









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

NEWSLETTER VOLUME 3 ISSUE No.2 FEBRUARY, 1965.

CLUB OFFICE-BEARERS:

PRESIDENT: David Wischer, 1679 Malvern Road, Glen Iris. Phone 25.2391.

VICE-PRES: Simon Ramsay, 14 Kenley Court, Toorak.

HON. SECRETARY: Roy Henderson, 41 Kingsley Grove,

Notting Hill. " 544.5249.

HON. TREASURER: Andy Hannam, Doveton Avenue, Dandenong. " 79.24403.

HON. SPARES

REGISTRAR: David Muirden, Flat 15, 37 Domain Street,

South Yarra. " 26.2337.

CLUB CAPTAIN: David Bamford, 13 Vernon Street,

South Blackburn.

COMMITTEEMEN: Alistor Cannon, 17 Merle Street, Box Hill. " 89.3146. Keith Welsh, 22 Wimmera Street, Box Hill.

HON. EDITOR : David Caldwell, 6 The Outlook, Heathmont.

BASIL BOWES MEMORIAL CHALLENGE TROPHY.

DAY OBSERVATION TRIAL SUNDAY MARCH 21st.

The first event in competition for the trophy will be held on Sunday March 21st. This will take the form of an observation trial. The start will be at David and Moira Wischer's home at 1679 Malvern Road, Glen Iris on the Sunday morning.

The trial route will proceed from there by devious but <u>sealed</u> roads leading to the vicinity of Warburton and returning a route just as devious, but different, to finish back at 1679 Malvern Road. The day's outing will then conclude with a barbecue on the lawn behind the Wischer homestead. Please bring your own meat and refreshments of your choice.

The fiends who have landed the job of plotting the course of the Rally are Keith Welsh, David Bamford and Alister Cannon. They will divulge no more than the promise that it will be a memorable afternoon's driving. Further details are expected at the March General Meeting. Entry fee will be 10/- for the day.

GYMKHANA. The second event in competition for the trophy will be held in May - a Gymkhana on the Oval in the Langwarrin Army Reserve. Negotiations are proceeding for the use of this venue. The date will be announced as soon as permission has been obtained.

HILL CLIMB. The third event under consideration for the trophy is a hill climb. A section of the Ferny Creek Hill Road near Ferny Creek has been inspected. Arrangements for holding the hill climb there are being discussed by the Committee. As soon as a satisfactory method of handicapping has been settled on, this will be finalised and announced in due course.

SUNDAY MARCH 28th. KALORAMA VINTAGE CAR RALLY

The annual vintage car rally at the Kalorama Oval organised by the Council of Combined Vintage Car Clubs of Victoria will start from the south and of Lansdowne Street, East Melbourne on the morning of Sunday March 28th.

The assembly time for cars at this point will be from 9 a.m. to 10 a.m.

The start is expected to be at 10.30 a.m.

HELP (!!). The Victorian Police will have a "courtesy car" on hand to help with the arrangements.

THE ROUTE. From Lansdowne Street the route will procedd via Wellington Parade, Brunton Av. (past the M.C.G.), Punt Road, South-east Freeway to Grange Road Bridge and thence along the Boulevard, to Bridge Road Bridge where re-grouping will take place. From there cars will proceed over the river to Church Street, Hawthorn, along Barkers Road, Burke Road, Canterbury Road to Montrose and on up Mount Dandenong Road to Kalorama Oval.

THE PROGRAMME. Cars will be directed on arrival to their lunchtime positions. Following lunch will come the Opening Parade. The Gymkhana will be held during the afternoon after the Parade. The events are being kept secret. Tankcards will be awarded to 1st., 2nd. and 3rd. in each event. Presentation of prizes will conclude the proceedings at the Oval.

BARBECUE. After the close participants are invited to Paul Conrad's home, Montrose Road, Montrose (about 4 mile to right at Montrose Junction on homeward journey) for a barbecue. The day should be checked for the declaration of a total fire ban and provisions selected appropriately. Please bring all necessary food and refreshment. Firewood only will be provided.

ENTRY FORMS are available from Roy Henderson, 41 Kingsley Grove, Mount Waverley 544.5249 and returned to him by March 19th. (deadline) accompanied by 10/-. No money, no entry.

CAR NUMBERS. The number of the receipt issued will be the car number. The car number on a 12" square sticker will be issued in exchange for your receipt and will be competitor's entree to the ground. So don't forget to take your receipt with you.

FEBRUARY GENERAL MEETING - FATE OF A.O.C. BULLETINS.

As foreshadowed in the January issue of Newsletter, the proposed discontinuation of the issue of Alvis Owner Club Bulletins to members was fully discussed and a number of questions answered. At the conclusion of the discussion the members present voted unanimously in supprt of the Committee resolution that it be discontinued. An editorial copy will be received and we have the permission of the A.C.C. Bulletin Editor to reproduce in whole or part any articles or technical data in Newsletter.

A 12/50 RESTORATION COMPLETED!

Paul Bamford was present at this month's General Meeting with his fullyrestored 1925 T.E. 12/50 betle-back. The process has been a long and patient one, beginning when Paul was 16. The result is a very handsome little car. Before hopping in as a passenger we noted the bodywork had been very neatly done - a combination of polished aluminium panels and black duco. The upholstery and trim were professionally done in red vinyl at a cost of £ 34.-This appeared reasonable as the workmanship was first class.

On moving off the motor sounded very sweet. The stopping power of the mechanical brakes had to be experienced to be believed. More effective than those of the T.A.14 (although the latter is of course a much heavier car). The dashboard was carried out in plain timber with all instruments replated and in working order. The hood had been renewed. We noted that lowering and stowing of this was a very simple operation. Also intriguing was the scuttle vent controlled by a winding knob from inside the cockpit. The vent opened up to reveal the filler cap of the gravity-feed scuttle tank.

Darkness hampered our making a closer inspection, but we intend to remedy this at the first daylight opportunity. Our congratulations go to Paul on his great achievement. We now have another 12/50 to grace Club events.

JOTTINGS.

Wonder of wonders! Eleven whole pages of article by Marc Pain of Carlingford, N.S.W. entitled "Alvises I Have Owned" has been sent to us by Marc. (Editorial gibberings of delight!) This will begin publication in serial form in next issue of Newsletter.

Mrs. Morris had decided that her 3-litre Saloon was not quite spick and span enough for the Wangaratta Weekend (Lions' Club Motor Show) for reasons which we can't quite comprehend (it always seemed immaculate to us). So she decided to have it re-duced. In David Muirden's words he "saw it in the darkness of the garage, but it lit up the whole of the garage". It will be a

Andy Hannam's Firebird is on the road again after fitting a new crown wheel and pinion obtained from Alvis Ltd. through the Club Spares Service. However, clutch trouble makes it unlikely that it will go to Wangaratta. Bad luck Andy.

pleasure to see it at Wangaratta.

Brian Dodd of Sydney is coming to live in Melbourne shortly. Looking forward to seeing him at Club meetings.

CARS WANTED, UNWANTED, FOR SALE, HIDING THEIR LIGHTS UNDER BUSHELS, ETC.

Simon Ramsay's 6-cylinder Alvis Silver Eagle (ex-John Cole, ex-Les Lee) is for sale for £ 170.- Aluminium bodied tw: -seater. Simon's address is 14 Kenley Court, Toorak. Phone: 20.4810.

Brian Dodd of Sydney wants to sell his 3-litre Grey Lady. We are not sure of the price, or of his address, but these can be obtained by ringing Club Secretary Roy Henderson 544.5249.

Simon Ramsay has seen a 12/70 Saloon parked quite often in Lannox Street, Richmond. Anyone also seen it? We suggest that the next club member to see it might pop a note of the existence of the Alvis Car Club under the windscreen wiper blade.

Roy Henderson has his Martin and King fabric-bodied Silver Eagle Saloon "Bertha" for sale for £ 25.- See his address under Club Office-bearers.

David Muirden's Speed 20 is for sale at £ 400.- He can be contacted at Flat 15, 37 Domain Street, Sth. Yarra. Phone: 26.2337.

12/50 Tail lamps. The Spares Service has a stock of 12/50 tail lamps for sale at 10/- each. Contact Hon. Spares Registrar David Muirden.

ALVIS MODELS AND THEIR OWNERS.

The publication in "Alvibatics" August 1964 issue of a list of members of the Sydney Club and their cars prompted us to attempt something of the same sort in the belief that it is of assistance to members to know who owns a model similar to their own. Direct correspondence between owners should thus be facilitated. Many members completed their data sheets and returned these, but the list is far from complete.

Those members who have not returned data sheets may be spurred on to do so by seeing details of other cars published. For these a data sheet is attached at the back of this Newsletter. This should be completed and returned to Hon.

Sec. Roy Henderson, please.

Name	Type Alvis	Made	Rated H.P.	Remarks	Address
R.T. Thomas	12/50 Sports modified duck's back	23/5/23	11.4	Car No.7211, a 12/40 that left works 23/5/23 Original engine No. 2291	Box 34, "Galee", Auburn, South Austr.
A.C. Wood	T.A. 21 3-litre Saloon	1951	26	Modified to Grey Lady Comp.ratio and exhaust system	10 Grosvenor Road, Glen Iris.
D.L. Caldwell	T.A.14 Saloon	1/1/48	13.85	Partial body restoration Combustion chambers polished Flywheel lightened by 11 lb.	6, The Outlook, Heathmont
G.N.S. Davies	F.D. 12/50 racing car	1928	11.8	Original carb replaced by 14" S.U.	"Blackwood", Penshurst. Victoria.
G.N.S. Davies	Grand Prix Straight-8 1.5 litre F.W.D. racing car	1 10 800	15.0	Only Straight-8 F.W.D. in existence supercharged twin O.H.C. Al.body Historic car.	As above.
G.N.S. Davies	T.E. 12/50 Tourer	1925	11.8	Has later type headlamps	As above.
S. Ramsay	S.A. 12/50 chassis	1924	12.0	Undergoing restoration	14 Kenley Court, Toorak.
S. Ransay	T.? 12/50 chassis/ parts	1927/28	12.0	This car not assembled and incomplete	As above.
S. Ransay	? ? 12/50	Chassis 1928 motor 1924	12.0		As above.

Name	Type Alvis	Made	Rated	Remarks	Address
Name .	IJPC AITE		н.Р.	AS-LIVA	HAZIN TOL
S. Ramsay	Silver Eagle sports car			하게 하다는 것으로 일었다면 하다면 하게 되는데 그 없네요. [4]	As above.
D.H. Bemford	Speed 20	1934	19.82	Body redesigned and was completely restored. Prang. Work proceeding	13 Vernon Street, South Blackburn.
Mrs. N.Hume	T.A. 14 Saloon	1946 ?	13.85	Martin & King body	ll High Str. Prahan.
W.A. Hannam	S.A. 13-22 Firebird Tourer	1/6/36	13.0	Cross & Ellis body. Rebored first time at 103,000 miles after piston failure Crownwheel & pinion replaced 1963.	54 Doveton Avenue. Dandenong.
D. & M.Wischer	Tourer	1924	12.0	Sydney-built aluminium body by Kirkham. Motor being reconditioned. Amal carbs. replaced with S.U. Body under restoration.	
J. Murray	12/70 Tourer	Later 1939	13,22	T.A. 14 exhaust manifold twin S.U.'s using Sp. 20 stubs.	"Kuwinda" c/o Crafers P.O. South Austr
J. Murray	Speed 25 Saloon	Mid 1939	25.63	Last Speed 25 imp. into Australia prior to World War II.	As above.
J. Murray	T.A. 14 Saloon	?	13.85	Mulliner (?) body	As above.
G. Martin	T.A. 14 Saloon	Mid. 1948	13.85	ex J. Murray. Excellent condition, undergoing improveme	
A. Cannon	T.A. 14 Tourer	1947	13.85	Body by Martin & Kir Melb. to special ord of original owner.	
A. Cannon	T.A. 21 3-litre	August 1951	26.4	Partial body restoration	As above.
J. Fowler	T.A. 14, Drophead Coupe	1948 (?)	13.85	Reduced by owner. Motor being reconditioned.	40 Ferndale Road, Glen Iris.

As you can see, there are gaps in the information and the list does not by any means include all the members cars. The only one who can remedy that is YOU - by completing your data sheet and sending it in. The car no. is generally on the scuttle, chassis no. on the badge bar, engine no. on the offside of the crankcase. How about it?

"ZEPHYR". AN ALVIS CUTLINE

The winning of the 1923 J.C.C. International 200 miles race had fired the imagination of the motoring public in Britain.

The 12/50 so successfully introduced to the public remained in production for many years, with steady improvement and remained a favourite with enthusiasts

for at least 10 years after the last one had been built.

The car was a remarkably successful balance of performance, reliability and road manners. Its push rod o.h.v. engine, normally of 1,645 c.c. but reduced to 1,496 c.c. in the sports racing versions, would propel it at speeds of up to 75 m.p.h. (sports model in standard trim) with a fuel consumption of better than 30 m.p.g.

The special Alvis designed four-wheel brakes, first introduced on 1924 models, were excellent and the steering and road-holding of the car were

exceptional.

Once again the 1924 Catalogue lists the following models.

MODEL 7.

: 12/50 h.p. 2-Seater Super Sports O.H.V. (with dicky). Engine capacity 1496 cubic centimetres. Price, completely equipped and fitted with Self Starter € 550.0.0. GUARANTEED SPEED MODEL.

EQUIPMENT

: Electric light, including head, tail, side and dash lamps, self starter, horn, speedometer, licence holder, clock, spring gaiters, tool kit, jack, foot pump, repair outfit, wire wheels and spare wheel complete with tyre and tube. Shock absorbers are fitted as standard.

ENGINE

: The engine is of extremely high efficiency, and is tested to give a minimum of 50 brake horse power on the Test Bench, but well over 55 b.h.p. is usually obtained. A large outside plated exhaust pipe is fitted. A quickly attachable silencer for town work, and an aluminium Fish Tail for fast traring is supplied with the car.

COACHWORK

: The body is of polished aluminium of the streamline type, or may be painted to choice; seating two in front and one in the dickey. The body is a well finished coachbuilt job, fully upholstered and suitable in every respect for long distance fast touring.

GUARANTEED SPEED: Each car is guaranteed to attain a minimum speed of 70 miles per hour on Brooklands track, but 80 miles per hour is easily within the reach of this model.

MODEL 8

: 12/50 h.p. 4-Seater Super Sports O.H.V. Price, fully equipped, £ 575.0.0.

The designer of the 12/50, Capt. Smith-Clarke must have been very satisfied with the car as along with other products of his inventive mind, the Speed 20, Speed 25 and 4-3 litre are admired as being among the world's great motoring achievements, wrought during the 27 years he was directly responsible for motor car design and production at Alvis Limited.

Also produced during 1928 was an Alvis designated T.A. 14/75. This car was the first six cylinder car to be produced by the firm, but unfortunately the writer cannot obtain information regarding this model. Can any member assist?

THE F.W.D. ALVIS 4-CYLINDER 1928 - 31.

As early as 1924 Alvis began experimenting with front-wheel drive cars and in the following year built a duralaminium framed f.w.d. racing car which was subsequently successful at Shelsley Walsh and also established cars records at Brooklands. It had a de Dion type front axle with inboard brakes, and a four cylinder $1\frac{1}{2}$ litre engine, adapted from the 12/50 unit and reversed in the frame.

After the first few 1928 models all the engines were supercharged. The engines had a bore and stroke of 68 x 102 mm. giving 1481 cc's. Cylinder head was detachable and two overhead valves per cylinder were operated by a single overhead canshaft which was driven from the crankshaft.

The camshaft was hollow and had preasure oil feed to all bearings. In common with the 12/50 model, the cylinder head gasket was not used to make the water joint, separate passages being provided externally to conduct water from the block to the head.

Three plain bearings carried the counterbalanced crankshaft which was fully machined and balanced. The connecting rods were made of duralumin with special white metal linings pressure cast into position, and the pistons were made of aluminium alloy. Lubrication was on the semi-dry sump principle, a rotary gear pump feeding oil to the mains, big-ends and overhead gear, whilh a positively driven centrifugal pump circulated the cooling water through the ample water spaces in the block and head.

Induction on most f.w.d. cars was by means of an Alvis designed and produced Roots type supercharger which drew its mixture from a single horizontal Solex carburattor. About 9-10 lbs. per square inch manifold pressure was obtained at 4000 r.p.m. The "blower" was mounted on the rear side and was gear driven from the front timing gears. Also driven by the timing gear train, at the front, was a special polar induction B.T.H. magneto which gave ignition on the offside to one plug per cylinder.

These f.w.d. engines could manage 5,500 r.p.m. blown, and the complete car, with full road equipment could reach 80-85 m.p.h. The cars had few bad points. Perhaps the worst was this: in order to reline the front brakes or the clutchs

the complete engine had to be removed.

The f.w.d. car possessed independent suspension all round. In the Le Mans 24 hour race of 1928 the Alvis company entered two of their F.W.D. sports cars in the $l\frac{1}{2}$ litre class. Both cars were designated F.A. 12/50's and were short chasis cars. In the hands of Major Harvey, Purdy, S.B.H. Davis and Urguhar L-Dykes the cars finished first and second. This was indeed a terrific achievement for two new production cars that incorporated a large number of unique technical features.

THE 8 CYLINDER F.W.D.

Also in this era Alvis produced an 8 cylinder racing engine to the 1½ litre formula. Capacity was 1,496 cc's with a bore and stroke of 55 mm. x 78.75 mm. The top half of the crankcase, cylinder block and head were all cast in one page. Combustion chambers were flat -sided with an unusual horizontally opposed valve lay-out. The exhaust valves were seated in the metal of the head, while the inlet valves were in detachable cages. Valve operation was by means of two high camshafts mounted on one each side of the engine, and short vertical rockers, of which each was independently mounted to simplify the changing of valve springs.

No flywheel was used as the circular webs of the shaft doubled for this task. The crankshaft was carried in five plain main bearings. Since the connecting rods were made of duralumin with plain big ends the actual metal of the rods

provided the bearing surface.

Twin B.T.H. polar-inductor magnetos each provided the sparks for four of the cylinders, a Roots type supercharger was run off the back of the crankshaft and twim pumps supplying the crankshaft and two camshafts constituted the dry sump lubrication. A multiplate clutch transmitted the power to the gearbox and final drive.

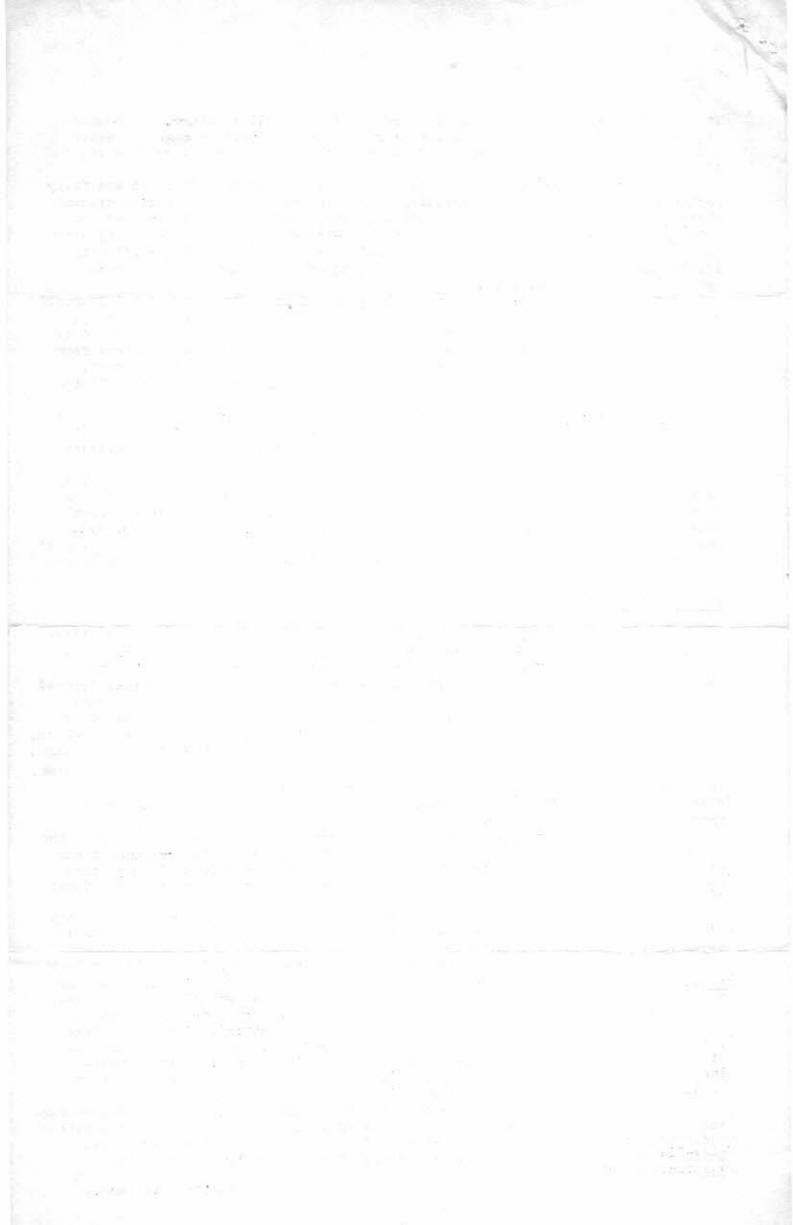
The pressed steel chassis had a very deep section near the front, where the weight was concentrated, but tapered rapidly behind the reduced section near the scuttle, to the flat pointed tail.

Although the car was long, its low build and broad body line would not look unduly old-fashioned compared with modern sports car body dimensions. The long tapered tail section gave the car a streamlined effect allowing 100 m.p.h. plus.

Fortunately, the one example left of this interesting engineering venture is now owned by member Nick Davies who resides near Penshurst, Victoria. Nick is rebuilding the car, the engine of which is practically unused, and the body still bears it Le Mans number two painted on the pointed tail. Capt. Smith-Clarke gave Nick some photographs from the personal collection and these show the G.P. St. 8 F.W.D. to be an ultra design for the 1927-30 period.

Possibly the thon-unique features of all the Alvis f.w.d. cars tended to make the salesmen over enthusiastic to the point of believing that the motoring public would accept these cars in a very short period of time. The designer, Capt. Smith-Clarke himself expressed doubts about this, and as time proved, his judgement was right.

Cont*d next issue.



ADVE REISMENTS

Neither the Club nor the Editor can accent responsibility for the statements made in these advertisements. It is regretted that repeat insertions cannot be made EXCEPT by re-submitting the advertisement in time for the next issue. If a cutting is sent, attach to a larger sheat and do not use over smaller than 5" x7" as small rieces may get lost. Typewritten drefts with double spacing do helm, and if hand-gritten TEASE USE BLOCK Cantrals. The Editor reserves the right to delte non-essential words and/or not to grint all of an advertisement which are ears to be longer than likely to interest most members.

Charges (for an advertisement of r asonable length) Members 5/-

Cheques & Postal Orders ayable to the A.O.C.

All advertisements to reach the Editor by the 20th. of the month for inclusion in the next issue.

EDITORS ADDRESS :- 3.E. Spein Esq., 12, Ravendale Rd. Sunbury-on-Thames, Mddx.

CARS FOR SALE

1030 12/70 Mechanically sound, low milesge, very good w holstery and feir body work, M.O.T. tared April, approx. 2150 worth of good spares, also 290 or near offer. Aprily := 122, New Haw Rd., Addlestone, Surrey after 6 om weekday.

Firefly seloon with pre-selector box, engine has had a considerable amount of work done to it. Speed 20 rear axle in reffect condition. Apply I. Forshew Ess., 415, Ringwood Rd. Parkstone, Dorset, (tel. Parkstone 3149)

1049 TA14 Black F.B.C. believed unione, engine rebuilt, record. rad. brakes relined, new silencers, shockers, double die beadlights for and spot. Excellent original condition, shown last two Grystal Dalace cavalcades, taxed Ang. 2.0.T. October, £110 or try offer D.J. How, 22, Roundway, Camberley, Surrey, Mincing Lane 1161 (office tel.)

1951 TA 21 3 litre saloon, sound condition, cood tyres, battery and appearance. Fill benefit from a little enthusiast mechanical attention. £100 rooly:Steel, 8 Scottiswoode St. Edinburgh 9, FOU 5994.

1049 TA 14 D.H.C. 1,000 miles since new distons fitted. M.O.T. cert. Res. WW300 Engine 22673, £89 cash, tseed to 30th. Arril 6 5. Scen at - Northgate G arege(Bailion) Ltd. Potor Engineers, Northgate, Baildon, Yorks.

1047 TA14 seloon under 6000 miles since cronk grind, new rings, distributor etc. Heater, rad. blind, soot lamm. Two extra wheels, nearly new, with worn tyres available. £95, Turner, 3 Aldock, Welwyn Garden City, Herts.

1934 Firebird C & E Saloon good body, mechanics, wint and chrome, new rear springs, fabric ton, completely new breking system(£30) 6 good tyres, good batteries, reconditioned dynamo, engine re-ringed 3000 miles. Taxed 200.5 5 M.O.T. Gert. getting married so have to part £85 o.n.o. D.A. Orris, 15 Grove Rd. Horbury, Yorks, telephone Porbury 571.

1949 TA 14 immsculate bodywork and interior, new steering, brakes, double dir light to, new front tyres, new battery, mechanically fair, very reliable. mu t sell, buying house £140 or offers.J. Pritchett, 59, Maluern Ave. S.Marrow, Midx, telephone Byron 3730.

1949 TA 14 Saloon, Sheen Frey, surerb condition, Sevate Palace 163 Matienal Benzole Trophy, 164 cavalcade, £200. F. Ballard, 11 Kin sweed Ave. Morcester Pack Surrey, Dervent 5679.

1949 TA 14 Seloon very sound condition, recent (non-refessional) respray, looks good. Very good tyres and battery, oil 50 hot, M.O.T. March, £°5, further details from C.W. Cooper, March Hares, Pitch Place, Thursley, Surrey.

(Contd. over)

CARS FOR SALE CONTD.

196 0 3 litre convertible automatic, very good condition, regular maintenance, including complete service by Alvis last year. Marcon with grey upholstery. Mileage 70,000, price £975, immediate delivery. Graham Wood Ltd. Gree n Lone, Hounslow, Mddx, Phone HOU 3242.

1953 TA convertible, grey lady head, excellent body and mechanics, uses no cil, radio, heater, screenwasher and full safety harness, 2 new "X" tyres, rad. and humbers re-chromed. £230 tol. American 1309.

1949 TA 14 tourer, needs replacement valves and pistons, condition otherwise feir £28 o.n.o. new tyres (incl. countrymen) and clutch, apply R.P. Longley, 76s, Abingdon Rd. Kensington W.S. or whome NEN5460 (office hours only)

ASK BRETTELL FIRST Brand new baffle silencer 42" long with clirs, made by Celast suitable for Sp 20/25 etc. £2. Brand new water pump carbon thrust gland for PVT water rump 15/- inc. postage. Fuyer to collect silencer, apply, Brettell, see S.E. Section Bon. Sec.

1974 Speed 20 V.D.F. Saloon, front aluminium mudwings complete with space wheel fixing brackets etc. Also front bumper with fog lamp mounting brackets. Eirst reasonable offer to Clark, 64 St. Judes Ave., Studley, Warcs.

WANTED

Alvis TA 14 Enginer, spoly to:- R.P. Longley Esc., 76e, Abington 8d. Kensington, W.S. or phone KEN 5460 (office hours only)

WANTED Works Manual for TA 21 - 1952, any offers to: - C. Hunt Esq., 53 Burnham Way, West Ealing, W.13.

WANTED Grey Lady Tickford drophead or ressibly really good saloon for cash Hargreaves, 175 Half Moon Lane, S.E. 24 or RED-ost 46 77.

The following information is of importance to our Club records and will also be necessary to assist in the compilation of accurate Club history and records. Please co-operate by filling in the details in full where possible, and return personally or by post to the Club Captain, C/O Alvis Car Club of Vic., 21 Edgar St., Glen Iris, Melbourne.

NOTE: Each sheet provides for details of only one car. Members with more than one car can obtain extra copies from the Club.

NAME OF OWNER Ldward Groham DROWLEY
ADDRESS 26 Kalh leen Rd Rosanna
ALVIS CAR NO. OF ENGINE CHASSIS NO REG. NO. 4.81 - 815
TYPE SedanTC-2/ BODY BUILT BY
STATE WHETHER- TOURER, SALOON, DROP-HEAD, COUPE, CHASSIS
DATE OF MANUFACTURE (if known)
RATED HORSEPOWER DEVELOPED HORSEPOWER
ENGINE CAPACITY .2.9.93cs. NO. OF CARBURETTORS 2
GEARBOX - SYNCHROMESH / "CRASH" TYPE. DIFF. RATIO 4.09
BRAKES- MECHANICAL OR HYDRAULIC ? HYDRAULIC
VALVE OPERATION- (TICK)- S. VALVE, O.H. CAM, O.H. VALVE, D.O.H. CAM.
SUPERCHARGER- YES / NO. IGNITION- MAGNETO, COIL OR DUAL ? COIL
APPROX. FUEL CONSUMPTION
ANY KNOWN MODIFICATIONS FROM STANDARD ?
HAVE YOU AN INSTRUCTION MANUAL OR SERVICE DATA ?
WHEREABOUTS AND DETAILS OF ALVIS CARS (RUNNING OR IMMOBILE) NOT BELONGING TO
CLUB MEMBERS
HAVE YOU SEEN THESE CARS ? ARE THEY AVAILABLE FOR PURCHASE ?
OTHER DETAILS

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