



VICTORIA

NEWSLETTER

VOLUME 3

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APRIL, 1965

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REGISTRAR: David Muirden, Flat 15, 37 Domain  
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: John Fowler, Ferndale Avenue, Ashburton

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

DATA SHEETS WANTED PLEASE!!

Gentlemen, it would be greatly appreciated by the Committee if you would exert yourselves by the slight amount necessary to complete your Alvis Data Sheets (included at the back of your February 1965 issue of Newsletter) filled in with the details of your car, including engine No., chassis No. and body No. Engine number is generally located on the offside crankcase flange toward the rear of the motor. Chassis number is usually located on the cross-bar forward of the radiator grille. Body number is usually located at or near the top of the engine compartment bulk, near side.

Regard it as enlightened self-interest on your part to do this. A complete register of the cars in the Club and their details will ensure you get the correct spares when you require them and more speedily than will be the case if the Hon. Spares Registrar has to wait for this information. Thank you in anticipation.

BASIL BOWES MEMORIAL TROPHY: EVENT 2: LANGWARRIN GYMKHANA

Roy Henderson has confirmed the booking of the Langwarrin Army Reserve for SUNDAY MAY 2nd. He is being very secretive about the Programme of Events but has released the following details:-

Entry Fee 10/- payable at the Ground on the day.  
Start 11:30 a.m. First event begins and concludes before Lunch (at 12:30 to 1:30). The other 3 events are to be run through after lunch and are expected to finish at approx. 5 p.m.

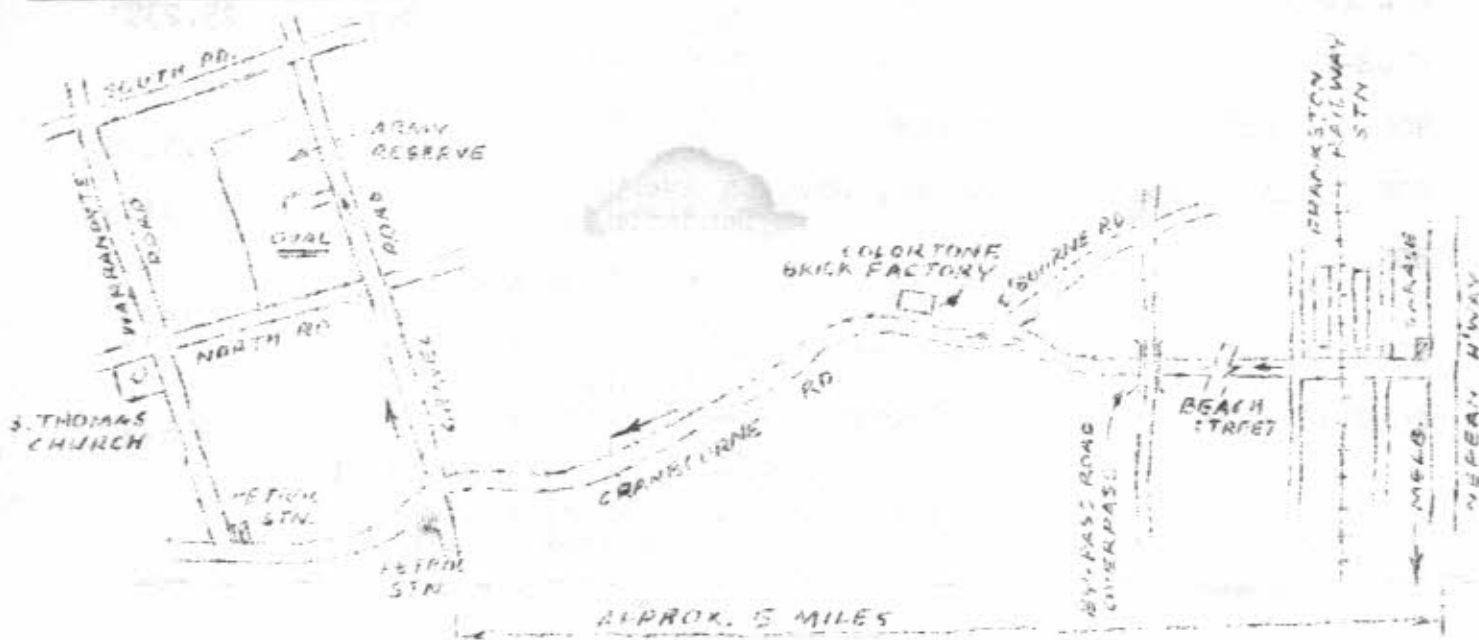
FACILITIES. These are nil. A barbecue fire will be provided. Water and supplies must be brought by members as neither is available at the ground or nearby.

**OBJECTS.** The Gymkhana is the second leg of three events in competition for the Basil Bowes Memorial Challenge Trophy, 1965. Points gained in the Gymkhana will count towards the Trophy.

**ELIGIBILITY.** Alvis cars only are eligible to compete for the Trophy. **BUT** events are open to other makes and a special prize will be awarded for the best aggregate number of points scored by a car of other make over the series of three Trophy Events.

May 2nd will see events decided on the day, with points awarded for the best of 2 runs in each event. Full details will be issued, with diagrams, at Langwarrin. When cross-questioned, Roy volunteered nothing but these cryptic phrases: "Event 1. will be there and back with a stop on the way". Event 2. would "gladden the hearts of King Arthur's Knights". Event 3. "requires travelling in the dark" and Event 4. is a bending race with a difference. For further details, **BE THERE!!!** DON'T FORGET FAMILY AND FRIENDS!

#### HOW-TO-GET-THERE MAP



#### FILM EVENING MAY 21st - Le Mans 1928 F.W.D. Epic with supporting Programme.

Arrangements have been completed for showing original film record of the Alvis F.W.D. Team in action in the 1928 Le Mans! David Manson, through George Davies, has made this unique film available. David Fletcher, of the V.S.C.C. has kindly consented to provide the film "Heroic Days" - a saga of early motor racing - available in support. He will be bringing and operating his own 16 m.m. projector. So make it worth his generosity in making his time and projector available by turning up in your hundreds!

**Locale.** The film showing will take place at the Clubroom on Friday night May 21st after a brief General Meeting. F.W.D. AUTHORITY George Davies hopes to be present to add his expert commentary to the film. **DON'T MISS IT!** A DONATION OF 2/- WILL BE ASKED ON THE EVENING.

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#### APRIL COMMITTEE MEETING NEWS

#### HILL CLIMB (Event No.3 BASIL BOWES MEMORIAL TROPHY)

Arrangements proceeding smoothly. To be held in June, probably on Queen's Birthday Weekend. Date, Venue and details in May Newsletter. Watch for it!!

**DAY TRIAL RESULTS.** Several competitors in the March 28 Day Trial apparently have very nearly clean sheets and the organisers are having trouble separating them.

MT. GAMBIER INTERSTATE RALLY. It has been decided to hold this over till next year. Partly because this is an event-crowded year and partly because of the Vintage S.C.C. Rally at Mt. Gambier earlier this year.

FINANCIAL SITUATION. This is improving: The General A/C is £87:10:3 in credit, the Spares A/C is £16:1:11 in credit, making a total credit balance of £103:12:2. HOWEVER we have 70 members on the books only 34 of which are financial. PLEASE WRITE YOUR CHEQUE NOW, GENTLEMEN.

\* \* \* \* \*

JOTTINGS

By Scribe

Simon Ramsay has been on holidays in the period prior to and during Easter. He has been doing some work on the 12/50, we gather, prior to going over to S.A. during Easter for the meeting at Mallala and the Hill Climb at Colingrove.

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George Davies also went to Mallala and Colingrove, we understand. He reports that the F.W.D. Le Mans film is "very interesting, and, considering its age, in excellent condition."

\* \* \* \* \*

David Wischer's 12/50 is undergoing an engine rebuild at the moment, slowly but surely. Arrival of his daughter has slowed things down momentarily, but we look forward to hearing a throbbing note once more.

\* \* \* \* \*

We noticed in a recent series of articles on Red China in the "Australian" that the cars of the British Embassy in Peking are red Alvises. Wonder what becomes of them when the Embassy decides their useful life is over? Interesting to imagine Mao Tse-tung in a red Alvis.

\* \* \* \* \*

We heard from David Wischer that the 3-litre he formerly owned ("Victoria") is for sale at £395 at McLaughlin's Motors in Elizabeth Street. David saw it being driven along Elizabeth Street just before appearing for sale and said it no longer blew smoke out the exhaust! This car was in excellent bodily condition.

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WANTED! NEWS FOR JOTTINGS. Save the Editor some work and drop us a note of what you are doing with your Alvis. It need not be a literary masterpiece. It is the information that counts. We'll do the rest.

\* \* \* \* \*

CARS WANTED, FOR SALE, ETC.

Ray D'Alton was a welcome visitor to the Clubrooms the other night. Ray still wishes to sell the Silver Crest Saloon for the best offer received. He feels that the 3-litre Alvis is sufficient to cope with and has decided regretfully that the Silver Crest must go. Ray's address is obtainable by ringing the Secretary.

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Simon Ramsay wishes to sell the aluminium-bodied Eagle 2-seater roadster. The going price is £170. Simon's address is 14 Kenley Court, Toorak. Phone No. 20.4810.

CARS WANTED, FOR SALE, ETC. CONT'D.

Brian Dodd of Sydney (who is coming to Melbourne shortly) still wishes to sell his 3-litre Grey Lady. His address, and the price asked can be obtained by ringing Club Secretary Roy Henderson at 544.5249.

Roy Henderson has his Martin and King fabric-bodied Silver Eagle Saloon Bertha for sale for £25. Phone No. as above. 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, South Yarra. Phone 26.2337.

Wanted. T.A. 14. gearbox complete, in good condition. David Caldwell, 6 The Outlook, Heathmont.

Advertised For Sale in Melbourne 'Age' 27th March, 1965 "Alvis 3-litre, 1954. Mech. sound, body fair. £150, offer. 53.4945.

Derek Holyoake has the "Firefly chassis for sale for the sum of £25. The chassis is motorless but has been rebuilt right through, springs, stub axles, kingpins and bushes, driving plates, etc. Contact Roy Henderson at 544.5249 for Derek's address.

ALVISES I HAVE OWNED

By Marc Pain

We continue the article by Marc Pain which began in the March issue of Newsletter:-

As our family now had the addition of a fast-growing daughter, and still being a one-car family, a larger bodied Alvis (no other make was then considered) was obviously required. This brings us back to the Alvis 6 saloon.

I purchased this car during 1951 from the second owner at a far more reasonable price and with the necessary repairs having been made. However, the second owner had been unfortunate in having a timing gear tensioner fail. New parts had been obtained from Alvis Ltd. (This was the dawn of the spares era for me, as I subsequently found that there were precious few spares the Alvis Company could not supply.)

This saloon was the second series of the 14.75 h.p., 6 cylinder model having the lengthened chassis and the position of the dynamo and water pump exchanged. The first model had the dynamo bolted to the timing case (which was at the rear of the engine; the first time for Alvis,) the later one having the water pump in this position. This was a much better idea as dynamos are prone to give more trouble than water pumps (in my experience, anyhow!)

The body was a 4-light saloon of local manufacture, made by the Bankstown Motor Body Works, and it was a job they could well be proud of. I think the appearance was much better than the later Martin & King Silver Eagle bodies; however, some people did not care for its looks - notably my wife!

## ALVISES I HAVE OWNED CONT'D.

This Alvis was most original but obviously required reboring. Otherwise, mechanically the car was excellent. The engine had been rebored previously, and I estimated, with the information I acquired about the car, the total mileage to be in the vicinity of 80,000: not a very good wear rate you may say. However, during World War II it had been operated with a charcoal burner, fortunately attached to a small trailer, and this probably accounted for what appeared to be excessive wear for an Alvis.

The bottom end of the engine was in fine fettle although, as a matter of good practice, the dural con rods were re-metalled. All the valves were genuine Alvis, and after refacing and lapping, were replaced. The cylinder head was planed, and a prominent Sydney turner altered slightly and repolished the combustion chambers and ports.

The guards, bonnet, etc. were stripped and reduced, safety glass fitted to the windscreen, and the fabric over the body polished with boot polish. The top of the body had been re-covered and was in excellent shape. The original fabric else-where was rather dry but serviceable.

The car ran beautifully, was extremely quiet and smooth, was capable of around 70, but it certainly lacked the performance of the SD 12/50. Apparently I expected a little too much of this type of Alvis and would have liked to have brought it up to sports Silver Eagle specifications with triple SU's, etc.

We completed many long tours in it and apart from vacuum tank trouble, and very serious radiator boiling, experienced no trouble. The former trouble was cured by making up a larger body for the tank to give a greater reserve of fuel on long hard pulling, low engine manifold vacuum conditions; the latter fault by a radiator recore which proved to be faulty. This re-cored radiator split shortly after having been fitted during a trip to Melbourne and the well-known firm of radiator repairers quibbled about repairing their faulty work even though it was under their guarantee.

Coupled with my disappointment with the power available with my Alvis Six I commenced thinking of a post-Vintage Alvis. So I sold the saloon and, for a short while (which felt very long!), I put up with a cheap and horrible 1927 Essex.

One morning whilst travelling to work in friend's car - and thus being able to look at the scenery instead of driving - I spied a very interesting looking car. This, on closer inspection, turned out to be a very nice black 12/70 saloon of the SB series. It was owned by an executive at commercial premises which were no more than two miles away from my home.

Apart from extensive body panel corrosion and a worn-out roller race in the gearbox, the car was excellent. I made it my business to find out who the owner was and then inquired of him whether he would be prepared to sell. I was fortunate as he had been contemplating the purchase of a new car, and so I became the proud owner of a 12/70. He subsequently bought a Renault 750....!

I wasn't able to take delivery of the Alvis immediately as I had to do some juggling to scrape up the purchase price, and during this period I had an unusual experience.

Prior to arranging to buy the 12/70 I had looked over another 12/70 saloon, an SC series with twin carburettors. A most desirable combination. However, although mechanically very good, the body timbers were literally rotten, and realizing that the job of rebuilding would be beyond my resources at the time, I did not buy this car.

## ALVISES I HAVE OWNED CONT'D

One day, whilst out mapping a trials route for the Alvis Car Club, and at the time of day when my family began pestering me to stop for lunch, I spied another interesting car in a large field near a place called Pitt Town. So I wheeled the old Essex sedan off the road, and as we plunged and dipped and swayed over the grass, I noticed we were being observed by the owners of the interesting car. We finally subsided to a stop a few car lengths away from this car and I climbed out. The gaze I received from the owner was quite cool and seemed to say "What the heck does this character with this piece of junk want with us?" which I guess was fair enough!

Well, the vision was a Vanden Plas drophend coupe, tomato red, 4.3 Alvis. I was so impressed with this immaculate car that not until introductions had been made did I realize that the car in the background was the other 12/70 saloon!

The d.h.c. was, of course, the well-known "Red Ruby" of Jim Whitehead; and his brother-in-law, Norm Danvers, had just purchased the 12/70. After the usual natter and I had explained the reason for the Essex, I told them of the existence of the Club and gave them all particulars, and they subsequently became members.

To get back to my 12/70. I managed to keep the purchase of the 12/70 a secret and surprised my wife no end when I arrived home with it one evening.

I had the panel repairs put in hand but I was never satisfied with the extremely rough and expensive job I received. Once again I had more most satisfying motorina from this Alvis with very good reliability, nil oil consumption and 22 to 30 m.p.g. of petrol, depending on how fast I drove it.

The only relatively serious breakage I had was a most unusual one. The rocker shaft broke whilst I was in Melbourne, and despite it being the identical part with that for the TA14, Devon Motors didn't have any! This was in 1963, too. So I simply drove back to Sydney just like that. My times were not as good as usual but still weren't slow.

Before passing on I must refer to the unusual fault in the gearbox and my introduction to Alvis service. After I had arranged to buy my 12/70 I wrote to Alvis Ltd. and inquired if they could supply the roller race I thought would be required, and its price. Within ten days I had received a reply from them to this effect: "Yes, we have this part in stock and owing to the small cost involved you will, within the next few days, receive the part and it will be quite in order to send payment when you receive the part." This of course, speaks for itself. I still have this letter in my files. I might add that this splendid service of the Alvis Company is still as good as ever in all respects, be it either for parts or technical information.

As mentioned earlier this 12/70 had a gearbox fault. On stripping the box I found the internal bore of the primary (input) shaft, rolled race, and spigot end of the main shaft dry, worn and RUSTY! No, the gearbox oil level was quite adequate. On referring the matter to Alvis Ltd. they informed me that this trouble had been experienced in some of the early SB series because the lubricant could not find its way into this section. A modified primary shaft was now available with oil holes drilled between the constant mesh pinion teeth radially to provide a path for the oil to reach this roller race. On replacement of the original primary shaft, a new race, and hard chroming of the main shaft no further trouble was ever experienced.

I had this Alvis about three years and only parted with it because I required finance to buy land and build again. It was a sad parting. It went to a good home, the new owner being an old friend of mine I had met whilst in the R.A.A.F.

## ALVISES I HAVE OWNED CONT'D.

During the time I owned the 12/70 I bought in Melbourne a Ducksback for a young friend of mine in Sydney, and as a matter of fact, I think he still has it. I will include it in this article as my trip from Werribee to Sydney was quite a story.

This 12/50 was owned by Dick Bell of Cape Schank and he was unfortunate enough to have a major 'prang' in it. However, he like the Alvis so much that he collected the bits and, after purchasing another 12/50 for spares, commenced the rebuild.

The engine had been bored to the limit at 72 mm. which really gave it performance plus. Dick only got as far as 75% of the rebuild completed when he 'fell' for a black 12/70 saloon which had been a one-owner (doctor) car.

This is how I came to get the Ducksback. I flew to Melbourne one Friday evening, spent all Saturday fitting mudguards, lights and other necessary items on the car and left in it about 6 p.m. on the northward journey. There was no bonnet fitted, no skin on the body frame between the engine bulkhead and the windscreen; and the back of the car was loaded to well over the 'Plimsoll mark' with spare parts.

The performance was electrifying! And the vibration period was very pronounced. I drove through the night and got colder and colder. Although it was summer time, a 60 m.p.h. gale soon chills one!

The silencer inlet pipe fractured and I lost the damned thing somewhere but was too cold to care so kept driving. The Sunday dawned fine and as the sun cast beneficial rays upon me I commenced to thaw out.

Near Goulburn I showed a clean pair of heels to a large and fairly new Dodge and later at a fuel stop this chap (also in for a refuel) had to tell me how amazed he was that an old car like that could outpace and out-maneuvre his 'tank' (although he didn't call it a tank). The usual questions were asked: 'How old?' 'Are they still made, now?' etc.; and, of course, 'How fast will it go?' I replied that I didn't know, just having bought it a couple of days ago. He retired, a little puzzled, to his Detroit monster.

After purchasing the car from me the new owner, Roy Clement, had the body completely rebuilt - much of it done painstakingly by Laurie Ogle (a stalwart of the Vintage Motor Club of Sydney.)

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## AN ALVIS OUTLINE.

BY "ZEPHYR"

Continuing the outline history of Alvis Ltd. and the cars the firm produced.

The years 1930-31 saw the advent of the Silver Eagle (or 16.95) Alvis. Contemporary motoring publications were lavish in their praise. I quote from The Motor of June 16th 1931, 'The Silver Eagle is claimed to be the greatest achievement in automobile construction. Another Alvis ten years ahead of its time! To its superlative engineering qualities (guaranteed for three years) must be added beauty of coachwork and the luxury of its appointments when value is estimated or compared. To those who are accustomed to having nothing but the best, this 16/95 h.p. six cylinder Alvis model will satisfy their demands at the comparatively low figure of £585! The salesman of the time pointed out that this car was "Master of the King's Highway".

The standard Silver Eagle of 16.9 horsepower was well established when it was decided to enlarge the engine to 19.82 horsepower. The 16.9 Silver Eagle with a wheelbase of 9ft. 10½ins. was lengthened to 10ft. 3ins. in the 19.82 horsepower model, no doubt to cope with what would have been a decline in power weight ratio as many Silver Eagles were built as saloons or limousines combining luxury with extremely heavy coachwork bodies.

## AN ALVIS OUTLINE CONT'D.

Prices too of the various models are interesting to note.

### "Silver Eagle" Sixteen.

Two/Three Seater	£585
Four Seater Tourer	£595
Atlantic Saloon	£695
6-light Coachbuilt Saloon	£695

### "Silver Eagle" Twenty.

Atlantic Saloon	£750
6-light Coachbuilt Saloon	£750
Mayfair 4-light Saloon	£775
Mayfair 6-light Saloon	£775
"Silver Eagle" Twenty (11 foot wheelbase)	
Limousine	£795

(All these prices were listed in September 1931).

The six cylinder Silver Eagle boosted triple S.V. carburettors which provided excellent fuel distribution and carburation. The gear-box was also of a new design and was described 'as a delight to operate, for the engagement of any of the gears is a matter not calling for great accuracy in judging the engine and road speeds.

### TABULATED DATA ON SILVER EAGLE COACHBUILT SALOON (20h.p.).

Six cylinder o.h.v. engine with a bore of 73 mm. and a stroke of 100 mm. Capacity 2,511 c.c. coil and magneto ignition.

Wheelbase: 10 ft. 3 ins. Track: 4 ft. 8 ins.

Overall Length 13 ft. 10½ ins. Width: 5 ft. 8 ins.

Turning Circles: Left, 40 feet; right, 42 feet.

Weight (Unladen 1 ton 8½ cwt.

### PERFORMANCE:-

Speed on Gears: Top, 75 m.p.h.; 3rd, 58 m.p.h.; 2nd, 42 m.p.h.; 1st, 22 m.p.h.; minimum speed in top gear 5 m.p.h.

Acceleration: Rest to 60 m.p.h., 20 seconds.

Petrol Consumption: 17.4 m.p.g.

The brakes had been enlarged and improved to cope with improved performance.

Speed (m.p.h.)	Stop. (feet).
10 -	5
20 -	11
30 -	28
40 -	62
50 -	104

### FOR SALE

As a result of the sudden death of his father on Good Friday, John Bangsund has been faced with the choice of selling an almost new Morris 1100 at a substantial loss, or parting with his T.A.21. 3-litre Alvis. He has decided on the latter and will not advertise it publicly till mid-May to give any interested member first opportunity. The car is offered for £300. The body and interior are immaculate, tyres fair, duco excellent. 8 months' registration remains and everything on it works, including radio. John states that the car gave 21 m.p.g. at average 55 m.p.h. on a 1,400 mile trip to Sydney and back 3 weeks ago during which it used no oil. His address is 19 Gladstone Av. Northcote Phone 61.3764 (day), 48.5032 (home).

### STOP PRESS

Andy Hannam and Roy Henderson tied for first place in the Day Trial, March 28th. Simon Ramsay was placed third and David Caldwell fourth.