



The Austral Alvist's Aide

DECEMBER, 1960

ISSUED FREE

*Xmas
Greetings!*



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

BULLETIN
of the
ALVIS CAR CLUB
VICTORIA

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

" The A L V I C "

The Bulletin of the Alvis Car Club, Victoria.

CLUB OFFICE HOLDERS:

- Hon. President: Roy Henderson, 195 Inkerman St., St. Kilda.
Hon. Vice-Pres: Cliff Eaton, 86 McKinnon Road, McKinnon.
Hon. Secretary & Spares Registrar: Basil Bowes, 21 Edgar St., Glen Iris. S.E.6.
Hon. Treasurer: Bruce Czynski, 13 Gladstone Rd., Briar Hill.
Hon. Social Secretary: Position still vacant.
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Hon. Editor: David Muirden, 16 Rix St., Glen Iris. S.E.6.

This publication is the official newsletter and journal of the Alvis Car Club, Victoria. It is printed in an edition of approx. 150 copies by the Hon. Editor, and is issued free of charge to Club members. Contributions are always welcomed.

E D I T O R I A L

This month is Christmas month, and most members will be taking time off most evenings between now and Xmas, for parties, holidays and the like. Luckily, the third Friday of the month falls early this year, on the 16th, so it is hoped that as many members as possible make a real effort to attend the annual Christmas party cum December meeting at the Clubrooms on that night. We hope you will all make a special point of it, and remember to bring something edible or drinkable along to help the party along. Bring your wives, girl-friends etc. to swell the numbers. It is a night for celebrations and bonhomie rather than pure Alvis Club business. Let's see the Clubrooms packed to the gills on the 16th. Come late rather than not at all.

DECEMBER GENERAL MEETING

and

CHRISTMAS PARTY

8 p.m. Friday, December 16th, at the Clubrooms at 21 Edgar St.,
Glen Iris.

Things to bring:

Wives, girlfriends, sisters etc.

Plate of goodies, or something else edible.

Drinks to own preference (and your friends)

Let us all aim to make the Xmas Party a good celebration, and
make sure to invite all your interested friends along.

NOVEMBER MEETING

There was quite a good roll up to the November meeting, and the weather was very clement. Les and Mr. Lee were present in Rolls and Silver Eagle (no FWD roadable yet), Mrs. Morris was back again after her various trips to Surfers' Paradise and Japan, John Cole arrived as usual in the 16.95 "heap", and as usual also tells everyone that he "is getting on with the Three Litre". Ron and Wilma Allen arrived, albeit a little late, with Ron clutching the magneto for the 16.95 for repairs through the Club. Star arrivals for the evening were Graeme Quinn in the Alfa Romeo, which had everyone looking and listening (especially to the exhaust whistle gadget), and Terry Plummer who brought along his newly taken movie films of the Alfa, the Veteran Run and the Bug.

Also seen at the Meeting was a new member and first-timer in Andy Hannan, who owns a Firebird Tourer. Andy used to be an MG man, and drove various of these, including a very fast super-charged PB. He inherited the Firebird off his uncle as it were, and tells how he once tried to catch the Firebird in his PB, but just couldn't, due to the windy roads and the superior Firebird roadholding. The car is very clean, is painted grey and seems to be in very good order.

Roy Henderson told the Club of the decision regarding the

Spare Parts Service. Members who wish to order parts will now have to observe the following:

1. Give Spares Registrar the part/s you want, including part numbers where possible, and he will send to England for a quote. It is very important that Basil be given with the enquiry the right car number, chassis number and engine number, wherever possible.
2. When Basil has received the quote from Alvis Ltd. he will send them an official Club order for the part/s ONLY WHEN an amount equal to 3 times the sterling quotation is deposited with the Spares Service (by cheque, cash etc.)
3. When the part/s is/are received, delivery will be effected as speedily as possible.

Also note: Normally parts are sent surface route or parcel post for very small items. For urgently needed parts, it is possible to obtain them by airmail or air-freight. All further enquiries to the Spares Registrar.

4. After the part/s has/have been delivered, the total cost will be calculated, the handling charge of 5/- for airmail postage and stationery added on, together with a very small percentage, and any surplus out of the 3 times sterling deposit will be refunded to the member.

Roy also told the meeting of the provisional 1961 Calendar of Events, which has now been completed, and will be found below. It is particularly hoped that more members will enter these events, the majority of which are not speed events but social ones.

There are still one or two Club badges left at the Clubrooms for sale. First come first served. A new batch will be ordered next year.

This Christmas-New Year holiday period it is hoped that the Clubrooms will be extended a little. Some help in doing this would be appreciated. Offers invited at the Xmas Party.

Last, but not least, Basil is still eager to get many more entries for the Photo Guessing Competition at the Clubrooms.

CLUB CALENDAR 1961

¶ Normally, events are held on the Sunday immediately after the General Meeting for that month. This does not apply to the Interstate Rally or to the Kalorama Rally.

<u>DATE</u>	<u>EVENT</u>	<u>ORGANISERS</u>
Feb. 19th	Clarkefield Gymkhana	R. Henderson J. Cole
Easter Monday	Combined Vintage Car Clubs Kalorama Rally	<u>Club Reps.</u> B. Bowes R. Henderson D. Muirden
Queens' Birthday Weekend	Interstate Alvis Rally With Sydney Alvis Club	B. Bowes
August	Treasure Hunt	D. Muirden
October	Day Trial	B. Czynski
November	Concours d'Elegance at Emerald Lake	J. Cole D. Muirden
Date to be fixed	Dinner Dance	C. Eaton B. Czynski

PLEASE NOTE

Subscriptions (see rear cover) are due on January 1st, 1961. If you can, pay now in advance before the holidays have taken all your money. Bruce Czynski will happily collect.

JOTTINGS.

Rick Manton, after his plea at the last meeting for someone to take the 12/50 off his hands for £100, has had his plea answered, we hear. Rick will thus be able to work on the newly acquired Bugatti, and we hope that the Club will gain a new Alvis owner.

Doc. Donnan was down in Melbourne on the night of the Nov. meeting, but was unable to attend. Some members saw him in action, however, the following day at the V.S.C.C. Sprints at Fisherman's Bend in the Speed Twenty. Doc. Donnan came down from Beechworth without the aid of a workable clutch, and he tells us that it was virtually impossible to engage first gear, despite the all synchro box. From all indications his clutch plate must be razor thin. Luckily it is the Berg and Beck clutch, so he should have no difficulty getting it suitably fixed when back at Beechworth. Apparently, he did quite creditably in the sprints, despite clutch troubles, and as usual, this car somewhat amazed most onlookers.

Also at the Sprints were Graeme Quinn (Alfa) Terry Plummer (Bugatti), Janice Martin (Speed Twenty Saloon) Paul Conrad 14.75 and 12/50 special, Bob King (in his new Lagonda Rapier).

- ★ John Gray has sold his Silver Crest (still with the front stove in). We believe an engineering student has it now, and intends getting to work on it after his exams.
- ★ We understand that David Goyder has had the Silver Eagle Twenty's body off and has had the door pillars renewed. It appears that work has been held up until after the Christmas rush with the carpenter, but David intends putting the rest of the old body back until then, so that the car can be used. Maybe we shall see it at the Christmas Party?
- ★ We hear from G/Capt. E. Shipley, A.O.C. Editor, that the Alvis Owner Club's monthly Bulletin is to be improved in the new year and will be professionally reproduced by a new process. It appears that it will be something the same format as "The Alvic", although they have had this idea in mind for some considerable time. Good for you, A.O.C. Committee.

ALVISTORY

by Basil Bowes.

Captain Smith-Clarke continues:

Price will be of the utmost importance.

British cars will always sell for a little more than others, providing British quality and finish is maintained, but they cannot be sold for two or three times the price of foreign cars of similar performance. Reduction in cost must be obtained by improvements in manufacturing technique and by reduction in cost of raw materials, but quality must be maintained.

British cars must be modern in line and treatment, but must remain British in appearance and most certainly must not ape the American.

Finally, I cannot help but think that in these days of "planning" "rationalisation", and "blue prints for industry", the automobile industry is by way of being a political football to be kicked by all and sundry.

Surely some thought should be given to what would have been the plight of the British nation in two world wars without the resources of this highly organised industry. Standardisation is held to be the golden road to enormous production of cars at competitive prices but just suppose that the industry had been producing nothing but cheap mass-produced cars at the commencement of the wars - where would the aeroplanes, the aero engines, the tanks, the guns, and the thousand other such things have come from ?

Standardisation of details and of certain equipment is to be welcomed, but standardisation of complete cars would inevitably mean stagnation in design, and eventually to the elimination of skilled craftsmanship.

It should be remembered that British industrial prestige throughout the world has very largely depended upon our engineers and skilled craftsmen, on quality rather than quantity, and I venture to say that it will be disastrous for British industry in general and for the automobile industry in particular, if this tradition should be lost.

(With which we could not agree more. Bas. Bowes.)

THE END.

ALVISTORY continued:

The previous page ends Captain Smith-Clarke's address to the Automobile Division of the Institute of Mechanical Engineers, and at this juncture it is appropriate to reprint the obituary notice that appeared in Issue No 81, April 1960, of the A.O.C. Bulletin.

The "Captain's" passing has been noted with regret by us all, both here and abroad, not only Alvists but also by various medical men and many others. Read on:

Captain G. T. Smith-Clarke

Born at Bewdley, Worcestershire and educated there and at Regent Street Polytechnic, he started his career with the Great Western Railway in 1902, and within 11 years was chief draughtsman of the Road Motor Department. Here was laid the early experience of automobile engineering to be so useful in later years. During these years he also took a close interest in the early developments of wireless telegraphy (building his own equipment) as well as the magneto - a component not then produced in England. It is interesting to recall that attempts, possibly the first ever, were made to provide car to pit communication for Harvey's 12/50 which won the 1923, 200 miles race at Brooklands.

During the 1914 war, Smith-Clarke was in charge of the Aeronautical Inspection Directorate Staff for the Coventry area, and was responsible for the design of a method of carburettor jet calibration still the basis of the B.I. Standard. At this time too, he came into contact with S.C.H. Davis, W.O. Bentley, and T.G. John, then Works Manager at Siddeley Deasy factory, which was building the Puma aero engine.

After the war, Smith-Clarke moved to Daimler Ltd, serving as Assistant Works Manager until June 1922, when he became Chief Engineer and Works Manager with T.G. John Ltd. as the firm then was.

Here his inventive mind produced numerous items which were patented, and the advanced engineering details of which will be known to most members.

In particular, the Alvis Car and Engineering Co. were the first to go into production with a full four-speed synchromesh

gear box, and front wheel drive, and, in this country (Eng.), the first with independent front suspension.

Many consider that Alvis never received their due acknowledgment for their advanced engineering, and it is particularly unfortunate that the straight eight supercharged front-wheel drive cars so narrowly missed proving their capabilities in the 1930 T.T. the engines being slightly smaller than those of the victorious Alfa Romeos.

With worsening political situation, the main energy of T. G. John and Smith-Clarke were turned in 1938 to the aero-engine field, while, during the war, Smith-Clarke, (made a Director in 1931) was responsible for the 20 factories controlled by Alvis Limited, and engaged on aero engine and propellor work for the M. A. P.

He was primarily responsible for the various prewar aero-engine none of which were ever put into large scale production, but, nevertheless, led to the present Leonides series.

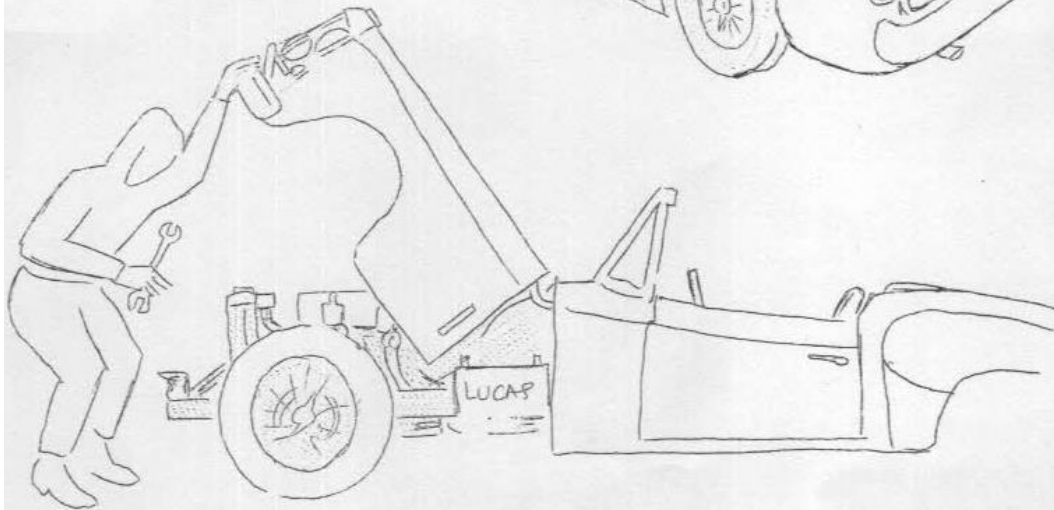
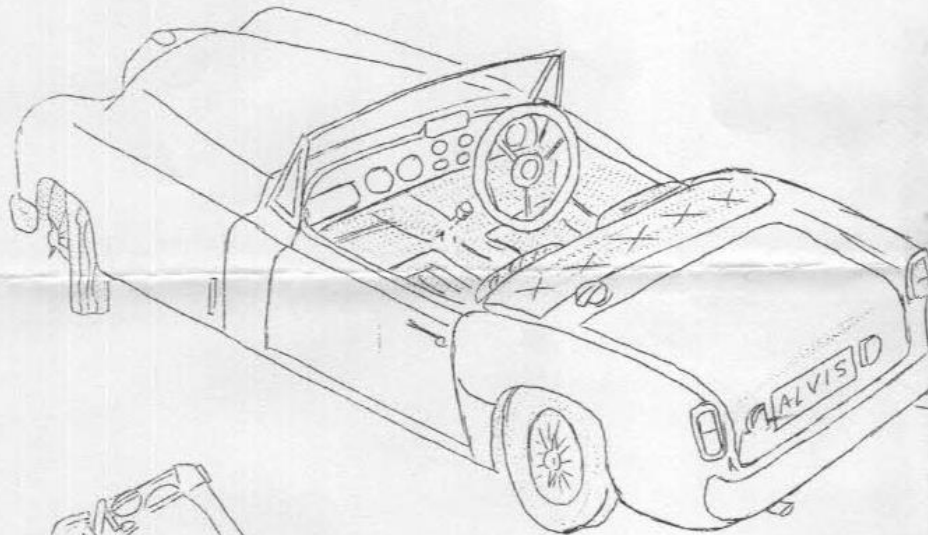
Captain Smith-Clarke's interest in hospital work (administrative and practical) began long before his retirement in 1950, while, throughout his life, he took close interest in astronomy and built his own telescopes. (He was an F.R.A.) In 1949, he presented the Coventry hospital with a machine for X-Ray examination of the heart - the first of its kind in England. In 1952, his improved "iron lung" was hailed in medical circles as " a tremendous advance", and Russia was among the countries to place orders for it. His death occurred just as work on an even more advanced "iron lung" was completed.

The Captain's work had been recognised in 1947 when he was elected Chairman of the Automobile Division of the Institute of Mechanical Engineers, and in 1957, by the award of the James Clayton prize, one of the highest mechanical engineering honours.

From the new O.H.V. 12/50 of 1923 to the post-war TA 14, Capt Smith-Clarke was responsible directly for the 27 years of fine motor car design and production. The 12/50, Speed 20, Speed 25 and 4.3 Litre are admired as being among the world's great motor achievements, and it is in the motoring sphere that he will be best remembered by Club members. It is perhaps fitting that

A PIPE DREAM ?

The Hon. Editor was doodling during exam. supervision at Preston Technical College a few weeks ago, and came up with these suggested sketches for a revival of the Alvis Four - a sort of modern 12/50 sports car, aimed at being something of a match for the current TR 3 MG A etc.



It should be low, sleek, sporty and yet carry typically Alvis features. It should be about $1\frac{1}{2}$ - 2 Litres in capacity, and be capable of well over the 100 m.p.h. mark. Your ideas, damning of the above are welcomed. Write something for "The Alvic" about it!

the finest testimony I have ever seen to the Alvis name appears elsewhere in this Bulletin. (Not included in "Alvic" Ed.) It refers to the Speed Twenty, the model completely and quickly designed by Captain Smith-Clarke, and which, undoubtedly helped to keep the Company going in those years of financial difficulties in the early 1930's.

Captain Smith-Clarke's exceptional ability as an engineer, not in one field, but several, will long be remembered. The general public will also benefit for many years to come from the fact that he has devoted his talents to humanitarian as well as commercial causes. He must have been unique in that his questing mind was active until the end. What will be more quickly forgotten was his complete modesty about his own achievements, and as I discovered on first meeting him, his surprise and quite pleasure, that people should go to so much trouble to continue to use and preserve the products of his labours.

As one newspaper described him, he was "one of Coventry's truly great men."

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The Alvis Register Bulletin of March 1960 goes on to add:

" In 1940, the first fruits of his interest in hospital work became evident in the improvements he incorporated in the Nuffield Booth respirator in use when poliomyelitis became prevalent. He also developed his own respirator, or 'ironlung' a rocking bed, and an angiocardiology machine for the X-Ray examination of the heart. The invaluable research work he put into hospital equipment was officially recognised in 1957 when he was awarded the James Clayton prize, a high honour.

Capt. Smith-Clarke will long be remembered for his brilliant work in the motor-car industry and will always be associated with the Alvis 12/50, quite apart from the incalculable service he rendered to medical science by his inventions for humanity."

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More Alvis lore in next "Alvic".

JOTTINGS

Seen back in town last week after nearly a year in Sydney was Roger Richardson's 3₂ Litre Saloon, looking much the same as when it left. Apparently, it still performs well, but the bodywork still badly needs attention. Roger is hoping to sell the car as soon as possible, not because he wants to, but because the cash it is worth is very sorely needed. Any offers?

- ★ John Cole is hard at work doing the right thing by his Three Litre. After best part of a year in moth balls, he has built a garage in the family's back paddock and has taken the engine etc. right out of the chassis. While it is out he intends to clean and paint the chassis, as well as rust-proof the guards. New big end bearings are to be fitted, together with rings and any other needed work. When the Three Litre resumes operation we hope the Silver Eagle will receive some considerable bodywork repairs and chassis straightening. We are very amused at John's tale of tagging along behind the recent Veteran run, and how some of the camera men took shots of his car, apparently confusing it with a veteran. Can you imagine it? It certainly looks old and well worn enough, with its quaint fabric body trundling along the highway at a decided tilt. Has got a heart of gold though, even if it has to be pushed to be started.
- ★ Many thanks to Dr. William Gove, for sending us a cutting from the Adelaide "Advertiser", entitled "Alvis Heads The List Today". This article is of some considerable interest, and will be printed in the next issue of "The Alvic".
- ★ Les Lee is still on the hunt for a pair of P 80s or similar headlamps to adorn his FWD 12/50. He is unable to attend the December meeting because the Lee family are heading off for Port Fairey, where they intend staying for the Christmas holidays. Mr. Lee driving the Rolls, and, of course, Les his TA 16.95.
- ★ English Club member (our only one) Richard Birks has been to Coventry and taken possession of "Black Beauty". "Goes like blazes", he says. Half your luck, Dick. We, here in lonesome old Australia, still await seeing a TD 21 in the flesh.
- ★ Next issue the Service Section will tell how to adjust the brakes properly on the various P.V.T. models, espec. Speed 20.

SERVICE RECOMMENDATIONS

Following is a list of firms that have given good service to members this year, and any member is invited to add for the benefit of others, the name of any firm that deserves to be particularly recommended.

Instruments, Electrical Equipment and Repairs, Magnetos etc.

Auto and General Electrical Sales and Service, (B.E. Survillo)
444 Clarendon St., Sth, Melbourne.

- Particularly recommended for Magneto, Generator, Starter, Distributor and Voltage Regulator Repairs and Parts.

Bearings, Ball and Roller.

R & M Bearings Aust. 587 Elizabeth St. Melbourne.

- Have listings for all bearings for most models of Alvis cars.

Batteries, and battery cables.

Matthews Battery Service, 32 Yarra Bank Rd. Sth. Melb.

Bonded Brake Lining and Clutch Service

A. G. Healing, 511 King St. Melbourne.

Headlamps, Foglamps etc. and Parts, and Radiator Repairs.

Colonial Lamp and Radiator Co. 26 Cardigan St. Carlton.

Brake Servicing, adjustment etc.

Auto Brake Service, 81 Argyle St., Fitzroy.

Nylon Bushes and General Auto Accessories and Equipment.

Motor Traders Pty Ltd. 10 Queensberry St. Nth Melb. (just behind Melford Motors in Elizabeth St.)

Safety Glass windows, windscreens, cutting and bevelling.

Melbourne Glass Co. 53 Lygon St. Carlton.

Tyres, Tubes.

Melbourne Tyre Co. 597 Elizabeth St. Melb.

Wheel repairs.

Neway Motor Wheels, 612 Mt. Alexander Rd. Moonee Ponds.

Engine Reconditioning and Bearing Specialists

A. S. Broad, 68 Tope St., Sth. Melbourne.

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- ★ The Editor apologises once again for the delay with this issue. This time it was due to a misunderstanding with regard to collection of the cover, and the fact that the printer was snowed under with the seasonal Christmas Card rush.
- ★ An interesting visitor called in to "Alvista" recently, and was a Mr. Bob Ellis of Martin and King's. This firm of extremely high repute built quite a number of bodies for pre-war Alvis chassis. Although, after the war, they expanded and moved their main works out Dandenong way, and then later sold out to Clyde Engineering, it seems from what Bob Ellis says, Tom and Bill King still retain an interest in the High Street Malvern Body Repair section situated on the Glenferrie Rd. or Town Hall side of the T Junction of High St. and Huntingtower Road as opposed to the now defunct original site on the other side of the junction. Bob Ellis mentioned that they still do quite a lot of restoration work on coachbuilt bodies, which should prove of interest to members.
- ★ Norman Johnson, the Registrar of the English Alvis Register will be coming to Australia next February, and will probably be at the February Meeting.

JOTTINGS.

- * Bob Morrow after a period of absence, and after the annual advertising the sale of the Speed Twenty, intends coming to the December Meeting. He has let fall the tip that the Vanguard silencers are excellent replacements for the Alvis Speed Twenty, having greater capacity and giving more clearnace because of their oval section.
- * Austin Wood has returned from his recent tour of duty in Europe and England. Although he had intended to visit the Coventry factory, he was not able to do so, and the only contact he could make with the firm was at the Earls Court Motor Show, when he conversed for a while with Mr. D. Michie Alvis Ltd. Service Manager.
No sooner was he back, than he couldn't resist leaping into the many months dormant Three Litre and driving around for a while. The next day he was out washing all the dust and mud off the car very carefully until the whole thing shone brilliantly. When he had nearly finished, he remarked to the Editor (who lives just round the corner) that it was sure to rain just after he had cleaned all the mud off. Sure enough, a few hours later down it came.
Austin has brought back a large collection of car badges from Europe etc. and is intending to cover the radiator grille with them, along with the new Club badge. The only snag as we see it with this idea, is that when he has finished there won't be any room left for the air to get to the radiator. Still, Austin complains that his engine is usually over-cooled.
Austin is still worried by the absence of indicated oil pressure on the Three Litre. His engine runs smoothly and quietly enough, but he still cannot obtain a reasonable, if any, reading on the oil gauge. On starting up from cold, the gauge indicates 25 lbs pressure, but within 15 minutes, the reading has dropped to nil, there to remain for the duration of the run. A pretty kettle of fish, if ever there was one. Hope he is running on colloidal graphite, or something similar, just in case.
Austin says he will definitely attend the December meeting which is very good news. Bring your brother, Austin too!

FOR SALE ADS

★ 14 . 75 Tourer.

This is the ex-Lehner cut-down chassis car, now in the hands of Cliff Eaton. Various spare parts go with it, and the car needs trimming and re-wiring. There is virtually nothing to buy. Best offer.

Can be seen at 86 McKinnon Rd., McKinnon.

★ 12 / 50 Aluminium DUCKSBACK.

Simon Ramsay's well-known original ducksback is still on the market for offers in the region of £200. It is mechanically good, with new set 23" tyres and a new copper outside exhaust.

Contact: Simon Ramsay,
14 Kenley Court,
TOORAK. S.E.2. Phone: 20 4810.

★ 4 . 3 Litre TOURER. (Van den Plas)

Terry Plummer's 4.3 is still available for £400. Needs bottom engine overhaul and other work we understand. Good looker, reliable.

★ ITALIA 17 h.p.

Offers and enquiries to Basil Bowes.

★ 12 / 50 Four Seater Tourer TE Model.

Gordon Fysh's Tasmanian 12/50, as advertised in the last few "Alvics", is offered to the enthusiast, and is reputed to be in excellent condition throughout. Price is £275 landed in Melbourne.

Contact: Gordon Fysh,
12 Stewart Street,
LAUNCESTON. Tasmania.

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



VICTORIA

Club Rooms, "Alvista," 21 Edgar Street, Glen Iris, S.E.6, Victoria, Australia
Meetings at 8 p.m. on the Third Friday of every month.

ALL ALVIS OWNERS AND ENTHUSIASTS WELCOME!

Those wishing to become Members please forward

Entrance Fee: 10/-

Annual Subscription: £2.2.0.

Country, Interstate and Overseas Annual Subscription: £1.1.0.

Please make cheques, etc. payable to **ALVIS CAR CLUB, VICTORIA.**



The Club prides itself on its **SPARE PARTS SERVICE** which besides having increasing stocks on hand also imports genuine new and secondhand Alvis parts for Members at cost price.

The following items are usually kept in stock:—

- Rubber Mounting Cones for Vintage Engines and Gear Boxes.
- Simm's Vernier Couplings — complete.
- New Water Offtakes also Rear Water Transfers.
- Corrugated Driving Plates and Studs.
- Hub Grease Caps (Cast Aluminium External Thread).
- New 12/50 Radiator Caps.
- Latest Type Alvis Valve Spring Compressor Tool.
- Timing Gauges for all 6 Cylinder Engines.
- Wiring Diagrams for most Pre-War Models.
- Service Data accumulating rapidly.
- Electrical, Magneto, Speedo Repairs — 18 months' Guarantee.
- Club Car Badges: 30/- . Lapel Badges: 7/6.

Please make these cheques payable to **A.C.C.V. SPARES ACC.**