

2010

Alvivic

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

May



*The
Mail Coach
Pillar*

STOP PRESS!!!

Our next motoring adventure sees us on the start line at the great wall of China on Saturday 10th September. Over the next thirty-seven days we plan to travel 14,600 kilometers crossing the Gobi desert of Mongolia, into and out of Russia to the hills and valleys of Kazhakstan, Kyrgystan, Uzbekistan, Turkmenistan, Iran, Turkey, Greece, Italy and onto France where we cross the finish line in Place Vendome Paris.

We are frantically preparing the Alvis for shipping in July. Having experienced the route of 2007 we are all too aware of the potential problems a journey of this nature can hold. We have strengthened what can be strengthened and reduced the weight of the car as much as possible.

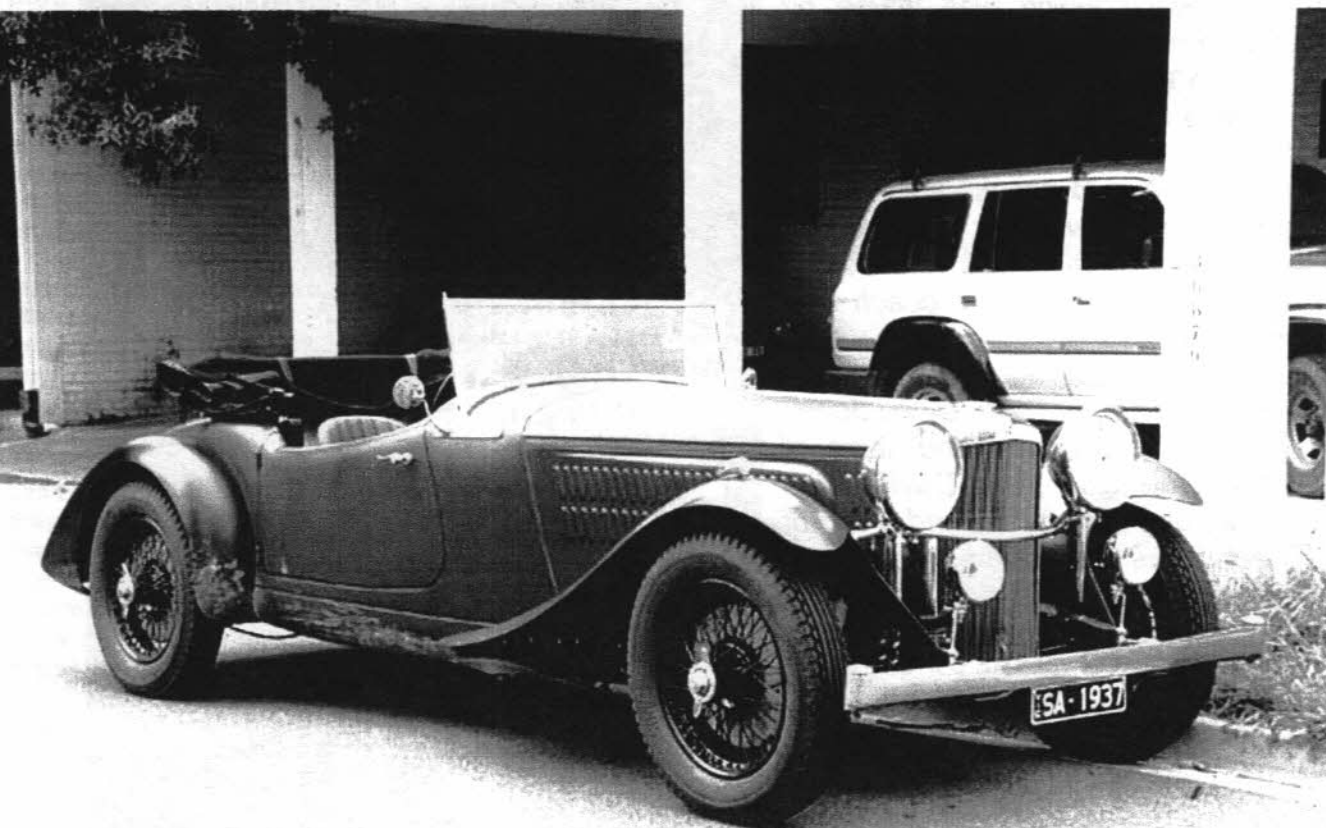
The packing of the car will be a test for our puzzle skills, the extensive spare parts and tool lists having precedence over clothing and personal items. We also have to fit in our camping gear.

We will be running a blog: www.whereswilko.net and there will be updates on the rally on the Endurance Rally site: www.endurorally.com

We are car 38, one of the three Alvises entered.

Regards
Anne and Michael Wilkinson

The other 2 Alvi are a 1932 Sp 20 from Germany and a 1938 4.3 from UK.



The 4.3 litre in new clothes

"JOTTINGS"



Recently spied on the streets of Miami in the "Classic Cars on the Mile" event on April 18. Courtesy John Layzell (an award winner)



You will recall Chester's advice in the April Alvic, that our club has presented the AOC with a trophy to award to the "Individual who has contributed most to the success of Alvis International." (the winner of the award has not yet been announced)

Dorothy Chaley reports that Andre's 3½ litre has been sold to John Parish of New Zealand

Talking recently with Rex Roberts (12/40) the discussion got round to the sprints at Eddington on the 27th March and the fact that there was no Alvis participation.

Rex suggested that maybe there could some consideration given to the idea of "regularity" sprints using a similar formula to track events.

It may overcome the reluctance of members not wanting to damage their cars in a flat out time trial, to nominate a time for a sprint and prizes to be awarded in their accuracy to complete the run in the nominated time.

Your input/comments are requested through "Letters to the Editor."



Ron Wilson has been in the wars lately with a bad case of the flu following an anti-flu shot. And to cap it off, he got food poisoning while convalescing.

The PM finds all sorts of ways to sell his health package!

Left: Norm & Vikki sitting with Don Bosanquet

Last meeting we had the privilege to have Norm & Vikki Hardey as our guests. They both run Aussie Desert Cooler in Melbourne and have for a number years, made and serviced special radiators for special cars.

Norm spoke of years of providing the service for special cars and at the same time, the bread and butter Holden and Falcon and other radiator repairs.

He & Vikki and team then started building special cars and the business now is centred around them and radiators for Veteran and Vintage cars.

Norm told of an approach by Castrol for sponsorship and was asked what was the name of their racing team. Norm realised that this was no small change deal and immediately came up with the name "Big Knob Racing." Norm assured us that it was the gear knob that gave him the idea! The question was asked if they were going to Bonneville and without a second thought the answer was yes! The forthcoming sponsorship provided the where with all to do it.

It was interesting to hear about their cars and undreamed of horse power figures in Alvis terms, and he and Vikki's feats in which Vikki showed she was not to be outdone by Norm in reaching some of the magical speeds in the timed distance trials, often reaching them first.

It was refreshing to listen to someone who is also passionate about his cars, in an area that probably none of us have ever shown any interest.



**ALVIS/ARMSTRONG
SIDDELEY OUTING ON
SATURDAY,
17TH JULY, 2010**

**TO THE CENTENARY
CELEBRATIONS FOR
THE FIRST AUSTRALIAN
AIRCRAFT
TO FLY IN AUSTRALIA**

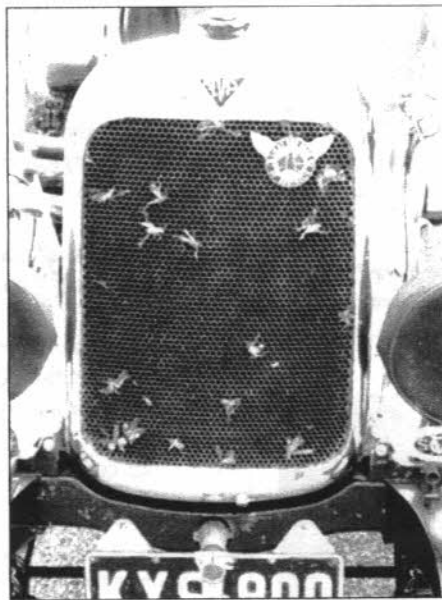


We had originally planned a joint Alvis/Armstrong Siddeley outing on Sunday, 18th July. However, John Lang has obtained details about an event at Mia Mia, some 32 kilometres from Kyneton, on Saturday, 17th July, to celebrate the Centenary of the first Australian built aircraft to fly in Australia, the Duigan Bi-Plane. There will be an aircraft flying display. Catering is available for lunch and the organisers would be delighted to have Alvis and Armstrong Siddeley cars present.

Although we usually have our day outings on Sundays, this is a special event and please mark it in your calendar and come along.

More details in June Alvic and Richard is stirring up the Armstrong Siddeley folk to join us.

John Lang and Richard Tonkin



It was good to see Chester's 12/40 amongst the continental contingent on the recent Delage Rally. Added some class!

However I am not sure that Mr Alvis designed radiators to cope with the rigors of an Australian locust plague. Chester's caption for the photograph indicated he had removed 50 before the shot was taken.

Come to Australia and enjoy every possible driving condition!

Footnote: I hope Chester buys a new camera while he is overseas!



*A man asked his wife what she wanted for her birthday." I want something that goes from zero to 100 in about 5 seconds."
So he bought her some bathroom scales.*

Apollo Bay Weekend.

October 8th, 9th and 10th.

PUT THESE DATES IN YOUR DIARY NOW.

Provisional Itinerary:

- Friday- Meet for lunch at Birregurra then drive to Apollo Bay with dinner at Apollo Bay Hotel.
- Saturday- Visit the "Otway Fly" treetop walk and dinner at the Monsoon Asian Restaurant.
- Sunday- A short drive to Paradise Falls then to Lorne for lunch and home from there.

10 Rooms have been reserved at the Coastal Motel in Apollo Bay until 15th September. The 2 night tariff (8th and 9th) is \$230 per room (\$115.00 per night). For those wishing to stay one night only, the rate can be negotiated with the owners.

Bookings made direct to the Coastal Motel (03) 5237 6681

Email: coastalmotel@iprimus.com.au

Further details when Chester and I return from U.K.

Sally McKaige

The HISTORY BOOK Project

I have started to mail out requests for car information, complete with a stamped self addressed envelope for return information.

At this time, letters have been sent to 12/40 owners and I am about to start on the 12/50 listing.

For the project to succeed, I am totally reliant on owners responding to the request for information and I am confident that the end result will be worth both your and my efforts.

I am also sourcing information from interviews, club records, personal archives and past newsletters.

Many owners will be surprised at the information that is available and if you are like me, you will consider that knowing the history of the car is a real bonus to its ownership.

I recently found an archive photograph of a car that I previously owned, suggesting that it had a racing history that later owners have not been unaware of. Obviously one photograph is insufficient proof, however it is a starting point for more research.

When you receive a request for information, your response will add some pieces to an interesting jigsaw and help to preserve some of Australia's motoring heritage for those who follow in our footsteps in celebrating one of the motoring world's great marques.

I look forward to your replies.

John Lang

Making a TA14 wiring harness

by *Bruce Sharman*

It always starts with a story.....

Part 2

Dipping headlights

Simple you all say, not so says I. My car has dual filament globes and a foot operated dip switch like most other cars. This was not original fitting for the TA14. Now, whenever you get in the car, there is a big switch smack in the middle of the steering wheel that says DIP. According to the wiring diagram only one headlight should dip and the other goes out when dipped. I believe this was common practice in the UK at the time my TA was built.

However, my understanding is that Australian laws would not allow this so at some point my car must have been converted over. I can be pretty pedantic at times and wanted to keep the steering column dipswitch working. When I dismantled the headlights for chrome plating, to my amazement, I discovered that **both** headlights have a dipping solenoid/reflector system in the body, which looks as though they have never been used. They even still have the spare Lucas fuses in the holders. So I have devised a wiring circuit that will operate both headlights at the same time and really "dip" both reflectors using the original switch. Again all this has been wired into the main harness and keeps that originality.

Arhh the joy of small things.....

Rear Lights

As I mentioned in the section on trafficators my TA14 has one of the old Lucas light boxes with a D shaped light unit integral at each end and the number plate behind a glass panel. The number plate is illuminated from the sidelights. The right hand D lens is solid red and houses side light and brake light.

The left hand D lens is half red for sidelight and half clear for reversing light. More questions.....Do I keep it original? Or do I change it for safety

sake and get another solid red glass and convert the LH to brake /sidelight. Over here in WA, my understanding is, if it was originally fitted and you can prove it then licensing will allow it. I had a similar problem with my Morris Minor Van. It originally had a side exiting exhaust just behind passenger door. WA licensing did not like this, but once I had showed them the parts book with this type of exhaust they passed it. So fingers crossed they will pass my single brake light configuration.

Heater/Cigar lighter

I have managed to get an old Clayton Heater from Chris Prince that was an optional extra for the TA14. I was pondering how to wire this in, only to discover there is an extra wire already provided in the original harness for a heater. So that was easy. I also want to install a cigar lighter, not that I smoke cigars, but because modern navigation aids and phone charging systems use them, so again I have worked one into the harness.

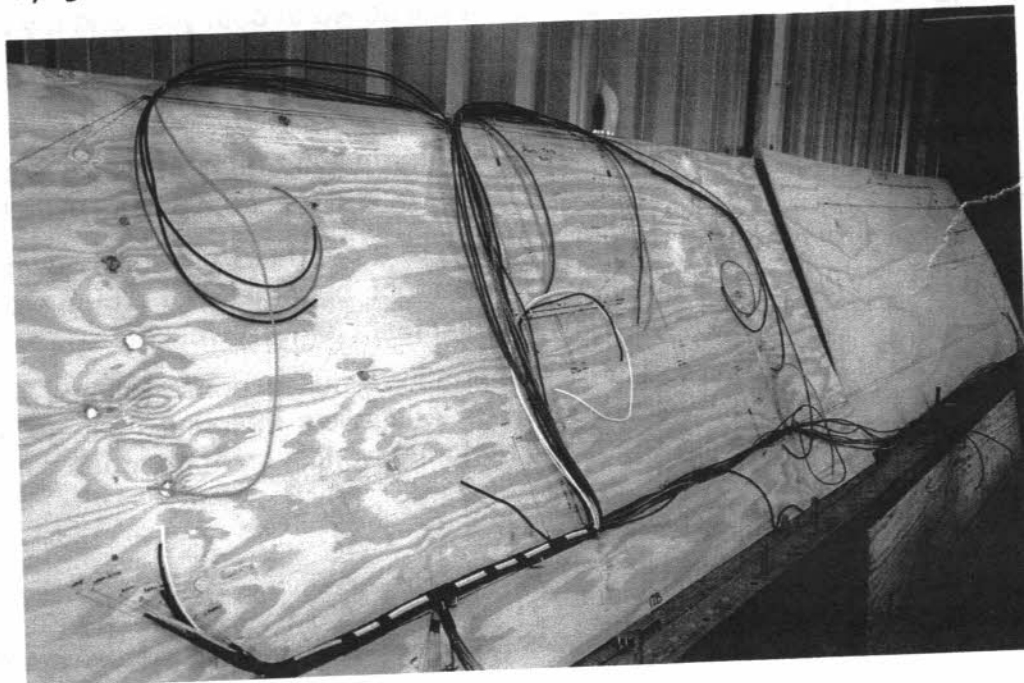
All these things needed to be considered before I could commence cutting the cables for the harness as I needed to work out where they would enter and exit the main loom and the cable colours that I would use for each circuit, whilst trying to maintain originality and only

using the prewar Lucas 33 colour code. Sounds like a mouthful and was! I also needed to work out how long each of the extra cables would be and add them to the cutting list.

After all these machinations the extra cable I needed arrived from my supplier in the UK. Now I had them all I could start laying out the cables.

So I started with the main dash/engine bay harness. Each cable was cut to length and laid out on the premarked ply board, utilizing hooks to suspend the cables. I have found the easiest way is to start at one end of the harness cut all the cables that terminate at that point, tape them all together using cotton insulating tape at the point where the outer braiding finishes. Then working along the bundle of cable another piece of tape binding the bunch together is added every 4-6 inches. Cables are pulled out as I progress wherever they branch off and new ones added in as required. Once this is completed I carry out a double check using the cutting sheet and wiring diagram to ensure I haven't missed an and all the extra cables for indicators or other extras have been included.

This was then repeated for the main body harness.



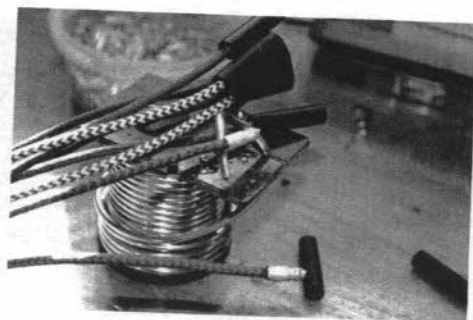
Once this process is completed the harness is taken to my braiding machine. This puts a tightly woven cotton covering over the harness. It is designed to protect and holds all the cables together. The machine has 24 different spools of cotton on it (each of 6 strands unless for a prewar harness which had 4 strands) which are usually black but can be changed for other colours to provide a coloured trace through the outer braiding.



are stamped out, by hand, on this using brass sheet. Each of these are then hand formed to shape and sent off to be tin plated. Also all the soldered bullet terminals I use are made by a local engineering firm here in Perth to original Lucas specification again to ensure that authenticity.

Almost done

So once I have identified all the terminals they are all soldered onto the specific cable and any connectors also added. I now have a virtually complete harness, except for the myriad of loose wires that are also used. These include the internal wires for the rear light box, the coil to distributor wire and some wires connecting instruments/switches together behind the dash board.



Most of these had been lost on my car so I will make these up as I rebuild the car. On the TA14 there is also the harness which runs up the steering column to the dip and trafficators switches. These were originally made out of very thin 2mm cable which is almost impossible to get now. So if your car has one of these look after it. In most cases 3mm wire cant be used because the bundle of wires becomes too thick to pass up the steering column.

There is also the interior light/trafficators harness still to be made up which runs from the body harness in boot area, up under the hood lining and across the roof, I think, to the

Next it is back to the original harness to identify all the extra coverings/tubing that was put over the harness to protect it from chafing. This is generally in areas where it passes through body work, chassis rails or long lengths of single unbraided cables. This could be armoured conduit, plastic tubing or cambric (a type of woven cotton laquered tubing). On my TA there are some lengths of cambric over the fuel tank cables and headlight extensions. There is also some PVC tubing on the body harness where it threads in and out of the chassis rails. It is also a good idea to add any grommets at this point as once terminals are soldered on it can be impossible to get the grommet over the terminals.

All the tubing and the grommets are measured and recorded onto another sheet for future reference.

When the above is complete I go back to the original harnesses to identify and record the type and size of terminal that is used on each cable. These are then soldered onto each cable where required. Many of these terminals are no longer available, so I remanufacture them by hand again to maintain that originality.

I have a very old fly press which I have had tooling made up for and many of the flag and eyed terminals

I believe Lucas added these coloured traces to their wiring harnesses to identify changes from the original specification as models of specific cars had their electrics upgraded. I have also identified that many prewar cars had a brown braid rather than the black that was generally in use. I have some examples where there is a random combination of brown and black cottons mixed in the same braid. I believe this may have been done to use up old stock in much the same way as many cars in the 60s (especially E type Jags) had both cotton and PVC cables in the same harness.

The Braiding Machine

The best analogy of how the braiding machine works is to think of a Maypole with 24 dancers going round. Twelve go one way and twelve go the other way. As the dancers pass each other one ribbon goes under and one goes over the next dancers. As they go round and round over and under the whole thing locks around the Maypole, and this is exactly what the braiding machine does.

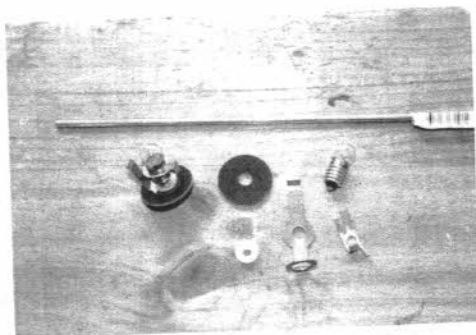
Each branch off the main harness is braided separately and extended a short way onto the main part. Then the main harness is braided down the length and over the top of the extensions from each harness which holds the whole thing firmly together and completely covers all the cables underneath if it has been carried out correctly.

When the Maypole dance is complete, each of the ends of the outer braiding are dipped in hot black wax to prevent them from fraying.

terior light switch and RH and LH
rafficators. This will be modified when
he old one is out to allow for the extra
abling that is required for the flashing
rafficators.

There is yet one other harness which
links all the panel lights together. The
panel lights used in my TA14 are a very
old style (see picture) and are no
longer available anywhere in the world.
Moss Motors used to carry them as a
stock line but even they have
discontinued selling them. So once
again Octagon Manufacturing to the
rescue.....yes I do hand make
these too, but I keep very quiet about
them. They are so time consuming to
make it is hard to justify their cost. But
if someone wants that originality what
else can they do? I do put them on
wiring harnesses for customers that are
fanatical about originality.

So there you have it. An average wiring
harness which I have plans for takes
up to 2 days to manufacture. If I don't
have any plans such as for my TA14



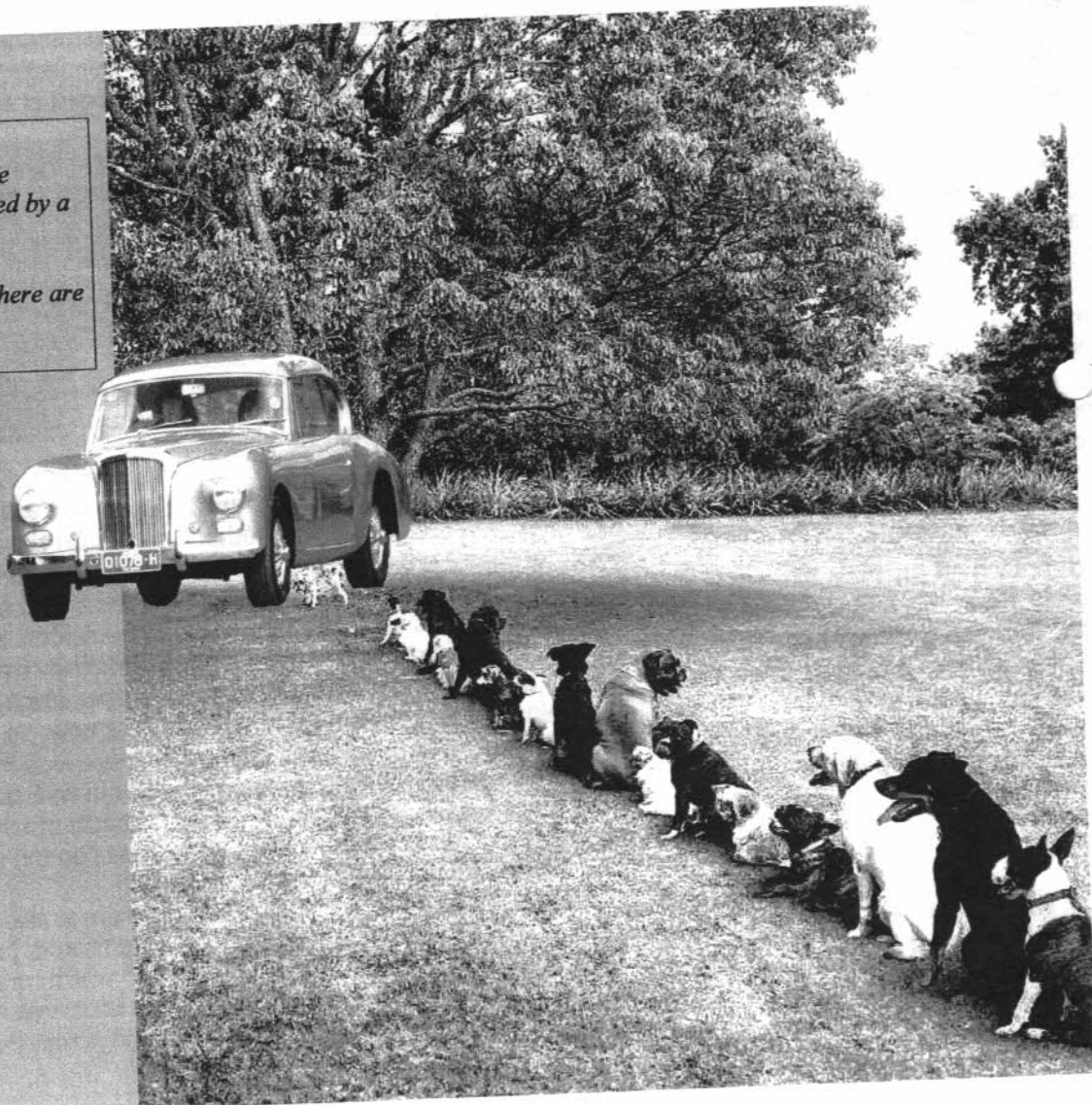
there is at least 4 days work in
manufacturing it.
One last point that very few people
realize, if you have an original wiring
harness on your car and it was
manufactured by Lucas, somewhere
on it will be a tiny little brass marker
with what I believe is probably the
part number stamped on it. It is only
2-3mm wide and is usually wrapped
around an earth cable. Easily missed
but if you are after originality it
should be taken off and put on your
new harness.



That's about it.....

*You may recall the March ALVIC
showed a photograph of one of the
Tonkin Graber's wheels being used by a
little dog.*

*Obviously word has spread and there are
now more starters.*



ALVIS PEOPLE BEHAVING BADLY!



Jocelyn Coates was sighted recently trying on a new hat for this year's Melbourne Cup



NSW Southern Highlands Beckons

Club 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 26th September until we all sadly depart on the Thursday 30th September 2010. Contact David Macdonald (tel: 02 9817 8006; email: david@midasoft.com.au) for details or Bob Simpson (tel: 02 9816 5512; email: meta1447@yahoo.com.au)

FOR SALE



ACCV Grill Badges

\$30

ALSO THERE A FEW JNBC
RALLY GRILL BADGES
AVAILABLE



Lapel Badges \$10

Cloth Badges \$5

Key Rings \$16

Fridge Magnets \$3

'91 Nat Rally Coasters

\$1ea

1991 Nat Rally Cloth

Badges \$1ea

Ring

Darrell Horton

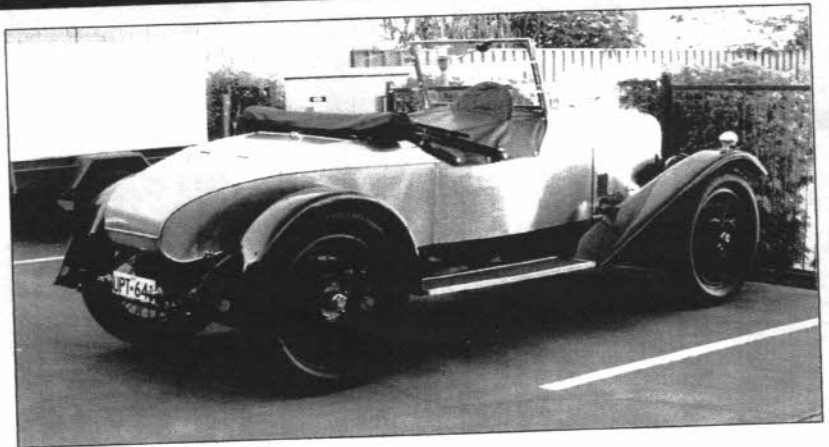
(03) 5983 2016

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
or (03) 9885 4290

FOR SALE

Alvis TD21 Series 2 Saloon, 1963.
Chassis no. 26961. ZF 5 speed
manual, 138K miles with UK and
Australian history, including Earley
Engineering report for 2004. Work
since purchase in 2004:
New clutch, stainless exhaust, ULP
head, electric fan, new wire wheels
and tyres, lamps, shockers and
rear springs. Bare metal respray
2007-8. Finished in light metallic
blue with good grey interior.
\$43,500.

Mike Osborne 08 88373158, Mob
0427 373158.
ozbornes @ internode.on.net



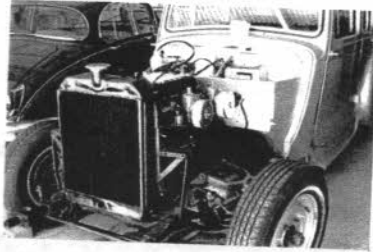
FOR SALE

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.

FOR SALE

27 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.



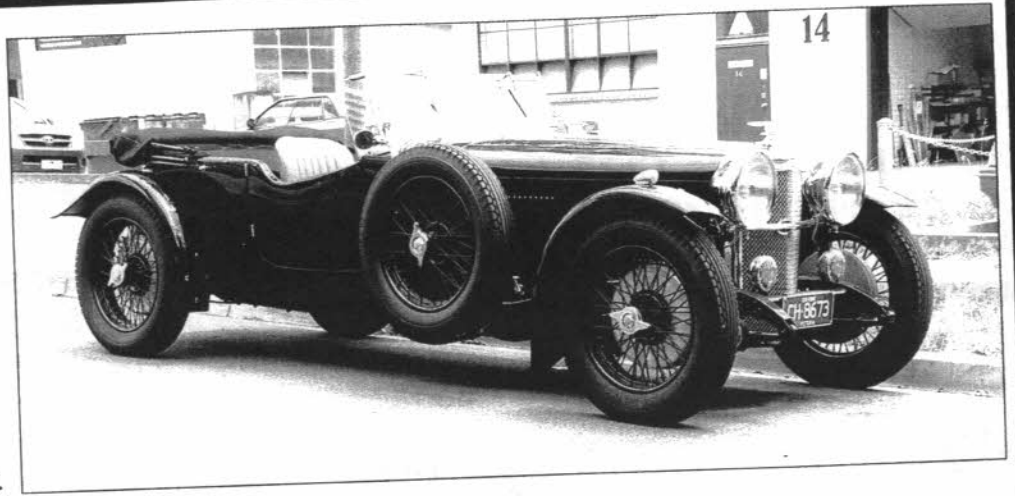
FOR SALE

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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