



VICTORIA
(INC.)

NEWSLETTER

VOLUME 30

ISSUE NO. 7

JULY 1991.

CLUB ROOMS:- at the rear of "ALVISTA", EDGAR ST., MALVERN.
Near Harold Holt Memorial Swimming Pool.

MEETINGS:- THIRD FRIDAY OF EACH MONTH (EXCEPT DEC./JAN.) AT 8 pm.

******EVENTS****EVENTS****EVENTS******

JULY. FRIDAY 19.7.91. FLETCHER'S FABULOUS FLICKS.
Yes, its on again at the July monthly meeting. David Fletcher has promised to project another lot of motoring films for our delectation. Roll up early to get the best seats in what promises to be a packed house.

AUGUST. FRIDAY 16.8.91. AUCTION NIGHT.
The annual auction of all your good spares is scheduled for the August meeting-with-a-difference. The ladies have been invited again to bring along their home made articles to provide a bit more spice to a fun evening. (Maybe even some more jars of lemon butter!) You must come to be able to bid for the exciting and valuable mystery prize! This year it is proposed that any interesting/valuable Alvis spares can be auctioned on behalf of the owner with 10% of the price going to Club funds.

SEPTEMBER. FRIDAY 20.9.91. CLUB GENERAL MEETING.

SEPTEMBER. SATURDAY 21.9.91. G.N.O. AT THE HENDOS.
More details later.

OCTOBER. 13.10.91. PUFFING BILLY OLDE TIME FESTIVAL.

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J. LEMAN-BATES



J. LEMAN-BATES

PRESIDENT'S MESSAGE

One of the most important functions of the Club is the provision of spare parts for member's cars. And it is one of the most time-consuming functions of the hard working Committee, and let me state in a loud clear voice, that the Committee is very hard working and further, needs all the assistance that members can provide to improve the spare parts situation for all Alvis models.

Requests have been made previously that , when a member is having spare parts made for his own use an additional quantity be manufactured in order to a) reduce the piece part price and b) to have spares in Club stocks for the next member requiring them.

A new initiative proposed is to make a regular section in the Newsletter to list the interchangeability of parts from one Alvis model to another model - such as Tie Rod Ends are the same for TA 14 and 3 litre cars.

Further, the listing will also show interchangeability of Alvis spares with other makes - such as the above Tie Rod Ends suit Austin Healey, Austin A70 etc.

It is imperative that Club members contribute their knowledge to this listing with accurate information. This information must be correct in every detail so that members can be confident in accepting the advice when purchasing what might be called non-Alvis spares.

BOB. GRAHAM.



Because your Editor will be HERE at the end of July, the August Newsletter will be approximately one week late.

DON'T FORGET: CLUB GENERAL MEETING AND AUCTION NIGHT 16/8/91.

ALVIS AGNITIONS.

At the recent Rally **DARYL STANISICH** was seen taking photographs with a large format camera in black and white. He has produced some magnificent pictures and proved yet again the value of well exposed, well composed black and white pictures. I think this is a sentiment enjoyed by **ERIC CUNNINGHAM**. "**KING**" **BOB GRAHAM** was overjoyed and eager to show a picture of a TB 14 in the latest "Classic and Thoroughbred Cars" magazine - at the last general meeting. Also at that meeting "**PRINCE**" **RON** was eager to show an A4 coloured photograph of his Firefly at speed. Photo by courtesy of the Victoria Police. I am indebted to "Prince" Ron for information about the last Club Meeting, which several country cousins attended. **DAVID AND MARY ELDER** came from Benalla. **JOHN AND KAY BALL** came from Murchison and **RICHARD TONKIN** from the Christmas Hills. **REX ROBERTS** is organising the Annual Dinner to be held in October at the Malvern Golf Club. **DAVID CALDWELL** reports progress on the Speed 25. He has had the rocker pads renewed and the next job is the rocker shaft itself. **JOHN KENT** attended the meeting from Wangaratta. I wonder whether anybody asked him what it feels like to be without an Alvis? Your Editor is shortly to depart for the very Tip of the Top in Far North Queensland. Regrettably, not by Alvis. The thought of doing the trip in a Saracen or by Dragonfly is quite appealing!

ED.

VALE ANDY HANNAM

It is with regret that we note the passing of Andy Hannam on Wednesday the 19th of June, in Townsville.

Andy was a very good friend of the Alvis Car Club of Victoria and held the office of Honorary Treasurer for a record 21 years. During this time he saw the Club grow into one of the major one-make car clubs in Australia and his capable handling of the Club finances helped to make this achievement possible. As some slight recognition of his services he was elected a Life Member of the A.C.C.V.

Andy was a very well respected engineer in his field of rubber products. One of his successes was to design the rubber fuel tanks of the Brabazon aircraft. The Brabazon was a giant aeroplane in it's time and helped keep the British aircraft industry in the forefront of world air transport.

On emigration to Australia, Andy brought the Alvis Firebird fully laden with spare parts from the Alvis factory. This car is now owned by his son Tony.

We wish to extend our sympathy to his wife Patsy, daughter Tricia and son Tony.

R.G.

4.
NOT ONLY BUT ALSO.

Many thanks to all those who sent letters expressing their appreciation of the First National Alvis Rally and for the very kind remarks made about the organisation. There was several letters from those who could not come to the Rally but wrote sending good wishes. It was a really good time all round and very successful in every way.

The only complaints were from the few who decided to vary the specified route from Echuca to "Killamont House" on the Wednesday and later claimed they couldn't follow the map. So they got lost and that was why they arrived late!

Because I was fairly busy each day there was little time to take many photographs but some good friends in the Club have given me enough of a selection to get on with my Rally album. However, I have only one photo of the Spit Roast Day at John and Margaret's home and that's of John's very cute garbage bin. I have no pictures of Queensland cars. If any of you have any good prints to fill in those blanks I would really appreciate some copies.

While on the subject of photos I did get a real beauty of Gwen and I in the Firefly, taken at speed (sic) on the Murray Valley Highway coming back into Echuca on the Thursday afternoon. In all the photos I have gathered over the years I have never had an action photo like this. It was quite expensive though - \$85.00 - but I can almost justify the cost by reminding myself that I am doing my bit to help Premier Kirner's Budget. What speed, you ask? A horrifying 67 k.p.h.!

Oh well, this was the 3rd offence in 52 years of licensed driving - hardly habitual! So, who else got one? Come on, own up! And that doesn't mean all those who should have but were very very lucky. I think if our friends had been out on the Perricoota Road on the last day they would have run out of film!

I have received the uncut video taken by Vic. T.V. and have forwarded it to Alan McKinnon to put with his Rally video. The Vic. T.V. part has some brilliant footage of the 12/50 with the Cass family aboard motoring very briskly from Perricoota into Moama. Really good stuff.

I have been giving some thought to putting on a Rally early next year around April or May to make a long weekend of Saturday, Sunday and Monday. It could be based in the Gold Fields area of this State. It would be a laid back affair, just a get together with some good Alvis motoring over some good roads. If the Club gets some good feedback for this then we'll start planning it. If the idea appeals to you please let me know.

Regards.

RON WILSON.

AUGUST NEWSLETTER

COPY DEADLINE:

WEDNESDAY 31/7/91.



ANECDOTES

The Editor interviews some ex-employees of the famous Coventry Company

I AM AWARE that Alvis history is well documented. There is K. R. Day's book about the Company and the detailed book about the vintage years by Peter Hull and Norman Johnson. However, these fine cars have not been produced since 1967 so there is every reason to keep alive their good name. I decided, therefore, that a meeting with some of the ex-employees and apprentices of Alvis Ltd. might be a good thing and likely to produce some fresh facets of the Alvis story. Such a meeting was kindly arranged by Mr. G. H. Wiltshire, Publicity Manager of Alvis, which is now a Specialist Car Division of British Leyland, although it doesn't make cars.

This was obviously going to be quite an occasion. So I was happy to drive 225 miles in the BMW—another car built by those who understand good engineering and fine workmanship—to keep the appointment, despite fog and 'flu. Mr. Wiltshire had contacted a good cross-section of the older brigade. There was Andrew Kemp, who was assistant on the engineering side to the "top-brass", Mr. Smith-Clarke and W. M. Dunn; Ted Smith who still works in the d.o. as Jack Hedge's Deputy Chief Engineer; Percy Moss who was in charge of the Service Department; George Tattershall who looked after the racing side; Ernie Cann, a fitter who was later in charge of the aero-engine shop; Eric Bench who still works for Alvis; "Tiny" Hammond, Don Dacquest, Trevor Roberts and Len Bradley. It is asking a lot to expect people to project their memories back into the distant past but nevertheless enthusiasm for Alvis ran high, just as it does among members of the Alvis OC and the 12/50 Alvis Register, most of whom probably never knew the cars when they were in current production.

My idea was to think more in terms of the later Alvis cars than of those of the vintage era. To this end I asked, as my first question, whether any special factory techniques were used, which helped to ensure high quality? "Well", reflected the assembled gentlemen, "we worked together as a happy family, all pulling together, under T. G. John, Smith-Clarke and Dunn". They recalled that almost up to the war Alvis made most of the parts themselves; that they were manufacturers, not assemblers. They made their own clutches and brakes, for instance, and possessed their own iron and light-alloy foundries. Originally cylinder blocks came from Belgium but later they were cast at the Coventry factory from Lusty's iron and left in the open to pickle.



CAR OF QUALITY.—A post-war Alvis Grey Lady with drop-head coupe body.

The bores were then ground, honing not being done at that period. Con.-rods were balanced on knife-edges and gudgeon-pins were shrunk into the pistons by heating the latter in oil to expand them and pushing the pin in before the holes contracted. Pistons were filed to shape in a vice and after assembly to the con.-rods they were weighed and sets of corresponding weight used for each engine. Someone recalled the occasion when a car crankshaft and flywheel assembly was found to be so accurately balanced that it made no impression when tested on the new dynamic balancing machine in the aero-engine shop, intended to reveal minute out-of-balance forces. Someone else added that it was Sackwell who did this balancing and that Joe Riley crushed his hand when he dropped a flywheel.

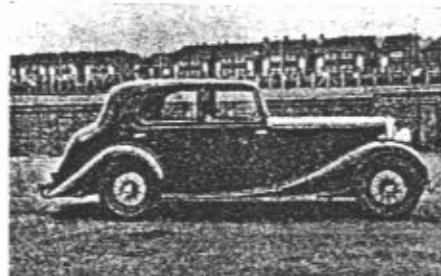
Mr. Tattershall remembered receiving 9p an hour in the early days but said the Stafford Pup scooter engine was fine when doing piece-work, because it could be assembled so quickly it was possible to earn double-time! Smith-Clarke was recalled as working ideas out at night and arriving at the factory in the morning anxious to see them put into effect, with Dunn more quietly interpreting his requirements. One interesting aspect of Alvis operations was the

small amount of time and finance spent in experimental work. Most of it was done by "guess or by God" but even the more revolutionary developments, such as the all-synchromesh gearbox and the leaf-spring i.f.s., seemed to give very little anxiety.

The all-synchro box was an Alvis "first". It gave, as I have said, very little trouble before it was ready to go into production in 1933. It ran hot at first, the casing having small clearances, but an eccentric-driven oil feed cured this, although heat-resistant material may have been needed round the floor above the box. The i.f.s. introduced late in 1933 suffered from wheel tramp until toe-out instead of toe-in was understood and balance weights were used in the extremities of the front bumper. (Bentley Motors suffered the same wheel tramp with beam front axles and cured it with the same harmonic balancing act.) I think it was Percy Moss who recalled how one owner's i.f.s. car suffered from severe wheel tramp, which the most meticulous wheel-balancing didn't cure. It was eventually discovered that the customer was using puncture-seal in his tyres, which upset the balance of the wheels after the Alvis had been standing overnight.



The group who recalled something of the old Alvis days for MOTOR SPORT.



A pre-war Alvis Crested Eagle saloon.

I asked about Alvis nomenclature, hoping to find that names like Crested Eagle, Silver Crest and Grey Lady had been adopted by a Board of Directors with a sense of humour and a wish to have a friendly tilt at R-R names such as Silver Wraith, Alpine Eagle and Silver Cloud. This fell flat. But I was reminded that the original Alvis badge had the famous triangle the other way up to that of the later badge, because Avro sued and Austin raised objections to this winged motif. However, Smith-Clarke liked winged designs, hence the Silver Eagle and Crested Eagle. The Firefly name arose because a Director had been abroad and enjoyed seeing the glow-worms and it was thought that Grey Lady stemmed simply from the car's colour.

Naturally, we talked of racing. The Alvis success in the 1923 JCC 200-Mile Race was a great occasion. The winning car was sent back to Coventry afterwards by train, met at the station with a horse-drawn dray, and brought in triumph to Holyhead Road. Factory personnel did not generally get as far south as Brooklands but they followed Alvis fortunes with great enthusiasm and in those days racing drivers were thought of as "special people"—this was universally agreed, even by those who drove Alvis cars pretty fast themselves. . . . Tattershall used to tow the racers to Weybridge on a bar composed of a couple of con.-rods and for the "200" the Alvis personnel would stay at the "Lincoln Arms" in Byfleet, owned by the father and mother of the man who ran Henly's, the London Alvis agents. The racing cars were built in the works alongside production chassis, with no separate department, apart from engine test-bays. Tattershall remembers it all as if it were yesterday and I left Peter Wright of the Alvis Register, who hopes to out-do Hull with detailed vintage history, questioning old George closely. There was that "200" when a brake shoe flew out of the car, an FWD Alvis, as it was approaching the artificial hairpin, causing a spin. The driver kept going, under Tattershall's shouted encouragement, but to this day he remembers how high the revs. went as the gearbox was used in lieu of brakes. A voice asked whether we remembered Ebby's wooden rule, which the famous Brooklands handicapper used to measure everything, and a snap of scrutineer Hugh P. McConnell, who wrote the Alvis instruction books, was handed round. The straight-eight single-seater FWD car which took class records of up to 12 hours at Brooklands was remembered. Apparently it had two springs, arranged as a pivot for the axle at the rear, half of which fell off as the run proceeded. But the car went very well, averaging 86.23 m.p.h. Indeed, it achieved its objective in eleven hours but had to be driven over the line an hour later to claim the 12-hour record: the crew were not allowed to go off for a drink until

this had been done, in case they celebrated so well that they were unable to return! Tattershall used lamps round the Track, à la S. F. Edge, and whitewash as well, on another Alvis long-duration record bid. Tattershall said the FWD cars got round corners like nobody's business but at Le Mans the Bentleys would come flying past. "But then", he said, with splendid sarcasm, "they had about 8-litres or something, didn't they?" Back at the factory the racing cars were a source of enjoyment to school children on open-day visits, when they would climb in and pretend to drive them, making appropriate noises. . . .

I inquired whether the FWD cars were generally liked at the factory. The consensus of opinion seemed to be "not really". They were infernally noisy, with gears driving the o.h. camshafts and auxiliaries and a straight-toothed bevel final-drive. So noisy, in fact, that the apprentices knew when to start work again after the foreman had gone out on test, because his FWD Alvis could be heard approaching from a mile away! When I said I agreed about the noise and difficult gear change with its long linkage, I was reminded that I was expressing these views to the designer of the car's gearbox. . . . A chain drive was tried for the o.h. camshaft of the FWD engine but Smith-Clarke did not trust it and it was abandoned. This led to the remark that Alvis drove the camshaft from the rear of the crankshaft on their six-cylinder cars, from the 14/75 and "Silver Eagle" days, to obviate crankshaft wind-up problems. This was effective but the customer did not always like removing the flywheel before he could get the timing chain off, any more than owners of FWD Alvis cars enjoyed having to remove the gearbox before the brake shoes could be relined.

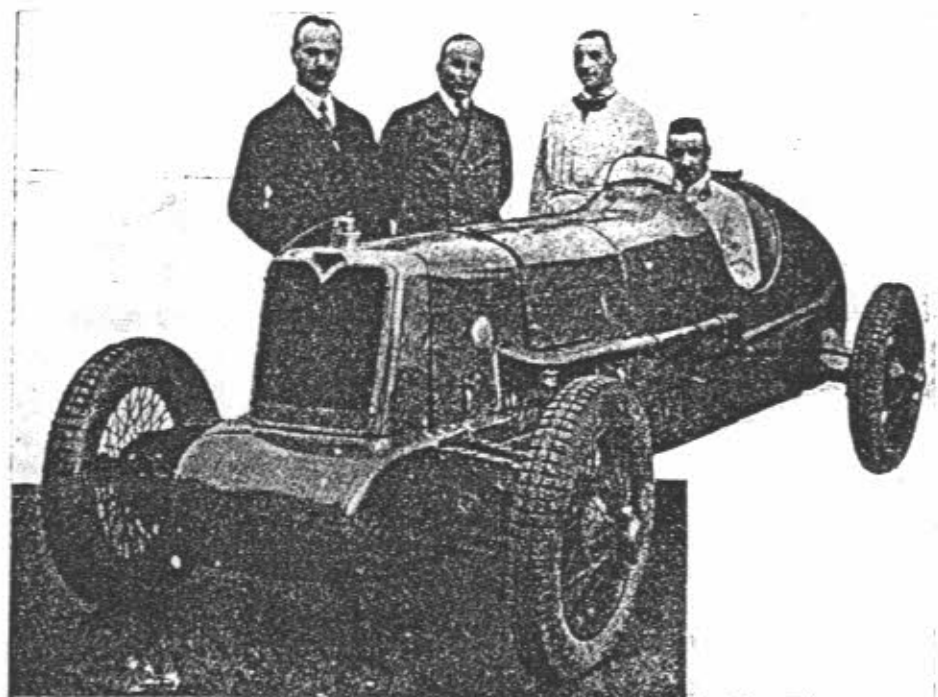
Most manufacturers have had experimental models which were not proceeded with. I was told about the Alvis Ace, designed by Mr. Kemp in 1931. It was a 1,500 c.c. o.h.c. four-cylinder with an iron engine, which might have



A Jaguar-powered Alvis Scorpion light-tank, product of the famous Coventry factory which is now a branch of British Leyland.

replaced the 12/60. Only two were made. Mr. Dunn bought and ran one but the Ace was trumped and no more was heard of it. Another interesting experiment consisted of a six-cylinder Crested Eagle engine turned round and installed in a FWD chassis, perhaps with the intention of making a quiet front-drive Alvis. Mr. John's daughter used this one-off on the road for a while.

The lasting impression of this informal "play-back" of Alvis anecdotes was the conscientious workmanship and high quality built into these cars. The test-driver Roberts used to be told to "bring it back when it does 80", in the days of the 12/50. Perhaps there was another reason for driving rapidly: the test drivers were sometimes encountered playing golf on a convenient open space adjacent to the test route. Bill Pitt of Solex, who drove a very early Alvis two-seater, used to say its life was "three accelerator pedals", or some 500,000 miles. Today the greatly expanded Coventry factory is full occupied with military vehicles, including the 4.2-litre Jaguar XJ-engined Alvis Scorpion light tank, the welded aluminium hull of which is constructed on extremely modern and complex transfer machinery.—W.B.



The single-seater FWD Alvis which took class records of up to 12-hours at Brooklands in 1929, seen with T. G. John and some of the racing personnel.

QUEENSLAND NATIONAL ALVIS RALLY UPDATE.

The 1993 Rally is only 46 months away. All we can tell you is that it will be in Queensland on the bottom bit and situated somewhere between the Gold Coast and Birdsville.

It was thought that an update of Queensland and Northern New South Wales owners and their cars should be conducted. Frank Corbett and I combined to produce a new list and we hope that we will be able to field between 18 and 22 cars from our area. There are in fact 38 Alvis including two from the top of N.S.W. If by a miracle we could get them all together you could find waiting for you in 1993:

- one 12/40 (with 12/50 engine)
- nine 12/50's
- two Silver Eagles
- one F.W.D.
- one Firefly
- three Speed 20's (all DHC's)
- three Speed 25's (1 saloon, 2 tourers)
- one 4.3 Pillarless Saloon
- two Silver Crests
- two 12/70's (1 DHC, 1 saloon)
- three TA 14's (1 DHC)
- two TB 14's
- one TB 21
- one TC 21 DHC
- three TC 21/100 Grey Ladies (1 DHC)
- two TD 21 (1 DHC)
- one TF 21

Most of these cars are in the hands of enthusiasts who should complete their restorations by 1993.

Our first job is to contact all these owners to ensure they make this National Rally a must so that you southern lot can see a lot of new an interesting vehicles. We will be having a meeting soon to form a working committee and elect a Rally Director.

In the meantime, set your own goals to be here in mid 1993!

Yours in Alvisland.

DEAN PRANGLEY.

THE REEFTON PUB RUN.

The Reefton Hotel 29 kilometers past Warburton on the way to the Upper Yarra Dam was the terminus for the Pub Run on Sunday the 23rd of June. Forget Coronation Hill and Kakadu, this unique unspoiled piece of Victoria's history should be preserved at all costs.

Approaching the entrance along the timber verandah you are greeted by a blue heeler as you push open the solid front door and walk ten paces into the lounge with its searing log fire. (Walk another two paces and you are into the beer garden). Turn around to the bar and see the converted ice chests keeping the bottles cold and the jeans-and-thongs barman awaiting your order.

.....Cont.

(Reefton.....cont.

There is a large blackboard menu and a smaller one listing the specials. "Traditinal (sic) Roast Beef and Apple Crumble" or "Pan Fried Venison" (local?) - all for \$12.00. The beef was fantastic. I wish mother had been able to cook like that! The Reefton is a beaut little hotel with friendly staff and a great atmosphere. It was an excellent choice by organiser Alister Cannon. The only grey area to the day - and it was grey - was the weather. It was cold, very wet and very windy which kept all but one Alvis firmly locked up in garages. The one adventurous family was the Tonkin's who bravely came out in their TA 21. But then I have heard that 3 Litre Saloons cook their occupants no matter what the weather! All the others arrived in moderns, including the Wilsons, the entire Roberts Clan, Royalty in guise of the Grahams, the Hendersons, Maureen Adnam and Richard Kellogg, Merrill Welsh and Valda. Our good friends from the Bentley Drivers Club, Lyn and Graeme Millar also came and we enjoyed their company. We must get that pair into an Alvis - much more fun than the "S" type Bentley Continental Bus.

With this crowd, little room was left for the locals who were curious as to who we were. One obvious Reeftonite said to me "where are ewes from?" After lunch some escaped to the verandah and the blue heeler to find the weather had improved. The rain had stopped and it was cold but pleasant. Sadly some alterations to this historic watering place are obviously in hand. Toilets, clearly marked for the "Bobsy Twins" are being retiled and refurbished. The external weatherboards on the main building are being stripped of their original paint and a new structure of indeterminate intent is going up next door.

I do hope the Reefton doesn't ultimately succumb to chrome, stainless steel and accoustic ceilings for its a great little hotel, full of nostalgia with pleasant service and good food. It was a good choice for the Run. Let's go back in Alvis cars when the weather is better.

RON WILSON.

VALUABLE WORDS FROM ROYBOY.

Thanks to the generosity of Barry Turner, Geoff Hood and Daryl Stanisich, the following books will soon be available to members:-

"Silver Eagle" Sixteen.	Handbook of Instructions.
SG 16.95 "Silver Eagle" Sixteen.	Catalogue of Spare Parts.
TF & TG 19.82 "Crested Eagle".	Catalogue of Spare Parts.
"Firefly" Twelve.	Handbook of Instructions.
B.T.H. Magneto Instruction Book. CE4. CE6. CE8.	

Cheers,

ROY HENDERSON.

Tel. 03 704 7549.

9.

ALVIS IN MOVIES

(From North American Section Alvis Owner Club)

John Howard, the actor who portrayed Bulldog Drummond in the film series of the same name, used a light coloured '32 Speed 20 SA Vanden Plas 4-seat 2 door Tourer RJ 995, with V shaped radiator and exterior rear view mirror on the right windscreen post, which was featured in the 1939 film "Bulldog Drummond's Bride", and possibly other films of this series. He also drove a dark coloured '32 Speed 20 SA Vanden Plas 4-seat 2 door Tourer GX 3458 with V shaped radiator, well base wheels and Delco horns mounted under the headlamp stanchions in: "Bulldog Drummond's Revenge" - 1937, "Arrest of Bulldog Drummond" - 1937, "Bulldog Drummond comes Back" - 1937, "Bulldog Drummond's Peril" - 1938, and possibly others.

John Howard is alive and well and living in Los Angeles. However, he does not remember the Speed 20's.

Speed 20 SA GX3458 was also used in "Werewolf of London" - 1935, with Lester Matthews. Where are they now??? Lester Matthews owned '32 Speed 20 SA VdP 3013 Sports Tourer 2-seat 15412 10608 11056 AGU 241. Did he use it in the films?

Speed 20 SA RJ 995 appeared in a Charlie Chan film (possibly "Charlie Chan in Monte Carlo"). Info on movies from Everett Smith, who has video tapes of several "Bulldog Drummond" films.

Nick Simpson says the first Speed 20 SA with a "V" radiator was chassis No. 9801. However, "lots of early cars were converted to 'V' rad., as they were a very fashionable fad, and easily interchangeable". Both cars were probably built prior to October, 1932 as the body style was changed at Motor Show time.

Russ Christansen, of West Linn, Oregon, is the latest keeper of '34 Crested Eagle TE 19.82 R.E.A.L. 4-door tourer 10738 WV 4305 which appeared in the movie "Car of Dreams", filmed at Brooklands in the mid 1930's. At the time it was the company car of A.F. Rivers-Fletcher. See "Mostly Motor Racing" by Rivers-Fletcher, P144 and 145. Engine 11190 in this Crested Eagle is equipped with 3 carburettors. Bob Merrill, the world expert on Crested Eagles, tells me the car was built with a Wilson preselector gearbox, and was converted to the 4 speed all synchro Alvis gearbox on its first excursion to the States. The car then spent some time in the Orient, where it was advertised by a dealer in Osaka, and later owned by J. Yamamoto of Kobe, Japan. How about that; a car that returned from Japan!!

I seem to recall reading that R.E.A.L. was R.E. Alltman Ltd., coachbuilders (of London?), but can't put my hands on the reference now. Will someone correct me if I'm wrong?

from "ALVIBATICS" June 1991.

TA or RMA?

Our dear Editor is performing his function and asking controversial questions! At the very least he is asking questions which may require controversial answers. The answers may not be controversial to TA 14 owners but they may be to the owners of the other makes of car quoted. Don't forget that I hold the position of Club Iconoclast!

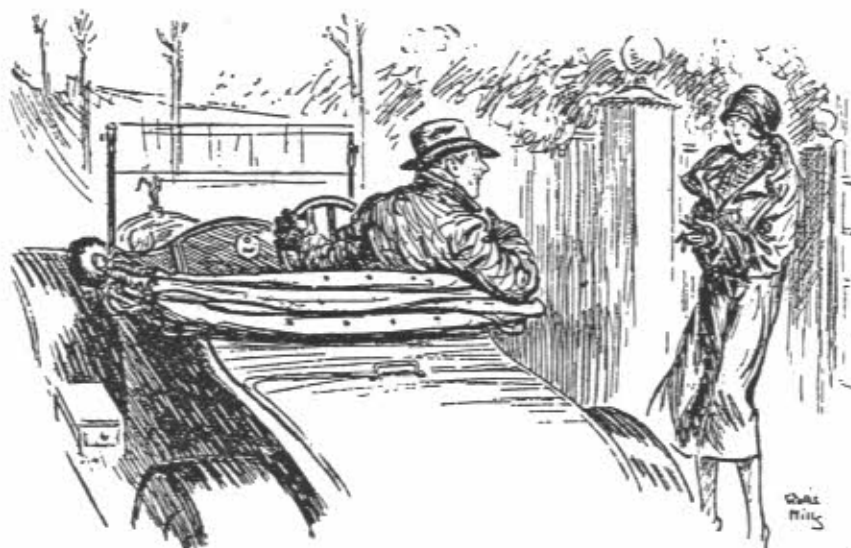
The question which should have been asked is :- Why is the price of the TA 14 less than one third of the price of the Bentley?

But to get back to the Editor's questions. My memory says that the Sunbeam Talbot was a tarted up Hillman with side valves. No further comment required. Rover catered for a totally different market to that of the Alvis and had neither the exuberance nor the esprit of the Alvis. Traditionally, Riley was always a cheaper car than Alvis and catered for another section of the market.

C.I.

(C.I. may be right in disposing of the latter-day Sunbeam Talbot in such a terse way and his comment about Rover may be true but fails to explain the whopping 30% differential in price. His comments on the Riley 1½ litre just do not ring true. Alvis TA 14:- 1892 cc. 65 bhp. Cart Springs. Riley RMA:- 1496 cc. 67 bhp. Torsion bar front suspension. Would you really pay 50% more for the Alvis in 1947? I think I know who "C.I." is (it does not stand for "Congress I" and he is not of Indian birth!) and he has proved his allegiance to TA 14s by selling his - to a destination as far away as Queensland!

ED.)



"Well, will you come out with me if I trade this in for a Speed 20 Alvis?"

EC

FOR SALE & WANTED.

11.

"SPAREPERSONS".

Vintage.

Groff Hood,
37, Thomas St.,
E. Doncaster.
Vic. 3109.
Tel. 03 842 2181.

P.V.T.

Austin Tope,
8, Wimba Ave.,
Kew, Vic. 3044.
Tel. 03 817 5163.

3 LITRE.

Kevin Bruce,
P.O. Box 187,
Maffra, Vic. 3860.
Tel. 051 47 3096.

TA 14.

Bob Graham,
15, Clarke Ave.,
Caulfield.
Vic. 3162.
Tel. 03 571 3886.

National Alvis Spares offers this month:-

<u>Three Litre & TA 14</u>	<u>each</u>
Filler Pipe Grommet (2 only)	\$15.00
Tie Rod Ends - R & L Hand	\$30.00
Universal Joints	\$30.00
<u>Pre-War Cars</u>	
Fabric Coupling. N 6008 (2 only)	\$80.00
Bendix Spring. Left hand wound. (2 only)	\$10.00
Drive Pins. Unslotted	\$2.50

PRIVATEERS.

WANTED. Interest in remanufacturing Hartford Shock Absorbers for 12/50's. Contact Richard Unkles. Tel. 03 857 9417

WANTED. For 12/50 (to save me having to make them) Manifold. Complete gear lever. Complete hand-brake lever. Brake drum. Front spring shackle N 2449. Front wing stay N 3038. Hand-brake shaft drop lever N 4538. Bob Anderson, 163 Wellington Rd., Dianella.6062 Tel.09 275 3494.

FOR SALE. 1928 14.75 Fabric bodied Saloon. Chassis and body in excellent condition. Mechanically-complete, but requiring total restoration. Dale Parsell. Tel. 059 685 170 (After hours). \$10,000. and.

FOR SALE. 12/50 complete chassis and mechanicals. Some restoration work done. \$15,000.

FOR SALE. 3 Litre wheels. Three road wheels with tyres of unknown condition (15 inch) to suit 3 litre cars.
Andre Chaley. Tel. 051 56 2220.

FOR SALE. Alvis steering wheel in mint condition. Original, not recovered. Possibly off 12/70 but could be bored out at the boss to fit other models. \$100.00

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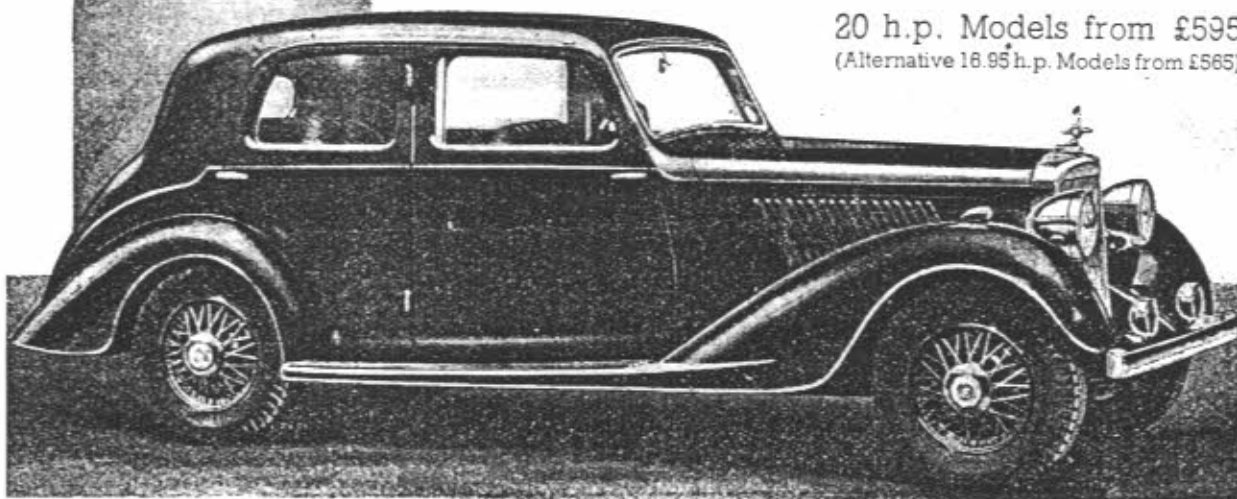
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