

September 2013

Introducing the
NEW
Alvic

The Newsletter of the Alvis Car Club of Victoria

**Crested
Eagle**

Successor to the famous
SILVER EAGLE

16.95 h.p. and 20 h.p. Models





**SEPTEMBER 2013
VOL 52 ISSUE 8**

PRESIDENT

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

VICE PRESIDENT

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

SECRETARY & PUBLIC OFFICER

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

TREASURER

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

NEWSLETTER EDITOR & DISTRIBUTION

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

LIBRARIAN

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

COMMITTEE PERSONS:

Sally McKaige,

129 Tucker Rd, Bentleigh, Vic 3204
Tel (03) 9557 1134 Mob 0407 113 516
sallymckaige@me.com

Alan McKinnon, 195 Lower Heidelberg Rd,

Ivanhoe, Vic 3079
Tel 03 9497 3414
alan@antiquetyres.com.au

Richard Tonkin, 15 Rob Roy Rd,

Smiths Gully, Vic 3760
Tel 03 9710 1465
rtonkin@gmail.com



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

Unfortunately I have to report that the 12/50's clutch is still lying on the garage floor only partially repaired. I have riveted the new lining to the sliding pressure plate, but have yet to do this to the aluminium clutch body as this had a different hole pattern, for attaching the lining. I have redrilled the body to suit the correct hole pattern, but the supplied rivets were a bit too short and so I am awaiting the supply of some longer rivets. Hopefully all will come together in time for the Grampians Weekend Away in October.

Whilst our Spring weather is a bit fickle at present, we are certainly heading into the time of the year when it will be a pleasure to go out in our Alvis cars, particularly if you are fortunate enough to have an open car that will allow closer contact with nature and the elements – that is if you don't suffer from hay fever, as I do. With the benefits of the Victorian log book based permit scheme, you do not have to wait for a club event in order to experience the joys of Alvis motoring – so get to it!

Please note on your calendar that due to the ACCV Weekend Away in the Grampians the October meeting will be held on 11th October – the second Friday. Also note that the AGM and awards presentation night will be held at our November meeting on 15th November. I hope that the earlier night in October does not result in people being unable to attend. For those who want to eat first at the Malvernvale Hotel, please let me know by Wednesday 9th October.

This year is the 90th anniversary since the introduction of the iconic Alvis 12/50 and also the 50th anniversary of the introduction of the TE 21. We will be celebrating these milestones whilst on the Grampians weekend away and also at the end of the year barbeque. Even our youngest Alvis models are now approaching 50 years old which indicates how time is flying past and that we need to get as much activity as we can.

There are two events coming up. An invitation to attend the Antiques, Classics and Collectables Show at Emerald on Saturday October 12th from 10.00am to 4.00am. Further details of the event are in this ALVIC and when mentioned at one of our monthly meetings, four people, including myself, indicated interest in attending. Accordingly I advised the organisers that at least 4 Alvis will be there, however I have forgotten who expressed interest in attending. It should be a great run up into the hills and if we find it to be an interesting day we may make it a feature event in future years. As mentioned earlier the Grampians Weekend Away is being held on 18th to 20th October and I am pleased to report that we have 24 people coming, including the MacDonalDs from South Australia and the Nielsons and Warrens from New Zealand.

As you know my interest in vehicles extends beyond Alvis, so this coming week sees us participating in the Veteran Car Club of Australia National Rally, in Shepparton, in our 1915 Ford T. There will be around 150 pre 1919 vehicles taking part, which should make

a great spectacle and it will be also be good to catch up with interstate friends that we see infrequently. We are then only home for a week before Frances and I will be in Parkes, NSW, participating in the week long Veteran Motorcycle Rally. As you can imagine there has been quite a bit of vehicle fettling as well as the continuing restoration of my 1910 Sizaire Naudin. The SN is still only a chassis frame with very few bits attached, however it has to be up and running in time for the Adelaide to Darwin veteran run in August 2014. There is always plenty to do and especially with the Government's contentious East West Tunnel project on our plate as well.

Due to us being on the Shepparton Veteran Rally we will not be at September's ACCV meeting. Sally Mckaige

has kindly offered to collect names of those people who wish to eat at the Malvernvale Hotel (let her know by Tuesday 17th) prior to the meeting. Either John Lang or Chester will conduct the meeting on my behalf – my thanks to them all.

Andrew McDougall

SUPPER - Richard Wallach

**PLEASE NOTE
MEMBERSHIP RENEWALS WERE DUE ON THE 30TH JUNE
IF YOU HAVE NOT RENEWED, THIS WILL BE YOUR LAST
ALVIC**

2013 COMING EVENTS

- | | | |
|-----|-------|--|
| Sep | 20 | General Meeting |
| Oct | 11 | General Meeting |
| | 12 | Emerald Classic Car & Bike Display (see page 5) |
| | 18-21 | Weekend Away - details inside |
| Nov | 15 | Annual General Meeting & Awards Presentation |
| Dec | 1 | Geelong Sprints (planning a short weekend away—overnight Geelong 30 Nov) |
| | 8 | Christmas Party at the Langs, 64 Kirribilli Rd, New Gisborne (all welcome) |

Hi, John,

Just read your excellent Aug NL-thanks.

Edna and I are still in UK, but we'll be home by this weekend. It's been a fantastic summer with only a couple of wet days. We had a huge amount of fun with the FWD which performed well at Shelsley and Prescott with only one hitch at Shelsley when the maggie failed. Our spare one fixed the problem. I didn't drive as I don't have a UK comp. licence so our friend Matthew Parkin did the honours - he would have been quicker anyway as he's only a young guy. It didn't feature in any results as the competition here is fierce, but, as a friend put it, it allowed the spectators more time to admire the car as it passed!

We went to the Devon AOC weekend and had a lovely time, especially the steam train from Peignton to Dartmouth and the steam paddle ship up the Dart river- all set in very old streetscapes.

I drove the car on a Prescott Open day- no helmet or scrutitting, passenger allowed and no official times but our iPad did the job. Lots of other cars having a ball at £5 per run.

We also used the car locally as it has Qld rego plates and local insurance. Prescott VSCC would have to be the best vintage meeting in the world- the hillclimbs are very competitive and the car park has more cars that one can absorb - hundreds!

I'm glad to see that your FWD is back on the road- it's a challenge I found to use it a lot, but it opened quite a lot of local eyes with its performance. My car goes to Auction on 25 September at Brightwells. None of the UK FWD owners could suggest a value so there will be much interest in the sale.

Best wishes,
Des and Edna

Hey John!

Just to let you know there will be a Peking to Paris rally 2013 re-union taking place in your neck of the woods.

If any Alvic members are considering the 2016 event (and they should!), this is the place to get 1st hand information!

Rally on!

John Layzell 10/9/13

Summary of AOMC Delegates Meeting held at the Chevrolet Club Rooms on August 19th 2013

1. The AOMC is still in a very strong financial position and only two member clubs have failed to pay their dues.
2. The Committee is still in desperate need of replacement and the Treasurer would like to resign at the next AGM. The President suggested that all club delegates should look at their own Clubs to see if they had people who would be prepared to take on roles within the AOMC committee.
3. The thorny and perennial problem with AOMC and Federation raised its head. It was considered that it is about time both AOMC and Federation spoke with one voice as many club delegates are members of both organizations. It is difficult to understand how the ideas can change so much from one organisation to another.
4. The guest speaker gave an overview of the process of replacing wood grain veneers on historic and classic cars. He was not willing to discuss either the materials or application of the products used in restoration work. When drawn on its resistance to UV light he made little comment.
5. CPS. There was an extended discussion and Rod Amos outlined the sequence of events that have taken place until now and the discussion with Vic Roads over heavily modified vehicles, VSI8, VSB14 and ADR's. There is another meeting scheduled with Vic Roads this week. It would seem at this time that there is an impasse between Vic Road and AOMC and no doubt the problem outlined in point 3 is not helping a delicate situation. All Clubs were urged to write to AOMC expressing support for their stance and wherever possible sighting examples of vehicles which have been modified for many years without consideration of VSI8 and VSB 14 (which didn't exist at the time) and which have previously been accepted for full registration or on the former club permit scheme. VSI8 was last updated in 2011 and VSB14 was introduced in 2009.
6. Australian Historic Motoring Federation Meeting in ACT last week. No representative from AOMC present. General Business -Still some issues with Vic Road over CPS renewals all Clubs should alert members that they should check renewals and make sure they are correctly dated and keep copies of receipts. Some members have found their cars to be unregistered and it too late, 12months after the event.

**ANTIQUES
CLASSICS
& COLLECTABLES**

ON THE HILL 2013

Saturday 12th October

10am - 4pm

St Mark's Church 1 Church Street Emerald

Valuations: David Freeman 12 - 4pm

\$5 per item, or 5 items for \$20

Classic car and bike displays

Entry: \$2

All proceeds to Echo Youth & Family Services

Enquiries & Stall Bookings: 5968 6066

Refreshments available



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 nearby 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 access, spa units and serviced daily units - prices upon enquiry.

Mooramong Homestead: entry and conducted tour \$15 PP, Catered lunch with wine \$30 PP.

Friday evening barbecue and sweets, \$21- PP

Saturday lunch at Wander Inn, around \$14 PP

Saturday evening 3 course meal at Quarry Restaurant, \$38- PP 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- PP

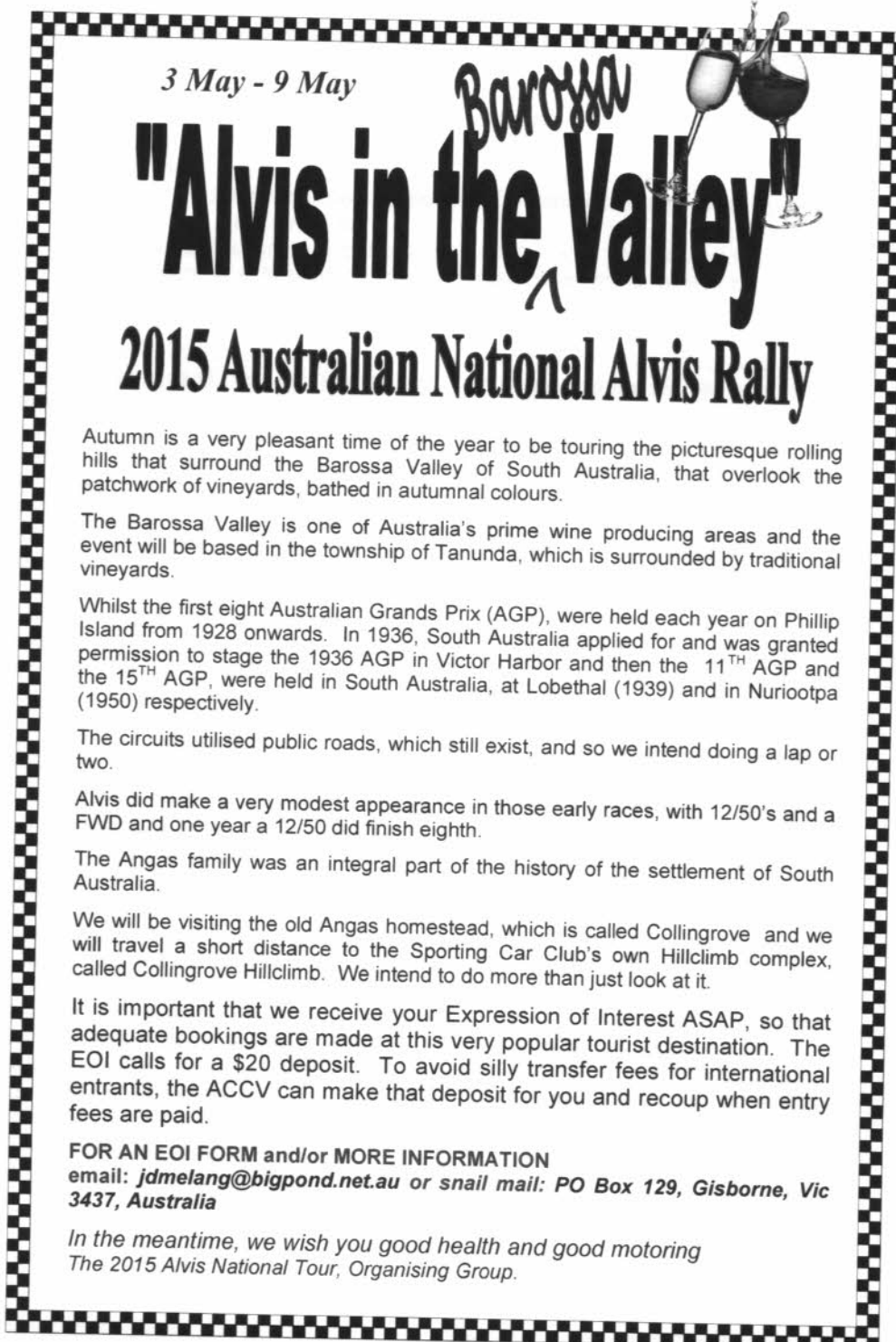
The reason for the preliminary notice for this event is that it is important for those who intend coming, that they book their accommodation at the Pinnacle Holiday Lodge Motel by no later than the end of August, as October is a busy time in Halls Gap and demand for accommodation is at a premium. Please 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.

Andrew and Frances




3 May - 9 May

Barossa

"Alvis in the Valley"

2015 Australian National Alvis Rally



Autumn is a very pleasant time of the year to be touring the picturesque rolling hills that surround the Barossa Valley of South Australia, that overlook the patchwork of vineyards, bathed in autumnal colours.

The Barossa Valley is one of Australia's prime wine producing areas and the event will be based in the township of Tanunda, which is surrounded by traditional vineyards.

Whilst the first eight Australian Grands Prix (AGP), were held each year on Phillip Island from 1928 onwards. In 1936, South Australia applied for and was granted permission to stage the 1936 AGP in Victor Harbor and then the 11TH AGP and the 15TH AGP, were held in South Australia, at Lobethal (1939) and in Nuriootpa (1950) respectively.

The circuits utilised public roads, which still exist, and so we intend doing a lap or two.

Alvis did make a very modest appearance in those early races, with 12/50's and a FWD and one year a 12/50 did finish eighth.

The Angas family was an integral part of the history of the settlement of South Australia.

We will be visiting the old Angas homestead, which is called Collingrove and we will travel a short distance to the Sporting Car Club's own Hillclimb complex, called Collingrove Hillclimb. We intend to do more than just look at it.

It is important that we receive your Expression of Interest ASAP, so that adequate bookings are made at this very popular tourist destination. The EOI calls for a \$20 deposit. To avoid silly transfer fees for international entrants, the ACCV can make that deposit for you and recoup when entry fees are paid.

FOR AN EOI FORM and/or MORE INFORMATION
email: jdmelang@bigpond.net.au or snail mail: PO Box 129, Gisborne, Vic 3437, Australia

In the meantime, we wish you good health and good motoring
The 2015 Alvis National Tour, Organising Group.

Dale Parsell writes:

I had always had an interest in mechanical things, however my interests widened dramatically when Maritta and I married and bought a house in Avonsleigh. Our neighbour across the street had Vintage cars and took me out in them, encouraging me to get involved letting me drive any car that came his way.

A few years later, Alister Cannon moved into the neighbourhood and introduced me to Alvis and soon after I bought a collection of Silver Eagle parts, which was the only way Maritta and I could afford an Alvis at the time, and joined the ACCV. About 3 months after joining the club, the AGM came along and as no-one stood up to be Secretary I volunteered and 23 years later I'm still in the role.

Amongst the events I went to with Alister, was the National Rally organised by Ron Wilson and held in Echuca / Moama in 1991. I was overwhelmed by the friendliness of the Alvis people and their enthusiasm for the marque.

Maritta and I have been able to attend most of the National Rally's since then and make a lot of friends amongst the Alvis community both in Australia and Internationally. The National Rally's have also given us the opportunity to visit a lot of Australia and through the generosity of many the chance to sample a wide variety of the models produced by Alvis (and a lot of other Marques as well). Through Alvis we have also had the good fortune to attend a couple of events in the UK and tour through not only the UK but also parts of Spain and France.

The Rallies all have a different flavour and as they are generally organised by people with local knowledge, it gives the attendees an in depth look at a small area of our vast country and of course a chance to catch up with old friends and make new ones.

In 2002, Maritta and I purchased Silver Eagle Chassis No: 7809, Engine No: 8265, Car No: 12665. The car is a 1929 16.95 Silver Eagle dispatched from the factory as a chassis in 1929 for export to Australia. It is basically a touring length 12/50, with 12/50 running gear, a slightly heavier chassis and of course a 6 cylinder engine with a capacity of 2148cc and is fitted with an unusual 2 seater sports body, which it has worn since the 1950's.

The car has Martin and King body plates and it is likely it was originally fitted with a body from this well known Melbourne firm. The earliest photos I have of it are from the 1950s when owned by Les Lees and fitted with the remains of a rough fabric body. Les quickly set about building the car's current body. Les' background was in Marine engineering which probably explains the somewhat yacht like shape of the rear of the body. When talking with Les recently, I discovered that the side steps and seats came from a Wirraway aircraft from the local plane wrecker of the time.

After driving the car for a few years, Les sold it to John Cole. I have several photo's of John using the car in both VSCC and Alvis events in the 1960's. The car then passed briefly to Simon Ramsay and then on to Alf and Maija Wilson. Alf and Maija enjoyed a number of memorable occasions over the next 36 years of ownership, the highlight of which was their wedding and

honeymoon. They managed to survive this 36 years of ownership with only aero screens for protection, however I have weakened and fitted a windscreen (although still no hood).

When Maritta and I purchased the car, it was fitted with a twin brake shoe rear end from an early 12/50 which required the rear spring shackles to be turned upside down to allow the brake drums to stay clear the body. I have been able to exchange this for the correct unit with Mike Williams and return the springs to their original orientation.

It is interesting to compare photos of cars that have stayed in "constant" use for most of their lives. In the case of our Eagle, during the 1950s, the hand brake lever was external to the body. During the 70s the brake lever went inside and the gear lever outside and recently I have moved both outside.

The dashboard of the car is still the same shape as it was in the 1950s, however most of the instruments have moved, some have been replaced, some have disappeared altogether.

We have had some mechanical gremlins with it, including running a bearing on the 2005 Summit to Sea Tour resulting in a complete engine overhaul. We have been able to attend 5 National Rallies, the longest trip was to the Queensland National Rally in 2009, which saw us complete a round trip of approximately 4,000km, and the recent tour of Tasmania as well as many ACCV events. The car has quite impressive performance, being able to cruise easily at 110km/h (current speed limit) and having a top speed that I haven't reached yet.

A comment on its performance; at a recent National Rally, a 12/50 owner who had recently sold his 12/50 to a new Alvis convert came to me and said, "You've upset the new owner of my car," to which I of course replied it certainly wasn't intentional "what have I done." When we left the motel that morning the cavalcade of Alvis had turned onto a road with a very long steady up hill climb of several miles. Quite innocently I had overtaken a 12/50 going up this hill when I noticed that the radiator cap, complete with Eagle mascot, was dribbling water. So I stopped and replaced the cap with the un-adorned unit. As I re-joined the cavalcade the said 12/50 motored past and I proceeded to pass them once again. After some careful questioning and detective work, the previous owner assured the new owner that there was nothing amiss with his stead, the vehicle in question was cheating by having two extra cylinders. This is meant in no way to down play the excellent performance of the 12/50's as I struggle most of the time to keep them in sight once the roads get twisty however on the long straight roads of Australia, the extra cubic inches of the Silver Eagle really come to the fore, especially when climbing hills.

I would like to close by urging anyone who hasn't entered yet to come along to the next National Rally in South Australia, it's a great way to meet other like minded enthusiasts and sample the variety of cars manufactured by the Alvis Car Company.



GEELONG REVIVAL

MOTORING FESTIVAL

NOVEMBER 30 + DECEMBER 1 - GEELONG WATERFRONT, VICTORIA



I have booked 10 rooms at the Admiralty Motor Inn, 66 McKillop St, Geelong for the night of 30 November. I have offered the organisers up to 10 Alvis cars to add to their Motor Show display.

The rooms are booked in the name of the Alvis Car Club of Victoria and need to be claimed by 16 October. You will need to ring the Admiralty Motor Inn on 5221 4288 and put your name against one of the rooms.

MORE DETAILS AS THEY COME TO HAND

John Lang

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

(Advertisement in *The Motor* 1952)

Timing is everything

I wonder how many of us really give a moment's thought to checking the setting of our distributor points. The TA 21 Manual of Instructions has the recommended gap at .012 inches or .3 mm. When did you last clean and reset the contact gap? All it requires is a feeler gauge.

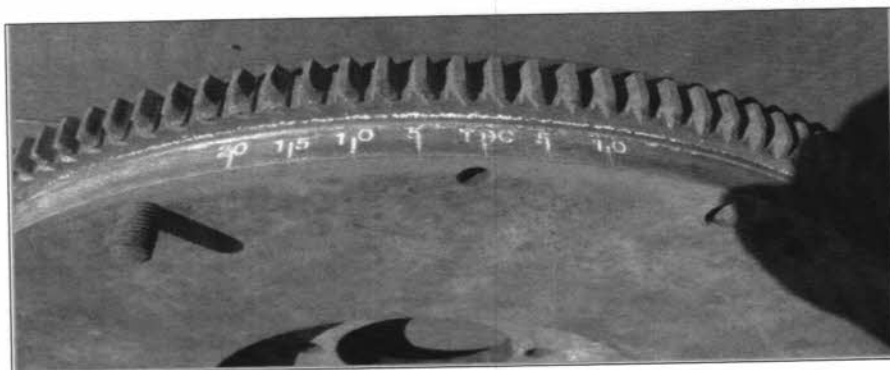
Alvis engineers considered that the best all round performance of the engine could be achieved with an ignition timing of 5 degrees BTDC. Given the fact that each engine had its own unique characteristics, a vernier was added to the distributor in order to allow the owner the opportunity to fine tune the ignition timing.

The fact that the points might now be accurately set can only be beneficial as long as the engine is timed correctly in the first place.



For those of us who have not checked our point clearance then we should consider the following. A points gap that is

too wide advances the ignition timing and one that is too small retards it. The consequences that flow from incorrect clearance are high petrol consumption, loss of power and even overheating.



Back in 1951 when my TA21 was made, the acceptable method to check the engine timing was by the static timing method using a little globe connected between the points and earth. Using number one cylinder as the reference, the lamp would just glow when the points opened and if the timing was correct this would correspond to 5 degrees before top dead centre. The internet has any number of files that show how to do this. YouTube is very good.

Today we have the ability to buy, at relatively cheap prices, a xenon inductive timing light. Any number are available on ebay and some sellers even offer free postage.

As owners of fine vehicles it behoves us to learn how to keep them in fine running order.

With respect to the TA-TC series of cars, setting the timing with a xenon lamp is really quite straight forward. The side opening bonnet provides good access to the clutch housing.

Chris Prince was kind enough to provide the image below of a TA21 flywheel. All we need to do is dab a little white paint on the 5 degree mark. This is shown on the LHS of the Top Dead Centre point, as the flywheel looking from the clutch side, rotates in an anticlockwise direction. With the ignition off, the crank handle can be used to turn the engine. I used a dab of white point on a long screwdriver in order to mark the flywheel.

The second requirement is to put another dab of white paint at the 12 o'clock position on the edge of the viewing hole in the centre of the clutch housing. I would expect that most cars will already have the white paint in place. It might just be that all that is required is that the area be cleaned. Now with the two reference points established, all that has to be done is to fit the power cables to the battery, remembering that the red goes to earth for cars that are still positive earth. Remove the spark plug lead cover plate and fit the inductive pickup to number one spark plug lead. Later series cars had the ignition timing marks moved forward to the crankshaft pulley.

Before starting a warm engine loosen the distributor vacuum advance pipe nut that runs from the carburettor (s) in order to remove the influence of the vacuum advance unit.

With the engine running and the timing gun pointed towards the flywheel and the trigger squeezed it is relatively easy to see if the two marks “flash” up together. If they are a little way off then the distributor vernier can be used to bring them into alignment and thus set the timing. If on the other hand, they cannot be made to coincide, then the distributor clamping bolt needs to be loosened and the distributor rotated in its housing, one way or another, in order bring the two marks to flash in unison.

Finally reclamp the distributor, tighten the vacuum advance pipe nut, remove the timing lamp leads and refit the spark plug cover and the job is done.

Now with the points correctly set and timing right we should have an engine running as the Alvis engineers intended.

Postscript Lucas recommended in their Service Bulletin of May 1951 that new points should have their initial gap set at .014”-.016” in order to compensate for the initial bedding in of the fabric lever heel. It is then advisable to check the setting after some miles have been added.

Richard Wallach

LUCAS SERVICE BULLETIN

S.B.450.

May, 1951.

IGNITION CONTACTS - RECOMMENDED GAP SETTING

An essential part of our research procedure is the close watch which is maintained on all types of units and components in actual service, and our observations and examination of ignition contacts which have been subject to widely varying conditions of service make it advisable for us to review the various factors affecting the life of ignition contacts and equally important, the performance of coil ignition equipment.

Through the mediums of our service weeks and engineers' reports, we have been able to obtain valuable data in instances where it has been felt that maximum service life was not being obtained from coil ignition contacts and our conclusions enable us to make recommendations which we feel will be helpful in all cases.

Initially it should be recorded that pitting and piling of ignition contacts will be accentuated if the contact gap is maintained at a lower setting than that recommended by us. Fabric contact lever heels are subject to a slight bedding-in process during initial service and this may lead to the distributor running with contact gap below that recommended after the first few hundred miles of service. To obviate this possibility and to protect the owner against shortened contact life from this cause, all new and B90 (Factory Reconditioned) ignition distributors leaving these Works will in future have the contacts set to a gap of fourteen to sixteen thousandths of an inch. We recommend also that this precaution should be observed when fitting new contacts to distributors in service. The setting will usually revert to normal after the first few hundred miles but it is worthwhile recommending the owner to check the setting after this period.

The exception to the above general ruling will be the new DM range of distributors now going into production; the design of these distributors is such that unusual conditions of service will be fully catered for with a standard gap setting of fourteen to sixteen thousandths of an inch. The contacts of these models must always be maintained at this setting.

We feel at this stage that it will be helpful to review the various factors affecting the design and usage of coil ignition distributors and to give recommendations which will assist Agents to meet special conditions of service.

Form No. 522 A



JOSEPH LUCAS (Sales & Service) LTD

BIRMINGHAM, 18, ENGLAND.

LUCAS SERVICE BULLETIN

- 2 -

S.B.450 Cont.

It will be generally appreciated that engine performance both as regards speed and power output has constantly improved over many years; the performance of coil ignition equipment has had to keep pace to enable manufacturers to obtain optimum results from their improved engine designs. The spark at the plug points necessary for igniting the combustible mixture depends, among other factors, on a minimum current flowing in the primary winding of the ignition coil. The cam-dwell is obviously less at high engine speeds than at low speeds; the provision of the necessary minimum current for maximum speed therefore, means a heavier current flowing in the ignition primary circuit when the engine is running at low speed. At low speeds also, the primary circuit will be broken by the contacts comparatively slowly and under such conditions arcing and sparking are more likely to occur. If this sparking is excessive, there will be a transference of metal from one contact to the other and will be apparent in a pitting and piling of the contacts.

Economic considerations and sometimes special conditions of vehicle service mean that a vehicle might be used continually with the engine running at a comparatively low speed. Several instances of this type of vehicle service can readily be brought to mind (tractor service is a typical example.) It will be appreciated that under such conditions, ignition contact wear will be exaggerated. However, it should be noted that in cases of this nature, pitting and piling of contacts can be materially reduced by setting the contacts with a slightly wider gap and if such instances should be brought to your notice, we feel it would be advantageous to set the ignition contacts to the slightly wider gap of fourteen to sixteen thousandths of an inch. Obviously, with this slightly wider gap setting, there will be less energy in the ignition circuit at very high engine speeds and with an ultra-performance type of engine fitted with a standard Q12 (or 6Q6) ignition coil, performance at extreme high engine speeds might be very slightly curtailed. We would emphasise however, that even with the gap set to fourteen to sixteen thousandths of an inch to meet these special conditions, the LUCAS High-speed Coil (HS6, HS12) is capable of giving the necessary performance beyond the speed range encountered with present day production model engines.

We feel here that it is opportune to re-iterate that the new DM range of distributors will have a specially designed quick-lift harmonic cam which enables the requisite contact dwell to be obtained with the wider gap setting of fourteen to sixteen thousandths of an inch. With this range of distributors, under all

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BIRMINGHAM, 18, ENGLAND.

LUCAS SERVICE BULLETIN

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S.B.450 Cont.

conditions of service, the contacts should always be set to this figure.

Operators should be reminded that pitting and piling of contacts is a natural process but with contacts set to the proper gap, this will only occur over a long period; under normal conditions, the contacts can be restored to serviceable condition by carefully removing the 'pile' with a smooth file or by rubbing on a fine oil-stone. The stone should be used practically dry and the contact carefully cleaned afterwards. There is generally no need to grind down the other contact for removal of the 'pit'.

In conclusion we summarise below our recommended gap settings for all models of LUCAS distributors and suggest that a copy of this Bulletin is handed to all your servicing technicians; additional copies can be supplied for this purpose.

Recommended Gap-Settings for LUCAS Distributors

All existing 1,2,4 & 6 cylinder distributors except as below 0.010" - 0.012"
Distributors as above but for special conditions of service as detailed in this Bulletin 0.014" - 0.016"
All DM model distributors under all conditions	} 0.014" - 0.016"
All double contact lever pattern distributors e.g. DULPH8A	

All new and B90 (Factory Reconditioned) distributors despatched from these Works will have the contact gap set to 0.014" - 0.016" to compensate for initial bedding-in of fabric lever-heels. This higher gap setting is recommended as initial setting whenever new contacts are fitted to a distributor already in service.

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Engine Crankcase Ventilation

This article was prompted by John Layzell's post on the AOC Website. He was enquiring about the possibility of fitting a Positive Crankcase Ventilation system (PCV) to an Alvis engine. Crankcase breathing is probably not the most romantic element of the Alvis engine, but here is a bit more about it. Crankcase ventilation is a necessary function on all Alvis engines, needs maintaining and helps in the reduction of pollution.

Early 1930's Alvis engines breathed through the vented oil filler cap, placed at the left rear of the motor. In those days it was accepted that fumes permeated the inside of the car and vehicles habitually leaked oil. Pedestrians, drivers and passengers put up with it as part of the price of progress. Many earlier vehicles with open chain drives and steam power ran with total loss lubrication systems and left a terrible mess on the road.

Car refinement improved through the 1930's. Oil filler caps became sealed positively and on later Speed Twenties and other models a 'breather tube' was fitted to the relocated front oil filler neck which ran under the car to take the odours and dribbles away behind the car. A wonderful case of 'out-of-sight-out-of-mind!' With worn engines, this polluted the surface of the road as well as the atmosphere. In addition to the air pollution, in those days the surface of the city streets of cobble stones, wood blocks and tram lines became a dangerous skating rink when discharged oil became mixed with rain!

Uncontrolled crankcase breathing continued into the 1950's, at which time manufacturers began to reduce the pollution from their engines. It was a concern that, with the huge increase in road traffic, the streets and roads would be painted with black oily trails in the centre of each traffic lane unless something was done about it. The partial solution was to connect a pipe between the valve cover and the air intake silencer box. This enabled the vacuum inside the air silencer to suck a large proportion of the vapour which had accumulated at the top of the engine back through the intake system to be recycled and re-burned in the cylinders. There was only the open breather pipe at the back of the crankcase still required to provide sufficient ventilation down below.

A useful benefit of fitting a valve cover breather is that sucking away the oily vapour from inside reduces the build-up of sludge or 'mayonnaise' as my French pals call it, from inside the valve cover. The purging reduces condensation inside the engine, extends oil cleanliness and engine life. It also reduces the discharge through the main crankcase breather tube by an appreciable amount.

Owners found in the earlier 1930s Alvis engines, without an air silencer, that they could ventilate the valve cover by drilling two 5/16" holes side by side in the rear of the valve cover at a fairly high level. These holes allowed the valve cover to 'breathe' and pass humidity to the

atmosphere. Not as good as re-burning, but better than nothing. When the engine is cooling, venting prevents some of the vapour from condensing back to water, running back to the sump and contaminating the oil. My SA Speed Twenty is modified this way and the two vent holes can be seen steaming away gently with the engine at rest after a run. It works well but does not improve the pollution to atmosphere situation.

It is possible to modify later pre-war engines to partial fume recycling provided they are fitted with an air intake silencer:- SD Speed Twenty, 3 ½ Litre, 4.3 Litre, Silver Crest & Speed Twenty fives. Simply fabricate and fit two small hose take-offs to the back of the air silencer manifold, one either side of the centre carburettor take off. Do the same high up on the push-rod side of the valve cover and join them with a simple push-fit rubber tube with a 'T' joint to pick up both take-offs. Earlier engines with external gauze flame traps and no intake silencer cannot be modified in this way. Drilling the valve cover with vent holes is the best solution.

Let us have a look at the Positive Crankcase Ventilation system, or PCV fitted to many later engines from the 1970's. The PCV system is a totally closed circuit engine breathing circuit. No vapour and fumes are passed to atmosphere at all. It incorporates a PCV valve, which works two ways releasing fresh air into the crankcase to 'flush' it and also controlling the re-circulation of this contaminated air via intake vacuum back into the engine for re-combustion.

There was no breather open to atmosphere and the automatic valve relies on a constant 'leak' of vacuum. This would not work well on 'our' engines where the frequent alterations to the fuel/air mixture could not be compensated for with the pre-war carburettor system. It works best with modern short stroke and fuel injection engines, so it is not a recommended fitting for Alvis engines unless you convert to fuel injection.....

This is perhaps a timely moment to remind folk that Alvis engine breather tubes need to be properly cleaned out from time to time as a blockage could cause pressure and leakage through the engine bearings and in excess; an unvented crankcase could explode on start-up if sufficient petrol happened to have become mixed with the lubricant. The breather tube always outlets under the car at a low level as the motion of the car through the air provides a slight vacuum suction to draw the contaminated air out of the crankcase. On the later pre-war six cylinder cars, the tube is solid metal and the Three Litres have a flexible hose. These tubes can become blocked with sludge and the large diameter rubber tubes on the Three Litre can become perished and collapse.

Nick Simpson
AOC Technical Advisor

FROM RED TRIANGLE



AVOIDING CYLINDER BORE CORROSION

Our top tips!

Did you know that for every gallon of petrol used in your car over one gallon of water is produced?

Of course when the engine is running at normal temperature, this water is immediately vaporised and harmlessly expelled with the exhaust gases. However, if a cold engine is started and run for just a few moments, the cylinders will have considerable amounts of corrosive water in them. In addition to this, oil may not have reached the upper cylinder area. If the engine is then not run for some time corrosion and damage will occur. (see photograph below).

The same principle applies to the exhaust system where the main cause of corrosion in the traditional mild steel system is condensation of water vapour from within the exhaust.

The risks of corrosion can be largely avoided by taking the following action.....

- 1). If the car is not going to be used for some time ensure the engine is at full working temperature before switching off.
- 2). Try to avoid running the engine for short periods.
- 3). If you know the car is not going to be used for a long time it is a good idea to remove the sparking plugs and put about an eggcup full of oil into each cylinder. The plugs should then be replaced, and the engine turned over by hand two full turns.

These precautionary steps will almost certainly extend the time between engine overhauls.

David Langridge - Mechanical Workshop Manager - Red Triangle





Alvis Security

I suppose those who have deep pockets will have the latest anti theft devices, including a tracker, to protect their treasured Alvis. I too thought about this, but decided that as my TE21 lives in a locked 20' container in a locked security compound, I only needed an alarm to discourage the opportunist type of joy rider or thief. After all, an Alvis is rare enough now to attract a great deal of attention wherever it goes. Even the name Alvis is a complete stranger to AA staff and does not feature as a make on their standard forms. "No, no, it is not an Elvis," I remember saying to the AA switchboard! The specialist thief wanting it as spares would probably drag it into a pantechnicon and drive off to a secure workshop to dismantle it so almost any type of burglar alarm would hardly deter this type of criminal.

I was replacing the flexible oil pressure hose when I had a thought. Make a tee fitting so that the hose did not have to turn through 90 degrees and screw a normally open contact pressure switch into the remaining part of the tee coupled up to a loud siren operating through a relay. This system can be switched on by a "secret" switch behind the driver's dashboard panel so that any attempt to start the engine raises the oil pressure, switches on the siren and causes an instant racket that draws attention to the car. A 12-volt red flashing LED (5mm diameter) was fitted into the dash panel to indicate that the alarm was switched on.

PHOTO Right. The small 5 mm LED is seen above the large red 'panic' warning light. This is my own non-standard driver's side dash panel with water and oil temperature gauges, front and rear fog light switches, Kenlowe over-ride switch and a hazard warning switch. To satisfy the purist the original dash panel with glove compartment is retained (with matching veneer too!).

I first tried a standard brake light hydraulic switch, but the first was unreliable, the second came on at too high a pressure. I have now fitted a specialist switch made by PVL (info@pvl.co.uk), reference number PMN 1 A V 1/8 BRS, codes which indicate it is adjustable from 0.1 to 1 bar operating pressure with a maximum pressure of 100 bar, is normally open circuit, has a Viton diaphragm, a 1/8" BSPT thread, and has a brass body. The bee's knees in fact.

I have to say that the alarm now works well and fortunately has not been tested in reality!

Car, 1966 TE21 saloon, chassis number 27351, engine number 27351, original registration number JXE417D, new number 120 TE.

*Derek Corless,
AOC Member*



ALVIS PEOPLE BEHAVING BADLY



Amazing the photographs that turn up! A recent visit to past President Ron Allen, produced this one. The 2006 Marong Federation Day. Is it possible that the ACCV President of the day and the Bulletin editor are considering buying an American car?

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.

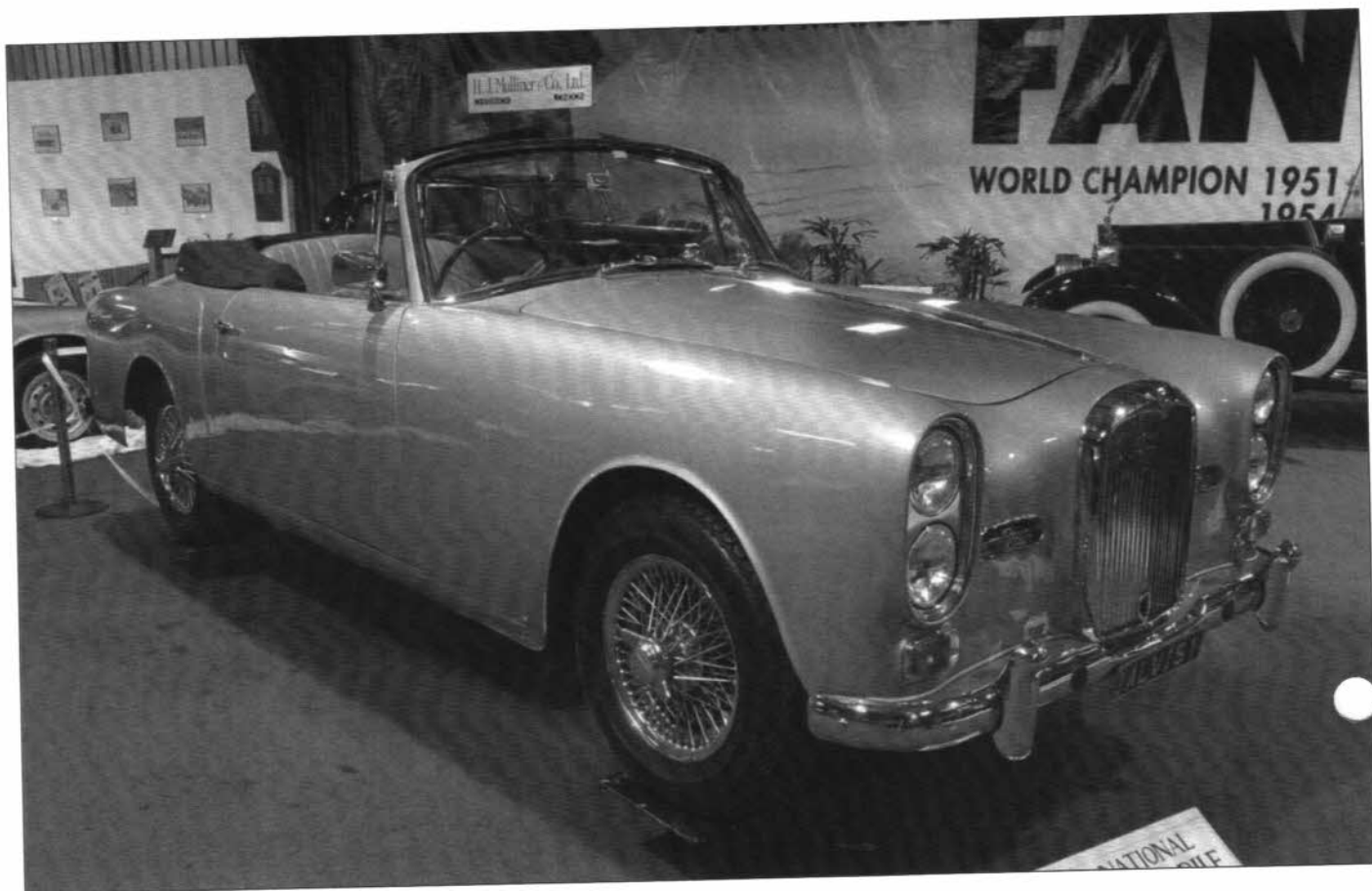
Asking price \$75,000 or near offer Contact **Roger Comfort** Tel:: 02 4754 4143; Mob: 0427 907 660;

Email: rogercomfort@bigpond.com

Alvic

September 2013

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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 1952 TA21 DHC - \$58,000 (negotiable)

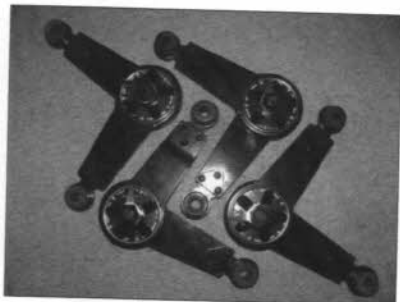
Car No. 24639 Tickford Body No. 20144
 Ring Darrell Horton 03 5983 2016

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

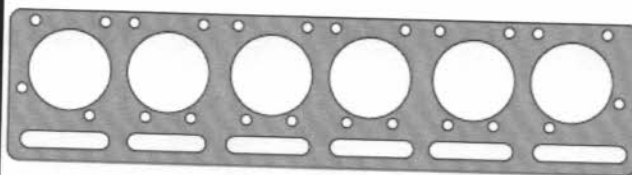


Also Polished Stainless Steel Bonnet hinge set, for riveted bonnet up to approx 925mm long. Centre hinge 11mm wide, side hinges, 8mm wide, both with 25mm flanges \$150.

Phone: 03 8812 7333
 Email: paulbamford45@optusnet.com.au

FOR SALE

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

FOR SALE

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

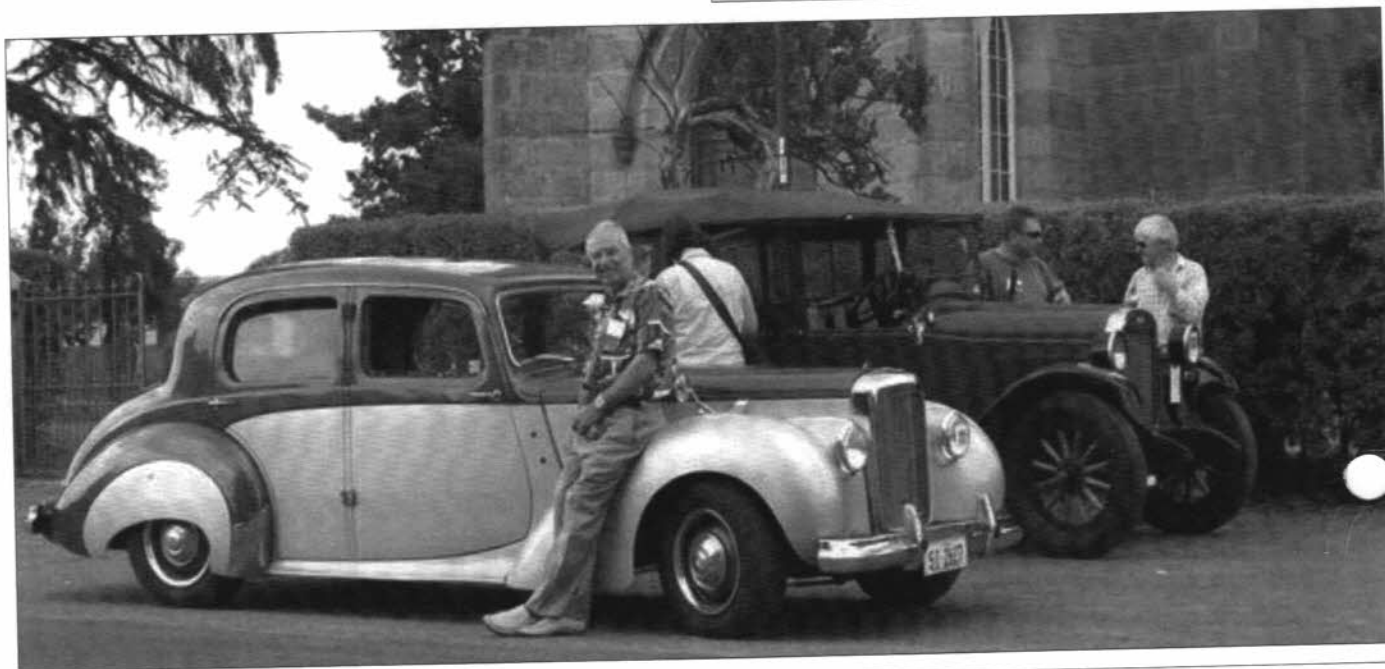
Lucas C45-HL Type 8118 Dynamo complete

Side light good for parts

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



Mike 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

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

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