



The Austral Alvist's Aide

MAY, 1961

ISSUED FREE



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

BULLETIN
of the
ALVIS CAR CLUB
VICTORIA

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

The Bulletin of the Alvis
Car Club, Victoria.

CLUB OFFICERS.

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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 and letters are always welcome.

EDITORIAL.

For those who went to it, the Kalorama Rally was highly successful as far as our members were concerned, and we can hope that the fast approaching Interstate Rally, will be as successful. However, this time there aren't any other Clubs to help us out and boost the numbers. We are all on our own, and last year, we managed a grand total of 2 Alvis cars from a Club Register of about 50 cars. 8 members from our Club attended, when 2 or 3 times that numbers could, and should, have gone. The N. S. W. crowd rather showed us up on this occasion. Not that it's a matter of outdoing the other Club at all, but it just seems that the response by members has been very poor in the last few years. June and the Queen's Birthday Weekend, is fast approaching, but not that fast that those on-the-borderline- members can't start to make the necessary arrangements to be free that weekend. The usual thing is that the convoy of cars leaves Melbourne early on the Saturday morning and thus arrives at the town where the meeting is to be held, at about 3 to 4 p.m. The whole of Sunday is thus spent in amicable conference and motoring. On Monday morning, the two Clubs depart back for Sydney and Melbourne. The Victorian members usually come and go via Beechworth, so that they can call in on Doctor Donnan, and sample some of his fantastic and generously offered hospitality. Doctor Donnan has again asked us to collect him on the way, and partake of a meal both ways. We thank him heartily, and hope in a way, that as many members as possible will get to meet the Doctor this year. Apart from Kalorama, it is about the only time that Doc. Donnan is able to really converse with other Alvis owners in the Club, and he says that always looks forward to the Interstate Rally. We do too, and always find many things of interest in the Doctor's vintage fleet at Beechworth. Won't you come?

FINANCIAL REPORT.

On a count up of the roll recently the Committee found that 38, yes 38! members are unfinancial with 4 months of the year gone. Our Treasurer tells us that the Club account is down to its last £20, and our monthly Alvic and mailing expenses is about £3, not including envelopes, paper or pictorial. So if your name is not on the list below, how about repairing the situation as soon as possible. Don't be mean, cough up and sleep better at night. Unfinancial members are not entitled to receive copies of the "Alvic", so if subs. are not forthcoming shortly these will not be sent while a member remains unfinancial.

Financial Members as at 1st May, 1961.

Life Members: B. Bowes, B. Morrow.

Members:

David Axelsson	Dr. W. Gove	Roy Henderson	Cyd Lehner
David Bamford	David Elder	Derek Holyoake	Horrie Morgan
Alister Cannon	Cliff Eaton	Freddie Howard	Mrs. G. Morris
John Cole	Andy Hannam	John Larsen	David Muirhead
Bruce Czysnski	Rev. G. Harrison	H. Leslie-Miller	Austin Wood.

These are the only names that appear on the Club's receipt books. Remember that last year, members were given three months' free subs. and that the Club financial year is now from Jan 1st to Dec 31st. Subs therefore fell due this January. The subscription rate is printed on the back cover of each issue of "The Alvic", but is repeated below just in case.

Entrance Fee (new members only) 10/-

Annual Subscription £ 2/ 2/-

Country, Interstate, Overseas & Junior Sub. £ 1/ 1/-

Please make cheques etc., payable to Alvis Car Club, Victoria.

A.C.C.V. Club Car Badge £ 1/10/-

INTERNATIONAL ALVIS DRIVING TESTS

Bas Bowes, the originator of the International Alvis Trophy idea which have now been accepted throughout the World, is able to announce that Mr. Wiltsher, Publicity Officer of Alvis Limited, has honoured us by consenting to act as Official Recorder for the International Trophy Driving Tests Competition. Mr. Wiltsher will receive the times, results etc., for each Club and once a year announce the Club which has made the best points score. That Club will be awarded the Trophy for that year. It is hoped that Alvis Limited will supply the actual trophy, which was suggested as a triangular pyramid base made up of radiator badges, mounted by a model of the first Alvis, the 10/30. (Incidentally, we believe Mr. Wiltsher drives a 10/30.)

A week or so ago, the Club received a letter from Terry Plummer, now in England, after a tour of Europe. He tells of some Alvis events he has experienced.

He writes:

"The last time I wrote to you I was at Geneva, and as a lot has happened since then, it is about time I informed you of the latest especially as I now have some "Alvis" news. We had a fairly rapid journey across France, and only stayed 4 days in Paris. We were anxious to get to London and intend returning to Paris anyway. In Paris I managed to view several interesting cars, including a type 57 C Bugatti, which I had had hopes of buying, but it has turned out not to be for sale!

Shortly after arriving in London we went on a tour, which included a "vintage" Silverstone. There was a very good line-up of vintage machinery, but rather a lack of Alvises, there being 2 or 3 as spectators, and only one -- a Speed 25-- competing. It was well driven and cornered very nicely in the one hour's lapping section of the event. In this, about 25 cars belt flat out around Silverstone for one hour precisely, and the number of laps covered in the time is taken into consideration together with a bending race, braking and acceleration test, and a road section, the winner being the car with the best overall performance. At this event I met Ken Nightingale (Bugatti Owners Club Secretary), Tim Carson (V.S.C.C. Sec) and Cecil Clutton. Cecil Clutton invited us to his place for dinner, which proved to be most interesting, especially as it included a drive of his type 46 Bugatti.

I found London very crowded and rat-racish (race-ish) and was very pleased to leave it after 3 trying weeks. Just before leaving London, I visited Norm Johnson and heard about his visit to Australia. His visit was apparently very rushed and he was not able to do justice to it, and especially not to Melbourne I would say. (It was a good idea to take him up to Paul Conrad's). As we are now touring the north of England, I was able to call in at the Alvis works and did so. I arrived at about 3.00 p.m. and spent some time with Mr. Wiltshire, who explained that their latest activities centred around a go-anywhere, 6-wheeled (all independently sprung and driven, with 4 wheels for steering) truck of 5 tons payload for the Army, which they are hoping to also market commercially. (I have a brochure on this vehicle for the Club when I return -- if you haven't already got one, that is).

I then went for a very comprehensive tour of the Factory, accompanied by a very enthusiastic young designer from the D.O. who apparently fiddles with the design of the "Graber" day by day. The standard of machinery in the aero engine section is very high, and I am sure the steels they use are much better than we get in Australia. After this, we went for a trip to the Service Section, where there were a few Speed 25s and older Alvises, including the Gunnell's "Smokey", being worked on. I met Mr. Brown and conveyed our thanks to him for the trouble he takes finding spares, etc. I wandered through their store of spares, and recognised many parts, including a bin full of the large sloping shoulders type 3Us as fitted to pre-war 4.3 s etc. (there must have been about 50 of them).

After visiting Alvis Ltd. I went to see Rob and Ann Gunnell, and ended up having tea, staying the night, and eating breakfast there. They are going to work in England for about 18 months, and then possibly return via North Africa just for a change. We are now going to Edinburgh, and on our return to London, I will visit Norm. Routledge and Mr. Birks (I hope to wangle a drive in his Park Ward).

I have decided to return earlier than I intended, as I don't want to work in England, and can do most of what I want before the boat sails in May, and so will be back towards the end of June. I have bought a 4½ Litre 1928 Bentley, which I will bring back with me, probably on the Canberra. It has numerous modifications, including a blower crankshaft and 6½ litre connecting rods and lightened flywheel, all of which make it go rather well. (Graeme Quinn has full details and I refer you to him.)

We are returning to London in about a week, and then go to the continent again for another 3 weeks or so and then home. I am going to see Norm Johnson again on my return to London, but will not be able to visit anyone else in view of my early return. England is very beautiful in parts, but much too crowded all over, and this is the main reason I am returning as I crave the wide open spaces of Caulfield and Glen Iris! This is literally true. I am waiting to hear from Graeme how Kalcrama went this year, and trust the Club made a good showing as usual. Please convey my best wishes to all the members and tell them I will see them soon.

Regards,

Terry.

DATA SHEET NO. 9.

9th August 1938

CARS IN STOCK.

Cars which are in stock for any length of time should receive periodic attention in the matter of lubricating the cylinders.

It is recommended that at least once a month the sparking plugs should be removed, a small quantity of lubricating oil inserted and the engine moved round by hand for several revolutions; the object being to prevent any possibility of corrosion setting up in the cylinder bores.

DATA SHEET NO. 10.

9th August 1938

ENGINE LOCATION.

Where cases of clutch judder are experienced, it is sometimes found that by taking up the end float of the engine unit, this can be materially improved.

The bracket on the underside of the clutch housing can be adjusted to take up this fore and aft float, but care should be taken not to pinch this too tightly, otherwise engine vibration will be transmitted to the body.

The Perodo blocks on the locating brackets should be kept well smeared with grease.

MAY GENERAL MEETING.

8 p.m. Friday, 19th May, 1961 at the Clubrooms, 21 Edgar St.,
Glen Iris. S.E.6.

APRIL GENERAL MEETING.

Last month saw one of the largest gatherings of Alvis cars to be seen outside "Alvista" for some time. The weather was quite cold, but crisp and delightfully invigorating. Inside the Clubrooms the meeting was almost packed out and the sound of many voices filled the air for rather later than usual. Eventually, however, the actual formal meeting was held.

President Henderson welcomed visitors to the meeting. Wally Mason arrived with a Martin and King bodied TA 14 -- a black car that looked very clean and neat, and has a rather un-TA 14 type of boot which looks much more like that of the Three Litre models. Rather an improvement, actually. Peter Kadwell also arrived in his Three Litre, but as this was not viewed by the Editor no report is forthcoming. Welcomes to Paul Bamford and Neville Cole were also extended, and it is hoped that these brothers of staunch members will also join. Neville Cole drove the TA 16.95 at Kalorama, when brother John drove his newly-acquired Crested Eagle to win the only Club trophy. Paul Bamford has been aiding his brother to rebuild the works on the Speed Twenty, which looks to be coming up very nicely, with newly chromed radiator shell, stone guard and other accessories. The engine was tight after its overhaul, and considerable trouble was experienced with the triple SU's which were leaking juice out about as fast as it was pumped in.

Business discussed included the Kalorama Rally report and some discussion on the next event, namely the Interstate Rally. The N.S.W. Club were apparently eager to hold the Rally at Cootamundra, and we were keen to follow the agreement made last year and meet at Junee. However, since the choice of venue rests with the Sydney Club this year, we committed ourselves to their tender hands. Since then, it appears that Sydney want to hold the Rally at Albury, which is certainly closer for us. More on this at the May Meeting.

Roy Henderson advised that more Club badges were now available as a new batch had been delivered from Lukes. Three were rejected and returned to the makers, but there were still 3 left. These were offered at the usual price of 30/- each. These won't last long so members needing badges are advised to send in their orders quickly. More will be ordered when this batch is sold.

To finish the meeting the slides of English Alvis cars (& others) loaned to us by Norman Johnson during his recent visit, were shown again, but for the last time as they were returned the following day to their English owners. Some of their cars are certainly kept in top condition over the other side!

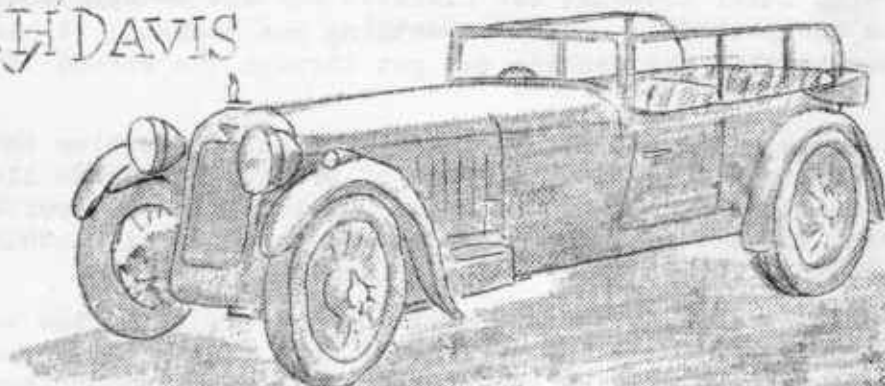
The meeting received a rousing sendoff from David Elder and Graeme Quinn, who were both full of spirit(s). This rare appearance of ex-Secretary Elder, precedes his departure for Queensland.

JOTTINGS.

- * We have just received a letter from Dr. W. Gove, one of our Adelaide members, in which he tells us that the picture "League of Gentlemen", now showing at the Odious Theatre in the city, features quite a few shots of an attractive Grey Lady Alvis - what is more, it is apparently used as a getaway car for the crooks! Dr. Gove goes on to mention that he has also recently seen a 3 Litre Drophead in another film, although he can't remember the name now. We can recall seeing a TA 14 used by a private eye type in one of the innumerable British detective films.
- * Dr. Gove tells also that the Advertiser in Adelaide (the Sydney crowd tell of the same story in their paper) mentions that the Duke of Edinburgh has recently taken delivery of a 3 Litre Drophead Park Ward. This rather supported recent contentions that Royalty may be swinging over to the Alvis marque.
- * Gordon Fysh sailed for an extended tour of U.K. and Continent on the "Strathmore" on May 1st. He went with his wife and daughter.
- * David Elder is leaving early in May for northern climes, and is going on a look see at Queensland, not the Kimberleys as previously stated.
- * Graeme Quinn's Three Litre (TC model) is apparently now back on the road, after recent bearing trouble, and we have heard that the engine is running very sweetly now with its set of new bearings (airmail from the Factory). Perhaps Graeme is now prepared to say that it is "just an Alvis". He corrected us at the last meeting in telling us that what he really said was that the Three Litre was 'just a car'. We don't quite agree with this last statement, as the car in question is a very good-looking one - is neat, well-appointed inside, and seems to have been cared-for, although some of the wooden body joints are creaky. When the engine is run-in, we feel sure that he will re-consider his verdict and agree that even a 3 Litre is better than a Holden, Falcon, Goggo etc., which can lay claims to being 'just a car', if not better.
- * Noel Cossins has taken over Basil's SG Silver Eagle, and the engine is now back in the car, the radiator in place and re-assembly work is proceeding apace. Financial pressures involved in taking over this car will mean that when it is on the road, he will have to sell the 12/50 Tourer, which he recently bought off Dick Manton. He has taken some effort to improve this car, especially electrically, and manages to keep it looking very neat, clean and well cared for. He will be asking somewhere around £100 for it. Although this reliable four-seater is not a dashing speed machine, it has one of the fastest and most delightful gear changes on any vintage Alvis in Victoria.
- * Shouldn't be long before the Clubrooms are finally extended now that the SG. and Sy's 12/50 chassis are on the way out. If, and when, the Itala also goes, there should be ample room for extensions. There is some talk that Derek Holyoake's 12/40, which he offered for the taking at the last meeting, may be housed at the Clubrooms, where Basil and the Hon. Editor can try their hand at making one good 12/40 out of their collected pieces. Anything to try and keep at least one 12/40 alive in Victoria.

On February 22nd, 1929, the Autocar published a report on a Front Wheel Drive Four-seater Tourer in the last London-Exeter Trial. When asked for a copy of their road-test of the FWD, the Autocar replied in 1957 that they had not published one, but sent this report as the next best thing.

by
S. C. H. DAVIS



A Front Wheel Drive Alvis in the last London-Exeter Trial Goes Far Towards Settling Certain Controversial Points.

There are few experiences quite so interesting as driving a new type of car, one with a character of its own that needs study, which gives one scope for trying new theories, or for proving the truth of old ones. Nothing more interesting than the super-sports Alvis front wheel drive can be imagined, for it provides the man at the wheel with those opportunities in abundance.

First of all it is an enthusiast's car, is an entity which responds at once to the man who knows what to do and how to do it, and feels simply marvellous in the hands of an expert. In fact, if the same car were to be driven first by a very skilful driver and then by the average motorist, it would seem impossible that it could be one and the same car. In the hands of one it would be a thing tremendously alive, obeying by consent, terrific in its power, yet docile at need; in the hands of the other it might be just noisy, difficult and, because the gears would not be used enough, less powerful than the ordinary mild touring car. A somewhat similar distinction, maybe, marks the difference between the thoroughbred and the ordinary horse.

Further, the fact that this car is driven by the front, and not the rear, wheels is a problem all to itself, and a problem not easy to investigate. The first cars of the type had great possibilities, yet were not right; this and that allowed curious things to happen, at the time mysteries, now understood.

For instance, the Le Mans cars of last year were peculiarly tricky, they seemed to lack stability when running with the throttle shut and were apt to play disconcerting pranks on corners. Partly, as subsequent experiment and experience have conclusively proved, this was due to the system of damping the springs, partly - and this is interesting - to the undue flexibility of the frame, especially aft of the engine where at first slight rigidity does not seem essential, and partly it was the result of the flexing of a cross-member relieved of the engine as a stiffening unit.

When these matters had been investigated certain alterations were made. In a subsequent race the cars were obviously better, yet left something to be desired, being still somewhat too flexible and apt to spin their driving wheels unexpectedly. Again something was learned; it was to try the latest chassis that the machine was put through the recent "Exeter" trial.

After all, in the first place, racing serves but to develop the sports car or it does not serve at all. A means of proving its value lies in using an advanced type of machine in a test of the kind the sportsman-owner would want to take part in with such a car. There is nothing better in this respect than the "Exeter" or the "Land's End" trials.

The former has certain advantages over the latter, since the weather is almost certain to be bad, and the surface of such test hills as may be used is slippery. Above all, it was necessary to find out whether the front drive would be effective when the car tilted on a gradient, thus transferring much of its weight from the front to the back wheels.

Now any form of test must be comparative, and therein lurked a difficulty, for from the outset it was apparent that the latest Alvis engine had far more power than the average, as much power at least as the racing engines of five or six years ago. This power has to be used intelligently or there will be much wheel slip whichever wheels be driven, front or rear. Then there are certain other considerations; front wheel spin is far more obvious to the driver than rear wheel spin, and, especially, to spectators, and front wheel drive makes the car feel different, since the steering has not the automatic return a healthy castor action assures.

In the last "Exeter", at the end of 1928, rumour had it that the hills were in an appalling state, purely because of thick, rather chalky mud, the worst possible handicap. That made it more interesting, as tending to produce an inferiority complex in the car crew (in the driver especially) and it was the more surprising, therefore, that on Westgate and Harcombe hills in Devon, with a maximum gradient of, perhaps, 1 in 5, and with reasonably rough and rutted surfaces, the Alvis went up "like a scared cat," fast, thoroughly satisfactory climbs with no more wheel spin than one would experience with rear wheel drive and equal engine power.

Harcombe, in fact, was a pure joy, the more exhilarating because not only was the car rock steady on the acute corners, but certainly went round them fast - as fast as one could imagine to be possible on an unknown hill. The feel of the car was totally different from that of the earlier machines, and it gave one a quite new view of front wheel drive, and produced the hope that this form of drive really will be faster for corner work.

Another point. The trial served as a fine demonstration of what stage the modern 1½-litre has reached, for it was on this kind of hill, some seven years ago, that a 1,500c.c. sports car's driver certainly had doubts of getting up, whereas the Alvis in question might have had the reserve of at least a 70 h.p. car.

The final hill of the trial, Little Minterne, was still more interesting, for it was said to have a wet chalk surface. To make the test as severe as possible we, on the Alvis, had a car just ahead which was, or seemed to be, the slowest climber on record, since it could obviously amble along with ease at four or five miles an hour. Passing being impossible, to have overtaken that car might easily have meant stopping. So the Alvis had to climb as slowly as possible, with every trick known to lose ground and all the way running on first - in other words, in ideal conditions for wheel slip. Nowhere was it wise to accelerate, lest the car ahead be caught up, and if ever a car were indignantly alive it was that Alvis. It simply screamed with temper and struggled on the leash just like an infuriated animal. The wheels slipped, but not more than one would expect in such circumstances with rear drive.

Only on White Sheet hill was there more slip, this during the restart test, and complicated by having to accelerate over a measured distance in a certain time. One front wheel spun until smoke came up, but the car did restart and, looking back at it all, one feels that it would have restarted better with less throttle. Certainly for this kind of driving a lot of practice is needed, and there is undoubtedly a method of starting which will meet the case. The other hills were not hills at all, but it is quite definite that front wheel drive is not going to be over-handicapped for trials by reason of wheel spin.

Talking of detail matters, the supercharger has been much criticised, yet this engine makes one think, for there is no shadow of doubt but that it is much smoother, in spite of the power resulting from the supercharger, and from that alone, nor is the fuel consumption greater, curious as that may seem. The supercharger drive whines and oil has to be put in the fuel tank - neither an advantage, but neither insuperable. At low speed the engine pulls remarkably well on top gear without knocking, and quite smoothly.

The steering has been overdamped and was too stiff. For the rest, the car has been greatly improved, especially by alterations to the suspension by the provision of bucket seats, the stiffening of the frame, the addition of shock absorbers front and rear, automatic Alcyon chassis lubrication, and an oil filler cap which automatically sets the sump oil level. One awaits its next race with great interest. The gear change could not possibly be easier or more sensitive, the engine chatters a little while running slow, and the brakes are very good indeed. The immense stretch of scuttle and bonnet, due to the engine and the transmission being forward, is certainly impressive, for there is more in front of the driver than behind him on the four-seater model. The turning circle seems large only when manoeuvring in a garage - the lock is certainly sufficient to take, say, Bluehills Mine Hill hairpin, and that should be enough for anyone.

Starting on a cold morning is not easy if everything is set for speed,

and "racing" plugs are used; in fact, it is best to keep a set of ordinary plugs for starting and "warming up" first thing. When once the engine is warm there is no further difficulty, even if the car has to stand for an hour or so in the cold.

Finally, and in the vernacular, this Alvis is most distinctly and absolutely a real "he-man's" car, and "a joy for ever" to the enthusiast.

--- more next month ---

CASTROL OIL TYPES ✓

People are still being misled by the Alvis recommendation to use Castrol XL. This was originally recommended for all Alvis cars up to 1940. The pre-war Castrol XL had a viscosity reading of 40, whereas it is now 30. The correct Castrol to use is now XXL. For vintage Alvis cars Wakefields recommend XXL in summer, XL in winter for the engine, XXL for the gearbox and Hipress for the back axle. On the other hand, BP recommend Energol 40 for back axle as well as for engine and gearbox. Alvis Limited tell us that Castrol XXL should be used throughout. For P.V.T. cars the gen is XXL in the engine, XXL or 50 grade in the gearbox (all synchromesh type) and 140 in the rear axle.

For TA 14 and Three Litre, the recommendations in the Handbooks are, of course, correct. For the 12/70 and TA 14 (also 17 & 20 hp. Silver Crest) the Factory recommends the following:

Engine -- XL, Gearbox -- XL, Rear Axle -- Castrol Hi-Press Light (90),
Steering Box -- Castrol ST Gear Oil, Wheel Hubs -- Castrolase Heavy,
Chassis Grease Gun -- Castrolase CL.

DATA SHEET NO. 7.

9th August, 1938

20 HP. SILVER CREST LUBRICATION.

At about the end of 1937 an oiling arrangement was fitted to lubricate the clutch thrust bearing. The nipple for this is carried on a bracket on the starter motor, and it should receive ordinary gear oil approximately every 500 miles. It is important to give it fairly frequent lubrication, but not an excessive amount.

As this nipple does not appear on all the oiling diagrams, owners should be on the look-out for it.

DATA SHEET NO. 8.

9th August, 1938

FAN BELTS.

The earlier 17 HP cars were fitted with a whittle belt, which sometimes does not give the desired result from the point of dynamo charge.

If any trouble is experienced from this source, an endless type canvas composition belt can be supplied.

JOTTINGS.

- * We learn that the cover picture of Red Ruby on last month's Alvie cover was taken at Mt. Keira airstrip on 4th Feb. 1951, which was about the only time (other than Wagga last year) that this car has been seen with its hood up. Looks much better with it down. Apparently this car is only used once in a blue moon - i.e. for Concours, Interstate Rallies etc. No wonder it stays looking the way it does!
- * Alister Cannon called in to show us how well his TA 14 is performing after its time at A.S.Broad. He says that at last it is a real motor-car, which it certainly was not after the abortive alleged recondition by Repco. Good old Albert Broad.
- * Graeme Quinn has been known to do some peculiar things - like last weekend for instance. It seems Graeme had some reason to tow the TC, but instead of attaching to tow rope to the chassis, or even the front suspension, he hooked it onto the centre of the track rod, resulting in a rather exaggerated toe-in of the front wheels. As he intended motoring up to Mount Macedon to pay a visit to Ron and Wilma Allen, he wanted advice on a quick method of straightening the much bent track-rod, preferably without removal. Basil suggested driving the TC up head-on close to a tree and then applying pressure on the rod with a hydraulic jack. Unfortunately the said jack would not work horizontally, so instead a long stout piece of wood (Roggum) was positioned twix tree and rod, and using first gear, the TC was driven slowly but surely toward the tree, resulting in a fairly straight track rod. Admittedly the front wheels were not necessarily correctly aligned, but after inspection Graeme decided it 'would do' and lit out.
- * Ian Soderberg turned up and surprised us by announcing that he was now married and residing in Carnegie, and he also took the opportunity to pay his sub. and promise to attend this year's Interstate Rally.
- * The HON. Treasurer apologises for not including John Murray in the list of financial members, which should now include Ian Soderberg and Simon Ramsey also.

IMPORTANT ! ! !

ALBURY has been chosen as the site of the Interstate Rally on the Queen's Birthday Weekend in June. Members are advised that they should deposit £1 immediately with the Secretary to ensure that they are included in the block hotel bookings. Please advise of accommodation requirements. The following members have indicated their intention to attend: Graeme Quinn & family, Simon Ramsey, David Muirson, Derek Holyoake, Dr. Donnan, Roy Henderson, Ian & Mrs. Soderberg, John Cole, Bruce Czyski, Austin Wood, David Bamford, Noel Cossins, and, ahem, Basil Bowes. Remember it is only a month away now!

If you have no car, arrangements can be made for you to go as a passenger in another car and share the petrol bill.

OUR COVER PICTURE.

This well-kept 12/70 drophead coupe belongs to prominent Sydney Alvis enthusiast, Marc Pain, who has had just about every type of Alvis under the sun at some stage or another. This one has been particularly well-preserved.

CARS FOR SALE

* 12/50 Aluminium Ducksback (genuine).

This very select and rare model, reputed in good mech. condition and trim is now available for sale. Brand new tyres, recently renewed guards and new copper outside exhaust. This 1925 model is registered until January. 23" wheels. Contact: Simon Ramsay,
14 Kenley Court,
TOORAK. S.E.2. Phone: 20 4810.

* TA 14 Saloon, 1948 Model.

Black saloon in good order, which has had recent overhauls to starter, front springs, fuel pump etc. Interior sound. Body needs some attention. Recently re-capped tyres. Registered till August. £230 or near offer sought. Contact: Harry Shugg,
Hansen Street,
Mount Waverley. 27 3267.

* 14.75 Tourer - outdown chassis.

This car needs very little to complete it, and it comes with an assortment of spare parts. Very reasonable price. See: Cliff Eaton,
86 McKinnon Road, McKinnon.

* Radiator Cap (New) for Speed Twenty and 3½ Litre.

This cap is now not wanted, and is going at cost. Has the external coarse thread on the cap. Has milled edge for ease and comes with sealing washer. Approx. 30/-.

Rubber Gearbox Hoods - suit Speed Twenty etc - all models with the All-synchro four-speed box. Also TA 14. These are new and have the lip for the hole in the floor carpet. At cost - 4/- each.

Change-over brake shoe re-lining service on 12/50 (wide shoe). Cost is 8 - 9 pounds per set of 8 shoes. For all above see: David Muirton,
16 Rix st.
Glen Iris.

* AUSTIN 8 h.p. Tourer, 1947 model.

Reliable, good mechanical condition. Very economical, new tyres and radiator, not to mention most electrical equipment. Needs spray job. Very reasonably priced at £65. See: David Muirton (as above).

* SPEED TWENTY Hub Grease Caps. Available now from Spares Registrar.



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.

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