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GENTLEMEN, ANNUAL SUBSCRIPTIONS FOR 1965 ARE NOW DUE AND PAYABLE!

NEWSLETTER VOLUME 2 ISSUE No.1 JANUARY, 1965.

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- HON. SPARES
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- CLUB CAPTAIN: David Bamford, 13 Vernon Street,
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- COMMITTEEMEN: Alister Cannon, 17 Merle Street, Box Hill. " 89.3146.
Keith Welsh, 22 Wimmera Street, Box Hill.
- HON. EDITOR: David Caldwell, 6 The Outlook, Heathmont.

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WANGARATTA - FEBRUARY 19th, 20th and 21st - THE DRILL.

FIRST If you want to go contact David Wischer immediately if you want motel accommodation booked for you. Application must be accompanied by £1 deposit. No deposit no booking.

SECOND Having decided to go you will want to know something about the programme. The occasion is the LIONS CLUB OF WANGARATTA MOTOR SHOW, WANGARATTA SHOW GROUNDS. VINTAGE AND THROUGHbred CAR EXHIBITION AND PROGRAMME.

Friday 19th Not necessary to be there.

Saturday 20th - TIME OF JUDGING 1.45 p.m.

1. Concours d'elegance.

Class A - For cars up to 1932: Class B - For cars 1933-40.
 Class C - For Post-war Cars.
 Points allotted - Chassis 25; Body Exterior 25; Body Interior 25; Engine 25; Total - 100 pts.
 Silver Trophies awarded in each class.

Concours Judging Panel.

Chairman Mr. John Murray B.E., A.M.I.E., Consulting Engineer, Adelaide, Member Alvis Car Club of Victoria.

Mr. Cyril Guiver, Senior Master Motor Mechanics Course, Wangaratta Technical School - Member Armstrong Siddley Club (N.S.W.).

Mr. Bill Higgins, Past President, Bentley Drivers Club - Local Jaguar Agent.

Mr. Max Porter, Member Veteran Car Club (Vic.) - Local Rootes Group Agent.

2. Motorkhana.

- (a) Sack Race (b) Bending Race (c) Slow Race
(d) Acceloration and Braking Test. Trophies for each event.

3. Grand Parade of all Cars.

"General Information.

Look for and stop at the Lions Club Welcome Sign at South Wangaratta where you will be welcomed by an Official.

Where to Meet - Total Service Station where car washing facilities will be available free.
Cars will then be escorted to the Wangaratta Show Grounds at 11.45 a.m.

Accommodation in Wangaratta -

- There are - (a) Seven Good Hotels
(b) Three Modern Motels
(c) A well appointed Caravan Park and two bridges.

We will be happy to make any firm bookings on your behalf.

Insurance - Policy against damage and personal accident will be taken out by the Lions Club, from 11 a.m. 20th until 11 a.m. 21st and an all night guard will be provided for cars left overnight at the Show Grounds.

At the finish of the Show 10 p.m. Saturday, all exhibitors are invited to be guests of the Lions Club for refreshments supplied by Mr. Fogarty of Carlton and Abbotsford.

Wangaratta prides itself on its Hospitality.

The Lions Club of Wangaratta will donate proceeds of the Car Show to a District School for Intellectually Handicapped Children."

So there you have it. It promises to be a most enjoyable outing in a beautiful town. See to it that the Red Triangle is present in strength. Our own Club Member Graham Martin has worked hard to see that Alvis gets as much limelight as possible. But there must be Alvis cars present to give the limelight something to shine on. See to it that you take your Alvis and thoroughly enjoy yourself.

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BASIL BOWES MEMORIAL TROPHY

BEGINS SUNDAY, MARCH 14th.

It has been decided this year, as Phillip Island circuit is no longer available to us, to spread competition for the trophy over at least two event. The first event will be a one-day Observation Trial over a course of 130 miles, beginning at the Clubrooms and finishing at David and Meira Wischer's with a barbecue in the evening. More details in February Newsletter. A Gymkhana will be held at a later date as the second event towards the Trophy and a hillclimb is being considered as a third event if a suitable venue can be found. Highest aggregate of points over all events wins the Trophy and a 6" high replica to keep as a memento.

JOTTINGS.

During the Editor's Christmas trip to Adelaide (with family in that T.A.14) we had the pleasure of calling in to see Ron and Margaret Bloyd. We, of course, had a good look at the Speed 25 which is getting very close to the completion of its restoration. The bodywork has been carefully done over, although the rear section including the boot has yet to be finished. Elsewhere the wood framing has been replaced, but the framing for the boot opening and lid has been done in steel with a channel bent to contour forming the surround of the boot opening. The edge of the boot lid is formed of steel angle bent to fit with the leg of the angle fitting down into the channel surround to form a watertight joint.

The fixing of the rear mudguards to the timber wheel arch has been done with bolts and Tee-nuts, the bolts being dipped in 'Adfast' rubber adhesive before screwing in to be easily removable 20 years hence.

The whole of the work has obviously been very painstakingly done and the finished job will be a great credit to Ron.

We would like to thank Ron and Margaret for their hospitality and the invitation to dinner.

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Next call was at the John Murray stable where the Speed 25 Saloon, the 12/70 and the ex Ian Ednie T.A.14 reside. The 12/70 has been fitted with twin S.U. carburettors, using Speed 20 stubs and with throttle linkages designed by John himself. The new house has garage space for all three cars. The garages made us particularly envious.

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The Brunswick 12/40 has been bought by Westy Morris and we look forward to seeing it restored and on the road in club events. Our encouragement and best wishes to Westy and Val in the task. Our condolences to Val in the loss of the Citroen. It was parked outside the Wischer's house in Malvern Road shortly before Christmas when a Nissan swung wide on the corner and hit it in the rear, moving the Citroen bodily about 50 yards. As the car was in gear the gear box was wrecked. Bad luck to say the least.

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Together with John Cole and Alistor Cannon we travelled to Blackwood, near Ponthurst, on Saturday 23rd January, to see Nick (F.W.D.) Davies. John whisked us along very briskly in his immaculate T.A.21 3-litre. Nick has the Le Man's straight-8 F.W.D. semi-assembled and a most interesting car it will be when completed. 'Emma', the 4-cyl F.W.D. reposed in another corner of the 60' x 40' shed, keeping company with Robin Ritchies Hispano-Suiza. And what a stately carriage the latter vehicle is! The motor of the H-S had just come back after being reconditioned by "Babco" Bearings of South Melbourne, so that we were able to see it prior to re-assembly. A beautiful piece of workmanship it is - crankshaft with circular webs machined out of a solid billet, con. rods machined full length with the engine no. stamped on each one.

We also saw Nick's 12/50 teurer, residing in yet another garage along with a host of spare parts. This one was started off the handle after one or two turns and moved quite smoothly into the sunlight to be photographed.

JOTTINGS (contd.)

It was a most unexpected pleasure to see Horrie Morgan turn up at the January General Meeting in his F.W.D. tourer. Horrie seems to be very well again after having had spells of illness. He has been obviously working hard on the car which is now in good trim. We think he is a Trojan as the motor of the car was practically wrecked when local talent dropped sand in the petrol tank.

LETTERS

SPEED 20 SPARES PLEASE?

Marc Pain has written to Roy Henderson. Marc called in on Roy on Boxing Day, but without finding Roy home. Marc has recently purchased a 12/70 Saloon, which he hopes to bring home as soon as he can find garage space. Marc is in need of 2 19" road wheels and 1 differential assembly complete with crown wheel and pinion but without the banjo housing - both for the Speed 20. As the Club Spares Service lacks these items, anyone able to oblige could write to Spares Registrar David Muirson or direct to C.M. Pain, 66 Jenkin Road, Carlingford, New South Wales.

LETTER

from Max Foley of Albury.

Max Foley writes from 424 Alldis Avenue, Lavington, where he has recently moved into his new house (and all that entails!) Fears the 12/50 will not be touched for some time. Max will definitely be at Wangaratta in February.

LETTER from David Wischer

Wangaratta journey.

Spent a Sunday with Graham Martin before Christmas, had a most entertaining time, first we had a barbecue lunch suitably accompanied by the wine of the country. We left Elsa, Graham's wife with the children and washing up, Elsa is most understanding, and went motoring in Graham's T.A.14 (ex-John Murray) The car went as well as ever, and is receiving constant attention, not that much was needed. This work is due to culminate in a complete duce job fairly soon. We called upon Mr. and Mrs. Bill Higgins who live out from Wangaratta. They own a clover leaf bodied 3 litre Bentley, Engine No.139, built in 1922. Bill has had it for 26 years, before that it was owned by the Syme family since now. Two owners! Bill has worked out that the Bentley has motored about 600,000 to 700,000 miles since 1922. I understand it still has the same pistons and untouched bores. A year or two ago Graham and his Sunday School Group remade the upholstery and painted it, to their everlasting credit. We spent a wonderful afternoon talking motor cars, driving the Bentley and altogether enjoying ourselves.

Bill Higgins will be one of the judges at the Wangaratta Rally, it promises to be really good fun from all Graham has said. Let's hope as many members as are able will turn up.

While holidaying at Anglesea this Christmas, we took the 12/50 with us, we met a man with a Bayliss-Thomas in lovely order in every way, the upholstery was in deerhide and extremely well done, we hope to do ours in a similar way, accent being on hope. The main point of all this is that the proud owner of the B-T has an uncle called Ray Harvey, who comes from Goolong, is now living in Albury and who has a large and mysterious Alvis, we think pre-war. Can anyone inform further?

ANNUAL BALANCE SHEET FOR THE YEAR 1964.

At the January General Meeting the balance sheet, which was produced by Andy Hannam after he and David Muirden had sweated it out together, was presented. It appears below and speaks for itself. One thing should be noted, however. Were it not for a credit balance carried over from 1963, the Club would have been in the red. CONSIDERATION HAS BEEN GIVEN BY YOUR COMMITTEE TO REDUCING EXPENDITURE IN 1965. AS A FIRST STEP IN THIS DIRECTION, MEMBERS WILL BE ASKED AT THE FEBRUARY GENERAL MEETING TO CONSIDER DOING AWAY WITH THE A.O.C. BULLETIN ISSUE. THIS COSTS US £40 ANNUALLY. IT WAS INTRODUCED ORIGINALLY IN THE ABSENCE OF 'ALVIC' AND BEFORE NEWSLETTER WAS PROPERLY ESTABLISHED. IT IS NOW FELT TO BE A LUXURY AND THE MONEY SPENT ON IT PUT TO BETTER USE.

BALANCE SHEET

<u>INCOME</u>		<u>EXPENDITURE</u>	
From payments on spares orders		Balance Sheet at	
on Alvis Ltd.	£167.14. 2.	16/10/64	£197. 1. 9.
" deposits on orders	8. 2. 6.	Balance owing to	
" Sales of stocks		Alvis Ltd.	8.15. 0.
ex Alvis Ltd.	16.13.10.	Cost of local	
" Sales of stocks ex		purchases	10. 3.10.
Local purchases	9. 3. 0.	" " E.S.Cosway	
		spares	12. 0. 0.
	£201.13. 6.		£228. 0. 7.
Excess Expenditure over income	26. 7. 1.		
	£228. 0. 7.		£228. 0. 7.
	<u>£228. 0. 7.</u>		<u>£228. 0. 7.</u>

PROFIT & LOSS ACCOUNT.

<u>ASSETS</u>		<u>LIABILITIES</u>	
Total Income received	£201.13. 6.	Total Expenditure	£228. 0. 7.
New Spares in stock at		New Spares in stock	
Dec. 1964	95. 0. 0.	at Oct. 63	15. 0. 0.
E.S. Cosway spares at cost	12. 0. 0.		
	£308.13. 6.		£243. 0. 7.
Profit from 15 months			65.12.11.
operations			£308.13. 6.
	£308.13. 6.		<u>£308.13. 6.</u>
	<u>£308.13. 6.</u>		<u>£308.13. 6.</u>

The above asset position does not include stocks of second hand spare parts valued at approximately £50 which have been donated to the club, and which have been written down to nil value because of infrequent calls on them.

(Sgd.) W.A. Hannam,
Hon. Treasurer.
11.1.65.

CARS FOR SALE.

T.A.21 3-litre Car No. 25238 built about 1952. Black with brown upholstery, mileage approx. 76,000. Oil pressure approx. 25 lb. sq. in. hot. Present owner third owner. Has had 3rd gear replaced at some stage. Price to be discussed.

Owner Tony Lucas, 44 Northgate Street, Unley Park, South Australia. Tel. Adelaide 7.3002.

T.A.21 3-litre Two-tone grey duco in nice order, re-upholstered. Motor sounded good to D. Wischer but he was unable to drive it as car is unregistered. Oil pressure good. Well worth looking at.

Owner John Paphazy, 33 Liston Street, Burwood. Tel. 29.3967. Price asked £280.

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OUTLINE HISTORY OF ALVIS

By "Zephyr"

(Continued from December 1964 issue)

T.G. John Prior to founding the Alvis Car and Engineering Company, T.G. John had been chief engineer at the works of Siddley-Deasy. He felt that a sound way to develop the new company would be to market a light car of conventional design, but possessing much better performance than the usual run of motor cars of the time. The number of early Alvises still running in Britain and Australia today bears out the soundness of his original policy and the engineering design it produced.

One wonders what type of man T.G. John was. One anecdote may supply part of the answer.

About April, 1940, Alvis Ltd, celebrated its 21st Anniversary. The then Chairman of the Works social club committee, Mr. H. Tafft, presented T.G. with an illuminated address and a cheque subscribed by the employees. During his acknowledgement of the gift, Mr. John announced that he had much pleasure in making the amount up to £100 and handing it over to the Coventry and Warwickshire Hospital for the equipment of a medical ward. A generous gesture.

THE BEGINNING. The first Alvis car produced was the $1\frac{1}{2}$ -litre side valve engined 10/30 model. It had a 4 cylinder motor, bore 65 mm., stroke 110 mm. capacity 1460 cc. The gearbox had 4 speeds. This motor developed 30 b.h.p. at 3,500 r.p.m. Max. speed was 62 m.p.h. Wheelbase was 9'2" and track 4'2".

Although outwardly unpretentious in appearance this car resulted from first-rate engineering. During the next two years the 10/30 was improved and the 10/40 and 11/40 model Alvises appeared on the agents' showroom floors.

Various types of body were supplied to order and a Charlesworth touring body was available from the start. It possessed a good line terminated by a square stern. The "Duck's back" body also made an early appearance with a particularly stark body that possessed no doors, very short tail, aero-type windscreens, and an outside handbrake.

OUTLINE HISTORY OF ALVIS (Contd.)

Of interest to the enthusiast is the 'Zephyr' patented aluminium body manufactured by Morgan's Ltd. This was a roadster body with very rounded contours, framed and panelled in alloy with aircraft-type wire bracing. The dashboard was a casting and even the hood bows, battery box and running boards were metal, no wood whatever being used.

The 12/40. The year 1923 saw the commencement of production of the 12/40 model. Again a 4-cylinder side valve motor. Chassis price, ex works, was £375 sterling. The following specification is taken straight from a surviving 1924 Alvis Catalogue. It is interesting to note the variety and use of the metals in its construction.

Engine. 4 cylinders, monobloc casting with exceptionally large motor spaces, 68 mm. bore x 110 mm. stroke. Crankshaft of nickel chrome steel, machined all over and balanced, three bearings. Connecting rods of alloy steel, machined all over and specially lightened. The pistons are of special aluminium alloy. Valves, side by side, of alloy steel, with special cooling of valve seats. Timing gears of hard phosphor bronze and special alloy steel with helical teeth. Lubrication is by rotary geared pump driven by spiral gear from camshaft. Forced lubrication used throughout.

COOLING. Exceptionally large water spaces, most carefully disposed to eliminate distortion of cylinder and valve seats. Thermo-syphon circulation in conjunction with exceptionally large and efficient radiator.

Radiator. Fine honeycomb of original design. Polished nickel case.

Carburettor. Solex of special design and exhaust heated induction pipe.

Ignition. H.T. Magneto with variable timing.

Clutch. Aluminium cone, fabric faced.

Gear Box. Four speeds forward and reverse. Right-hand change, direct drive on top speed. All shafts splined. Gears and shafts of alloy steel.

Rear Axle. Aluminium casing. Noiseless spiral bevel gears of nickel steel. Ball thrust bearings throughout.

Brakes. Exceptionally large diameter, ribbed for cooling. Two independent sets on rear wheels, quickly adjustable.

Front Axle. Alloy steel stamping with exceptionally large bearings in front wheels.

Steering. Worm and complete worm wheel, steering column adjustable, anchored on aluminium transverse footboard bracket on chassis.

Electric Horn. Operated from button in centre of steering wheel.

Petrol Tank. In dash. Capacity 7 gallons, with reserve gallon arrangement specially devised. Large accessible filler under bonnet.

Control. Foot accelerator, with throttle and timing levers on steering wheel. Hand brake and gear levers on the right-hand side. Clutch, brake and accelerator pedals are quickly adjustable for convenience of driver.

Springs. Semi-elliptic, front and rear, of special alloy steel and of exceptional length. Rear springs are underslung. All springs enclosed in grease-filled leather gaiters, and shackle bolts arranged for grease gun lubrication.

Lighting and Starting. Two unit, 12 volt system. Black and nickel lamps.

Instrument Board. Fitted with speedometer and clock, oil pressure gauge, switchboard, dynamo and magneto switches, carburettor floodor, dash lamp for night driving, with connection for inspection lamp.

Wheels. Steel, detachable artillery type. Five in number, fitted with 760 x 90 mm. Dunlop Cord tyres.

Wheel Base. 9'4" Track 4'2" Ground Clearance Minimum of 9"

Overall Dimension Length 12'9" Weight of Chassis 13 cwt.

Chassis includes lighting and starting set, all instrument board fittings, bonnet, stop irons, accumulator in metal bore, speedometer, clock, all tyres, including spare wheel and tyre, and tool kit.

In 1924 this astonishing selection of models was offered. Sterling prices quoted:-

- Model 1 12/40 hp 2-3 Seater Standard Model (with double dickey seat)
Price, completely equipped £397.0.0.
- Model 2 12/40 hp 2-3 Seater Model-de-Luxe (with double dickey seat)
Price, completely equipped £475.0.0.
- Model 3 12/40 hp. 4 Seater Standard Model. Price £430.0.0.
- Model 4 12/40 hp. 4 Seater Model-de-Luxe. Price £495. 0.0.
- Model 5 12/40 hp. 5 Seater Model-de-Luxe. Price £535.0.0.
- Model 6 12/40 hp. Side Valve Sporting 2 Seater (with dickey)
Price, completely equipped and fitted with Self Starter £450.
- Coachwork - The body is of polished aluminium and of streamline shape, seating two in the front and one in the dickey. An efficient hood is fitted.
- Guaranteed Speed Each car is guaranteed to obtain a minimum speed of 60 miles per hour on Brooklands Track, but much higher speeds are usually attained. The Model besides being extremely fast is very comfortable, holds the road at speed in a most remarkable manner and possesses no coarse, unfinished appearance or behaviour as characteristic of most other sports cars. Its many successes in competition on Road and Track make a strong appeal to the sporting owner.
- Model 9 12/40 hp. V-fronted 3-Seater Coupe.
Price, completely equipped, £575.0.0.
- Model 10 12/40 hp. 4 Seater Coupe Saloon. Price £650.0.0.
- Model 11 12/40 hp. 2-3 Seater V-fronted Saloon. Price £595.0.0.
- Model 12 12/40 hp. 4 Seater V-fronted Saloon. Price £695.0.0.

Rounding off the pen picture of the 12/40 is a letter written in August 1923 in Glamorganshire. The letter probably summarises the feelings of the contemporary motorist towards the car:- "My car as it stands is about the best advertisement you have got or ever will get as only time can demonstrate the wearing capabilities of any make. It has done 30,000 miles at least over the most trying Welsh roads and has never actually had a mechanical breakdown on the road. As far as I am concerned I never want to drive a better, and hope always to stick to an 'Alvis' as long as you keep up the breed" (Sgd. H.W.B.G.)

The breed was to be continued with the immortal car known as the 12/50. The memory of the 10/30 and 12/40 is obscured largely by the debut in 1923 of the 12/50 Alvis. The place: Brooklands, England. The event: the J.C.C. International 200 miles race. The driver: Major C.M. Harvey. The blue ribbon event was won by an Alvis car at the amazing speed of 93.29 miles per hour non-stop, beating the world's best racing cars and drivers.

The event had been won by only one other British make (E.R.A.) in 18 years. This doubtless accounted for the firing of the imagination of the motoring public in Britain.

(Notes to be continued in the next issue of Newsletter.)