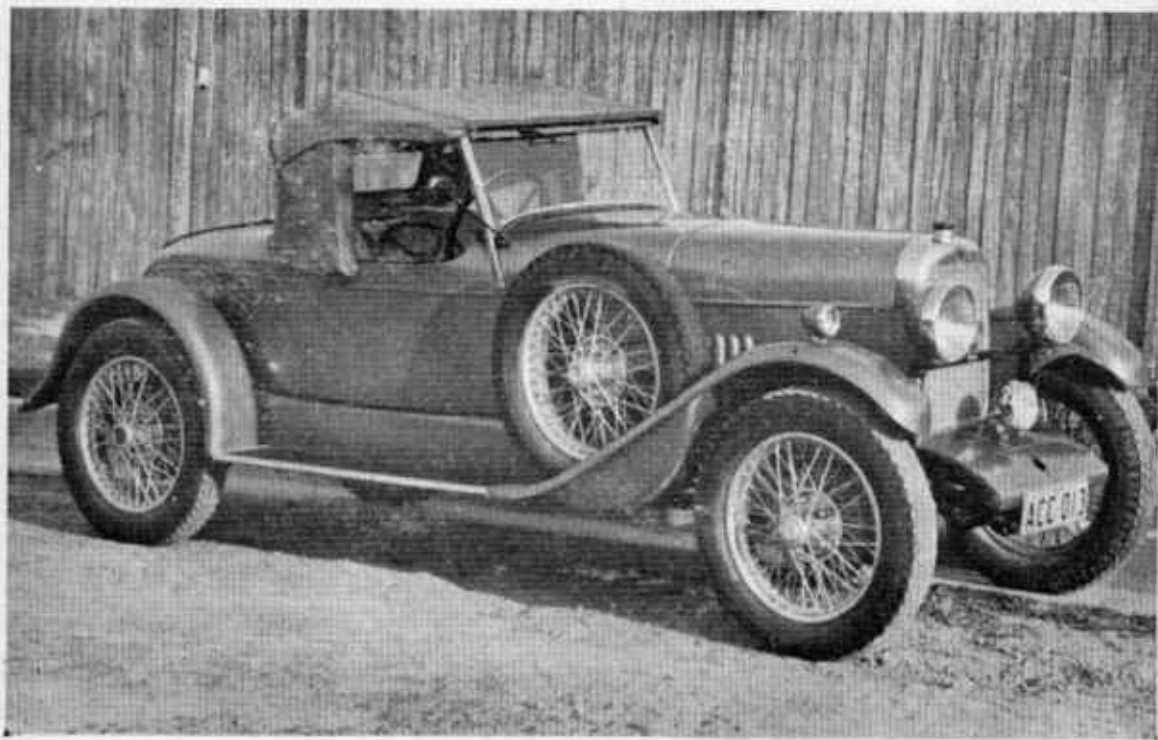




The Austral Alvist's Aide

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

BULLETIN
of the
ALVIS CAR CLUB
VICTORIA

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

A L V I S

The Bulletin of the Alvis
Car Club, Victoria.

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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 welcomed.

EDITORIAL.

There seems on the face of it to be much of merit in the recent Sydneyside scheme of encouraging members to improve their cars' appearance and reliability, by making a trophy or prize of some sort available for the Best Improved Alvis of the Year. This was to be done by judging one particular part of the car at a time (usually at each Club event), and awarding points for this towards the annual award. Since the part of the car to be judged would be advertised well before the actual event, members would have time to attend to this area of their car and get it fully up to scratch, if not better.

Perhaps this Club could adopt something along this line with advantage. There are only three or four real Club events each year, but it could be very improving on cars, if each of them was also awarded points on concours style towards the annual total. The twofold effect would be that cars would be encouraged to attend as many events as possible a) to perhaps win that event and b) gain the highest overall score at the end of the year.

Let us see what this might mean in practice. The cars at the Gymkhana in the early part of the year could be awarded points for the best shod cars - this to include the wheels, tyres and hubs. The cars attending the Kalorama Rally could be adjudged on their bodily appearance - eg., paintwork, chrome, external equipment.

At the Interstate Rally, cars would be inspected for interior trim and woodwork, including the instruments and windows. At the Emerald concours cars would be judged for overall condition, but a special extra feature could be made of the engine compartment - its cleanliness topside and bottomside, and the electrics connected with the engine. At the annual Day Trial, the condition of the suspension and steering could be appropriately inspected.

The upshot of this type of trophy judging means, or could mean, that even a poorly conditioned car could gain more points than the most immaculate if it attends all the events which contribute towards the Trophy, and the better car attends only one or two. This is surely better than judging solely on the overall condition at any one time. It encourages an owner to gradually improve his car steadily by concentrating on one particular aspect at a time. Once he has brought the suspension, say, up to scratch for a judging of this part of the car, he need have no further worries for service and reliability from that component or set thereof for many, many years to come, provided of course, that adequate lubrication or other routine maintenance is provided.

With this behind him, he can start work on another area of the car, and within a few years will be amazed to find that his once bedraggled car is then ranked with his immaculate fellows elsewhere in the Club. Is this only a too-pious hope?

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ALVIS OWNER CLUB FOUNDER AT ALBURY

Members who attended the Interstate Rally at Albury were both surprised and delighted to find our overseas TD 21 owner member present. Dick Birks, of Sheffield, England, and the man who started the flourishing Alvis Owner Club, which now boasts a thousand members and nearly as many cars, was out in Victoria on a trip to the Wimmera town of Murtoa, and just happened to arrive while last-minute arrangements were being made for the Interstate Rally. As soon as he heard what was afoot he insisted that he had to be present at this Rally, and came down to Melbourne from Murtoa with his family, especially to join the Alvis convoy up to Albury. If only he had brought the TD 21, what a rare and proud sight for the Australian highways! However, this is merely wishful thinking. Dick says of the Park Ward Alvis, that very few cars made anywhere can compare with it. It will see off the E Type Jag up to 100 m.p.h. so he says. Not only this, but it also has achieved the modern classic line that can be compared with the Speed 20s and 25s of this day. The engineering department of Alvis Ltd. do a marvellous job, although, with their long waiting list, the Sales Department apparently couldn't care less about selling people Alvis cars. Dick expressed a plea for a return to the magnificent Sales Dept. of the pre-war company. (However, in those days, it must be remembered, the Company was primarily a car manufacturing firm, whereas today, as we know, cars are merely a sideline to a successful aviation and military vehicle business. This may partly explain apparent lack of interest in selling the cars, but all the same it does not really excuse this attitude.Ed.)

JULY GENERAL MEETING

8 p.m., Friday, 21st, 1961 at the Clubrooms, 21 Edgar St., Glen Iris.

JUNE GENERAL MEETING

Because there was very little business to conduct at the June Meeting the business end of the meeting lasted only a few minutes, and most of the evening was given over to natter and some films of Alvis interest.

President Henderson announced that there are still a dozen or so Club badges available at 30/- each, that we have about 30 financial and about 25 unfinancial members, and that the Interstate Rally was definitely worthwhile.

Then Barry Gough and Brian Donnellon arrived with their equipment and put on a film screening showing some past Club events. It was about a year ago that we last saw them, so they were well received.

Other than this, there was very little to report about the meeting.

INTERSTATE RALLY

The Annual Interstate Alvis Rally was held on the Queen's Birthday Weekend at Albury and can be regarded as a very worthwhile event. Admittedly, this year the Rally was bolstered by a very pleasant and interesting day at the Hume Weir circuit, watching the various, and virtually non-stop, car races. The Rally was held in almost perfect weather, the only real complaint being the thick blanket of fog that settled everywhere at nights. This made a small part of the journey back to Melbourne late Monday afternoon, a little annoying, but was a small price to pay for a well-attended Interstate Rally.

Members in attendance were: Austin Wood, Basil Bowes, Mrs. Morris, Alister Cannon, Roy Henderson, Derek Holyoake, David Muirson, Simon Ramsay, Graeme Quinn, Cyd Lohner & wife, Mr. & Mrs. Albert Broad, Doctor Donnan and son, Desmond, Dick Birks & wife, son and daughter. They came in: 1 TA 14, 2 Speed 20s, and 5 Three Litres.

The N.S.W. contingent came in 2 12/50 ducksbacks and 1 Three Litre, not to mention a Ford Consul. Notable absences were the Winter 4.3 or Firebird, "Red Ruby", and "Pluvius".

As far as any meeting to discuss the two Clubs, the Rally was sorely lacking as nothing of this kind was really possible, when members had to share the Hotel Lounge with various other people. This points the way for next year, and we suggest that Juneo, the original site for this year's Rally, can at least offer privacy and uninterrupted conference, when this is desired. This year's event would have been almost perfect had it included an evening on the style of last year's Sunday night at the Juneo Hotel. As it was, one learnt very little about the Sydneysiders, and we gather that they must have learnt very little about us. Rumours tell that the N.S.W. Club want Cootamundra for 1962, but we are still plugging as before for Juneo.

The Hon. Editor was handed this poem in the modern vein praising his Speed Twenty Drophead. It was written by a poetic (?) University student, and may be of interest:

INCARNADINE DELIGHT.

The big red Alvis toed the line
Gracefully, but with respect,
Alternately snorting down its exhausty throat
And making the characteristic intake roar
Of unsilenced air intakes on
Highly polished triple carbs.
It stood there, I say, bristling . . .
The lights changed almost impatiently
And for an instant
No motion or crescendo wavered through the air.
Then suddenly the sucked-in roar increased
Beneath the long, low bonnet.
A hand moved in the air, a foot pulsed,
And the whole beast sat for a moment on its haunches,
Snorted again, leaping forward like the lithy cheetah.
It leapt, and the scream from the works
Changed note as the ratio decreased within.
The silky swift change occurred twice
Before the row of opposing beacons were by-passed
Another following almost immediately they were.
And then the reddish flash of chrome and paint and
Glass and duck and greyish whirl of the wheels,
Flecked with the silver flash of wire-wheeled motion,
Caused a form of momentary giddiness within.
The sense of nobleness and frame
Accomplished engineering skill and proud
Owner-driver touch, could be sensed through the air
Charged with explosive noise that burbled away
Into the nothingness of the next corner,
Whence the sound was barely left of
A short encounter with an incarnadine delight.

MORE TRIALS AND TRIBULATIONS

from Roy Henderson.

After all these years, I thought I had the bugs ironed out of "Bertha" - but alas - the highest still fall!

The other day I was blissfully driving along minding my own business when the old girl (the car, not Joan) began acting up everytime I put my foot down. She'd build up a few revs. and then carry on like a broken down cart horse dragging a council cart. Slacken off and all's well - foot down and bingo!

Ah, I thought, blocked jets! So up bonnet, off carb, scrub scrub, suck, puff and blow - and back in business, or so I thought. Six hundred yards down the road, some cogitation and again the light-timing! So once again I dived into the works, but alas the timing was perfect.

I had finally decided to struggle on home and do the job properly, when kerplunk! Right in the middle of Inkerman and Chapel Streets - nothing! No starter, no lights, no horn, just nothing. "Blimey", I thought, "That's done it!"

So having pushed the so-and-so-er-car into the opposite gutter I quickly lifted up the floor-boards, replaced and tightened the battery earth lead, and away we went, with a full head of steam, and enough herbs for even Stirling Moss. Apparently the loose terminal was causing odd things to happen to the ignition system at revs. until it finally fell off altogether. Seems to me that I can still hear my old pappy saying to me: "There's two things you gotta check first son - your petrol tank and your battery leads !!"

ANNUAL DAY TRIAL NEWS:

MYSTERY CLUB TOUR

This event is scheduled for Sunday, August 27th. It is to be run within a radius of 70 miles of Melbourne, and the total mileage is approximately 175 miles.

The roads are good, the scenery good, average speeds reasonable.

The tour is intended to finish with dinner at some hostelry with a few miles left for the run-in to Melbourne.

LININGS FOR 12/50 PLATE CLUTCH

These are a very unusual size the obtain here in Australia and have to be specially made up. The Hon. Editor, when re-lining his clutch recently got two extra sets of linings made up while he was at it. The linings are Gandy semi-metallic type and have been pre-drilled, requiring only the rivets to attach to the pressure plate and housing. The price is high at £5 per set, but you won't get them made up any cheaper in a single lot as the price of making single sets is quoted at £7/10/-. See David Muirden for further particulars.

J O T T I N G S

- * New member, Bill Jackson, who recently bought a TA 14, has been recently advertising it for sale. We went out to have a look at the car and found it to be the imported car that Fels brought out here in 1957 from England. The reason for sale is that Bill has also a modern Morris and has always really wanted a Three Litre. There is nothing wrong with the TA 14 that forces its sale. Bill has just rebored the engine and it is running very smoothly indeed. Generally, the body is in very good order, and the interior is particularly well preserved. The seats are almost the most comfortable the Hon. Editor has experienced in any car. At £215 this TA 14 is a very reasonably priced car, and should be very reliable and comfortable.
- * The Hon. Editor was out recently to look at the TA 14 above with a view to buying it. Curious as it may seem, although he has registered an Austin 8, a 12/50 and a Speed Twenty none of them work, and he needs to have transport. He has been on to a A 30 Austin for some time at about the same price as the TA 14. He finally decided on the A 30 because it was to all intents and purposes brand new, and that it would be more economical to run as daily transport. Still, he was very taken with the Alvis.

Why should all his cars have gone wrong? Who knows why these things always happen at the wrong time - just let the Editor know and he will be very grateful. The Austin 8 which had been his daily hack, parted company in the clutch just before the Kalorama Rally, and he has not had time to haul out the engine and replace the broken parts. Consequently, the 12/50 was hauled out of its pension, tied together with assorted bits of wire etc, and made to perform extensive daily duties, which it did in very uncomplaining fashion for some months. Comes the Interstate Rally and the night before saw David reassembling the last stages of the Speed Twenty, which included a brand new radiator and diff. On the trip up to Albury around Benalla the fan came adrift and started to chew into the brand new core, which made the Ed. very happy indeed. Philosophically, he tied the demobilised fan up with rope and wire and carried on. The car lasted out the Albury trip alright, but the first day after he got back, he was driving along very quietly on his way to work when horrible noises came from the front of the car. He had to run the car into the kerb and leave it there - as it happened, this spot was immediately behind Les Miller's Three Litre. Later in the day, he returned, pulled out the spark plugs and found pieces of ring jammed in every one of them! Pulling off the head, he found further that one of the exhaust valves had snapped off and the head had caused disaster below and disintegrated the piston in No. 2 completely. Only the con. rod was to be seen flopping about in the bore. He is definitely not going to put any more Fordson tractor valves in the car as Ron Allan had done earlier. The car is now at good old Albert Broad's having a complete engine overhaul, requiring some new pistons, rings, big ends, valves and guides.

Anyway, the ironic part of the whole business is that while carrying the Speed Twenty head home in the beetleback's dickey, he was saying to himself - "Well, at least this would never happen in this marvellously reliable 12/50!" and what do you think happened? Yes, it did happen at exactly that moment. Another valve dropped and mashed a piston.

This in itself was not too devastating as that weekend the 12/60 was inserted into the 12/50 and our Ed. carried on. Well, for about 3 miles that is. Then the clutch toggles decided to come adrift and belt hell out of everything within reach. This dreadful sounding event also momentarily locked the transmission solid at about 40 m.p.h. and the sudden jerk that followed broke a half shaft also. By courtesy of Basil Bowes the car was towed home and within a week a brand new clutch was fitted, but the shaft in the rear axle was a different problem. Ever tried to extract the broken piece of half shaft in a 12/50? The piece was so long that the diff couldn't be withdrawn and just too short for the usual wire coil to grip it due to the very snugly fitting axle tube at the oil return scroll. Looks like the whole darn thing will have to be minutely dissected to return the works to order and function.

* Noel Cossins says that he called in at a car wreckers the other day and was told by the proprietor that only a few days previously he had hacked to pieces with an axe, a beautiful 12/50 radiator in mint condition that he had had kicking around there for years and years. He had given up ever finding a sale and had chopped it up for scrap metal. Noel has now recovered sufficiently to enable him to partake almost normal meals.

* David Roberts reports that his TA 16.95 Silver Eagle's engine rebuild is completed, and now motors beautifully. Very pleased to hear this.

* David Elder says that Graham Thorley rang him up the other day and informed him that he had called off the 500 sq. mile venture in N.W. Aust. Probably the wide open spaces overwhelmed him. This vastness of the real Australian outback can be awe-inspiring. While on the subject of land, David has just bought a property up Benalla way, so he will not be too far away from the Club.

* We hear that Harry Shugg has sold the TA 14 saloon and that the new owner is expected to attend this meeting. We hope he finds the Club of sufficient value to become a member.

LETTERS TO THE EDITOR.

Dear Sir,

After reading the June copy of "Alvic" I decided that it was time to write my piece. I have not been able to attend any meetings, so consequently my face is very scarce at Edgar St, except in time of need.

This note, however, should bring you up to date with my activities and rid my name of neglect to my Silver Eagle, which I treasure.

Since I have purchased her she has been re-registered. But since then I have developed gearbox blues. Someone had replaced the gearbox bottom plate with a plain aluminium plate which did not contain a drain plug. Consequently, when the local mechanic drained the box, the plate had to be removed, and I saw him do this with a screwdriver. He was apparently having difficulty, but I took no notice at the time. Next time you are at the Club inspect the plate and you will understand why the oil escaped from the gearbox - ever seen a corrugated strip of aluminium? Perhaps you will not recognise the Silver Eagle next time you see her, for I have, of late,

crystallised my idea of her long-needed new body. My dream came into effect recently when I came upon a '28 Rolls. So giving me six to nine months, she will proudly roll the road in at least 99% mechanical and, I hope, bodily condition, looking something similar to a Rolls, except that it will still have its definite Alvis line.

David Goyder.

(We wonder what sort of "Mechanic" would put a bottom plate back in said condition. Any change in body line would surely ruin the unique look of the car as it is at present. Comments? Ed.)

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Latest and Greatest ?

The ALVIS STALWART.

-some details of the Alvis Cross Country Cargo Carrier.

The Club has been sent a well mounted brochure on this new Alvis go-anywhere vehicle, and one is certainly impressed by its capabilities, especially in the Australian outback, and as Alvis Ltd. intend putting a civilian model on the market, it should prove a real winner.

The brochure shows the prototype, which is based on a military "Salamander" chassis, incorporating certain cunning modifications, such as the installation of turbojet propulsion units to permit water-borne speeds of 5 knots.

Alvis Ltd. consider that the Alvis Stalwart Cargo Carrier offers the following advantages over other wheeled and tracked cargo carriers. The Rolls-Royce B 81, 220 b.h.p. engine, the modified six-wheel drive transmission, the Noslip differential, the large tyres, and the four-wheel steering give a cross-country performance superior to that of the "Saladin" and "Saracen" series. It will carry a 5½ ton payload at 54 m.p.h., and gives a petrol consumption of 5 m.p.g. with a non-stop range of 400 miles, and is capable of climbing a gradient of 1 in 4, as well as having a 45 ft. turning circle, which is much the same as a Speed Twenty.

The photos of this machine in action can be inspected at the Clubrooms.

Take that Snap. please !

CLUB PHOTO ALBUM

Next issue of "Alvic" will see the end of our cover photo unless members come forth with good black-and-white snaps of their cars. If these are presented they will appear on "Alvic", and then be placed into the Club Photo Album as a record of Club cars. No one has yet come go after pleas during this year, so don't complain if no photos appear. As it is we are using photos of N.S.W. cars only because we have none of our own. Get cracking - get snapping!

BAS BOWES SPEAKS.

In the June Newsletter of the Rolls-Royce Owners' Club of Australia, Victorian Branch, it is recorded that membership subscriptions to that club have been raised and are now as follows:- Metropolitan Members £3.3.0, Country Members £2.2.0, Joining Fee £1.1.0. Also recorded is the proposal to admit as ordinary members owners of motor cars designed and produced by Bentley Motors (1931) Ltd. This excludes cars designed and produced by W.O. Bentley. Also the number of Bentley owners shall be limited to 25% of the number of ordinary (R.R) members.

The reference to the report of their Annual Federal Council meeting at Wagga makes interesting reading to members of our club who were delegates at the Interstate conferences held a couple of years ago. (The two Australian Alvis Car Clubs met with the view of forming a governing Federal Body.) In the write up of the R.R.O.C. Annual Rally held at Wagga concurrently with the council meeting, 30 R-R cars were present - N.S.W. 15, Vic. 14, South Australia, 1, and over 100 people were present. Quite a crowd, eh? The remarks concerning their accomodation are most illuminating and worth quoting:

"In spite of what Jim Cooper says, we all arrived in time for dinner on Saturday - although I will admit that some folk were more on time than others. Some of us were billeted in Romano's Hotel and the remainder in the Caravello Motel.

It would seem that the latter type of accomodation has a lot to commend it for such gatherings as this - particularly if we could all squeeze into the one Motel.

Romano's, who in the previous two years made slow motion a virtue, excelled themselves this year. A mess-up over rooms which should never happen was followed up by their refusal to let some resident club members and families into the dining rooms for tables. The result was that some folk were still eating after 10 p.m. and others went elsewhere for a meal.

Considering that about three quarters of their accommodation was taken up by club members, their almost 100% lack of co-operation was astonishing."

The following is also a quote of a quoted extract from the N.S.W. R.R.O.C. newsletter:-

"McWilliams Wines have intimated that they propose holding a rally to their vineyards in the Hunter Valley. The proposed run will consist of a two day event, the date being February 24th-25th, 1962. It will be fully sponsored by McWilliams Wines. All expenses and accommodation will be paid by them, and they will also provide prizes for the various events. As this will be our first sponsored run please give a great deal of thought to it."

What a delightful choice of date for the rally. Gurggle gurggle. Incidentally whilst R.R's are on the menu, here's another boner to come my way and it emphasises what I was saying about misleading the unwary as this one is on an illustrated picture-card from a kiddies' confectionery. The coloured illustration isn't a bad one as they go. On the reverse side the following is printed:- Vintage Cars No. 30. 1919 Guy. Country of origin Britain. The first British V8 had many interesting features- it was fitted with oil filters similar to those used today with removable elements. It was entirely lubricated with oil- no grease points whatever."

The above boner completely disregards earlier legal contenders, and therefore must be considered the dizzy limit (B.E.B.)

A P.S. to the R.R.O.C.A. Newsletter states :-

"I learned from Jim Cooper that someone in the last two days has broken into the back garden and stolen the mascot from his Silver Ghost in the garage. The use of a spanner was necessary. Club members could help perhaps by taking note if a mascot is offered for sale by any non-member or in suspicious circumstances".

So take warning from the above and keep a weather eye on your Haros and Eagles.

Whilst in the mood for quoting bits from other motoring clubs newsletters, I noticed in the current Vintage Drivers' Club Ltd. Newsletter which I was reading (not a complimentary copy) that they intend doing what I for years, have tried to interest our club members in; including in the club calendar a date for a run (tour) in club members' cars for the Spastic Children. This event was to be known as the Capt. G.J. Smith-Clarke Memorial Tour. It is possible that it was I who inspired the idea for their tour as, at a meeting of the delegates to the Combined Vintage Car Clubs I proposed that the Combined Vintage Car Clubs should organise such a tour at least once a year. However I failed to command enough interest in this suggestion among the other delegates, and if the scheme was not dropped altogether, at least it was shelved.

In view of the magnificent work on Iron Lungs by the late Capt. G.J. Smith-Clarke I feel chagrined that my idea for a tour had to be dormant until taken up by others, albeit balmied by the knowledge that there is at least one motoring club in the land, the members of which are not so self-engrossed that they cannot see past the end of their own nose.

Terry Plummer dropped in at "Alvista" the other day looking for a block and tackle he could borrow to enable him to remove the engine from the chassis of the 4½ Litre (W.O.) Bentley he recently brought out from the U.K. (The Hon. Editor obliged with this equipment.) It seems that to put it in Yankee terms, he must have been sold a pup, as the engine requires a complete recondition.

Terry is not alone among our members to be inflicted with "stiff luck". The bun, I think, is taken by the Hon. Ed. Dave Muirden complained during the trip to and from Albury that the "Immaculate Speed Twenty" would not exceed 3,500 revs in top gear, and as the engine of this car was reputed to be ar, immaculate, this seems odd.

However, a few days after our return to Melbourne he was tootling along Royal Parade when things suddenly started to happen in the engine department. Crrrash! Quickly switching off the ignition he pulled the "Immaculate" in to the kerb. On investigating the cause of the staccato it was found that one of the cylinders contained therein, only the top end of a connecting rod, complete with gudgeon pin, but not the slightest vestige of a piston nor rings could be seen. Further investigation uncovered the fact that the head of the exhaust valve of that cylinder was also missing.

What had happened of course, was that the exhaust valve decapitated and the crown of the piston on ascending had given the decapitated valve head such a resounding blow on coming up to T.D.C. that it resulted in the piston and rings completely disintegrating and falling into the sump.

A.S. Broad, who was called to the rescue, towed the "Immaculate" along to 68 Tope St. South Melbourne, and so the work of repairing the damage commenced. Bob, who is by no means a weakling, reports that to undo the big end bolts he had to put a two foot long extension on the 18" tommy bar of the socket spanner! Another interesting thing is that the bores of "The Immaculate" were reputedly vastly oversized to 75 mm. to bring the engine swept volume up to almost three litres. A micrometer proved the bores to be merely standard 73 mm plus .030". The bore in No. 2 was cracked so this is being resleeved.

Even on jacks the Sp. 20 still looks a winner, and Bob reports that most visitors to Broad's workshop all ask about it, and must have a good look. Such is the fame of Alvis - even when they are disembowelled.

Had a letter from Norm Routledge (Northern A.O.C.) recently in which he mentions how much he enjoyed the visits of Bob and Ann Gunnell and also Terry Plummer. He reports that the modifications to his TA 21 are progressing slowly but surely, and from his descriptions these should put the TA into his famous specials class. He also mentions that owing to a misunderstanding on someone's part, the Northern Alvis Day has been postponed to a later date. He points out that this reprieves us and the rest of the contestants for the International Alvis trophy. This could be quite true as Norm and Co. are no mean performers and we would be well advised to pull our socks up. Time is marching on and this club has yet to choose its team, or is it that we can't even make up a team after all the effort of creating the contest in the first place?

In "Cars for Sale" ads in the A.O.C. Bulletin No. 94 (Club & Editor refuse responsibility for accuracy): "1938 4.3 Sports saloon. Newly resprayed. Good running order. Twin carbys giving lively performance. £120. Will haggle."

Well, that's for sure. It's performance should be really exciting when all the carbys are in situ. Reminds me of the boner of the 'expert of experts' in Floyd Clymer, when he says that the Alvis cars such as Speed Twenties, 25s and 4.3s were available either with 3 or 2 carburettors. He has obviously got mixed up with the Grey Lady models which had two SUs, but still he is supposed to be the real expert of all things automotive, and there is a few years between a 1933 Sp. 20 and the 1955 Grey Lady. Still, to a Yank nothing English is worth any real effort anyway.

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A L V I S T O R Y

Readers are advised that the "Alvistory" for this issue is the Autocar road test of the Speed Twenty as attached elsewhere in this issue. These reprints have been very generously supplied by courtesy of G/Capt. Edwin Shipley, the Editor of the English Alvis Owner Club Bulletin. Later issues will continue with the Front-wheel-drive series of "Alvistory".

OUR COVER PICTURE.

This 12/50 beetleback which used to belong to Marc Pain in Sydney, and is now owned by John MacNaughton, is reputed to be in fine fettle. Readers of "Alvibatics" will recall that John recently rebuilt by hand the original honeycomb tubes of the radiator.

CARS FOR SALE

* 12/50 Four seater Tourer.

This black tourer is in reasonable good fettle throughout and has an excellent gear box and engine. This reliable vintage machine, replete with vintage car chimes is available for £120 o.n.o. from Noel Cossins, Manton St. Burnley, who has bought Basil Bowes' S.G. 16.95 Silver Eagle.

* TA 14 Saloon.

This black saloon is in remarkably good order both bodily and mechanically, having just been rebored, stellited valves, and other engine work. Runs like a watch, and is perhaps the most comfortable Alvis in Melbourne. Sunshine roof works easily and without a leak. Remarkably offered at £215. See Bill Jackson, 7 Boronia St., Surrey Hills.

* SPEED TWENTY DROPHEAD COUPE "The Immaculate".

This famed red SC Speed Twenty drophead is offered for sale at £500. Has been mechanically reconditioned throughout including rebore, new bearings, valves, guides, tyres, radiator windows, instruments, magneto, generator, water pump, fabric universals, interior woodwork, brakes, front end, wheels re-spoked, rewired, new voltage regulator and fuse box, new crown wheel and pinion, new batteries. Comes with all original tools. Has six wheel equipment, P 100s, unique and graceful lines, excellent performance. Has genuine Eagle mascot. £300 spent in last few months in reconditioning mechanics and body. Enquiries to Hon. Editor, 16 Rix St. Glen Iris.

* AUSTIN 8 h.p. Tourer.

This very reliable and economical little car has been almost completely reconditioned mechanically and has no detectable faults, but body is rough. Body is sound but requires certain panel beating and painting. A gift at £65. See the Hon. Ed.

* 12/50 Beetleback 3 seater.

This green sports Alvis is offered in excellent condition, complete with a truck load (absolutely) of complete spares, including a complete 12/60 and 12/50 Tourer. £200. See the Hon. Editor for further details.

RATIONALIZED ROAD TESTS



THE ALVIS SPEED TWENTY

SPORTS TOURER

TO drive an Alvis Speed Twenty is to realize "how racing experience improves the breed," for this particular model in the Alvis range behaves exactly as one might expect a thoroughbred racer to perform, with the added attractions of remarkable mechanical silence and smoothness in running.

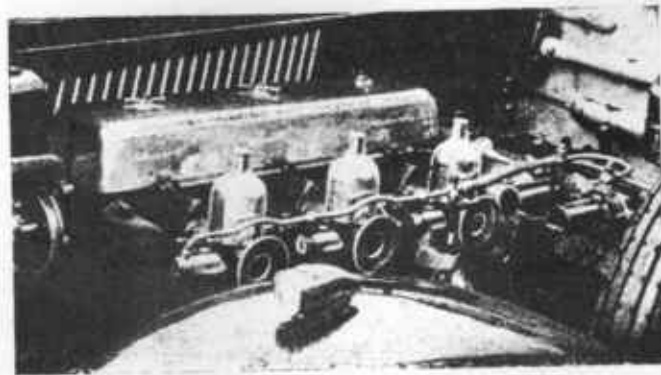
Capable of a timed speed of 80 m.p.h. on Brooklands track in appalling weather conditions, this model is also quite docile, for it will trickle

long smoothly and only in traffic at 5 m.p.h. on top gear; yet so soon as the accelerator pedal is depressed the speed potentialities are at once apparent. The mere fact that it is possible to average over 50 m.p.h. on a cross-country run without taking risks speaks volumes for its general capabilities.

When we took over the Speed Twenty, weather conditions were fine, and it was possible to reel off 40 miles with the hood down, the experience of gliding (there is no better word to describe the sensation) along traffic-free roads in the early morning at speeds varying from 50 m.p.h. and upwards according to the nature of the road being exhilarating, to say the least of it. To erect the hood took several minutes. Even so, we arrived at the outskirts of Oxford (50 miles from our starting point) in amazingly quick time.

When the hood and side screens are erected the silent-running impressions are maintained. We put this fact down to the inherent qualities of the job—the chassis is of sound design from stem to stern, and the detail work throughout is carried out with that meticulous care of which only a high-

A Refined High-speed Car Possessing Many Unique Features. Fine Top Gear Performance and Acceleration



The six-cylinder engine, which is fitted with three synchronized S.U. carburetors.

grade chassis and body can boast.

The engine responds immediately to a touch of the starter button and thereafter idles with regularity and silence. Even at maximum revs. the unit remains quiet, a feature being the fact that the malady known as "induction rattle" is not developed to any appreciable degree.

Gear changing with the all-synchrom four-speed box is ridiculously easy and, thanks to the light though sensitive clutch control, perfectly smooth changes can be effected without the necessity for the driver to exercise un-

due care in regulating the relative speeds of the driving and driven pinions. All gears are quiet, and the accuracy with which the double helical pinions are produced makes them almost inaudible when running, regardless of speed.

There is a positive lock for the synchronizing clutches, and it is impossible to crash a gear. Lightning changes that befit a car of the sporting type can be made, and the only effect of a bad estimate of the rotating speeds of the engaging elements in the box is a lurch tending to arrest or assist the progress of the car as the engine is slowed down or speeded up.

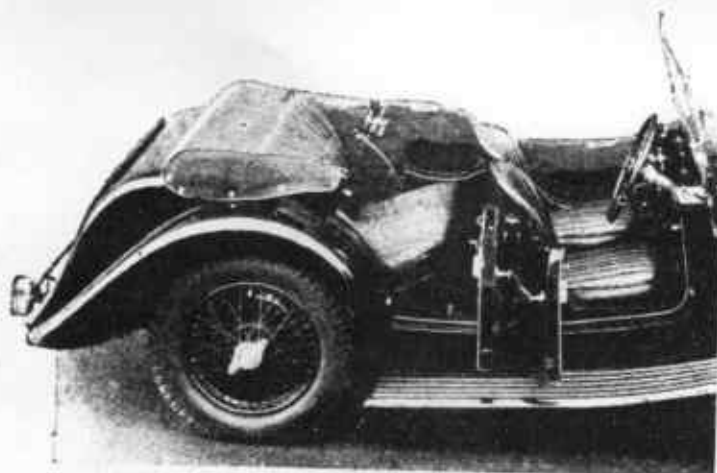
Most main-road hills come within the scope of top gear, especially, of course, when they can be tackled "on the run." Where a steep incline is preceded by a sharp turn, however, a lightning change into third or even second gear enables the full accelerating powers of the engine to be used.

For the 1935 season the engine stroke has been increased to 110 mm., giving a swept volume to the cylinders of roughly 2½ litres, the ensuing increase in capacity producing an improved performance which is more noticeable at the low end of the speed range than at the top.

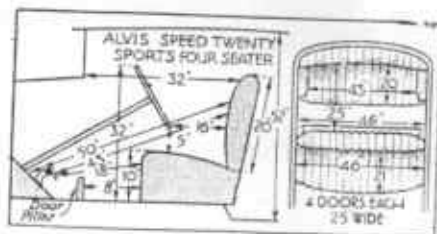
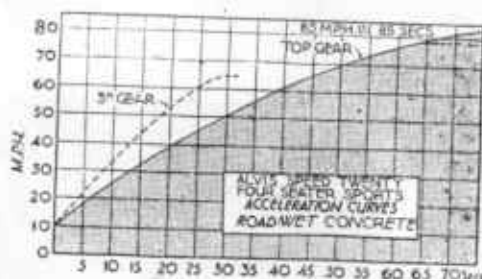
The Alvis excels on a long climb with a gradient of about 1 in 10, for given a clear road the third gear of 6.53 to 1 enables a really fast ascent to be achieved. On this ratio a car speed of 63 m.p.h. does not seem to distress the engine in any way, and there is no apparent vibration. In second 45 m.p.h. can be reached, and gradients in the order of 1 in 6 can be climbed on this ratio the first rpm

THE ALVIS SPEED TWENTY

Contd.



The seating of the Alvis Speed Twenty sports tourer. The rear seat is located within the wheelbase, a fact which adds materially to the riding comfort of the occupants.



The seating dimensions and acceleration graph of this outstanding sports car.

of 11.33 to 1 may be considered as an emergency ratio only.

The Alvis Speed Twenty is a thoroughly roadworthy vehicle. The individually suspended front wheels are coupled together (for steering purposes only) by articulated tie-rods operating on a couple of bell-crank levers pivoted on the chassis frame. The steering box is mounted high up on the frame to give greater ground clearance and to keep the column away from the driver's feet. The box itself is of the Marles L7 type, and the main working components, i.e., the cam and follower, operate on anti-friction bearings. The layout of the whole mechanism is well-nigh perfect, for a light but sensitive control is provided; yet, in over 300 miles running, we did not experience the slightest trace of "kick" through the wheel.

The action of the steering is dead stable, being quite steady even when the car is traversing pot-holed road surfaces. The bumps of Brooklands track did not produce any reciprocal action in the steering mechanism at over 80 m.p.h., whilst if cornering at speed and the wheel is pulled sharply over, the car runs into the turn in a manner which suggests that the tyres are geared to the road.

Excellent Suspension

Suspension is excellent. The front transverse spring now has a lower rate than in the 1934 model—a fact which seems to have cut out any harshness at low speeds. There is an Andre Telecontrol shock absorber acting on each side of this spring, the rear semi-elliptics being similarly controlled and the gauges and controls are fitted

into the cockpit within easy reach of the driver.

In spite of the relatively low rate of the front spring there is no tendency towards pitching, whilst one is unable to detect any heeling tendency of body and chassis about the springs when cornering rapidly. The low centre of gravity has much to do with this state of affairs. The body is relatively small weight as compared with that of the chassis, and efforts have clearly been made to keep the heavy components, such as the engine and gearbox, as low as possible.

Braking Figures

In a car possessing the speed characteristics of this Alvis model, good brakes are a sine qua non. That there is no lack of efficiency is indicated by the stopping distances reproduced, especially when it is realized that the tests were carried out, was partly under water. Violent application of the pedal produced a small amount of skidding, which, of course, cuts down efficiency appreciably. Good though the braking results are, there is little doubt but that they would be even better if the test had been made on a dry surface.

The lines of the car are highly satisfying to the eye and yet it is an essentially practical vehicle. The driver sits close to the slightly raked screen, and the door cutaways are sufficient to give elbow room, but are not cut so low that one is exposed to draught.

Altogether, then, this Alvis model is an outstanding car. In workmanship, material, specification and general design there is little left to be desired, and at its price of £700, replete with all usual accessories, it is an excellent value-for-money proposition.

TABULATED DATA

CHASSIS DETAILS

Engine: Six cylinders; coil and magneto ignition, push-rod operated overhead valves; three synchronized carburetors; 73 mm. by 110 mm. (2,762 c.c.); annual tax after January 1, £15.

Gearbox: Four forward speeds with synchronized engagement throughout; central control. Ratios, 4.55, 6.53, 9.24 and 14.33 to 1.

PERFORMANCE

Speeds on Gears: Top, 86 m.p.h.; third, 63 m.p.h.; second, 45 m.p.h.

Acceleration: From standstill through the gears to 50 m.p.h., 13½ secs.; to 70 m.p.h., 28½ secs.

Tapley Performance Figures: Maximum pull in lb. per ton on gradient, top, 170 lb.; third, 240 lb.; second, 340 lb. Corresponding gradients climbable at a steady speed are 1 in 13, 1 in 9½ and 1 in 6½ respectively.

Petrol Consumption: 16.7 m.p.g. (This figure includes tests for maximum speed, acceleration, braking, etc., on Brooklands track.)

Braking Efficiencies: By Tapley meter using the pedal only, 90 per cent. from 20 m.p.h.; 84 per cent. from 40 m.p.h. Corresponding stopping distances are from 20 m.p.h., 14 ft.; from 30 m.p.h., 35 ft.; from 50 m.p.h., 107 ft.

DIMENSIONS, Etc.

Loading Measurements: Wheelbase, 10 ft. 4 ins.; track, 4 ft. 8 ins.; overall length, 15 ft. 2½ ins.; width 5 ft. 7 ins.; ground clearance, 7 ins.

Weight: As tested with two up, 31½ cwt.

Turning Circles: 41 ft. diameter in each direction.

Wheels and Tyres: 5.5 in. section Dunlop tyres for 19 in. diameter rims on wire wheels.

Price: £700.



VICTORIA

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♦ ♦ ♦

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