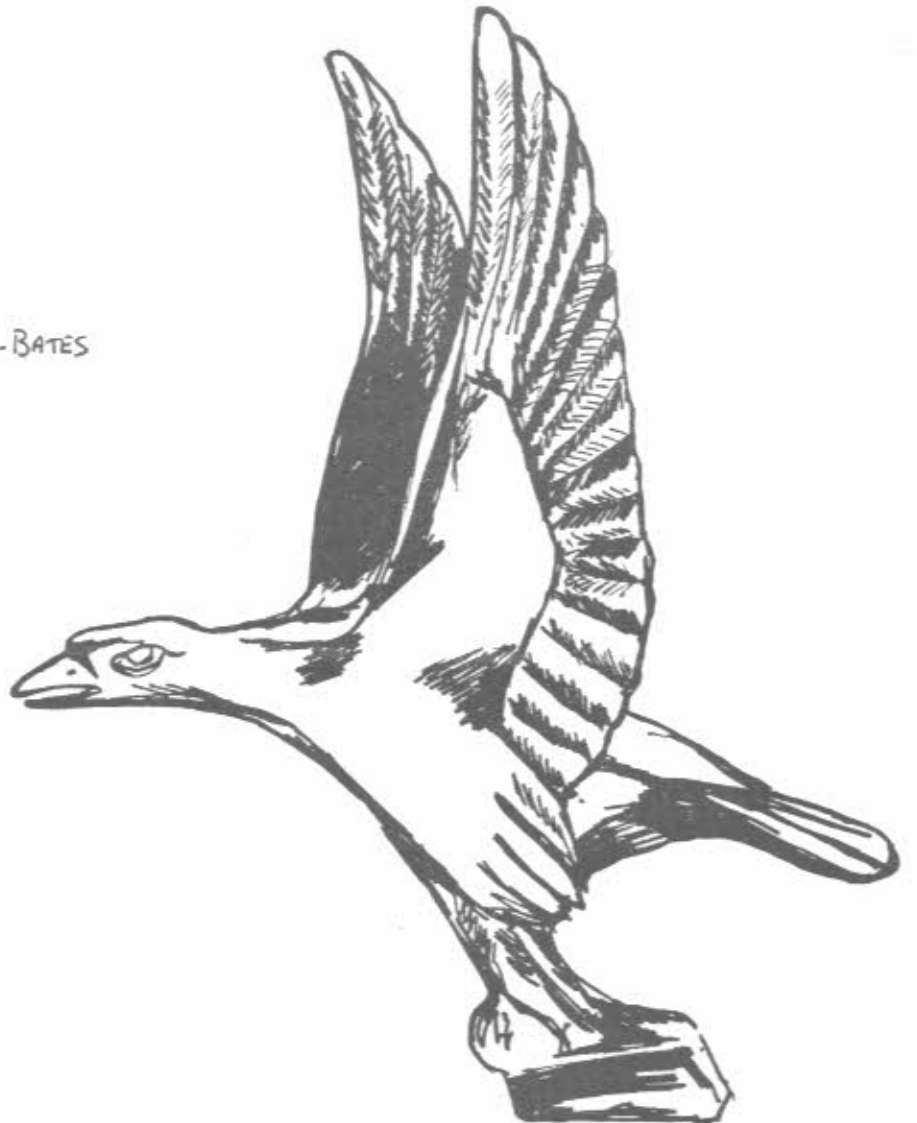




# NEWSLETTER



J. LEMAN-BATES



J. LEMAN-BATES

OFFICE BEARERS 1987

PRESIDENT :	DAVID WISCHER, 47 Victoria Road, Malvern, Vic. 3144	211 1218
VICE PRESIDENT :	BOB GRAHAM, 15 Clarke Avenue, Caulfield, Vic.	211 3886
CLUB CAPTAIN :	RON WILSON, 22 Park Close, Vermont, Vic.	874 2450
TREASURER :	JOHN TWOMEY, 53 Park Street, Pascoe Vale, Vic. 3044	306 9364
EDITOR :	RICHARD CREED, "Palmerston", Glenburnie Rd Whittlesea	716 2193
SECRETARY AND PVT SPARES :	AUSTIN TOPE, 8 Wimba Avenue, Kew, Vic. 3101	817 5163
SPARES REGISTRAR AND VINTAGE SPARES :	GEOFF HOOD, 37 Thomas Street, East Doncaster, Vic.	842 2181
TA 14 AND 3 LITRE :	BOB GRAHAM, 15 Clark Avenue, Caulfield, Vic.	211 3886
LIBRARIAN :	ALISTAIR CANNON, Lot 31, Symons Road, Avonsleigh	3782
SOCIAL SECRETARY :	JOHN STEWART, 17 Fromer Street, Moorabbin, Vic.	557 3936
COMMITTEEMEN :	ROY HENDERSON, 10 Darren Road, Springvale, Vic.	798 2619
	IAN BLACKWELL, 301 Moorabool Street, Geelong, Vic.	
	MAUREEN ADNAM, 15 Wonga Road, Ringwood, Vic. 3134	

1987 CALENDAR OF EVENTS

JANUARY	16	Informal Meeting
	25	<u>Rally to Campbelltown Steam Railway</u>
FEBRUARY	2	Cavalcade of Transport Rally
	20	Annual General Meeting
MARCH	15	Kalorama
	20	General Meeting
	28	<u>Interstate Rally</u> B/B
APRIL	24	General Meeting (GNO)
MAY	15	General Meeting
	17	<u>Day Rally</u> A. Cannon - Organiser B/B
JUNE	19	General Meeting
JULY	17	General Meeting
	24	Film Night (Fletcher)
AUGUST	21	General Meeting and Auction
SEPTEMBER	18	General Meeting
	18/19/20	<u>Weekend Away - Warburton Waters</u> B/B
OCTOBER	4	Economy Run - R. Creed - Bas. Bowes
	16	General Meeting and Election of Office Bearers
NOVEMBER	20	General Meeting
	29	Christmas Party at D. Wischer's, Merricks North

NOTE 1 : Two or three events to come ex A/S Car Club.

NOTE 2 : Committee meetings at 8.00 pm on first Monday of month.

SUPPER ROSTER FOR 1987

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, Ron Wilson on 874 2450.

EDITORIAL

What do I do and why? For the past nine years I have held three important offices in this Club - three as Vice President, three as President and three as Newsletter Editor.

I am sure that I could find far better things to do with my time, but I continue to serve the Club because of my love of the Red Triangle and because of the good friends and fellow Alvis "buffs" in the Club. I feel that my time has come to an end and that someone else should add fresh ideas to the newsletter.

With the annual elections due at the October meeting, I am giving you all time to think. There are several other members of the Committee who will not be available for 1988. "WE NEED NEW BLOOD".

Come to the next meeting and find out what office you could hold in 1988.

RICHARD

SUBSCRIPTIONS

Subscriptions are now way overdue - this is your final reminder !!!

City	\$25.00
Country and Interstate	17.50

Send your cheque to John Twomey, 53 Park Street, Pascoe Vale, Vic. 3044.

COMING EVENTS

AUGUST : AUCTION NIGHT

Special event - Fun Night - check your garage and cupboards. You must have "things" to auction.

REMEMBER !! This is an important part of the Club year.

NOTE : usual commission applies to Club or you may donate.

SEPTEMBER : WARBURTON WATERS WEEKEND

This special event is being conducted in conjunction with the Armstrong Siddeley Club and is a Basil Bowes event. We have only received a few entries to date and this is not good enough.

Those interested should contact RON WILSON on 874 2450

N O W !!!

OCTOBER : ECONOMY RUN : 4th OCTOBER

This year we will have a large entry in this event as the Rover Car Club will be participating. Entry forms are in this newsletter.

(We could have more than 20 Rovers.)

ELECTION OF OFFICE BEARERS FOR 1988

Friday, 16th October.

COMING EVENTS (continued)OCTOBER : ANNUAL DINNER AND PRESENTATION NIGHT

SATURDAY, 17th OCTOBER

Bookings through John Stewart, 17 Fromer Street, Moorabbin  
557 3936

To be held at the Clayton RSL (same as 1986 Dinner)

NOVEMBER : CHRISTMAS BARBEQUE SUNDAY, 29thAt David Wischer's property at Merricks North.  
Map and details later.IMPORTANT ANNOUNCEMENT FROM BOB GRAHAM

The recent trial of conducting the Committee Meeting before the monthly General Meeting has proved to be ineffectual.

WILL ALL COMMITTEE MEMBERS PLEASE TAKE NOTE  
THAT FROM HENCEFORTH COMMITTEE MEETINGS TAKE  
PLACE AT THE CLUBROOMS ON THE FIRST MONDAY OF  
THE MONTH AT 8.00 PM.ALVIS BODIES by ERIC CUNNINGHAM

Coachbuilding for Alvis chasses seems to be a neglected subject so it is interesting to note that John McLelland says in his book, "Bodies Beautiful" that both Carbodies and Cross & Ellis used a variation of the Weymann body which was described as the "Alvista". He states that "The Alvista body construction differed from that of Weymann mainly in that it left gaps between the wooden members rather than including the felt distance pieces that Weymann used, while the body was suspended from the chassis members rather than on top. There is some evidence that Weymann objected to the methods used by Alvis, and the Alvista soon disappeared from the catalogues."

Since many prewar Alvises were imported in chassis form only, it is obvious that local bodybuilders had to be employed to complete the Alvis chasses for them to be roadworthy and saleable.

McLelland refers, in his book, to the Australian bodybuilder Ruskin who refined his techniques in the 1930's, by an amalgamation of both British and American practice, in order to speed up body building to keep pace with the increased production of chasses from the car companies. But what of the smaller coachbuilders in Australia who constructed bodies on early 12/40's, 12/50's and later models? Obviously they overcame problems as they arose and adapted their methods to enable them, first, to compete in a market increasingly shifting from horsedrawn vehicles to motor cars and trucks and then, with the onset of the Depression, so that they could struggle to survive.

Through the efforts largely of Harold Paynting in Melbourne we know something of James Flood, but what of Martin & King in their heyday before the 1950's? What of the great number of smaller concerns in Sydney, Brisbane and elsewhere? Did Hope of Brisbane or Holdens of Adelaide build bodies for Alvises?

ALVIS BODIES (continued)

Perhaps the smaller Australian coachbuilders were basically illiterate and nothing survives as a record of their labours and craftsmanship? Perhaps only the illiteracy survives as a dubious heritage?

\* \* \* \* \*

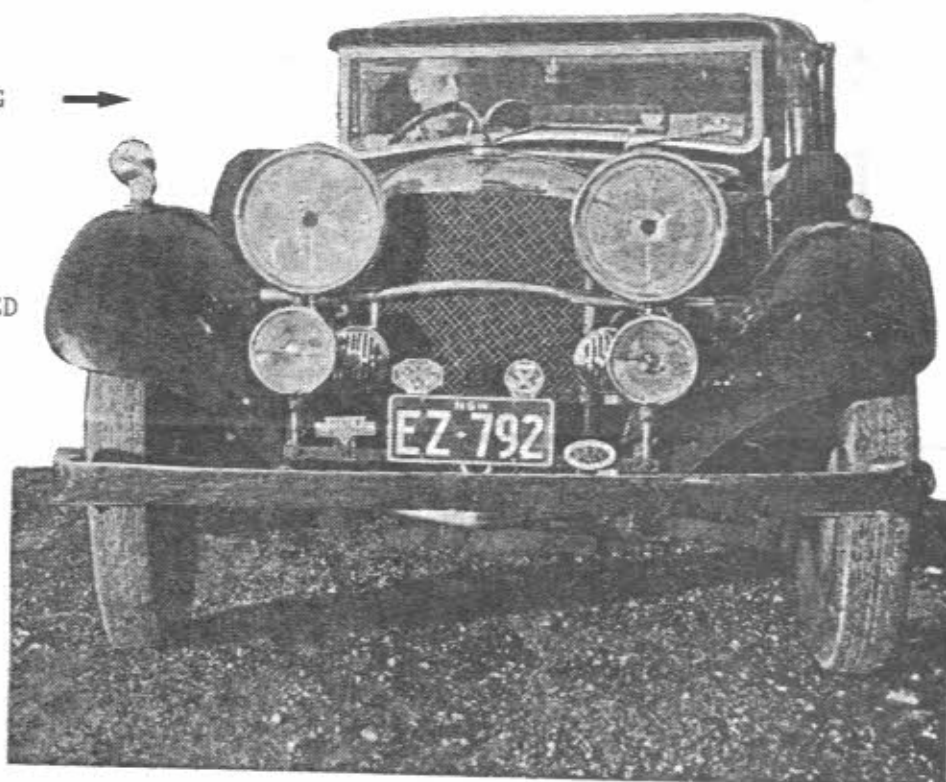
WANTED ANYTHING on 12/40 Alvises : chasses, engines, parts, photos, handbooks, sales literature, etc. Send details and your asking price to Eric Cunningham, 8 Mereil Street, Campbelltown NSW, 2560. Phone : (046) 25 1381.

\* \* \* \* \*

FROM LAST NEWSLETTER - thank you, Eric.

JOHN STRANGER DRIVING →

SPEED 20 DHC NOW OWNED  
BY MAX HOUSTON



1954 ALVIS TC21/100 GREY LADY FOUR-DOOR SPORTS SALOON

Reg. No. OLX 506

Chassis No. 25446

Engine No. TC21/25420

Engine, six-cylinder, overhead valve, 2,993 c.c., 95 b.h.p.  
Gearbox, four-speed, synchromesh. Brakes, four-wheel hydraulic. Suspension, independent front, semi-elliptic rear. Right-hand drive.

The last model to be designed by Captain G. T. Smith-Clarke for Alvis was the TA21 and its derivatives. He had come to Alvis from Daimler in the 1920s to design the engine for the 12/50 and been responsible for all the subsequent cars and the company's excellent reputation. The TA21, TB21 and TC21 were 3-litre cars, the first of the line appearing in 1950 and replacing the TA14 (fourteen horsepower). In contrast it was a more powerful six-cylinder car with independent front suspension, but still with the restrained good looks of its predecessors. The last of the line was the 100 m.p.h. TC21/100 Grey Lady which had wire wheels, bonnet air scoops and a steel sunshine roof. Total output of the TA/TC21 was 2,074 cars up to their replacement by the Graber-styled cars in the mid-1950s.

This example is finished in black and blue with leather upholstery. It has belonged to the same family for the past seventeen years and three years ago came in for considerable mechanical refurbishment, including new cylinder liners and pistons, and reconditioned radiator and cylinder head. The cost of the parts from the Alvis specialists, Red Triangle Auto-services of Kenilworth, was approximately £600.

This unusual and attractive TC21/100 comes with a current MoT test certificate.

£4,000-7,000

From : JOY CASSIDY



Editor's note : An interesting price variation - a bit each way !!!



The Motor

202

13, 1944.



IN the spring of 1940 we had other things to think of besides motor racing; in face of enlightened arguments to the effect that mechanized armies are best nourished on motor-ing sport, the High Ups were convinced that racing, motor (although not racing, horse) in war-time was just fiddling while Rome burned. The then-neutral Italians took the view that a little fiddling would not be out of place, because the burning of Rome seemed not even a remote possibility. And with the Germans otherwise engaged, Latin cars would stand a chance.

To the Circuit of Mellaha, in Tripoli, then, enter the teams of Alfa-Romeo and Maserati. The course was the fastest road circuit in the world, having been lapped at 144.45 m.p.h. in 1937, when cars were large, by Stuck in an Auto Union.

For 1939 the race was confined to 1½-litre machines, although the speeds were amazingly high; Lang's Mercedes won at 122.5 m.p.h. with a best lap at 132 m.p.h. Even this had been bettered during practice, because Luigi Villorosi, in the "aerodynamic" Maserati, had been almost 2 sec. faster—133.5 m.p.h.

So Tripoli 1940 has the double interest of being the fastest 1½-litre race of all, and the last G.P.-type road race to be held. It was a tour de force for the Alfa-Romeo team and a triumph for Giuseppe Farina, its chief driver. For details of what actually happened we are indebted to John Eason Gibson, the Ford, Riley and B.M.W. driver, now a captain in the R.A.S.C., who has sent a number of Italian papers dealing with the sport which he has picked up in the Middle East.

The speed of the little Mercedes of 1939 had given Alfas something to shoot at, and before 1940 opened the excitable Italians, whose pit stops were once a by-word for the shaken

## PERSONAL TRIUMPHS—No. 27

ist and the jumped-on hat, went into training as a well-drilled unit. At the same time the development engineers were getting the bugs out of the 1939 cars, which had hitherto lacked reliability. They solved certain lubrication problems of the overhead camshafts by modifying the bearings, and assisted combustion by an automatic water-injection device which came in at high revs. and high boost pressures. The general layout of the straight-eight "square" engine, and of the all-independent, swing-axle chassis remained the same for 1940. The four drivers, Farina, Trossi, Biondetti and Pintacuda, were encouraged to use the roads of Italy as a high-speed training ground, and to put in as much high-speed practice as possible. Once they arrived at the circuit with two experimental cars, practice began in earnest, and Alfas could see the prodigious speed and reliability of their 1.5-litre straight eight (Type 158) racing models.

### Astonishing Lap Times

Farina got into the first of the hack cars and drove off slowly round the course to refresh his memory. Next lap he went rather faster. The third time round he knocked the timekeepers for a loop. He had beaten Hermann Lang's race record for 1,500s by a clear 6 secs., and even pared 4 clear seconds from the streamline Maserati's famous practice lap of 3 mins. 41.8 secs. Then he came in, and took out the other "hack," which had different gear ratios. He made an almost identical performance. The lap speed worked out at 134.5.

That showed not only the power of the engine (215-220 b.h.p., which is less than that of the little Mercedes) and the maximum speed of the Alfa (which was some 150 m.p.h.), but, more particularly, its remarkable stability, bend-worthiness and brakes. Reliability showed up over the next couple of days, when the four drivers panted the hack cars without let-up. As soon as one man brought a car in another took it round again. Altogether, these same machines did over 70 laps, and all without mishap.

It was disappointing to the factory that had gone to all this trouble that their great rival, Mercedes, should be absent just when there seemed a reasonable chance of getting even; but Alfas could still rejoice that their other great rival and compatriot, Maserati, would be represented by (now ex-) recordman Luigi Villorosi

and a 16-valve four-cylinder. The engine of it was one half of the Type SCIF Maserati, or latest Grand Prix 3-litre, and is familiar to British racers as the type used with such success by Johnny Wakefield and Reggie Tongue.

The house of Maserati were rather busy during the winter of 1939-40 moving their factory from Bologna to Modena. This was a handicap when it came to preparing the cars for racing, and some of the more delicate touches may have been skimped. But Villorosi demonstrated the 1940 four-cylinder to be very reliable, as well as extremely fast. He showed the first of these things the very moment the late Marshal Balbo dropped the flag. So did his team-mate, Cortese, who had a similar car.

A picture taken 50 yds. up the road from the start shows this very clearly. So far in front that he is turning his head to see "what's to do" sits Villorosi. Behind him lies an echelon of cars, led by Farina's 158 Alfa, half a length ahead of Cortese and Biondetti running neck-and-neck. The Maserati man kept his four-cylinder ahead all through the first round, and averaged 121 m.p.h. for the standing lap.

It was a direct challenge that Farina, as senior "Alfisto," at once took up. To the glory of the straight-eight engine, he got round in 3 mins. 44.45 secs., or 128 m.p.h., and passed Villorosi. Behind these duellists came Biondetti and Trossi of the Alfa team, followed by Cortese (second-string Maserati), and Pintacuda (Alfa). After due interval came the usual "mob of gentlemen who drove with ease"—alias the "isolati"—in six-cylinder Maseratis and things. For the next few rounds Farina continued to out-distance his rivals and push up his lap speed. What a gulf there is between the modern factory-entered car and the rest is shown by the elapsed time for the first five circuits. In front was Farina, who had taken 19 mins. 1 sec. He was only 11 secs. ahead of Villorosi, while the fastest of the independents (Brezzi) took almost 21 mins. over the same 40 miles.

But if the 1940 Tripoli seemed a procession, it was a very exciting one. Just as the crowd had got used to seeing Farina in the lead, who should come round first on the seventh lap but Villorosi. The Alfa man had had "an incident of the road," and the Maserati squeezed past. Farina picked up again, however, on the eighth lap, driving with

October 18, 1944.

203

The Motor

## Giuseppe Farina at Tripoli in 1940

By  
D. B. TUBBS

**PACE IN THE SUN.**—The only car to dispute Farina's leadership was a four-cylinder, 16-valve Maserati driven by Luigi Villorosi. This picture shows him leading at the start. Although first on lap one (standing lap at 121 m.p.h.) and also on lap seven, the Maserati driver was beaten by three Alfas—and by his own bad pit-work.



great coolness, and broke the lap record on the ninth; 3 mins., 40.91 secs. At 10 laps he was 5 secs. to the good; his Alfa had averaged a clear 10 k.p.h. more for this distance than Lang's 1,500 Mercedes.

With the race now one-third over, Alfa strategy began to appear. Banking on the reliability of their 158, they had let Villorosi set the pace, but Farina was encouraged to put it across him if possible. Now, on Lap 13, Biondetti, too, started hounding the foe. Soon the Maserati was sandwiched in third place, just ahead of Trossi. Tripoli, complete with palm trees and a real oasis, was putting on a real show for this, the last race in the Italian empire. As half distance came round there was only 15 secs. between the four leaders—an Alfa, an Alfa, a Maserati and the fourth Alfa.

Imagine the excitement of a sun-drenched Italian crowd as the Maserati of Villorosi and the entire

Alfa-Romeo team pulled into the depots together. All five leaders halted. It was crucial. A pit-stop could win the race for Villorosi if the Alfa boys were not slippery.

It was here that real drill told. Super-trained Alfa mechanics threw themselves into the routine they had long rehearsed, and Farina shot away again with a full tank (45 gallons) after only 24 secs. at the pits.

### Contrasting Pit-work

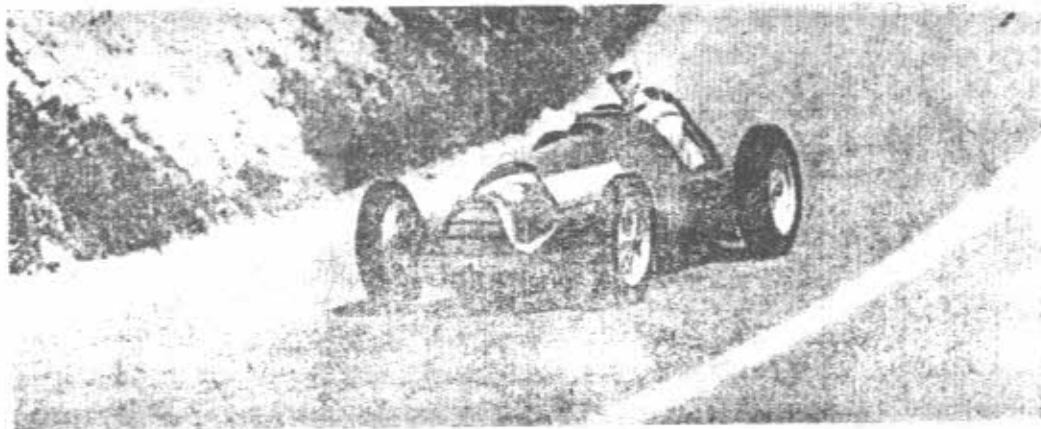
Slowest of the Alfa team was Trossi, and he took only 38 secs. Poor Villorosi could only watch his chances ebb away as the fuel pulsed slowly in. Or relatively slowly. He was stationary for 57 secs., and had lost the race. The order from now on was to be Farina, Biondetti, Trossi, Villorosi, Cortese.

The results of Grand Prix racing during the five years of German ascendancy made it hard to judge the merits of those Italians who, unlike Varzi, Fagioli and Nuvolari, found

no place in the winning teams. One was apt to look upon them as permanent also-rans. By his work in the 1940 Tripoli event, however, Giuseppe Farina showed how extremely good he was.

His practice laps have already been mentioned. In the race itself he drove with really remarkable consistency as well as great speed. On the first five complete laps (40 miles) there was only 11 secs. between his best and his slowest, and between his opening five laps, including the start, and his last five, including the finish, there was only 6 secs. in time.

Farina's ninth lap was a new record. At 134 m.p.h., it beat Lang's best race lap by 3½ secs. He beat the Lang record on nine separate occasions, and raised the race average by over 6 m.p.h., to 127.8 m.p.h. for the 240 miles. This may be compared with Lang's time with the 3-litre formula Mercedes in 1938: 127 m.p.h. over 335 miles.



**SUPERLATIVE VOITURETTE.**—Here is an action shot of the Type 158 Alfa-Romeo with which Farina won the last single-seater road race before the war at an average of 128 m.p.h. His best race lap was 134 m.p.h. Road-holding of this all-independently sprung chassis must have been superb, as the Mellaha circuit measures only 8 miles

CARS AND PARTS FOR SALE/WANTED

- FOR SALE Silver Eagle spare parts catalogue - TB, SD and SE, 16.95 cars. Factory publication - does not contain illustrations \$45.00  
BILL BROOKS, 34 Almeida Street, Indooroopilly, Queensland 4068  
Phone : (07) 378 2097.
- FOR SALE Does anyone else require the cast iron caps used to manufacture original mufflers for 14.75 hp cars, or the engine undertray? Possibly the same as for 16.95 cars. I intend making some soon, so contact ASAP.  
RICHARD UNKLES, 6 Nevada Street, North Balwyn, Vic. 3104
- WANTED 1 pair Hartford shock absorbers 2x3 arm 9" between centres. Any parts at all for Hobson Tele-Gauge.  
RICHARD UNKLES.
- WANTED Any member requiring cables for 3 litre drophead window mechanism contact Spares Registrar with your requirements and provide sample if possible so that manufacture can be arranged.  
Contact BOB GRAHAM / JOHN TWOMEY.
- WANTED For 12/40 - 12/50 : horn button, 80 mph Smiths speedo, one pair of CAV side lights (tear drop type)  
FRANK CORBETT, P.O. Box 218, Kenmore, Brisbane Qld. 4069  
Phone : (07) 378 7280
- FOR SALE The Club now has in stock the last four available brand new Speedo Cables (inner and outer) to suit 3 litre (TA 21 to TC 21 series) and TA 14. \$25 each.
- FOR SALE THE STORY OF THE RED TRIANGLE by Ken Day. This book is the definitive history of Alvis Ltd. \$35 each.  
Contact any Committee Member - available through Club. Limited numbers are left.
- FOR SALE 1936 Panther motor cycle 350 OHV "Sloper Motor"  
Complete and original, spare engine \$1,300.  
RON WILSON 874 2450.
- FOR SALE Differential complete 5.2 - 1 crown wheel and pinion. Part no. 10851 and N 6221 - only 300 miles from brand new. This is a Firefly or Speed 20 CW&P with all new bearings fitted into 12/50 housing to suit 12/50 half shafts. Turns a 12/50 into a traffic lights winner - or alter the diff gears to suit a Speed 20  
Realistic offers wanted. RON WILSON (03) 874 2450.
- WANTED 1 pair of headlamps to suit 1924 12/50. Complete, or parts for same. VIC ELLIOT, 25 Stirling St, Tusmore, 5065 SA (08) 310833.
- WANTED To suit Alvis 12/50 front wheel brake axle, drums, cables, cross shaft, etc. to allow conversion from 2 to 4 wheel brakes.  
ALLAN AYLWARD, PO Box 410, Wyong, NSW 2259 (043) 53 1588 or after hours (043) 32 5705.

\* \* \* \* \*

SPECIAL OFFER !!!

For prints of your car or Alvis Badge on windcheaters, etc. contact :

WENDY FRANZKE, 13 Rothan Avenue, Boronia  
Phone : (03) 729 3267

You could have your car, etc. on your shirt!! Ring Wendy for details, and mention Maureen Adnam's name.



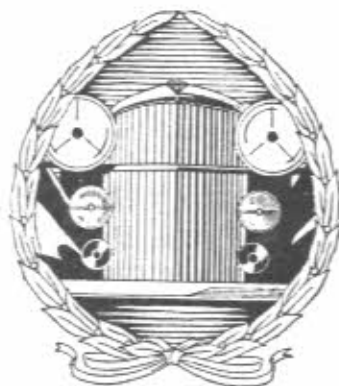
60 THE AUTOCAR.

ADVERTISEMENTS.

OCTOBER 14TH, 1938



YOU FEEL SO SAFE IN AN ALVIS



THERE IS NO FINER EXAMPLE OF  
AUTOMOBILE ENGINEERING . . .  
NO SAFER . . . NO FASTER . . .  
NO QUIETER CAR . . . THAN

*The*  
INAUDIBLE  
**ALVIS**  
AT  
**STAND**  
**134**

EARLS COURT

you will find a car which will satisfy  
your ideal of what a car should be.

ALVIS LTD., COVENTRY.

LONDON SHOWROOMS: 7/8, St. JAMES'S ST., S.W.1. Whitehall 8506

★ Any ALVIS Dealer or our London Showrooms will put a car at your  
disposal to test these claims — without obligation.

ALVIS PERFORMANCE IS TAKEN FOR GRANTED



The Advertisement Index is on the page facing inside back cover.



## Collectors' Motor Cars

which will be sold at Auction by  
**CHRISTIE'S SOUTH KENSINGTON LTD**  
 85 Old Brompton Road, London, SW7 3LD  
 Telex: 922061 Telephone: (01) 581 7611

W. A. Coleridge (Chairman and Managing Director)  
 J. W. Collingridge, F.G.A. D.H. Collins J.H.C. Proudfoot,  
 J.F. Hudson R.M. Brooks Susan Mayor Hermoine Waterfield  
 C.E. Brunner G.F. Brennan-Jesson (Secretary)

Associate Directors:

P.A. Barthaud H. Edmeades D.J. Lancaster, F.G.A. N.S. Pitcher J. Horwich A. Langlands



In Association with Lord Montagu of Beaulieu  
 at Palace House, Beaulieu, Hampshire

On Monday 13 July 1987

at 2.30 p.m. precisely

May be viewed

On Saturday and Sunday preceding from 10.30 a.m. to 5.00 p.m.  
 and on morning of sale from 10.30 a.m.

**ADMISSION BY CATALOGUE ONLY**

(Admits two)

On days of view and sale telephone (0590) 612061

In sending Commissions or making enquiries, this sale should be referred to as **BEAULIEU**

Make: Alvis

Makers: Alvis, Ltd., Holyhead Road, Coventry

Type: Saracen Mk. II (F.V.603B)

