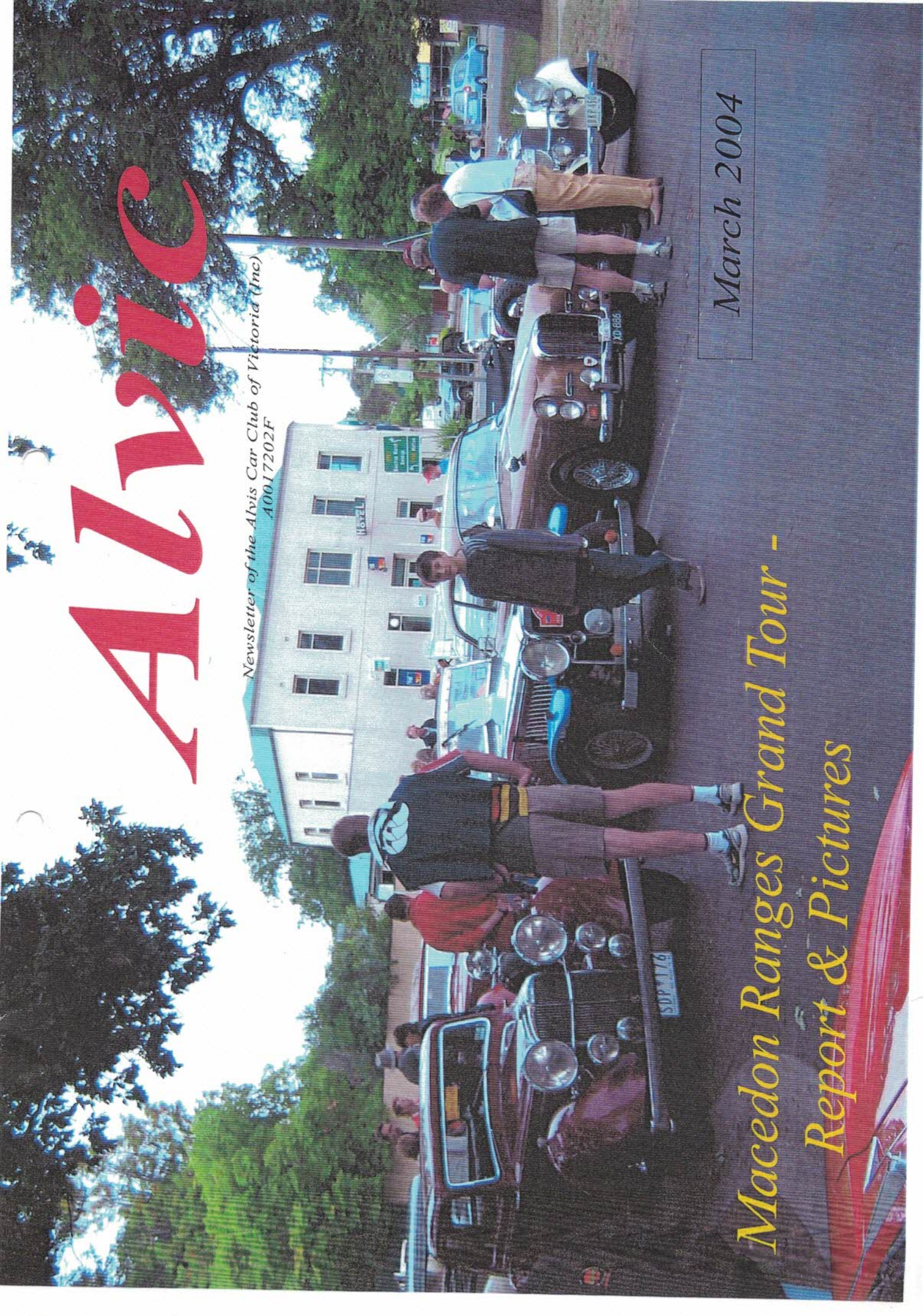


# AZIC

*Newsletter of the AAVIS Car Club of Victoria (Inc)*  
A0017202F

## *Macedon Ranges Grand Tour - Report & Pictures*

*March 2004*





# **ALVALACRITY**

All you have to do is ask!

In the February issue I complained about vibrations emanating from the fabric couplings in the drive train of the Speed 20. Ron Wilson advises me to put a copper tube into each of the bolt holes, just slightly longer than the thickness of the coupling, use bolts which are a tight fit through the tubes and tighten the nuts as far as possible so as to crimp the extra length of copper over the steel plates. Ron used drilled bolts, castellated nuts and split pins and reckoned Albert gave no trouble in that department in eight years.

Geoff Hood advises new mounting rubbers for engine and gear box. Thanks, fellas; I've got some homework to do. Then I can look forward to a magic carpet ride!

Peter Briese told me that his Speed 20 was also doing the horrible earthquake-on-four-wheels act which had beset mine until I had the road wheels trued and centred. I hope that solution worked for him as well.

I cannot remember when I have not received some useful advice or information during the course of a Club General Meeting. The meetings really are a great source of Alvis and general motor engineering information and I encourage members who seldom attend to come more often. As well as information there is usually a lot of laughter and sometimes an interesting guest speaker – as there was on February 20th. Elsewhere in this issue is a report on the meeting.

In modern parlance a Club Meeting provides an opportunity for "networking". Now there is a politically correct word – right up there with "huntsperson" spiders and girls of thirteen being encouraged to play footy with boys. And a prisoner serving life in a Victorian jail for murder accusing the Prisons Department of discrimination because it refused his request to be referred for a sex-change operation.

Better not get me started on such subjects. I think I will retreat under the Speed 20 and see what nuts I can tighten, while I work out the requirements of copper tube, bolts and mounting rubbers. Life is simple under there!

JOHN HETHERINGTON

## **SPARE PARTS AUDIT.**

A recently conducted audit of the Spare parts Receipt Book showed an unsatisfactory state of affairs. Ten percent of the last 46 receipts examined showed irregularities. "Goods on loan" said one in regard to high value items. No cash could be found for another two low value items. "Borrowed, but I think I put it back" was another gem. There is no suggestion of dishonesty but the club cannot continue to maintain a satisfactory audit of its overall financial situation if an error rate of 10% exists in part of its operations.

**NEW RULE: NO MONEY, NO PARTS.**

You know when you come to the meeting that you need spares, so bring your cheque book with you. If it doesn't fit and you haven't battered it flat while trying to make it fit, you can have your money back.

**NO MONEY, NO PARTS.**

Your committee has instructed the sparespersons and the treasurer to apply strictly the rule:

**NO MONEY, NO PARTS.**

So please don't make life difficult for them by seeking an exception.

**REMEMBER, NO MONEY, NO PARTS.**

JOHN HETHERINGTON. PRESIDENT.

## **INTERNATIONAL ALVIS DAY 2004.**

July 9th - 12th. At Beamish Museum, Dunham in the (very) north of England. Full details are in the current AOC "Pink'un" and therefore are known to members. However I can provide you with an entry form if you are not a AOC member, but would like to attend.

I've received a note from Les & Marjory Siddle giving an extensive list of accommodation close to the venue and would be happy to send out a copy of that as well.

JOHN HETHERINGTON

# THE ALVIS CAR CLUB OF VICTORIA (Inc)

A0017202F



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## NEWSLETTER

### ISSUE 2

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 month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
alvis.org.au

#### PRESIDENT

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

#### VICE PRESIDENT

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

#### SECRETARY

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

#### TREASURER & PUBLIC OFFICER

Ian Parkinson,  
38 Nobelius St,  
Emerald,  
Vic 3782  
Tel/fax 03 5968 2927  
inpparky@outcast.cyberspace.net.au

#### CLUB CAPTAIN

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

#### NEWSLETTER EDITOR & DISTRIBUTION

John Lang  
P.O.Box 129,  
Gisborne,  
Vic 3437  
Tel/fax 03 5426 2256  
jdmelang@netcon.net.au

#### SPARES REGISTRAR, & Committee

Bob Northey,  
2 Orrong Rd,  
Elsternwick,  
Vic 3185  
Tel 03 9528 6767  
morthey@melbpc.org.au

#### TA14 SPARES & Committee

John White  
30 Lyndhurst Cres,  
Box Hill,  
Vic 3129  
Tel 03 9890 7066

#### PVT SPARES & Committee

Eric Nicholl,  
17 Ternes Rd,  
Upwey,  
Vic 3158  
Tel 03 9754 5412

#### VINTAGE SPARES

Geoff Hood,  
37 Thomas St,  
E.Doncaster  
Vic 3109  
Tel 03 9842 2181

#### 3 LITRE SPARES

Ian Parkinson,  
See info left side

#### LIBRARIAN & Committee

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

#### COMMITTEE PERSONS

Richard Tonkin,  
P.O.Box 280,  
Greensborough,  
Vic 3088  
Tel 03 9710 1465  
rtonkin@austarmetro.com.au

Chester McKaige,  
129 Tucker Rd,  
Bentleigh,  
Vic 3204

Tel (03) 9527 8432  
mckaige1@bigpond.com.au

## SUPPER—JOHN WHITE

- |                  |   |
|------------------|---|
| <b>13-14 Mar</b> | VSCC Alpine   |
| <b>19 Mar</b>    | General Meeting   |
| <b>21 Mar</b>    | Eddington Sprints   |
| <b>28 Mar</b>    | Kalorama  |
| <b>15-25 Apr</b> | Tasmanian Rally   |
| <b>30 Apr</b>    | General Meeting   |
| <b>16 May</b>    | VSCC Day Trial  |
| <b>21 May</b>    | General Meeting   |
| <b>29-30 May</b> | Historic Winton   |
| <b>11-14 Jun</b> | Queens Birthday Weekend Away<br>(Linga-Longa at Yarrowonga) |
| <b>18 Jun</b>    | General Meeting   |
| <b>18 Jul</b>    | Rob Roy Hill Climb  |
| <b>5 Dec</b>     | Xmas Party at the Parkies                                   |

**FEES ARE NOW DUE & PAYABLE**



**PLEASE PARK  
PORKY PRONTO!**



To the Editor of the ACCV Newsletter

Dear John,

It was good to see some response to the ACC NSW and ACCV proposed merger in your Newsletter. It is becoming obvious that the merger will not take place in the foreseeable future. As I was the one who raised the issue late last year, I cannot say that I have no regrets. I still stand by my reasons and in my opinion car clubs such as ours will not attract enough new young members to maintain membership numbers and therefore both of our clubs will in years to come steadily decline. The option will be to merge with other car clubs in a similar situation or both Alvis clubs merge as was proposed. At present this will be some time off and I will not be raising the issue again.

I would however like to comment on the opinion in your club that the ACC NSW is already in decline. The term "withering on the vine" has been used. This is far from the truth, we are a vibrant and exciting club full of new ideas and plans for the future. Our committee is made up of a high powered group of ex captains of industry willing to take on any challenge. Each year at the very well attended AGM members are jockeying for the presidency and other senior positions. Woe' betide anyone who gets in the way of an aspiring president. The event could be compared with the selection of a Democrat leader to challenge George W Bush in the next US Presidential election In other words very much a mirror image of your club and probably most other car clubs catering for older vehicles.

To be more serious, like other clubs we do tend to rely on the same group of people each year for the clubs administration, but after all we are a club to be enjoyed and the last thing some people want is more responsibility and formal meetings. To our clubs credit we run some excellent events each year. Our Soup Run is a very popular event attended by many other clubs, just to name one. Alvisatics is always a good read and in fact is a respected journal received by many people overseas. To sum it all up we are a group of people from many walks of life who get together maybe a few times a year to enjoy each others company and of course discuss our common interest, Alvis cars. Some of course are more active than others, that is what it is all about.

We are not in trouble, some of us just tried to be forward thinking.

Richard Budd

President of the Alvis Car Club of NSW

At one of the general meetings last year, a call was made for a volunteer to provide supper for the meeting to follow. The response was not immediate, but come the next meeting there were platters produced and most partook. There were "sangers" of unbelievable quantity and variety—a cream sponge—a sliced date loaf and to top it off a platter of edible vegetables. Good heavens! You'd think everyone was starving instead of most partaking of meat and three vegetables only a few hours before.

Of course we can understand those committee and other members who prefer to live in the outback being hungry, but with the media attacking obesity, perhaps some form of rationing should now be considered. I don't know how the club suppers have suddenly grown to this extent for it was not so long ago—well 30 years ago, that members brought their own supper, predominantly in the form of ring top cans and the only volunteer required for supper was a person to bag the empties and place them on the swimming pool nature strip thereby forming the local belief that most swimmers were boozers.

Then the dreaded .05 was introduced and about the same time members wives started to attend—a pink carpet was laid under foot and suddenly we had to go outside to spit. The club had changed in a big way and so the next move was to introduce the ubiquitous tea and biscuits.

The Treasurer of the time worried over the effect on his balance sheets by the club paying for the ingredients, so he fashioned a slot in a pickle jar and this was passed around in the hope of getting a few coins to offset the expense—a practice that still operates today. To take away the responsibility for the catering, volunteers were "nominated" to bring the tea bags and biscuits etc and boil up the jug. Just before the meeting closed the contents of the jar would be offered to the caterer. It was up to that member to take out the costs incurred or give it as a donation, which most did. The offerings were always shown to be meagre because if a good lot of money found its way into the jar, the Treasurer would take most of it out—thereby shaming the caterer into not taking any at all. From tea and bickies, the practice went to sandwiches and then like Topsy it just grew and has grown into the 5 course feast it is today.

It would be wrong for me to suggest cutting back the supper in quantity, quality or variety as I'm on a compulsory diet anyway, but I think some portly person in the club—and there are quite a few to choose from—should make the move. And at the same time reintroduce offering the contents of the supper collection jar to who ever supplies the wherewithal because food is not cheap and I reckon you would get a lot more volunteers.

Ron Wilson



## VISITOR

Andrew Robison, the Welsh sub-section Secretary of the Alvis Owner Club, is visiting Victoria, and he will be coming to our March Monthly Meeting. Andrew has kindly agreed to be the guest speaker, about the Alvis scene in the UK, or whatever else takes his fancy. He will be having dinner at Antonios Restaurant, 1402 Malvern Road, Glen Iris (just around from the Clubrooms), from about 6.30pm on Friday, 19th March. Those who wish to come to dinner will be most welcome. Please ring the restaurant to book, on 9824 6855, and tell them you are with the Alvis Club. Andrew plans to attend Eddington on Saturday, 27th and Kalorama on Sunday, 28th March. We only rarely get to meet Alvisi from the UK, so please come along to one (or all) of these events.

Richard Tonkin.

## Sustenance



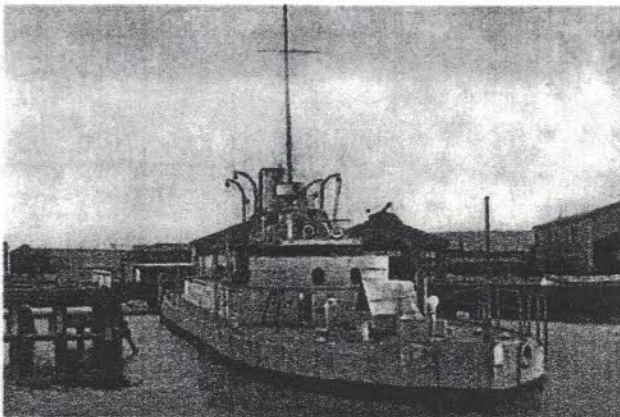
Rather than risk life and limb more than once during the month, a few of us who live in the far flung corners of the earth combine a trip to a club meeting with other chores during the day. Subsequently later in the day the need to find somewhere to eat becomes a priority. So said! A few of us country people have been meeting at Antonio's Restaurant, 1402 Malvern Rd, Glen Iris at about 6.30pm on club nights. This is not a closed shop, all are welcome. You don't even need to be from the country!

Sometimes someone makes a booking, other times not. 6.30 is usually safe, although one day we will be caught out and either Harry's fish shop will get the business or the Alvis supper will really be under pressure.

See Ya There!

JL

## THE LAST MEETING



When John Link was Club Captain he introduced a change to club nights by arranging a regular guest speaker.

With a club that welcomes the wives and partners, it was always difficult to get a speaker who was of interest to everyone.

Last club night, John brought along a guest who just happens to own an American La France, but was in Melbourne with the express purpose of looking at the Cerberus, that was scuttled in Port Phillip Bay in 1926 to act as a breakwater at Half Moon Bay. Most Melburnians would have been aware of her presence and the spasmodic efforts by conservation groups to preserve her remains, but few would be aware of her significance in the history of fighting ships.

HMVS Cerberus was built in 1868 and was the first warship to dispense with sail power and incorporated the latest developments in metallurgy, steam power, gun turrets and the use of low freeboard and is one of three remaining *Monitors* (the first generation of modern battleships) left in the world. It is the only remaining monitor with its gun turrets.

Cerberus was the flagship and most powerful warship of the Victorian Navy and was in fact the most powerful warship of any of the Australian Colonial Navies.

Kevin Patience, our guest, has been a clearance diver for over 30 years and author of several books relating to historic wreck sites. His task was to dive on the wreck and provide expert advice in relation to what could be done to preserve this last semblance of the Victorian Navy.

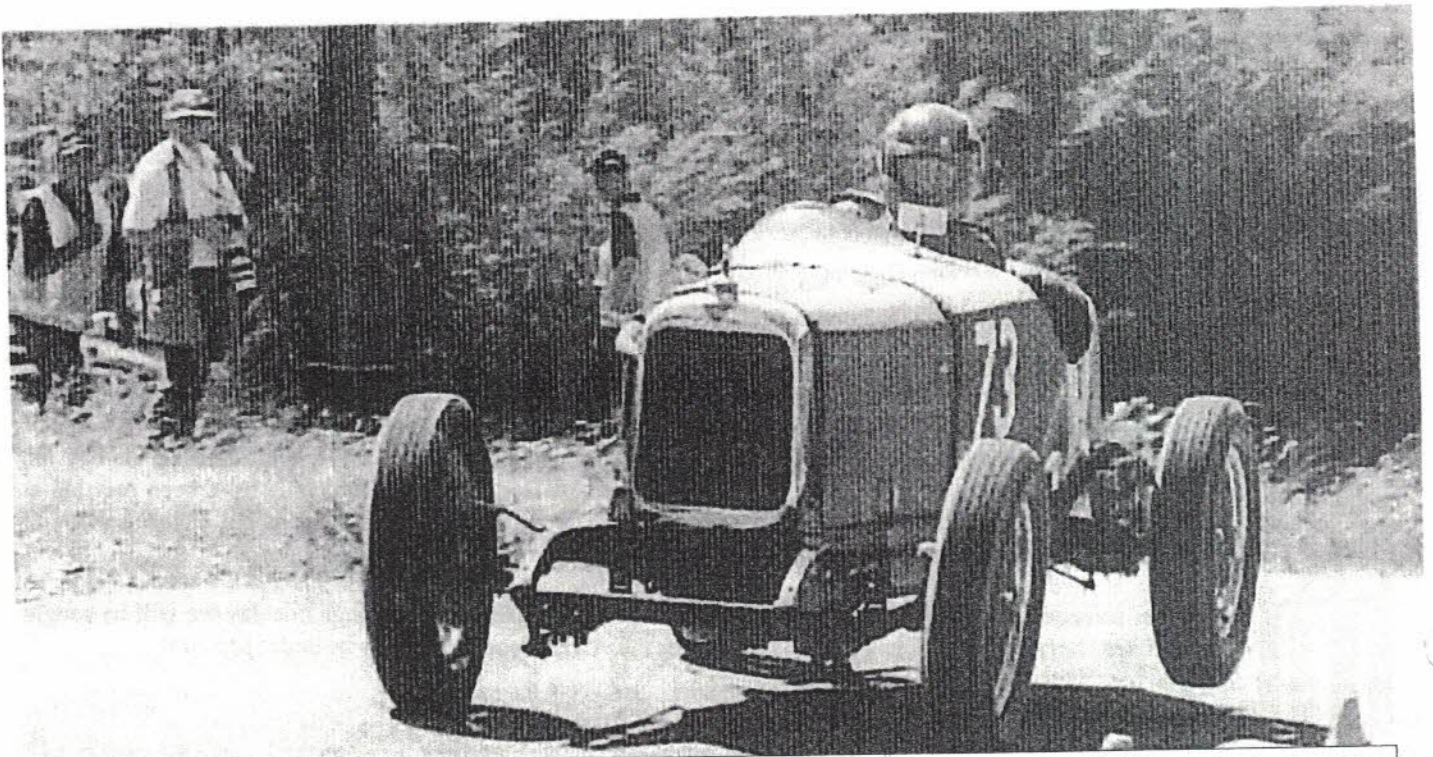
Kevin's assessment backs up a previous finding that the only realistic approach is to jack up the deck and superstructure having first separated it from the remains of the hull which suffered a major sideways collapse in 1993.

Kevin spoke for about 30 minutes and had the complete attention of all present.

Many thanks to Kevin for what was a fabulous impromptu talk and to John Link for bringing him along.

John Lang





Geoff Hood three wheeling it around turn 2 at the Rob Roy Historic & Classic on 30th November last year.

### ANDY HANNAM TROPHY



RICHARD TONKIN HAS ACCEPTED THE TASK OF KEEPING TALLY FOR THE ANDY HANNAM TROPHY AWARDED TO THE MEMBER WHO TAKES HIS OR HER ALVIS TO THE GREATEST NUMBER OF CLUB OUTINGS. IF RICHARD IS NOT AT AN EVENT, IT WILL BE UP TO YOU TO LET HIM KNOW OF YOUR ATTENDANCE.

## MANY THANKS



Who said Melbourne's weather keeps you guessing?

Just when we need rain in the catchment areas, what happens! Four inches of rain in as many seconds in Glen Iris and localised flooding!

What's in Glen Iris? The ACCV clubrooms!

Many thanks for the work of John White, David Caldwell and Ian Parkinson, who between them, shifted the furniture, lifted the carpet, rescued the library, dried the carpet and put it all back together several days later.

The place is squeekie clean and smells good.

Many thanks guys.



# The Macedon Ranges Grand Tour

Normally the organiser of an event does not do the write up, but in the absence of a volunteer Enid Blyton, you are stuck with my in depth report.

This year was the second year of the event which has been paired with the Macedon Ranges & District Car Club's "Picnic at Hanging Rock" to create a weekend of motoring magnificence in the Macedon Ranges. Possibly not the best time of the year to operate old cars, however the day was perfect and it was Picnic that copped a 40 degree day with total fireban. As Safety Officer for both events I was delighted to drive out of the Hanging Rock Reserve on Sunday afternoon without hearing of so much as a Bandaid being applied when the potential was a bushfire trapping 5 or 6000 people and their prize cars within a fenced reserve.

The Grand Tour invited owners of Veteran, Vintage and Classic cars to spend a day touring the Macedon Ranges for a very reasonable price that included a hot breakfast, morning tea, lunch, afternoon refreshment and Gala dinner. The classification of the Classic car was not well defined, resulting in a few newer cars than some people expected to see. In review it obviously satisfied the need of people who normally would not get to join a rally for older cars and satisfied the primary reason for the event by promoting the region as a tourist destination. There was Maserati, Jaguar, Essex, Austin Healey, Lea Francis, Volkswagon, MG, Triumph, Chevrolet, Porsche, Whippet, Renault, Citroen, Rolls Royce, Ford, Mercedes Benz, Rover, AC and many more, all represented in the 125 participants.

Alvis was the Featured Marque and it gave us a chance to show our cars as a group to other car owners and the general public alike. A separate parking area was set aside at Gisborne and featured the Hetherington's SP20, the Northey's 12/50, the Tonkin's TE21, the Briese' SP20, the Parsell's Silver Eagle, the Parkinson's TA21, the Link's TA21 Special & the Lang's SP25.

Virginia Trioli of the ABC's 774 Drive Time program flagged the cars off to transit Mt Macedon en route to Lancefield for morning tea. The Tour Director decided that he did not want have to split the prizes between joint winners and introduced some navigation check points as if he was looking for a job with the VSCC. Caught many people out and hopefully not too many marriages suffered as a result! The eventual winners of a weekend away for two owned up to the fact that they got lost and that was the reason they found the first nav check.

Lancefield staged a special farmers market for the event and hosted the morning tea. Off to Malmsbury via the Burke and Wills Track and Pyalong. Malmsbury presented it's own set of problems for the Dragon City Marshals who provided parking services at most venues. It was great to use an experienced group of parking marshals from Bendigo who operate as volunteers within an incorporated organisation. Their fee for service being donated to their focus charity.

Kyneton Gardens found all participants enjoying ice cream in the shade of some huge trees. Up until that point shade had been at a premium.

Back to Gisborne and the hospitality of the Car Club for light refreshment. The Car Club had arranged for it's oldest member to bring his Silver Ghost in to display and there was other entertainment.

The route had covered about 200km of secondary roads within the region and most agreed that it had been good driving.

The Gala Dinner was held at the Hanging Rock Winery with a huge marquee set up to cater for about 320 people. Once again our featured marque status provided for separate parking adjacent to the marquee and the cars looked a "million dollars" in the fading light.

John Ellis the proprietor of the winery was asked to judge the most desirable Alvis on display and in spite of the considerable influence exerted by Messrs Hetherington and Tonkin, the Briese' SP20 took the trophy.

The Alvis Club were seated at two adjacent tables and Pat Parkinson led a cape walk through the marquee soon after the moon arose. There must be some connection—the photograph says it all!

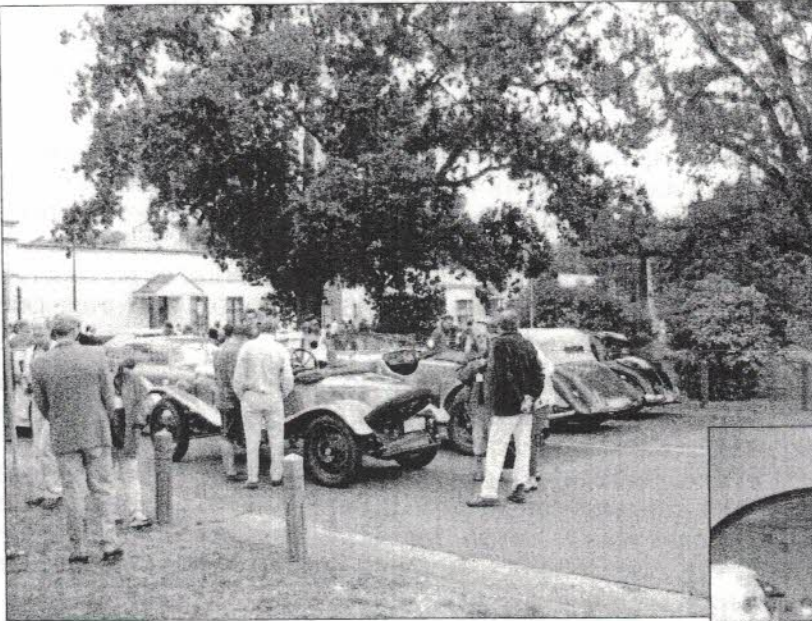
Bob Northey had agreed to take part in a segment based loosely around the exploits of Ruth Urquhart-Dykes. The lights went out and the Ducksback complete with an actress playing the part of RUD drove into the marquee with headlights glaring. Another actor playing the part of a Aussie pressman from the "Sportin Globe" set out to interview her.

All in all a very successful rally. Many thanks to the Alvis participants.

John Lang



# GRAND



*Above: the Alvis' paddock at Gisborne*

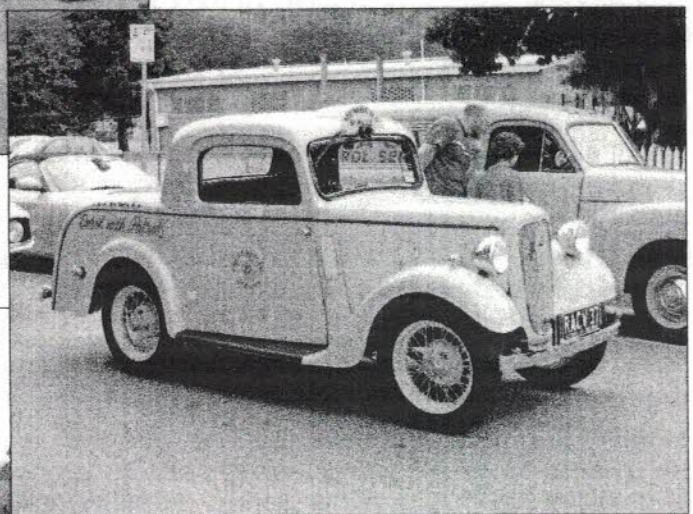


*Above: driver briefing at the Mechanics Hall*



*Left: Flag-off for the Brieese' SP20*

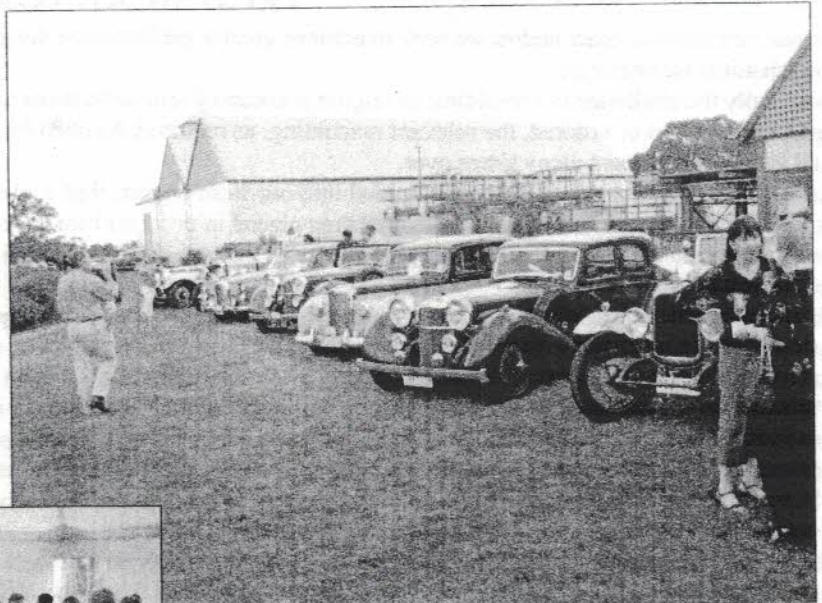
*Right: even the RACV were in the spirit of things. Old service van for old cars!*



*Left: John Ellis, judging "Most Desirable Alvis" Subject to some strong argument by two well known Alvis owners!*



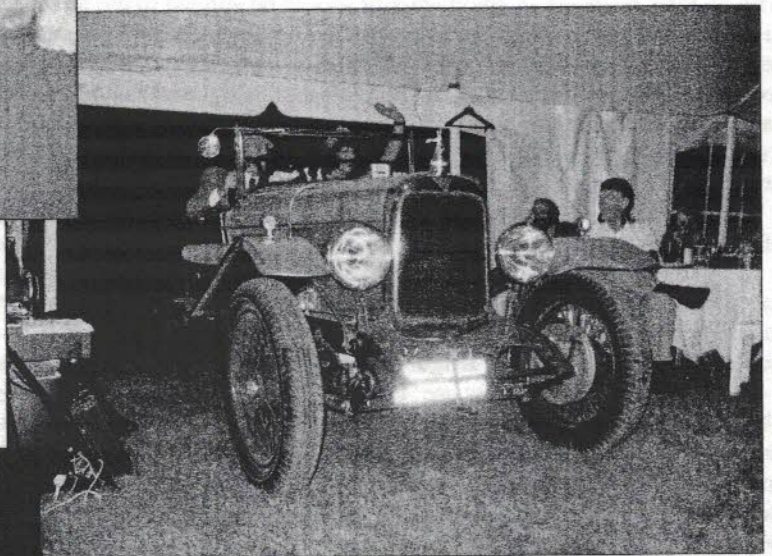
# TOUR



*Above: the Alvis paddock at the Hanging Rock Winery*



*Left: Alvisisti seated in the marquee*



*Left: Bev Briese shows how it's done!*

*Right: Bob Northey makes a dramatic entry!*



*Right: Leader of the cape walk—PP*





As our cars become older and/or we seek to achieve greater performance the general tendency is to do more and more of our own mechanical maintenance.

Eventually the challenge of rebuilding an engine is accepted and undertaken and the necessary tools are bought or borrowed, the spares are bought or ordered, the relevant machining, as required, handled by a competent machine shop and the workshop manual is read and re-read many times over.

Finally all the parts are ready to be assembled into our fresh engine, that's after everything has been thoroughly cleaned, the block painted, the spanners and sockets cleaned then placed in order and we have allowed a full weekend to build it. If its our first engine rebuild we will probably need all of it. It can't be too difficult though, just put the bits in the right places and tighten some bolts and nuts, right?

First time engine builders usually do not realize that the torque wrench settings in workshop manuals are for lightly lubricated threads, but there are many different grades of lubricant and they vary in friction characteristics which will give a variation in stretch of the fasteners in use. When we tighten a bolt to a torque setting that bolt is being stretched a little bit, just like a spring. That's what clamps the bits tightly together. Loosen the bolt and it will return to its original length, tighten it again and it should return to the same clamping pressure over and over again. If we tighten the bolt past its torque recommendation we risk going beyond the yield point of that bolt and it may not return to its original length when released. If it has been over stretched it may well be on the point of failure which could have the most catastrophic of consequences, particularly if it's bolting on a flywheel, cam wheel, main bearing cap or especially if its a connecting rod bolt.

The American manufacturer of quality fasteners, ARP, recommends that fasteners should be stretched to 75% of yield strength. Remember that the yield point is where a bolt is stretched from which it will not return to its original length. The engine manufacturer and bolt suppliers will all have conducted many laboratory tests on the important fasteners, many to beyond yield, so that the torque specifications will be consistent and accurate to provide the required clamping pressure. The object of bolting these parts together is that there should be no danger of the parts coming loose and that in particular, the main bearing tunnel and connecting rod bores will remain round in use, so that it will ensure the correct bearing to journal clearances will be maintained, even under the most severe conditions.

Because there is a variation in friction using different lubricants, ARP supply and recommend special molybdenum based grease with all their fasteners. A small amount should be applied to the threads, under the head of the bolt and both sides of the washers to reduce friction on all the surfaces. In their catalogue they list examples of torque settings for the same bolts using ordinary (30 wt.) engine oil and their own special lubricant. The difference will be between 10% and 20% less using the ARP goop. They also recommend that all NEW nuts and bolts should be tightened and loosened several times to run-in the mating surfaces before final assembly into the engine. That way they can be sure of true torque readings; not diluted by friction readings that will reduce the true clamping pressure. It's the torque wrench that should go 'CLICK' at setting, not the bolts bouncing over the friction of dryness.

The three ways of accurately tightening engine bolts are; using a torque wrench, torque to angle or torque to stretch. All three of these methods give accurate clamping pressure or they wouldn't be considered a reliable technique.

Top engine builders measure the stretch on connecting rod bolts to ensure success on the racetrack. Using a master sheet to record original bolt lengths before installation gives them a reference to be checked on subsequent rebuilds. Because the bolts are torqued close to yield they will stretch somewhere between 0.1 and 0.2 millimeter over their relaxed length (free state). If they don't return to their original length they will be replaced, it's that important to racing success.

Most modern engines now use 'torque to angle' on cylinder head bolts, where the technique is believed to give a more even clamping pressure over the whole of the head gasket and its easier to achieve on the production line. It all goes something like this. The bolts are all tightened to a nominally low torque setting then rotated perhaps 180 degrees, in sequence, then perhaps rotated another 90 degrees, again in sequence. Interestingly, in many engines now, the factory head bolts are a 'use only once' item. Yes, they want you to buy a new set of bolts when you fit a new head gasket because they have been too close to yield when fitted at the factory. So what is the torque wrench setting to achieve that same result? Well, nobody is going to know unless they buy non-genuine bolts or non-genuine head gaskets that may list what original bolts can still be torqued to, the only measurement that will be in the technical manuals is probably the 'torque to angle'. If companies like ARP make replacement bolts they will not be 'throw away' but all their quality bolts are to be used many times over and they will be committed to listing a torque wrench setting.

A torque wrench is a tool that we all trust to be always accurate but it can lose its calibration over time, with use, especially if dropped or mishandled. Yes, you can set 2 torque wrenches to the same torque measurement and pulling them against each other they should both 'click off' at the same time. If they don't, which one is wrong? The accurate way is to pay a fee to an accredited tester; they are listed in the phone book. Or, sell it off at the next club auction and buy yourself a new one.

It's now time to get more technical, so you can understand the importance of precise connecting rod bolt tension. Bolts that are under tension will not have stretched to 75% of yield so the bearing cap may not been clamped on tight enough. When the engine is running there will be a minuscule cyclic separation of the rod and its cap. This will cause additional stretch in the bolt each revolution of the crankshaft, the bolts are now being stretched and relaxed and this in turn will eventually cause a fatigue failure. These bolts must always be pre-loaded greater than any loads imposed during engine operation. Quality bolts, when tightened to the recommended settings, will prevent the cyclic loads that lead to a fatigue failure.

Finally, as aluminium expands when taken from ambient (20° C) to 95° C. head bolts will be closer to yield and the reason why you must always, always, re torque an aluminium head if the engine has had a massive overheat, but please, let it cool right down first. The bolts and head need to be at ambient temperature for success.

Bill Freame



## **HYDROGEN EMBRITTLEMENT**

When steel is heated while in contact with some chemicals, the steel absorbs hydrogen, which is distributed around the grain boundaries. This has the effect of making the steel brittle. This condition is known as steel embrittlement.

Mild steel is not greatly affected, as the carbon content is very low, however tool steels such as spring steel or high tensile steel, which are used because the part is subjected to stress in their assigned task, are subject to hydrogen embrittlement, and will fail in operation.

Hydrogen embrittlement can be overcome by a heat treatment as soon as possible following the offending treatment. Processes requiring such remedial attention are as follows:

Chemical stripping, Copper plating, Nickel plating, Chrome plating, Zinc plating.

The heat treatment to overcome the problem is simply to allow the part to soak in a stove or furnace at a controlled temperature, and for a suitable time as suggested below.

These temperatures are quite low enough to allow for the use of the kitchen stove, if you can "sweet talk" your way into tying it up for 3 hours. If your electroplater knows about this, (and he should if he is any good) he may have a suitable stove or furnace. He probably won't bother unless you ask him.

If the steel is to be chrome plated, it should be copper plated first, prior to the nickel and chrome going on. The time to do the heating is straight after the copper plating. It would not be necessary to do it again after it comes out of the nickel and chrome bathes, once is enough.

The reason for copper first is that nickel and chrome are porous and the rust will come through. The copper is there to prevent this happening.

### **Before going on, let us look at tempering tool steels.**

Remember that 260 degrees C is well within the tempering temperature range for plain carbon tool steels, (which the part is likely to be, if it is a 1930s or earlier car). The tempering process takes place after the steel is hardened and consists of reheating to 100 to 300 degrees C. and cooling. Tempering is to overcome brittleness and always follows hardening of tool steels.

If the part is to stand shock or flexing, it would be tempered at the higher ranges, and would suffer a small loss of hardness as a result. Whereas if the function of the part was simply to resist wear and not ever likely to be subject to shock, it would be tempered in the 100 to 150 degree C. range and not suffer any loss of hardness.

So you will have to think about the function of the part before deciding if 260 C for 3 hours or 180 C for 12 hours is the way to go.

From the 1940s, various alloying elements were being added to tool steels of all kinds and indeed it is almost impossible to find a plain carbon tool steel these days. Hardening as well as tempering temperatures for these alloy tool steels is quite a bit higher than those for the plain carbon tool steels and if the car you are working on is a later model, the steel used would certainly be an alloy steel, so 260 C for 3 hours would be safe.

When purchasing steel these days, one must get all the heat treatment information from the steel merchant, so as to be able to tell your heat treatment man what it is he has to harden and temper.

The new steels have very much better mechanical and physical properties as a result of the addition of these alloying elements. This is why it is best never to use N.O.S. valves, when it is possible to get a suitable modern alternative which would be made from a modern heat resistant stainless steel. That is unless you want to do what we did in the old days and do a valve grind every 10,000 miles.

Heat to	Time
260C	3 hours
230C	4 hours
180C	12 hours



## IN BRIEF

### Alvis advances like a tank

WHILE most defence companies have been too embarrassed to mention it, Alvis had no qualms yesterday in announcing it had profited from the war on Iraq.

Alvis' half-time turn over received a UK20m boost from the battle-preparation maintenance the group performed on the Army's Challenger tanks.

The work helped Alvis to post an 11% rise in interim pre-tax profit of UK7.9m, underpinning a dividend rise from 2.3p to 2.5p. It didn't help the share price though, which fell 3.5p to 201.5p. Given wars in the Middle East don't tend to occur once every half, the UK20m could hardly be called recurring revenue.

Alvis still has many fans in the market, however particularly given it has a promising pipeline of new armoured vehicle projects to bid on over the next few years.

The biggest project is the UK3 billion Future Rapid Effects System (FRES), in which Alvis is considered the leading contender to provide new age armoured cars to the Army.

The Ministry of Defence is expected to make an announcement on FRES in the next two months, but analysts say Alvis is unlikely to reap extra profits from the contract until 2008 or 2009.

The more interesting business could come from maintenance to the UK Army's Warrior vehicles and its aging 430 infantry fighting vehicles. If Alvis is to grab half of this business, and other contracts in the pipeline, analysts believe the group could double its profit over the next three or four years to UK30m.

It's a reasonable investment proposition, but investors must be prepared to pay. Alvis shares are trading on 15 times forecast 2003 earnings, generous for its size. It also only offers a 2.4% forecast yield dividend yield.

At its current level it is unlikely to gallop higher, but Alvis remains a solid exposure to the defence sector.



*Is there someone we know with pretensions outside the Alvis Club?*

There are now 57 entries for the 2005 National Rally

# 48th Kalorama Rally

## Sunday 28th March 2004

There are a few enhancements to the previous events, including: a very scenic run up to Kalorama from the start at the Manhattan Hotel, based on a rolling start as entrants arrive from 9.30am. The run is around 55km on quiet sealed roads, including some steepish hills towards the end and is expected to take 1 1/2 hours for vintage cars and slightly longer for slower veterans - this is in effect an event within an event. There will be 4 skill events on the ground, commencing at 1.00pm, which will require a considerable number of marshals/judges. It is planned to have the events completed by 3.30pm and the awarding of prizes completed by 4.00pm.

It will be appreciated if the Alvis Car Club can provide a least 6 volunteers to assist in manning the gate, from 10.00am (in time for those entrants driving direct to Kalorama and for the public) and for assistance with marshalling.

**Please consider your availability to help at this event.**

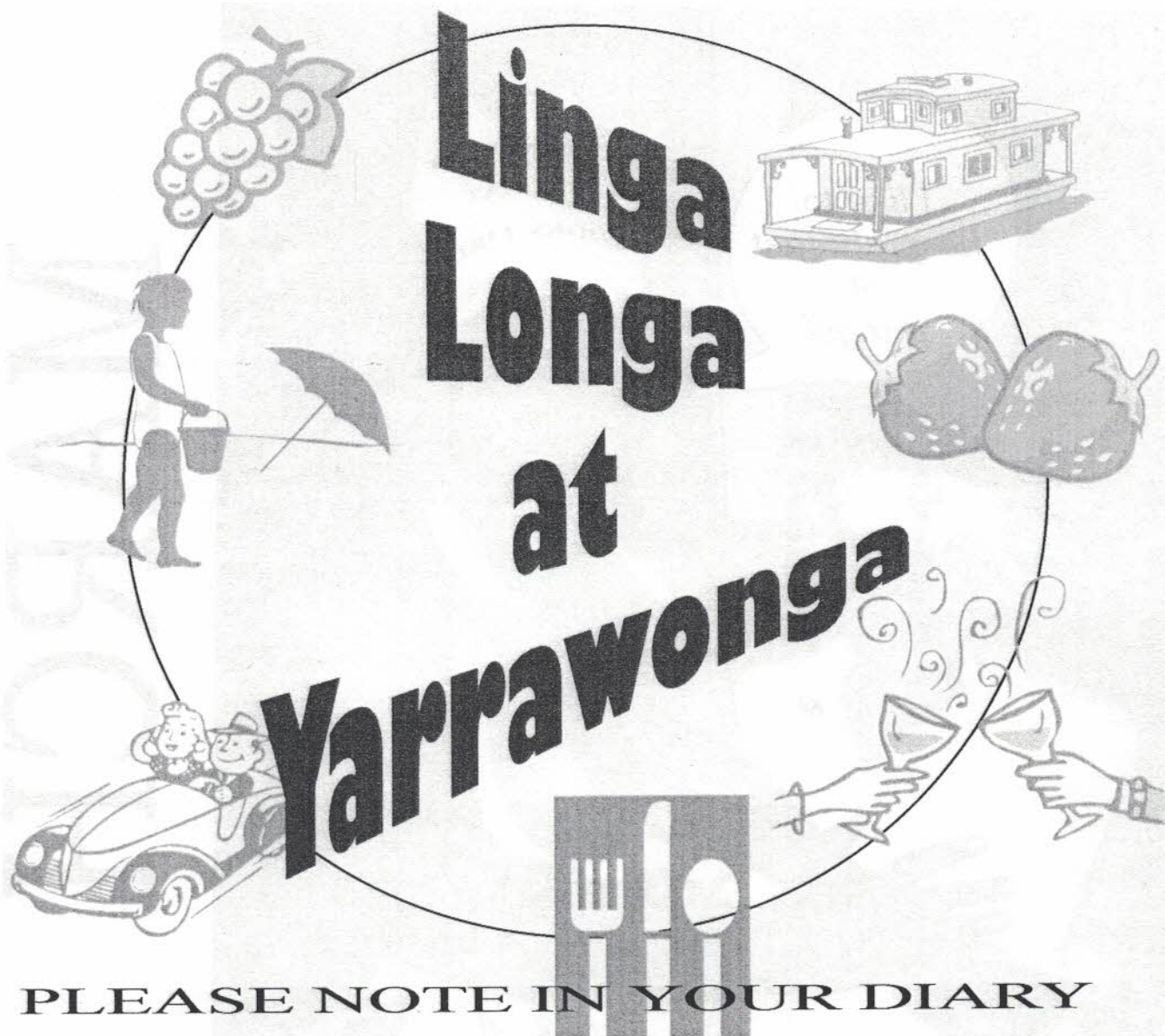
### EDITOR'S NOTE

My apologies for the late delivery of your newsletter this issue. Due to technical problems you may see a computer bobbing up and down in the Lang's dam. Please on no account make any effort to retrieve it as I am gaining some solace from its plight.

JL







**PLEASE NOTE IN YOUR DIARY**

**The Queens Birthday Weekend Away**

**Friday 11-Monday 14 June 2004**

- Arrive Friday afternoon / evening
- Dinner at your expense - Combined Services Club
- Saturday morning - your time
- Drive to Historic Home for lunch
- Afternoon drive
- Dinner on the Lake
- Sunday morning - visit clock museum
- BBQ lunch
- Drive to area winery
- Dinner at the Golf Club
- Morning tea together
- Depart for home

**Package cost to be advised**

**Further advice in April Newsletter**

**Contact Parkinsons or Langs if more info required at this time**





# MARCH

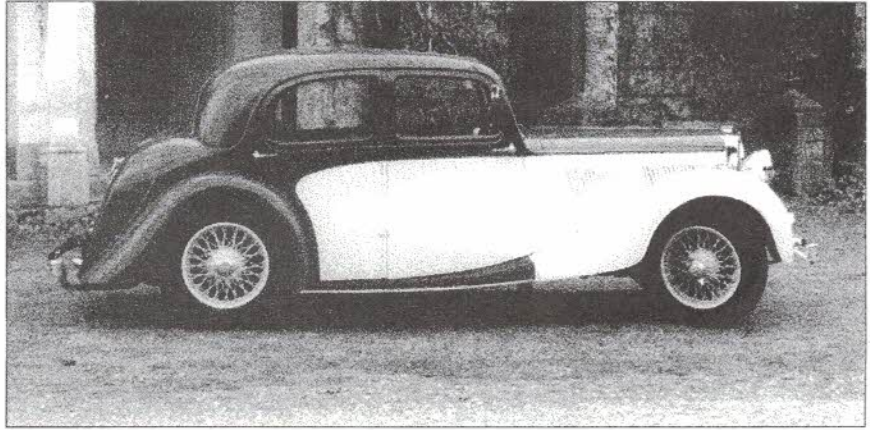
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
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22	23	24	25	26	27	28
29	30	31				



# SWAP, BEG, BORROW or STEAL

## FOR SALE:

1937 12/70 Alvis Sedan.  
Grey and white. Mechanically checked over & in good order. New rings fitted. Fully registered, completely re-trimmed, re-painted and re-chromed. Under 1000 miles since work carried out. 12 months full Victorian registration  
\$38,000 ONO



and

Good petrol tank for a 12/50 \$150

Contact Eric Nicholl (03) 9754 5412



## FOR SALE:

TC 21 formerly owned by Barry Turner as featured in October 2003 Alvibatics. Rego ADD45V. Red over silver \$20,000 ONO. Patricia Turner 02 6361 7739 or mob 0404 466 881

## WANTED:

Differential centre/ carrier or any parts for a mid 30's six cylinder car. Crown wheel and pinion condition not important.

Dale Parsell Tel (03) 5968 5170  
or [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

## FOR SALE:

1 pair steel front mudguards and chassis valences for mid 1920's 12/50 sports tourer. Poor condition but economical proposition for someone with panel beating skills. \$500.

1 pair steel rear mudguards for 12/50 beetleback. Fair to good condition but require some repair - a breeze for someone with panel beating skills. \$500.

4 cast (forged?) steel running board brackets. Approximately 4" stepdown, suitable for mid 1920's 12/50 tourer. 3 brackets are identical and the 4th has slightly longer horizontal arm. \$100. Frank Corbett, A/H 07 3378 7280, B/H 07 3228 6200, email [f.corbett@peddlethorp.com.au](mailto:f.corbett@peddlethorp.com.au)

## FOR SALE:

1951 TA21 Saloon. Black with tan sunroof, period radio. Excellent interior. Previously owned by Richard Tonkin for 20 years. \$19,000. Phone John Willey (07) 5543 3929

## WANTED:

AIR CLEANER to suit 1936 Crested Eagle. Mounts on top of tappet cover as shown on page 92 of the Brooklands Gold Portfolio Book.  
Tel Richard Tonkin (03) 9710 1465

## WANTED:

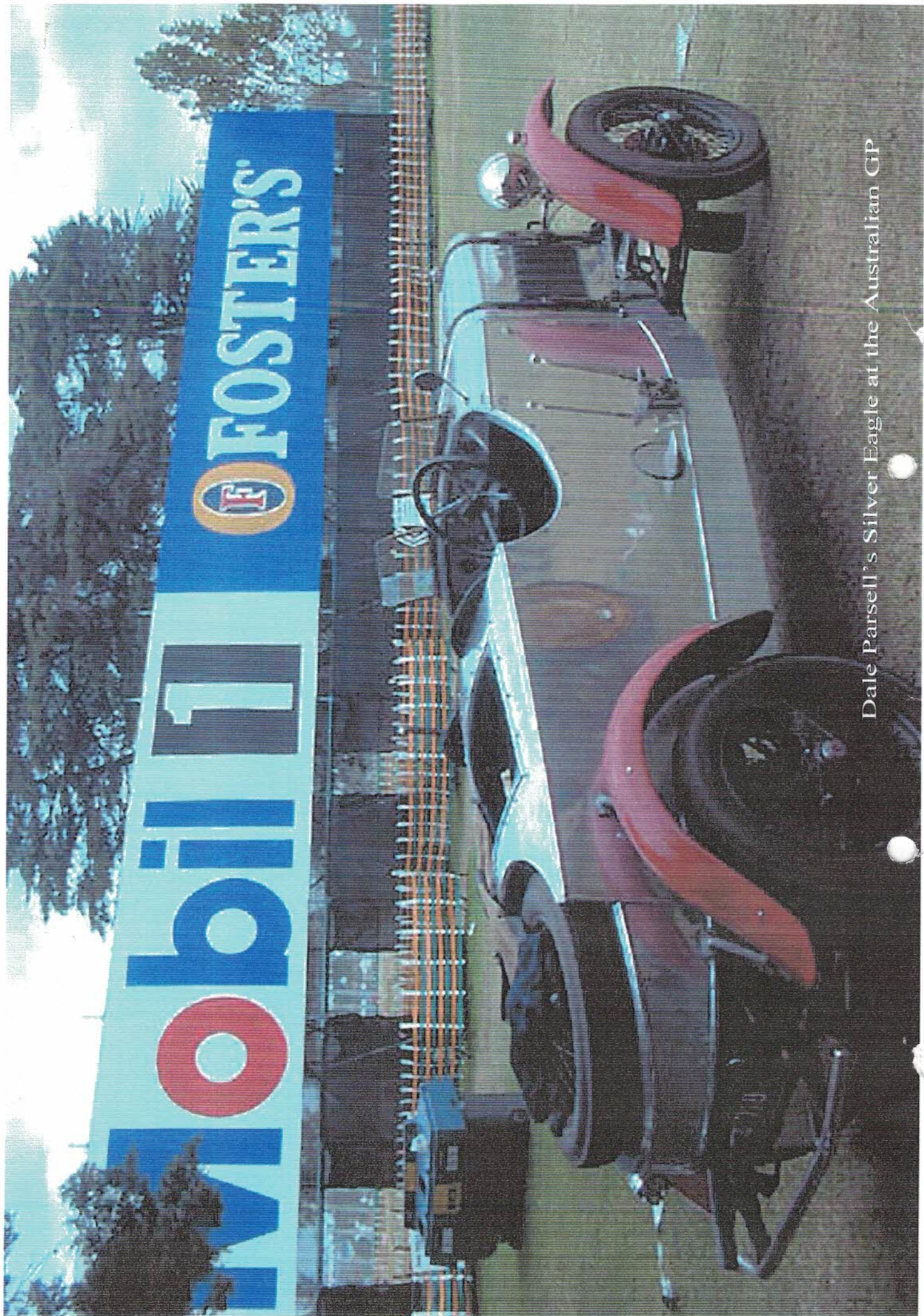
Head light reflector for a 14.75  
Eric Nicholl (03) 9754 5412

*If your advertisement appears on this page and is no longer relevant, please notify the newsletter editor.*

*John Lang .....*

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), it's officers or it's editor. Whilst all care has been taken, neither the Club nor it's 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 will be appreciated.





Dale Parsell's Silver Eagle at the Australian GP