

July 2013

Alvic

The Newsletter of the Alvis Car Club of Victoria



**Lucas- Let's give credit where it is due*

****Back in Time!***

Who Features in Alvis People Behaving Badly?



JULY 2013
VOL 52 ISSUE 6

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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.

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

PRESIDENT'S REPORT - ON THE ROAD

In my last report I indicated that we were heading off for a High Wheeler Buggy Rally in Bundaberg Queensland and then continuing our journey further north.

So with absolutely no Alvis activity, we have enjoyed a wonderful time. It was good to catch up with all our buggy friends and to have a week of fun motoring in these primitive machines.

One thing I learnt, was that only using the buggy once every two years, is that I forget its needs - I topped up the crankcase with oil at the start of the rally and expected the lubricator to keep it topped up. However I was wrong, as by day 4, the crankcase ran low in oil and I had a noisy big end bearing. I managed to keep it going to the end of the rally, but I will have work to do when I get home.

The people of Bundaberg were very appreciative that we had come to their city, as they are still suffering from the affects of the devastating cyclone and floods earlier in the year. It is amazing how much effort they have put in to getting back to normality.

Since the rally we have travelled up to Cairns via the coast in our camper van and then joined a commercial provided tour, to the top of Cape York in a 4 wheel drive bus. An absolutely wonderful experience and thoroughly recommended if you get the opportunity.

We are now heading south through inland Queensland and as I write this, we are in the caravan park in Alpha on the way to the Carnarvon Gorge.

Of course, all this in fine warm weather. By the time you read this we will almost be back home and to reality.

On the Alvis front I have heard that the Fox Museum visit organized by Richard Tonkin was a real success. Thanks to Richard for his efforts. Also on the Alvis front, the Parsells and McKinnons have just returned from a wonderful 12/50 trip, with the Hirsts (UK), around Northern Spain and France. I am sure that they will give us an outline of their experiences in due course.

In regard to upcoming events please remember the Pétanque challenge on the 11th August and the need to book your accommodation at Halls Gap by the end of August, if you intend coming on the Alvis Weekend Away in October.

Malvernvale Hotel, please contact Chester so that an adequate seat booking can be made.

Andrew

On a very sad note I have just heard that Jan Willingham, the wife of our member Allan, suddenly passed away whilst they were overseas in Greece. On behalf of you all I extend our heart felt sympathy to Allan and family.

In regard to the July meeting, those who are intending to have dinner before the meeting at the

SUPPER - The McKaiges

MEMBERSHIP RENEWALS

Please note Membership Fees are now due and Payable.
Electronic & Hardcopy renewals were in the June Alvic.

2013 COMING EVENTS

(please note: items in bold are designated club events. The remainder are either under consideration for inclusion or options available for your individual attendance)

- | | |
|---------------|--|
| Jul 19 | General Meeting |
| Aug 11 | Petanque/Boules/Bocce challenge |
| 16 | General Meeting |
| 18 | Rob Roy Hill Climb |
| Sep 20 | General Meeting |
| Oct 18 | General Meeting |
| 18-21 | Weekend Away - details inside |
| Nov 15 | Annual General Meeting |
| Dec 1 | Geelong Sprints (planning a short weekend away—overnight Geelong) |
| 8 | Christmas Party at the Langs |

Front page: I am indebted to Mark Ballard (UK) who takes some fabulous Motor Racing photographs of UK events. Here we see Des Donnan's FWD chassis 7190 taking on Shelsley Walsh Hill Climb at the 6 & 7th July meeting. The driver is not known.

Out & About



John Hetherington, as Vice President, chaired the June meeting and was unable to escape the fact that he was a year older the following day. Marg Lang had arranged a suitable conflagration, that lightly toasted the cake.

Until reading the July August Alvicatics, I was unaware of the desperate situation Heather Goldsmith found herself in, during the Thursday of the National Rally.

Heather, had driven down from Sydney with Rob in the FWD coupe and her troubles started on the Wednesday when the car came to a halt having lost the bolt that holds the banjo to the carburettor. The engine failed due lack of fuel.

Fortunately help arrived with some of the Alvis folks on the event, stopping and a recovery of the lost bolt.

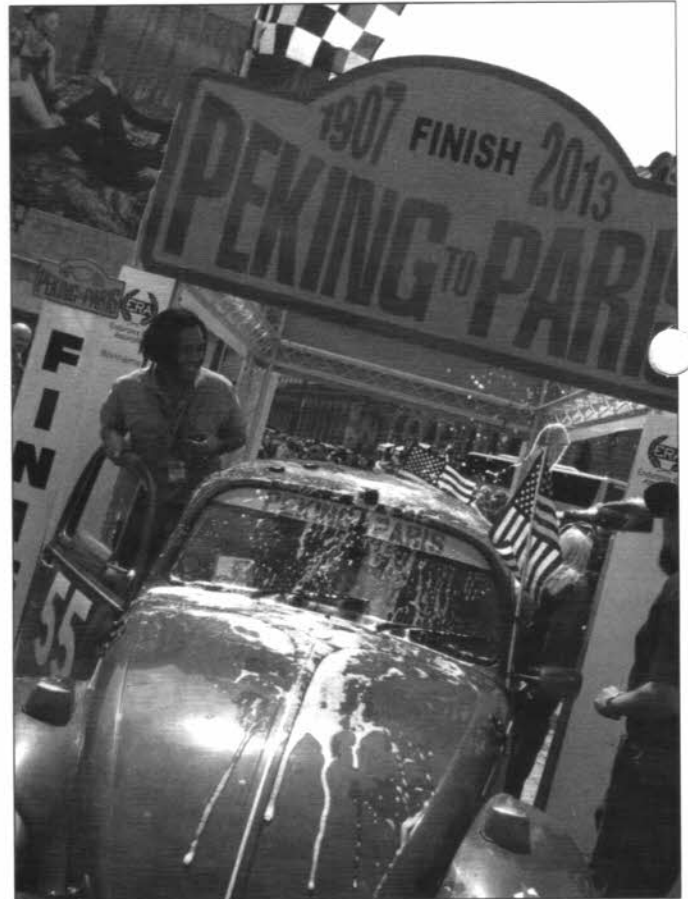
The following day, in an attempt to rid themselves of a cold, they departed late for the lunch stop via a short cut and got lost. During a difficult U turn on a gravel road Heather became aware of a flat tyre and the need to clear the road on a blind curve and she pushed the car up a slight incline, to find that on reaching its zenith, the car continued down the other side without help. Some fast work resolved that problem and a passing motorist arranged some help from one of the locals.

Now mobile again, the engine started to cough and splutter and Heather decided to limp back to Traralgon. Finally back on the highway, the situation deteriorated to end on the roadside with a seized supercharger following a catastrophic bearing failure. The end result is the need to find some very rare parts to rebuild the blower.

Gutsy stuff Heather.

.....ed

Annette O'Donohue advises that Graeme is in the Monash Hospital with Non-Hodgkins Lymphoma and under going chemotherapy. It is not known at what stage he will be discharged.



John Layzell and son Brett have just completed the Peking to Paris and John can now go back to America and start driving his Alvises again.

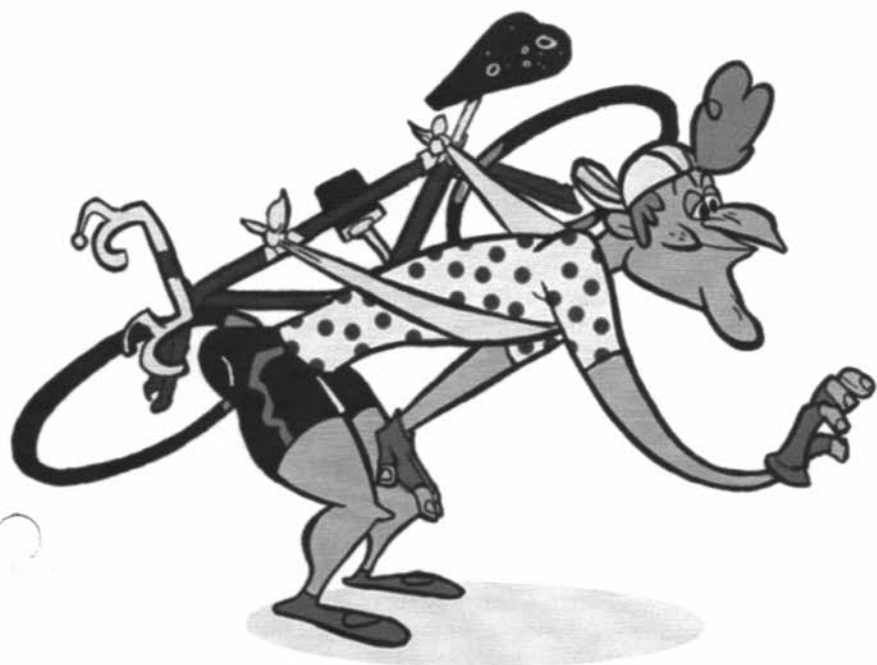
"We held 4th place overall and second in class all the way to day 28 (of 33) when a burned coil and then condenser sidelined us for enough time to get a 12 hour penalty and we plummeted to 26th overall, 12th in class, where we remained until we crossed the line in Paris. Main goal was to reach Paris with both team members and the car intact, which we achieved. A terrific adventure!"

John Layzell

It is with great regret that we advise the death of Jan Willingham, on the 4th July. Alan and Jan were enjoying a well earned break on a world trip, when Jan died in Greece.

To Alan we offer our sincere sympathy for his tragic loss.

INTER CLUB PETANQUE/BOULES/BOCCE COMPETITION 11th AUGUST 2013



PÉTANQUE COUREURS



COMPETITORS: Revitalisation of the former competition between Alvis, Bristol and Daimler/Lanchester Car Clubs and now with the addition of the Armstrong Siddeley Club. Competing for the David Wischer Cup.

EVENT: Will be hosted by the Alvis Car Club of Victoria under the auspices of the Veteran Car Club Australia (Vic.) and the Petanque Club.

VENUE: The excellent facilities (including off street parking) at the Lynden Park (Bowling Club Rooms) Wakefields Grove, Camberwell (off Through Street), Mel Ref Map 60 F4.

TIMING & FACILITIES: Arrival from 11.00 am for morning tea and socialising prior to lunch at 12.30 pm. BYO lunch and drinks. BBQ and tea and coffee making facilities are available. There is a Restricted Alcohol Licence whereby alcohol can be consumed in the club rooms so long as a register is signed by the consumers.

COMPETITION: To commence at 1.30pm and expected to conclude around 3.30pm to 4.00pm with the presentation of the trophy. The "fierce" competition is to be assisted by the support of members from the Petanque Club. Some bowls sets will be available from the Petanque Club, however it will assist if those attending bring along bowls sets if they are available.

NOTIFICATION: It will be appreciated if the respective clubs can establish how many of their members will be attending and then representatives from the clubs advise Andrew McDougall of the Alvis Car Club by phone: 0427 220 249 or email: amfi@dunollie.com.au. by Monday 29th July. If there are any further questions about the event please contact.

Andrew McDougall.

OCTOBER 2013 WEEKEND AWAY

FRIDAY 18th to SUNDAY 20th

HALLS GAP / GRAMPIANS

As was successfully done last October with the weekend away, in Avenel, this year we are basing our October weekend away at Halls Gap. These weekends are notionally run over three days for those people who can get away on Friday and provide a great opportunity for exercising our Alvises, seeing places of interest and enjoying the company of Alvis friends over an extended weekend. For those people who can't make the Friday day time activities we will be happy to see you Friday evening or on the Saturday.

This year we have targeted the Western Region of Victoria with a view to, hopefully, enticing some of our South Australian members to join us.

An outline of the event is as follows:

Friday: - Meet at 12.00 noon at the historic National Trust farming property of Mooramong located on the north side of the Glenelg Highway, 6km west of Skipton (it may well be best for South Australians to leave home on Thursday and stay in Horsham or similar so that they have a shorter run to Mooramong via Beaufort on Friday). This will be followed by a guided tour of the house and lunch. After lunch we will drive via picturesque back roads to Halls Gap and book into our accommodation at the Pinnacle Holiday Lodge. The Lodge will be providing a barbecue meal in the evening.

Saturday: - Today we will be driving around and through the Grampians, visiting scenic lookouts, a waterfall, strolling through lovely bush and eating lunch at The Wander Inn. In the evening we will walk next door to the Quarry Restaurant where we will enjoy good food in a separate room assigned to us.

Sunday: - There will be a morning run to a venue still to be confirmed, followed by a visit to the historic Bests Winery and then lunch in n...y Great Western at Salingers Café. This will be the end of the formal activities for the weekend and so early afternoon, those people who need to return home can head towards Melbourne or for the South Australians, commence wending their way back. If time isn't pressing and you wish to have a leisurely drive home on the Monday, then join some of us who intend staying Sunday night at the Pinnacle Holiday Lodge. There is much to see in the area so there should be no trouble finding somewhere to drive following lunch and prior to getting back to Halls Gap.

Indicative Prices (some arrangements still to be finalised, but prices are not expected to significantly alter):

Accommodation: Pinnacle Lodge: - One bedroom self contained unit- not serviced daily:
- Double \$110/night, Twin \$115/night

- Two bedroom self contained unit (up to four persons)

\$165/night

- Other room alternatives are available such as wheel chair accessible, Spa Units and serviced daily units at prices upon enquiry.

Mooramong Homestead: entry and conducted tour \$15/head, Catered lunch with wine \$30- per head.

Friday evening barbecue and sweets, \$21- per head

Saturday lunch at Wander Inn, around \$14 each

Saturday evening 3 course meal at Quarry Restaurant, \$38- each plus drinks at bar prices

Sunday morning Bests Winery visit and tasting, free (except if you like their wines and purchase some bottles).

Sunday lunch: Salingers Café: 2 course with variety of cakes (excellent food) \$30- each

The reason for the preliminary notice for this event is that it is important for those who intend coming, that they book their accommodation at the Pinnacle Holiday Lodge Motel by no later than the end of August, as October is a busy time in Halls Gap and demand for accommodation is at a premium. Please contact Mimie (pronounced mi – mee) by phoning 03 5356 4249, 1800 819 283, or emailing: info@pinnacleholiday.com.au and mention that you are with the Alvis Car Club in order to secure a reserved room at a special rate.

Also please provide an indication of your intention to be on this event and confirmation of your accommodation booking to Andrew and Frances McDougall by August so that we can finalise arrangements and costs. It is intended that the participants pay directly for their accommodation and meal costs. We can be contacted via: mail – 424 Wellington Street, Clifton Hill, Vic., 3068; Phone: 03 94864221, 0417 310 852; or Email: amfi@dunollie.com.au

We will be away from early June until mid July so it will be no use calling the home phone during this time. Further details of the location of Mooramong Homestead and how to get there and also the location of the Pinnacles Holiday Lodge, will be provided to those who are coming on the weekend.

These are always enjoyable weekends and with good Alvis driving, so we hope that you will give serious consideration to joining us.

“For the sheer joy of driving I'd like to go there in an Alvis”

(Advertisement in The Motor 1952)

Lucas- *Let's give credit where it is due*

Too often we read about Lucas in mocking terms the commonest being the “Prince of Darkness.” My car still boasts the original distributor, starter and generator, each in fine working order and the car is now 62 years of age.

We need to appreciate the simplicity of design and the robustness of construction of Lucas products, two properties that have resulted in these components lasting well over 50 years.

The issue for us is to keep our Lucas components in fine working order as well as to work within their limitations. We cannot therefore accept the modern adage of set and forget when it comes to our classic cars.

The purpose of this article is to draw attention to what should be done if our various Lucas electrical units are to function as intended and therefore not leave us in the “dark.”

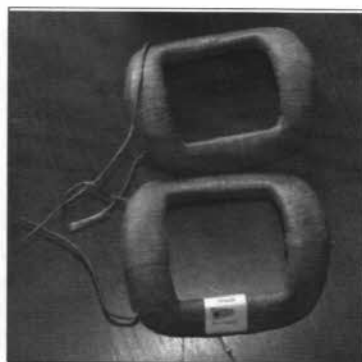
Generator.

The generator for the TA-TC series is typically the Lucas C45PV-4 with an output of 20 amps at between 1500-1700 rpm. Two areas that need checking are the state of the brushes and of course the armature front bearing and rear bush. With respect to the brushes the **minimum** permissible length is 7/16.” When did you last slide back the cover and look at the brushes?

With respect to the armature, the front bearing will probably have been replaced at some stage and will probably be a new sealed for life unit. The issue becomes, when it was replaced. The rear bush is another story and may not have been replaced. Rear bush failure is not uncommon and is primarily the result of owner neglect. The rear bush is made of sintered bronze, which is a form of powdered bronze that is porous, thus holding a charge of oil. Over time this lubrication depletes hence the “greaser” fitted into the bearing case. The “greaser” spring loaded pad rubs against the outside of the bush and not on the armature shaft. Because of this Lucas, in the booklet titled – Maintenance Instructions for Lucas Electrical Equipment, recommended the unit be filled with *petroleum jelly*, as this would melt and would flow into the sintered bush thus maintaining an appropriate level of lubrication. The TA21 Manual of Instruction on the other hand mentions the use of high melting point grease. One must wonder whether any of the grease would be able to permeate into the bush given its high melting point and the relative coolness of the generator. Have you unscrewed the “oiler” and inspected the lubricator? A short bladed screwdriver is the only tool needed.

Having made the decision to pull down and thoroughly clean my own generator, the first thing that I noticed was the poor state of the field coils. It is by varying the voltage in these coils that we maintain control over the generator output voltage and current. After 60 plus years the coil wrapping was rotten and was falling apart. With a few basic tools such as a small three finger puller and a large Phillips head screwdriver, the job of dismantling the generator is quite an easy one. The task was straightforward once the two large Phillips head pole shoe keeper screws were removed. The next task was to drill out the end of the rivet that holds the field terminal to the case. I subsequently replaced the rivet with a bolt and nut, making sure that good electrical contact was made, as this is the earth point for the field coils.

As for the coils themselves, the task was quite simple, remove the rotten covering and rebind with something like a dressmakers tape as the original binding were made of cloth. Before undertaking this task, I used a multimeter and measured the resistance across the two terminals in order to eliminate the possible replacement of a faulty set of coils. The required resistance is around 6 ohms and mine was spot on.



The picture on the left is of the original field coils which are 63 years whereas the ones on the right were sourced from the website listed below.

If the generator requires an overhaul don't expect your local auto-electrician to have parts or even an interest to dabble with old generators. I would advise that the owner source all parts first. With respect to field coils they are very difficult to source.

That said the E-Bay business:

http://stores.ebay.com/Road-Runner-Electrical-Inc/generator-parts-fi.html_fsub=3243175011&_sid=1101214811&_trksid=p4634.c0.m322

was able to supply a brand new set of field coils for a moderate price. These will be fitted later to a spare generator.

As for the commutator, it just required a good clean. With respect to the front bearing, they are relatively easy to source whereas the rear bush was a little more difficult to locate. Prior to the fitment of the rear bush it is imperative that it be soaked in oil overnight in order to allow the oil to be absorbed into the bush. This process can be speeded up, if

the oil is heated first and then the bush be left in it to cool. The removal of the commutator end bush, was made easy with the aid of a socket set as some sockets fitted neatly into the bush housing and allowed for the bush to be tapped out.

Now back in place the generator is as good as new. That said new for 1951. We must remember that alternators replaced generators due to their ability to deliver a greater output. We really only have about 200 watts of electricity available. This was fine when we used 36/42 watt headlamp globes and had the heater and radio on as well. It is too much to expect our generators to cope with much more and conversions to quartz halogen headlamps must be well researched in order to stay within the capabilities of our generators. Readers might like to view the following website: <http://www.dynamoregulatorconversions.com/a-bit-about-led-and-quartz-halogen-bulbs.php>

This firm offers LED technology that draws very little current. The author converted his 36/42 globes to the standard 1960's-70's sealed beams, running 50/75 watts with most use being on low beam. Lucas made adaptors (occasionally available on E-Bay) in order to convert the headlight wiring harness to fit the three pronged sealed beam unit. The part number is 553738. This simple low cost conversion has resulted in superior lighting, more due to the design and quality of the reflector, without substantially altering either the appearance of the car or the electrical system.

Control box.

In essence the function of the control box is to tame the generator. Unless controlled via the field windings, the generator output will increase with engine speed and is thus by itself unsuitable as a device for charging a battery. The control box serves three functions: to disconnect the battery from discharging through the generator when the latter is not charging, to maintain a relatively constant output voltage and lastly to prevent excess current being drawn that could result in generator burnout.

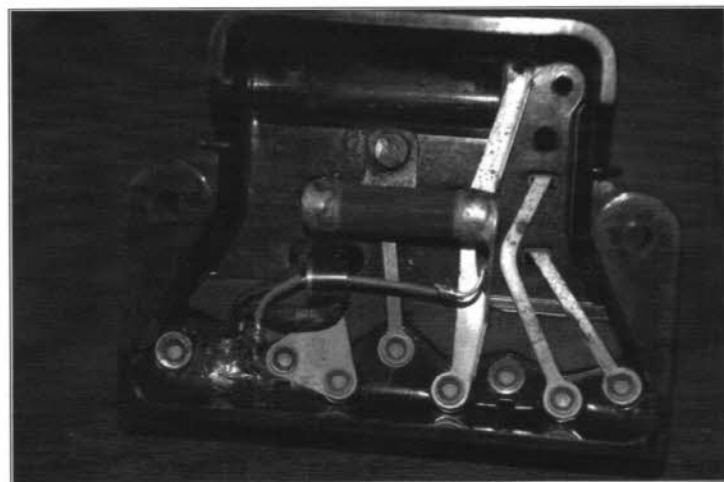
We really should pause and marvel at its construction because it was designed and made in the days before semiconductors took over the role. By definition it is a mechanical device and to that end needs to be kept within its set tolerances. Post War cars up until about the late 50's used a typical 2 bobbin configuration, known as the "compensated voltage control" type, where both output voltage and current were controlled on a single bobbin. This system worked reasonably well when electrical systems were not current hungry, but it was a compromise. By the late 50's the Lucas RB310 and 340 were developed and were able to control voltage and current separately as they employed a third bobbin to regulate current.

For the non-technical amongst us, the most important consideration is the condition of the voltage regulator contact points. Like ignition points they are prone to considerable wear due to arcing, thus affecting the ability of the generator to keep the battery in a good state of charge. You may remember that the primary function of the condenser {capacitor} in the distributor is to stop the points from burning and therefore shortening their life due to reverse voltage after the points open. A similar reverse voltage strong enough to "burn" the regulator contacts is produced, as a result of the field coils being switched on and off at "lightning" speed. To help reduce this "burning" of the regulator contacts, a resistor was fitted across the F {field} terminal and run to earth.

With a set of feeler gauges, it is a relatively straightforward task to clean the contacts with a fine "wet and dry" sandpaper and reset the mechanical tolerances. The minimum that should be done is the cleaning of the contacts. If the contacts have deteriorated beyond reuse, Lucas supplied a contact set. The part number is 391346.

For those handy with a soldering iron, the life and reliability of the regulator contacts can be greatly increased by adding a "snubber" diode across the field coil connection and earth. "This clamps the -100V voltage transient/spike to -0.7V and controls the field coil current when the contacts are open. This significantly reduces contact arcing and burning, not to zero, but to a very low level. A 6A10 diode is a robust option and a 1N5404 is also a suitable diode." Both diodes are readily available through electronics outlets.

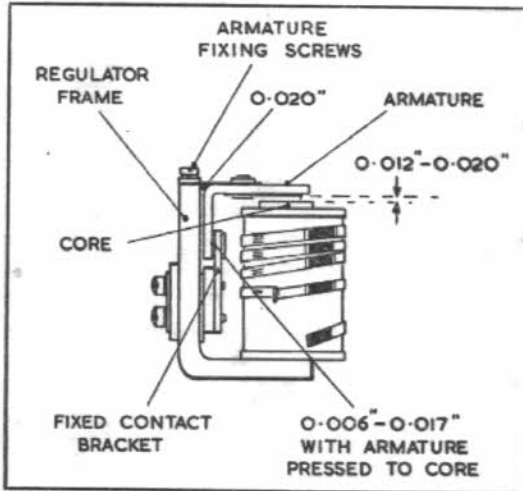
The immediate text above is reproduced with permission from Dr Hugo Holden who has written extensively on the subject. Readers' attention is drawn to the TR 4 website at: <http://www.worldphaco.net/> where they will find excellent articles on Lucas voltage regulators.



The picture left of the underside a RF95/2 control box shows the addition of the diode. Readers will note that the cathode (silver band) is soldered to the earth terminal as is the requirement for positive earth cars. If the cars electrical system has been converted to negative earth then the diode is switched around. The following text is reproduced from a 1950's Lucas technical manual and will show the gap settings for the RF95/2 regulator as fitted to the TA/TC series of cars.

ELECTRICAL AND MECHANICAL SETTINGS LRT9 REGULATORS

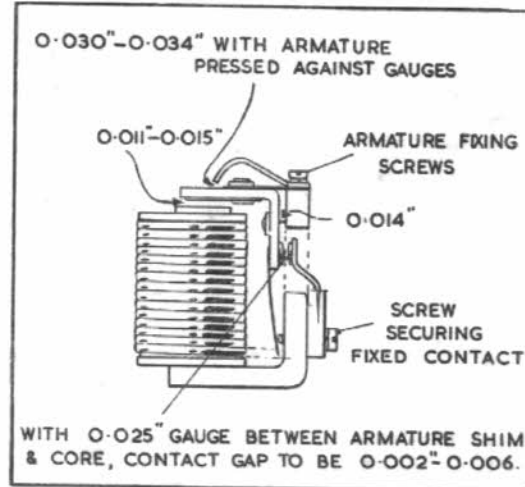
MECHANICAL SETTINGS REGULATOR



The gap between the underside of the armature and the top of the core should on earlier models fitted with a gap retaining rivet, be 0.022"–0.030" (not under the rivet). It is permissible for the gap between the frame and armature to taper either upwards or downwards, between the limits of 0.018"–0.020".

Note.—On the latest pattern of the LRT9 regulator, adjustment of the contact gap is made by bending the fixed contact carrier with a suitably slotted bending tool. It will be found that shims are not now used for varying this gap, as on the earlier models.

CUT-OUT



Adjustment of the contact gap is made by bending the fixed contact carrier with a suitably slotted bending tool.

On earlier models fitted with a gap retaining rivet instead of a shim, the gap between the core face and the armature (not under the rivet) should be 0.016"–0.020".

ELECTRICAL SETTINGS REGULATOR

Ambient Temperature	6 Volt	12 Volt
10°C. (50°F.)	8.05–8.45	16.1–16.7
20°C. (68°F.)	8.0–8.4	16.0–16.6
30°C. (86°F.)	7.95–8.35	15.9–16.5
40°C. (104°F.)	7.9–8.3	15.8–16.4

The open circuit voltage should be set, with the generator running at 3,000 r.p.m. Check the setting by raising speed from zero to 3,000 r.p.m.

The open-circuit voltage, when the speed of the generator is raised to 4,500 r.p.m. should remain steady at not more than 0.5 volt above the initial setting.

CUT-OUT

	6 Volt	12 Volt
Cut-in Voltage	6.3–6.7	12.7–13.3
Drop-off Voltage	4.5–5.0	8.5–10.0
Reverse Current	3.5–5.0	3.5–5.0

Members who are interested in setting their regulator and who have access to a reliable analogue volt meter can e-mail the author at: richardwallach@hotmail.com for a copy of the *Lucas Technical Service Manual Section 5 that covers the subject of Generator Output Control*. This PDF can also be readily sourced from the internet.

Distributor

The standard distributor for the same series is the Lucas DVXH6A (part number 402161 BU41.) The BU signifies that the distributor is configured for Alvis cars. The first assessment to be made is the state of wear in the distributor shaft itself. This can be seen by inverting the distributor cap and studying the 6 contacts. If any appear to have been chewed into it is a good sign that the distributor bearing is worn and in need of replacement.

This distributor requires regular attention if the bearing is to remain lubricated and the centrifugal advance weights are to be free to move. A test of whether the centrifugal advance is operative is to twist the shaft in a clockwise direction with the rotor button in place and see whether the shaft springs backwards. Any "stickiness" will significantly affect the performance of the engine as the centrifugal advance will not be operating correctly. It is not a difficult task to remove and strip a Lucas distributor.

There are two oiling points on these distributors. On the side will be found an oil hole that requires a charge of oil. This trickles down and keeps a felt pad soaked and serves to lubricate the bearing. The second oiling place is hidden underneath the rotor arm. Upon removal a few drops of *light machine oil* as distinct from engine oil should be added to the cam that rotates on the distributor shaft. The screw that holds the cam in situ is clearly evident upon removal of the rotor button. This does not have to be removed as the light machine oil is able to work its way down the shaft.

With respect to the points, condenser and rotor button enough has been written in the past on this subject. That said it is advisable to periodically true the points and reset them according to the Manual of Instruction. The same goes for the spark plugs as well. Having now oiled the distributor and inspected the centrifugal advance attention must be given to the vacuum advance unit bolted on to the side of the distributor. Don't expect your vacuum advance to work efficiently after 60 years. If nothing else has failed the internal diaphragm will have deteriorated and it will not react to manifold vacuum as it did when new.

New versions are readily available, however getting the correct model is crucial as they are made to function according to the engine makers specific requirements. The correct type for the DVXH6A as fitted to the TA21 is coded 7/18/12. It is important to fit the correct unit as the degree of advance of the distributor base plate is determined by the amount of vacuum. Fitting is relatively easy after the swing arm has been decoupled from the vernier adjuster.

If the decision is made to have the distributor professionally overhauled then it is advisable to supply the professional with the correct vacuum advance unit. One firm that I found to be very helpful in identifying and supplying the correct unit is the British Vacuum Unit. Their e-mail address is britishvacuumunit@isp.com

Coil

During the 1950's Lucas coils, unless otherwise marked, were made for positive earth applications. Owners should check whether the polarity of their coil matches a positive earth chassis configuration. For maximum efficiency a spark should emanate from the spark plug central electrode and earth on the engine. It should not be the other way around. Therefore the **positive** lead from the coil should be attached to the external distributor terminal.

Starter motor

Generally speaking these are trouble free and if they fail we can still crank or push our cars. Given the fact that these often require specialist tools there is really little we can do except to ensure that the external solenoid is in good condition.

If we give as much careful attention to our cars' electrical system as we do its appearance then we should enjoy trouble free motoring. Generally speaking two things mar our enjoyment of our vehicles, breakdowns due to overheating and breakdowns due to electrical faults. At least we can go a long way to reduce the latter with a little attention given to the components mentioned above.

Richard Wallach



Publication No. 300E.

OCTOBER, 1937.
P/107/L

LUCAS "MOTORALITIES"

OFTEN the standardized accessories on a car, although comprehensive, are not exactly to the owner's wishes.

Perhaps a dual-arm electric wiper is preferred instead of a single-arm type, or a further horn is wanted (making twin horns) to give a blended tone.

Then again, many owners consider a Foglamp and an External Mirror absolute necessities.

The abridged range of Lucas "King of the Road" Motoralities shown in this catalogue, therefore, is offered as containing suggestions to complete or improve the equipment on your car.

If replacement Lamps, alternative Lamps, or other fitments, not shown in this catalogue, are required, we shall be pleased to give details on request.

GUARANTEE.

We stand by all goods of our manufacture. All usual and reasonable precautions have been taken by us to ensure excellence of materials and workmanship, and in the event of any defect in any "Lucas" product which is not caused by wear and tear, misuse, accident, or negligence, being disclosed within six months of its being put into use, we will either supply new parts or components in exchange for those defective, or repair such defective parts or components, free of charge. We do not undertake to dismantle or re-assemble, or bear the cost of dismantling or re-assembling any such part or component on the vehicle or chassis. This undertaking shall be deemed to exclude any and every other obligation whatsoever, and all liability for any loss or damage howsoever or whensoever caused or arising, except the cost of replacement or repair, in accordance with this undertaking.

IMPORTANT NOTICE REGARDING EXHIBITIONS.

The Goods listed herein are sold on the condition that they are not to be exhibited by any person, firm or company, at any Exhibition in Great Britain or Ireland without our written authority.

PRICES.

The prices quoted in this catalogue are retail cash prices for Great Britain and Northern Ireland only.

"KING OF THE ROAD"

JOSEPH LUCAS LIMITED, BIRMINGHAM, 19, ENGLAND.



"Back in Time"

At a recent Committee Meeting we were discussing the early history of the ACCV and the interesting cars, members and events of that period.

The discussion came about as a result of John Hetherington meeting a former Alvis owner whilst on the Tasmanian Tour last year. The gentleman in question was Keith Potger of Seekers fame and he approached John when he recognised the Alvis.

Keith mentioned that he had owned an Alvis in the 60's, that it was a 12/50 and he wondered what had become of it.

On his return, John did some homework and was able to inform Keith that the car had been purchased in 1970 by Guenter Ibrom and restored as a Duck's Back.

I became interested at this stage after a phone call from Guenter Ibrom.

The first reference I can find after Keith's ownership was an article in the Alvic 'The Austral Alvist's Aide,' as it was called in those days, dated November 1960. This referred to a prank in the late fifties by Melbourne University students and attached is a report on this "rag." On the last page the car is advertised for sale by the editor at that time. Another interesting "For Sale" on this page relates to a Tasmanian 12/50 TE which I think would be the Andrew McDougall 12/50.



The Austral Alvist's Aide

NOVEMBER, 1960

ISSUED FREE



Hon. Registrar
"Alvista"
21 Edgar Street,
Glen Iris, S.E.6
Victoria, Australia.

BULLETIN
of the
ALVIS CAR CLUB
VICTORIA

Hon. Editor
"The Alvic"
16 Rix Street,
Glen Iris, S.E.6
Victoria.

OUR COVER PICTURE

-Alvises star in radio announcers coup.

Two Alvis 12/50 cars, now owned by David Muirden, featured prominently in a University "rag" in April 1958. The rag was designed as an advertising stunt for a play put on by the Marlowe Society, one of the University's Dramatic Clubs. The story was written up in "Farrago", of April 1958, extracts from which are reproduced below.

Two photos appeared at the top of the page with the story, the second of which appears on the front page of this "Alvic", and the captions read as follows:-

"Marlowe "kidnappers" carry struggling Ron Cadee from 3KZ, wrapped in a sheet. When they tossed him out of the "getaway" car - an ancient Alvis - he left behind a sample of trouser-cloth on a piece of metal.

"One minute later, in an identical Alvis, Manion of 3AW, bound and gagged, is whisked to 3KZ."

As you may have guessed by now, early morning session radio announcers of two rival stations were seized, dragged into Alvi, and taken to the other station where they were forced to broadcast an advertisement from the University play, "All My Sons" by Arthur Miller, over the rival station air network.

"Farrago" tells the following story:-

" Early morning patten and porridge sessions on 3KZ and 3AW, were invaded on Tuesday.

The previous afternoon, a member of the Marlowe Society rang one of the stations saying that he was Arhtur Miller (Marilyn Monroe's husband), and that he would be in the next morning with all his sons.

Came the dawn, and at 7.45 Ron Cadee, of 3KZ's "Chicken and Champagne" was blindfolded, gagged and dragged from his microphone to a waiting (Alvis) car.

Five minutes later he appeared at 3AW.

Meanwhile, 3AW's Manion was "kidnapped" in an Alvis sports

November 1960

car and thrust into Cadee's programme. Manion valiantly read several commercials, then asked the turn-table operator what the name of the programme was.

Announcing the name as "Champagne and Chickens" he said that all listeners would receive a dozen bottles of the former.

During the third recording of the half hour Ron Cadee, having escaped from 3AW, returned to his programme, breathless, and almost literally pantless. In the melee of his departure he had torn one trouser leg and said he now had a built-in air vent.

Neither announcer was sure whether to take it as a joke or not. Cadee had a vague idea the University was mixed up in it somewhere. He suggested to Manion that they "hop along to their show and sit in the front row", to which Manion added, "with a bazooka".

Later, Ron Cadee said: "The Uni. boys are a nice mob. They only damaged my trousers." He said he would visit the University one day, armed with a shanghai and suitable ammunition.

Manion, meanwhile, rushed back to 3AW to make sure that Biggles wasn't grounded. He said that studio manager Myles Wright was probably having a fit.

Nevertheless, the valiant Manion delivered an inspiring commercial, with full details of where to see, and where to book for Arthur Miller's "All My Sons". "

It might be added, that the announcers thought they were to be returned to their own studios, and as they were blindfolded all the time, they actually thought that this was the case for some minutes after they had started broadcasting over the wrong station.

Alviswise, the two 12/50s were a 12/50 Four-seater Tourer, as advertised for restoration recently in "The Alvic" and the 12/50 TE beetle-back No. ST 133, the front view of which can be seen on the photo-insert to this issue. Both cars performed well during the missions and gave great fun to all concerned. This can be seen by the front-page photo, in which the passengers and driver are in fancy dress - including the masked "tail-gunner", who was nearly bounced right out as the speeding car went round a corner fast and hit a rather large bump. Also shown is proof that 3 people can fit in the front seat of a 12/50.

November 1960

FOR SALE

- ★ 12 / 50 Aluminium Ducksback 1925 model.

In good bodily condition. Mechanically good. Brand new tyres. Recently renewed guards and new copper outside exhaust. Registered until January 1961. 23" wheels.

PRICE: £ 200 or near offer.

Contact: Simon Ramsay,
14 Kenley Court.
TOORAK. S.E.2.

Phone 20 4810.

- ★ 12 / 50 Four seater Tourer 1926 model.

The car that "kidnapped" Ron Cadee (see earlier this issue) but now badly in need of a good home that will nurse it back to kidnapping form. It's generally all there, but needs complete restoration. Lacks only a few odds and ends, but definitely needs a fair bit of money spent on it to make into a very good car. Will not be sold for spare parts. Only genuine enquiries considered. If interested - contact: The Hon. Editor.

- ★ 12 / 50 Four seater Tourer. TE Model.

As advertised last month, this Tasmanian 12/50 is reputed to be an outstanding example, and is offered to Club members in excellent condition throughout. The price may be considered high, but one has to pay for quality in anything. Price includes freightage etc. and is the price landed in Melbourne.

- ★ 4.3 Litre Tourer.

After unconfirmed rumours of possible disposal of this car before departure overseas, Terry Plummer's car is still announced for sale at £400. Has very solid body. He can be contacted for further details at 19 Powderham Road, Caulfield.

- ★ SPECIAL !! Three Litre Oil Pump - direct from the Factory.
See Basil Bowes. Spares Registrar.

ICPOTA (In the classified pages of the ALVIS news-letter.)

FOR SALE: Bill Barber offers for sale his very desirable 1928 shirt chassis blown beetle-back front wheel drive. A considerable amount of money was spent at Brownrigg's to bring the car up to excellent condition. The electrical system has been overhauled and the car rewired. Bill Barber, Phone Emerald 059-684215.

FOR SALE: Having purchased a PVT ALVIS Barry Hann has for sale a 1953 Bentley R type. The car is original and provides daily transport in considerable silence and comfort. Colour black, upholstery beige, gear box manual, Haggling starts around \$2300. and a 3 litre or TAI\$ ALVIS as a trade in would be considered. Barry Hann 2 Wilgra Cres. Caulfield. Phone 211-4180.

FOR SALE: A 1963 2 door Park Ward 3 litre saloon. Has done 61,000 miles. mechanically O.K. Leather trim. Radio, heater, demister. \$4,000. Unfortunately the editor has misled the address, but details can be obtained from the Hon. Sec. Bob Graham. Phone 50-4590.

FOR SALE: The ex.-Keith Potger ALVIS I2/40 tourer. The car is apparently in a going condition apart from some minor adjustments, but is unregistered. There is a stock of tyres some believed to be new. Full details can be obtained from Mr. G. Allen 4 Bennison St. Croyden 3136. Phone 72-3184.

FOR SALE: 1953 TC 21 saloon. details unknown. Contact Brian Smith. C/o ALVIS Car Club of Vic. Price \$80-00.

FOR SALE: 1922 (I2/25) STAR, fully restored, with spare parts \$1800. Contact Guenter Ibrom 10 White st. Wangaratta.

WANTED: Outer speedo cable and boot lid striker plate for 3 litre. These parts are required for a person enquiring for 3 litre parts. Contact David Muirden I Bruce st. Chadstone Phone 211-3505.

FOR SALE:

Woven cloth ALVIS badges suitable for overalls jackets etc. 80¢
 ALVIS Key fobs \$1-25.
 ALVIS badges \$0-75¢.
 S.U. Fuel pumps \$8-00
 I2/70, TA I4 clutch plates \$12-50.
 S.U. carbs oversize spindles.
 The, "VINTAGE ALVIS," by Peter Hull and Norman Johnson, a new supply at reduced price.
 Speed 20 and Silver Eagle radiator mascots, in as cast condition, will clean up and plate like the original \$12-00.
 A.C.C.V. Enamelled radiator badges \$5-00.



A PRE-WAR ALVIS REGISTER:

Are you interested in the formation of a pre-war ALVIS register. If so you may wish to air your

October 1969

The car then appeared in the October 1969 ACCV newsletter, again in the For Sale items. The owner at that stage was G. Allen from Croydon. It appears to have been purchased by Rod Warriner who later advertised it in the April 1970 ACCV Newsletter. This was when Guenter purchased the car and undertook a lengthy and comprehensive restoration. He disposed of the body, in Guenter's words, "ugly tourer body," which was not original and far too deep sided to look correct on the Alvis chassis. The body was sold to George Edwards and found its way on to a 20 HP Rolls Royce to which it was more suited.



Guenter's restoration was to recreate a Duck's Back to very exacting standards and to my mind it set a benchmark in 12/50 restorations that had seldom been seen up until that time.



Guenter did not restore the car to only become a concours talking point but actually campaigned the car at hill climbs and race and regularity meetings usually in his red leather flying helmet (the same red as used in the seat trimming of the 12/50). Guenter achieved the fastest time since 1958 in the VDC Hillclimb at Healesville in 1975. This was 39.5 seconds.

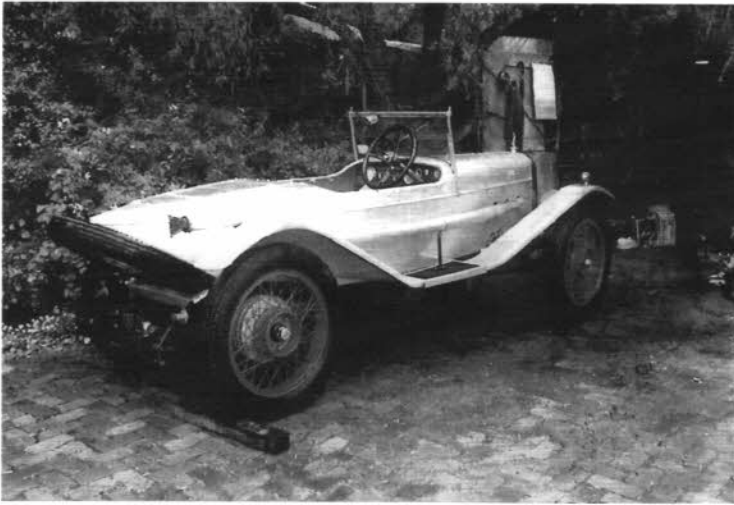
One of Guenter's comments during a recent phone conversation was that the 12/50 was too fast for 2 wheel brakes!

In 1977 Guenter sold the car to two Real Estate Agents in Sydney. We do not have any information from then up until the present.

It is now owned by a gentleman in Sydney who is not a member of the NSW Club.

Guenter has been kind enough to send me some photos of the early days of the 12/50 and he said he got his inspiration to restore the 12/50 from reading about the famous Alvis racing driver, Phil Garlick. As a coincidence Phil and Guenter share the same birth date!

Alan McKinnon



The 12/50 during Guenter Ibrom's ownership

A.C.C.V. News-Letter

Page 6.

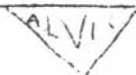
FOR SALE:

Rod Warriner has for sale the ex-Keith Potger 12/50. IT will only be sold to some person who will restore the car or otherwise put it on the road. Contact Rod Warriner 33 Munro st Ringwood. Ph. 870-3084.

AN INVITATION
TO MEMBERS AND THEIR LADIES:
TO BE PRESENT.

AT THE ALVIS CAR CLUB OF VICTORIA MEETING ON FRIDAY 17th.
APRIL. TO MEET THE ALVIS DRIVERS IN THE INTERNATIONAL
RALLY: LADIES CAN YOU PLEASE BRING A PLATE? GENTLEMAN
BRING YOUR TANKARDS OR FAVOURITE DRINKING GLASSES:::

THE GROG IS ON THE CLUB:



April 1970



FOR SALE

1965 TE21 DHC. 27263. NSW rego - ALVIS 1.

Complete photographic restoration. Several later 'Australian use' improvements to aid operation in hot climatic conditions.

The car was the main feature in the National Auto Museum for several years. It has been the Subject of articles in 'Alvibatics' and the AOC 'Bulletin' and general press during the Targa Tasmania tour.

One of best examples of this rare model car anywhere.

Aston Martin silver colour with dark blue duck cloth hood, plus matching full and half tonneau covers. Grey leather interior with dark blue carpets.

Borg Warner auto transmission, Alvis wire wheels, Alvis (ZF) power steering, Michelin XVS tyres.

\$158,000

Contact David Horrocks 02 4784 3394 0418 600 099



FOR SALE

1935 Alvis Speed 20 SC Chassis # 12052

Ex-Roland Comfort and lately Roger Comfort, this car has been a regular at Club events. It had a major engine and differential rebuild in late 2007 and has always been well maintained.

Asking price \$75,000 or near offer Contact **Roger Comfort** Tel:: 02 4754 4143; Mob: 0427 907 660; Email: rogercomfort@bigpond.com

WANTED.

Early Alvis or D2 or D3 steering box, with column tubes and levers if possible, for 12/50 also early drop arm with the square connector for the box we already have.

Mike Hirst timbers@mikehirst.f9.co.uk

WANTED

For P100 H/lamp.
1 outer rim, (top hinged)
1 glass retaining rim extension

A1 condition. Or repairable.
Frank Smith.
08 8254 3488

Alvis 12/50 Items For Sale - \$400.00

Fabric universal unused, I believe from a 12/50 it has 6 holes
7" external and 3" internal diameters

Lever action grease gun with square end to lube flat 12/50
nipples, chrome reproduction

Speedometers – blackface Smiths PA 0-60mph
Two complete with shroud
One without shroud
One in pieces

Hub spanner, unused reproduction

Lucas C45-HL Type 8118 Dynamo complete

Side light good for parts

Email: davelyne@bigpond.net.au
Ph: 0439 429572

ALVIS PEOPLE BEHAVING BADLY



Chester meets his namesake, Chester!

FOR SALE

Set of four André Hartford shock absorbers.

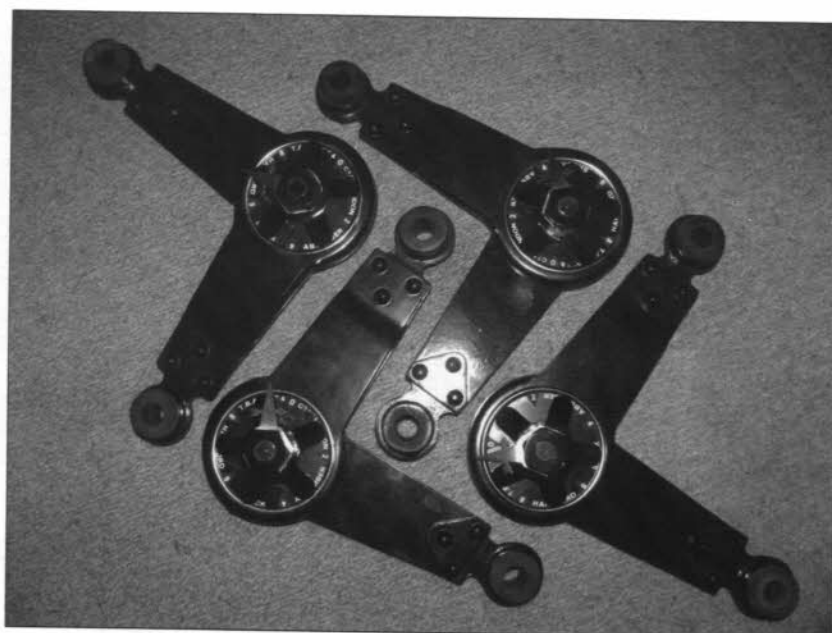
Early design with rolled edges, brass inserts, and riveted ends;
These come complete with all mounting rubbers and ready to use.
Arm length from centre of pivot to rubber mounting hole 180 mm
Suitable for use on 12/50 or any similar sized car **\$800 the set**

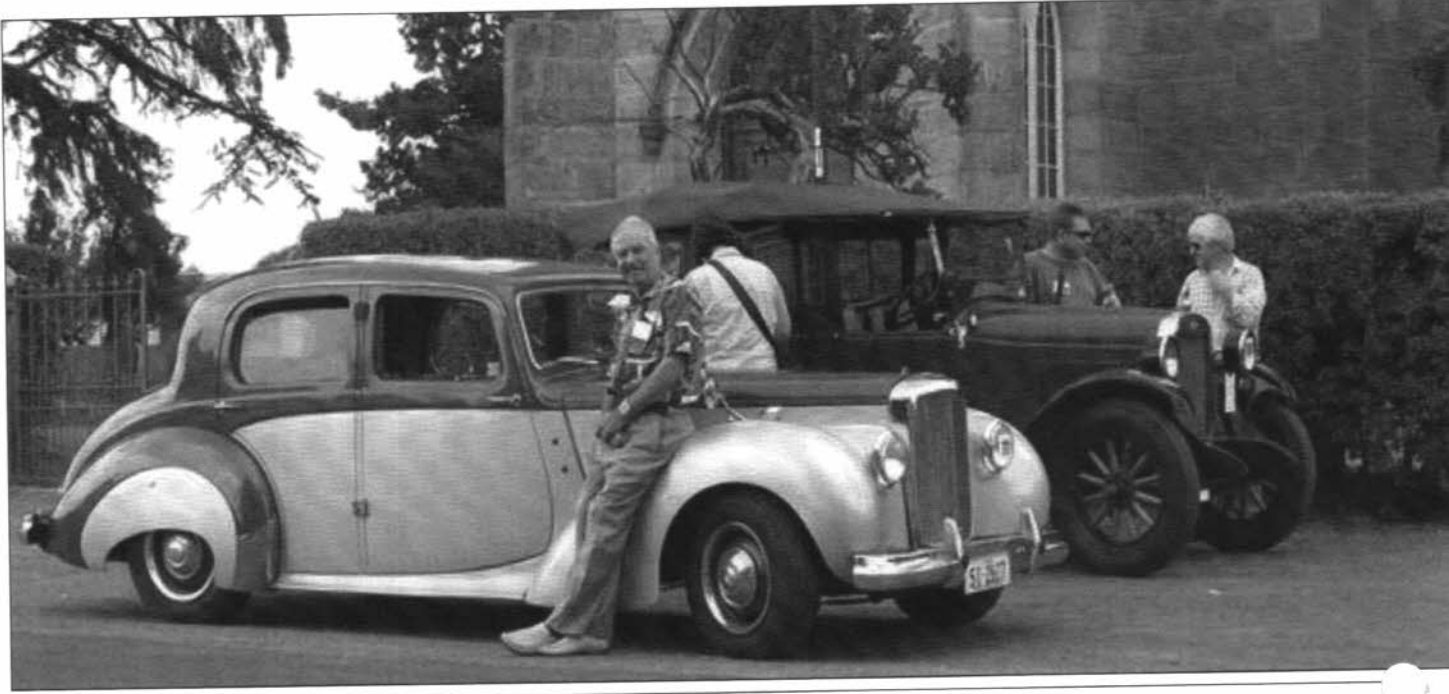
Also Polished Stainless Steel Bonnet hinge set, for riveted bonnet up to approx 925mm long
Centre hinge 11mm wide, side hinges, 8mm wide, both with 25mm flanges
\$150.

Phone: 03 8812 7333

Email:

paulbamford45@optusnet.com.au





FOR SALE

1951 TA21 Chassis No. 24303 Mulliner Body No. 2451 \$30,000
Ring Richard Molesworth 03 6268 6305 (Tas)



FOR SALE 1952 TA21 DHC - \$58,000

Car No. 24639 Tickford Body No. 20144
Ring Darrell Horton 03 5983 2016

FOR SALE



Mr. Fitzpatrick would like to sell his 1923 12/40 to a good home. Chassis 2316. Asking price \$30,000.
Contact Mike on 0408 433 141

FOR SALE

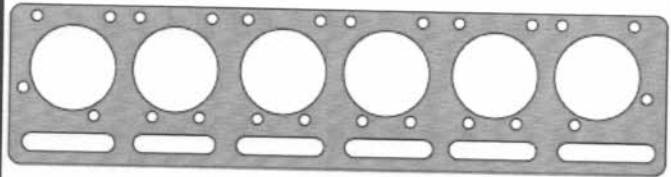
Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$300.

TA14 complete chassis has all mechanicals including suspension front and rear axels steering .. plus t/a 14 gearbox .. speed 20 tail shaft TA 21 head .. reasonable offers..

Phone: ALAN BRATT 0427405573
ah 02 60332951

FOR SALE

ALVIS 3 1/2 Litre Engine
COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

\$168.00 + postage

Contact Peter Miller
Email - moulen@tpg.com.au

WANTED

Speed 25 or Speed 20 Tourer
or DHC

Contact Mark Weller
03 9818 4324

Or mark.weller@authenticage.com.au

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

If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuiness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.

May 7, 1952

Motor



IN FRONT OF YOU. The Zagspitze towers 9,700 feet into the sky. Behind you the first new road winds down through the forest from the summit of the Farn Pass (12,965 ft.). It may not be so easy to get there this year. But it will be easier in an Alvis than in any other car.

In the words of "The Observer" Road Test February 15th, 1952:

"An experienced and critical driver will not fail to be impressed by the feel of the Car, its handling qualities on both high and low speeds are much above the average."

Photograph: Carlisle - Billson - Alvis

*For the sheer joy of driving
I'd like to go there in an*

ALVIS



ALVIS LTD · COVENTRY · THREE LITRE : SALOON · COUPE · SPORTS TOURER