

June 2012

# Alvic

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

INSIDE

Mid Week Runs

Alvis At Avenel





# 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 Dead-  
line - first Friday of the month.

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## PRESIDENT'S REPORT

This month has been somewhat sad with the passing of two mothers. Maritta Parsell's mother passed away a few days before I lost my mother on 26th May.

It was nice to know and accept the kind words passed on to me from car club people, some hardly knowing my mother but giving and offering support during this time. To them I say thanks and I know that Maritta would feel the same way to.

The weather has certainly changed all of a sudden. Winter is upon us and the heater has been put to good use in the garage. Its certainly getting harder to venture out to the shed when one could be sitting in the warmth of the house reading a good book! Still there is work to be done as we look forward to the weekend away at Castlemaine. All the things that fell off the 12/50 in Tasmania have been bolted back on and the car given a good clean.

At a recent committee meeting, much discussion took place with regards to future events. We have a number of ideas that still require knocking into shape but the most important one being our National Rally to Traralgon next year. A lot of work has already gone into this event and soon we will be sending out entry forms. As I write this report poor old Traralgon has copped a lot of rain over the last couple of days. It sort of resembles a "sand bag city." I hope it dries out in time for us next year!

We are fast approaching the time when subscriptions are due. This is important on a number of levels. One we need your subs to keep the club going. Without subs coming in on time we have to rely on our capital to pay for newsletters, insurance and all those good things. The other thing we have to pay particular attention to is in regards to the permit scheme. If you don't pay your subs on time and let them go for a couple of months, Vic Roads gets grumpy and we get grumpy because if your car is on permit scheme you will be deemed to be driving an un-registered vehicle that doesn't belong to a club. This carries a far bigger fine than a club membership fee.

There seems to be some trouble in the organising plans for the "Great Ocean Road Rally." Entry forms should have been out by now but I'm told this won't happen until August.

This is all rather unfortunate as we were planning to do this event as a Club. I'll keep you posted but I have doubts if it will end up in its original format.

See you all at the June meeting.  
Chester

*Alvic*



## PLEASE NOTE

**MEMBERSHIP FEES ARE DUE & PAYABLE NOW**  
*If you receive a printed ALVIC, a renewal form is included.*

*If you receive an electronic ALVIC, please note the separate file attached, for your attention.*

## SUPPER - Joc & Darrell

### COMING EVENTS

- 15 Jun General Meeting
- 17 Jun The Great Escape - Marg & John Lang **SEE PAGE 11. There may be some accommodation left for any late entries. Contact the Langs urgently if interested.**
- 20 Jul General Meeting
- 17 Aug General Meeting
- 19 Aug **ROB ROY** this is a celebration of 75 years since the first Rob Roy event. A special occasion not to be missed
- 6-7 Sep Healesville Steam Festival The ACCV has supported this event on the previous 3 years and will do so again this year. Sunday is the display day. Some members have arrived Saturday and overnighted at the RACV Club. If you would like to do so, contact Chester for bookings.
- 21 Sep General Meeting
- 19 Oct Annual General Meeting
- 26-28 Oct **ALVIS AT AVENEL - note, there is a limitation to accommodation SEE PAGE 6 for details** - John Hetherington
- 16 Nov General Meeting
- 24-28 Nov **RACV 80 Years' Great Ocean Road Celebration Tour** - it is expected that entries will be open from 1 July. Overnights at Torquay, Colac, Lorne, Port Campbell & Port Fairy. It is expected to be a very popular event & I will notify interested parties when more info is available. See page 17 Let me know of your interest. - John Lang
- 2 Dec Christmas Party Balnarring Beach - Joc & Darrell

Front page: McKaiges in the 12/50 on descent at Mount Macedon during the April mid week day-runs.

Back page: Dale Parsell's 1934 Firefly chassis 10839



# LETTERS TO THE EDITOR

71 HAWKINS STREET  
SHEPPARTON  
VICTORIA 3630

Dear John,

re:- Alan Stote's Defence of Red Triangle Spares.

It is a revealing document and I'm pleased that Alan has published it. I do grumble about RT's service but perhaps I now understand the problems better.

RT certainly puts itself forward as the "purveyor of all things Alvis" so it can expect criticism if it does not deliver. However, perhaps all of us have become used to the efficient spare parts service provided by the likes of Ford, General Motors and Toyota etc. In comparison with those businesses RT looks like a cottage industry. The spares department is a cottage industry so we cannot and should not expect world class service.

What we do expect and what RT needs to improve is a more responsive spare parts staff. Emails and faxes are too often ignored, so requiring expensive and inconveniently timed 'phone calls - at least from this continent. But I have heard similar criticisms from English Alvis owners. There seems to be a reluctance by spares dept. staff to seek advice from above if there is a doubt. Is there anyone "above"? Method of shipping is another matter for valid complaint because instructions are sometimes ignored. The standard delivery interval of "13 working days" can translate into nearly three weeks when a long weekend is involved.

Alan explains very well his difficulties in maintaining a useful and profitable inventory and we should accept that; we users have to understand the difference that the scale of operation makes. But much of the frustration could be avoided by improved communication and logistics.

Kind regards,

JOHN HETHERINGTON.

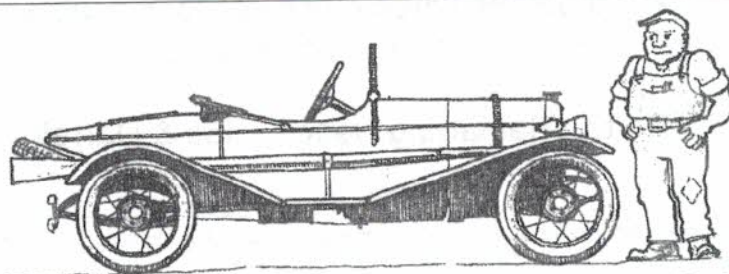
*John Layzell and I have similar SP25s and from time to time swap stories and he recently had a problem with a crack in the exhaust manifold and asked the question about separating the inlet manifolds from the single cast exhaust to overcome fuel vapourisation. Following a head job and the separation of the inlet manifolds, he advised the following:*

Just back from a 40 minute run. You know that feeling we get driving just after we've washed and waxed any car? x 2

Even on a warm South Florida 82F/28C day, no hint of the previous vapour lock and, most telling, I was able to hold my fingers against the carby float chambers and bear it, which I previously couldn't. Surprising how much difference that 1/16" air gap makes between inlet & exhaust manifold.

Smiling!

John





Hello John,

I have been meaning to pen a few lines on Alvis happenings over here in South Australia. Prompted by meeting up again with Alvis owner Frank Smith recently, I thought a picture of his 1937 Speed 25 with the four door Cross and Ellis body might be a change from all those Victorian cars!

Frank and Wendy are enjoying the car greatly, with several trips out lately. They are members of the Gawler Vintage, Veteran and Classic Car Club, so we travel over that way to take part in their events.

However, recently our own local club, MAPS, Maitland Auto Preservation Society, held what we call another of our "Wheels and Wings" days at the Central Yorke Peninsula Airstrip.

The format is that we, the car fans, all drive to the Aero Club's meeting shed where we are served with a splendid two course meal. Our caterers are all aviators or supporters, many of who arrive by 'plane, subject to the weather. This year saw forty cars and eight planes on show, ranging from a home build unit powered by a Subaru Brumby engine to an Air Tractor with a 1450HP Pratt and Whitney unit.

As the Bristol 409 had only just come from a spell at the trimmers, I flew the Bristol flag, but the Speed 25 was perhaps the most admired vehicle amongst a wide selection. It's really good to see such a fine car being used again, and by such a nice couple of Alvis owners.

Best regards,  
Mike Osborne



Vehicle details as recorded.  
1937 Speed 25.  
Car no. 18665 SB 25.63  
Chassis no. 13376  
Engine no. 14059 25.6  
Left the works 2 March 1937  
Cross & Ellis bodied 4 door sports tourer.  
Current registration no S.A. 6959

1<sup>st</sup> owner Charles Fulton Exted, Surrey, U K 2.3.37  
Imported to Aus  
Edison Waters, Eden NSW 1947  
Invicta Motors (Edward Godfrey)  
John Barraclough  
Ivor Winch, Port Lincoln, about 1950  
Ron Bloyd  
Frank Smith

As a point of interest vehicle is featured in the James Flood book of Early Motoring. Third Book Page No. 107. Also, An Autobiography of John Barraclough "When I Grow Up" refer to Page 44/45.



Dear John,

Some thoughts about Speed 20 Steering.

I had two problems, one was a violent wheel wobble of increasing intensity after going over road undulations and the other was a "wander" when driving on a good road- that made it hard work keeping a straight line.

The first problem was fixed by re-bushing the front kingpins which were found to be worn. Total cure.

The "wander" made me think of other things that can go wrong.

Things that can go wrong:

Has the main front spring settled and does this affect the steering geometry?

Are the tyres in good condition and wheels balanced?

Are the Shock Absorbers working properly?- I still have the Andre Telecontrols but they haven't been working for years- however they do provide a degree of friction.

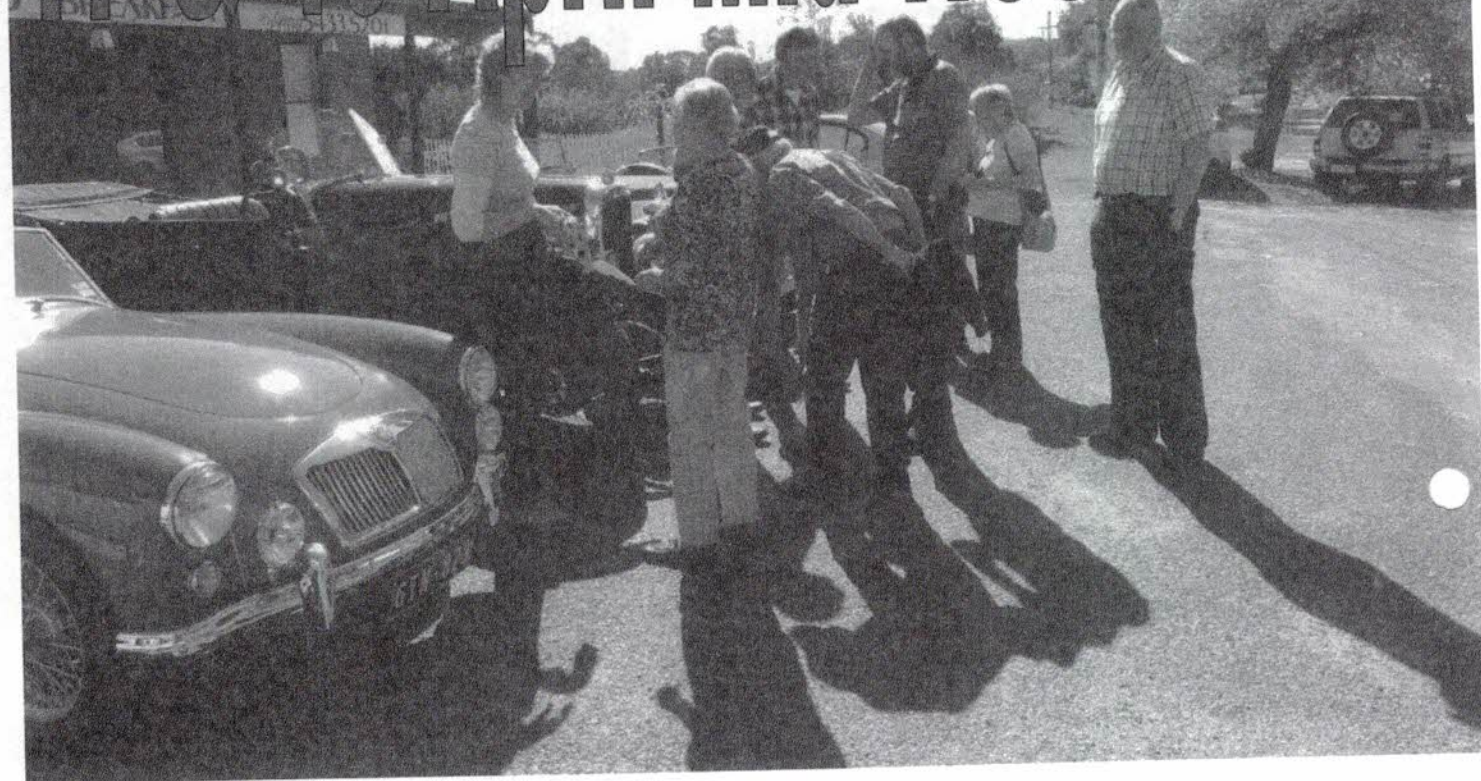
What about Toe-in/out, camber and caster? I found in an old Alvicatics a table of settings for pre-war Alvis cars- my Speed 20 SC 1935 has 2deg camber, 2 deg caster and zero toe in. I carefully made the toe-in zero and it has transformed the steering- no "wander"

I'm back to enjoying the car again.

I enclose a copy of the article from an old Alvic- by the way I have lots of tech. articles from the 60s and 70s Alvics. (next month's Alvic)

Cheers Des

# 17 & 19 April Mid-Week Runs



**Shock Horror! Someone has planned mid-week runs. We've never done that before!**

With the Tassie Tour commencing later in the month, it was decided that seeing the Websters and the Todds were out from the UK a week early, they really should have some company to see a bit more of Victoria prior to going to Tassie.

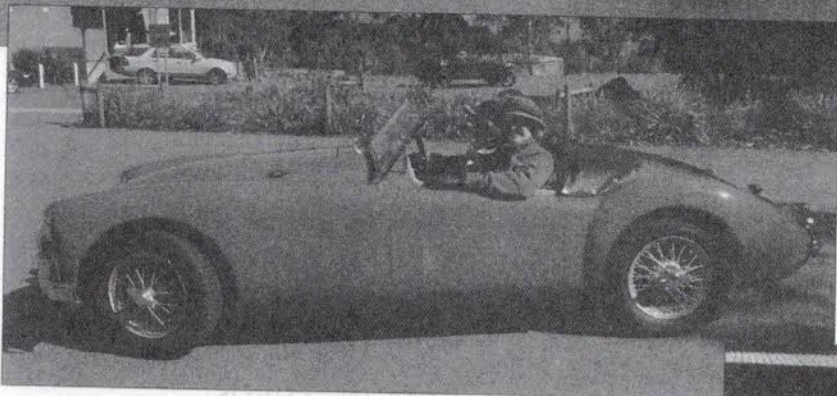
The secondary reason was that they could also get some time

in on the cars that they were going to drive. In the Todd's case, the McDougall Speed 20 Special and the Webster's, Dale Parsell's blue Silver Eagle.

All plans are prone to failure and the Speed 20 special did the run on the Tuesday, but did not manage Tassie. A problem with the clutch decided its fate and it did not go. The Todds borrowing the McKinnon's MGA.

The Macedon run commenced at the Melbourne Airport and





Top inset: Sally McKaige  
 Above: David Webster & Alan McKinnon in the Silver Eagle  
 Bottom Inset: Ian Todd & Andrew McDougall in the Sp20

Photography by Frances McDougall

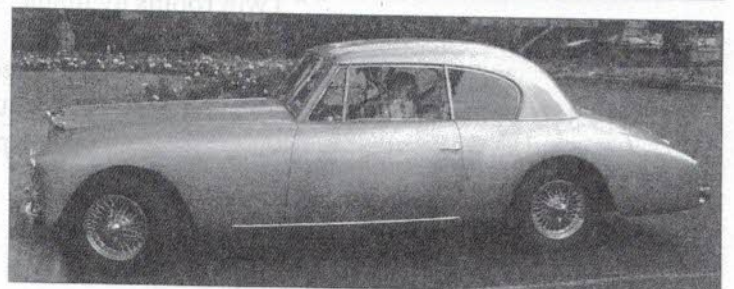
Above: Alan McKinnon & Kaye Webster  
 Left: some of the party at Tooborac  
 Right: Geoff Hewitt's 12/50 & John Hetherington's Speed 20  
 Below right: Richard Tonkin's Graber



proceeded through Wildwood, Clarkefield, Hesket up to Mt Macedon for morning tea. Then via Lancefield to Tooborac.

The Tooborac Hotel had been refurbished since we were last there and provided all that was required. Simon Ramsay, Roger Rayson and Geoff Hewitt met us at the pub.

Thursday's run commenced at Templestowe and proceeded to the Healesville RACV Club for lunch and a picturesque drive back to Melbourne.





AAA

means

# ALVIS AT AVENEL

On the last weekend of October ACCV will be spending a week-end away in the country. At Avenel, which is about 1½ hours drive north of Melbourne there is a D B & B with a difference.

“RUSTY SPRINGS” has 16 bedrooms with en-suite bathrooms surrounding a large communal living area for socializing and dining. There are another two bedrooms in a nearby building. BYOG. “Honour system” fridge. We are staying for three nights. Planned activities:

**FRIDAY 26/10:-** Meet for lunch in BROADFORD. (about an hour north of Melbourne, " " just off the Hume Freeway). After lunch a short drive on hilly country " " roads to THE ARMY TANK MUSEUM at PUCKAPUNYAL. Then a " " half hour drive to Rusty Springs to meet our hosts, Bob & Judi " " McGrath who will cook a BBQ for us later. Bob is into Jaguars.

**SATURDAY 27/10:-** Visit the AVENEL MAZE and then drive for about an hour to " " SHEPPARTON to visit the brand new and very impressive " " MOTOR MUSEUM. A light lunch will be served. " " After lunch visit the SPC ARDMONA factory shop and/or the " " Shepparton Art Museum (SAM) where there are some very special " " sculptures on show. Or head straight off to CHATEAU TAHBILK via a " " fascinating country road which includes two wonderfully archaic " " timber bridges and a riveted iron one. At the winery you can taste " " the wine and/or take a self-guided walk through the WETLANDS. " " From there a short drive returns you to Rusty Springs for a roast " " dinner and some special in-house entertainment with a difference.

**SUNDAY 28/10:-** We take to the hills. Up into the steep and rugged STRATHBOGIE " " RANGES for morning tea and then on to ALEXANDRA where we " " become part of their HISTORICAL WEEKEND. The cars will be " " displayed while we visit the TIMBER TRAMWAY, ENGINE SHEDS " " and MUSEUM and have a BBQ LUNCH on the 150 year old " " STATION PLATFORM. " " After lunch those who need to can return to Melbourne (about 2 hrs) " " while those of us who are able will return via the highway to Avenel. " " Dinner will be “home delivery” pizza or fish & chips.

**MONDAY 29/10:-** " Head for home.

**COST:-** " \$250.00 per person (Yes for the 3 nights!) plus sandwich lunch on Fri " " & Sat plus morning tea and dinner on Sunday. (These not yet costed " " - numbers matter.) The D B & B cost includes full cooked breakfast. " " Twin rooms available. Single occupancy at double rate.

First in, best dressed. Expressions of Interest, please to John Hetherington. 03 5821 6422 or 0419 319 339 or email [jfh@mcmedia.com.au](mailto:jfh@mcmedia.com.au). If you can't stay 3 nights you can join later or leave earlier and pay pro-rata.



# The GREAT Escape

SATURDAY 16TH



OK!  
Not up to  
horse riding?

Well, bring your Alvis  
instead and Escape to the  
Macedon Ranges for a great driving  
experience and an overnight in  
Castlemaine at a hotel classified by the National  
Trust. So you've stayed there before? Now  
refurbished & promising undercover car park - no  
need to put your hood up!

Friday 15 June is a Club night - on Saturday, we  
will meet at Macedon for lunch at 12.30 & then  
proceed to Castlemaine via some great Alvis  
country.

Dinner will be within easy walking distance of the  
motel. On Sunday, more great Alvis country &  
lunch in Malmsbury. Easy drive home!  
Contact Marg or John Lang 5426 2256 can possibly  
organise more places at this late stage.



**Motor Engineering Vol III** is a book published by George Newnes Ltd and undated, that contains a lot of information for the old car and truck enthusiast and there are several sections specifically about Alvis. The book does not have a single author, however the contributor's list contains the name W.M.Dunn who would have to be none other than Alvis' Chief Designer from 1922 until 1950, when he succeeded Smith Clark as Chief Engineer in 1950.

## NOTES ON ALVIS FRAME, BRAKES SUSPENSION AND BODYWORK

### Chassis Lubrication

BEFORE the repair of the various component parts of the chassis are reviewed, a few words with regard to chassis lubrication on Alvis cars, will not be remiss.

### Grease Nipple Lubrication

Where the ordinary grease nipples are in use, no adjustment is, of course, required, save to see that the points are lubricated with the recommended lubricants at the correct intervals.

### Central Reservoir Lubrication

On later models the main chassis points are lubricated from a central reservoir, from which oil is forced to all points in the system by one depression of the operating lever.

### Removing Filter Disc for Cleaning

It is necessary at regular intervals to clean the filter disc at the base of the main reservoir, to accomplish which it is essential first to relieve the pressure of the piston spring which forces, while the system is in use, the oil along the pipe lines. This is effected by tying the operating lever, in a partially depressed position, to the bolt provided at the base of the reservoir, after which; when the outlet pipes are disconnected, the hexagon cap at the base can be unscrewed. The filter is then exposed, and should be removed to be cleaned with benzine or petrol if at all coated with deposit.

It is only necessary to operate the lever once to lubricate all points and this should normally be carried out daily, preferably with the car in motion. After depression, the lever should return to its position slowly, if it springs back instantly, one can be fairly sure that the tank is empty and should, of course, be refilled.

### Grouped Nipple Lubrication

Other models are provided with sets of grouped nipples on either side of the chassis at the scuttle dash supports, from which the chief chassis points are lubricated. Those grease pipe lines which serve both spring pins and brake cables are fitted with meter valves such as is illustrated in Fig. 1, which are designed to prevent excess lubricant being fed to one point at the expense of the other. The metering pin A is accessible after the grub screw B and the fibre washer C are removed, adjustment being effected by screwing the pin into the union P which restricts the supply of grease to the brake cable; whilst increasing that to the spring pins and vice versa.

All exposed chassis points should be lubricated more freely during wet weather and where the front axle swivel pins are fitted with grease gun nipples, care should be taken to see that they are free from obstruction by road matter.

### Points not served by Automatic System

In cases where automatic systems are fitted it is usual for several points, not readily lubricated by the system, to be fitted with separate grease gun nipples and these must not be omitted if lubrication is to be satisfactory when the points on the main system receive attention.

## FRAME

Attention to an Alvis chassis frame is very rarely necessary, for no

part of it is adjustable and no part of it is subject to wear; it will, therefore, under normal conditions, last the life of the car, providing of course, that it does not receive extensive accidental damage.

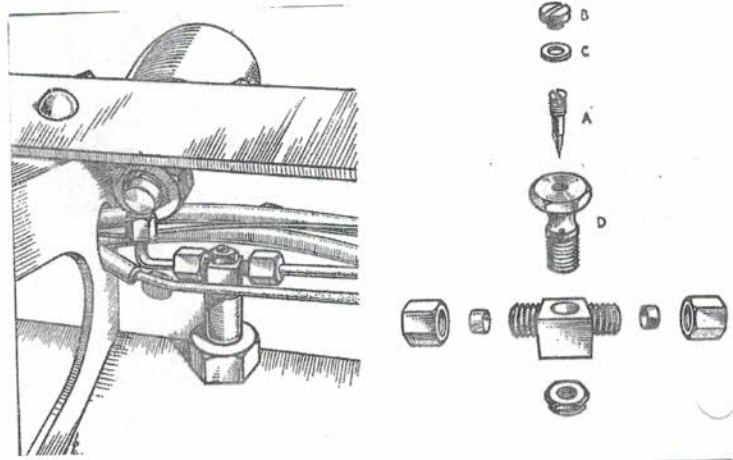


Fig 1 - Grease pipeline regulating valve assembly & dismantled

### Fixing Loose Rivets

Very occasionally the rivets which hold the dumb irons or those securing the various cross members become loose, but it is only necessary to re-rivet, or if the original rivets have become exceptionally loose, the use of oversize rivets will satisfactorily meet this contingency. Riveting should be carried out with the rivets red hot as the cooling and contracting which takes place after the completion of the work ensures a sound job.

### Frame Straightening after Accidental Damage

Extensive damages to a chassis frame usually call for major replacements of the members, under which circumstances the stripped frame has to be returned to the makers to be reconstructed as new with the new members in position. Repairs of a more minor character, however, are within the scope of the ordinary automobile repair shop, providing the necessary equipment available. The procedure generally is to heat the damaged portion of the frame with the aid of large blow lamps, when it is possible to restore it to its original position by means of twisting wrenches and hammer blows, steel formers being used which are shaped to the parts of the frame.

### Replacing Damaged Dumb Irons

Dumb irons frequently receive damage in accidents and providing no further damage to the frame has occurred, the old rivets can be drilled out, the dumb irons removed, new ones riveted in position and a satisfactory repair completed, without dismantling beyond the removal of the front wings, front end of springs, radiator and other obvious details at the front of the car. It must, however, be stressed that whenever accidental damage has occurred every precaution must be taken to see that no hidden breakage or distortion has resulted and to that end over dis-mantling is infinitely preferable to a cursory examination. In trying to save a little expense by dismantling as little as possible, a vital point is overlooked, which sometimes a little later means another expensive breakdown possibly with serious consequence to human life.



## BRAKES

The modern Alvis braking system is in itself of somewhat unusual design, which it is proposed briefly to explain before considering adjustment, relining and other repairs.

### The Alvis Braking System

A fully floating cam is the main feature of these self-energising brakes, whilst each shoe is pivoted on a separate pin as the illustration shows. On the other side the shoes are held together by two return springs, one of which is anchored to both shoes, but the other to one shoe only and the back plate. When the brakes are applied, the shoes are forced apart by the lever action of the operating pins on the operating cam to which the brake cable is attached. The effect of the spring is greater on one shoe than on the other, which means that one shoe actually comes into contact with the brake drum before the other, but the frictional resistance created applies the lever action to the second shoe almost immediately. In this way a gradual but quite definite retarding effect is obtained without the aid of external servo mechanism.

### Simultaneous Brake Adjustment

Brake adjustment is provided for on some models by a central adjusting hand wheel protruding through the floorboards as illustrated in Fig. 4 and which takes up all four brakes equally, simultaneously. This, whilst giving a quick and easy adjustment, permits of no compensation between front and rear brakes, nor balance between offside and nearside, consequently when more individual adjustment is required, or when the limit of adjustment at the central hand wheel has been taken up, recourse has to be made to the separate adjustment of each brake cable.

### How to Adjust each Brake individually

Although their exact location varies a little according to the model, each brake cable is provided with an adjusting wing nut, or on some models with a hexagon nut as illustrated in Fig. 3. The procedure for brake adjustment is as follows:

### Jack the Car up

First the car is jacked up with all four wheels clear of the ground, and the central hand wheel slackened off eight turns - care, incidentally, should be taken when turning this screw either to take up wear or when slackening off, to make sure that it is always rotated a complete turn so as to make certain that it is locked into place by the spring-loaded plunger.

### Dealing with Front Brakes

The front brakes are then re-centred by turning the eccentric stop in the brake cover plate, which stop will be found immediately above the steering pivots. It is rotated by means of a spindle passing through the back plate and secured by a lock nut. On several models these are fitted with a pointer marking the "on" and "off" positions, but in any case they should be rotated until they can be moved no further without the brake shoe touching the drum with the wheel revolving, after which the stops should be slackened back until the wheels spin quite freely, when the stops are locked in position (Fig. 6). Both front shoes corrected, the next step is to pull the hand brake lever back one notch, after which the two front brake cable wing nuts are turned until the front brake shoes just grip the drums, necessitating a little effort, to rotate the wheels.

### Adjusting Rear Brakes

Now the hand brake lever is pulled on two more notches before a similar adjustment is carried out on the rear brakes, after, of course, the rear shoes have been re-centred by means of the eccentric stops which are to be found at the bottom of the back plates immediately beneath the rear axle. The reason why the hand

brake lever is pulled on two more notches before the adjustment of the rear brakes is to give approximately 60 per cent. of the braking effort on the front wheels and 40 per cent. on the rear, since it is found, that this gives the most effective results at high speeds and eliminates any tendency to skid.

### Brake Adjustment on some of the latest Models

On the latest Crested Eagle, Speed Twenty and 3 litre models, two central wing adjusting nuts for the hand and foot brakes respectively are fitted, which take the place of the single hand wheel adjuster. Figs. 5 and 6 show the location of the adjusters on the individual cables. Brake adjustment is by exactly the same procedure, except that before touching the cable adjusters, both of the adjusters "C" are slacked off to their fullest extent. When the job has been completed the wheels should be rotated with all the brakes off to ensure that no brake shoe is rubbing.

### How to Test Adjusted Brakes on Road

Although the brake adjustment may have been carried out quite efficiently, there is no disputing the fact that "the proof of the pudding is in the eating," so Alvis practice is to try out all adjusted brakes with the car on the road. With the car travelling at a fairly high speed, say, 50-55 m.p.h., the brakes are applied reasonably hard when any maladjustment will reveal itself by the car pulling out of straight. Further correction is, of course, made if needed until the car pulls up without deviating from its course.

### When Relining Becomes Necessary

Such adjustment as above described becomes necessary at regular intervals as the wear on the brake linings takes place, but eventually a time will arrive when the limit of adjustment is reached, the brakes are inefficient and relining of the brake shoes is the only remedy.

### Dismantling Brake Shoes

To obtain access to the brake shoes very little dismantling is required. The road wheels are simplicity itself to remove, being secured in position on a corrugated driving flange by means of a single large chromium-plated lock nut, which is unscrewed with the aid of a hide hammer. (Nearside lock nuts have a right-hand thread and offside lock nuts a left-hand thread.) To remove the corrugated driving plate and the brake drum three countersunk screws have to be extracted, revealing the brake shoes held in position on their pivot pins by split pins.

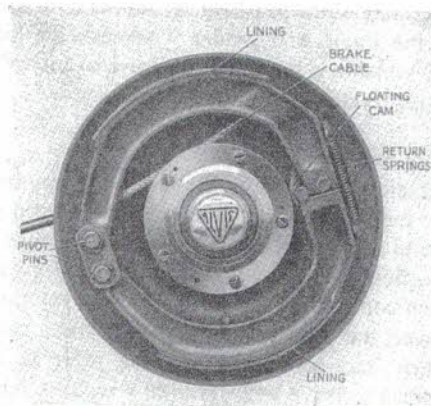


Fig 2: THE BRAKE MECHANISM

Showing the operating cam, the brake shoes and return springs. The cover, which forms the anchor plate for the shoes, is bolted to flanges on the aluminium axle casing in the case of the rear axle, and to the stub axle in the case of the front.

**It is not always necessary to Reline both Shoes on each Brake**  
Owing to the particular design of Alvis brakes it is quite normal to find the top brake shoe linings on the front and the bottom linings



on the rear, worn more than its fellow on the corresponding half of the shoe. A renewal of these worn shoes only, together with a thorough greasing of all working parts of the system, will often after readjustment, restore the brakes once again to 100 per cent efficiency. It is considered that when 75 per cent wear has taken place on one shoe and 50 per cent on the other, relining should be carried out, but where they are worn 50 per cent, and 25 per cent, respectively, correct adjustment will provide for many miles of satisfactory braking before renewal is necessary.

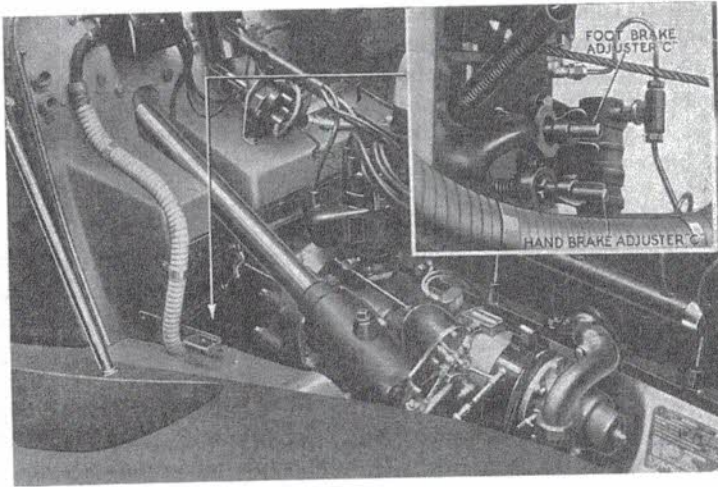


Fig 3: The arrow indicates where the two central brake adjusting wing nuts (illustrated in the inset) are to be found.

#### Other Causes of Braking Inefficiency— Frayed Operating Cables

Braking inefficiency is not always traceable to worn brake linings. Sometimes the linings are found to be in quite good condition, but the operating cables are rusty and frayed, in which case a renewal of the cable should take place; it is definitely bad policy to refit frayed cables.

#### Grease on Linings

Grease on the brake linings is sometimes the cause of poor braking, in which case, if they are otherwise in reasonable condition, the linings should be cleaned in petrol, or in a de-greasing plant if available. If this latter course is adopted care must be taken not to leave them in for more than a few minutes, which is sufficient to remove the grease, since too long an immersion will remove the nature from the lining and render it useless for further service. Brake linings which are saturated in grease or oil will not respond to any cleansing treatment and should be discarded.

#### Glazed Lining Surface

There are occasions when the linings are quite free from grease but have become ineffective through acquiring a glazed surface. This it is possible to remove by roughing up the surface with suitable file and will often restore the braking efficiency for a considerable period. When considering the advisability of relining Alvis brake shoes, however, the high speeds of which these cars are capable must be taken into consideration; it is safer to reline a little prematurely than to leave renewal until a braking failure renders it imperative.

#### Eliminating Braking Shriek

When in new condition the Alvis brakes have a tendency when applied to shriek, which terminates in a groan as the car is brought to a standstill, but the noise is quite harmless and will gradually wear off during the normal braking of the first few hundred miles. If desired, however, much of this noise can be eliminated if the friction surface of the linings are filed at each end, particularly at

the sides of the lining so that a pointed effect is obtained.

#### Attention to Brake Drums

Renewal of brake drums is exceptional on Alvis cars and such cases are usually the result of accidental damage, not wear. Possibly after some 12,000 miles a drum will become slightly ridged and lined, but a half-round scraper, judiciously applied, will refit them for further quite satisfactory service.

#### Lubricating Brake-operating Mechanism

Brake-operating mechanism, like all other working parts of the modern automobile; must be adequately lubricated if it is to retain its efficiency. Alvis brake cables and casings are provided with greasers, which should be supplied with the recommended lubricant at least every 1,000 miles and in view of the exposed position even more often during continuous wet weather.

#### A Word of Warning

In conclusion, a word of warning. Whatever the condition of the brakes, care must be taken when the car is washed with a hose. Although due precaution may be taken, it is not always possible to avoid water penetrating to the linings, but it is pointed out that wet brakes will be no more effective in retarding the car than no brakes at all, until they have been applied for a short distance to permit frictional heat to dry them again.

#### SUSPENSION

All Alvis cars, with the exception of the more recent models, which have independent front wheel suspension, have the conventional semi-elliptical type of road springs both front and rear, the latter being in all cases underslung. Their exact disposition is clearly illustrated by Fig. 7, showing the rear end of the chassis of a Firefly model. A point in which the road springs fitted to Alvis models differ from most is that instead of the ordinary centre spring bolt an indentation is made in each spring leaf at the centre, each protrusion registering with the indentation in the leaf immediately above it, the top protrusion fitting into the solid spring clip, to which is fitted a small rubber block to act as a buffer between the chassis frame and the spring in the event of undue deflection taking place. Other models have the protrusions registering in the leaf beneath them and in the case of front springs the bottom protrusion will register in a small hole provided in the front axle beam.

#### Maintenance of Springs

The life of a spring is determined to a large extent by the manner in which it is cared for, particularly in respect of the greasing it receives. A neglected spring which has been permitted to become rusty will not only settle down and lose its "life" at an early date, but the leaves of a spring in such a condition are much more liable to breakage. The gaiters enclosing Alvis springs are packed with grease on assembly and care should be taken to see that these gaiters are kept in a good condition to enable them to retain the grease. Careless use of loose jacks, for example, can quite easily damage the gaiter sufficiently to permit the weather and effect of road conditions to attack the spring. A damaged gaiter should be replaced as soon as convenient. Gaiters should be reloaded with grease about every 5,000 miles and a satisfactory method to adopt to ensure that the spring is adequately lubricated is to drive a taper wedge between each leaf at a time, to facilitate insertion of the grease.

#### How to Remove Springs

When a spring has settled down or has received no attention for a considerable period, it should be removed from the car and entirely stripped down. Access to neither the front nor the rear springs on Alvis chassis will be found difficult, but the frame should, of



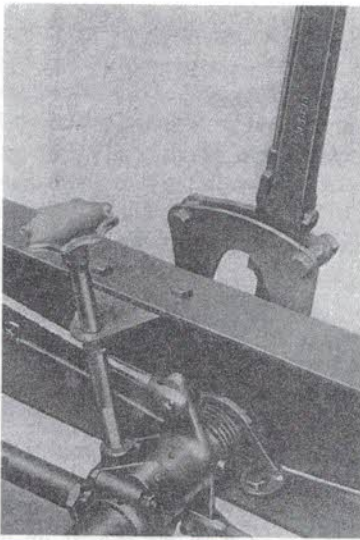


Fig. 4.—The Central Brake Adjusting Screw, which protrudes through the floor boards.

The wing nuts, normally hidden under the floorboards, are for setting the brakes evenly all round.

course, be supported by a jack at a point adjacent to that from which the spring is to be removed. It will then be possible to undo the nuts holding the shackle spring pin in position and extract the pin itself, but where automatic lubrication systems feed the shackle pins care must first be taken to remove all connections. The springs at the front where normal suspension is used are secured to the front axle beam by means of a clamping plate and four bolts, whilst the rear springs are similarly held by four bolts beneath the spring anchorages situated at either end of the aluminium axle casing, or by two

U " bolts, and as Fig. 7 clearly shows, will present no difficulty either in dismantling or remounting. Once the bolts are removed, the spring is completely released by the extraction of the remaining spring pin.

#### What to do with Worn Leaves

Where neglect has occurred it is frequently found that the leaves have worn badly, in such a manner that each leaf has worn a distinct imprint of itself at either end upon its neighbouring longer leaf to a depth of in. or more. These ridges can be effectively removed by grinding, but it is probable that the camber of the spring has been affected by the lack of attention, and it is recommended in such cases that the spring be returned to the makers to be reset. After such a complete overhaul a spring will give quite a long period of satisfactory service, although naturally it will not be quite as good as a new spring.

#### When Spring Leaf is Broken

Although with this type of spring a broken main leaf (the one which forms the spring eye) can quite satisfactorily be replaced with a new leaf when the rest of the spring is in good condition, it can be safely assumed if other leaves are broken that the spring generally is not roadworthy. In such circumstances the spring should be replaced with a new one, or, alternatively, the whole of the spring should be returned to the makers, so that new leaves may be fitted as necessary, the remainder of the spring leaves retempered and annealed, and the whole of the spring reassembled with the correct camber.

#### How to tell Defective Springs

A spring with broken leaves or one that has "settled down" usually reveals itself by the fact that the car visibly tips to one side, or the angle of the spring shackle on one side of the chassis differs from that of the corresponding shackle on the opposite side. It may be, of course, that both springs have settled down equally, but the lack of life in the springs will be obvious from the poor riding comfort of the car. Moreover, springs which have settled down or are weak will have a bad effect upon the steering of the car, and in the case of rear springs will permit the body to bump against the rear axle casing.

#### Causes of Hard Springs—and Remedies

Springing which is too soft, however, is not the only trouble a repairer is called upon to rectify. Occasionally a customer will

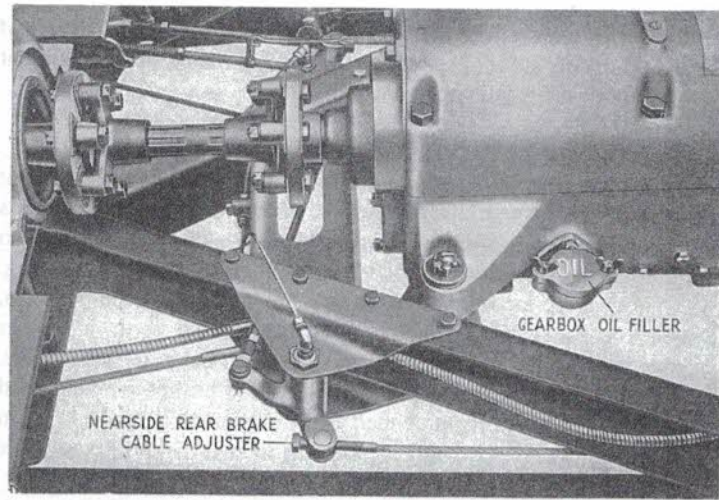


Fig. 5.—VIEW OF THE CENTRE PORTION OF THE CHASSIS. Showing the nearside rear brake cable adjuster on speed 20 model. A similar adjuster is provided on the other side for the offside rear brake.

complain that the springing of his car is too harsh. It will be appreciated that to some extent what constitutes ideal springing is a matter for personal opinion, in addition to which the speed at which the car is normally driven will have a bearing upon the flexibility of the suspension most suitable.

Hard springing may be created by partial seizure of shackle pins, due to lack of lubrication, which, of course, must be immediately remedied; or sometimes to the inefficient greasing of the spring itself. The car should be tested on the road with various shock absorber setting, but if with the best possible setting and the various points in order, the suspension is still not to the owner's satisfaction, it is permissible to remove one, or two if necessary, of

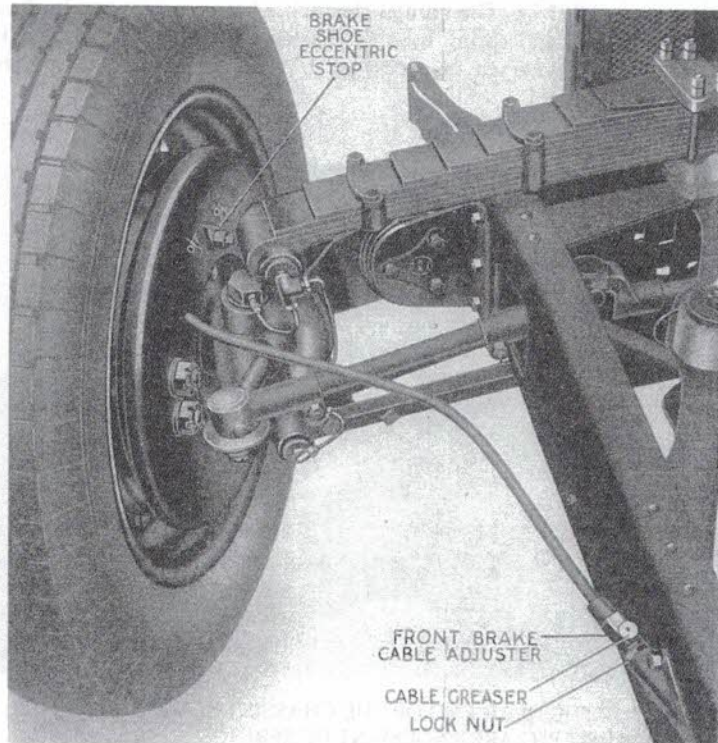


Fig. 6.—VIEW OF THE NEARSIDE FRONT BRAKE ASSEMBLY. Showing the brake shoe eccentric stop and the front brake cable adjuster.



the spring leaves (say the fifth and seventh leaves of a nine-leaf spring). If this still does not give the desired result, then a different more flexible type of spring must be fitted.

### Worn Bushes

Alvis springs on different models are fitted with several different types of spring and shackle bushes. Most of the earlier models have bronze bushes and when side play develops it is possible to take this up by the fitting of steel shims at either side of the spring. Other models incorporate what is known as a silentbloc bush, which consists of an outer steel bush lined with a rubber compound, with a smaller diameter steel bush in the centre, through which the spring pin passes. These bushes are very hard wearing, but it is recommended that no attempt is made to shim these bushes, but to make a complete renewal when appreciable wear has taken place.

Later models are fitted with double flanged cast-iron bushes, that is, two bushes to each spring eye, both flanged on their outer extremities, and meeting in the centre. On this type of assembly the insertion of shims to take up wear is at no time necessary, for when side play develops the wear can be taken up by removing the bushes and reducing the inner end faces so that when they meet in the centre of the spring eye on reassembly, the play which had developed at the outer flanges is reduced to a normal clearance. A point that must be watched is that the flanges do not wear too thin, but under normal conditions, long before this could happen, the play that would have developed on the inner wearing surface would have made a replacement necessary.

### Clearances on Spring and Shackle Bushes

To retain silence in the working parts of the suspension system, although a certain amount of working freedom is necessary, the side clearance on the spring and shackle bushes should not exceed 010 in., while it is recommended that it should never be permitted to exceed 025 in. The normal clearances between pins and bushes, also bushes and spring eyes or shackles, is about 010 in. and if wear has developed in excess of 1/16 in. new pins and bushes should be fitted.

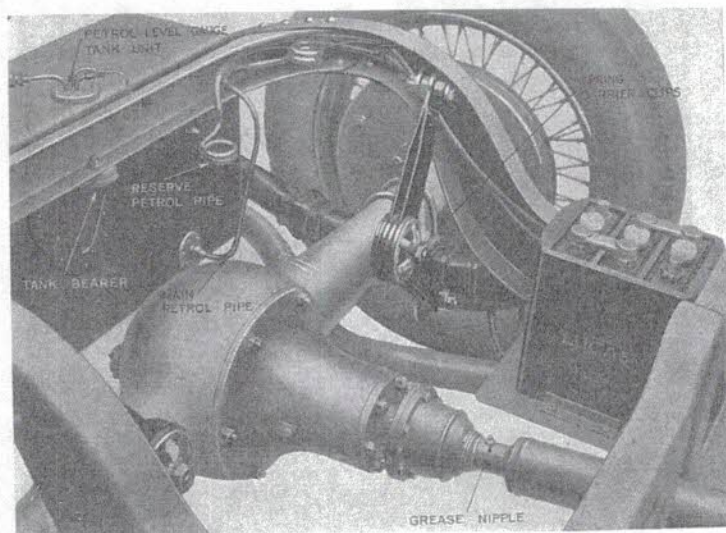


Fig. 7.—THE REAR END OF THE CHASSIS SHOWING UNDERSLUNG ARRANGEMENT OF SPRINGS. The petrol supply connections can also be seen.

### Transverse Front Springing

The Speed Twenty, Crested Eagle, and 3 litre Alvis models are now fitted with a single transverse laminated front spring for the suspension of the two front wheels. It is mounted on a large

aluminium packing block situated in the centre of the front cross member of the frame, which is specially constructed at the front end to suit this type of suspension and is devoid of the usual dumb irons. An excellent idea of the layout can be obtained from Fig. 8, which shows an early Crested Eagle model, although all subsequent models have four instead of two spring securing bolts at each end of the packing block. The illustration shows, too, the type of bracket used at the outer extremities of the spring, and reveals the fact that although unusual this construction presents no difficulty in dismantling.

### Dismantling Transverse Front Spring

The procedure is first to jack up the car at the front and remove the two road wheels. Next any one-shot lubrication connections to the spring shackles are disconnected, permitting the extraction of the shackle pins. If the front steering joints are now released, access to the spring will be facilitated by swinging the stub axle and brake drum assembly in an outwards direction from the chassis on the hinge provided by the pin anchoring the spring carrier at the bottom to the radius arm. Further reference to Fig. 8 will make this quite clear.

By extracting the set of bolts securing the spring to the packing block, the spring can now be lifted off, but in the event of the front wings being still in position it is usually possible to slide the spring out from one side of the car through the normal clearance between wing and frame allowed for the spring in situation. The procedure is reversed in reassembly, and it is impossible to position the spring incorrectly for the packing block is recessed to take it, preventing the spring being too far or too little forward, whilst the registering of the protrusion in the bottom spring leaf with that of the indentation in the block ensures that the spring is centred correctly.

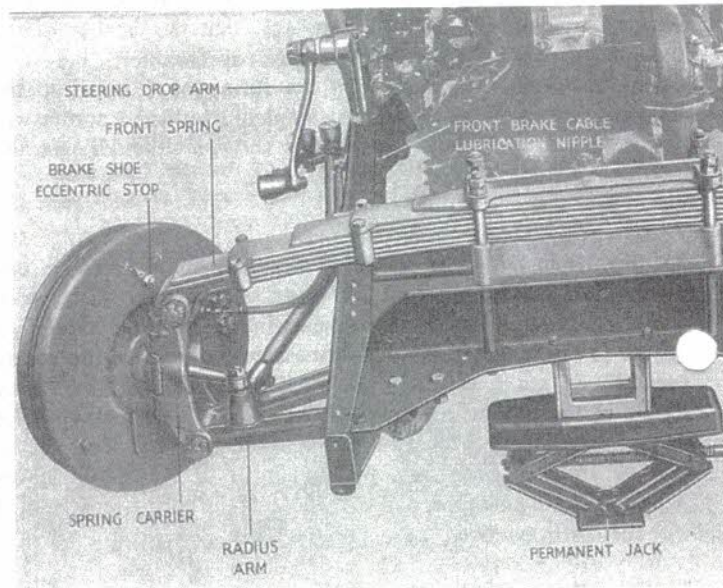


Fig. 8.—THE LAYOUT OF THE FRONT SPRING. Showing the eccentric stop for setting the brake shoes, in relation to the drums, and indicating also the position of the front brake cable lubrication nipple and of the permanent jack.

### BODY

#### Body Rattles—Cause and Cure

Body rattles can usually be traced to the fact that the bolts securing the body to the chassis frame have become loose and retightening is all that is necessary to rectify the trouble. Where the body overhangs considerably at the rear the bolts securing the support brackets must also be given attention.



### Door Chatter

Should the doors rattle or chatter the cause is most often due to the wearing of the rubber door buffers, which have become too small to fit their respective metal housings, permitting movement to take place. The buffers are merely held in position by wood screws and are easily renewed. Some models are fitted with door anti-rattle devices consisting of a small plate screwed to the inner edge of the door, a stout peg being mounted on the plate, and when the door is closed the peg is forced into a metal and rubber "silentbloc" bush affixed to the door shut. Some little adjustment is afforded by the slotted peg, but any appreciable wear calls for a renewal of the "silentbloc" bush.

### Worn Window Winding Mechanism—Cause of Door Rattle

It is sometimes difficult to trace the source of body and door rattles; the origin of the latter can quite often be traced to worn window winding mechanism. To obtain access to this gear, the trimming on the interior of the door must be removed, when it will probably be found that the rivets securing the working parts are loose, so that rivetting will eliminate further noise. Should the mechanism be badly worn, however, it is recommended that a complete replacement be made.

### Stiff Window Winding

The windows of the doors move up and down in velvet or felt channelling and the stiff operation of the window winding gear is often caused by this channelling becoming too tight. In extreme cases it may be necessary to use a little machine oil as a lubricant, although as a rule the windows can be made to work freely by rubbing a little powdered graphite in the glass runs. Incidentally, tight channelling can be caused by leaving the windows open during wet weather, allowing the water to swell the felt. If, when the channelling is perfectly free, the operation of the windows is still difficult, the door trimming should be removed and the mechanism examined. Possibly it has become stiff, or seized, and needs a little lubrication.

### Roof Leaks

Roof leaks frequently occur through excess water on the sliding roof overflowing into the interior, due to the obstruction of the drain pipes, which on most models have outlets both at the front of the head and at the side, although others have interior pipes, the water escaping underneath the rear mudguards. The baffles of a drain pipe must not be fitted too close or this will obviously restrict the flow of the water. In cases where the roof in itself is leaking, this generally happens at the point where one panel overlaps another and any small cracks or crevices can be very effectively sealed with dum-dum, a layer of which can also be used with success on a runner along which the sliding roof runs if it is not sealing properly.

### Windscreen Leaks

Leaks around the outer rubber of the windscreen can usually be cured by the fitting of new rubber, although care should be taken to see that the screen is pulled snugly into place by the interior fixing before fitting the new rubber. Those leaks which occur between the actual screen glass and its frame can as a rule be dealt with by the application of dum-dum; in fact, this latter is almost indispensable in curing small leaks, its greasy and adhesive nature still effecting a seal between even two slightly moving parts.

## QUESTIONS AND ANSWERS

### What Method of Chassis Lubrication is used on Later Alvis Models?

The main chassis points are lubricated from a central reservoir, from which oil is forced at all points in the system by one

depression of the operating lever.

### How Would You Service this System of Lubrication?

The filter disc at the base of the main reservoir should be cleaned at regular intervals. To do this the operating lever should be tied in a partially depressed position to the bolt provided at the base of the reservoir, after which when the outlet pipes are disconnected the hexagon cap at the base can be unscrewed. The filter can then be removed and cleaned with benzine or petrol.

### What are Some Possible Causes of Braking Inefficiency?

- (1) Worn brake linings
- (2) Operating cables are frayed or worn.
- (3) Grease on the brake linings
- (4) Glazed surface on the brake linings

### In what way do the Road Springs Fitted to Alvis Models Differ from other Cars?

Instead of the ordinary centre spring bolt an indentation is made in each spring leaf at the centre, each protrusion registering with the indentation in the leaf immediately above it, the top protrusion fitting into the solid spring clip.

### How Would You tell whether a Spring is Defective?

A spring with broken leaves or one that has "settled down" usually reveals itself by the fact that the car tips to one side, or the angle of the Spring shackle on one side of the chassis differs from that of the corresponding shackle on the opposite side.

### What Effect will Defective Springs have on the Running of the Car?

Springs which have settled down or are weak will have a bad effect upon the steering of the car, and in the case of rear springs will permit the body to bump against the rear axle casing.

### What are the Causes of Hard Springing?

- (1) Partial seizure of shackle pins due to lack of lubrication.
- (2) Inefficient greasing of the spring itself.

### What are the Maximum Clearances on Spring and Shackle Bushes to Retain Silence in the Working Parts of the Suspension System?

The side clearance on the spring and shackle bushes should not exceed .010in., while it is recommended that it should never be permitted to exceed 0.25 in. The normal clearances between pins and bushes, also hushes and spring eyes or shackles, is about .010 in. and if wear has developed in excess of 1/16 in. new pins and bushes should be fitted.

### What is the Most Likely Cause of Body Rattles?

Body rattles can usually be traced to the fact that the bolts securing the body to the chassis frame have become loose. Where the body overhangs considerably at the rear the bolts securing the support brackets must also be given attention.

### What is the Most Likely Cause of Door Rattles?

Door rattle is most often due to the wearing of the rubber door buffers, which have become too small to fit their respective metal housings.

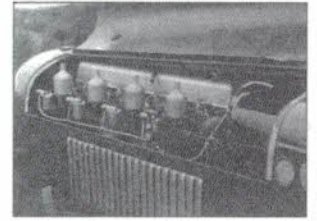
### What is another Cause of Door Rattle?

Door rattles can often be traced to worn window winding mechanism. It will probably be found that the rivets securing the working parts are loose.





# The Alvis Archive Trust



Not many Australian Alvis owners would be aware of The Alvis Archive Trust which was formed in 2002 by the Alvis owner Club, under the stewardship of the late Nick Walker. He recognised the importance of the collection and lack of facilities for its care.

The Trust exists for the preservation of all Alvis related records and material and to arrange its accessibility to interested persons.

It currently holds a range of brochures, photographs, books, films and publications relating to Alvis Plc, the Alvis Register and the Alvis Owner Club. The material complements the material held by Red Triangle Services and the Alvis Car Co. Ltd.

The Collection is cared for by appointed trustees, with much of the material stored in the History Centre at The Herbert Museum in Coventry.

The aim is for collections to come together at a dedicated central location in the Midlands so that Alvis enthusiasts may have ready access to them and the invaluable information they hold. The process of digitising the collection so that it is available remotely is equally important. The trustees have recently been pledged some legacies and funds such that a forward plan is being instigated to place the archive material on a more secure footing.

The preferred solution is to open its own premises, located in the Midlands close to Coventry and Kenilworth, with access on a daily or pre-arranged basis to provide for Alvis enthusiasts to call in and carry out research or just browse the collection. The centre would be staffed by volunteers on a part time basis with the long term aim of having permanent staff along the lines of the facilities already enjoyed by other British one-marque clubs such as Bentley and Rolls-Royce.

Achieving this aim is a long way off and requires not only dedication from a team of people but funding as well. In the meantime the intention is to look at other options such as outsourcing the collection to other clubs, or under a FBHVC scheme, housing it within a museum or university with an engineering background; in the latter cases, security and part-staffing would be managed within their current facilities.

Whichever course the trustees recognise, the collection will expand in time and action needs to be taken sooner rather than later if the Alvis name is to be preserved for future generations.

At the moment the only source of funds is the Alvis Owner Club Limited but a substantial annual income is required to support a home for the Collection. It is intended to apply for charitable status to make use of tax concessions and possible grants by asking people to join the Trust as a "Friend" who may be able to do one or more of the following:

- Donate Alvis material to the archive - any items that become duplicated in the Collection can be sold to raise further funds
- Make an annual donation which will entitle you to privileged access to the Collection and its material
- Pledge a loan to help enable the building to be purchased
- Pledge a lump sum from your estate or pension fund which would be free of inheritance tax

The trust is independent of Alvis, the Register and AOC, but currently relies on the AOC for funding. It holds a small reserve from monies raised for the trust over the past few years. As more income is generated directly, the trustees will hold the funds separate from the AOC. Any donations or pledges will be dealt with in a professional manner in accordance with your wishes. The trustees are experienced in dealing with such matters.

Further information could be obtained from John Fox: email [alvisarchive@btinternet.com](mailto:alvisarchive@btinternet.com)

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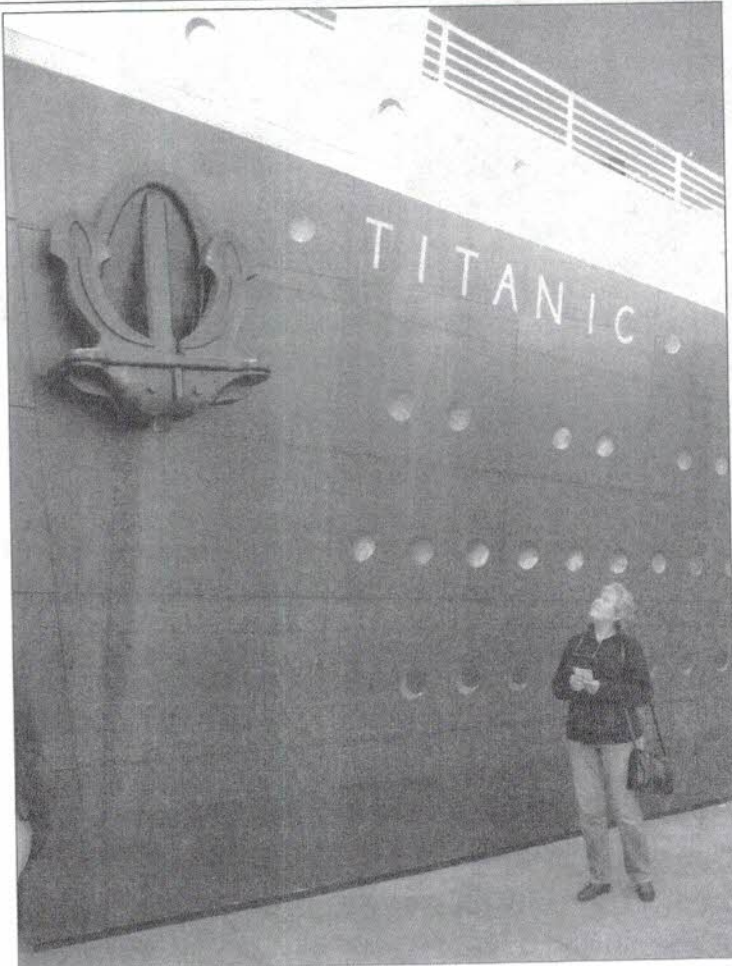


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*Marg Lang out shopping for new patio chairs!*

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# FOR SALE

## FOR SALE

For Sale 11 "long" Alvis wheel nuts, as used in closed hub wheels. Nickel plated but some could be replated. \$50 the lot. Des Donnan [dedonnan@bigpond.net.au](mailto:dedonnan@bigpond.net.au)

## FOR SALE

2 x 12/40s rolling chassis - engine #s 1665 & 2017. Chassis numbers not found, however history records suggest chassis 1506 carries engine no 2017. Both cars are missing some significant parts. One car carries a 2 door saloon body frame. There is a cache of spares.

Asking price \$11,000 (neg) for both cars  
Malcolm Bailey 0418 462 005

## WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable of being fitted as is or with some redeeming restoration.  
Contact Ray Dalton 03 5971 1361

## FOR SALE

Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$ 300.

ph ALAN BRATT 0427405573 ah 0260332951

## FOR SALE

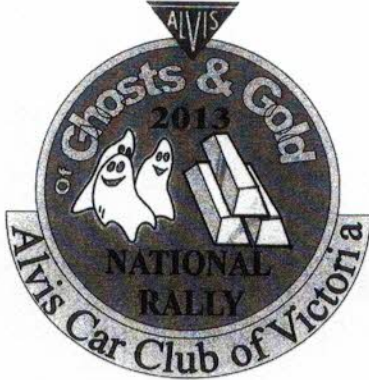
ALVIS TA14 parts incl all running parts except for motor eg gearbox wheels axle front and back also some engine parts valves pistons rings starter gen etc ex bob graham parts some new.

ph ALAN BRATT 0427405573 ah 0260332951

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