the bezel from the body.

Put some protection on the face of the dial to prevent scratch damage while doing this. The dial will fall off once the hand is removed.

At this point all further dis-assembly should be done over a large Tupperware box. Before going further examine carefully how the rotation of the drive spindle pulls the little horseshoe connection which ultimately moves the hand. When reassembling the instrument you will need to engage this horseshoe with the flange on the drive spindle and it is possible to fit it upside down in error. The instrument motion can be demounted by removing three screws; two of which are cheese head 6BA and easily visible and the third which is a countersunk head and hides behind the trip reset mechanism and requires the

trip operating arm to be held down to expose it. You can now separate the motion from the body and wise virgins who read and acted on the first sentence will collect the ball bearings in the tupperware. Foolish virgins will have an "Oh s**t!" moment as the little balls roll under the bench from whence they can only be retrieved by the vacuum cleaner.

It will be evident now that there are two loose ball races (cup and cone) at either end of the drive shaft. Look carefully in the bottom of the mazac housing where there is a cup because there may still be some balls embedded in the pre-historic dried grease there. Similarly look carefully around the upper bearing cup in the chassis of the instrument for escapees. The upper race carries 9 off 1/16" balls. The lower race seems to use 1/8" balls on vintage instruments, whereas later instruments (such as fitted to pre 1933 MGs) seem to be 1/16" both top and bottom. (I have lost my notes as to how many of each are required but it will be evident when you fill the cup).



Close up of the drive spindle shows a badly pitted bearing cone (extreme right). This one is probably beyond salvage. Has any member experience of dismantling and refurbishing this pressed up assembly? The various speed ranges (60, 80, 100 etc) of the instruments are determined by the rate of the coil spring on the spindle.

The reason for the noise of the instrument was now evident; the upper cone on the drive spindle was badly pitted possibly through poor lubrication or lack of working clearance on assembly. I don't think removal and replacement of the cones is a simple matter and being unwilling to use force I settled for mounting the spindle in the lathe and dressing the cone with a Swiss file and emery to give a more presentable bearing surface. I would be keen to hear if anyone has more experience at this point. I limited other work on the instrument to gentle cleaning with white spirit and cotton buds to remove most of the grime, followed with sewing machine oil where it looked useful. I know of an architect who using Indian ink and squirrel hair brushes has repainted all the little numbers on all the little dials on the odometer, but he has a steady hand as a result of a virtuous and alcohol free life. Those of us who usually spill at least some of our porridge should not attempt this.

The remount of the trip lever was undertaken by

fabricating a mild steel fulcrum to carry the brass trip lever. The remains of the mazac mounting were filed off and the body cleaned up with a file so that the brass housing is an easier fit on reassembly. The new mount is secured with two 2BA fastenings screwed into the body. The wall thickness is only about 1/8" which is not a lot of thread, but neither is there a lot of force on the fulcrum. If tempted to secure it using a nut inside the body be careful that there is clearance for the governor whirlygig which needs most of this space when in motion.



Repair of broken trip lever mount. The new steel fulcrum is fixed to the outside top of the body.

All good Haynes manuals at this point say "Assembly is the reverse of dismantling." Regrettably this is not so because of those datted loose balls which perversely obey the laws of gravity.

Considerable dexterity is required and three hands with seven fingers on each will be found to be an advantage. The sequence of action is first fit all the balls in the lower cup, followed by the balls in the upper cup. Then fit the drive spindle into the upside-down chassis, engaging the little brass horseshoe coupling and holding this assembly together, lower the assembly into the housing to seat the bottom cone on its balls. All this to be achieved without losing any of the balls, engagement of the drive spindle with the activating horseshoe, or your temper.

To achieve the first step and retain your sanity the following may help. Coat the bearing cups with a little grease. The balls are not heavy and will usually stay in

place when the assembly is inverted.

Filling the bottom race is fiddly and can be made easier by fashioning a dowel about 4" long that just passes through the lower bearing cup. Drill a hole up the centre of the dowel of sufficient diameter to insert the bottom end of the drive spindle. Insert the dowel into the lower cup race and pack the balls around it. This stops them being dislodged and falling through the centre and onto the floor (again).



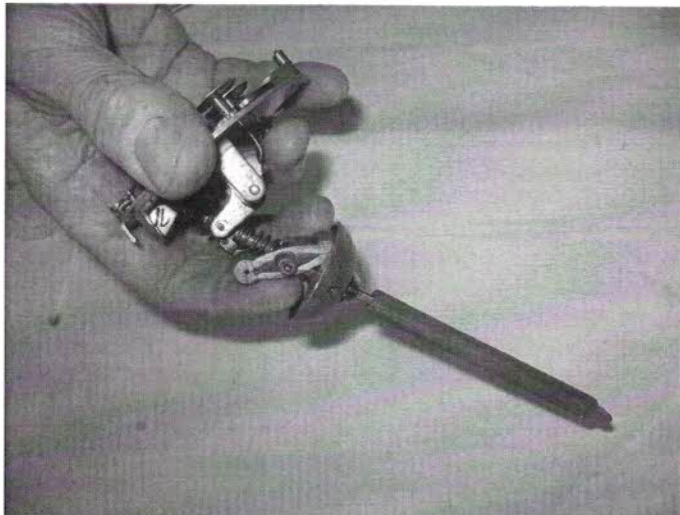
With the spindle engaged in the chassis top bearing use the dowel to help lower the assembly into the instrument body...

The top bearing cup is threaded into the chassis so that end float adjustment of the drive spindle can be achieved. Undo the locking screw in the chassis and back off the bearing cup just a little. Final end float adjustment is done only after the chassis has been screwed back onto the body mounts.

With the chassis inverted fit the nine 1/16" balls in the top cup. Again a small twist drill stood in the middle of the cup will make it easier. Now jiggle the drive spindle into place in the upper race, making sure the horseshoe lever is engaged correctly with the spindle.

Now lift the assembly and turn it the right way up ready to drop into the body. At this point it will be evident this is not going to work and there will be balls all over the bench (again). However if you insert the bottom end of the drive spindle into the axial drilling in the dowel you can lower the assembly of spindle and movement down into the body on the end of the dowel until the bottom cone is nicely seated in the bottom race. Now carefully hold it all together by fitting the two (easily accessible) cheese head 6BA screws to secure the chassis to the body. Now you

can relax and breathe again and fit the hidden countersunk screw. Finally adjust the end float with the threaded top cup until there is just no perceptible axial movement but the spindle spins freely (and quietly, we hope) and tighten the locking screw.



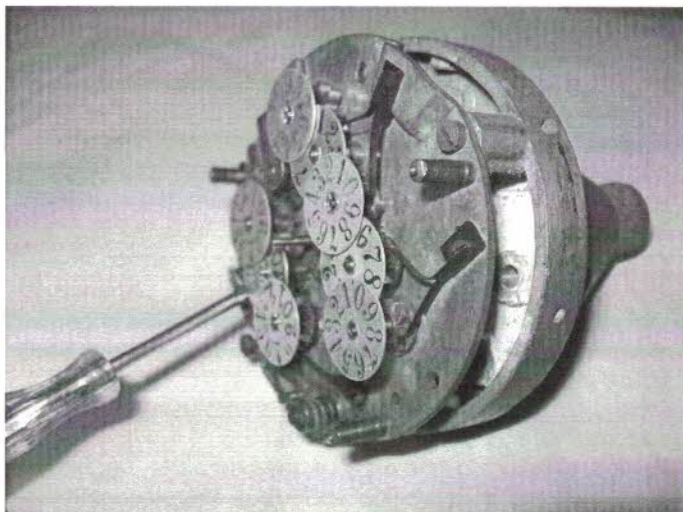
With the spindle engaged in the chassis top bearing use the dowel to help lower the assembly into the instrument body...

The rest of the reassembly is exactly as per Haynes manuals. Cut a new paper gasket to fit between the bezel and glass. This will help to keep moisture out and prevent the glass rattling.

Use proper silver cleaner to polish the plated "nest" ring and clean the glass both sides.

Removing 90 years of scum makes a huge difference to the appearance of the instrument and this alone makes the exercise satisfactory. Is it any quieter? Perhaps. Is my hearing less sensitive?

Perhaps.



With dial and hand removed the chassis remains secured to the body with 3 screws. Screwdriver indicates location of adjustment for drive spindle end float.

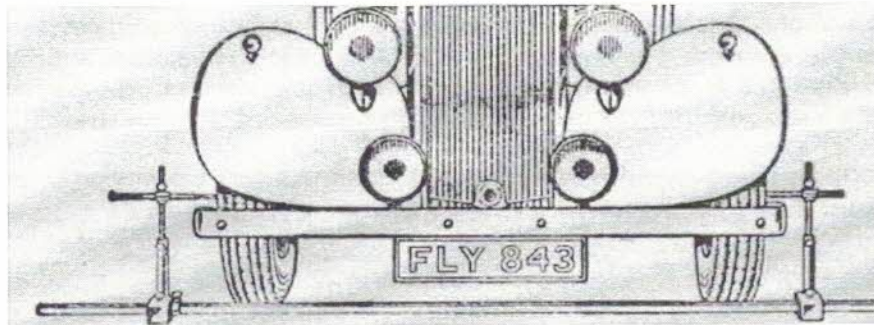
“For the sheer joy of driving I'd like to go there in an Alvis”

(Advertisement in The Motor 1952)

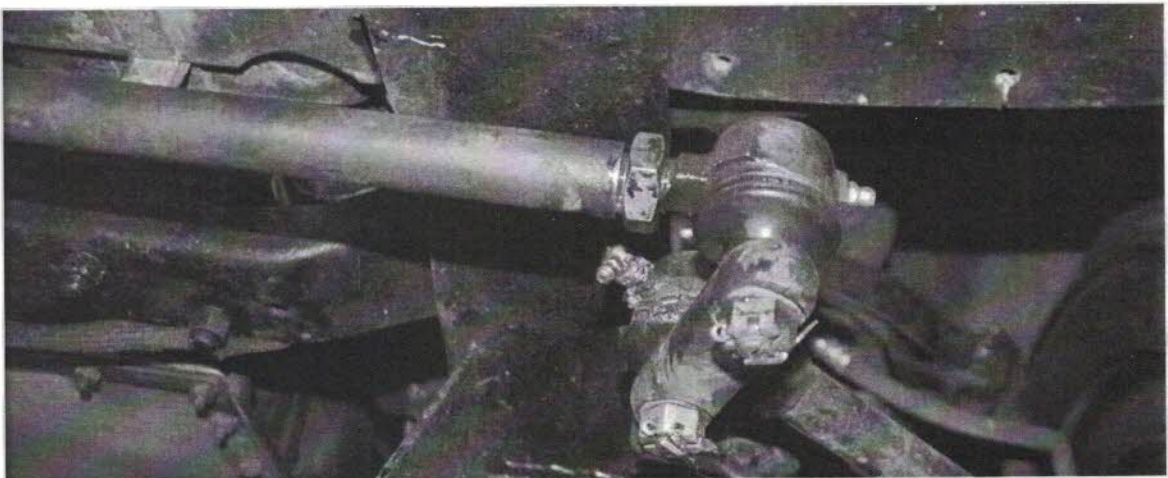
Three Litre cars - Wheel alignment

In 2012 I wrote about the poor handling of my TA21 when descending a windy section of the Dandenong Ranges on the outskirts of Melbourne. The tyres squealed around the bends and the car only drove well in a straight line. I later discovered that the ball joints had been replaced and that both steering side rod assembly lengths had been altered. It is my understanding that when new the lock nuts were tack welded to prevent any adjustment. No mention was made of their overall length in the Owner's Manual other than a comment that they were not to be adjusted. The result was that the toe in/toe out on turns had been significantly disturbed. Therefore the starting point for a Three Litre wheel alignment, be it done at home or by a garage, is to ensure that the side rod assemblies are of the correct and equal length between ball joint centres. This is where some confusion may exist as the Motor Trader Service Data Bulletin 202 of 1953 records the overall length between ball joint centres to be 13 1/8th inches however David Michie, the last service director for Alvis, writing in the April 1971 Alvis Owners Club Bulletin, (see *AOC Technical Compendium TA-TC, Section 4*) has the length at 13 1/4 inches. This is the measurement I have used with success. To achieve this setting I had made a simple tool from a thin piece of wood and hammered two small nails 13 1/4 inches apart right through the timber until their points came a good half inch out the other side. A small indentation at the base of each ball joint allowed the homemade tool to be accurately positioned.

As camber and castor are both fixed the only other adjustment is the toe setting. The Works stipulated a **0 - 1/16th inch toe out** and this was applicable from the TA21 through to the TF series. For those keen to do the job with original tools can usually find a period gauge on eBay, otherwise newer types are available. At the time of preparing this piece there was an American unit listed. The one I purchased was made by Dunlop and was the type typically found in a post war Australian local garage. A drawing of the unit is reproduced below and is from a Dunlop tyre booklet supplied with a new TA14 in 1946.



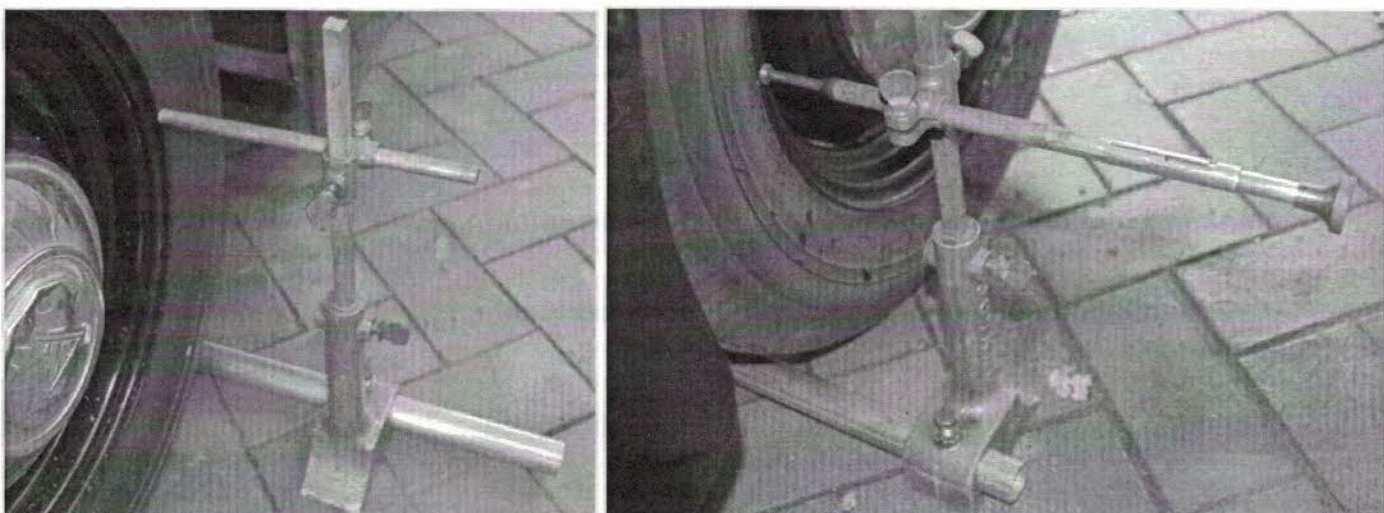
Given the gauges age it was in remarkably good condition. This unit is simple to use and quite accurate. As it came through the post my only requirement was to source the trammel which is a 6' length of galvanised pipe. The toe setting procedure is straight forward. The first task is to undo the front tie rod ball joint lock nuts (*anti-clockwise direction*). The lock nuts can be quite difficult to budge. The tie rod is akin to a turnbuckle; rotating the bar in an anti-clockwise direction will cause both wheels to toe in and vice versa.



I set the gauge in place now that the 2 lock nuts were undone and then recorded the starting point on the inches scale with a fine red pen. This can be seen in the calibration picture. It doesn't matter where one commences the initial reading on the gauge scale. The gauge is calibrated in both inches and millimetres. I just adjusted the arm and clamp to a section that had clear markings. The inch scale is marked in 1/16ths of an inch. {They are just visible between the larger 1/8th inch lines.}



Having made sure that all the gauge finger screws were tight I pulled the spring loaded calibration rod out to its locking position and then tipped the gauge on its side and rolled the car forward half a wheel rotation so that the toe reading was taken from the same rim positions. This lessened the possibility of out of true rims effecting the reading. The gauge was then pulled through and set up again this time in front of the wheels. With the lever released a reading could be taken and compared with the original. The tie rod was subsequently rotated in order get a zero toe reading, (i.e. the same as the starting point) as I have found zero toe to be quite satisfactory when running cross ply tyres.



As can be seen in the above photos the centre line of the wheel is the starting point for the measurement. I repeated the process this time without rotating the wheels in order to see if the rims were true and they were. Assuming that all adjustments have been done correctly and everything else is in proper order the steering wheel spokes should be symmetrical in the straight ahead position.

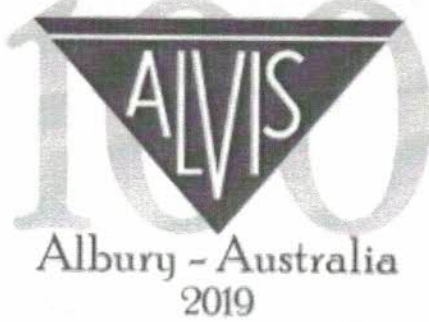
Postscript

In that earlier article I ended with a comment on regular steering arm inspection (see below) and I feel it is worth mentioning it again for there is not an overly generous amount of metal around where the side tie rod ball joint tapered end fits within each steering arm. If one of these were to fracture due to age related fatigue or other cause, then steering would be lost.



Richard Wallach
richardwallach@hotmail.com
Melbourne
September 2018

*You know it is time for a
wheel alignment when
you can change lanes by
letting go the steering
wheel!*



Alvis Centenary Rally

7th - 13th April 2019

To begin the year long celebrations of the centenary of Alvis come to Albury Australia and join in the fun.



Watch a rehearsal of the Flying Fruit Fly Circus, Australia's internationally renowned circus school.



Visit the Bandiana Army Museum, the largest Australian Military Transport Museum, and the Bonegilla Migrant Experience.

After the Down Under Centenary Tour organised by the ACCV, the Alvis Car Club NSW will host six days of entertainment and adventure centred at Albury City, a major regional centre in Australia.

Stay at the Hovell Tree Inn, Albury's premier motel, on the banks of the Murray River, opposite Hovell Tree Park, and just a 5 minute walk from Albury CBD.



Have lunch on Monday at Kinross, a woolshed converted into a charismatic pub and on Friday at All Saints Estate, a heritage listed venue surrounded by ancient vineyards and award winning gardens.



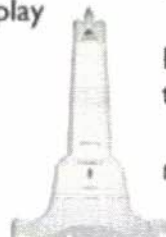
Visit Brad Jones Racing, the V8 supercar racing team headquartered in Albury.



Drive along scenic Kiewa Valley Hwy to see the Australian Stoeber Museum at Mt Beauty and return via the tourist centres of Bright, Myrtleford and Beechworth.

Dress up in the 'Centenary' theme for our gala dinner on Thursday night.

Visit the Albury Library Museum to view an exhibition of the Centenary of Alvis and see our Alvis cars on display at QE2 square.



Enjoy a pizza evening using the wood-fired ovens in Hovell Tree Park.

Watch a classic Australian silent movie, set in the times of early Alvis production.

Drive up Monument Hill for a look at the First World War Memorial and a view over the city.

Visit the many historic buildings in Albury reflecting the important role that this region played in Federation. ▼

For details contact Heather Goldsmith email: Alvibatics@optusnet.com.au



ALVIS 3 litre DHC

Chassis 24639 Engine 24639

Colour: maroon (Glasco # 227226)

Trim: brown leather

Hood: black duck

Date completed: 12 May 1952

Date delivered: 16 May 1952

The owners handbook carries an undated entry stating "JUJ 200" has been modified at the Alvis Works by the installation of twin carburettors and a 3.7 / 1 rear axle and is now a TC21. The TC21 superseded the TA21 in the mid 1950s.

FOR SALE

This sound and delightful example of a classic hand-build English motorcar (Tickford of Newport Pagnell Ltd, UK) has undergone a mechanical rebuild at Vintage and Historic Restorations of Blackburn in Victoria to complement earlier work on the engine and interior. Consequently, it is now ready for a new life offering many years of trouble free motoring by a discerning new owner.

The work undertaken by HVR exceeded \$60,000 and was completed in 2015 and carried out to original Alvis specification. Not surprisingly, the engine performs as new and the car presents as a high speed touring machine capable of covering long distances in total comfort and I will be sorry to see it depart to another keeper.

The car has been in its present ownership for some 12 years and all receipts for work carried out by HVR together with other material assembled by previous owners, will be passed onto the purchaser.

It is currently on Victorian Club plates and the new owner will have to obtain a roadworthy certificate for entry to the Victorian Club Plate scheme or for full registration.

\$85,000

Darrell Horton, Craigieburn 03 8364 0612

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

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Alvis People Behaving Badly



Some people are never satisfied! Terry Wills-Cooke having recently purchased a very nice TD21 was a bit keen to see if he could fit into this diminutive Austin 7. The jury made up of messr Higgins and Lang are considering their verdict and whether a rescue extraction might be required.

WANTED

ALVIS TC 21/100 PARTS WANTED:

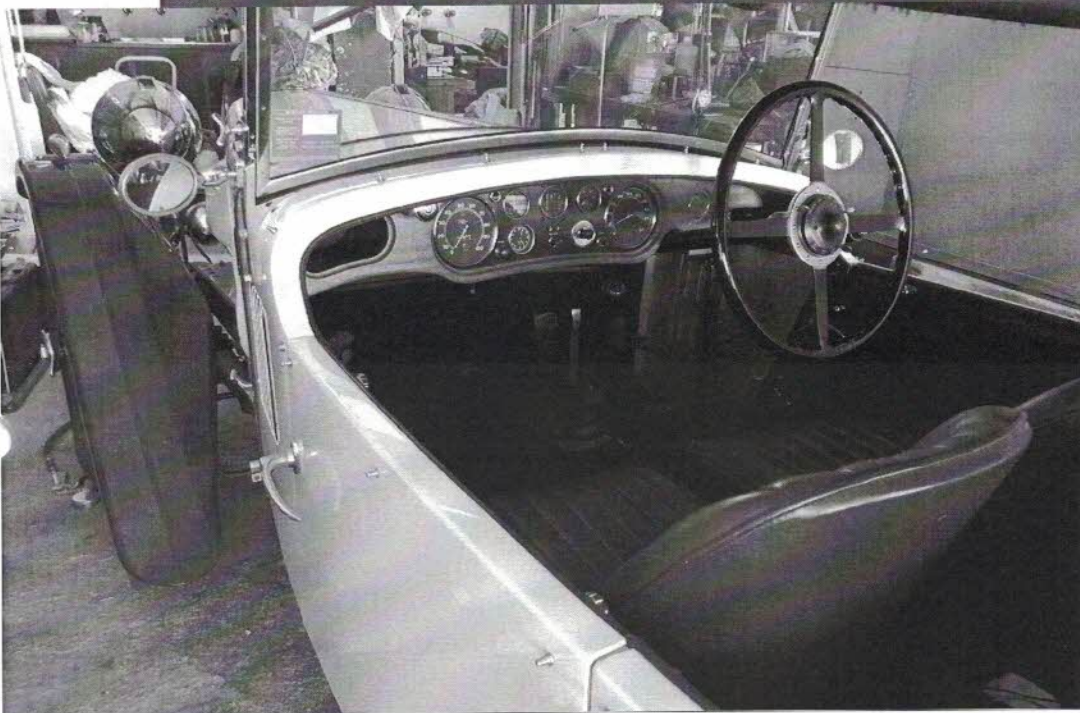
I have an urgent need to source a replacement gearbox for my Grey Lady. This could be one requiring rebuilding or one which has already been rebuilt.

If you have gearbox parts for sale please ring me as well – it is 3rd gear which is making a “death rattle” at the moment.

My car is a 1954 4 door Mulliner saloon; chassis number 25483.

Please call me on 0400 194 347.

JON VOLLER



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

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



Day Run to the Seymour Railway Heritage Centre Saturday 27 October

The Jowett Car Club of Australia has invited the Alvis and the Armstrong Siddeley Clubs to join them on a visit to the Seymour Railway Heritage Centre on Saturday, 27 October.

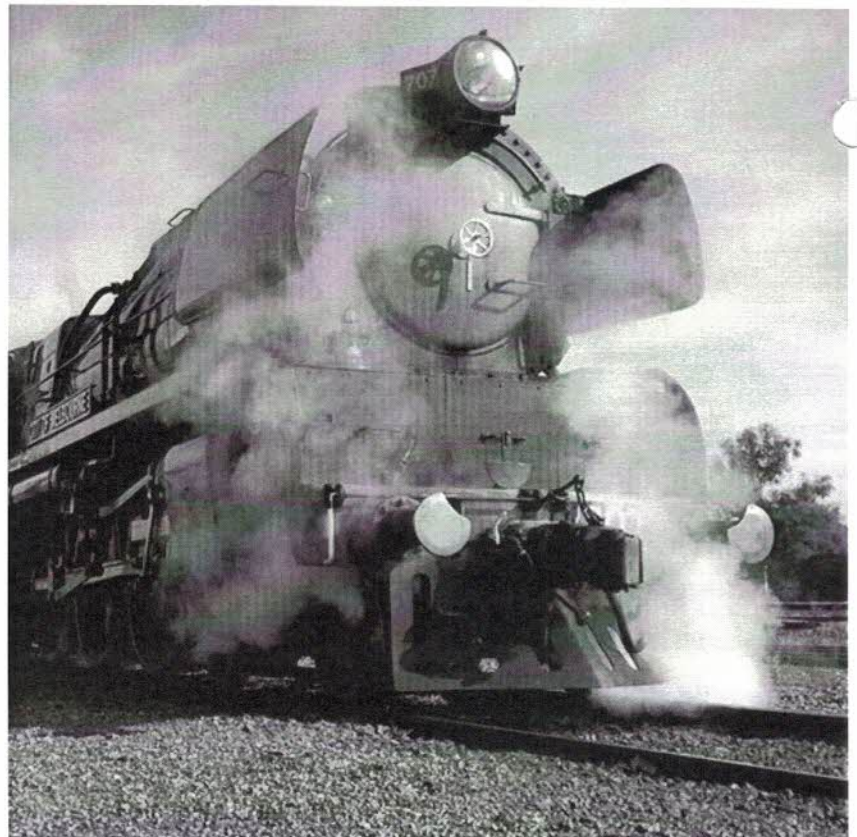
The plan is to arrive at the Centre by 11am for tea/coffee in their kiosk, then a guided tour of the depot followed by a starter-mains-desserts lunch served in their elegant, historic Dining Carriage at the depot, featuring proper linen tablecloths and original crockery. After lunch it is planned to visit the historic Seymour Station, built in 1875.

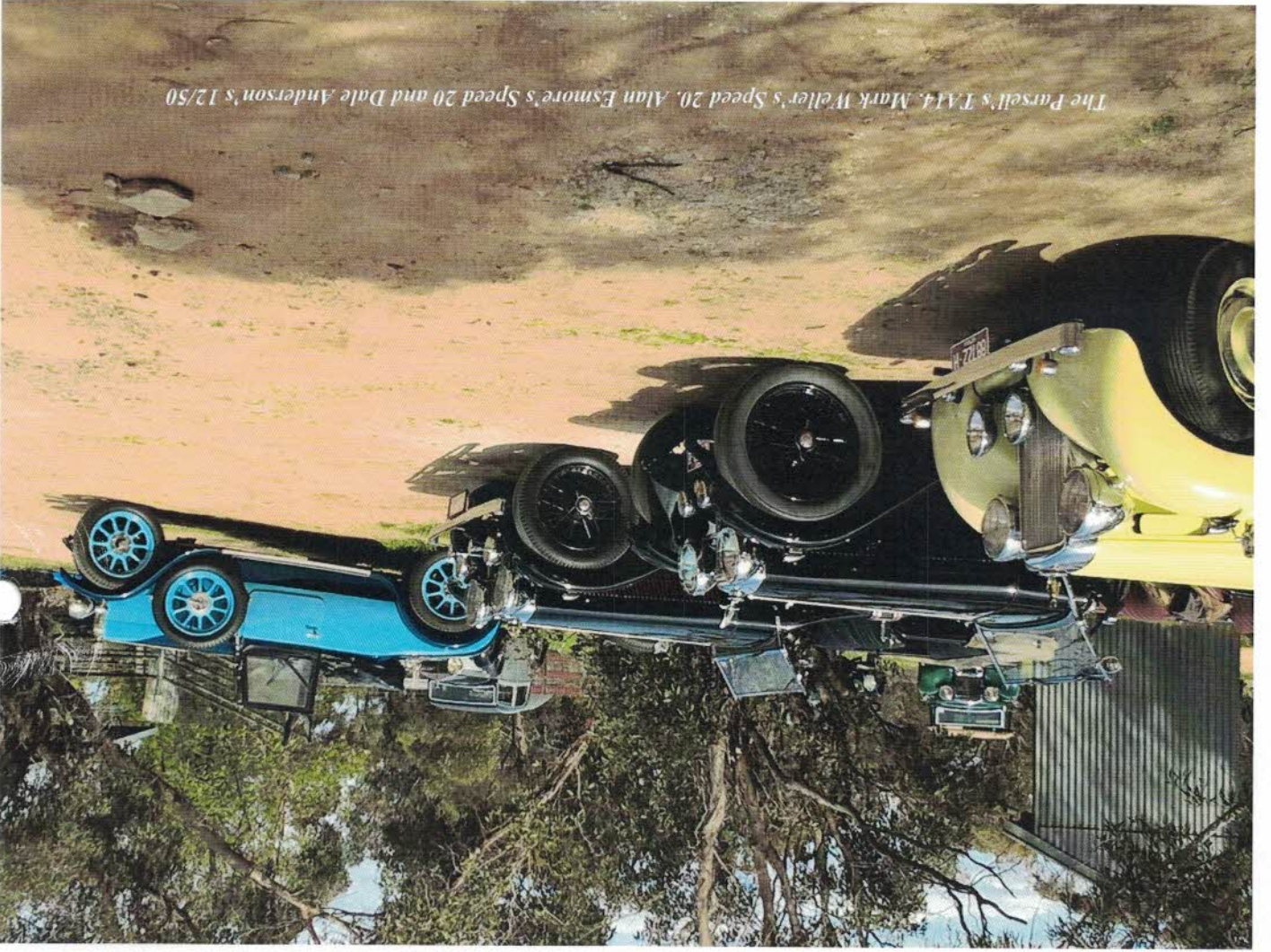
The cost is \$40 per head, payment on the day, with 2 choices of wine by the glass, at members' expense.

The Dining Carriage is limited to 48 seats, so we are allowing for 16 from each of the 3 Clubs – first in best dressed.

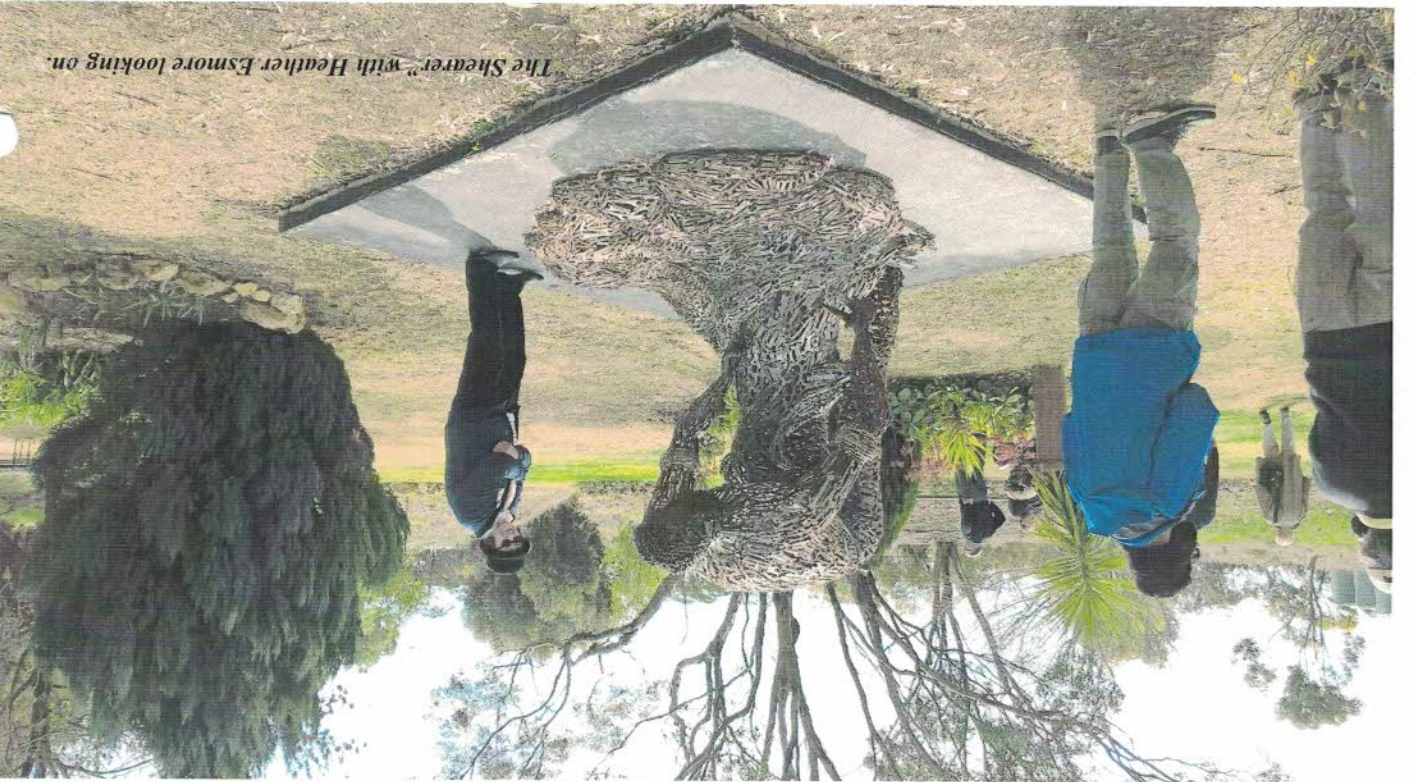
Please contact me on 0407 944 987 or rtronkin@tonkinlaw.com to book.

Richard Tonkin.





The Pursell's TA14, Mark Weller's Speed 20, Alan Esmore's Speed 20 and Dale Anderson's 12/50



The Shearer™ with Heather Esmore looking on.

