

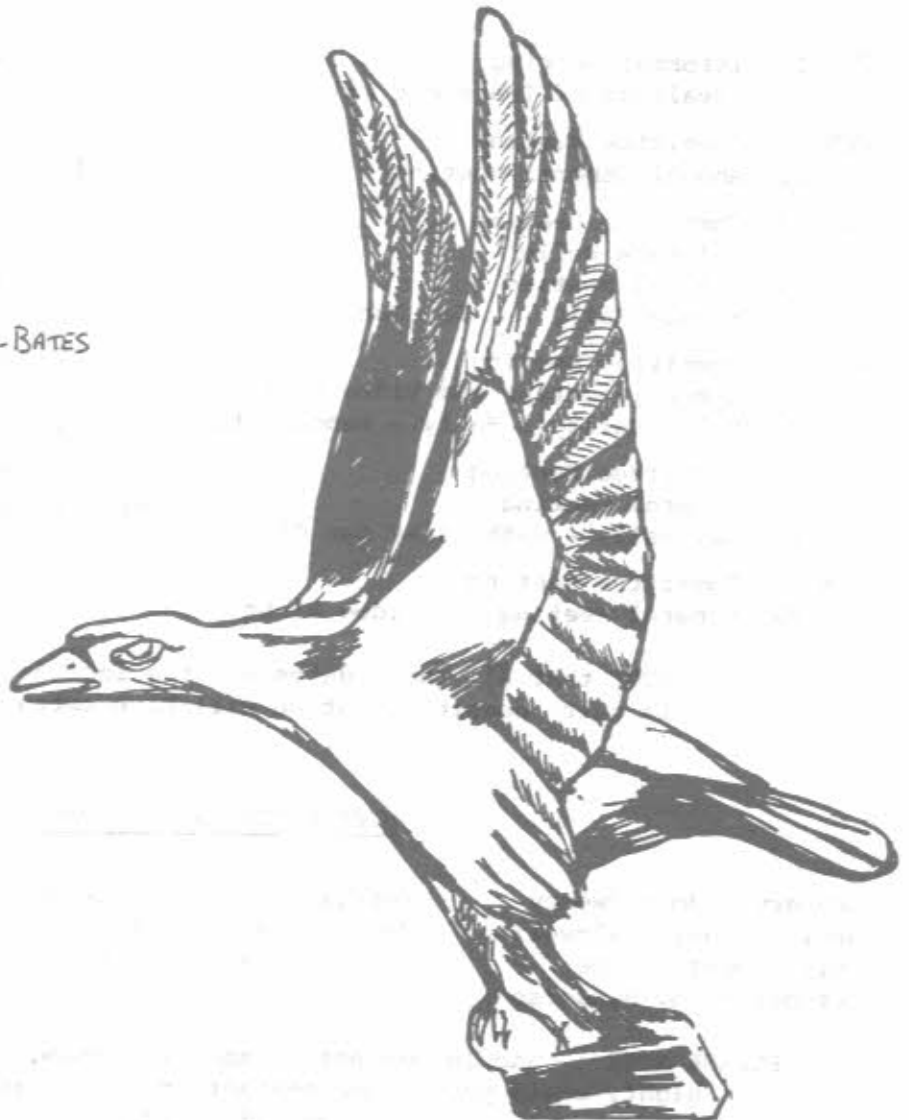


VICTORIA

NEWSLETTER



J. LEMAN-BATES



J. LEMAN-BATES

OFFICE BEARERS 1986

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COMMITTEEMEN:	ROY HENDERSON, 10 Darren Road, Springvale, Vic. IAN BLACKWELL, 301 Moorabool Street, Geelong, Vic.	798 2619

DATES FOR 1986

JAN 17	Informal Meeting	JUL 7	Committee Meeting
26	Cavalcade of Transport Rally	25	Film Night (note: 4th Friday)
FEB 3	Committee Meeting	AUG 4	Committee Meeting
21	Annual General Meeting	15	Auction Night
MAR 3	Committee Meeting	SEPT 1	Committee Meeting
16	Kalorama Rally	19	General Meeting
21	General Meeting	28	Economy Run
23	Picnic Rally - Day Run	OCT 6	Committee Meeting
APL 7	Committee Meeting	17	General Meeting and Election Night
18	General Meeting and Video Films	NOV 10	Committee Meeting (note: 2nd Mon)
25/26/27	Halley's Rally - Wangaratta	21	General Meeting
MAY 5	Committee Meeting	30	Christmas Barbeque
16	General Meeting	DEC 1	Committee Meeting
18	Day Rally - with Riley Car Club		
JUN 2	Committee Meeting		
20	General Meeting and Video Night		

NOTE that all these dates are the intended dates of events - it is quite possible that we will have extra events for 1986.

SUPPER ROSTER FOR 1986

January : John Twomey	February : Horrie Morgan	March : Richard Creed
April : David Caldwell	May : John Stewart	June : Ron Wilson
July : Austin Tope	August : David Wischer	September : Bob Graham
October : Roy Henderson	November : Geoff Hood	

PLEASE NOTE : Should you not be able to arrange supper on your rostered night, would you please contact the Club Captain, Richard Creed on 716 2193.

EDITORIAL

Firstly, I must thank all for the comments on the new newsletter. I was pleased with the response and support. I must also thank our regular contributors for their support, especially Austin Tope, Eric Cunningham, Bob Graham and Col Winslade.

The Anzac Weekend saw the Rally to Wangaratta. Another Ron Wilson extravaganza - we had everything - rain, sunshine, snow and a great time. I must pay tribute to all who attended, especially those in open cars. And to Geoff Hood and family on the first rally in the Alvis. Congratulations and well done!

I also must congratulate John and Margaret Hetherington on the sixtieth birthday of the engine block of their 12/50 Alvis which was celebrated in a most suitable manner with "Chalvange" donated to the cause by John and Margaret.

Finally, I have received information on the South Australian Interstate Rally 1987. Don Bosanquet is the Rally Organiser and full entry forms will be available at the Club Rooms next meeting.

RICHARD

LETTERS TO THE EDITOR

Dear Richard,

South Australian Alvis Rally March 30th - April 5th

Greetings and salutations from the Unofficial Alvis Car Club of S.A. and special congratulations on your new arrival. Well, it's that time of the year again - time to get organised for the great 1987 "Alvis Fools Day Rally to South Australia". Stuart MacDonald has again agreed to be the leading light, guide and mentor for this not to be missed momentous occasion. The Rally will be conducted under the auspices of the Sporting Car Club of S.A. Inc and will include a special prize for the best "Alvis Fools Day Joke".

The entrants will begin the South Australian part of the Rally by meeting the local members at Murray Bridge which is easily accessible by both New South Wales and Victorian Clubs. We will then proceed into the beautiful Barossa Valley for some real "Vintage Motoring". Four nights will be spent here and then the last two nights in the South Australian Riverland at Renmark. We would request to facilitate our organisation that a preliminary notification of interest + \$20.00 combined deposit and entry fee be forwarded to the undersigned by 30th June, 1986.

Thanking you in anticipation,

DON J. BOSANQUET

Sugarloaf Road, Chandlers Hill, S.A. 5159
P.O. Box 21, Happy Valley.

Dear Alvisonians,

Having been finally moved to put pen to paper I find that I have some information to give you in relation to things Alvis in Queensland.

1. Did you know that we have an 'Alvis Lane' in the central business district of Brisbane? As a lane it is not much, being a dead end and about as long as two 12/50's, 3 Speed 20's and a Grey Lady parked end to end. However, Alvis Lane it certainly is, by reason of a sign in Charlotte Street facing east.

Intrigued by this co-incidence I rang the Brisbane City Council Place Names Dept who told me that the lane was unnamed until 1967 when the Council decided to adopt some names from the Greater London Directory. Strange co-incidence that 1967 was the last year of Alvis car manufacture.

If you are coming to Brisbane please drive down Charlotte Street and take a photo of good old 'Alvis Lane' with your Alvis parked therein.

LETTERS TO THE EDITOR (continued)

2. Since my last communication I went to the British Cars Day at Taringa Soccer Club grounds and being the only Alvis there, received a lot of attention. Over 250 cars attended from Austins to Wolseleys and a good day had by all.

Rather than make a grand entrance I decided to tag along with the Rolls Royce Owners Club which met at a parking lot some kms from the venue. Imagine the surprise when one Grey Lady drove up and parked in line with all the Clouds, Ghosts and Silver Spirits. The lads were all good natured about it and allowed me to follow behind on the trip - didn't really matter as everyone thinks it's an RR, due to my lady mascot with arms and boobs extended.

3. Why, oh why did the designers omit to put natural air venting to the front floor area of the 3 litre - it gets bloody hot, particularly up here and no amount of window dropping or sunroof opening will afford any relief. The blower is useless, the main supply pipe passing close by the manifold heats up to welding proportions and with the fan on diverts super-heated air onto already hot feet and legs. On a recent trip to Toowoomba my wife sat with her feet on the seat looking like Buddha and grumbling like Krakatoa. I have since fitted more baffles between manifold and floor and hope this helps.

Averaged 24 miles to the gallon at a steady 60 mpt to Toowoomba and back - not bad!

Next meeting up here is the Mother's Day Rally at McLeans Bridge on Beaudesert Road. Hope there will be another Alvis or two there. Will keep you posted.

Regards,

DEAN PRANGLEY

P.S. Mate of mine had a yearning for an XJ12 Jaguar but could not afford to buy one so he went out and bought two XJ6 Jaguars and welded them together.

Dear Richard,

I wonder if you might find room for a small advert in the next newsletter. As a side shoot of vintage and Alvis cars, I have a collection of spark plugs. It is fascinating to see the development of the spark plug in general and some brands in particular and to note all the various attempts to produce a better spark plug. While I have a lot of relatively modern plugs, I am short on the earlier ones and overseas brands (Australia is not badly represented). To that end I am seeking some help from fellow Alvis owners by way of the following :

Wanted by collector, fired by spark plugs, any old, unusual, foreign or interesting spark plugs or glow plugs. Anything considered. Will buy or trade as necessary. Rob Knight, Box 120, Sanson, New Zealand. (Alvis Car Club member.)

I have available cylinder head and manifold gaskets and wheel spat lock escutcheons for 3 litre Alvis. Thank you,

Yours sincerely,

ROB KNIGHT

P.S. Sanson is 15 miles from PALMERSTON North city.

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A policeman passed a lady driver and noticed she was knitting. He pulled alongside, wound down the window and shouted "Pull over!"

"No" she replied. "A scarf!"

CW

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MEMBERS, NOTE : Come to the next Club Meeting. You just might learn something.

CW

ANOTHER 1,000 MILES IN THE TB 14

The last time I wrote about 1,000 miles in the TB 14 I cheated a little, for Bev and I only did about 830 miles. This time we made up the deficit and recorded 1,316 miles.

On Saturday, after a week of lovely weather, Bev and I set off on a 2-day drive to Robe in South Australia. The heavens opened a quarter hour before our departure time, so, with great reluctance, I raised the hood. At Avalon, after motoring down the Geelong Highway in dry weather, we took a gamble and lowered the hood. Murphy's Law took over and the rain recommenced. However, the weather cleared soon, except on the Apollo Bay/Lavers Hill Road - sliding around the corners on the unmade road in the wet was quite fun.

After Peterborough we started a photographic session at The Twelve Apostles, Loch Ard Gorge and London Bridge and so on. Driving into the setting sun to Warrnambool with a salt-sprayed windscreen was not my idea of pleasant motoring.

Four hundred and eighty-eight miles from home and seven miles from Robe we had a bit of excitement! One of the dynamo pivot bolts disappeared allowing the adjusting bolt to work loose and thus allowing the fan belt to jump off the water pump pulley. Consequently the water temperature rose alarmingly and a burst radiator hose was the result. A few swear words and thirty minutes or so saw us motoring again.

Robe is a very interesting historical fishing port with very friendly people, good food and fascinating places to visit, such as Kingston and Beachport and so on. Tuesday saw us at The Coorong with a black and menacing sky. After lunch we raised the hood and drove the 100 miles back to Robe in a downpour. Needless to say, the TB 14 leaks.

After four days in Robe, we had an uneventful 3-day drive home via Penola, Coleraine, Casterton and Hamilton where we stayed the first night. Then on to Dunkeld, Hall's Gap and Ararat for the second night. Then an easy drive to Ballarat arriving home on Saturday afternoon.

I have now fitted high tensile bolts in the generator mounting.

R.G.

EDITORIAL COMMENT : At least when the Alvis broke down it was close to a town.
And, Bob - HOOD UP!!!

ED

DAY RALLY WITH THE RILEY MOTOR CLUB

This Rally will be known as "THE SIR WALTER RALLY" and will start from the carpark at the Forest Hill Shopping Centre in Canterbury Road (Melways 62 C2) at 9.30 am sharp on Sunday, 18th May.

Distance will be around 60 miles - the Rally will take on a new format with easy navigation to a finish at a scenic spot with plenty of shelter if the sun is not out and the barbeques will be going when you arrive.

Let's have a good turn out for this one - it doesn't matter if you haven't got an Alvis - come in your modern car but don't let the Blue Diamonds run all over our Red Triangles.

So turn up at the start about 9.00 am with your clipboard and Melways and Broadbent map 222 - North East Hill Country.

To accept Rob Graham's invitation, there will be bonus points for words to describe his TB 14 - if you can't think of any - I've got a few to get you started.

RON WILSON
Rally Director.

PART 2 : TUNING THE 12/50 AND 12/60 ALVIS

If it is desired to fit a water thermometer, the best place for it is in the water transfer port at the rear of the engine; the TL engines have a port suitably adapted for the purpose. The TJ-K-L engines have a rocker shaft different from, but interchangeable with, that fitted to the earlier engines, with springs between the rockers instead of distance pieces; this helps to cure rattle but is unimportant. The metering pin in the rocker shaft opposite the oil feed pipe must be treated with respect; cutting the oil feed down may give valuable pounds of oil pressure, but if this is overdone an air lock is apt to develop, and by the time 'mice' are audible to the driver much wear may have taken place. Starvation here also affects the centre and rear camshafts bearing, which are fed by the overflow from the valve gear.

The push rods, which are hollow, are supposedly the same length in all 12/50 engines, but some at least of the L201 engines seem to have push rods about 1/4 inch shorter than standard. The tappets are all the same, but whereas on the L201 engines they run direct in the block, on the other engines they run in separate tappet guides, which are held in the crankcase by pressed steel bridge pieces. These last should be inspected occasionally, as they can work loose; split pins and castellated nuts do not effect a cure, because the studs can still work out of the crankcase.

The aluminium plate bearing the name "Alvis" which conceals all this mystery, drums badly, and a bolt and nut through it, arranged to press on the side of the cylinder block, cuts out a surprising amount of mechanical noise.

The TE, TF and early TG engines have the induction and exhaust manifold cast together; the induction part of this manifold almost invariably cracks, but insulation tape and copper wire are perfectly satisfactory for preventing air leaks (if welded it usually cracks again). For this reason the later TG and the TJ engines have the manifold (otherwise similar) cast in two pieces and bolted together; this is more satisfactory. These engines have a single 30mm type MV Solex vertical carburettor.

It is much better, however, to obtain the manifold off a TK or TL 12/60 engine, with its attendant twin horizontal SU carbs, type HV3HC. This will fit without alteration, except to petrol pipes and controls, but will probably necessitate an autovac or petrol pump even with a front petrol tank to maintain a head of essence; the correct needle for these carburettors is AC. The SD and TH engines, with the "big-port" head, utilise a correspondingly enlarged manifold with a 40mm type MV Solex vertical carburettor, the best normal setting for which is : Choke 27, Pilot 55, Main 120/51. For sheer power this car is unbeatable, if you can put up with the Solex flat spot, which seems inescapable. No other manifold is available, unless home made; twin SU's seem to provide more even acceleration but no more speed. The original specifications provide the SD model with an outside (and out-size) exhaust pipe and the TH model with the inside version; however, many of the former model (including my own) were turned out with the inside pipe, which was standardised for 1929, and the difference in performance is very slight. The TJ-K-L engines have coil ignition (except for special orders) while the rest have magnetos; the latter is perhaps preferable, especially for enthusiasts with dud batteries and no money, but it is doubtful whether the performance gain is appreciable, especially if a high voltage coil is used.

The valve timing is : Inlet opens TDC, closes 50° after BDC; Exhaust opens 55° before BDC, closes 10° after TDC.

Ignition timing 28° before TDC, fully advanced; incidentally, each degree represents 2.7mm measured round the circumference of the clutch-body.

The oil pressure should be 25-30 lbs/square inch at 3,000 rpm when hot, but many engines have run for many miles with much less. However, this is not advised and attention to the bearings and to side play in the oil pump gears will work wonders. Adjustment of the relief valve is by shims and in the usual way.

Coming to the back of the engine, the flywheel cannot be lightened much. The clutch body is of cast iron and while a certain amount can be removed from it, this procedure is fraught with danger, as these have been known to disintegrate at high

PART 2 : TUNING THE 12/50 AND 12/60 ALVIS (continued)

revs. The makers once cast a small number of these clutch bodies in aluminium, for racing purposes; this is definitely worth while, if you can find one or afford to have one cast. These clutches all have nine springs, the remaining three spaces only being utilised on the six cylinder models; nine are normally ample. The only alteration in design to this clutch from its introduction in mid-1924 to its demise with the 12/50 in 1932 was the fitment of a slightly different toggle arm and operating sleeve, at engine number 6903.

Rev counters were only fitted when racing, and occasionally to order, until 1932, when the TL 12/60 was fitted as standard with this invaluable instrument. These are all driven by the somewhat barbarous method of a belt, the drive being taken from a split pulley clamped to the shaft running between engine and gearbox. Some time ago, however, the Speedometer Supply people made a very compact right-angle drive to the order of an Alvis owner, to enable the rev counter to be driven from the rear end of the camshaft and they would doubtless undertake repeat orders.

The clutch stop should NOT come into action until the clutch shaft is entirely free; the spring behind the arm, however, can be compressed as much as is compatible with the free movement of the arm, so that the full force of the left leg can, when necessary, be exerted on the clutch stop. A valuable fitment is a segment of a ring of 1/4 inch flat metal, lined with Ferodo, and riveted in turn to the standard clutch stop arm, thus increasing the friction surface. Incidentally, if the under-shield under this portion of the car has been removed, wet weather will render the clutch stop inoperative, as the next upward gear change will effectively demonstrate.

Up to 1927 the engine and gearbox were mounted in a subframe, while after that date this was replaced by the well known chassis frame with the extended lower flange. The engine and gearbox units were not affected by this alteration. Those cars produced in the earlier batch (i.e. up to late 1929) were fitted with gearboxes with 3-point mounting and also with the large propeller shaft equipped with Timken taper roller bearings and nine grease nipples. Those made in the revival period, 1931-2, had 4-point mounted gearboxes and Hardy Spicer prop. shafts; the latter are well worth procuring, as the Timken prop. shaft, unless in perfect condition and adjustment, is definitely illegitimate. In this connection it is worth while noting that to change from the one to the other involves taking out the gearbox, not only because the front end of the prop. shaft is hidden inside a cross-member, but also because the speedometer drive pinion is carried on that portion of the prop. shaft driving flange which lies inside the gearbox and to change this flange it is therefore necessary to remove the gearbox rear cover. Trouble will probably be experienced in removing the other prop shaft flange from the bevel pinion, on which it is mounted on a long and shallow taper, and some form of puller will be found very useful here.

AXLE RATIOS : Concerning crown wheels and pinions; all the cars of TE, TF, TG, TH, TJ, TK, TL types have an axle ratio of 4.77 (9 x 43) except those fitted with high pressure tyres; before chassis number 5126 "stub-tooth", and after that number "deep-tooth". The latter gears can be fitted to the earlier cars if the six holes in the diff box to which the crown wheel is bolted are reamed out from 5/16th in. to 3/8ths in. diameter. The SD cars of 1925-6-7 are fitted with 4.33 (9 x 39) ratio, replaced after the above chassis number by the "deep-tooth" versions. Towards the end of 1927 these were supplanted by 4.55 (9 x 41) gears, which were fitted till this model went out of production. The mesh adjustments, laterally for the crown wheel and fore and aft for the pinion, are quite simply carried out by shims, while as the pinion is carried in taper roller bearings any end play can be taken up.

HERE ENDETH LESSON 2. (ED)

LIBRARIAN'S COLUMN

Our Club Library is in fair state only and any member with donations of either articles to be copied or installed in the library should contact Alister Cannon on 897 1079 or bring them along to the Club Rooms.

B.H.P. AND THE SILVER LINK WITH ALVIS

When a syndicate of miners discovered silver traces at Broken Hill, in N.S.W., a Century ago, one of the syndicate was a young man called Phillip Charley. At only 22 years of age he became very wealthy overnight and left Australia on a trip, married and then settled down on a property at North Richmond on the Hawkesbury River, north west of Sydney.

Phillip Charley then concentrated on building up a property on which sheep, cattle, and more especially, bloodstock horses were bred. The existing homestead Newcomen House, was replaced by a huge mansion designed by local architect, G.M. Pitt and this splendid home is preserved with pride today. Phillip and Adelaide Charley had eight children and lived in a grand style which probably reached its zenith when the Prince of Wales was entertained there in 1927.

Ten years later Phillip Charley died; and in 1939 the BHP company ceased mining operations at the Broken Hill town which gave the firm its name. The "Big Australian" company was to grow as it extended its industrial base with steel-making at Port Pirie, Newcastle and Port Kembla.

While the BHP company was expanding in the 1930's, one of the Charley family joined forces with a young car enthusiast, Thomas Francis Lord, to form a company known as Charley & Lord Pty. Ltd. The firm was granted the Alvis agency and caused a mild sensation when their first fully-imported Speed 20 saloon arrived in Sydney in September, 1934 and was displayed at Sydney's Royal Easter Show.

What is not known positively is which one of the Charley family was in partnership with Tom Lord. Mr. Charley is believed to have died in 1940 after opening a laundry business to serve the RAAF station at Richmond aerodrome.

If anyone can assist with more information on Mr. Charley or the firm of Charley & Lord, they will help with the progress of work on a history being prepared on Alvises in Australia.

Please write or phone Eric Cunningham, 8 Mereil Street, Campbelltown, N.S.W. 2560. Phone : (046) 25 1381.

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The following articles have been supplied by Eric Cunningham. Eric, I hope you don't mind if I use them as a series in a couple of newsletters.

ED

Dear Richard,

Since the Alvis Club's newsletter is breaking new ground with motor racing flash-backs unrelated to Alvis (vide the excerpt from the September 1934 issue of "Motor Sport" appearing in the April Newsletter) your readers may find the enclosed article from "The Autocar" for May 14th, 1937, of topical interest. A fortnight later the same magazine carried a personal account of his drive in the 1937 Tripoli Grand Prix by Richard Seaman, and I enclose a copy of that article also.

Some aspects seem to me to be worth noting in the light of recent American bombing of the capital of Libya. The Tripoli race circuit was an extremely fast one: Seaman headed his article "Cornering at 180 mph!" The Libyan capital is a "hot spot" in more ways than one: I recall one of Seaman's racing mechanics telling me of the torrid conditions they experienced while working on the cars in the pits at that circuit.

The Tripoli circuit was also the scene for increased rivalry between the Mercedes-Benz and Alfa Romeo teams with nationalistic fervour fairly seething between the German and Italian camps.

The "Loteria di Tripoli" was worth £60,000 to the winner and, with the other prizes, totalled several millions of dollars if expressed in 1986 values.

There was the greatest race 'fix' of all time perpetrated at this venue. As well, a prominent Italian racing driver was so addicted to narcotics that he was a constant source of fear and worry to his team and the other drivers.

By 1939 the circuit of Mellaha in Tripoli was the scene of the fastest road race in the world and provided an opportunity to make vast sums of money either related to motor racing or otherwise.

A couple of years later it became a theatre of World War II with star performers like "Monty" and the "Desert Fox" Rommel slogging it out with armoured vehicles in the sand.

By then a little chap was playing his war games in the sand outside his parents' goatskin Bedouin tent in Sirte, on the Libyan coast. His name is Muammar Muhammad al Gaddafi

An authority on armoured fighting vehicles once stated: "The handful of Alvis-Straussler armoured cars that were used by the Royal Air Force in the Middle East during World War II were, of course, of no material importance at all as far as the war was concerned but these cars represented, for their time, a significant advance in the design of wheeled fighting vehicles. An interesting fact is that a much larger number of cars of a closely related basic design were in service with the German army."

The story of Alvis armoured vehicles is one for another time, perhaps.

ERIC CUNNINGHAM

Why do restorers look like pelicans? Because restorers get big bills.

CW

FASTEST LAP - 142 mph : RECORDS BROKEN IN TRIPOLI ROAD RACE WON BY LANG
(MERCEDES) : SEAMAN FINISHES SIXTH

Last Sunday Marshal Balbo started one of the most terrific races that there has been in the history of the sport. The Tripoli road circuit for this event is, in any case, one of the fastest in existence, commendably free from those multitudinous bends and corners which have been introduced so frequently on modern racing circuits. Hans Stuck had actually lapped at 146.33 mph in practice, showing not only the speed at which the race would be run, but that the Auto-Unions were exceptionally fast.

The fastest Mercedes in practice was Caracciola's, with 144.4 mph. Seaman (Mercedes) managed 136.7 mph, about equal to Nuvolari, fastest of the 12 cylinder Alfa drivers, whose cars were outclassed.

From the start, therefore, there was a tremendous fight between Mercedes and Auto-Union. Caracciola (Mercedes) led at the commencement, with Stuck and Rosemeyer (Auto-Unions) hard on his rear wheels, then von Brauchitsch. Thereafter the leader seemed to change every lap, for the tyres simply would not stand the speed. Rosemeyer was the next man at the head of affairs, but every lap there was this bunch of projectiles fighting for all they were worth, and every lap one car or another had tyre trouble.

Tyres, in fact, would not last more than about four laps, in spite of the use of colossal 22in. rear tyres. The Mercedes once tried 24in. tyres.

At 15 laps Lang, with the Mercedes, led, at 30 laps, Seaman, driving his first race for Mercedes, was in second place, only to be caught and passed by the Auto-Unions; which hung grimly on to the Mercedes. Stuck put up a record lap of 142.41 mph and the whole race was running at a speed of 136. But the tyres were stressed beyond endurance.

FASTEST LAP - 142 mph! (continued)

The Auto-Union team alone changed 35 wheels - maddening when not a spot of engine trouble seemed to appear.

Right to the very end Lang held off his rivals, but it was touch and go with Rosemeyer, who crossed the line with his Auto-Union only ten seconds behind the leader, the subsequent order being, Von Delius (Auto-Union), Stuck (Auto-Union), Fagioli (Auto-Union), Caracciola (Mercedes), Seaman (Mercedes), Hasse (Auto-Union), and then, at an interval, Farina, Brivio. Sommer and Tadini with Alfas. The race was at a record speed of 134.4 m.p.h.

In the 1,500 c.c. class there was a battle between the Maseratis. Dreyfus who drove such a fine race with the Delahaye in our own Empire Trophy at Dollington, won, averaging 107.58 m.p.h.

Cortese, Severi, Villorosi and Duso followed in that order, fastest lap in the small race being made by Ghersi at the speed of 114.27 m.p.h.

Alfa-Romeo are already making big plans for a come-back and have laid on a 4½-litre unsupercharged car and a 3-litre supercharged model to suit the maximum limits of the 1938 G. P. formula. They also have plans for a 1½-litre, as is mentioned in "The Sport."

End of Part 1 on the Tripoli Grand Prix.

CARS AND PARTS FOR SALE/SWAP/WANTED

- FOR SALE** Alvis 4.3 litre Martin & King saloon. Very original car. Being sold with great regret. A very practical car for normal domestic use. Full history. Genuine reason for sale.
- FOR SALE** Talbot 14/45 1928 replica 90 body. Requires only cosmetic work to complete. Also for sale with regret. BILL BARBER (059) 68 4215
- SWAP** One off-side (RH) brake pulley and casting in excellent condition for one near-side pulley and casting in similar condition for 12/50 front brake axle.
FRANK CORBETT PO Box 218, Kenmore, 4069. Phone: (07) 378 7280
- FOR SALE** Riley R.M.E. sedan 1½ litre 1954, as seen at '85 Lake Boga Rally. Hide interior. A nice original car.
- WANTED** 3 litre parts wanted - 1 castellated nut for back axle. 1" diameter 20 threads per inch. Also front bumper left section.
- WANTED** 3 litre water pump!! Wanted known!! The water pump kit from Holden or whatever which can be adapted. Now come on, fellas. I have been subscribing to this newsletter regularly for years and need help with my water works. Call, phone or write.
COL WINSLADE, P.O. Lake Boga, 3584. Telephone: (050) 372 244
- WANTED** 3 litre drophead, preferably Grey Lady TC21/100 any condition - DEAN PRANGLEY (07) 277 6211 OR (07) 378 6893 OR write 28 Blackstone Street, Indooroopilly, Qld. 4068.

SPARES REPORT :

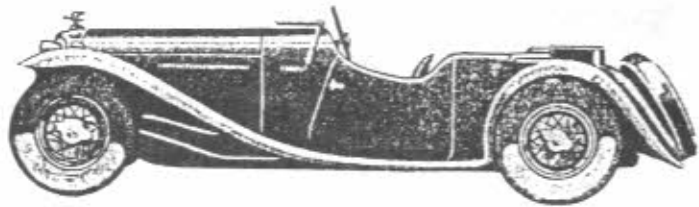
- VINTAGE SPARES**
- 12/50 foot plates, cast in three pieces and welded to keep price down. Sub frame type - \$140
 - 12/50 Top and bottom water outlets - \$32 pair
 - Silver Eagle water pump casting - \$80 not machined
 - Silver Eagle top water outlet - \$16.00
 - ALVIS CAR CLUB badges \$30 each (not original radiator badges)
 - Magneto coupling casting - price T.B.A.
 - TA 14 top thermostat housing - price T.B.A.
 - 12/50 Clutch plates - \$70.50 each
 - 12/50 front brake cables - \$42.00 each
 - 12/50 oil strainer - \$7.00 each
 - 12/50 head gaskets - \$26.00 each
 - SP 20 head gaskets - \$35.00 each

NOTE: 12/50 half shafts nearly finished.
P.V.T. half shafts started - will be finished in near future.

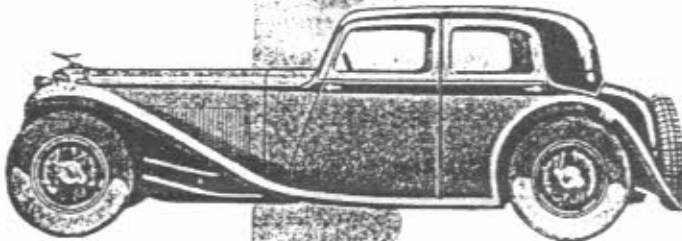
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AUSTIN TOPE



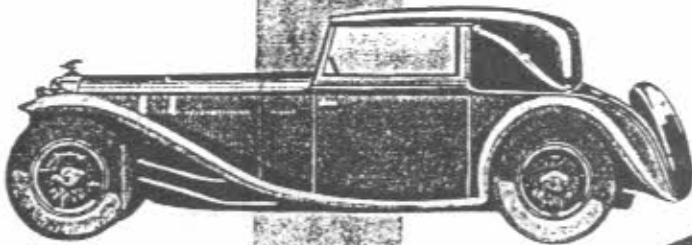
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Built by masters throughout—designed exclusively for Charles Follett—this peerless coachwork has set a high standard among elegant cars.



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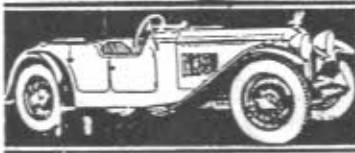
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