

March 2014

Alvic

The Newsletter of the Alvis Car Club of Victoria





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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

I am writing this earlier than normal, as Frances and I have been organising a Veteran Car Club rally for single and twin cylinder veteran vehicles, being held at Cobram from Thursday 13th to Sunday 16th March. This has taken up a lot of time with a few last minute hitches to resolve. As we do not return to Melbourne until Monday, I thought it best to provide John with my report before leave. The weather forecast looks favourable so we should be able to provide the 56 entries with some good veteran motoring.

Our next event is to attend the AOMC/RACV Classic Car Show at the Flemington Race Course Members Car Park on Sunday 30th March. Last year we had 8 Alvis on display and managed to take out 2 of the awards in a field of some 1300 vehicles. This is a great opportunity to promote the marque and the Club, so I would very much like to see us mount a similar sized display this year. Our display will be enhanced this year as we now have 2 blade banners depicting Alvis and the Club. These will be placed either end of our display. Also we have done a re-run of the small promotional booklets, which give a potted history of Alvis, the models and also promotion of our Club. These are provided free to the public. We also plan to have a display board giving details of Alvis cars which are currently available for sale. Hopefully this might lead to some new Alvis owners and members. With a bit of luck, if it is ready in time, we may well have the running chassis of Peter Miller's Speed 25 on display – he has done a magnificent restoration of the chassis and mechanical components. I have reserved a site with the AOMC for 8 vehicles and I am being supplied with a book of pre-booking tickets, which reduce the entry price by a couple of dollars to \$13 and also speeds up the entry on the day. Please give me a call or email me if you plan on coming and I will forward an entry ticket to you.

Our next driving event is a day run to the Yarra Valley on Sunday 13th April which is being organised by Richard Tonkin. We will also be joined by members of the Armstrong Siddeley Club. Details of the run are provided elsewhere in Alvic and please let Richard Tonkin know about your intention to come. The more the merrier.

Your committee met recently and one of the agenda items for consideration was what should the Club do in the way of celebrating its 60th Birthday next year. A few ideas are being developed, however we will appreciate receiving ideas from you the members, especially in having an event which involves as many of the early members as possible.

There is still no word from VicRoads regarding the refinement of the rules for the Club Permit Scheme, especially in relation to modified vehicles and safety inspections. We do know however any changes will not apply to vehicles historically modified many years ago. I will keep you informed when more information is to hand.

At the March monthly meeting we will have a guest speaker to talk about carburettors, their repair and tuning. This is a topic which is of interest to the owners of cars, pre-fuel injection so it will be worthwhile making the effort to come along. If you plan on coming to the Malvernvale Hotel for a meal prior to the meeting please give me a call by Wednesday evening so that I can reserve a table of sufficient size.

Andrew McDougall



SUPPER - THE HETHERINGTONS

2014 COMING EVENTS

Club events are listed in BOLD and non-Club events are in Italics

- Mar 21** **General Meeting** **GUEST SPEAKER** Tony Whelan the proprietor of B & M Fuel Systems, in Richmond. He will be speaking to us about, well, fuel systems. This will, of course, include carburettors, a vital organ of your Alvis. Tony has recently purchased John Cheal's business of Wilson Carburettors in Airport West and the combined firm will operate from there.
- 30** **RACV Classic Showcase - Flemington Racecourse see page 5**
- Apr 13** **Yarra Valley Outing & Lunch see details on page**
17 **General Meeting (note this is a Thursday due Easter)**
- May 2-4** **Lake Goldsmith Steam & Vintage Rally**
16 **General Meeting**
18 **Boules - see page 6**
23-25 **Winton Historics**
- Jun 8 & 9** **Echuca Steam Rally**
20 **General Meeting**
- Jul TBA** **WEEKEND AWAY - Wangaratta**
18 **General Meeting**
27 **Pub Run**
- Aug 15** **General Meeting**
17 **Rob Roy Hill Climb**
- Sep 19** **General Meeting**
26-29 **WEEKEND AWAY in Daylesford - TBA**
 or
Oct 10-12 **WEEKEND AWAY in Daylesford - TBA**
17 **Annual General Meeting & Trophy presentation**
- Nov 21** **General Meeting**

Front page: the Northey's SA Speed 20 Martin & King Saloon

an ALVIS DAY IN THE YARRA VALLEY

SUNDAY 13 APRIL

Enjoy a day in the Yarra Valley and bring out your Alvis (you will gain points, not for an overseas trip, but for the much sought-after Andy Hannam Trophy).

Meet at the Greenery Nursery carpark, Porter Street, Templestowe, Melway 33 G3. at 9am. Route maps will be distributed as you arrive.

Then on to the Watsons Creek Antique Shop & Cafe for morning tea (our hosts, John & Jo, will accept your credit card, or even cash, for the antique that you may wish to purchase for Madam).

Thence to Yarra Glen to visit historic Gulf Station, recently reopened after 6 years of renovations.

Onwards via a scenic route for lunch at the Home Hotel, 2170 Warburton Highway, Launching Place, arriving at around 1pm.

We haven't had an enroute quiz for a while, so we will, and the prize will be a choice of my Armstrong Siddeleys (just joking -I do love them, but My Alvis Rules).

Please ring me by Tuesday night, 8th April, so I can advise the venues of numbers.

Pauline & I look forward to seeing you.

Richard
9710 1465
0407 944 987

Watson's Creek café & antiques



GULF STATION



The Home Hotel

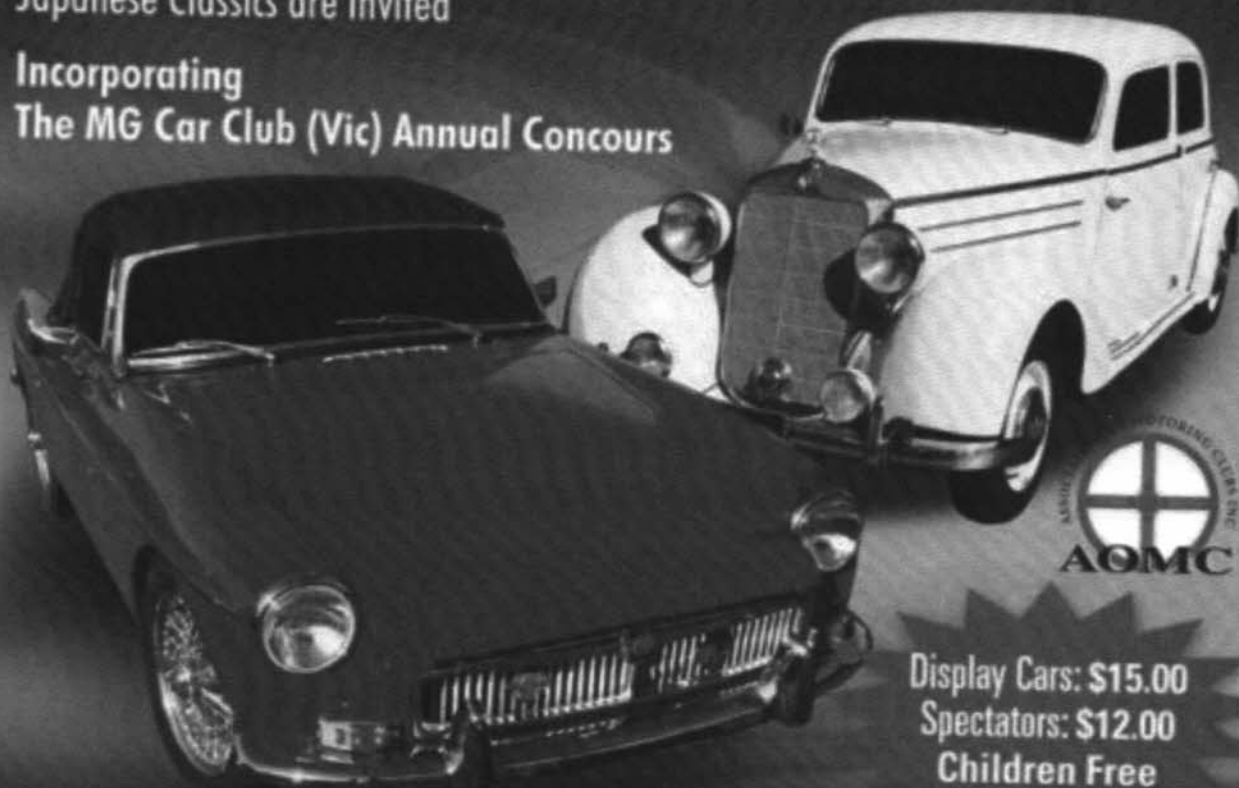


RACV

CLASSIC SHOWCAR

Open to all vehicles manufactured in England and Europe and for the first time Japanese Classics are invited

Incorporating
The MG Car Club (Vic) Annual Concours



Display Cars: \$15.00
Spectators: \$12.00
Children Free

Sunday 30th March 2014

Flemington Racecourse - Members Car Park

Music, Kids Entertainment, Trophies & Catering available

Gates Open for Display Cars at 9:00 am & Spectators at 10:00am

Club displays encouraged, for more details and site plans contact: 03 9890 0524 or visit www.aomc.asn.au

Proudly Supported by



PENRITE

THE EAGERLY AWAITED AND MUCH ANTICIPATED INTER CLUB BOULES CHALLENGE TROPHY



COMPETITORS: After an eleven year hiatus the Boules Challenge Trophy previously contested between Alvis, Bristol and Daimler/Lanchester Car Clubs and this year with guest clubs Armstrong Siddeley Club and Jowett Car Club is being resurrected.

DATE: Sunday 18th May, 2014 (National Motoring Heritage Day)

VENUE: Michael & Pat Pringle's home at 113 Sandy Point Road, Somers 3927 (Melway 194 E8). About 55 minutes from the eastern suburbs via Eastlink and Peninsula Link. Adequate off-street parking; prime positions given to 'classics'

START: Arrival from 11.30 am for socialising prior to lunch around 12.30 pm. BYO lunch and drinks. BBQ and tea and coffee making facilities will be available. Some tables and chairs are available but it might be prudent to BYO just in case.

COMPETITION: Which is expected to be 'fierce' will commence around 1.30pm and is expected to conclude around 3.30pm to 4.00pm with the presentation of the trophy. Some bowls sets will be available however it will assist if those attending bring along bowls sets if they have them.

RSVP: Could each club appoint someone as co-ordinator and then please advise Andrew McDougall by telephone 0427220249

by Sunday 1st May, 2014 of the likely numbers.

REMEMBER ITS BRAGGING RIGHTS NOT SHEEP STATIONS WE ARE PLAYING FOR.
MAY THE BEST TEAM WIN!

Wonderful Wangaratta Weekend

Friday, 25th to Sunday, 27th July.

Claire and Murray Fitch and Pauline and Richard Tonkin present a weekend away centred on Wangaratta in north central Victoria.

We are arranging lots of things to see and do, including touring through the beautiful King Valley and the surrounding areas, while having time to look under bonnets, up exhaust pipes, or just relax over a quiet Chardonnay.

We have booked 15 rooms at the Wangaratta Gateway Hotel which, as well as being modern and comfortable, has secure underground parking for the next most precious things in our lives.

Full details in April ALVIC

Richard Tonkin – 9710 1465 or 0407 944 987.

'When Logic plays no part'

THE RE-BUILD OF ALVIS LVK 959



I know that my car will upset many Alvis owners, but I did not set out to 'restore' an Alvis, all I wanted was an old car that would drive well in to-days traffic conditions.

I saw a Rover advertised in Consett but upon examination the car was too far gone to refurbish. On talking to the dealer, he said that he had an Alvis for sale in a shed at the back of the showroom. After climbing over piles of junk and old parts I finally set eyes on the sad remnants of an Alvis TA14. I liked what I saw however and (ignoring all the rules of car buying) a deal was struck. Two weeks later the car arrived. After a further five weeks a two ton trailer full of parts turned up – minus the sun roof which had taken a walk somewhere en route from Durham.

On my first assessment of the vehicle, the chassis looked sound. Within an hour I had started the engine, running it from a boat fuel tank, and although it was 'smokey' there were no worrying noises. I managed to free the clutch and the gearbox seemed to work, as did the hand brake after some persuasion, together with the steering which performed in a fashion. This meant the car was moveable under it's own power - very useful as it needed to live at the side of my driveway.

A detailed examination now revealed numerous horrors. The front axle was bent, the front valance and both inner and outer wings needed heavy repair. The lower foot of the main body shell was either filler or rotten wood. The driver's side doors did not fit their recesses and were rotten. The near side doors did fit but were also rotted. The boot lid seemed to be the wrong shape and seriously decayed – obviously beyond repair. Lights and instruments were missing or in a poor state also the bumpers were there but needed work and I was short of





Condition as Purchased.

that missing sun roof. NOT A GOOD START !

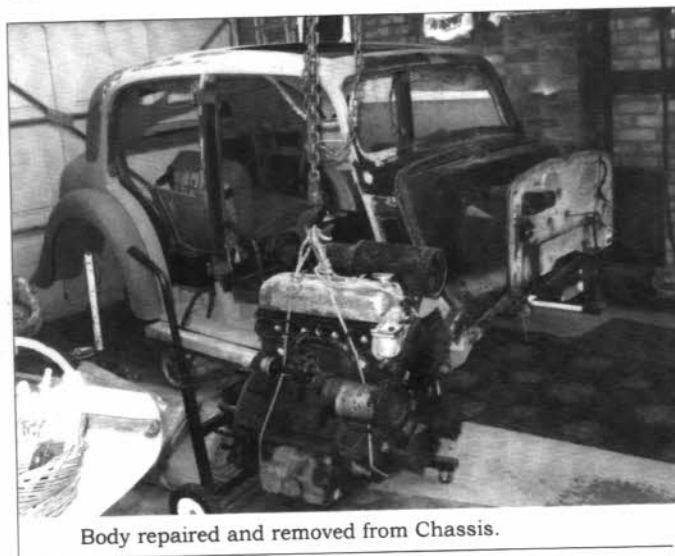
Where to begin? Do I find another body, saloon or convertible, build a special body or repair what I had? After much deliberation (possibly during an attack of madness) I decided to repair the existing body using whatever original parts were available. Work commenced to remove the body from the chassis. This needed full repair to make it strong enough to lift. Attempting to get the offside doors to fit I discovered that the 'A' post had sunk on the chassis packing and the bottom of the 'B' post door mounting needed moving $\frac{3}{8}$ inch rearwards. New Ash wood was spliced into the 'A' and 'B' posts and also on both sides, the inner sills were repaired. The wooden rear arches on both sides were completely shot and required much trial and error carpentry to reconstruct



Condition as purchased

correctly. The woodwork at the sides of the boot and under the rear windows was replaced. The upper woodwork needed only the joints repairing and reinforcing.

When the wood on the main body was sound, the metal work began by wrapping the steel around the wood of the rear door jambs. I then made two new inner rear wings and two sills – which proved to be not the correct shape as all those I had seen were different. The rest of the lower twelve inches of the main body was also replaced. It was apparent that both rear wings and one front wing were not repairable. Second hand replacements were found which needed lots of work but were recoverable. The same supplier – Chris Prince – also found me the remnants of a sun roof which I used as a pattern to make a new one. Some of the rotten wood on this car was caused by the four perished sun roof drain tubes. It took two days to remove the old rubber tubes and replace with a modern alternative. With the body now in sound condition, I removed it from the chassis and laid it onto a wheeled trolley for easy movement. This proved to be the first of several body removals. Only five more years to 'on the road' !!



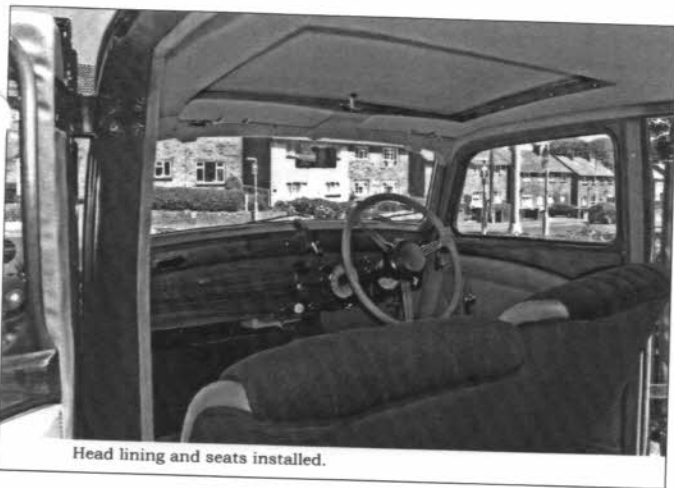
Body repaired and removed from Chassis.

I stripped the chassis and had it sand blasted and etch primed. I found only two one inch holes which were repaired before several coats of paint were applied. In addition to the body repairs I was refurbishing the axles, steering and brakes from the spares that came with the car. All the information that I read stated that the brakes were only OK if everything was spot on. I decided to go hydraulic with discs at the front and drums on the rear, using a Nissan system I had for free. Spare axles were modified to fit. At this point things went wrong. The original Alvis engine needed a major overhaul and pricing for the rebuild was horrendous. A friend had a three litre V6 engine in good order and going spare. After much measuring I found that it would fit without any cutting in, and it also came complete with an overdrive gearbox.

With the chassis complete the body was refitted for all the panels to be aligned. When I was happy with the fit and finish it was stripped again for the panels to be painted separately. To contain the mess I erected a polythene spray booth in my garage, taking all safety

precautions required. Fortunately we had a spell of reasonable weather as the painted parts had to go outside. After two weeks the paint had hardened and – very carefully – the car was finally reassembled.

Unfortunately I now had to start paying for work to be done. The headlights, radiator grill and bumpers were straightened and chromed. The seats supplied with the car were upholstered in cloth and vinyl. I repaired the seat frames, made new door cards and had them re-done using similar cloth and vinyl as the cost was only one third than that of leather. TA14s are not worth a lot so costs had to be kept down. Using the old wiring harness as a guide, I made a new harness. This was up-dated with extra fuses and relays (all concealed under the dash panel) for additional devices. I sent it to the Wiring Harness Co. at Derby for braiding and I made accurate wiring diagrams of extra circuits etc. to help sort any future problems.



With the new harness installed attention focused on the interior. I made a new plywood dash panel and procured some Walnut veneer. John, my brother in law, veneered the dash, repaired the wood window surrounds and made a new wooden sunroof surround. He also photographed all stages of the restoration. I now delved into the unknown. Having emptied my wallet at Woolies buying upholstery materials, I set about the interior. The first job was trimming the door edges with vinyl and aluminium strip and fitting new door seals. Unable to delay it any longer the headlining was confronted. The original lining had been torn out so no pattern existed and this really tested my patience, especially around the rear window. Roy, the chap who was trimming the seats and door cards gave me a few tips which helped the process. The carpets were cut and fitted just in time for the return of the seats and door cards. Fitting the remaining chrome work, light box and sundry parts took quite a time before the car was ready for MOT. In 2006, ten years after purchase, the re-born Alvis went for its first MOT and (after the Test man had driven it) to my relief it was declared fit for purpose and issued with a certificate of roadworthiness.

The V6 conversion worked very well but after three years the distributor drive gear stripped. I had been working on fitting a supercharger to the original Alvis engine and had made most of the parts. In went the

TA14 engine with supercharger for one summer, to try out the system. It worked but oil consumption was fifty miles to the pint! Winter arrived and out came the engine for a rebuild. A local firm did the machining on the engine. The head was checked then it had valves, guides, un-leaded seats and a light skim to true it up. The block was re-bored (+forty thou) and the top skimmed. The oil ways were cleaned, the cam and bearings checked – which proved to be in excellent condition – and the crankshaft only needed polishing. This local firm did not do white metal bearings but recommended a semi retired engineer to tackle the job. He agreed but due to ill health would not give a finishing date. However he completed in a month and produced an excellent job at a modest price.

I then rebuilt the engine, making sure that everything was spot on. Several enquiries were made to determine the correct torque for the head bolts – without success. I checked my engineering books for the torque for the TA14 head stud diameter and this meant making a tool to torque down the studs that also hold the rocker pillars. The engine went back in for the next summer and was carefully run in for two thousand miles. I checked the torque on the head studs three times in the first one thousand miles. I am still trying to obtain the correct settings.

I have made several non standard additions to this car. Whilst making the new harness I added some features to the headlamps. These included Halogen bulbs and enabled double dipping by fitting a relay in one of the headlamps to allow the use of the original switch. I've also installed flashing indicators using small chrome lamps fitted on the bumpers. The car has two electric fans, one on a thermostatic switch and the other on a manual switch. A cigarette lighter is fitted – useful for a Satnav and charger. The electrics now have an alternator but the original regulator box is still in place to look authentic and easy to switch back. A modern electric fuel pump is fitted at the rear of the car but pumps through the original pump with the diaphragm removed. Immobiliser? Yes it's got one!

On the tyre front, I started with crossplys but soon remembered how bad they were in modern day traffic, particularly in the wet. I soon changed to radials. Modifications have also been made to the clutch and gearbox. I re-drilled the flywheel to take a Range Rover diaphragm clutch with a Ford clutch plate to match the Ford type nine gearbox. This increases the gearing by 18% which makes fifth gear approx. 19.5mph @ 1000revs enabling 60mph as a comfortable cruising speed. The altered bellhousing structure was made from a TA14 gearbox casing. Slots were cut in the sides of the bellhousing at a distance to suit the Ford input shaft and a 3/4inch thick piece of aluminium was slid into the slots and welded into position using the Alvis box input shaft bearing hole as an accurate guide for boring the Ford location hole in the 3/4inch plate. The excess material was then cut off level with the 3/4inch plate. The holes to bolt the box and bellhousing together were drilled in the 3/4inch plate. This plate was then machined true and to the correct length. An adapter was machined to fit a Mondeo release bearing which contains it's own hydraulic slave cylinder. The master cylinder is mounted on the chassis

using the original pedal and linkages. A 'top hat' adapter was machined to fit a Ford needle bearing in the end of the crankshaft. The only modification to the gearbox was moving the gear lever forward by 3 inches to put it in the correct position in the transmission tunnel. Brackets were bolted to the Ford box allowing the Alvis gearbox mounting to be used. A spare TA14 propshaft had a Ford splined end fitted and balanced and also a speedo cable with the correct fittings was purchased.

The number plate light box needed refurbishment. Original Ace letters for the rear number plate are hard to find. I found a piece of semi opaque Perspex, used for diffusing lights and bought a set of adhesive numbers. I stuck the appropriate letters and numbers onto the Perspex then sprayed it all black. When dry I carefully removed the adhesive characters which left me with white letters on a black background.

After running the TA14 with a 3 litre engine I thought the standard Alvis engine would feel very slow, particularly on hills. I considered rebuilding the 3 litre unit which would cost very little or perhaps tuning the Alvis engine. Conventional tuning usually means higher revs, not ideal on a long stroke engine, but supercharging gives higher torque at lower revs, which would be ideal on hills. With this in mind I tried to find an old type of supercharger but to no avail. From books I had read most standard engines would be fine with five or seven pounds of boost if the compression ratio is not too high. As the TA14 engine is low compression the above boost pressures would be suitable. On downloading 'Eaton' supercharger specifications I worked out by using a model 45 and running at twice the engine speed it would give me 7psi at 5000rpm. This was well within 'Eaton's' rev limit - although I was not expecting to use that many revs. This should give around 30% increase in power and good torque. I eventually found an 'Eaton' supercharger that would fit from a Mercedes 230. However space at the front of the engine bay is quite tight, but by moving the engine backwards by one inch everything would fit. I cut a spare engine mount and fitted one inch spacers. This gave clearance for the extra aluminium pulley which I machined and fitted to the standard front pulley to drive the charger which now cleared the standard radiator.

The next job was to make an adjustable tension

pulley for the extra belt and this was installed on the modified front engine mount. Two steel brackets were then made to attach the charger, one to be mounted on the inlet manifold studs and the other at 90° to it on the thermostat housing studs. I then used four Allen bolts and spacers to mount the charger to the brackets which are on the output side of the unit. Several aluminium components were then machined up to attach the charger to the standard inlet manifold to which is mounted a waste gate in case the pressure rises too high. A blow off valve was also installed to cope with any backfires in the inlet manifold. I had to bore a hole in the end of the charger case to put the carburettor in line. Also a water heated manifold was made to mount the 1 3/4 inch S.U. carb. (using a Mini Cooper unit might have been easier). The whole experience of fitting this supercharger has been a big learning process. Changing needles and springs in the carburettor and altering the distributor have all been tried but the system is still short of perfect. The engine pulls quite well. Boost starts around 1500revs and produces 5 1/2 pounds at 4000 - which is my self imposed limit. As for fuel consumption, with constantly changing the settings I have not checked it. (Note: I must fix the fuel gauge)!

When first having the 3 litre engine in the car I refurbished a spare radiator which was modified with an improved core, said to be 50% more efficient. It was also fitted with two electric fans. When I re-built the TA14 engine I cleaned the water jacket several times and removed an amazing amount of sludge. Also the block and head were skimmed and I torqued the cylinder head down several times. Up to now, the head gasket is OK and the temperature seems normal. WHEN WILL IT BREAK ?

David Mitchell



9. Wrong engine - V6 Ford.



Installation complete

Our thanks to the Editor of the AOC Bulletin for permission to reprint this article

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

HIS MASTERS VOICE



HMV CAR RADIO – TA21/TC Series

This is one of those articles that will attract little interest but if you have an HMV radio should nevertheless be read and later filed. Alvis recommended the fitting of two brands of radio, Ecko and HMV to the TA –TC series of cars. This article is intended to provide useful information on the later. The specific model number may vary however the circuit diagramme for the 12 volt positive earth models is basically the same. This radio predated the era of low voltage transistors and we need to be mindful of this. The higher specification radio as fitted to our cars came in two main variations, one for Europe which has medium and long wave bands and the other for the rest of us with only medium wave. The HMV radio was a fine piece of equipment and should be maintained where possible.

These radios employed up to eight valves or tubes and the voltages within the unit are very high. These sets are not to be tinkered with by the inexperienced and therefore must be left to an appropriately qualified technician. With this in mind the primary purpose of the article is as a technical source of reference that can be passed across to a technician with the radio if necessary.

I am aware that many of us have replaced these old sets with more modern equipment featuring MP3 and CD capabilities. We may have even changed the polarity of our cars in order to fit these units. However for the purists the HMV is part of the history of the car and its appearance was designed to complement the switch colours giving it an integrated look. As an aside these units are not able to be converted to negative earth.

By now these sets are over 60 years old. Unlike later transistor versions the capacitors in these units are prone to break down and in doing so will most likely damage the valves and vibrator. If these items have not been replaced they most likely will need to be, especially the ones associated with the power supply; again the task for an experienced person.

To generate the necessary high voltages to run the valves a vibrator is employed to convert the batteries DC to AC. A step up transformer creates the necessary voltages to run the unit. These vibrator units wear out and today you are unlikely to find a reliable equivalent replacement. That said a modern replacement unit that fits straight in is available. Switching is done with the aid of modern electronics. Information about these units is available at: <http://www.mikehaganantiqueautoradio.com/radio-vibrators/solid-state-vibrators.html> This website also provides useful information on the subject of valve radios.

Valves

Valves or if you prefer tubes, are becoming quite difficult to come by, some more so than others. The scanned article makes reference to Emitron valves. The valve coding is unique to Emitron and it can be difficult to locate equivalent items. To that end the following table may help.

Emitron W77 two required	6CQ6
Emitron X78 -	No known equivalent- X79 (6AE8) may work but the base will need to be rewired to a B9A configuration.
Emitron DH77 two required	6AT6
Emitron N78 two required	6BJ5
Emitron U78	6X4

The author has found E-bay to be a very useful conduit to track down replacement valves. The hardest to locate was the Emitron X78. If you treasure your HMV radio then it is worth investing in a set of spare valves.

Loudspeaker

Over time speakers deteriorate and require replacing. Like any stereo the speakers must be matched to the output of the amplifier. An incorrect speaker(s) will more likely than not damage the audio amplifier section of the radio. Care must therefore be taken when choosing them. On page one of the Provisional Service Information sheets reference is made to loudspeakers. The author recommends that a speaker with a nominal impedance of 4 ohms be used. Speakers of this impedance are readily available and as long as they rated for at least 7 watts should be suitable. A speaker's impedance varies according to frequency and that explains why HMV recommend 4-5 ohms at 1000 cycles. No one really speaks of specific cycles today hence the use of the term nominal before the stated impedance. To conclude this section the speaker cable socket must be carefully wired. The last page of the service information shows a rectangular socket (SO3) viewed from the rear (tags). The numbers signify which pins are to carry the speaker wires. Looking at the far right hand side of the circuit diagramme, page two, transformer T1 provides the step down to match the speaker(s) to the two output valves, V6 and V7. In order to match the speaker(s) correctly the pin number configuration as per the bottom of the first page must be used. In other words for a single 4 ohm speaker pins 1 and 2 need to be used.

If you are using multiple speakers then an understanding of wiring them in parallel or series is important as the configuration determines the actual impedance. For an explanation of these terms see: <http://www.prestonelectronics.com/audio/Impedance.htm>

Conclusion

If your radio works but you know that it has not been "serviced" for a long time then it is timely to have it looked at. If you know that it is in good condition it is worth checking that you have the correct speaker or speaker fitted.

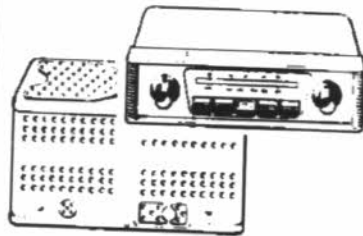


PROVISIONAL SERVICE INFORMATION * MODELS 4200 and 4201 *



"HIS MASTER'S VOICE" AUTOMOBILE RADIO
Models 4200 and 4201
12 Volt *6 Volt*
EIGHT VALVE RECEIVERS FOR 12 AND 6 VOLT BATTERIES RESPECTIVELY

Met dank aan **Eddy Bellinckx**



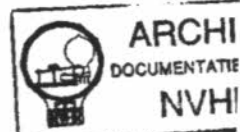
SMITHS RADIOMOBILE

"In certain countries overseas, notably N. & S. America, this identical equipment is marketed as **EMITRON CAR RADIO**"

In view of similarities and for convenience of description, this Sheet deals with the above two models. Unless otherwise stated, all details apply to both.

Ned. Ver. v. Hist

SPECIFICATION



Radio Control Unit.

Height. $2\frac{1}{8}$ inches (5.6 cm.)
 Width. $7\frac{1}{8}$ inches (18.4 cm.)
 Depth. $8\frac{1}{2}$ inches (20.75 cm.)
 Weight. $4\frac{1}{2}$ lb. (2.2kg.)

} Overall

Aerial Input Conditions.

The trimmer provided gives adjustment for a range of aerial capacities from 50 to 160 mmfd.

Amplifier and Power Unit.

Height. $4\frac{1}{2}$ inches (12.1 cm.)
 Width. $7\frac{3}{8}$ inches (20.2 cm.)
 Depth. $6\frac{1}{4}$ inches (15.4 cm.)
 Weight. $7\frac{1}{2}$ lb. (3.3 kg.)

} Overall

Valves.

Emitron W77	R.F. Amplifier.
" X78	Frequency Changer.
" W77	I.F. Amplifier.
" DH77	Detector, A.G.C. and L.F. Amplifier.
" DH77	Phase Splitter.
" N78	Push-pull Output.
" N78	
" U78	Full-wave Rectifier.

Low Tension Supply.

Model 4200, 12 volt Battery } Positive earthed
 Model 4201, 6 volt Battery } supply*

*These models cannot be adapted for use with vehicles having a negative earthed supply, and on no account should the connections to electrolytic condensers be reversed.

Intermediate Frequency. 465 kc/s.

High Tension Supply.

Non-synchronous vibrator with hard valve rectifier.

Wave Ranges.

Medium Waves. 187-572 metres
 (1,604-524.4 kc/s.)
 Long Waves. 1,000-2,000 metres
 (300-150 kc/s.)

Power Consumption.

Model 4200, 3.5 amp. at 14 volts (approx.)
 Model 4201, 4.5 to 5.5 amp. at 7 volts (approx.)

Loudspeaker.

Various loudspeakers may be used to suit the particular installation; it is stressed however, that only loudspeaker units having either of the following impedance ranges may be used:-

Fuse.

Model 4200, 5 amp.
 Model 4201, 10 amp.

(a) 2-3 ohms at 1,000 cycles connected to taps 1 and 3 of T1 (normally two E.M.I. speakers in parallel or 1 proprietary speaker.)

Scale Illumination Lamps.

Model 4200, 12 volt, 0.2 amp.
 Model 4201, 7.5 volt, 0.2 amp.

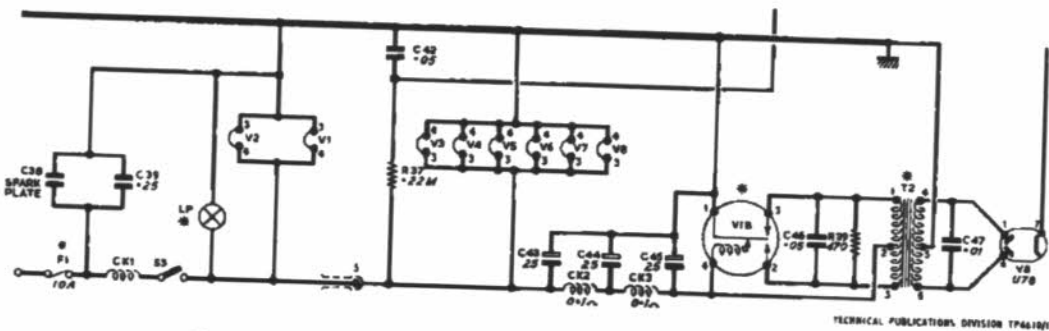
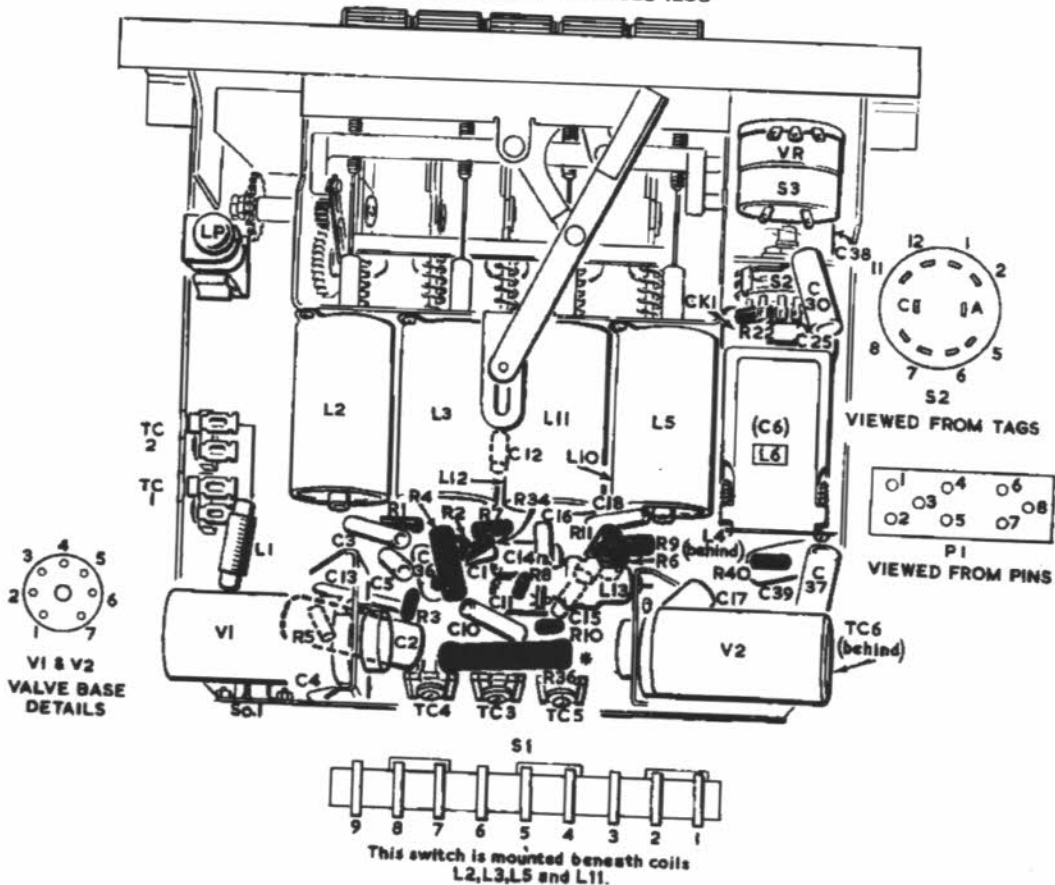
(b) 4-5 ohms at 1,000 cycles connected to taps 1 and 2 of T1 (normally one E.M.I. speaker or two proprietary speakers in series).

Power Output.

7 watts maximum.
 (5 watts at 5% distortion.)

1-2 heb de spanning 4 amp 12V
 1-3 min via twee

* R36 IS USED ONLY IN MODEL 4200



The circuit shown above illustrates the valve heater arrangement for Model 4201; the remainder of this circuit remains the same as that for Model 4200. Components marked with an asterisk differ from their counterparts in Model 4200.

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.

FOR AN ENTRY FORM CONTACT

WENDY SMITH

wenknits@adam.com.au

or

STUART MACDONALD

stuart_30@bigpond.com

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

ALVIS PEOPLE BEHAVING BADLY



Alan McKinnon of Antique Tyres puzzles over his ability to find a tyre to fit the wheel!

FOR SALE



1956 Alvis Saracen APC Ex-British Army vehicle in good original condition. Seats 2 crew and 8 passengers. Straight 8 Rolls Royce engine runs and drives well. Has Service History and workshop manual. Only done 9,000 miles

\$18,000

See: autotrader.com.au

FOR SALE

PHOTO NEXT PAGE 

ALVIS: Grey Lady; 1954 TC 21/100 Mulliner Saloon Chassis #25605
Deceased Estate car restored some years ago. Last Registered 2012.
Shows 12666 miles on Speedo.

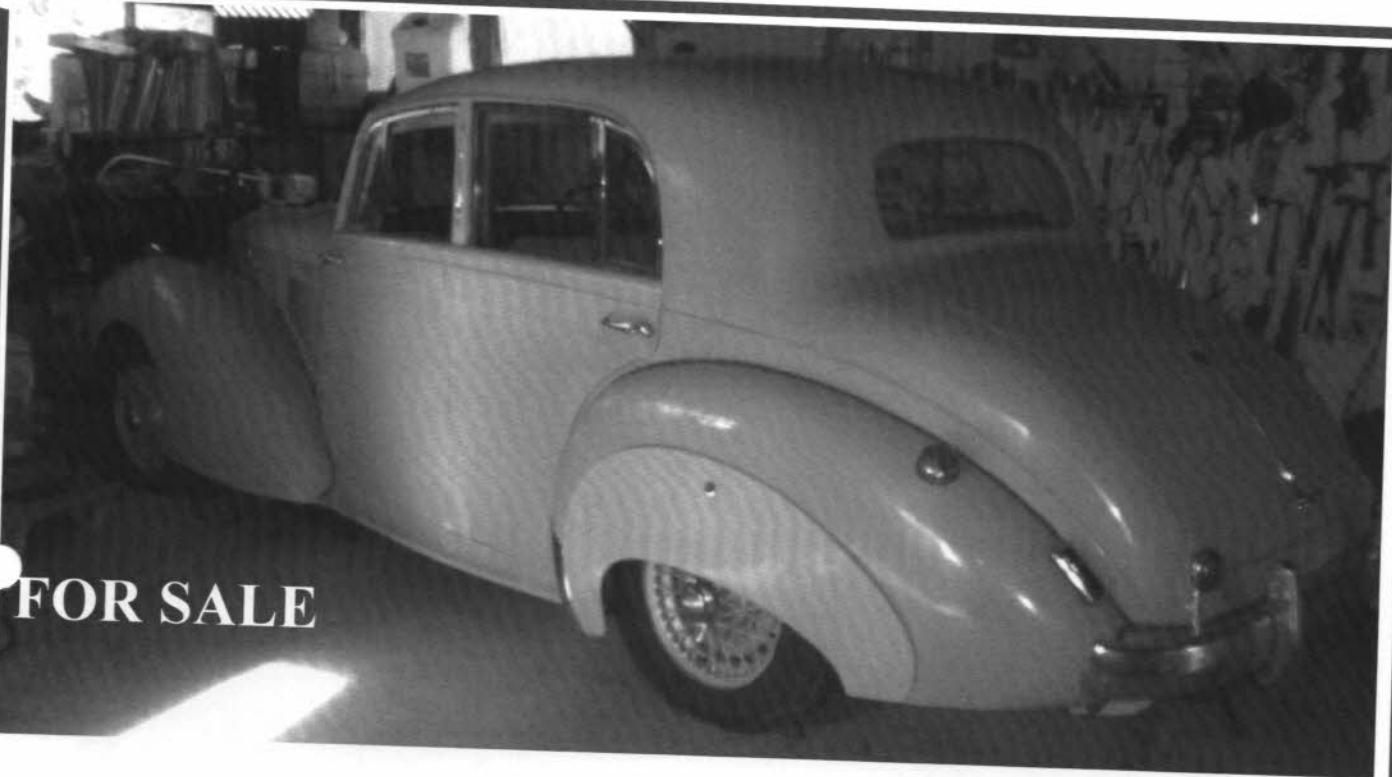
Has Wire Wheels; Full Leather Trim; Headlining and Woodwork is good;
Red paintwork is in fair condition. I have never driven the car for any
distance but it seems to be good mechanically.

Have some paperwork and Plates from the first registration in the UK.

Car is unregistered and is now in Sydney. **\$14000**

Contact: Phil Dadd 0418 646 149

Email: pdadd@bigpond.net.au



FOR SALE

ALVIS: Grey Lady: TC 21/100 Mulliner Saloon chassis # 25823

Deceased estate car; Body off restoration; not quite completed but only needs some tidying of the wiring and the fitting of the interior jewellery (all rechromed). Has new headlining; new leather trim; new carpets; refurbished woodwork; new tyres, etc.

This particular model is fitted with wire wheels.

Still needs its final paint coat to make it a really nice vehicle.

The car is unregistered and currently in Sydney. **\$ 17,500**

Contact: Phil Dadd

0418 646 149

Email; [pdadd@bigpond.net au](mailto:pdadd@bigpond.net.au)



FOR SALE

1948 Alvis TA14 DHC by Carbodies. Car 22154. Originally delivered to Adelaide. In superb original condition with under 80,000 miles from new. Paisley gold with green leather upholstery and black hood. All road tools, books, build sheet. Asking price \$45,000 ONO.

Contact: Richard Harvey Tel: 0488 961 133

Email: richardharvey@live.co.uk

FOR SALE



1962 TD21 Series II Park Ward DHC number 26811 First registered MUM21 in June 1962. In June 1964 became 389HWR. Now registered S20070 and located in Queensland Australia. Restored 2003-2012. 5 speed manual. \$100,000 ONO. Bill Anderson +61 410 430 208

Expressions of Interest invited

1965 TE21 DHC chassis 27263
Contact David Horrocks

email: jendelay@iinet.net.au





FOR SALE 1932 TJ12/50 Doctor's Coupe. Engine 3884 chassis 9367 body 14223. Engine & body rebuilt 1997-8. Runs well. Last 12/50 to come to Australia through an agent.
 \$45,000 or best offer. CHRIS HIGGINS (03) 5986 1510

FOR SALE

TIES
 \$25
 EACH



MUGS
 \$7.50
 EACH

RING THE TREASURER, MARG LANG FOR DETAILS

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

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FOR SALE



1928 12/50 TG Roadster chassis 6759, engine 055 L200, car 11602 The car has been restored and is in the colours as it left the factory. Reconditioned head on the car, new flywheel and ring gear (one piece like original), new close ratio gears in the gearbox and a choice of 2 diff ratios 4.3 and 4.7 these can be easily changed into the car as they are set up and in individual carriers, the dicky seat is upholstered and carpeted and is like new. The wooden dash is the original from the factory. A number of good spares go with the car and is included in the price, asking \$70,000

Car located in Maroochydore

Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

1954 TC21 saloon chassis/engine 25336
New head lining, new radiator, recon head. New radial res to the rear.
\$22,000

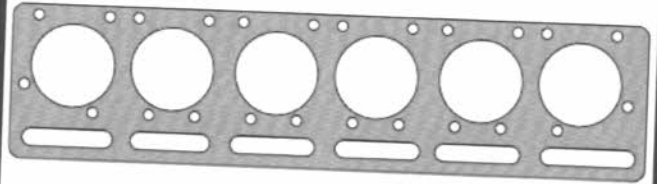
Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

Car located in Maroochydore



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

