



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 end 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 proceed 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  $\frac{1}{4}$  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  $1\frac{1}{2}$ " 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 support of the Committee resolution that it be discontinued. An editorial copy will be received and we have the permission of the A.O.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 fully-restored 1925 T.E. 12/50 beetle-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.

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JOTTINGS.

BY SCRIBE.

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.

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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-ducced. 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 pleasure to see it at Wangaratta.

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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.

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

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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 two-seater. Simon's address is 14 Kenley Court, Toorak. Phone : 20.4810.

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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.

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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.

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

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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 1 $\frac{3}{4}$ " S.U.	"Blackwood", Penshurst. Victoria.
G.N.S. Davies	Grand Prix Straight-8 1.5 litre F.W.D. racing car	1927/30	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 H.P.	Remarks	Address
S. Ramsay	Silver Eagle			19.82	Aluminium body rebuilt by Les Lee	As above.
D.H. Bamford	S.B. Speed 20 Tourer		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	11 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	? ? 12/50 Tourer		1924	12.0	Sydney-built aluminium body by Kirkham. Motor being reconditioned. Amal carbs. replaced with S.U. Body under restoration.	1679 Malvern Road, Glen Iris.
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 improvement	3, Valdor's Avenue, Wangaratta.
A. Cannon	T.A. 14 Tourer		1947	13.85	Body by Martin & King, Melb. to special order of original owner.	17 Merle Street, Blackburn.
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 off-side of the crankcase. How about it?

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 out-  
side plated exhaust pipe is fitted. A quickly attachable  
silencer for town work, and an aluminium Fish Tail for fast  
touring 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 duraluminium 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 camshaft which was driven from the crankshaft.

The camshaft was hollow and had pressure 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, while 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 carburettor. 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 clutches 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  $1\frac{1}{2}$  litre class. Both cars were designated F.A. 12/50's and were short chassis cars. In the hands of Major Harvey, Purdy, S.B.H. Davis and Urguhart-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  $1\frac{1}{2}$  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 piece. 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 twin 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 Penhurst, 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 his 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 then-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.







CARS FOR SALE CONTD.

1960 3 litre convertible automatic, very good condition, regular maintenance, including complete service by Alvis last year. Maroon with grey upholstery. Mileage 70,000, price £875, immediate delivery. Graham Wood Ltd. Green Lane, Hounslow, Middx, Phone HOU 3242.

1953 TA convertible, grey lady head, excellent body and mechanics, uses no oil, radio, heater, screenwasher and full safety harness, 2 new "X" tyres, rad. and bumpers re-chromed. £230 incl. Amersham 1308.

1940 TA 14 tourer, needs replacement valves and pistons, condition otherwise fair £28 o.n.o. new tyres (incl. countrymen) and clutch, apply R.P. Longley, 76a, Abingdon Rd. Kensington W.8. or phone KEN 5460 (office hours only)

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

1934 Speed 20 V.D.P. Saloon, front aluminium mudwings complete with spare wheel fixing brackets etc. Also front bumper with fog lamp mounting brackets. First reasonable offer to Clark, 64 St. Judes Ave., Studley, Warcs.

WANTED

Alvis TA 14 Engineer, apply to:- R.P. Longley Esq., 76a, Abingdon Rd. Kensington, W.8. 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 possibly 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.

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NAME OF OWNER Edward, Graham DROWLEY

ADDRESS 26 Kathleen Rd. ROSANNA

ALVIS CAR NO. OF ENGINE ..... CHASSIS NO. .... REG. NO. GB1-818

TYPE Sedan TC-21 BODY BUILT BY .....

STATE WHETHER- TOURER, SALOON, DROP-HEAD, COUPE, CHASSIS SALOON

DATE OF MANUFACTURE (if known) ..... SEATING CAPACITY 5

RATED HORSEPOWER ..... DEVELOPED HORSEPOWER .....

ENGINE CAPACITY 2993cc NO. OF CARBURETTORS 2 & TYPE SU-HA

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 15 M.P.G. TYRE SIZE 6.40 x 15

ANY KNOWN MODIFICATIONS FROM STANDARD ? Nil

HAVE YOU AN INSTRUCTION MANUAL OR SERVICE DATA ? Instruction Manual

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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