

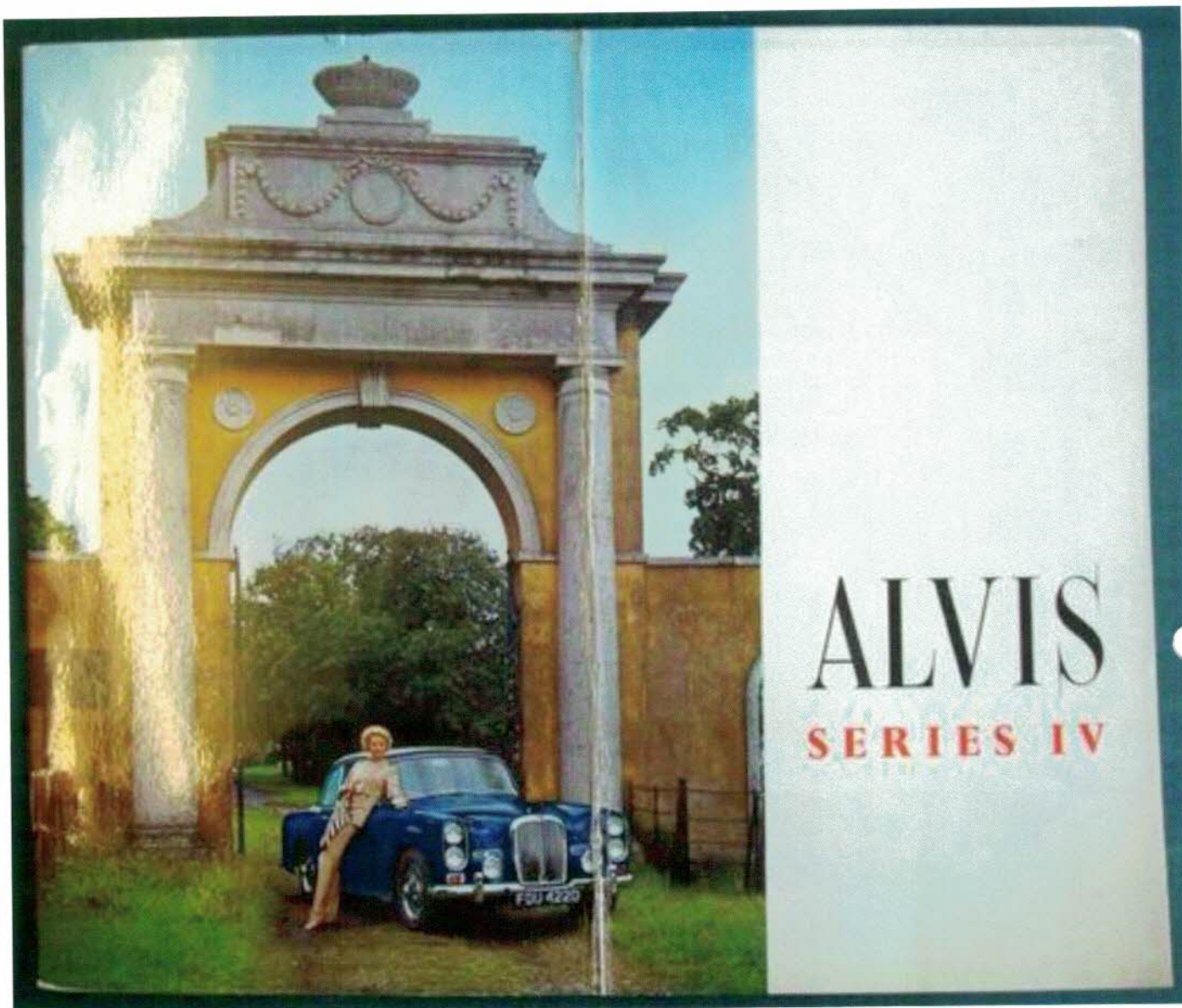
# Alvic

*The Newsletter of the Alvis Car Club of Victoria*

*March 2017*







**FRONT PAGE**

*The Tonkin's TF21 has emerged from a long slumber in the neighbour's shed.*

*27412 Left Holyhead Road on 26 June 1967, the 8th Last Alvis. After a life in England, complete with salty roads, he was bought by John Forbes-Prictor of Melbourne from whom the Tonkin's purchased him. Nothing is known of his earlier life, except that his original UK registration plate, LAD 584E, is in the boot. Research has commenced.*

*He went to bed in next door's shed when other projects were taking priority. He was exhumed a few weeks ago when the neighbour and I agreed that "It's Time."*

*He is in much the same condition as when he went to sleep - there is some rust in the chassis and the body but the wheels all rotate and the engine has been turned over after appropriate preparation. He has been inspected at the local garage and the tin rot declared to be repairable.*

*FLYDOC, as John Forbes-Proctor called him, is being mechanically refurbished, following which the chassis and body repairs will be carried out.*

*He is well worth preserving. The TF21 was the pinnacle of the post war Alvis cars - with 3 SUs, 150bhp and a delightful 5 speed ZF gearbox, he will again be the Grand Routier that left the factory nearly 50 years ago.*

*Many thanks to Richard Wallach for his technical advice.*

*Watch this space.*

*Richard Tonkin.*



## Alvis Car Club of Victoria (Inc)

A0017202F

March 2017

VOL 56 ISSUE 2

### PRESIDENT

**Andrew McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

### VICE PRESIDENT

**Mark Weller**  
PO Box 5030, Hawthorn, Vic 3122  
Tel 03 9818 4324  
[mark.weller@authenticage.com.au](mailto:mark.weller@authenticage.com.au)

### SECRETARY & PUBLIC OFFICER

**Dale Parsell** 14 Symons Rd,  
Avonsleigh, Vic 3782  
Tel 03 5968 5170  
[dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

### TREASURER

**Marg Lang** P.O. Box 129,  
Gisborne, Vic 3437  
Tel: 03 5426 2256  
[jdmelang@netcon.net.au](mailto:jdmelang@netcon.net.au)

### NEWSLETTER EDITOR & DISTRIBUTION

**John Lang** P.O. Box 129,  
Gisborne, Vic 3437  
Tel: 03 5426 2256  
[jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)

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](http://www.alvis.org.au)

### LIBRARIAN

**Frances McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

### COMMITTEE PERSONS:

**John Hetherington**, 71 Hawkins St,  
Shepparton, Vic 3630  
Tel 03 58216 422 Fax 03 5831 1586  
[jfh@mcmmedia.com.au](mailto:jfh@mcmmedia.com.au)

**Alan McKinnon**, 195 Lower Heidelberg Rd,  
Ivanhoe, Vic 3079  
Tel 03 9497 3414  
[alanm@antiquetyres.com.au](mailto:alanm@antiquetyres.com.au)

**Richard Tonkin**, 15 Rob Roy Rd,  
Smiths Gully, Vic 3760  
Tel 03 9710 1465  
[rtonkin@tonkinlaw.com](mailto:rtonkin@tonkinlaw.com)

## SUPPER The HETHERINGTONS

*The Editor would like to thank all contributors to  
this month's ALVIC*

## 2017 COMING EVENTS

MAR 26 KALORAMA—ALVIS FEATURED MARQUE

MAY 7 - 13 NATIONAL RALLY—SEE PAGE 19

MAY 15 NATIONAL MOTORING HERITAGE DAY

JUN 18 EARLY MORNING RUN - based around the remaining infrastructure of Melb's cable cars

JUL 23 YARRA VALLEY RUN & LUNCH

AUG WEEKEND AWAY - BELLARINE PENINSULA

MORE TO COME FROM THE MARCH COMMITTEE MEETING



# PRESIDENT'S REPORT

We had an excellent roll up for the meal at the Malvernvale Hotel and for the February meeting, despite some of our regular members, such as the Northeys and McKinnons being in New Zealand. Again, which tends to be customary, we were pleased to welcome Mac and Madge Hulbert to the meal and meeting. Mac has written a wonderful book on the famous ERA R4D, which until recent times he owned and vigorously campaigned in historic racing and hill climb events. We have purchased a copy of the book for the Club library and it will be available for members to borrow by seeing our friendly librarian, Frances.

Following the formal part of the meeting and joke, Richard Tonkin presented a video and talk on the making of a satellite by a group of university students, of which Richard was one, and the subsequent successful launch by NASA in the early seventies. The satellite beamed a signal to earth for a few weeks before running out of power. However it still continues to circulate in orbit and will do so for millennia to come. This little known event was only Australia's second satellite launch and was a wonderful achievement by a bunch of amateur space explorers. This came as a great surprise and his talk was very much appreciated by the members at the meeting.

Despite a forecast for inclement weather and the forecast proving correct, we had a good roll up of members with their cars for the Alvis display at the RACV/AOMC Classic Car Show at Flemington in February. All told we had 8 vehicles on display, taking in the various eras of production. There were three 12/50s of McDougall, Miller and Anderson, Firebird saloon of Chris Higgins, David Head with the 16/95 Silver Eagle, Mark Weller's SA Speed 20, the Lang's Speed 25 and Richard Tonkin in the TE21 saloon. It was particularly pleasing to welcome Dale Anderson for the first time out in the ex Derek Dixon 12/50 two seater and Peter Miller with his newly acquired 12/50 ducksback, ex Mike Williams. We look forward to having these new vehicles to our Club regularly participating on our events.

More Alvis vehicle news is that Malcolm and Cathy Ferguson have become the proud new owners of the Caldwell 3.5 L saloon, following the excellent recommissioning work done by Peter Miller. The 3.5 L was successfully driven by Malcolm, without issues, from Peter's home in New Gisborne to the Ferguson's home in Kinglake West. With a little more fettling we look forward to having this wonderful car regularly on our events. Also Allan Wettenhall is to be congratulated for the completion of the restoration of the early 12/50 ducksback, ex Chris Good and Ron Bloyd of South Australia. I saw this car, looking sad in a museum in the Riverland of SA some years ago, so it is great to see it restored and about to provide lots of pleasurable driving for Allan.

Welcome to new member Clive Taylor of New Zealand. Clive and Val emigrated to New Zealand 11 or 12 years ago and is a long term member of the Alvis Owner Club. And the UK Vintage Sports Car Club (UK). Clive and John Lang have been in regular contact as Clive is carrying out a number of important innovations in relation to the AOC Bulletin archives and their easier access to search information.

Clive is also collecting information for a book project to celebrate the Alvis Centenary. You may get a call from him in relation to gaining car history information for this project.

By the time you read this we will have had our run to Kyneton to visit the Lost Trades Fair. We had a good roll up with the five Alvises of McDougall – 12/50, Weller – SA SP20, Langs - SP25, Tonkins – TE 21 and out on its first run in the ownership of John

and Kaye Ball, their TD 21 saloon. In an appropriate vehicle were Peter Mackay and Jen in the Austin Healey (their Silver Eagle only having its triple SUs refitted the previous evening and no time to test it out), the Hetheringtons in the special "Alvis" Cooper S and the Heads in a modern. We had an excellent run via Lancefield and thoroughly enjoyed seeing the work and skills of all the artisans. Word must have got around as there were crowds of people there and possibly even more the day before. This is the fourth year that the fair has been held at Kyneton and it can be thoroughly recommended to all for a visit in subsequent years. Mark Weller and I were particularly taken with the skills of the man making laminated fly fishing rods from bamboo.

As mentioned last month, Alvis is to be the featured marque at the Kalorama picnic day on Sunday 26th March. It will be good to have as many members with Alvis cars attend as possible. Please let me know by phone or email if you intend coming, as that will give me an idea of numbers. As I have said before, there is a great run up to Kalorama from the Manhattan Hotel on the corner of Heatherdale and Canterbury roads, 9.00am for a 9.30am start. With this, Kalorama is far more than a static display and picnic.

Another event which is coming up soon is the Federation picnic day, being held at the Scoresby Steam Museum (Ferntree Gully Road near East Link) on Sunday 9th April. Whilst this is not an organised ACCV event, anyone can attend and it should be of interest with lots of active steam machinery displays and an opportunity to drive your Alvis.

Some years ago the "wooden book" Bill Barber Literary Award for contributions to ALVIC, fell off the wall in the Clubrooms and was damaged. We have just had this repaired and at the same time had the inscriptions reconfigured. Previously it could only accommodate 12 years of awards, but now with the reconfiguration we can have it run for 24 years on the book itself without having to resort to a supplementary shield. This will be a great way of recognising contributors to ALVIC and providing recognition and memory of former long standing member Bill Barber.

Frances and I will miss the March Club meeting as we will be in Hamilton on the annual one and two cylinder veteran rally with our 1909 Sizaire et Naudin. We are looking to have our best run yet with this car, following the fitting of a CV joint to the front of the tail shaft – here's hoping. Immediately after Kalorama, Frances and I head up to Orange for a week of rallying in our 1909 IHC Buggy. We will be back in time for the April meeting. In the mean time Mark Weller will be conducting the March meeting on my behalf.

For the monthly meeting this coming Friday night, if you are able to come to dinner at the Malvernvale Hotel prior to the meeting, please let me know by Wednesday evening so that I can reserve enough places.

Andrew McDougall





# 61<sup>ST</sup> ANNUAL **RACV** KALORAMA RALLY SUNDAY 26<sup>TH</sup> MARCH 2017

**General Public Welcome • Mystery Motoring Tour • Food • Music  
Most Popular Vehicle Award • Kalorama Trophy Presentation**

**Kalorama Recreation Reserve, Mt Dandenong Tourist Rd, Kalorama**  
MELWAYS REFERENCE I20 D9

**FOR FURTHER INFORMATION PHONE: Paul Edgar: 0419 369 542 Iain Ross: 03 9890 0524** 



## 2017 Featured Marque - Alvis



- One of Melbourne's pioneering motoring events, running since 1956.
- Mystery Tour commencing at the Manhattan Hotel, Ringwood at 9.00am for a 9.30am start.
- Pre 1990 vehicles eligible for display on the oval.
- Inner circle of vehicles of particular interest chosen on the day.
- Most Popular Vehicle Award.
- Much coveted Kalorama Trophy awarded to the Club with the best display.
- Free face painting for children.
- Kalorama CFA kiosk with food and drinks.
- A vast array of cars from veteran to 1990.
- Vintage and post vintage motor cycle clubs.
- Display of agricultural machinery.
- Vintage fire pump display.
- A great place for a picnic and to generally mix with like-minded enthusiasts.
- Gate entry is still only **\$8 per person**. Children under 16 free.

**ALL PROCEEDS  
TO THE  
KALORAMA CFA**



 Find us on Facebook



# LOST TRADES FAIR – SUNDAY 12<sup>TH</sup> MARCH

We have here a day trip to Kyneton to the 'Lost Trades Fair', an annual exhibition of a wide range of skilled tradesmen and artisans that celebrates the art of skilled manual work, ancient crafts and rare trades, their special tools, traditions, languages and secrets – threatened by mass production and an 'on demand' culture.

Examples include chair makers, spoon carvers, wood turners, spinners, weavers, hatters, milliners, a builder of sea kayaks, a fletcher, blacksmiths with different types of forges, a maker of gardening tools, a hedge-layer, a basket weaver, rush work, stonemasonry. Also decorative and fine arts with the Artisans Guild (fine decorative painting, gilding, stained glasswork, book binding, etc).



Just as the advertisement said! We had a day's outing to Kyneton for the Annual Lost Trades Fair.

Meeting at the observation area at Melbourne Airport, the route to Lancefield was via some excellent Alvis Roads through Wildwood and Konagaderra Rds to the Sunbury Lancefield Rd and on to Lancefield for morning tea.

Lancefield boasts a population of between 2,500 and 3,000. That is an estimate only as the Bureau of Statistics is still trying to get their heads around the last census in trying to work at the populations of far more important towns like Sydney and Brisbane!

Lancefield has one of the widest main streets in a regional town ever imaginable in which a Saturday market of several tents wide is easily accommodated in the grassed median strip in the middle of the road. The Macedon Council workers treat it similarly to the Sydney Harbour bridge. Once you have finished mowing you all go back to the starting point and do it all again!

The west bound and east bound lanes are both capable of three lanes of traffic which are so wide it is possible to see people doing a U turn thinking they must be on the other side of the street!

The centre median strip also accommodates angle parking on both sides.

Warrick Hansted, had he come, could easily have parked his Big Mack B-double across the road and still not impeded traffic!

A cafe was found however a search party was mounted for Andrew McDougall who had disappeared. Fears were held that having parked on the opposite side of the road he may have got lost on the median strip.

We met John & Kay Ball at Lancefield on their first outing in the TD21, looking spick and span after a long hibernation. The car looked good too!

Peter & Jen had also made it up from Ballarat in the Healey, with the Silver Eagle back in the garage having been found "spitting in a public place" from the number 2 carburettor. Thought now to have been suitably chastised and will appear under probation on the next outing with electronic ankle bracelet in place!

Richard & Pauline Tonkin were also there in the TE21 having been polished in Mr Sheen or was it Mrs Sheen or is that an antiperspirant?

Mark Weller's car was also immaculate as if straight from the paint shop.

The Langs and Big Red were the last to arrive having stopped to pick up grandson "Mattie."

I won't bring him next time as all the ladies wanted to hug





*Above: Lancefield's spacious main street*



*Below:  
Looks like we had the Kyneton Racecourse to ourselves -  
we didn't!*





him and had no time for the old guys. A good spanking might fix that!

Big Red had also had a dose of Mr Sheen on the windows as showers were forecast and the manual wipers when operated by the front seat occupants cause some marital friction. Guess we should get into the military method and chant, left—right—left—right until the rain stops.

But there was no hint of showers and Richard Tonkin's services as a family court lawyer were not needed.

Just as well as I hadn't brought my cheque book and his EFPOST machine wouldn't function at Lancefield. *(now I think about it; he has retired so I guess "pro bono" is a new phrase for him)*

Half an hour after leaving Lancefield we were joining the queue at the Kyneton Race Course. There was some suggestion it is a very popular event, however this was ridiculous, glad Mark had organised priority parking!

None of the marshals knew about it so we were ushered to a section as far away as possible on the side of the track where even the horses don't go!

Lunch and a walk.

There must have been a hundred tents and gazebos at the fair with some extraordinary Trades being displayed and demonstrated and others that were not officially recognised trades.

Two of which impressed me, being the making of split cane fishing rods and the other of two youngsters of 9 or 10 who had set up a successful business making fishing lures.

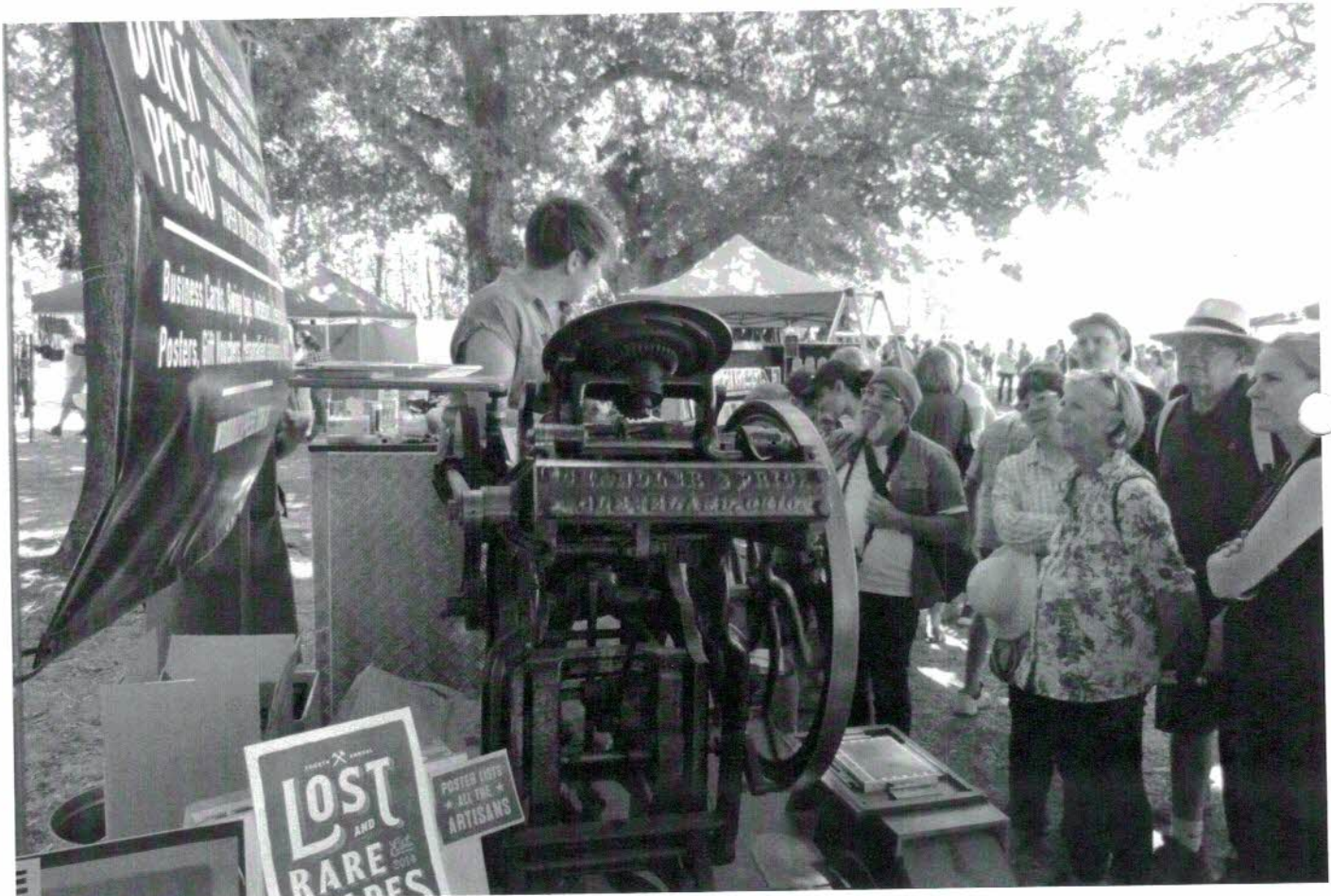
Caught up with David and Carol Head at the Fair. Sans Alvis, but none the less, the more Alvis people the better.

Due to the large area of the Fair, members didn't get together as a group again, although three cars went home via Woodend and the ice cream shop. Mark's "Black Bess" had a little hissie fit and wouldn't start. But stern words prevailed.

Thanks to Mark a fun and interesting outing.

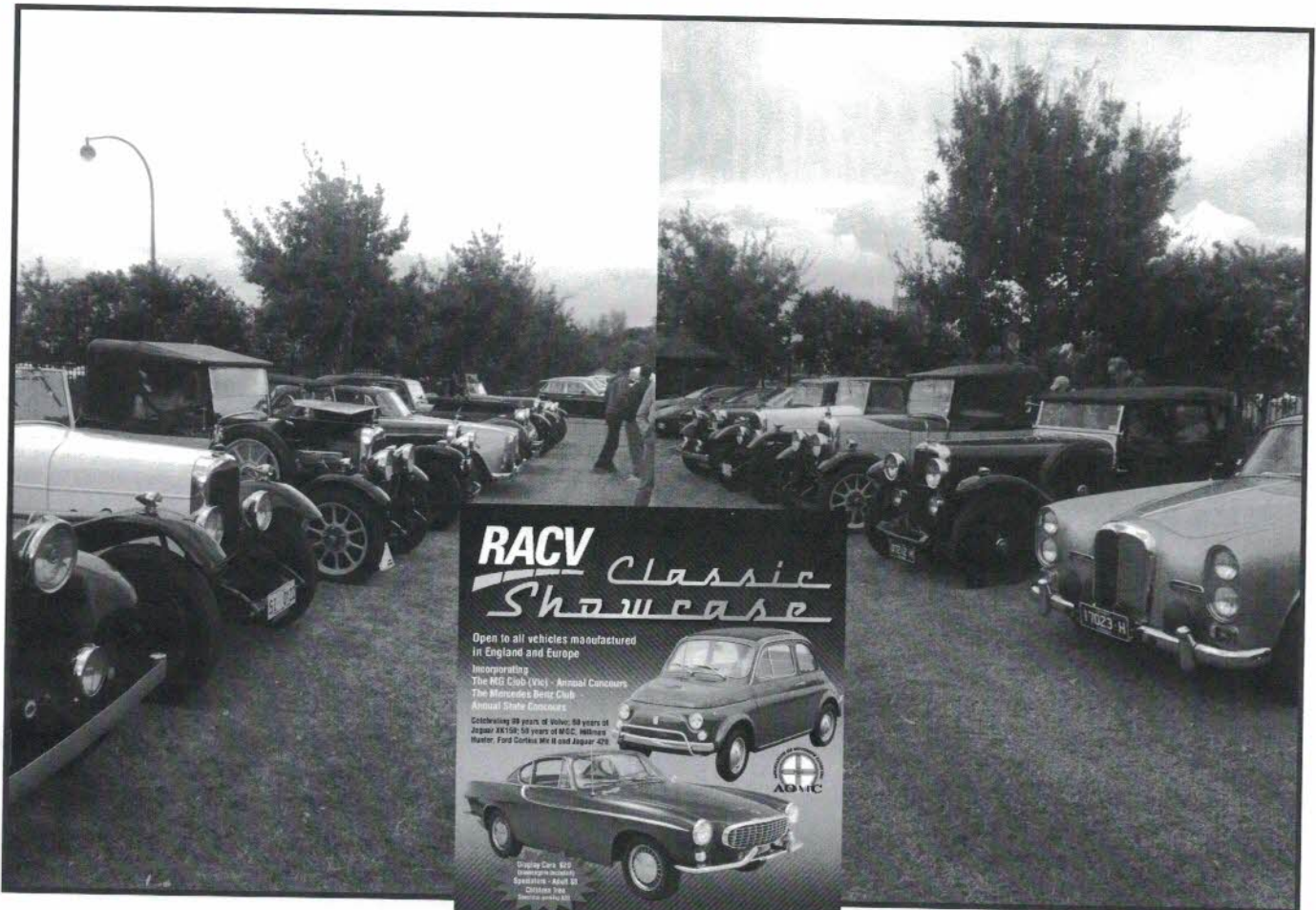
.....John Lang

*Photography by our President, Jack of "All Trades," Andrew McDougall*



*Not an Alvis in sight, but an indication of people and interest in a printing press of the past.*





Addressing one of the ACCV aims, which is to Promote the Alvis Marque, we have displayed at five Classic Showcases spanning the last six years.

**RACV Classic Showcase**

Open to all vehicles manufactured in England and Europe

Incorporating  
The MG Club (Vic) - Annual Concours  
The Mercedes Benz Club Annual Show Concours  
Celebrating 50 years of Volvo: 50 years of Jaguar XK150: 50 years of MG: 50 years of Nissan: Ford Corvair Mk II and Jaguar 420

**Sunday 19th February 2017**  
Flemington Racecourse - Nursery Car Park

Childrens Entertainment, Music, Trophies, Club Displays & Vendors  
Gates Open for Display Cars at 9.00am & Spectators at 10.00am  
Club displays encouraged. For more details and site plans visit www.racv.com.au or fr.com/altacarc

Sponsored by

McQuay-Norris LIQUI MOLY AUTO BARN PLUS CAR

pal'd up with Geoff Ross who was suffering from a broken pinch bolt in his 12/50.

Flemington Racecourse is renowned for its staging of the annual Melbourne Cup and lesser known for hosting many other events.

The venue is ideal for Classic Showcase and there were acres of British and European cars on display.

Some marque clubs coincide the event with their concours of trophy presentations and there are various product and trophy awards for cars not necessarily identified for concours.

No Alvis trophies were forthcoming but that did not dampen the day.

However the Bureau of Meteorology had forecast rain showers and they certainly got it right.

Unfortunately a significant percentage of the general public heeded the forecast and stayed away.

When Alvis people get together it really doesn't matter what the weather is like, they still enjoy one another's company and have a lot of laughs.

Was good to see Dale Anderson out in the 12/50 for its longest run away from the Geelong precincts. He had

These two together are a riot I can only imagine the nonsense that must have gone on in the car on the way home down the Princes Highway in a confined space with the roof and the side curtains up at a strapping 55mph.

Those present:

- |                  |              |
|------------------|--------------|
| Richard Tonkin   | TE21         |
| Andrew McDougall | 12/50        |
| Mark Weller      | Speed 20 SA  |
| Peter Miller     | 12/50        |
| Chris Higgins    | Firebird     |
| David Head       | Silver Eagle |
| Dale Anderson    | 12/50        |
| The Langs        | Speed 25     |

.....John Lang





# 2017 AUSTRALIAN NATIONAL ALVIS TOUR

*"ROSES & RODEO IN THE GRANITE BELT"*

*7 May — 13 May 2017*

*Queenslanders are looking forward to hosting  
the coming Australian National ALVIS Tour and  
welcoming you  
to our wonderful state.*

*Below you can see all the amazing things we have  
planned  
and know you will enjoy your stay.*

*Come along to Warwick for a week of Queensland  
hospitality, in the company of your Alvis friends and  
the chance to*

*drive your Alvis on pleasant country roads.*

*Two years is a long time to wait for the next one!*

**FOR MORE INFORMATION**

*Contact Ronnie Brown*

*2684 Moggill Rd, Pinjarra Hills Qld 4069 Australia*

*Tel: 061 7 3202 7462; email: [alvisronnie@gmail.com](mailto:alvisronnie@gmail.com)*

## **THE PROGRAM**

*Sun 7 May - Welcome & register at the  
Coachman's Inn, Warrick.*

*Mon 8th May - Lunch at the Rotunda at  
Leslie Park and welcome by the Lord  
Mayor. Explore Warwick  
Dinner at the Coachman's Inn*

*Tuesday 9th May - Drive to Stanthorpe  
Morning Tea and demonstration at  
Lawdogs. Lunch and tasting at  
Ballandean Winery. Afternoon at  
Anna's candlemaking & Jamworks  
OR visit Dave Ford's Restoration  
Workshop. Return to the Coachman's Inn  
for dinner.*

*Wednesday 10th May - Morning Tea at  
Private collection of Sulkies, Coaches,  
Wagons and horsedrawn vehicles.*

*Lunch at Warwick Golf Club. Afternoon  
Tea at Rodeo Heritage Centre.  
Dinner at Coachman's Inn*

*Thursday 11th May - Bus takes us to  
railway station Steam train to Clifton.  
Lunch at Clifton Arms hotel. Return by  
steam train to Warwick and by bus to  
The Coachman's Inn.*

*"Bushies/Federation" Theme Night*

*Friday 12th May - Morning Tea at  
Mary Poppins house at Allora  
OR Allora Regional Sports Museum  
Lunch at Killarney hotel. Visit heritage  
centre and Queen Mary Falls  
Final Dinner at Coachman's Inn*

*Saturday 13th May - Depart for home.*



## Celebrating 100 years of Alvis

**The Centenary Tour** – the pre rally before the National Rally 2019

We are looking for expressions of interest in joining us for all or part of the journey as a start to celebrations of 100 years of Alvis.

2019 will be the start of world--wide celebrations - 100 years of Alvis.

The proposed tour will take in a taste of key areas from the Victorian high country, south to Victorias east coast region north along New South Wales Sapphire coast, then up into the Blue Mountains, inland western NSW, then back down visiting our nation's capital - Canberra, through the snowy mountains and finally culminating with a gathering in Albury which is the proposed starting point for the 2019 National Rally.

We anticipate the tour will be approximately 15 -20 days in duration. Driving will be minimised to approximately 300 to 400 km on transport days. We will be working towards a minimum of 2 nights in each location where possible and in some instances a little longer. The aim is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia.

We are seeking expressions of interest at this time. If you would like to participate please contact: Dale Parsell, [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)



Not for the faint hearted!  
Noted on [www.justcars.com.au](http://www.justcars.com.au) 1927 12/50



# IN THE WORKSHOP

“FOR THE SHEER JOY OF DRIVING ..... I’D LIKE TO GO THERE IN AN ALVIS”  
(Advertisement in The Motor 1952)

Oiling the distributor – Have you forgotten? This is particularly pertinent to those who have replaced the points with an electronic module?

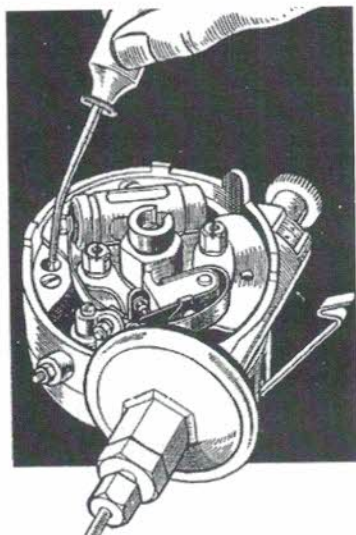


FIGURE 1

I chose the title for this piece quite deliberately for many of us are pleased with ourselves for fitting electronic ignition, thus eliminating the need to adjust/replace the old sometimes troublesome contact points.

As a consequence the routine of oiling the distributors “invisible” parts has probably been overlooked. To that end I feel it timely that we actually look at those “invisible” parts and see what a lack of maintenance can do.

Removing and dismantling a distributor from the 3 Litre series of cars is quite straightforward especially on the TA-TC models. {All images are of the distributor on my '51 TA21} An offset drive dog means that there is no issue in replacing the distributor as the firing order will not have been disturbed. Removal is simply a matter of loosening the distributor clamp and the removal of the locking bolt (located on the aluminium housing, below the front cap clip) which prevents the distributor riding up and disengaging. We have all been reminded in publications not to turn the motor over when the distributor is out.

The 3 Litre Manual of Instruction explains the purpose of lubrication. It states firstly that it is to lubricate the automatic advance and retard mechanism, however I wonder how effective this really is. It then discusses the need to lubricate the spindle.

After removing the rotor button dismantling the distributor on the TA-TC series is as simple as removing the three screws that join the two sections together. To get easy access to two of the screws involves a little pressure on the knurled vacuum advance knob as this will rotate the base plate a little to completely expose the screw heads.

The two sections are reproduced in figures 2 & 3. As can be seen the distributor cam protrudes through the top housing and opens and closes the points or activates the electronic unit.



FIGURE 2

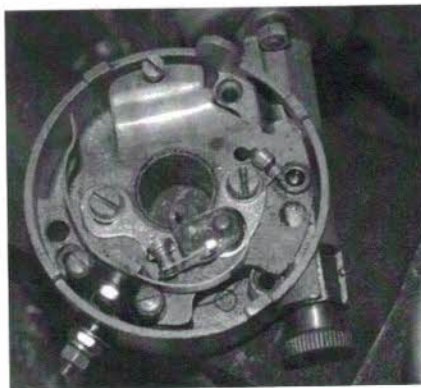


FIGURE 3

The cam simply lifts off after the screw at the top has been removed. However before any further disassembly takes place note carefully the relationship between the cut out on the cam that locates the rotor button and the position of the offset drive dog that engages the driving gear as the cam can be refitted back to front. The image in figure 4 is

what is left after the removal of both the cam and advance weights. The spindle and action plate are clearly visible. At this stage check for any wear in the bearing by putting sideways back and forwards pressure on the spindle. There should be no noticeable movement. Referring to the top drawing, figure 1, oil is added to the hole which according to the TA- TC Manual of Instructions is labelled “oil here”. Oil flows down the channel on the left hand side as seen in the image and then flows through the slit at the base of the housing. {11 o'clock position}

This oil is most important as it lubricates the shaft bearing which can be just seen through the hole in the action plate. It



then drains down and lubricates the bottom bush and distributor drive gear before entering the sump. Given that the action plate for the advance mechanism is above the drain point I wonder how much lubrication it actually receives. If lubrication is not regular bearing wear will take place and will manifest itself by the rotor button carving up the distributor cap contacts resulting in erratic running. It doesn't take too much bearing wear to see these symptoms.

For the advance weights to open outwards requires that the action plate and pivot posts be clean and lubricated. Lack of regular lubrication can result in the parts becoming "frozen". The spindle too needs to be cleaned and lubricated as the distributor cam has to be able to rotate on it without friction. As motor revolutions increase the weights move out by centrifugal force and the position of the cam is altered thereby advancing the ignition timing. Again maintenance is simple and just requires a few drops of oil be applied at the top, after the rotor button has been removed. See figure 5. If clean, oil slowly makes it way down the spindle. For this

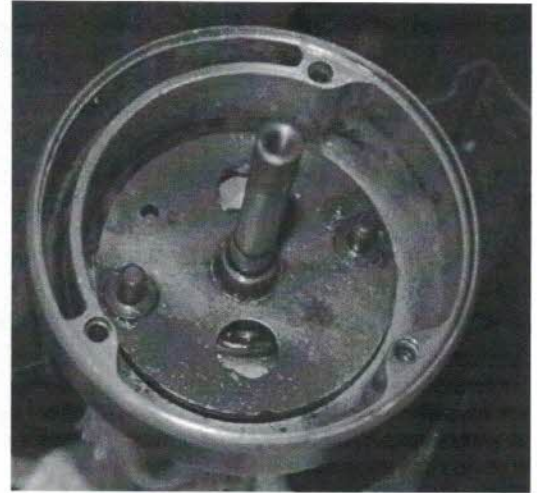


FIGURE 4

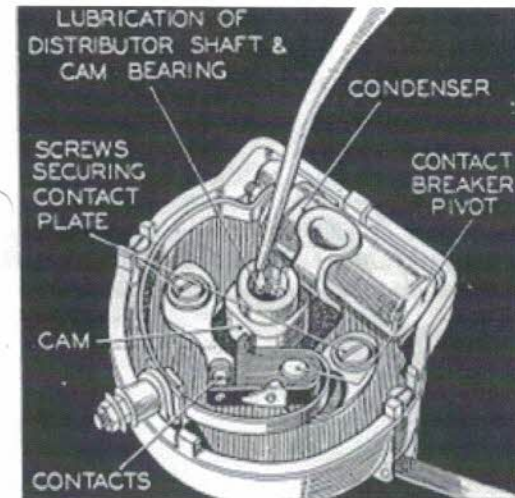


FIGURE 5

operation there is no need to remove the top screw which holds the cam in place. {I prefer a light grade oil to engine oil} The consequence of the lack of lubrication of these components is quite obvious as the car will seem to be less responsive under pedal. Quite simply the ignition is not advancing sufficiently with speed.

Having disassembled the distributor all parts can be cleaned and inspected. The weights as shown below in figure 6, when cleaned, should have their bases smeared with oil prior to reassembly. The springs need to freely move on their posts and of course must not be damaged. Springs must be a matching pair. All pegs need to be clean and oiled too.

It is timely to also consider the wear that has taken place to the lobes of the cam itself. I have written on various forums that one can regularly find NOS cams on eBay. If contact points are still being used then why not fit a new one? The part number for the TA-TC series with distributor DVXH6A (40216A) is 408999. See figure 7.

A vernier caliper can be used to check for uneven lobe wear. Again if contact points are used then significant deviation between the lobes would warrant replacing the cam as this can manifest itself by the engine "missing".

The cleaning of the top section of the distributor body with a small stiff paint brush and solvent can be undertaken without the fiddly removal of the micrometer parts. A few cotton buds can get into the awkward spaces. The micrometer shaft needs to move freely under spring pressure and should bounce back. A little oil on the shaft will allow it to move freely. Whilst apart it is prudent to ensure that the vacuum advance module works. A bit of rubber hose on the end and a little sucking will indicate if the contact breaker base is responding by rotating. If the unit is not working replacement is required although I have heard of them being repaired. 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 vacuum advance unit. Fitting is relatively easy after the swing arm has been decoupled from the vernier adjuster.

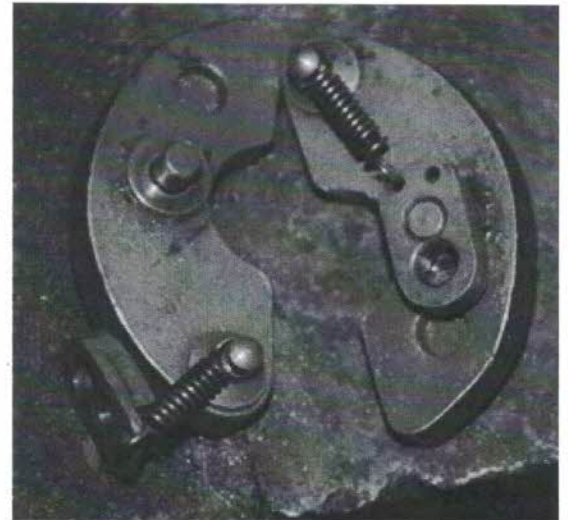


FIGURE 6

There are no special reassembly requirements. The two distributor sections can only fit together in one combination with the three attaching screws. The electronic module should be reinstated. If contact points are to be used they should be refaced/replaced and a tiny amount of oil should be applied to the pivot post. Likewise if points are being used a smear of high temp grease should be applied to the cam lobes. Point gap should now be set. If new points are used then the gap should be a little larger in order to allow them to bed down. The gap and the timing can then be reset after some running.





FIGURE 7

Having placed the distributor back into the motor ensure that the drive dog is locked into place remembering the offset. Also ensure that the locating bolt has been fitted, but at this stage not too tight as the distributor still needs to be able to be rotated in order to set the timing. To that end the distributor clamp is also to be loose enough for the same reason. Refit the rotor button but before fitting the cap twist the rotor button and you should be able to feel the advance weights move against their springs; when released they should snap back into position. The rotor button should be a tight fit. {Beware of cheap Lucas copies as they are known to fail.} Also check that the carbon brush and spring in the cap are in good condition. Reconnect the coil lead. Set the vernier scale about half way. With the aid of a strobe timing light the motor can now be retimed. *Alvis* recommended 5 degree before TDC. Finally tighten the locating bolt and distributor clamp. Reconnect the vacuum advance line.

Given the amount of use we give our cars the cleaning and oiling of the weights should not need doing again for quite a while, however as per the Manual of Instructions adding oil to the parts discussed is essential.

*Postscript*

*This work can be undertaken with the distributor base in situ. This may suit those who are less keen to remove the entire unit. It is easier to undertake this on the TA-TC series as the offside side panel can be removed. Such is one of the benefits of a prewar design.*

## Does your clock work?

*Malcolm Kindell*

Mine certainly didn't. But it does now. I have introduced a printed circuit to govern the balance wheel. Very clever stuff. It does not detract from the appearance of the clock and the operation is exactly similar. There are no external add-ons as the printed circuit sits within the confines of the body of the clock. You can even hear the rhythmic tick tock.

The Smiths Clock, which sits in the speedometer on my TA21, used to work very well but has worn out with time. Apologies for the pun. It has been repaired in the past but the repair option is no longer available from my repairer. So the Internet was trawled and lo and behold I found Clocks4Classics. Look it up for yourself, it's a very interesting site and explains exactly what you have to do step by step.

So a kit was ordered, stating clearly whether Positive or Negative earth was required. Two days later a little box arrived in the post, containing a very small printed circuit in an anti-static bag, a set of printed discs on sticky backed paper, a very small brass sleeve and some insulating sleeves.

The clock was removed from the speedo and carefully dismantled, on the workbench, on a clean sheet of white paper.

The problematic contact that switches the current, which drives the balance wheel to revolve backwards and forwards, is removed and discarded. It is this very contact which wears out and is most often the cause of the clock failure. It is replaced with a light sensor on the printed circuit, which detects the passing of a black segment in a white self-adhesive disc fixed to

the underside of the balance wheel. Clever electronics on the printed circuit converts the sensing of the black segment on the white disc to switch the power to drive the balance wheel. The electronics even have the ability to start the motion from the static position of the balance wheel. All very clever.

I have already successfully converted one clock and am now working on my second one. Regrettably this improvement does not compensate for any mechanical wear or solenoid failure. So the clock must be capable of working and be in relatively good condition. On taking the clock to pieces it is also advisable to clean and oil the components. Always use special clock oil and clean only with isopropyl alcohol. The process is extremely complicated, delicate and should only be undertaken if you have a steady hand, have good eyesight, have plenty of light and a lot of patience. You will also need the correct tools for the job.

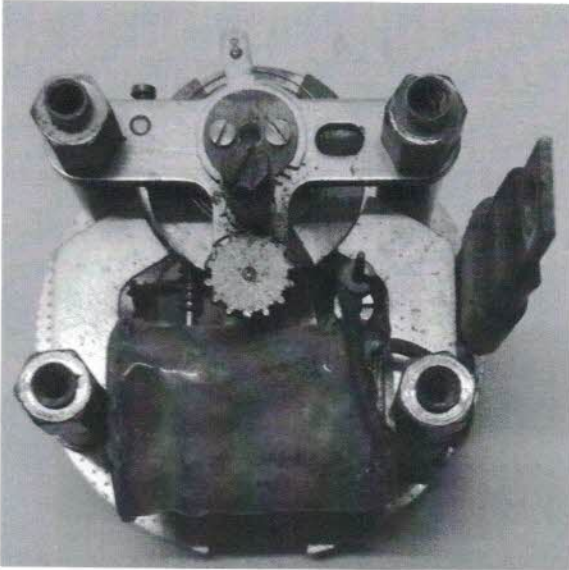
Please note that this repair/improvement is only suitable for certain Smiths Clocks commonly used on Classic cars of the forties, fifties and early sixties. The example discussed is used on the TA21, TC21, TC21/100 and probably the TD21.

Below is a series of photos showing a few of the stages of operation.

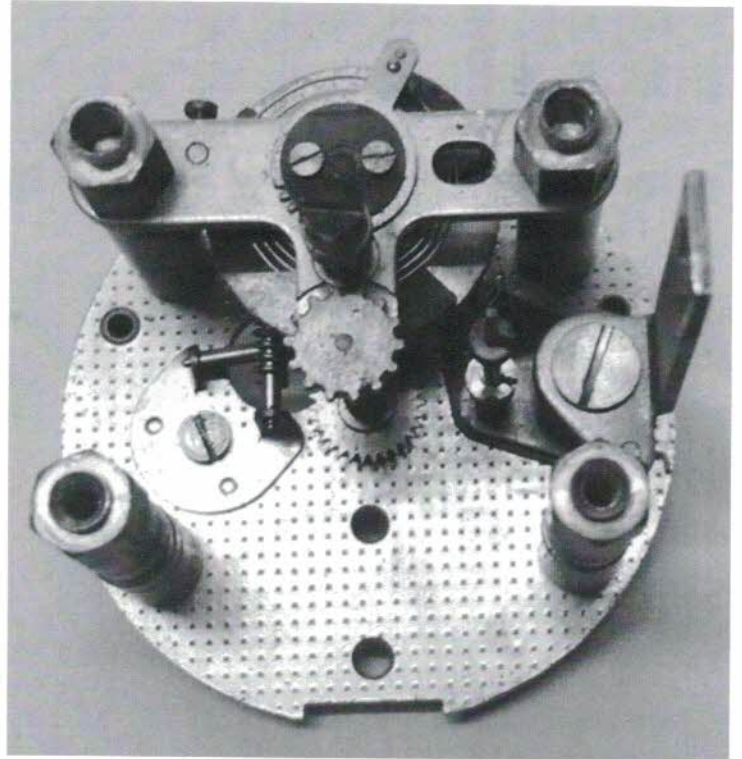
*Many thanks to Malcolm Kindell (UK) for allowing me use his article*

.....ed

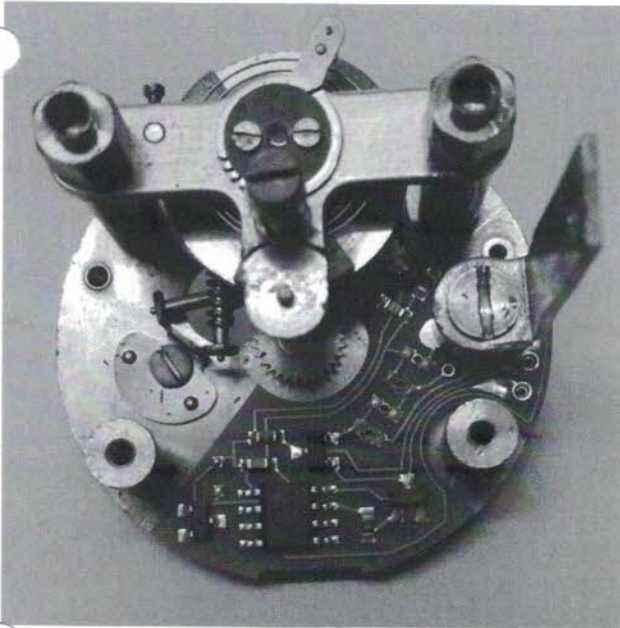




Above: Clock internal with body removed and solenoid still in position.



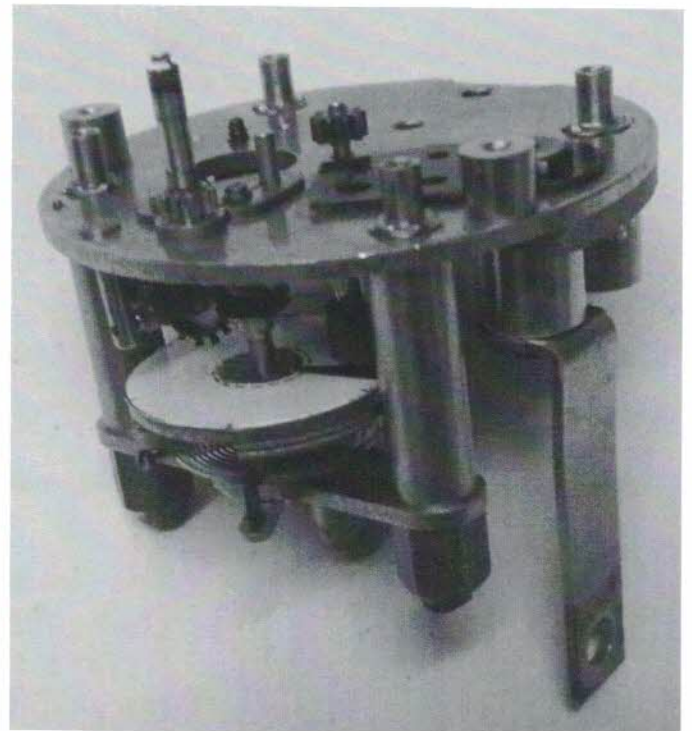
Above: Clock internal with solenoid removed, but with balance wheel contact still in position.



Left: Clock internal with new printed circuit installed.



Above: the completed clock before reinstatement into the speedo



Above: Clock turned up the other way to show the underside of the balance wheel with self-adhesive white disc applied. The black segment on the white disc can just be seen.



# FOR SALE



Nigel Spragg advises that his Speed 20 SC Charlesworth Saloon is for sale.

He apologises to those who responded to previous advertisements in ALVIC and now following several operations and weeks in hospital, he is fit enough to handle any enquiries

History of Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.  
Despatched from the factory: 27th March 1935.  
Body by Charlesworth, Body No. 13502.

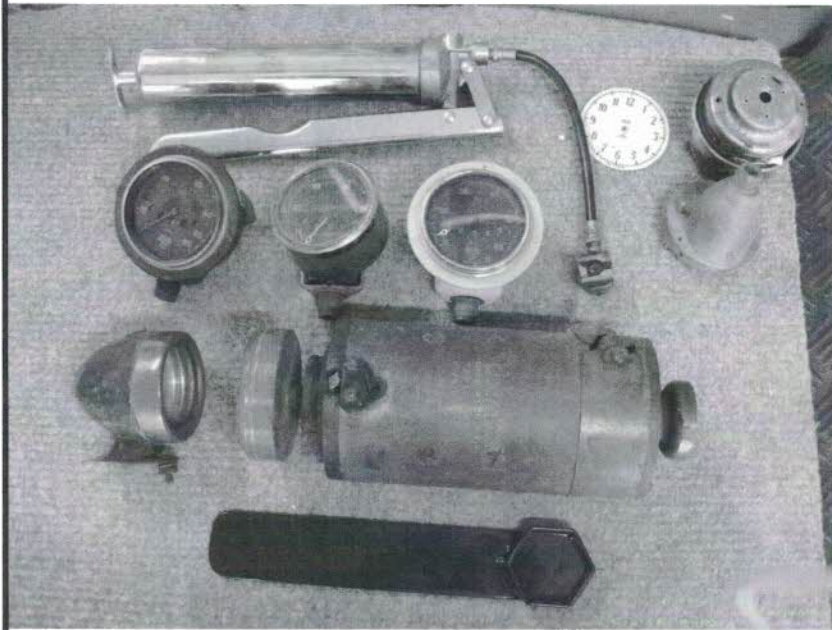
Nigel is asking \$70,000 or near offer.

He can be contacted on: 0417 106 564

## WANTED

The "Innards" to suit Solex 30 MV carburettor, eg choke tube, main jet and assembly, and auxiliary jet for a 12/50 engine.  
Gary Guiver 0362396467





## FOR SALE

Grease gun suited to Alvis 12/50  
with flat grease nipples

Three speedometers and one for  
spares

Side light

Generator to suit 12/50 or 12/60

New hub nut spanner

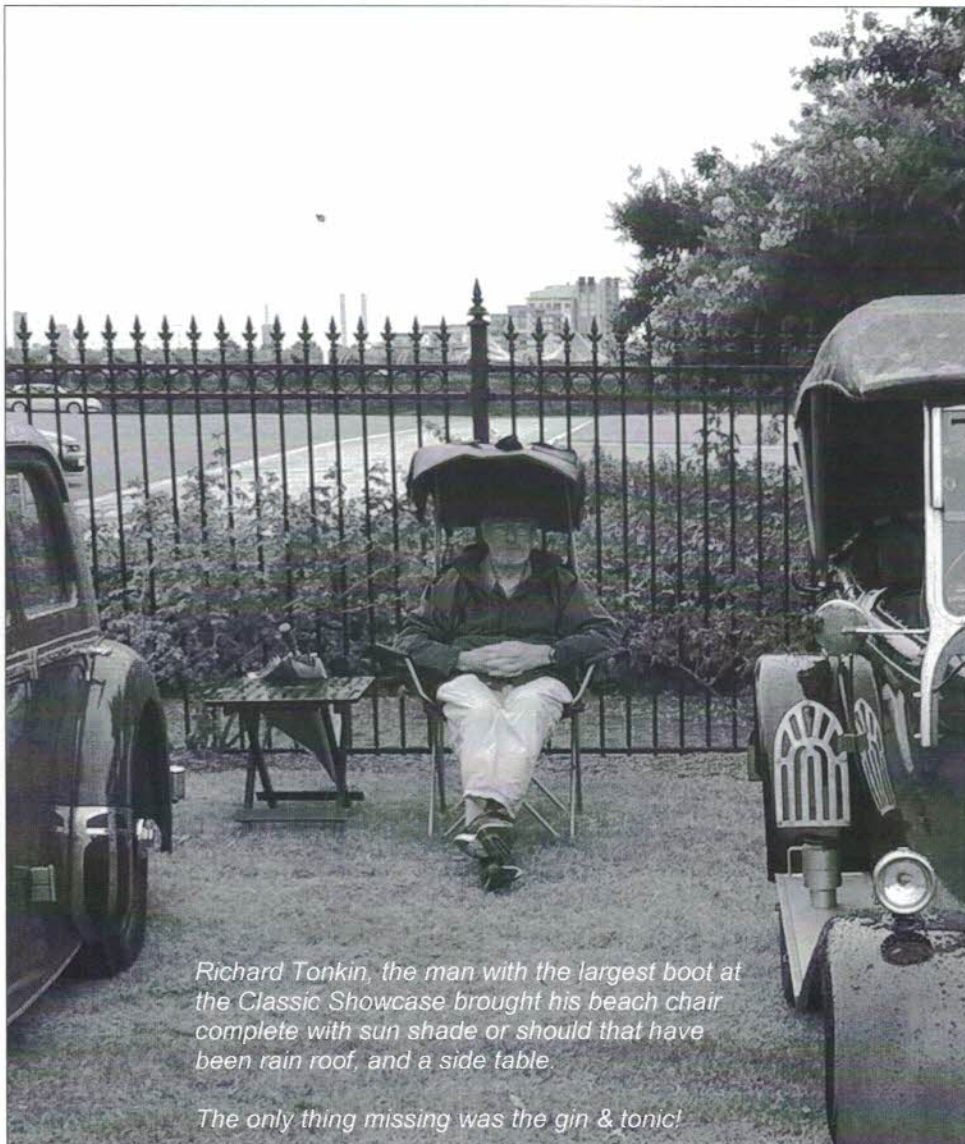
\$300.00 the lot obo

David Vaughan, Wedderburn

Email:

davelyne@bigpond.net.au

## ALVIS PEOPLE BEHAVING BADLY



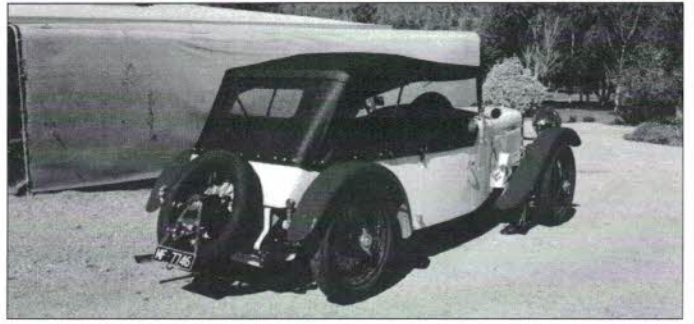
*Richard Tonkin, the man with the largest boot at  
the Classic Showcase brought his beach chair  
complete with sun shade or should that have  
been rain roof, and a side table.*

*The only thing missing was the gin & tonic!*



## FOR SALE

SG Silver Eagle Sports Tourer  
12,000 miles since complete restoration  
including new body & full weather equipment &  
tonneau. Chassis No. 12684 Original books &  
full history available  
Restoration details available on request.  
\$82,500 negotiable  
Murray Fitch Telephone: 03 5766 2529



## FOR SALE



Noted on [justauto.com.au](http://justauto.com.au) ()  
1931 Alvis 12/50  
\$65,000



## FOR SALE

1x 1928 TA16/95 Silver Eagle, car no 12006. Complete car in need of full restoration, complete with some spares including spare cylinder block and cylinder head. Reco-gearbox with John Needham gear set and original gear set also available, spare diff housing and diff centre.

1x 1951 TA/21 saloon chassis no 23864 body # M2047, complete car.

1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

Also included is a host of spares for the 51/53 cars including a full set of doors, guards and bonnets in excellent condition as well as spare guards that are good for a pattern, radiator shell, 2 spare motors and gearboxes as well as a host of parts including lights, trim, starter motors and generators. Too much to mention. This is a quite extensive collection of spares for these cars and is almost a complete car's worth of spares.

To be sold as a complete collection will not separate cars or parts.

Located in Kyneton, Victoria

Call for more details - 0439 320 496 Andrew Twomey

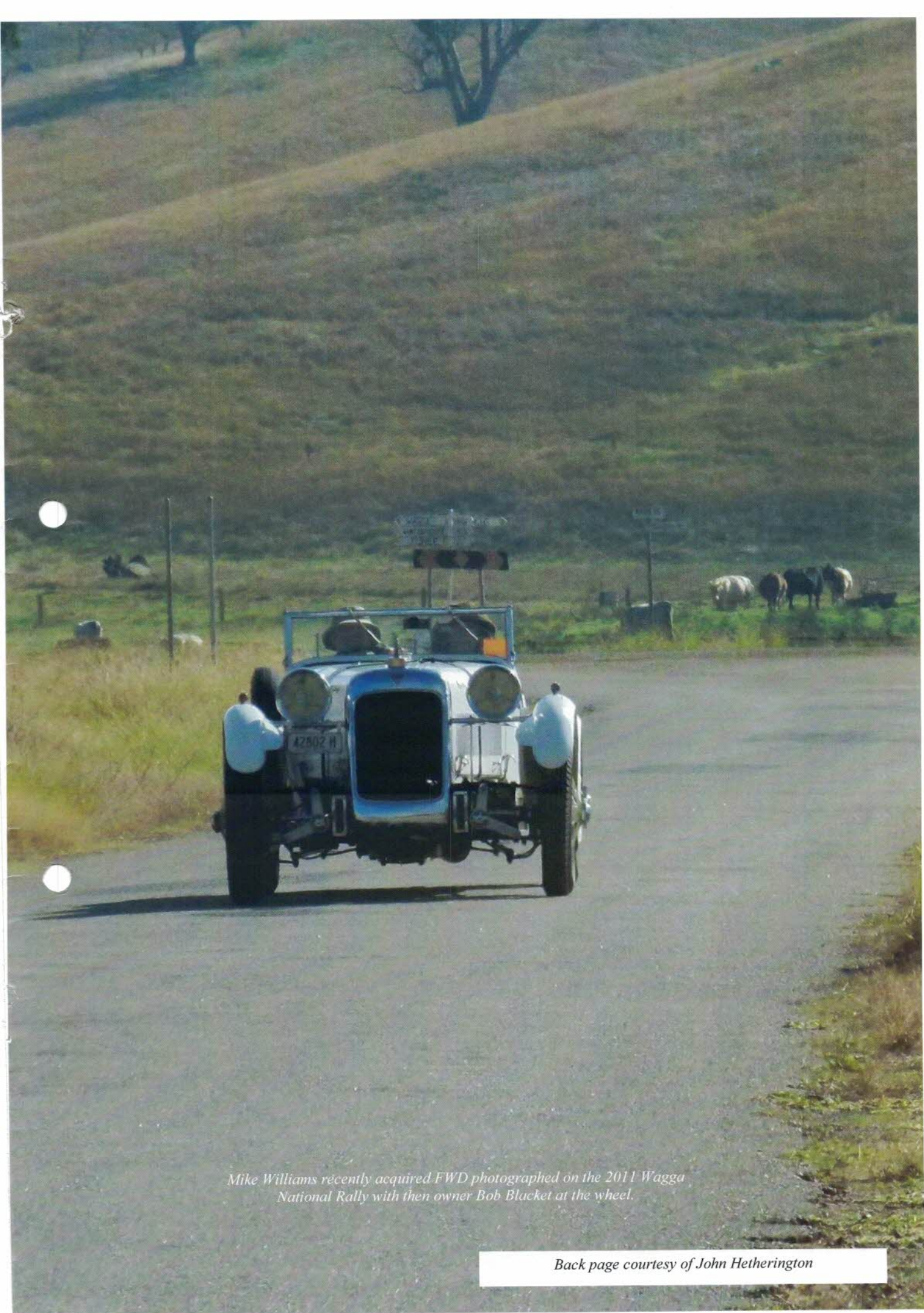






*Are you sure the  
handbrake's off?*





*Mike Williams recently acquired FWD photographed on the 2011 Wagga National Rally with then owner Bob Blacket at the wheel.*

*Back page courtesy of John Hetherington*



# DUNHILLS' BOBBY FINDERS

PATENT APPLIED FOR

WILL SPOT A  
POLICEMAN AT  
HALF A MILE  
EVEN IF  
DISGUISED AS  
A  
RESPECTABLE  
MAN.  
PRICE



ALFRED  
DUNHILL  
LTD

NUMBER TWO,  
CONDUIT ST.,  
REGENT ST. W.  
TELEPHONE 3859 GERRARD

AND 42/-  
63/-



TELEPHONE  
568 KINGS CROSS

HEAD DEPOT  
145-7  
EUSTON ROAD  
LONDON. N.W.

TELEGRAMS  
DUNSEND LONDON