

2010

# Alvic

The Newsletter of the Alvis Car Club of Victoria (Inc)

April



Making a  
TA14 Wiring  
Harness

# Alvis Car Club of Victoria (Inc)

A0017202F

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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Front page: Derek Dixon's 1928 TG 12/50 as photographed at "Alvis on the Downs"  
Car # 11602 Chassis # 6759 Engine # 7055

Photography by Frances McDougall

## PRESIDENTS REPORT

Since my last pres report things have been busy on all fronts.

Kalorama has been and gone and as per usual, we had the biggest turnout of cars from a one make club. I definitely believe Kalorama has met its Waterloo particularly when you consider that the day before the VDC hosted a reunion that was very well attended but could not muster sufficient interest to turn it into a weekend event culminating at Kalorama.

The following weekend saw some of us attend the aircraft museum at Point Cook. The museum is worthwhile visiting, but unfortunately one of its main flying days coincided with Kalorama. Maybe next year we can attend a proper flying day.

Darrell and Joc entertained John Harvey and Gill Murphy who were over here from the UK visiting family for a few days prior to the run to Point Cook. They were shown the sights of the Mornington Peninsula before being handed over to yours truly who showed them the sights of the Dandenong Ranges in the fog and the environs of Castlemaine including "Castlemaine Auto Electrics" where the Darracq was dropped off to have some electrics attended to. Lunch was had at the top of Mt. Macedon in company with John and Marg Lang.

John was subjected to rides in both 12/50 and Bentley and seemed to have enjoyed the experience. There was some mutterings about purchasing a 12/50 when back in UK so will see what eventuates.

Speaking of UK matters, Chris Storrar has been re-elected Chairman of the AOC so ending a few dark months in AOC history. We wish Chris all the best for the future.

I will be AWOL for the next three meetings, attending the 20<sup>th</sup> year celebrations of the Delage club in April and in the UK during May and June. Both JFH and I will be representing ALVIC at International Alvis Day so it is not all holidays!!!!

Cheers

Chester McKaige

## SUPPER - *the LANGS*

### 2010 EVENT CALENDAR

Apr 16	General Meeting
24/25	Norm from "Aussie Desert Coolers" - the radiator man, will be the guest speaker <u>Overnight Macedon for ANZAC cancelled due lack of numbers</u>
May 16	National Motoring Heritage Day—details page 6 — <i>McDougall</i>
21	General Meeting
Jun 18	General Meeting
27	Combined Run with the Sunbeam, Talbot & Darracq Club— <i>Horton</i>
Jul 16	General Meeting
18	Combined run with the Armstrong Siddley Club— <i>Tonkin</i>
Aug 20	General Meeting
22	Rob Roy Hillclimb— <i>McKaige</i>
Sep 17	General Meeting
19	Run to Teasdale model railway & tea rooms— <i>McKaige</i>

# LETTERS TO THE EDITOR et al

Hello John,

Just a couple of shots from the recent RACV Fly the Flag Tour - David & Jennifer Horrocks' lovely TE21 DHC, actually on the tour plus a local ..... Crested Eagle, spotted at Wonthaggi Festival Day.

I also spoke to a chap with a AH3000, Alan Esmore, who has a 1934 C&E Speed 20 tourer - I think he may have a garage business?

What a great event and lovely country. We took the Bristol 409, I'm afraid.

Well done to the RACV, the All British Car Club and the Victorians!

BR

Mike Osborne



Morning John, Here in Clifton, UK, things are looking so good, what with Brunel's Bridge and the SS Great Britain, I think I will give the Anzac outing a pass. But we will be in France that day, so maybe I will hire an Alvis at Alvis (or is it Avis?) Rentals and go up to the Somme instead. Good luck for the run and remember me (with an engine-less 12/50), to all.

Allan Willingham

Dear John,

I feel compelled to reply to your remarks in the Classic Showcase article in March Alvic.

It is a universally acknowledged fact ( at least by women ) that men:

- don't listen to reason
- won't be told
- do not read instructions.

If Chester had done any of the above he would have erected the gazebo with a minimum of fuss instead of encasing himself & the hapless John Link in a conical structure resembling a giant cocoon.

At no stage did I tell Chester how to erect said gazebo, merely suggested fairly strongly that he wait until further recruits arrived.

I cite another example:

At Christmas a friend of mine took delivery of a new BBQ with metal cupboards underneath. It came as a kit which had to be put together. Her son ( an engineering student ) volunteered for the task. He duly assembled it without consulting the instructions & went on his way.

When my friend first used it she found that she could not open the doors. She alerted her son to this fact & was told that it must have been manufactured incorrectly. She sat down with the instructions & found that her son had put the doors on back-to-front so reassembled them correctly. This is a perfect illustration of the above three points.

This leaves me to ponder on why men spend so long in the garage. Is it because they don't read the instructions or are they avoiding the " voice of reason " inside?

Yours Sincerely  
Sally McKaige

## ALVIS OWNER CLUB AGM 28th March 2010.

Chairman R.A. Crabtree 62 votes

C. C. Storrar 200

Vice Chairman M. F. Davey 242 for, 2 against

Company Secretary P.A. Harcourt 242 for, 1 against

Treasurer S. G. R. Nell 106

T. J. H. Strevens 150

TOUR OF BRITAIN 2011

*THE TOUR IS ON!! A certain Sir Gallahad Galloway, who is possibly still wanted for offences in Victoria, is now the Maitre Domo. Expressions of interest will be requested shortly, and the breweries warned.*

The DUNHAM TROPHY, for the Individual who has contributed most to the Club in 2009. Winner REX HARVEY.

The JULIAN COLLINS MEMORIAL AWARD for the most meritorious Bulletin Article.

Commended;

Dave Culshaw - "Posed, Probed and Solved "

Maurice Richardson - "History of my Speed Twenty "

John Lang Australian FWDs

Quentin Howell Tale of Two Alvises

Carl Heinlein Electronic Control Unit

Robert Leitch The TA350

Andrew McDougall Speed Twenty Five Restoration

Winner Stanley Paine In memory of Ken Jones.

Out of eight Articles, two were from Alvic members. Well done and congrats.

ALVIC SHIELD for the Greatest contribution to organising Alvis International. To be organised by Chris Storrar, and presented by Chester McKaige at International

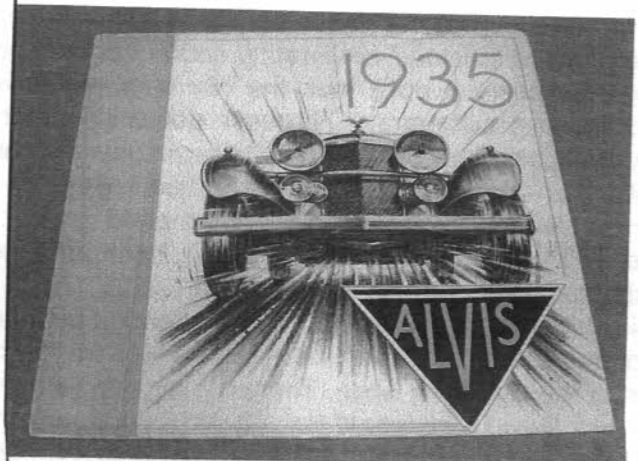
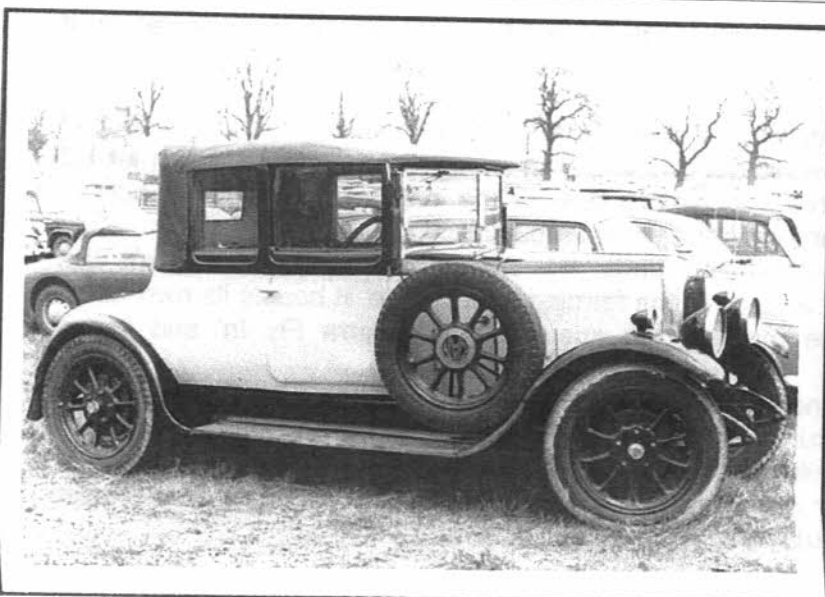
Chris Storrar



# POINT COOK RUN



*A small and select group of Alvisti journeyed to Point Cook on March 28. Unfortunately a very limited flying display was run on the day, but those present enjoyed the company. Here L to R are: Gill Murphy, Joc Coates, Darrell Horton, Sally McKaige, David Caldwell, Marg Hetherington, John Harvey & Chester McKaige. Gill & John were visiting from the UK Behind the camera was John Hetherington and away looking at the aeroplanes were David & Carol Head*



# NATIONAL MOTORING HERITAGE DAY

## 16<sup>th</sup> May 2010

To coincide with the Australian Motoring Heritage Day the ACCV is holding the following run. Meet at the parking bay by the Calder Park Thunderdome on the Calder Highway at 0930 for a 10 o'clock departure.

The run will involve a fuel economy test, a visit to an interesting shed with interesting veteran vehicles, a run to a lunch venue and return to the refuelling station to check who has the most economical Alvis.

### Event outline:

From the Thunderdome proceed the short distance to the service centre to fuel up. Then proceed to Toolern Vale and visit Bob Ballinger who has a magnificent workshop out in the sticks and where he has created from raw materials a full size replica of the Vanderbilt Cup Stanley Steamer. This will involve driving a couple of km on gravel road.

From Bob's place we will drive via Gisborne to the Bacchus Marsh Golf Club for lunch. There is a good choice of meals from, specials, snacks, a la carte and seniors.

After lunch we will take a run back to the Calder Highway service centre where we can top up and see who has consumed the least fuel.

As the golf club will appreciate having an indication of the numbers coming for lunch, please let Andrew and Frances McDougall know by **9<sup>th</sup> of May**, if you are coming and the number of people in your party, via email: [amfi@dunollie.com.au](mailto:amfi@dunollie.com.au) or by phone: 9486 4221, 0417 310 852.



### NSW Southern Highlands Beckons

Hub based in an original 1920's Robertson grand mansion now called "Fountaindale Grand Manor & Ranelagh Gardens", 'Alvis Family' members and all interested parties will gather for the best part of a week to celebrate the NSW club's 60th anniversary.

We will be partying from the moment you arrive on Sunday 26<sup>th</sup> September until we all sadly depart on the Thursday 30<sup>th</sup> September 2010. The actual 60<sup>th</sup> Birthday, 28<sup>th</sup> September, will be celebrated with a '1920/30's period dress-up dinner dance complete with jazz band.

Your time can include exhilarating country drives with many places of interest to stop and visit, a luxury coach 'garden, winery & book tour' the day after you arrive to get you totally relaxed, cocktail parties, gourmet BBQ and much, much more. However some might prefer to simply take in the original open fire grandeur of Fountaindale Grand Manor and its own spacious gardens and overall ambience.

Robertson is regarded as the 'green heart of the Southern Highlands.' It is one of the areas prettiest towns with surrounding rich volcanic soils and emerald green pastures of the farming countryside. It boasts its own famous 'red soil potatoes' and its monthly 'local produce market', the spectacular 'Illawarra Fly In' and its now institutionalized 'Robertson Pie Shop.'

This celebration event is sure to be attended by founding members including Bill Boldiston, who has lined up the jazz musicians, and early members as well as the current enthusiasts. So come along, even if you haven't been part of the club for a while. There are sure to be familiar faces and shared reminiscences.

Contact David Macdonald (tel: 02 9817 8006; email: [david@midasoft.com.au](mailto:david@midasoft.com.au)) for further details or Rob Simpson (tel: 02 9816 5512; email: [meta1447@yahoo.com.au](mailto:meta1447@yahoo.com.au)) to pay a \$250 deposit.

# ALVIS IN THE VSCC

Alviators have been active in recent months.

## Dec 09: Two Wheel Brake Rally.

Mark & Susan Burns, Andrew & Bella Green, Robert Sands, Geoff Hewitt & Liz Kilpatrick and Alan Willingham & John Mitchie waved the flag in a fleet of 12/50s. Tony & Alice Donnan and Peter Fleming chose inferior machines for their journey.

**At the Trophy Presentation Ceremony** "Team Alvis" – Andrew Green, Alan Willingham and Mark Burns received an award for winning the 24 Hour Team Trial and Alan won the President's Special Award

## The Night Trial was run on 27/02/10.

The "Harey Blokes" coursed for Alvis. Rob Sands, Andrew Green, Mark Burns and Geoff Hewitt were each in a 12/50 and Ian Barber was in the Silver Eagle. Rob came 3<sup>rd</sup> overall and Andrew fifth.

If anyone is aware of Alvis activity in any sphere, please let me know and I will endeavour to create in "Alvic" a record of who gets up to what.

JOHN HETHERINGTON

## PHILLIP ISLAND HISTORIC MEETING 2010

This year's Historic Race meeting attracted approximately 590 across a wide variety of classes ranging from group J (pre 1930), Historic Touring Cars, Formula Ford and a huge entry of Formula 5000 (mainly from New Zealand).

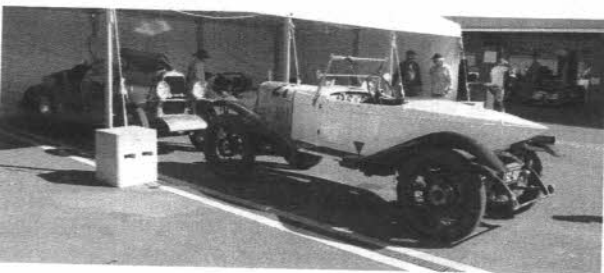
It was my first outing in my 1929 TA 16.95 Silver Eagle for some time as part of the Alvis contingent to attend. This comprised of myself, Mark Burns in his 1923 SC 12/50 (competing in regularity) and Trevor Eastwood in his 1930 Silver Eagle/4.3L in the Group J racing class.

The regularity event, for those who aren't aware, is scored by calculating the difference between a nominated time (by each competitor) and the actual time taken for each lap of the circuit during each outing, thus consistency rather than outright speed is the deciding factor. Although being almost the slowest cars in the field, which included cars up to 1974, Mark and I usually managed to finish around the middle of the rankings for the three 15 minutes sessions we had on the track (we also had practice and qualifying time out on the circuit).

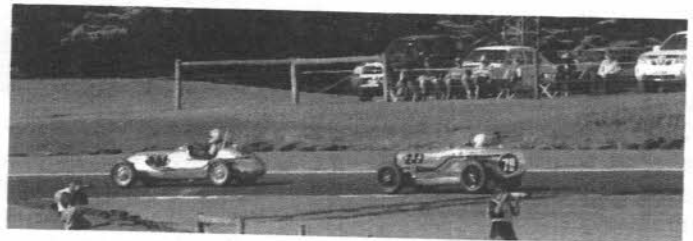
This year sees the celebration of 100 years of Alfa Romeo and there was a large contingent of this marque at the meeting. Those in our regularity included a 1933 Tipo B P3, 1935 8C-35 and a delightful 1934 6C Berlina saloon, as well as a couple of much younger Alfa's. It was quite amazing to be passed by the P3 and 8C-35 half way down the main straight.

The weekend is an excellent way to see a wide variety of cars in action and to get up close to them in the pits whilst at rest and I would recommend the experience to everyone at least once.

Dale Parsell



Dale Parsell's Silver Eagle under cover & Mark Burn's 12/50



Trevor Eastwood in the Silver Eagle 4.3 litre in hot pursuit



The Silver Eagle





# VETERANS THROUGH VINTAGE EYES.

In the on the Victorian One and Two Cylinder Rally run by the Veteran Car Club of Australia. I have to say, right at the start, that everything that underpins a rally was nearly perfect. The VCCA ran the show well and turned on perfect weather. Sunny 25 degs every day. The venue, at Cobram was ideal: flat country with some green views, thanks to recent rain. The cabins in the resort park were comfortable and well spaced out. Chester McKaige's 1905 Darracq single cylinder two seater car was fastidiously prepared and impeccably presented. It ran without fault over the four days. Originally Chester's wife, Sally, was to accompany him but plans changed and I was recruited instead. Sally's name-tag had been pre-printed so I spent the weekend as "Hairy Sally" but despite this I was able to fulfill the requirements of the job description adequately. "Pusher" was not needed. "Navigator" was easy. "Ballast" was even easier. And "Red Wine Taster" was a doddle.

This was my first significant experience of Veteran cars so my eyes were opened to an unfamiliar form of motoring. To "compare and contrast" with the Vintage and PVT worlds with which I am so familiar was inevitable.

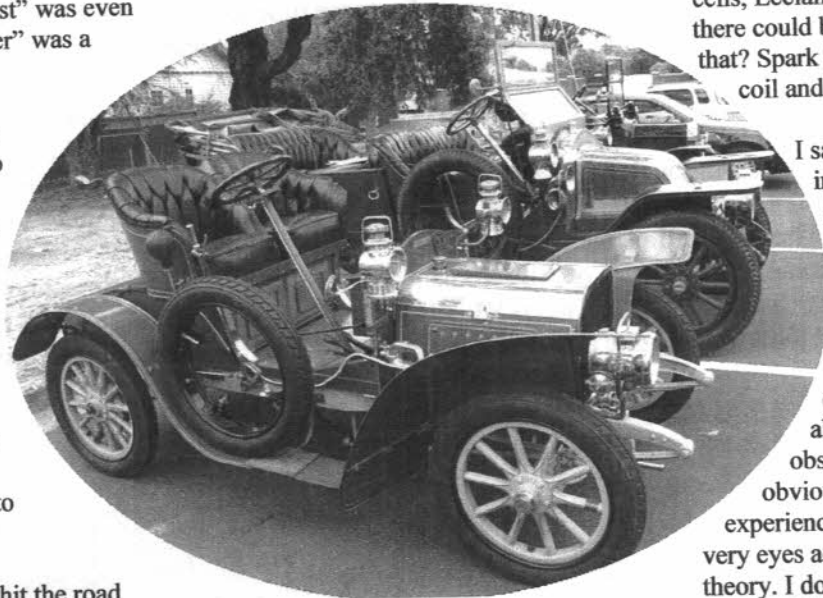
It has been said that in Veteran days, the effort was to make cars work, then in Vintage days the effort was to make cars work well.

By the time my Alvis 12/50 hit the road in 1926 its essential features were so typical of the era and the format was so well established that any variation caused surprise. Beam axles. Semi-elliptic leaf springs set longitudinally. Four removable wheels with metal spokes and replaceable pneumatic tyres. Water cooled internal combustion front engine with radiator at the front and water circulation by thermo-syphon. Pressure engine lubrication and speed controlled by altering the air flow through the carburettor. Magneto ignition. Four speed gearbox behind the engine, with a clutch in between. Straight cut gears and a gate change. Rear wheel drive with differential and fully floating half axles. Drum brakes with internally expanding shoes. Steering

wheel. Three pedals: one for brakes, one for clutch and one for acceleration. Wet cell battery with dynamo to charge it. Electric lighting and windscreen with powered wiper.

And in Europe, cars made in England or Scotland predominated.

How different it was in the first ten years of the 20<sup>th</sup> century! At Cobram French cars ruled. Renault had the numbers. There were deDion Boutons and Sizaire-Naudins – and a Darracq. The USA was well represented by McIntyre, Oldsmobile, Buick, Stanley, Locomobile, Brush, Cadillac and Maxwell. From England there were Humberettes, Perrys, a Rover, a Star and an AC. As well there were many other vehicles from elsewhere and motor-bikes, too. Sixty four vehicles in all and except for the Renaults, hardly any two alike.



What a smorgasbord of machinery! The different ways of doing things provides choice as wide as the imagination. Aside from the bikes: three wheels or four? Wooden spoke wheels or metal? Spare tyre by change-over or would Sir prefer an add-on "Stepney"? Why bother with new-fangled air? Try solid rubber instead! Aircooled engine with or without fan. Water cooled engine with radiator in front of, behind or below the engine, with or without fan, with or without water-pump. Steering by wheel or by tiller. Internal combustion engine or external combustion, i.e. steam. How do you heat the water? Any way you can think of that is more modern than rubbing two sticks together. Engine lubrication by pressure

or by splash. Valves hidden or with shafts and springs exposed. One cylinder or two. Straight twin or flat twin. In front of the driver, beneath the driver or behind. Axles all beam except on three wheelers. Springs nearly all leaf but lying longitudinally or transversely, some double. Shock absorbers or no shock absorbers. How many gears? None, one, two, three or four? In a box behind the engine or up the back with the differential? Sequential, epicyclic or with cogs? Brakes on the wheels and/or transmission shaft could be operated by a pedal anywhere on the floor or by a lever moving either forward for "on" or backwards. Engine speed could be controlled via a carburettor or by altering valve lift or timing – determined by a lever or a pedal somewhere – anywhere. Would Madam like a windscreen or does she prefer flies on her front teeth? Electricity can come from wet cells, dry cells, Leclanché cell or magneto – or there could be none. Dynamo? What's that? Spark from trembler coil, induction coil and maybe a contact breaker.

I saw this almost endless variety in just one week-end and I'm sure that had I had more time to pry I would have been let into yet more secrets.

I do not put myself forward as motoring historian, but I did know that most of the above existed. Some of my observations maybe rather obvious or even banal, but the experience of the variety before my very eyes added so much colour to the theory. I do recommend that any dyed-in-the-wool Vintagent take a long hard look at what went before his machine from the twenties. Visit Aladdin's cave and have a good look around!

Thank you, Chester, for taking me along. Thank you Frances and Andrew McDougall for your hospitality and again, Andrew for explaining to me some of the more arcane points of what I was looking at. Finally, thank you to all those members of the Veteran Car Club who made a stranger so welcome and a week end so enjoyable.

HAIRY SALLY

aka JOHN HETHERINGTON



Many of you with time on your hands will have looked at the Hells Confetti website to see what is happening in the world of the Alvis FWD. Many of you will have not! However unless you have subscribed to the forum you will have missed out on some of the gems that appear from time to time as FWD owners grapple with their problems and swap stories about how their psychiatrists won't see them any more.

Gerry Michelmores has been involved with FWDs for many years and his photograph appears on the website and as his post indicates, has just become an internetter.

.....ed

Hello, fellow confettishists,

I am newly plugged in via a thin and straggly wire that provides a tentative and sporadic connection, so please be patient with my naive blunders.

Pete (Livesey), as you should have discovered years ago, it is a complete waste of time disagreeing with Tony (Cox) for the simple reason that he is always right.

On the subjects of floats, tickover and timing I might be able to add some useful contributions, if not spice.

It is not possible to get the tickover right if the butterfly spindle is worn and leaky. I have obtained new butterflies and spindles from Southern Carburettors, but you have to transfer the cunning lump on the butterfly (that closes over the slow-running bleed hole), the challenge of soldering it in exactly in the right place, provides a particular pleasure. I put plain Oilite bushes in as new spindle bearings. Great care is needed in drilling and reaming; if the spindle is not precisely on the centreline or not exactly normal, the butterfly will be sticky on fully open or close. More satisfying pleasure to be had here. See Tim Crowe's perfect idle ( he's been practising for years).

The advance/ retard facility on the FWD serves no useful function. Alvis only fitted it because motoring journalists forbade its omission. The ignition needs to be fully advanced at all times. If you were in the unfortunate position of having to start the engine on the handle, retarding the ignition would protect you from any injury from kick-back, but it would also prevent you from starting the engine.

I once ran out of petrol on the M40. I had spare fuel but the dynamo was not working and the battery was flat. So was the road TT type, so no starting handle. No driver's door either but I got it going by

pushing alongside, leaping in and knocking it into second.

I once tried making the ultimate lightweight float. Tony (Cox) and I were experimenting with methanol and you need twice the rate of petrol flow. With the largest diameter needle in the valve and a few psi in the tank, it was impossible for the float to stop the flow. So it needed an extremely light float. I made it from cheaty modern materials; polysomething coated in meth-resistant resin. It was on the brink of working in static tests, but on the rolling-road, fuel went everywhere.

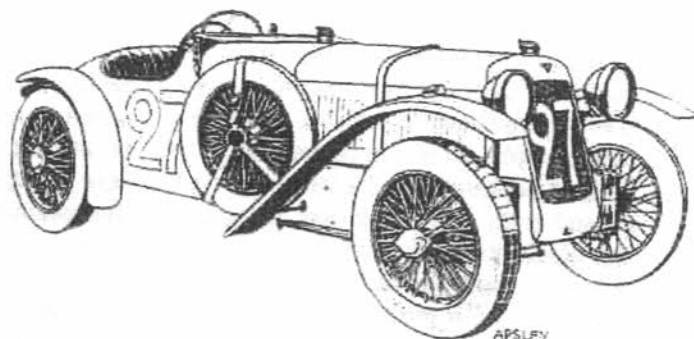
The rolling road operator was a bit gung ho, and suggested rigging an on/off valve next to the carburettor that I could operate manually. He sat in the cockpit with his right hand on the wheel, trying to keep the car on the rollers while he controlled the dynamometer with his left. I stood next to the carburettor manning the valve. The car was located with chains.

To provide cooling, a powerful fan generated a violent storm-force gale for us to stand in. The front wheels were not perfectly balanced and were inches from my leg. It got quite exciting. At 90 mph. on full load, the vibration was tremendous, the car bucking and thrashing like a demented beast. The chains were raging and the violent fury of the entrapped engine was utterly terrifying. Each time the driver lifted off, there was a short time-lag before I got the valve shut, during which several pints were released into the gale, enveloping the whole berserk ensemble in a huge vortex of methanol.

I think our resident safety adviser would say "Don't try this at home children."

Cheers ,Gerry.

[www.hellsconfetti.com](http://www.hellsconfetti.com)



# Making a TA14 wiring harness

by Bruce Sharman

It always starts with story.....

## Part 1

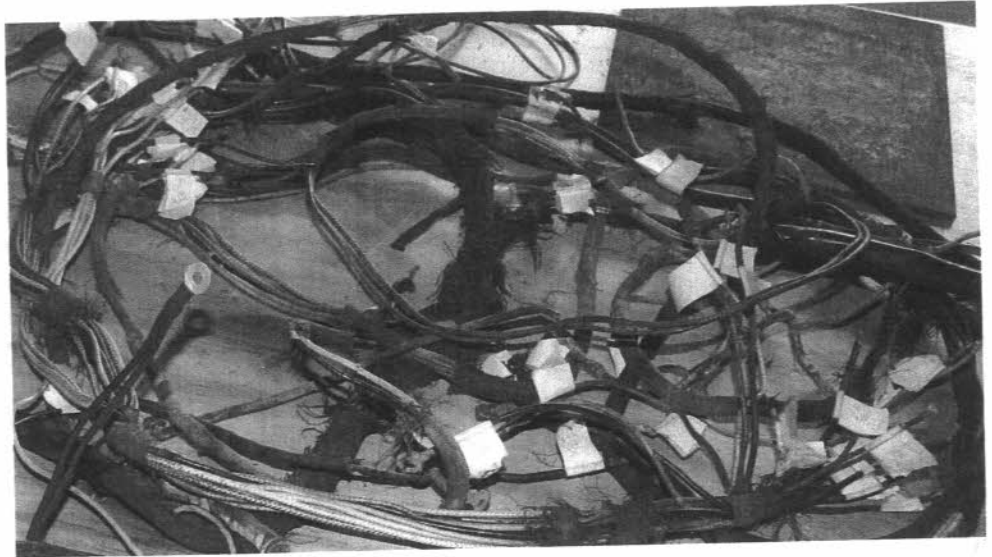
As many of you will now know a few years ago I purchased a Mulliner bodied TA14 saloon which has spent its whole life in WA. It had been parked up on blocks 30 years ago and left. I heard about it and after many months of haggling managed to purchase it.

One of the first things I realized was that the wiring harness was completely shot and definitely needed replacing. The tail light section had been botched up with a few extra wires added here and there to repair it where it had shorted out at some time in its life. Most of the rubber connectors were melted together. So it had to be replaced. Who would do that was the question.

I had a good friend in Vic Longden of Octagon Manufacturing. He remanufactured Lucas wiring harnesses and was fanatical about originality which suited me as I wanted the harness to be as close as possible to original. I discussed the project at length with Vic. He was very busy at the time with Jaguar and MG harness manufacturing. He said it could be done but the cost would be around \$2000 as he would have to make it from scratch.

This was a nasty little surprise as he had made harnesses for my Morris's and MGA and they had been around the \$500 - \$600 mark. \$2000 was way too much for me, so I got in touch with Red Triangle. Yes they can supply me with one and the cost if I remember correctly was about \$600. So I bought one from Red Triangle. It seemed like the best option at the time.

To say I was disappointed when I received it would be an understatement. It was made out of modern PVC cable with incorrect colour coding. No fitting instructions. It was fitted with crimped terminals and push on Lucas terminals all of which are incorrect for my 1949



TA14. Laid out it didn't even seem to be close to the one on the car. I resigned myself to having to use it. This was right at the beginning of the restoration and I stored it away with some disappointment.

Early in 2009 I had a call from Vic asking if I was interested in buying any of his old cars. He had a couple of Morris Minor Utes, an MGTD and a collection of 1929/1930 OHC Morris Minors in need of complete restorations. It turned out that Vic had just been diagnosed with cancer and had only 9 months to live. I asked him about the wiring harness business but he had a buyer who was interested in it already. So I bought 1 1/2 1930 OHC Morris Minors and a 1963 Morris Minor Ute also in need of restoration.

A couple of months passed and Vic invited Linda and I to his birthday party. We went along and I asked him how the sale of the business was going. It appeared as though things weren't going as he had hoped and to cut a long story short we struck up a deal and I agreed to purchase the business. Over the next few months I spent 2 days a week with Vic learning how to make up wiring harnesses. Early in September 2009 Vic sadly passed away and I took over Octagon Manufacturing. What an enormous task it seemed, sad at Vic passing and eager to honour the business he worked so hard to build.

As part of the business handover I took custody of what Vic called his "Wiring Harness Museum." Acres of harnesses retrieved from old cars and used as maps to re manufacture. I cast my mind to my old TA14 harness as a potential "new exhibit" still hanging under the car held on by the last couple of clamps and tortuously threaded through the chassis.

So in November last year the last few cable clamps were unbolted and the old wiring harness pulled through the chassis rails. On a whim I decided to dig out the Red Triangle harness stored away. I spread it out to compare the two.

That old sinking feeling was still there....but this time I realized that with the purchase of Octagon Manufacturing I now had the ability to make an authentic Lucas style wiring harness and this is how I did it.....

## Let the games begin.....

So there I was with this grubby, oily harness with all the braiding rotting off and extra bits of wire added here and there. The good news is that when I had removed the old harness from the body I had been very careful and unclipped all bullets and connectors, unscrewed every terminal and unbolted every cable

clamp. So although it was very tatty I had the complete harness. However, the bad news..... I had not labeled anything when I had removed it from the car so I didn't know what connected to what.

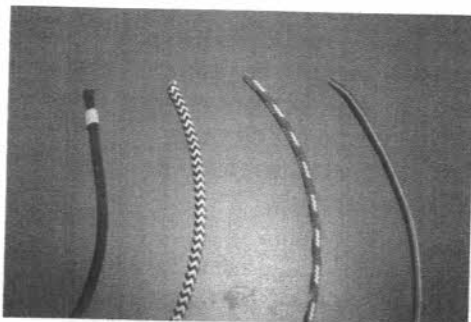
I did have a wiring diagram for the car which proved to be a life saver. Each cable was cotton covered and the colours had faded over the years so it was almost impossible to identify the original colour. I discovered that by carefully scraping away the outer layers of the cotton covering it was just possible to identify what the colour may have been. So together with the wiring diagram and working out how the harness fitted to the car I could be confident that I had the right colour for each cable. As the outer braiding had all but disintegrated I could also follow each cable to its other end and again this helped confirm the correct colour and the circuit it belonged to.

It felt like "Time Team", vehicle archeology, in my shed with me carefully picking and scraping away the years to try to uncover the original.

*Now for a voice over with a bit of history for you..... Vic's research has shown that in the early years of wiring harnesses (i.e. late 20s to early 30s) all cables were cotton braided and black with a coloured rubber ring at each end to identify the circuit it belonged to. In around 1935 Lucas devised a 33 colour wiring system. So from then on there were 33 different coloured cotton braided cables used with the colours cotton braided in a herringbone pattern over a rubber coated cable.*

*This lasted to the beginning of the Second World War. After WW2 with the advent of heaters, radios and indicators and so on 33 colours were not enough, so Lucas went to a 66 colour system. This used the same cotton covered cable but instead of a herringbone pattern the cables were bound in a base colour with a few strands of a different trace colour threaded through. . With the advent of PVC the cotton braided cable was slowly phased out but the same 66 colour system was retained.*

*MGA's in 1960 were one of the first cars fitted with an all PVC cabled wiring harness. E Type jaguars continued with a PVC harness containing some cotton braided cables right into the mid sixties.*



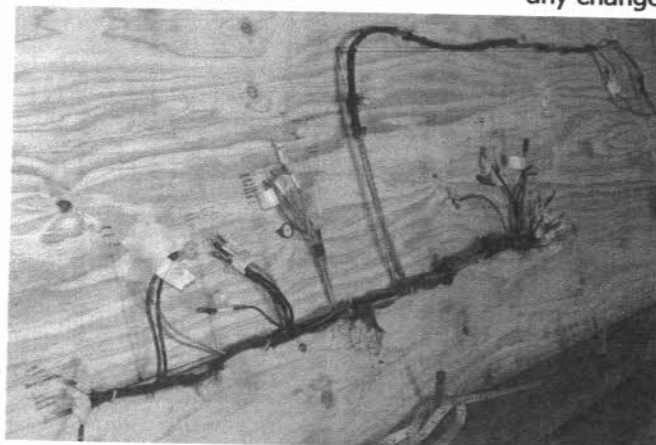
I was confused by the wiring diagram for my TA14 as the colours listed didn't tie up with the post war 66 colour system. As I was scraping at the old wires I suddenly realized that I wasn't working on a harness with post war cables, they were the old prewar herringbone patterned cables which is why the wiring diagram didn't make sense.

So why did Alvis continue post war with prewar cabling? Were they left over from the 12/70s ?

Next thing was to tag the end of each cable so that I knew what colour it was and where it connected to. I double checked this against the wiring diagram to be 100% sure. There are actually 2 main harnesses on the TA14. One for the engine bay and dashboard and one which connects to this and carries power to the back half of the car, taillights, fuel tank, interior lights.

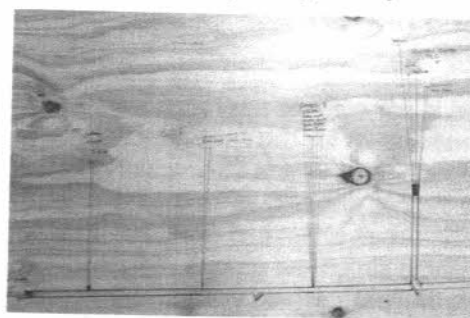
### **A challenge....**

Wiring Diagrams are not to scale. So next task was to get all this information to full size.



Two sheets of ply board were used for each harness, end to end to give me sufficient length for each. The old harnesses were carefully laid out and the length of the main part and each of the 'branches' off it were measured and then this information was drawn onto the boards to full scale.

Then each individual cable was measured and these were also marked onto the boards. This included measuring how much each end hung out of the braided covering to ensure complete accuracy. Each of the individual cable lengths, it's colour, it's diameter and where it came from and goes to were listed on a sheet of paper (cutting sheet).



I have a supplier in the UK who can still make up the prewar herringbone pattern cables to special order as long as you buy a minimum of 30mtr. This stuff is pretty expensive compared to PVC, but is worth every penny if you want originality and that authentic look. So checking through my existing stock I placed an order with them for the extra cabling I required. I think I am, possibly, the only manufacturer in the world that still uses herringbone pattern wires in his harnesses. The special cabling arrived in WA roughly ten days after ordering.

Whilst I waited I needed to consider any changes that I would make to the

circuits as I wanted any extra cables hidden away in the harness. Big questions....what about indicators, tail lights, headlamps, heaters?

### **Indicators**

I wanted authenticity. In the past with other cars I have owned modern drivers do not see



trafficators. I have had a few fists shaken at me!! Still I definitely wanted to keep the old style trafficators and I wanted them to work.

Many people have the trafficators working on a separate switch, but I wanted them to work in unison with flashing indicators on the same switch. Now as many of you will know that if you wire a trafficator into a flasher circuit the trafficator arm will pop in and out in unison with the flashing light. This is because there is only one wire to the trafficators and this actuates both the solenoid and the globe, hence trafficators do not flash. Now it is possible to change this by running a separate wire to the globe.

This is not quite as easy as it seems (I make a kit for this) see attached diagram. This wire is connected to the flasher unit and as long as the globe circuit is isolated from the solenoid circuit the globe will flash. The original solenoid wire is connected to the switch and therefore when the circuit is turned the trafficators will pop up as they should and the globe should flash via the flasher unit circuit.....confusing isn't it. But it does work I have set the same system up on my wife's Morris Minor Tourer.

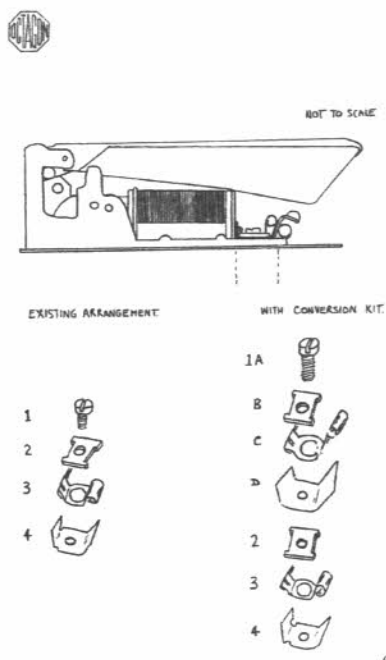
So now a decision as to how to get the flashers on the car as it didn't have them originally. I could go down the path XK120s and many other cars of the '50s used which was with a DB10 flasher unit built into the sidelight and braking light circuit which made each of these flash. This would be nice and in period for my car but it uses 8 wires and seemed overcomplicated. On top of that as far as I can tell my TA14 only has a brake light on one side. The other side of the light box is a reverse light. So that wont work unless I change the lens over and have a separate reverse light and wire the reverse light in the light box as a second brake light.

The other option is an FL5 flasher unit, and to have separate flashers. For this option 2 flasher units are required, one for each side. The TA14

has the old Lucas torpedo shaped sidelights, twin filament sockets are available for these out of the UK. So I have decided to opt for this option for the front flashers and have the sidelights flashing on a separate circuit and have some orange "motorcycle type" units hanging discretely beneath the bumpers at the rear. There are some very good quality chrome plated brass aftermarket units available at many Harley dealerships.

Well readers.....if there are any of you left by now, have I confused you yet? If not I am pleased but fear the next part will.

Part 2 next month

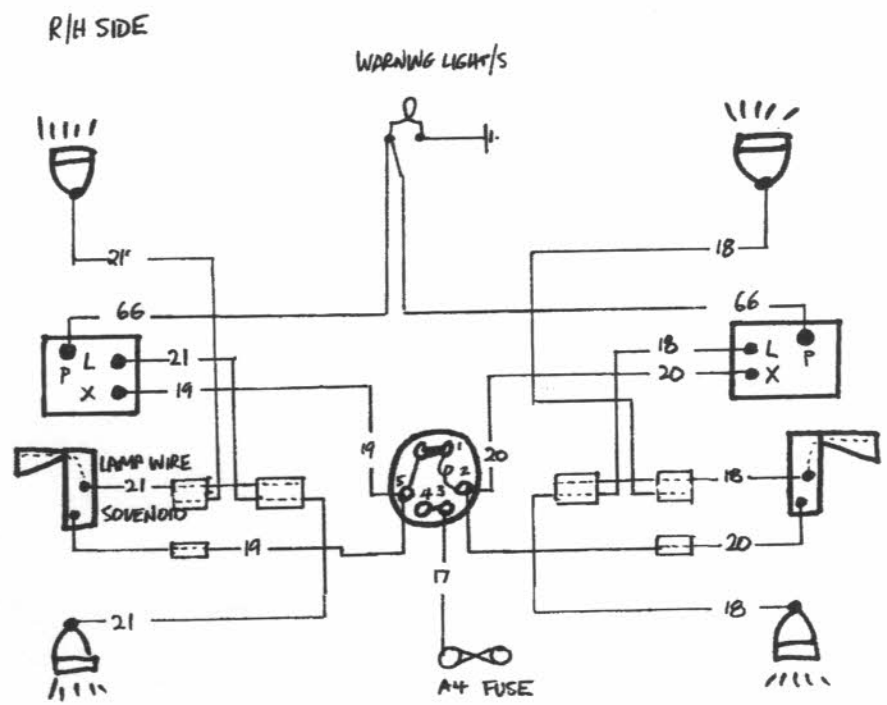


**TYPE 4 CONVERSION: PN 367**  
**SEMAPHORE TRAFFICATORS WORKING IN CONJUNCTION WITH "AMBER" TYPE FLASHERS.**

**THIS VARIATION 2x 3 PIN FLASHER UNITS REQUIRED & SEMAPHORE LAMP CIRCUIT TO BE ISOLATED.**

DELAY L = LAMPS  
 X = BATTERY (CAN BE B)

- 17 GREEN
- 18 GREEN/RED
- 19 GREEN/YELLOW
- 20 GREEN/BLUE
- 21 GREEN/WHITE
- 66 LIGHT GREEN



SWD 65

EARLY MORRIS MINOR 5D 84 SWITCH

**INFORMATION REQUEST:**

During some recent research on another matter, Alan Willingham found this information on the Queensland Government website. Does anyone have any knowledge of the car? Has it survived?



**Title:** D.M Bryce with his Alvis 12/50 racing car in the mud, 1936.

**Location:** Bluebush Creek, near Winton, Queensland

**Date:** ca. 1936

**Creator:** Unknown

**Description:** D.M. Bryce with his dog and his pale blue and red Alvis racing car, purchased from L.F. Bode in 1936. The Alvis is a 12/50 model from 1924/25 with an aluminium racing body. The 12/50 was powered by a 1500cc four cylinder overhead valve engine developing 50 brake horsepower and was known for it's brisk performance and longevity. The British Alvis was very successful in racing in the 1920's both at home and in Australia. In this photograph the car is far chains on the rear wheels to provide better traction in the soft and slippery mud, taking advantage of it's light weight to avoid bogging down.

**Is part of:** The Garage: a photographic album of Queensland motoring.

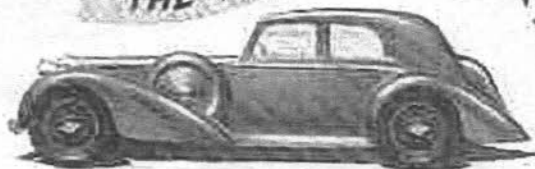
For further information <http://www.slq.qld.gov.au/garage>

The Garage contains approximately 500 images of vehicles

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... so obviously & that car designed as a taxi car ... and particularly convertible ... the Speed 25-HP provides as high a top speed as most drivers can wish to see—certainly of high of most British roads allow. The engine is which is reduced well above 45 to 48 m.p.h. on Brooklands track was a masterpiece of mechanical ease, steady riding, and consistency of behaviour: a surprising performance for this size of car with a big saloon body.

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# The Beamish Run

**Sunday 21<sup>st</sup> June**

One of the consequences of Grandchildren is that they are capable of putting irresistible pressure on their grandparents as has happened to us. Grandson Timothy, (now 14 and probably one the youngest members of the A.O.C.) has been trying, ever since we restored our TA14 Woodie in 2005, to persuade us to enter "The Beamish Run." We have heard, and visited, the Beamish Open Air Museum in County Durham but had no knowledge of this event. Tim, who lives in Richmond, North Yorkshire, informed us that it was a nice drive round the Yorkshire Dales and was held every year on Fathers' Day

Unable to think of any more valid excuses we thought we should, at least, find out a bit more about the event, so we contacted the organisers, George & Maureen Jolley, who sent us a lot of information and the history of the event.

It appears that in the 1920's and 1930's right up to 1940 and World War II, various test routes for vehicles were arranged in the Dales area which, to say the least, were (and still are!) quite testing for the vehicles concerned. The routes included some very steep climbs and descents, narrow roads, even fords.

The Friends of Beamish Museum re-introduced the event in 1971 using, as far as was practical, *all* of the original routes combined. It was then known as "The Beamish Safety and Reliability Trial" since shortened to "The Beamish Run." This proved to be successful and popular and has been run every year since, always on Fathers' Day – third Sunday in June.

For some ten years Beamish Museum was not involved in the event and the start and finish was held nearby in Chester-le-Street. However, this year the museum has a new director, Mr Richard Evans, and he is so enthusiastic about the event that not only did we start and finish in the Museum grounds, but he took part as a navigator and appeared dressed in typical 1920/30's attire.

Subject to a maximum entry of 150 to 160 vehicles, the event is open to any pre 1956 cars, motorcycles and light commercial vehicles and covers some 155 miles through the Durham and Yorkshire Dales with some superb scenery. It is only mildly competitive, average speed for older vehicles being typically about 15mph, with emphasis on enjoyment.

The organisation promised to be excellent with ten checkpoints and over 80 marshals, first aid and breakdown backup. All this as well as a commemorative badge for the princely sum of £12, so, much to Tim's delight, we gave in and sent our £12 entry fee.

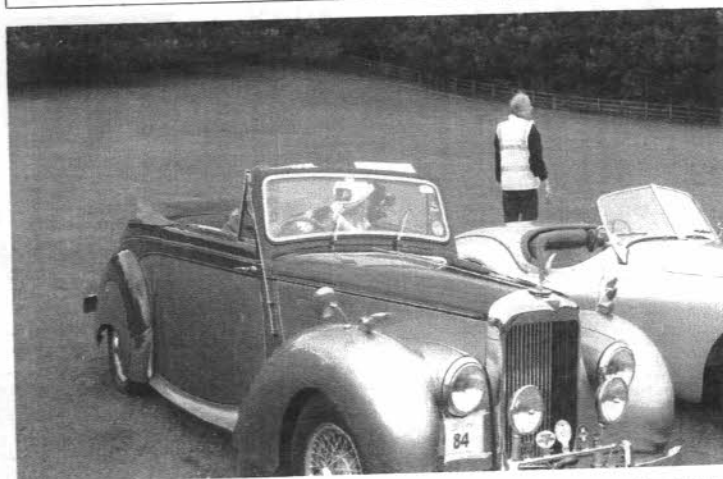
In due course a large envelope arrived with details of starting place and time and also a précis of the route to be followed: - commencing through the unspoilt countryside of County Durham to Barnard Castle and Bowes Museum. Then over the Stang Forest Hills to Arkengarthdale, Low Row and Gunnerside, then via Muker to Buttertubs Pass, Hawes and to

Bainbridge for a lunch stop. The afternoon commences with a climb over Askrigg Common, then, via Muker again to Tan Hill, Britain's highest pub, before snaking westwards to Brough in Cumbria. From Brough eastwards into the Durham Dales to cross the River Wear through the ford at Stanhope followed by the stiff (1 in 4) climb onto the Stanhope Moors before wending our way, via Lanchester back to Beamish Museum. Anyone who knows the area will appreciate that the route is not a Sunday afternoon picnic!

The weekend approaches and living some 200 miles from Beamish we travel up the previous day, staying nearby overnight, so that we can be at the start on time. Tim organised his journey from Richmond with his father, Steven, and also his three older sisters, so we now had four grandchildren as well as Steven. I thought it perhaps prudent not to ask whether the rules allowed an accompanying modern car and frequent changes of passengers and occasional changes of driver, (my son Steven is one of the TA14's insured drivers and one granddaughter is insured to drive Steven's car).



*Above & below: awaiting the starter's orders*



The start was impressive with over 120 assorted vehicles, including quite a few motorcycles, dotted around a large meadow





*Buttertubs*

within the museum grounds. There had been 145 entrants but 21 were non-starters. Seven out of the nine Alvis cars that were entered started (and finished!)

The line up included an incredible assortment of vehicles, a 1925 Salmson and a 1920 1000cc Brough motorcycle being among the oldest. The rest of the field ranging from, for instance, a couple of 1942 Jeeps, Land Rovers to a 1938 Lagonda V12, a 1933 Rolls Royce, a 1955 Silver Cloud and The Earl of Strathmore, accompanied by his chauffeur, in a 1953 R Type Bentley. Most of the Alvis entrants were TA14's and a couple of 21's.



*Lunchbreak—ready to restart*

The route instructions, anxiously studied by our navigator, were excellent with very detailed information, as well as distances covered at each junction or turn. Often the junctions had prominent 'Route Markers' displayed. It was quite difficult to get lost. Nevertheless there were marshals installed, usually hidden, at many junctions who were noting if a turn was overshot as well as strict adherence to the Highway Code and one's standard of driving. (Remember the original title included "Safety.") The Route Card even included locations where fuel was available, not that frequent on a Sunday in the remote Dales. Even more thoughtful were the locations of public toilets as well as villages where there were refreshments available.

We were despatched, theoretically at least, at one minute intervals, we, at No 69 were about half way down the list; we were soon away just after 9.30 and, as usual, within a short time most of the other participating vehicles were out of sight and we really were enjoying the excellent weather and the attractive countryside. As mentioned, keeping to the correct route was quite easy, especially as the route card quoted grid references of many check points and we had all the necessary O. S. maps with us.

We did not enter with any intention of attempting to win or even to obtain a "Gold" award, so we occasionally lingered a little at interesting places en route, such as the Bowes Museum, a very pleasant coffee stop, and then on to Buttertubs.

We particularly enjoyed the sections through Swaledale, as this area is quite well known to us all. Progress was reasonable with a few stops to change passengers and drivers, just about keeping within the prescribed time schedule.

Next stop was Bainbridge for lunch, where we were allowed a maximum stay of one hour for our picnic, again leaving at one-minute intervals (150 vehicles at one a minutes adds up to 2½ hours!)

On arrival we were given a quiz sheet with quite obscure questions about historic motoring – we didn't do very well.

We arrived at 1.17 pm and left the village green exactly an hour later at 2.17 pm BUT: According to the instruction sheets, this was the last place where petrol would be available and the Bridge Garage had opened specially for the event. We thought it prudent to fill up whilst we had the opportunity, so we joined the moderate queue fortunately the car in front of us had a slow filler and seemed to need about 50 gallons of fuel – it took ages and ages.

Then, to compound the delay, the driver couldn't remember his PIN number and thus took an eternity to solve the problem of payment before it was our turn. It was the most expensive petrol we had seen and, needless to say we didn't really need any fuel.

It was now almost 3.00 pm by the time we were ready to leave and we got our wrists slapped for being so late. However we made good progress via very steep ascents and descents to the Tan Hill pub and did manage to arrive and depart, just, within the allowed time slot. We even had time for a photo call of the grandchildren. Nevertheless we were among the last to leave for Romal Kirk where we arrived just after the checkpoint had closed.

Here the Women's Institute had provided an excellent refreshment stop, with freshly brewed drinks and masses of homemade cakes, most of which were still on the tables. It seemed that the other contestants felt that they could not spare the time for such luxuries. We sensed that the good ladies were disappointed at the lack of response so, knowing that we were, by now, running quite late and we didn't mind being last, we stopped to enjoy the delectable tea and cakes.

We continued along the correct route past the, by now, deserted check points 7 & 8, through the ford at Stanhope up and down more very steep hills, through the unattended check point 9 back to Beamish Museum. Here we, correctly, entered through a

different entrance which took us into the museum site itself and we drove along the museum main street, alongside the tram tracks and back down to the field where we had started. It was now 6.25 just five minutes before the event closed.



The results, complete with a bronze badge, were posted to us recently and we were not very surprised to discover that we had achieved the lowest score and therefore we really did come in last. The bronze badge merely proves that we both started and finished.

However we were not the worst off as there is a "Hard Luck Trophy" which is awarded to the first vehicle to break down. This 'honour' was awarded to The Earl of Strathmore whose Bentley broke its exhaust pipe within a few yards of the starting block and was forced to retire.

Tim is already trying to tempt us into entering next year with the hope of achieving a better result – maybe!

### KALORAMA 2010

The annual gathering at Kalorama took place on Sunday, 21<sup>st</sup> March. We had a good turn up of people in cars and there were 8 Alvises present. They were:



*L to R: Pat Parkinson, Maureen Adnam, Lesley & Bob Northey, Ian Parkinson, Andrew McDougall & Pauline Tonkin*

- The McKaiges** 12/50
- The Northeys** 12/50
- Andrew McDougall** 12/50
- The Bosanques** FWD
- The Parkinson** TA 21
- The Tonkins** TA 21G
- Geoff Shepherd** TD 21
- John Hetherington** TE 21
- Maureen Adnam**

The general attendance seemed to be about as usual, with cars around most of the inside of the oval. There were no events at all, no doubt as a result of the impossibly high insurance premiums for conducting any sort of motoring activity apart from driving from A to B, unless it is actually a motor sport event. Equally unfortunately, the public address system could not be heard from our end of the oval (or am I really going deaf?).

However, it was a pleasant social outing but one wonders whether we should continue Kalorama as an official Club event. Andrew and Frances McDougall have spent a lot of time and effort over the years promoting Kalorama and the Club has actively supported the event. In the absence of it now being anything other than a "cold radiator event," I think we need to question whether the Club should be looking at something else in March for us to promote.

# ALVIS PEOPLE BEHAVING BADLY!



Having asked them for parking guidance, an ungrateful Richard Tonkin gestures to Jocelyn Coates & John Hetherington. Just because he finished up in the gutter was no good reason for the birdey.



ACCV Grill Badges

\$30

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Lapel Badges \$10

Cloth Badges \$5

Key Rings \$16

Fridge Magnets \$3

1991 Nat Rally Coasters \$1ea

1991 Nat Rally Cloth Badges \$1ea

ALSO THERE A FEW JNBC RALLY GRILL BADGES AVAILABLE

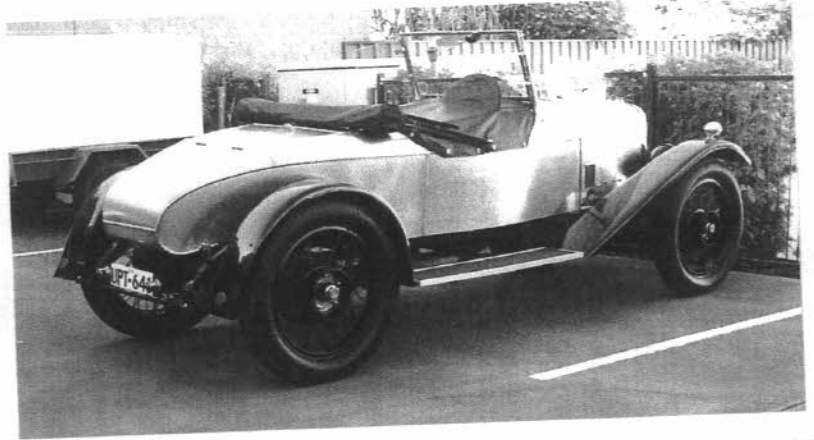
FOR  
SALE



# SWAP, BEG, BORROW or STEAL

## FOR SALE

1924 Alvis 12/50 SC Beetleback  
Full weather equipment. Trimmed in  
Brunswick Green Howe leather. Spares  
include crankcase, radiator with some  
dents no badge, hubs, gearbox casing &  
some internals, cylinder head - some  
repairs, pedals, front guard stays, stub  
axles. Spare parts catalogue. Copy of  
Mick Radford's book on the 12/50.  
Vic Elliot - phone 08 83310833



**WANTED** bronze bodied 1 3/8 SU  
carburettors, any condition.  
Contact Dale 03 5968 5170 or  
dparsell@ozemail.com.au.

**AVAILABLE;** Silver Crest Hypoid crown  
wheel carrier (the alloy part) includes crown  
wheel & pinion, swap for Speed 20 one or  
something else useful.  
Contact Paul Chaley 03 9877 0666 or  
historic@historicvintagerestorations.com

## WANTED

Is anyone returning a car from UK  
after July this year? I am interested  
to hear from anyone who would  
like to share container and  
shipping costs. Please contact  
Steve Denner at:  
[sgdenner@yahoo.com.au](mailto:sgdenner@yahoo.com.au)  
or (03) 9885 4290

## FOR SALE

3½ Litre DHC, chassis # 13139

**PASSED IN @ 73K**  
**FOR SALE AT SHANNONS**  
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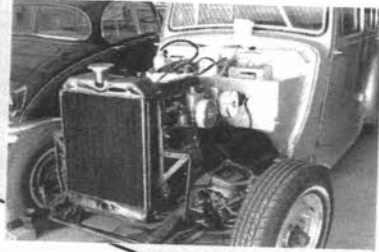
## FOR SALE

### 2 X 1951 TA21 Saloons

Due to health issues, Geoff Hall is needing to sell the car/s.

Car 1 Engine #TA24238 Body M2401 (Ex Laurie Buckland)

Now complete with the exception of the hood lining, exhaust system & brakes & steering require attention. New sealed beam headlamps & full wiring loom. Engine has been reconditioned, new clutch, bumpers re-chromed.. Have significant receipts for work done.



Car 2 Engine #TA29338 Body #M2030 (ex David Seath) suitable for parts or restoration.

Ring and make an offer to Geoff on 03 5021 2357

**WANTED** 19" wheels for Alvis 4.3 any condition.

Contact Michael 0418387401 or [michaelwilkinson@minifab.com.au](mailto:michaelwilkinson@minifab.com.au).

## FOR SALE

1927 12/50 SD

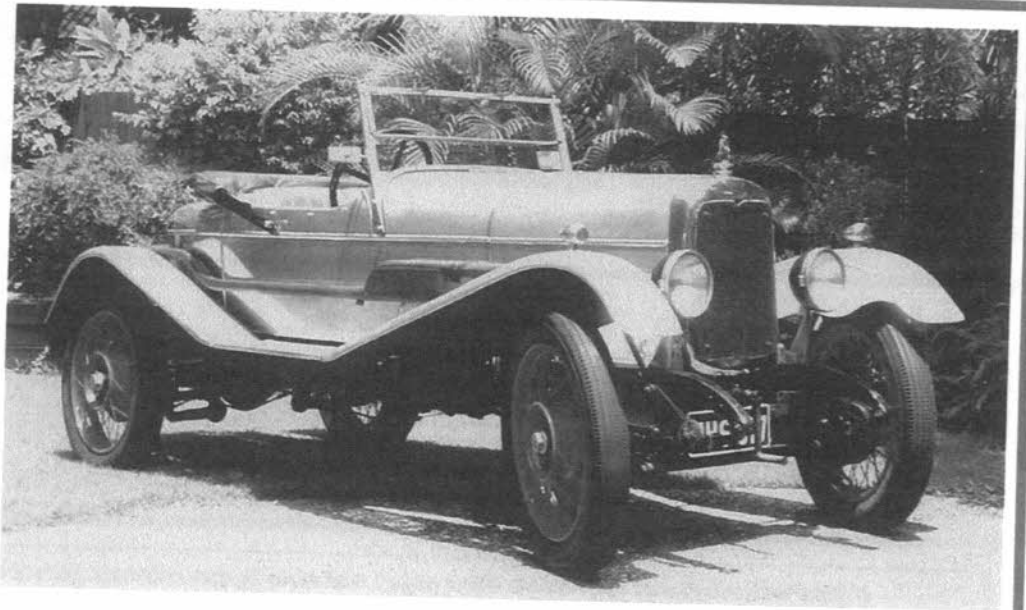
Ducksback

Car# 10435

Chassis# 5132

Engine# 5461

This Queensland Alvis has a long and impressive history. Successfully campaigned by Roy Bulcock, the original owner and eventually purchased by



Warwick and Jan Barnett in 1970, they fully restored it. A very presentable and reliable touring car seen on numerous national rallies.

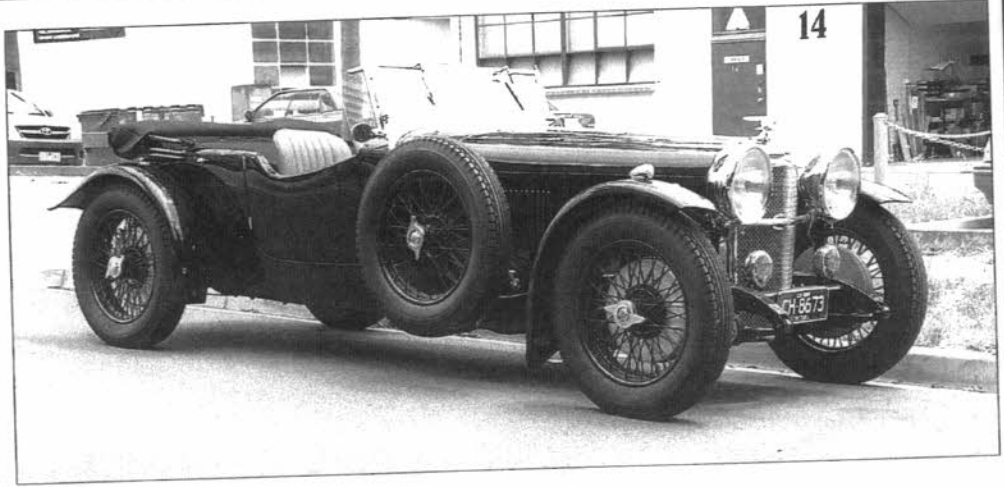
\$60,000.00 O.N.O. Contact Graham Singer 07 3378 5970 or 0427 117 528.

## FOR SALE

SA Speed 20,  
Ch 9851, eng. 10504. Very little  
use since extensive restoration  
including body, paint & leather  
trim. 6 wheel equipped.

Engine overhaul including new  
crankshaft, conrods and pistons.

Offers over \$180,000 considered.



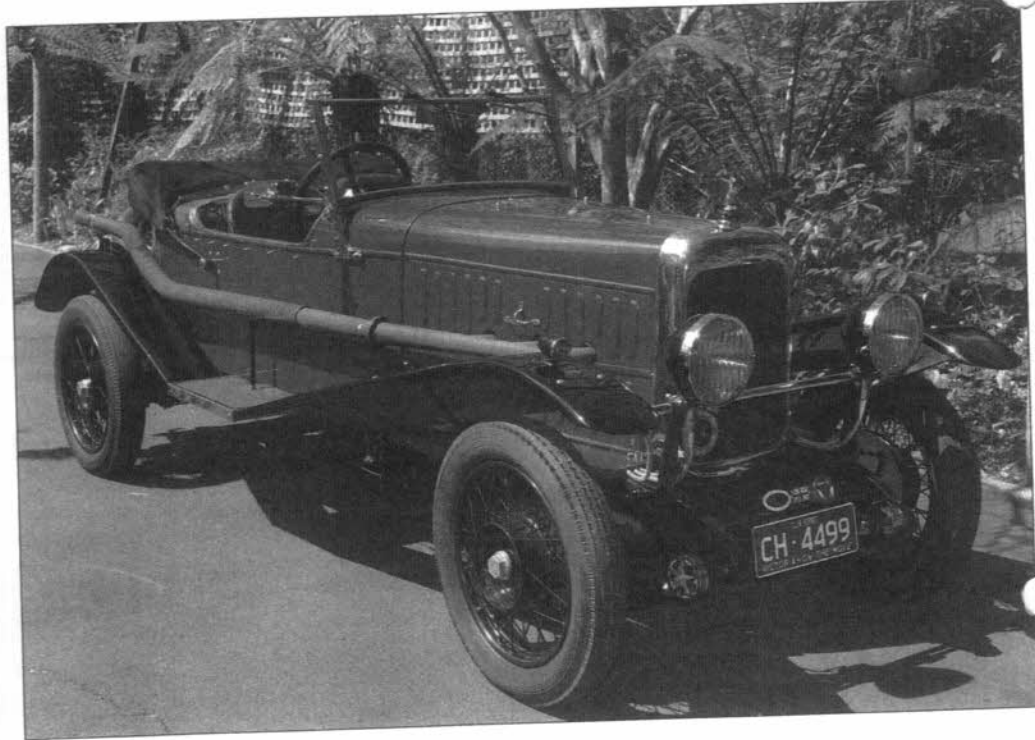
In the first instance contact Paul or Dale (HVR) on 03 9877 0666

## For Sale 1931 Alvis 12/50 TJ

Chassis No. 9145  
Engine No. 9626

Supercharged two seat roadster in  
excellent condition. Full wet  
weather equipment in Mercedes  
cloth with leather upholstery. A  
well known Alvis Club Car with  
great performance. reluctantly  
offered for sale. \$70,000

For more information contact Ray  
Newell 03 9755 3280 mob. 0428  
558 228



## WANTED

21" Road wheel , open centre to suit 12/50 TG  
Bruce Feldtmann (03) 5828 6350

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