



NEWSLETTER

VOLUME 36

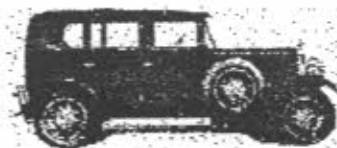
ISSUE NO.2

FEBRUARY 1997

CLUB ROOMS:- Rear of "ALVISTA", 21 EDGAR ST., GLEN IRIS. Melway p59 F 8.
MEETINGS:- THIRD FRIDAY OF EACH MONTH
(EXCEPT DEC./JAN.) AT 8 pm.



J. Linnell - BERTS



UP AND COMING

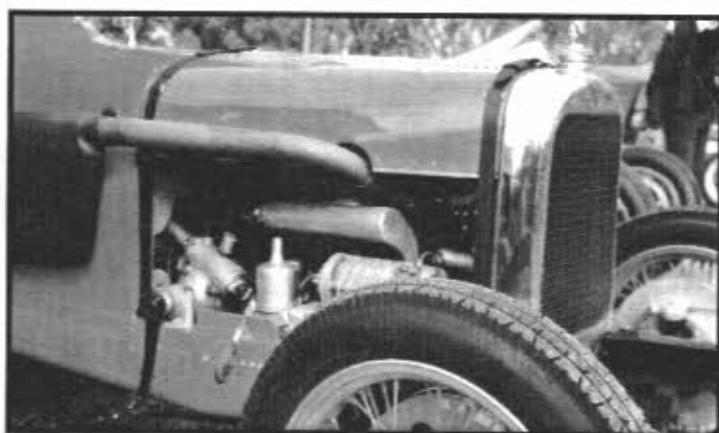
- FEBRUARY. SUNDAY 9TH** Picnic at Hanging Rock.
- FEBRUARY. FRIDAY 21ST** Club General Meeting with Guest Speaker.
- MARCH. SUNDAY 2ND** Geelong Sprints.
- MARCH. SUNDAY 16TH** till **SATURDAY 22ND ALVIS NATIONAL RALLY AT WARRNAMBOOL AND BALLARAT.**
- MARCH. SUNDAY 23RD** Kalorama.
- APRIL. SATURDAY 5TH** Eddington Sprints. ACCV has been invited by the VSCC to compete. See inside.
- APRIL. SUNDAY 6TH** British & European Motoring Show. Flemington Racecourse. An AOMC Event. Details & Entry form from AOMC GPO Box 2374 V. Melbourne 3001. Tel/Fax (03) 9808 4117
- APRIL. FRIDAY 18TH** Club General Meeting and Video Night.
- APRIL. 25th - 28th** TOURING ASSEMBLY in the Alps with VSCCs of Vic and NSW.

NB. NO ACCV MEETING IN MELBOURNE IN MARCH.

PRESIDENT	JOHN TWOMEY	53 Park Street Pascoe Vale Vic 3044	Tel 03 9386 0439
VICE PRESIDENT	RICHARD TONKIN	PO Box 280 Greensborough Vic 3088	Tel 03 9710 1465
SECRETARY	DALE PARSELL	14 Symons Rd Avonsleigh Vic 3782	Tel 03 5968 5170}
TREASURER	JOHN TWOMEY		email: dparsell@ozemail.com.au}
EDITOR	JOHN HETHERINGTON	102 Balaclava Rd Shepparton Vic 3630	Tel 03 5821 6422}
NEWSLETTER DISTRIBUTION	JOHN & KAY BALL	PO Box 26 Murchison Vic 3610	Fax 03 5831 1586}
			email: jfh@sheppnews.com.au}
			Tel 03 5826 2518



Rob & Loretta Simpson have a little bit of tidying up to do on their Cross & Ellis 12/50 before the National Rally starts in five week's time!



Geoff Hood's Supercharged 12/50 Racing car. Off Side.

When it comes to pictures most readers say they want to see "cars and their owners", Now that we have better graphics let's do just that. Some of the pictures on this page have been used before, but that does not mean that they have been seen before! It is hoped that it will be possible to publish a colour page from time to time and a suitable first time would be the forthcoming National Rally.



*Bob Graham and **THE TB 14.***



Rob Sands and Son and the 12/50 Beetleback.



David Caldwell and TA 141.



Frank Mornane and 4.3 litre.

ALVIS AGNITIONS.

"Come dressed Fifties Fashion" the invitation said. "Crikey", said your Editor, "What does that mean for blokes?" "Don't worry", said Mrs. Editor, "Just go as you are!" Square we were then and I guess most of us still are. Square, yes - but not oversquare. Indeed, most of us are pretty pleased with our long strokes. My pleasure with a long stroke engine and it's lots of low down grunt comes to mind every time I drive Mrs. Editor's SAAB with its over square engine. Not only does it need more herbs to get it off the mark than the 12/50, it frequently reminds me of the fact by stalling when I fail to give it enough Wellie. It then compounds the insult by sounding a chime at me to reinforce the proposition that I have made a pratt of myself! Then I have to turn the thing completely off before I can turn it on again. And they call modern cars user friendly"! Elsewhere in this N/L is a letter, copied from the "The Register N/L", **GEOFF WALKER** in which he says "anyone who drives a modern car in a way which requires skill is going too fast". Now there is a provocative statement..... But really, in 35° heat or 5° coolth you can step into a modern car, turn the key and be pretty sure that you will be 60 km away an hour later. And that is a far cry from the conditions of sixty or seventy years ago. Interestingly, home computers today are about as reliable and trouble - free to the novice as vintage cars were to their first owners. It seems to be that for "user friendly" read "no skill needed"! **RICHARD TONKIN'S** TA 21 DHC is due to appear in a two part telemovie on Channel Nine television later in February. The program is called "The Last of the Ryans". His honour himself does not appear. It was good to hear from **JOHN TWOMEY** that the infamous waiting list for the forthcoming National Rally has been abolished by natural attrition. In some cases that attrition is due to illness and unfortunately **SEAN McSHARRY** is afflicted. We wish him a speedy recovery. **DALE PARSELL** seems set for another very active motoring year. He continues to punt the Firefly as well as helping to organise VSCC events. See elsewhere in this Newsletter comment about the forth coming 24 Hour Trial. I believe he is also editing either full time or as a locum, the Fiat Car Club Newsletter. There is an increasing amount of information about Alvis cars available on the Internet and **DEAN PRANGLEY'S** Speed 20 secured a full write up on the WEB page of Australian Classic Cars. Your Editor obtained from **LOU WICKHAM** of the 12/50 Register (UK) a copy of the "Coventry Evening Telegraph Extra" edition from 1994 celebrating the 75th anniversary of Alvis. Sixteen pages of nostalgia. Highly recommended. **BRIAN POWELL** has sold the engine bearings but still requires a front bumper bar for his TA 21. **RICHARD TONKIN** was seeking front and rear bumper bars recently. Given that bumper bars on motor cars must be amongst the most "consumable" items has anybody given thought to manufacturing a bunch? Another plea is made for material to publish in your Newsletter. Especially photographs and drawings. Remember to take your camera to the National Rally in March and have one of your favourite colour pictures published in this Newsletter. Happy motoring.

ED.



EDDINGTON SPRINTS.

The VSCC has invited the Alvis Car Club to attend this event to be held on Saturday the 5th of April 1997.

This would be a great opportunity to get some competition going in the Club. It is a laid back event and a great day out even if you only wish to spectate. I am told that the party afterwards is excellent but I have never managed to attend that part!

To compete you will need a CAMS basic licence. If you do not have one, the VSCC can provide one for a small fee.

I believe we should start promoting these competitive events and we could easily award our own trophy for an Alvis success.

Please think about that one. Specifically about Eddington: further details can be obtained from myself or from Rex Roberts.

DALE PARSELL



NATIONAL RALLY

A few cancellations has lead to the waiting list being wiped out. On average there are 84 attending (some people are not staying for the whole time). Deposits now have to be paid so I hope things settle down. The remarks coming from the first entrants encourage me to believe that this will be a great event. People are looking forward to meeting old friends again and meeting new ones.

JOHN TWOMEY



SAFETY GLASS

It seems fairly well confirmed that in 1899 a 2½ HP Renault was the first car to have a glass windscreen.

Some motorists were not in favour of a windscreen claiming that it caused unhealthy draughts, impaired vision and made small and under-powered cars even slower, especially in bad weather. Plate glass also inflicted horrific injuries when broken in an accident.

Safety glass with a fine wire mesh cast into it was available by 1906 and in that year samples of laminated glass were shown at the London Motor Show.

Laminated Glass was first invented by John Wood in the UK. Wood found that a transparent sandwich of 2 sheets of glass each side of a celluloid filling would not shatter even though the glass was broken. Very high costs of the special thin plate glass and difficulties in finding a satisfactory glue to cement the three layers together caused Wood to lose interest and he allowed his patents to lapse.

Edouard Benedictus was an experimental chemist in Paris who dropped a large empty glass jar onto the floor. The jar had contained nitrocellulose which had evaporated. It shattered when it hit the floor but remained intact, the coating of dried nitrocellulose bonding the fragments together. In 1909 Benedictus assembled his first sheet of Triplex, applied for world patents and formed a company "Societe du Verre Triplex".

Triplex was expensive to produce as it required 4 surfaces to be polished whereas toughened glass only required 2 surfaces. Also the cellulose tended to discolour, which problem was solved by using cellulose acetate. In 1929, Triplex reduced the cost by speeding up production using an autoclave process. Ford built his own laminating plant and all the big manufacturers followed.

In 1930 it was made compulsory in the UK to fit safety glass to all cars made after January 1932 and also all cars had to be fitted with safety glass by the beginning of 1937.

About the mid 30s improved methods of producing toughened glass were introduced making it cheaper. Toughened glass is made by heating a sheet of glass to 650 deg. C. (softening temperature). The surfaces are then cooled rapidly by blasts of cold air. The outer layers of the glass contract quickly but because glass is a poor conductor of heat the inside of the sheet cools more slowly, resulting in the two outer layers being in compression and the inner layer in tension.

Glass is stronger in compression than tension so that a breaking force must also overcome the compression forces in the glass. And when broken, the locked forces let go so that the glass shatters into small pieces.

Most new cars have laminated windscreens and toughened side windows. Laminated glass needs to be sealed along the edges to prevent ingress of water discolouring the laminate.

Modern glass is made by a continuous process where the molten glass is floated on a bath of molten tin and does not require polishing. Modern curved windscreens are made from a pair of flat laminates cut from float glass on a computer controlled table. These are then coated to prevent them sticking together and are then stacked on a mould, heated to 720 deg. C and the sheets of glass take the shape of the mould. After cooling, the pair are cleaned and a sheet of polyvinylalbutate with a thickness of 0.76 mm is placed between the sheets. A vacuum ring removes all the trapped air and the screen is heated to 100 deg. C to set the laminates.

(Adapted from The Automobile & Torque)

BOB GRAHAM.

A WARNING FROM THE AOMC:

THE VICTORIAN CLUB PERMIT SCHEME

There is a leaflet being circulated which contains guidelines for the use of vehicles operating under the Victorian Club Permit Scheme. This leaflet has been distributed widely. It should be noted that it contains some incorrect information. The Club Permit Scheme Handbook as produced by the A.O.M.C., while working closely with VIC ROADS, is the only authorised publication for the Victorian Club Permit Scheme. Handbooks are available from the A.O.M.C. at the Delegates' Meeting for \$5.00 each or, clubs can take advantage of our offer of books in bulk at \$35.00 for ten (10).

Handbooks will also be for sale at the A.O.M.C. information van during the Bendigo Swap Meet.

A GOOD SUGGESTION

From: Geoff Walker, 86 Blacklion Lane, Little Sutton, South Wirral, L66 4UD.

It seems that as our cars get more "precious" the joy of repairing them ourselves is slipping away. If we are any good at it, then we can look forward to years of spanner-free motoring. If we are not, then we will be forced to have the work done by someone who is, with eventually the same result.

Anyone who drives a modern car in a way which requires skill is going too fast. The vintage motorcar, as particularly exemplified by the 12/50 Alvis, can be driven with skill within the parameters of the law. Increasingly this will become its major advantage over modern and admittedly very efficient tinware. It is still possible to frighten oneself within the speed limit!

So it seems to me that there is a need for a different kind of technical weekend: a driving skills weekend. I know the absolute parameters of an Austin 7, having explored them thoroughly on road and track while in possession of tons of spares and while the cars were worth peanuts.

No doubt the Gurus of our Register have done the same with their Alvises when they were also worth peanuts and they had a shed full of bits.

Now my car is worth X Kiloquid and I no longer trust myself to mend it, I am reluctant to explore the outer envelope of its capabilities. I change up too soon, cruise too slowly, I come too slowly; partly because due to a mysterious and recurring engine problem, now being professionally removed, I have been more or less running in for the 4 years! But also I do not know what it will or won't do or how to make it do it.

I am not an idiot. I have goblets and tankards aplenty to show I know which pedal to press, I just feel that my enjoyment would be greatly enhanced if someone who knows what he is doing showed me how to do it too. I also feel that there may be others like me who feel the same way!

Reading recent correspondence about clutch-stop gear changes provoked this line of thought.

Let's have a weekend driving skills course, hands-on with our own cars. I would like to book an early place on it!

This was published in "Alvis Register Newsletter" last year. The Editor of that Journal asked "what do others think?" This Editor asks the same question and will be stupefied if he receives more replies than The Register Newsletter received (0).
Ed.

Alvis Speed Twenty - A Synchro First!

<http://www.ccar.com.au:80/aus/nov96-alvis.html>



Alvis Speed Twenty - A Synchro First!

Alvis Speed Twenty - A Synchro First!

Alvis may not be the oldest name in motoring, but it was still a technology pioneer

.....Dale Parsell found this page on the World Wide Web. It is the heading to a four page article describing Dean Prangley's Speed 20, written sympathetically by Ross McGown. The article covers some Alvis history, the history of Dean's car, the story of its restoration and a brief driving test.

ED

"What the Newsletter needs is more technical articles", the Editor says to me. "Teknikel what?". I ask. "Technical articles - you know, those things that the serious members of the Club try to fit in between your sloppy stuff about Sunday Outings and Pub Runs". "Oh, those things", I say. "Yes," says he, "you have had your Crested Eagle ("Mrs. Simpson") for 5 months, so you must have completely stripped the engine down and rebuilt it as least twice by now." "Very funny." I think - "me, strip down an engine? I might get my hand dirty! I'd rather fly to the moon!" -(now that would be fun!).

I remember that Dale Parsell, on learning that I planned to do some basic maintenance on Mrs. Simpson myself, was heard to remark, "What he knows about fixing Alvis engines you could fit on the head of a pin and still have plenty of room for the Bible and the Encyclopedia Britannica!" Most amusing, Dale - the writ is in the mail.

Anyway, in the spirit of "having a go", I can report that I have purchased 4 Whitworth spanners from "The Tool Shop" in Swan St., Richmond (for \$13.00 each - ouch!). I have asked for 4 more on my birthday in April (the 4th - all donations will be acknowledged, but are not tax deductible), and 4 more on Fathers Day. If nothing else, they will look good on the garage wall.

Stephen Mayer, of the Fiat Club, came around the other day and we removed the two SU fuel pumps, which were playing up and which are now being fixed by Wilsons in Carlton. We (well, actually, it was Stephen), also extracted the magneto, which gave trouble on the Euroa run last September, and Dale kindly offered to "look into it." (They call him "Mirror" - he's always looking into things). Nobody has been able to satisfactorily explain to me why Mrs. Simpson needs a magneto, when the coil seems to run her perfectly well. Is it like tonsils, adenoids and appendices - they must be there for a reason, but we don't yet know what it is?

I "invested" £10 in a copy of Mrs. Simpson's Car Record from Red Triangle. OK, it brings a new meaning to expensive photocopying, but where else can you get one? The Record shows that Mrs. Simpson left Holyhead Road on the 6th of May, 1936, clothed in her Charlesworth 6 light saloon body, "Black, with gold hair line" and was despatched to Messrs. Hancocks of Melbourne. In England, by then, the crisis into which the country was soon to be plunged with the King and the real Mrs. Simpson was beginning:-

"In May 1936 the Prime Minister and his wife were invited to dine at York House, where the King was still ensconcedWhen the King told Mrs. Simpson he wanted her to be at the dinner, he went on: 'It's got to be done. Sooner or later my Prime Minister must meet my future wife.'" - Philip Ziegler, "King Edward VIII The Official Biography."

The Car Record noted, "independent switch to tail lamp" - a Victorian requirement in 1936? The pinion and diff. unit ratio is 5.2, the track 4 feet 8 inches, the Hardy Spicer propeller shaft is 34.2 inches long and a Marles steering box is fitted. Otherwise, she is a fairly standard SC/SD Speed 20 underneath (especially Houston), and a luxury town and country carriage underneath. 2762cc, 19.82HP, gear ratios 5.22(top), 7.49(3rd), 10.60(2nd), 16.45(1st) and 18.27(reverse). Luxury came at a weight price - she tips the scales at 38cwt!

All right, Hetherington, that's your "technical article" - Dale Parsell can laugh, but at least it's filled up a page or so! For those who have not seen her or wallowed in her luxurious rear accommodations, with the fold-down picnic tables and the Bob Menzies' cigar burns on the back seat, Mrs. Simpson will be at the 1997 Interstate Rally. Cheers 'till then and, Dale, hurry up with that magneto, please.

RICHARD TONKIN.

VICTORIA'S TRAMWAY MUSEUM

Union Lane, Bylands

near the 53 km post on the Northern Highway between Wallan and Kilmore

JUST 1 HOUR'S DRIVE FROM MELBOURNE

OPEN SUNDAYS

10 a.m. - 5 p.m.

Mondays to Saturdays - by arrangement

AVAILABLE FOR CLUB PICNICS

You can also ride the Historic Cable Tram in Hudson Park, Kilmore

The Tramway Museum Society of Victoria Inc.

Enquiries: P O Box 27, Malvern Victoria 3144 - Telephone: 03-798 6035 Fax: 03-898 3256

Instruments

A fine array of instruments on the dash may look impressive, but they're not much practical use unless they work properly. Harry Carter shows us how to check out some of the worst culprits, speedometers, rev counters and fuel gauges.

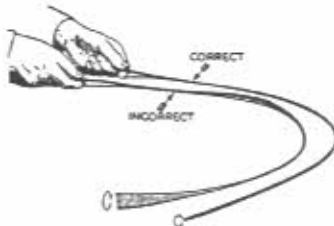
LIVING near to me is a young lad of seven or so who's mad keen on old cars, so to give him a treat over the Jubilee holiday I took him along to a local celebration which included a parade of cars built before 1952, the year of the Queen's accession.

After the parade we walked round looking at the cars, and I asked him why he liked them better than modern cars. He wasn't quite sure, but one thing he liked was "all the clocks and switches".

I too like a well stocked dashboard, but I do like everything to work. Unfortunately, on a lot of classics I come across, not all the instruments work or, which can sometimes be even more annoying, don't work properly.

If the instrument itself is faulty, there's not often a great deal the average owner can do except take it to a specialist repairer. You can find the names and addresses of these in F&CC's Directory of Specialist Firms and Services, but before you pack your instrument off make sure the fault isn't somewhere else.

A misbehaving or inaccurate speedometer, for example, might be because



A good inner cable will stay flat when it's given a twist. A kinked or stretched one will kick up either at the end or in the middle.



With a helper to push the car forward you can easily check the cable turns per mile to see if you've got the right speedo head.

drive, but sometimes you'll find a C-shaped washer at this end. Take it off, and the cable will come out from the gear box end. If you find a groove in the inner cable where a C washer should be, and it's missing, make sure you get a new one with the new cable.

To check the inner cable, wipe it clean, lay it on a flat surface in a gentle curve and give one end a twist. It should stay flat on the surface as you turn it. If it jumps in the middle, or if the end kicks up, it's had its day.

When you put the new cable in, smear it sparingly with grease. After you've greased it and fed it in, pull it out again for about 8 inches at the speedo end, wipe the surplus grease off and push it back. Never use oil on a drive shaft. The rotation of the inner cable will carry it up into the speedo head, and speedo heads don't like bathing in oil one little bit. You can also get oil coming up the drive if the seal at the gear box drive is leaking.

The symptoms of oil in a speedo head are sluggish operation, and you often get a slow swinging back and forth right across the dial. If you find a head that's oily, you can try taking the instrument out of its case and washing it off in petrol or benzine, but usually you have to send it for specialist stripping and cleaning.

Occasionally I've had people complaining of an inaccurate speedometer on a car they've bought secondhand because a previous owner has fitted a replacement that's wrongly calibrated. Usually they've got it from a similar car with a different axle ratio.

A speedo head is calibrated in turns per mile, usually abbreviated to TPM, and the figure is often marked on the dial together with the code number. The TPM number will be a figure like 1180 or 1251 or something of that order.

It's quite simple to check whether you've got the right instrument. Disconnect the drive from the speedo head and push a cardboard pointer over the inner cable so you can count its turns. Then mark one of the drive wheels at the bottom end with

something's gone wrong inside the instrument head, but more often than not I've found the trouble in the flexible drive.

Sharp bends are the biggest enemy of flexibles. Smiths recommended that the minimum radius for a bend in a speedo drive is 6 inches, but I like to keep an even wider curve than this if I can. It's also very important that you don't have a bend in the drive close to the take-off point near to the instrument head. Once again I try to be more generous than Smiths' recommended minimum which is 2 inches of straight run at each end of the drive.

The clips which hold the drive along its length can often be culprits in shortening its life. In most cases they're rather flimsy bits of bent steel strip with a nut and bolt to clamp the drive cable. Originally, they had a piece of plastic or rubber to protect the outer casing but over the years many of these have been lost. Sometimes the outer casing has chafed on the clip, and sometimes, I've found, someone hasn't realised there should be a piece of rubber and has tightened the bare clip so it's distorted the drive. In other cases, a heavy hand with the screwdriver has bent the clip so that it pulls the car in neutral get a helper to push it forward so that the wheel makes exactly six turns. Count the number of turns of the inner cable. Make sure your tyres are at the proper pressure before you start.

Then apply the formula $TPM = \frac{1680 \times N}{R}$ where N is the number of turns of the inner cable for six turns of the wheel, and R is the radius of the wheel from the centre of the hub to the ground. Try to count the last fraction of a cable as accurately as you can, but there's no need to go to three decimal places.

For example, if the cable turns $9\frac{1}{2}$ times, and the wheel radius is $12\frac{1}{2}$ inches, the TPM will be $\frac{1680 \times 9\frac{1}{2}}{12\frac{1}{2}}$. I make this 1251 to the nearest whole number. This should correspond within 25 either way to the TPM number marked on the speedo dial.

Matching the speedo you might have a rev counter which will be one of three types. Some older ones are driven by a flexible drive from the back of the dynamo, and any faults, other than a slipping fan belt, are the same as with a speedo.

The more modern electrical rev counters are either moving coil instruments driven by current from a generator somewhere on the engine - on most Jaguars they're driven from the back of one of the camshafts - or they're impulse counting heads which count the number of current pulses through the coil.

If there's no indication from a moving coil type, you can check whether the generator is all right by taking the leads off and connecting an AC voltmeter - AC remember, not the more usual DC meter - across the terminals. It should read about 1 volt for every 100 engine revs. If all appears well, connect up again and try the same thing at the instrument ends of the leads just in case one of them is open circuit. If you get a reading here, and no joy when you connect to the instrument, the head itself is faulty.

If an impulse-counting type of rev counter is giving trouble, the fault's usually in the wiring. Either there's an open circuit, or a bad earth at the instrument case, or it's been wired for negative earth instead of positive earth, or vice-versa. Please check the wiring diagram of your car if the rev counter was fitted as original equipment, or the wiring diagram which came with the instrument if it was fitted as an extra. If you haven't got this, write and ask the instrument makers for one quoting the code number on the dial. The wiring differs depending on whether or not you've got a ballast resistor in the coil circuit and on the polarity of your electrics.

There's one fault you can check without a wiring diagram. Sometimes the pulse lead at the instrument gets pulled so tightly through the iron core it pulls the plastic former out of line. This can make the readings very erratic. The lead should run through the core in a nice easy symmetrical loop.

Ammeters are pretty robust moving coil instruments - though you might be lucky on a luxury classic and have a high grade moving coil - and they seldom give trouble, other than from loose connections, unless you get a dead short which burns them out. In that case there's little you can do except replace them. Attempts at internal repair aren't often successful.

The same goes for oil pressure gauges which are usually the Bourdon tube type. These have a flattened copper tube in a

the drive taut instead of holding it in a nice easy run. I've even come across cases where the clips are missing altogether and the cable flaps about.

All these things can make the inner cable bind in the outer so that instead of rotating smoothly it tends to twist itself up and then comes free with a rush. The pointer wavers about over a range of about 10 or 15mph, so you're never quite sure what speed you're doing.

If you get a waver that comes and goes, it could be that the inner cable isn't engaging properly either at the instrument end or at the gear box drive. It might be that the connectors aren't done up properly, or it could be that the outer casing has been stretched by hamfisted handling. The connecting ferrules need only be done up with firm finger pressure, but some I've come across look as if they've come off the worst in a battle with pliers, mole wrenches and cold chisels. If the ferrules don't do up easily, take them off and clean the threads.

Inner cables also stretch sometimes, and as a guide that all's well, connect the drive at the gear box and measure the amount the inner cable protrudes at the instrument end. It should be about $\frac{1}{4}$ in measured from the large flange on the outer casing.

Before you reconnect at the instrument, jack up one of the drive wheels, chock the other wheels securely and run the car in gear to start the cable turning. The inner should rotate smoothly, and centrally in the outer. If it wobbles about in a cone, check the bends again. If the wobble persists, you need a new drive.

Sometimes you can get away with just a new inner cable. Most of them pull straight out at the instrument end of the curve which tries to straighten out under pressure and moves a small sector and gear wheel. The other type has a diaphragm and works on a similar principle. Provided the feed pipe and the hole in the instrument are clear, they don't often go wrong. When they do it usually means replacement. Don't forget the little sealing washer at the instrument end of the pipe on some types. If you do, you'll get oil all over your legs.

Fuel gauges, or their wiring, often give trouble which can mean a long walk one dark and rainy night. On most classics they're the older type which give an instant reading the moment you switch on and drop to zero the instant you switch off. Wiring diagrams of cars often show three leads going to these, but they've only got two terminals, which puzzles a lot of folk. The third lead on the diagram goes to earth, and it comes from the fixing screw on the metal hoop which holds the gauge to the dash. With a metal dash you might get a reading without an earth wire, but with a wooden or plastic dash you'll get no joy at all.

Always disconnect the battery before you start fiddling with the wiring of the petrol gauge. For one thing you might damage the gauge beyond repair, and for another you might get a spark at the tank unit which will blow the whole thing up in your face. Never connect a live lead to the T terminal on the gauge because this will burn it out.

The most usual fault with these gauges is that they read "Empty" when you know you've got petrol in the tank. First check the feed to terminal B on the gauge to make sure there's current there. Then check the earth at the gauge. Now disconnect the T terminal and reconnect the battery. Switch on. If the gauge reads "Full", it's probably all right. Now take a separate lead from the T terminal and run it to earth. If the gauge reads "Empty", the probable fault is a short to earth in the tank unit cable.

If this still doesn't find the fault, check the tank unit. Disconnect the battery again, take the tank unit out and run a clip with a couple of crocodile leads from the body of the unit to chassis earth. Keep it well away from the tank just in case of sparks. Now run a new lead from the terminal on the tank unit to terminal T on the gauge. Reconnect the battery, switch on and move the float arm up and down. The gauge should correspond. If it reads "Full" all the time, there's an open circuit somewhere in the fuel tank unit. You might be able to spot it and remake the connection, but it's not the only cure is another unit.

If the gauge records but reads way out, someone might have bent the float arm, or they might have fitted either a wrong gauge or wrong tank unit for your car. On Smiths instruments you'll find a code number on the gauge and another on the tank unit. They probably won't be the same, but if you write to Smiths' Service Department at Oxtate Lane, London, NW2, and give the make, model, year and chassis number of your car they'll be able to tell you the code numbers you should have.

I had intended this month to go on to talk about temperature gauges, clocks and the more modern bi-metallic instruments, the sort which rise and fall very slowly when you switch on and off, but I see I'm running out of space. I'll deal with these in a later issue, possibly in Harry's Hints. See you next month. ●

PICNIC AT PAKENHAM

The Federation and The Dandenong Valley Historic Car Club are holding a picnic at Pakenham on 4/5/97. All vehicles over 25 years old are welcome and there is an undercover area available if the weather is bad.

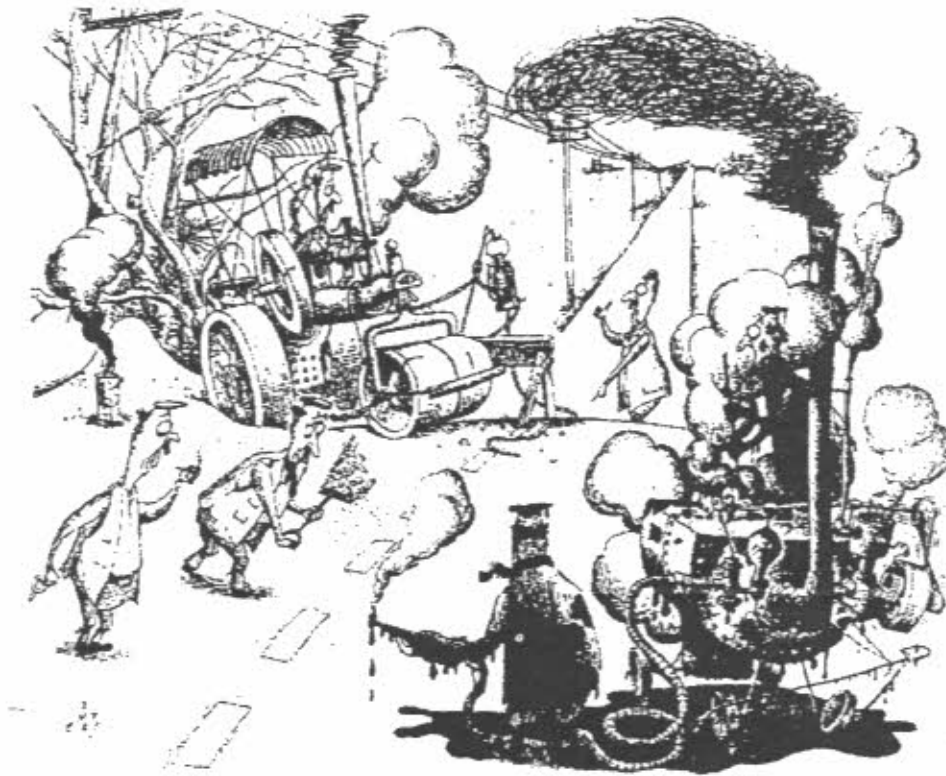
Bring your own picnic lunch. Gates open 10.00 am. Pakenham Racecourse. Melways page 216 G8.

DALE PARSELL

AUSTRALIA DAY

Kay and John Ball (TA 21), Richard Tonkin (TA 21 DHC), June and John Twomey (Speed 25) met along with guests Stephen Mayer and David, at Northland. At 8.30, with our instructions we proceeded to Fitzroy Gardens where we had a good spot under a Moreton Bay Figtree, right opposite the "Gold FM" caravan. Loud, you bet but as the day wore on it didn't seem so bad. Pauline Tonkin arrived by train to Jolimont Station at lunch time, to be met by Richard. There were about 500 cars all told in the gardens and our cars were very popular with Japanese tourists. We even saw Chairman Jeff strolling by at one stage

JOHN TWOMEY



"Quick, boys! Steam-roller in the middle -- tar-pressure up -- chippings at the ready. I do believe there's a car coming....."

FAIR NOTICE FROM DALE

Fair notice is given of the VSCC 24 hour trial which will be held on the 23rd and 24th of August. I will not be competing as I am helping to organise it. However it would be an excellent event and suitable for an Alvis team or two. You can even choose the part of the event at which you excel, for instance it might be the night trial - and you can let somebody else do the treasure hunt.

CARS & PARTS FOR SALE AND WANTED

MARCH NEWSLETTER

COPY DEADLINE

**WEDNESDAY
26th FEBRUARY 1997**

THE CLUB CARRIES A LARGE SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

To enquire about spares please contact the appropriate SPAREPERSON listed below:-.

VINTAGE

Geoff Hood
37 Thomas St.,
E. Doncaster
Vic 3109
03 9642 2181

PVT

Austin Tope
8 Wimba Ave.,
Kew
Vic 3101
03 9817 5163

TA14

Bob Graham
15 Clarke Ave.,
Caulfield
Vic 3162
03 9571 3886

3 LITRE

John Ball
P O Box 26
Murchison
Vic 3610
058 262518

CLUB

FOUND!!!
THE CLUB BANNER
HAS BEEN FOUND SAFE &
WELL
IN THE CARE OF AUSTIN TOPE.

TA 21 Specification Sheets. As published recently in the N/L. \$5.00 plus p&p.

Club Permit Books. Latest edition. \$5.00 ex. Club Room's. \$6.20 posted.

"Motor Trader" Technical data Sheets. Reprints available for Speed 25, 3½ litre, 12/70 & TD 21 \$5.00 plus p&p.

Handbooks & Spares Lists for most Alvis models. Expertly reproduce by the renowned "ROYBOOKS" method.

Roy Boy. Tel. 03 97047549

Fire Extinguishers. Chubb 1 kilogram. \$25.00 ex. Club Rooms. Some stock remains.

TA 14 Head Gaskets in stock. \$50.00 each.

PRIVATEERS

Whitworth Spanners are available from "The Tool Shop" Swan St., Richmond.

FOR SALE Handbooks. All original & in excellent condition. 12/70, 4.3 litre, Silver Crest, TD 21. "The Alvis Car" by K.R. Day. Good condition. \$50.00 each. David Wischer. Tel/Fax. 059 897 235.

FOR SALE TA/TC21 engine oil pump in good condition. (Bearings previously advertised have been sold.) Brian Powell, PO Box 834 Batemans Bay, NSW 2536. Tel. (044) 727 474.

FOR SALE Carburettor to suit 12/50 etc. Solex MOV40. Offers. Bob Anderson 103 Wellington Road, Dianella 6059. Tel. 09 275 3494.

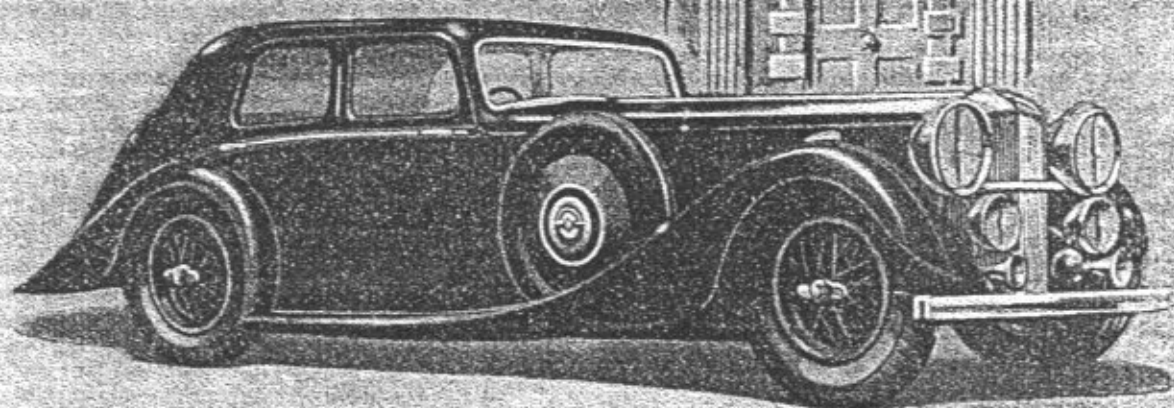
WANTED Front bumper bar set for TA21 or information on where I might locate one. Brian Powell. Address etc. as per ad. above.

WANTED For 12/50: spring for centre Cone Clutch. For 3 Litre: aluminium spark plug cover. Bob Anderson. Address etc. as per ad. above.

WANTED One Alvis Radiator Badge to suit Speed 20 to TD 21. (Fair condition). One fuel tap handle - lever type, to suit Speed 20 or Speed 25 etc. One temperature gauge to suit TA 21 to TD 21. Working or not. Gharre Dalliston, 3 Nevada Place, Oxenford. Queensland, 4210. Tel. 0755 734 093

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 or 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. Acknowledgment will be appreciated.

*When
Individuality
Returns...*



ALVIS

THE CAR OF DISTINCTION