



VICTORIA
(INC.)

NEWSLETTER

VOLUME 31

ISSUE NO. 7

JULY 1992.

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 17.7.92. CLUB GENERAL MEETING. FILM NIGHT. Fletcher's Fabulous Flicks will be in town again. An entertaining evening of motoring films.

AUGUST. FRIDAY 21.8.92. CLUB GENERAL MEETING. AUCTION NIGHT. Annual bargain extravaganza where parts sufficient to rebuild a 4.3 from the ground up can be had for a fistful of dollars.

SEPTEMBER. FRIDAY 18.9.92. CLUB GENERAL MEETING. Guest speaker Alan McKinnon will give us a talk about tyres. This should be very entertaining as well as very informative. Don't miss it.

SEPTEMBER. SUNDAY 27.9.92. NATIONAL ALVIS DAY. Lots of action based on skill rather than speed in the V.F.L. Car Park at Mulgrave. The date is near to the anniversary of the production of the last ever Alvis. So come along for a wake - or to win, or just to wobble.

NOVEMBER. ECONOMY RUN TO SI RAMSAY'S. Date to be announced. It will not be the 8th - that is Mt. Tarrengower Hill Climb.

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J. LEMAN-BATES



J. LEMAN-BATES

PRESIDENTS PRATTLE

The Winter Months enforce a temporary lull in the enjoyment of driving our ALVIS cars. The same reason deters the majority of members from spending cold wet weekends in the home garage working on their cars. Far more pleasure is to be had by sitting inside the house in warm comfort thinking back to the events and outings held earlier in the year and planning for those to come. But in thinking back you start to recall the little things that gave trouble and spoiled your full enjoyment. So this then is the time when you should write down the jobs to be done on the car as soon as it becomes habitable under the car port. Remember when the magneto let you down or stuttered and what about the time you wished dearly you had more brake pedal or the nervous anxiety when the temp gauge went into the red? Well make alist NOW - fix it over the bench in the workshop and then you won't forget it, and when the sun does shine again, not only will you have a much happier rally season ahead when those jobs are done, you'll let your mates who stopped to help last time have a happier time too.

R.W.

NEWSLETTER.

Some changes must occur. "Category B" postage rates are being abolished by Australia Post and we are going to have to pay the full rate. That means an increase from about 33 cents to 45 cents to post each issue. The size of the issue has been dictated by thickness and weight but the change to full price at least allows us to avoid the problem of weight. Up to 500 gms. is permitted! Neither the contributors nor the workers will ever work that out! None the less thickness and overall dimension rules apply. Thickness depends in part upon how many times the paper is folded and in turn the number of folds dictates the size of the envelope - which in turn has an effect upon the cost of the envelope.....! The permutations are many and the committee will soon have to decide what to do. One thing is already certain: the cost per issue of the Newsletter has to rise so your subscription must rise or the frequency of publication decrease. In either case it will be even more important in future to maintain the quality of the Newsletter and therefore its value for the added cost. So please do two things: 1) Write plenty of articles and send them in. 2) Drop a line or phone a committee member to state your preference for fewer issues or more dollars.

ED.

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.

ALVIS AGNITIONS.

The June general meeting was quite a lively affair with about twenty members present. After an absence of many years **GRAEME QUINN** was present and said that he felt as though he was in a time warp. In the early fifties Graeme purchased a Bentley, but he lived near **JOHN SPRAGG** (Editor of this Newsletter in 1955) who drove a Speed 20 Alvis and brought Graeme along to a club meeting. In those days there was an old Itala at "Alvista" - for committee members to sit in! Later on Graeme bought his own Speed 20 which he ran for many years and was Secretary of the A.C.C.V. in 1956. The car was sold to and still belongs to **BARRY GOUGH**. That was when Graeme forsook proper motoring and took to his Hispano-Suizas. Still, if everyone wanted to own an Alvis there wouldn't be enough to go around would there? After the meeting Graeme told me that he and **IAN POLSON** (who is now into Roesch Talbots, commercially, in U.K.) put together the mechanical bits of the 12/50 that I now own and then sold the car before it was finished. It was good to see Graeme and his son **JACK**. In the last Newsletter there was a request from **TONY HANNAM** in Hong Kong for somebody in Australia to restore his TD 21. It is reported that **GARY DOLISTON** has offered to do the job. Another example of the advertising power of this Newsletter! **RICHARD UNKLES** brought some information about spare parts for older cars from India. There is of course a thriving motor industry in India where several of the designs could be described as of an older style. The 1957 Morris Oxford is still being made as the Hindustan "Ambassador" and it is now being exported back to U.K.! A four wheel drive vehicle of fairly basic specification was imported to Australia for testing. I don't know whether commercial imports eventuated but all this activity suggests that the Indian industry may be well equipped to supply suspension, steering, engine and transmission bits of earlier design and many "Lucas-alike" bits are still made in India. Contact Richard if you are interested. **JOHN TWOMEY** reports 86 financial members - not bad for this time of year but please renew your subscription now if you have forgotten. It was good to hear that **MOIRA WISCHER** has regained mobility after knee surgery and that **DAVID's** ticker is now behaving itself. Engine and suspension troubles in the same family is a bit much! As yet there is nothing new to report about the 1993 National Alvis Rally to be held in south-east Queensland, (See details in the June Newsletter) but do keep it in mind when arranging your holidays. **REX ROBERTS** seems to be doing a good job with his arrangements for National Alvis Day to be held on 27.9.92. **RICHARD TONKIN** points out strongly that the date has been chosen to be as close as possible to the 25th anniversary of the production of the last ever Alvis. On that subject we could open a book for the benefit of club funds. It is reasonable to suppose that Rex will have the earliest Alvis present, but who will have the latest? How many cars will attend? How many vintage cars? How many P.V.T.? How many post-war?

ED.

AUGUST NEWSLETTER

COPY DEADLINE

WEDNESDAY

29TH JULY 1992

Dear John,

In the August 1990 Newsletter Frank Corbett penned a most interesting article on TH 12/50s - particularly in Queensland. The only chassis which was thought to be missing has been in my possession for sometime. That is No. 4730.

The rest of the components are an unknown quantity. I can understand the gear box and diff. finding their way as replacements into other cars but for engine No. 5077 to completely disappear is very unlikely. It is my intention to rebuild this car and naturally would like to match the original engine with the original chassis. If anyone knows the whereabouts of engine No. 5077 could they please let me know? If it is fitted to a car that is okay, but if it is held as a spare perhaps a swap could be arranged so that the numbers match up when the rebuild is complete.

All replies will be acknowledged and treated as confidential.

Kindest regards.

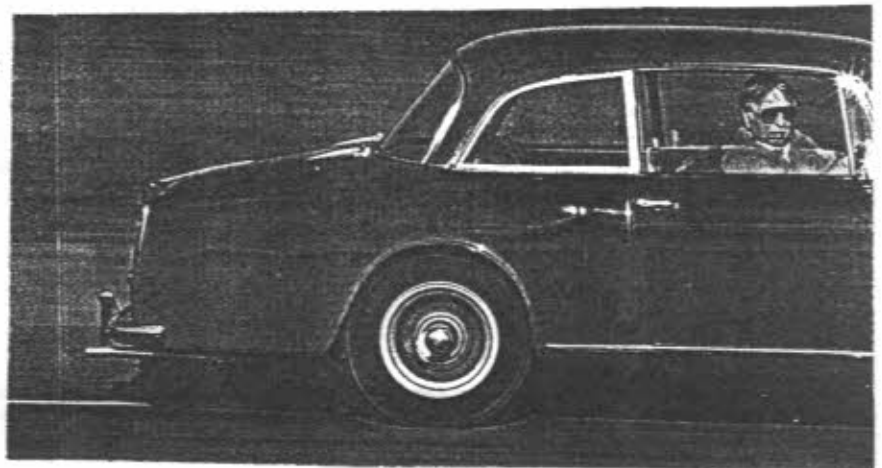
ALAN GRIFFIN
7 Mannerim Place,
Castle Cove. NSW. 2069.

PETROL AIN'T PETROL.

During the last few months there has been a lot of information published about the suitability or otherwise of unleaded petrol for vintage engines and the relative unsuitability of any modern petrol for old engines. The Editor is grateful for contributions on the subject from Russell Stapleton and Richard Unkles. Reprints of articles from U.K. have appeared and, of course, there have been many words written on the subject in the 12/50 register. It is an interesting subject but at the moment the Editor cannot see a way to precis the information presented in any useful form. A rough outline suggests that modern unleaded fuels are not suitable for old engines and that the problem with modern leaded petrol seems to be that it burns more quickly than old engines like. If anyone out there cares to submit a useful resume on a single A4 page I will publish it along with the bibliography for those who are dedicated petrol-heads!

ED.

CHRISTOPHER SKASE
makes a quick get-away
in his TD 21!



THE ENVIRONMENT and PROFESSOR STEDMAN

The "Environment" is the latest catch-word and I heartily approve of protecting the environment. Less waste and less rubbish and less pollution must be our watchwords. Not only the greenies and trendies and do-gooders should be involved in any efforts to protect the environment - but you and me as well.

But the big problem is the politicians! They are jumping on the environment band-wagon (with dollar signs in their eyes) so that they can impose new taxes and charges under the guise of protecting the environment and GETTING DIRTY OLD CARS OFF THE ROAD.

I quote from the President's Report in the April/May issue of the AOMC Newsletter:-

"Excellent media coverage was given to Professor Stedman who was recently in Melbourne to launch the "Australia test & promotion of a speed camera like roadside emissions sniffer". The purpose, he stated clearly, is to identify the less than 10% of vehicles which cause over 50% of total emissions. These "gross emitters" as they are called are video recorded for remedial follow-up. --- On the ABC Professor Stedman was able to state clearly that "old or pre-emission vehicles are NOT the problem", but un-maintained, out-of-tune or defective vehicles were generally the problem".

We want to collect emission data from our cars as a basis for discussion and for further action. Tests can be conducted at the following sites:-

DFT Motors 58 May St Macleod 4597894	\$25-00
K-MART AUTO Suburban and Country	
Reynolds Holden, cnr Learmonth & Henty H'w'y Portland	30-00
Lester's Automotive 129 Baille St Horsham	30-00
Bendigo LPG Conversions 150 Strickland Rd East Bendigo	check price
New Gippsland Auto 104-106 Buckley St Morwell	25-00
Bruce Motors 278 Townsend St Albury	20-00

Send a photo-copy of the print-out from the analyser with the details of your car to me. Remember, there are four gases identified by Professor Stedman, carbon monoxide, carbon dioxide, oxides of nitrogen and hydro-carbons - some testers only identify three gases.

R.Graham.

"Deep in the sun-searched growths the dragon-fly
 hangs like a blue thread loosened from the sky --"

Perhaps the last page of the April Newsletter did not evoke Shakespeare's words in the minds of most members but it certainly prompted me to put pen to paper and ask if anyone has any knowledge of Alvis-engined helicopters operating in Australia.

In a recent issue of "Australian Aviation" there was an interesting article by a Norman Lee on his experiences with Alvis-engined helicopters while serving in the Royal Australian Navy. It appears that the RAN gained experience with helicopters forty years ago when it borrowed from the US Navy a Sikorsky S-51 Dragonfly, like that pictured in the April Newsletter, and, according to Mr. Lee, the RAN, "in line with the policy of the time of 'buy British', decided to purchase a number of Bristol Sycamores to act as plane guard and these duly arrived in 1953 with HMS 'Vengeance'."

The Sycamore was powered by a 520hp Alvis Leonides 7-cylinder, radial, air-cooled engine which as Mr. Lee describes it, "had a centrifugal clutch which automatically engaged as the throttle was opened. Being a wheeled helicopter, care had to be exercised when engaging the clutch and hence the main rotor that it was done quickly and smoothly to prevent ground resonance or 'padding'. This could develop very quickly if there were any out-of-balance forces in the rotor system. Because of the dangers, we were given a demonstration of ground resonance as part of our introduction to the wonders of rotary flight. This was done with the aircraft sitting on the ground and the main rotor at takeoff rpm. The cyclic stick would then be deflected sideways and back to the centre without damping the lateral movement of the aircraft which would then start to rock from wheel to wheel, the motion rapidly accelerating as it bounced from tyre to tyre. The only way to stop the aircraft from shaking itself to pieces was to lift it into the air." The author went on to describe other vicissitudes of this type of helicopter.

So far as I have been able to establish two of the first three Alvis-engined Sycamores to be used by the RAN were originally registered in the UK as G-AC681 and G-AMVI, which were given naval identifications of XM448 and XM592, respectively. When the Navy disposed of these two helicopters they were bought by J. Rose Motors Ltd., of Victoria, in 1966 and went on the Australian Register as VI-SYC and VI-BWV, respectively.

These Sycamores were powered by Alvis Leonides and, therefore, I am interested if anyone could enlighten me as to their fate and as well, perhaps tell me something about J. Rose Motors.

In November, 1957, the RAN lost one of its Sycamores off the Queensland coast when its engine failed. Fortunately, no lives were lost. Then, on Friday, 10th January, 1958, another Navy Sycamore crashed into the mountains 25 miles out from Grafton, NSW, when its Alvis engine allegedly failed.

Interestingly, two years earlier, two of the RAN Sycamores (XD654/909 and XA219/906) were used in "pack-horse" duties to transport equipment and geologists involved in construction work in difficult terrain in connection with one of Tasmania's hydro-electric projects. This type of work for the Tasmanian Hydro-Electric Commission was repeated in 1956 when a Sikorsky helicopter (VI-110)

2.

OF DRAGONFLIES and SYCAMORES (Continued)

owned by ANA in 1956 was hired to carry out survey work over mountainous terrain. The same 'chopper' was later fitted with a spray boom and used for spraying noxious weeds in the Richmond-Taree district in northern NSW in 1959.

Meanwhile, the RAAF was also interested in rotary-wing aircraft and, in 1947, it took delivery of a Sikorsky Dragonfly from America. This American-engined helicopter was followed by two more US types in 1951 and then several Bristol Sycamores were taken on charge. If anyone can advise exactly how many Sycamores were used by the RAAF and RAN I would be pleased to hear from them.

The first RAAF Sycamore was delivered to Woomera in a Bristol Airfreighter on 8th September, 1951, and was given RAAF serial No. A91-1. After giving service at the rocket range it was disposed of to J. Rose Motors Ltd. and registered as VI-GVB. After a crash during spraying operations at Falls Creek on 25th January, 1967, the remains were acquired by a "local preservation society for eventual exhibition at Moorabbin Airport". Can anyone confirm this, please?

A Sycamore, Type 171 193A (G-AMMG), was acquired from Bristol in 1959 (after being first leased to British European Airways) by Ansett-ANA and placed on the Australian register as VI-110. It crashed at Glenzie in Queensland on 4th September, 1961. What, one wonders, became of its Alvis engine?

So far as I have been able to ascertain, at least a dozen Sycamores came to Australia but I know of only one currently on display as an intact (and near airworthy) specimen. Recently I was told of another which lies in a paddock where it crashed and is in more or less one piece.

Can anyone add to the Sycamore story in Australia?

ERIC CUNNINGHAM.

Dear John,

Upon receiving the April Newsletter I was highly amused by the "Krossthreds" wall chart on page 11. It reminded me of a similar piece of nonsense I had seen in one of our local shops about special bolts for special jobs.

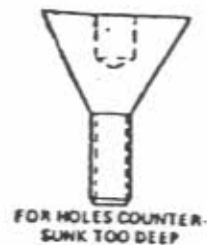
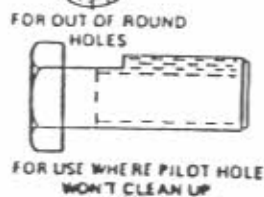
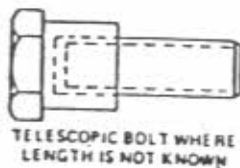
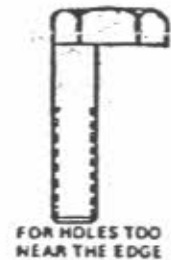
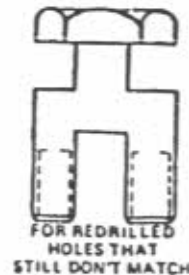
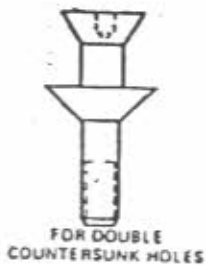
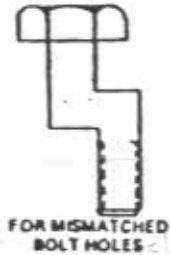
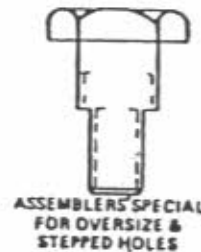
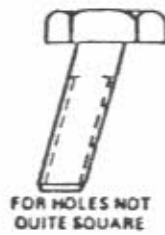
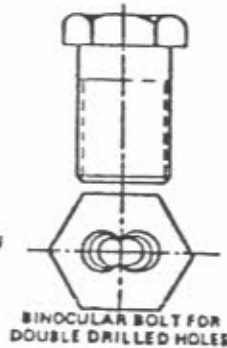
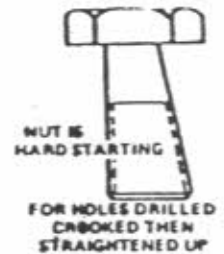
I went back to the shop today and was pleased to find that the chart was still there and they were happy to provide me with a photostat copy - which I enclose for the Newsletter.

Regards.

VIC ELLIOT.

SPECIAL "OCKER" BOLTS

Our technical staff are always ready to advise you what to do with your bolting problems



A NEW ALVIS RACER

For the last three years or so GEOFF HOOD has been building from scratch a new ALVIS RACING CAR. This effort is quite apart from his work at TAFE as an engineering instructor, as our Club Spares Registrar, VSCC competitions with his Silver Eagle as well as Club events, and an occasional burst as a sail hand on an ocean going yacht.....and we reckon we're busy !!!!!!!!!!!

First a 12/50 sub frame chassis was restored in every way then to gain a lower centre of gravity, smaller wheels were fitted and the axles adapted to suit. The gearbox was set well back from the original position and the hand change lengthened so that gear selection could be made from outside the body. The 12/50 engine was rebuilt internally and strengthened to allow for higher revs. and fitted with a new special head, designed and made by Geoff. The front timing gears were altered to chain drive and a new housing cast to allow the fitting and operation of a vane type supercharger. All of this was new design work as well as the casting, machining and fitting.

At the same time thought was being given to clothing this expertise with a suitable body and a design was drawn using some of the classic lines of the Bugatti type 35.

This was made up later in aluminium and the result is an extremely attractive pointed tail narrow two seater with extensive louvres to the bonnet and side skirts. Fireball Red enamel has been used as the colour, set off by Tan leather seats and the whole graced by a 2" outside exhaust using a replica Brooklands Silencer. (for appearance only)

The whole car looks terrific and promisingly fast and it is a great tribute to Geoff's astonishing expertise and attention to detail.

SO HOW DOES IT GO??????????

Well it made it's debut at Winton Raceway on Saturday 30th May for the 1992 Historics and it really was a debut for it had not even been road tested. It went through a tough scrutineering without any problem and then Geoff drove it on to the track for a practise lap or three, but just after getting the car into third gear, it started to smoke! Not just smoke, but real SMOKE....The type you would expect from a very very tired Kenworth or a Fowler Traction engine! Clouds and Clouds of it !!!!!

After the stewards stopped jumping up and down, they wheeled out the dreaded BLACK FLAG to "COME OFF THE TRACK" and now Geoff has the distinction of being the only driver known to be black flagged on his first practice lap! His name might appear in The Guinness Book of C. D's.

But the cause of all the trouble and embarrassment was found to be far too much oil being fed to the supercharger and was soon rectified.

Then Sunday saw the Alvis racing but more in atesting mode than in anger but it proved the potential is there for this to be a very quick car It is going to be very well known in historic racing in the near future and will take a lot of F.T.D's. It's a very pretty car and a very fast car and it's an Alvis and Geoff is to be congratulated on the result which in every way is a credit to him.

But I seem to remember him not that long ago happily pattering around in his immaculate 9 hp Humber....but that was before he joined Alvis and smelled Castrol R and alcohol fuel....

SO...GO GET THEM, GEOFF, SHOW THEM THE BACKSIDE OF A REAL THOROUGHbred!!!

R.W.

ASTOUNDING OFFER!
TANDEM WIND-SCREEN WIPER
 as illustrated.
 5 MINUTE FIXING, NO DRILLING **5/-**
 3 Arms, 2 Blades and adjustable mechanism
 net. retail price 7/6

LET YOUR PASSENGER SEE ALSO
 Fit to any Electric or Station Wipers.

- 1 millimetre equals 0.03937 inch.
- 1 inch equals 25.39 millimetres.
- 1 metre equals 1.0936 yards.
- 1 kilometre equals 1,093.6 yards or 0.6213 mile.
- 1 square centimetre equals 0.155 square inches.
- 1 cubic centimetre equals 0.061 cubic inch.
- 1 litre (1,000 c.c.) equals 61.3 cubic inches or 1.76 pints.
- 1 kilogramme (1,000 grammes) equals 2.21 lb.
- 1 U.S.A. gallon equals 0.832 Imperial gallon.
- 1 Imperial gallon at 62 degrees F. weighs 10 lb.
- 1 Imperial gallon equals 277.3 cubic inches.
- 1 pound equals 453.6 grammes.
- 1 kilowatt equals 1.341 horse-power.
- 1 atmosphere equals 14.7 pounds per square inch, or 33.9 feet of water, or 29.92 inches of mercury.
- 1 cubic foot of air at normal temperature and pressure weighs 1.217 ounces.
- 1 cubic foot of water weighs 62.3 pounds.

- A gradient of 1 in 4 equals 25 per cent., or an angle of $14\frac{1}{2}^\circ$
- A gradient of 1 in 5 equals 20 per cent., or an angle of $11\frac{1}{4}^\circ$
- A gradient of 1 in 6 equals 17 per cent., or an angle of $9\frac{1}{2}^\circ$
- A gradient of 1 in 7 equals 14 per cent., or an angle of 8°
- A gradient of 1 in 8 equals $12\frac{1}{2}$ per cent., or an angle of 7°
- A gradient of 1 in 9 equals 11 per cent., or an angle of $6\frac{1}{2}^\circ$
- A gradient of 1 in 10 equals 10 per cent., or an angle of $5\frac{1}{2}^\circ$
- A gradient of 1 in 11 equals 9 per cent., or an angle of 5°
- A gradient of 1 in 12 equals 8 per cent., or an angle of $4\frac{1}{2}^\circ$
- A gradient of 1 in 13 equals $7\frac{1}{2}$ per cent., or an angle of $4\frac{1}{4}^\circ$
- A gradient of 1 in 14 equals 7 per cent., or an angle of 4°

Stopping distances when braking depend finally upon the adhesion between tyre and road. If the coefficient of friction is 1 (and there are good reasons for stating that it can never be greater), the shortest possible stopping distance from 30 m.p.h. is 30 ft. In practice this is rarely attainable and the following table is calculated on the basis that 80 per cent. of the above is as much as can reasonably be expected. On a slippery road the distances will be very much greater. In any circumstances, there must be added to the actual braking distance a "delay distance" due to the inevitable delay (often measurable in seconds) between the driver's decision to brake and the actual application of the brakes; this time interval varies with individuals and probably with state of health, and its equivalent in distance increases in direct proportion to the speed of the car at the time.

Table of Stopping Distances

Speed, m.p.h.	Distance, feet	Speed, m.p.h.	Distance, feet
10	4½	50	105
20	17	60	150
30	37½	70	213
40	68	80	266

Speed Table

Time taken to cover 1 mile:—

At 10 m.p.h.	6 minutes 0 seconds
At 15 m.p.h.	4 minutes 0 seconds
At 20 m.p.h.	3 minutes 0 seconds
At 25 m.p.h.	2 minutes 24 seconds
At 30 m.p.h.	2 minutes 0 seconds
At 35 m.p.h.	1 minute 42 seconds
At 40 m.p.h.	1 minute 30 seconds
At 50 m.p.h.	1 minute 12 seconds
At 60 m.p.h.	1 minute 0 seconds

MAGNETOS

(.004 + in. diameter), enamel-covered high-conductivity Copper wire.

Condenser.—(a) Best ruby mica, approximately .012 in. thick. (b) Tinfoil, preferably with matt surfaces.

Insulating bushes, brush holders, etc.—Ebonite.

Contact points.—Platinum-iridium.

Brushes.—Fine grade hard carbon.

Distribution cover.—Moulded insulating material, stabilite, etc.

Gearwheels.—Phosphor-bronze and steel.

DIAMETERS OF BARE COPPER WIRE IN INCHES

S.W.G.	Inches.	S.W.G.	Inches.	S.W.G.	Inches.
1	.300	15	.072	29	.0136
2	.276	16	.064	30	.0124
3	.252	17	.056	31	.011
4	.232	18	.048	32	.0104
5	.212	19	.040	33	.010
6	.192	20	.036	34	.0094
7	.176	21	.032	35	.0088
8	.160	22	.028	36	.0082
9	.144	23	.024	37	.0076
10	.128	24	.022	38	.007
11	.116	25	.020	39	.0064
12	.104	26	.018	40	.0058
13	.092	27	.016	41	.0052
14	.080	28	.0148	42	.0046

APPROXIMATE NUMBER OF YARDS PER LB. OF ENAMEL-COVERED COPPER WIRE

S.W.G.	Yards per lb. approx.	S.W.G.	Yards per lb. approx.	S.W.G.	Yards per lb. approx.
16	28	24	240	32	960
18	52	16	360	34	1350
20	90	28	500	36	1900
22	150	30	720	40	5500

Analysis of crude petroleum

Fuel	Symbol	Relative Density	Boiling point, C	Air/fuel ratio by mass	Calorific value kJ/kg
<i>Paraffin Series</i>					
Hexane	C ₆ H ₁₄	0.663	68	15.2	
Heptane	C ₇ H ₁₆	0.691	98	15.1	
Octane	C ₈ H ₁₈	0.709	124	15.05	45.120
Nonane	C ₉ H ₂₀	0.723	150	15	45.820
Decane	C ₁₀ H ₂₂	0.735	172	15	
Undecane	C ₁₁ H ₂₄	0.746	195	—	
<i>Naphthene Series</i>					
Cyclohexane	C ₆ H ₁₂	0.780	81	14.7	
Hexahydro-toluene	C ₇ H ₁₄	0.770	100	14.7	43.940
Hexahydro-xylene	C ₈ H ₁₆	0.766	118	14.7	44.060
<i>Aromatic Series</i>					
Benzene	C ₆ H ₆	0.884	80	13.2	43.030
Toluene	C ₇ H ₈	0.870	110	13.4	44.770
Xylene	C ₈ H ₁₀	0.862	140	13.6	

"SPAREPARTS".

Vintage.

Geoff Hood,
37, Thomas St.,
E. Duncastr.
Vic. 3109.
Tel. 03 842 2181.

P.V.T.

Austin Tope,
8, Wimba Ave.,
New. 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:-

"Oops! I have done it again - I have made another mistake! The Speedo Cables for TA 14 and 3 litre are only \$50-00 not \$75-00 as advertised in the last Newsletter.

Hurry, only 6 in stock at \$50-00 each.

MARLES STEERING BOX used on pre-war cars.

Thrust Races	Outer (cup)	Alvis No. P2730
Qty 2 per box.	Inner (cone)	" " P2731
	Ass'y, Cage & Balls	P2733

The Outer P2730 and the Inner P2731 races are not available anywhere. I have manufacturing drawings if anyone wants to have a batch of them made.

The Ass'y, Cage & Balls P2733 is available from Red Triangle under that Part No. but they will have to get them in.

INTERCHANGEABLE SPARES

12/70

Steering Ball Joint

Alternative

Mackay P/No. BS 95
Armstrong Siddley 46-52

Brake Linings

Mintex M20 material

Brake Rod Gaiters

PBR Master Cyl. Gaiter
P5634 can be used

Diff Ass'y (centre
section including
C/W.&P and Diff Gears)
Note Ratios are
different

Triumph Gloria 1934-36
Triumph Dolomite 1937-38
Standard 20 hp 1934-35
Jaguar 1937-38
SS1 1934
1½ litre 1946-48
ENV Diff models only

12/70 &

Fan Belt

Dunlop V517

TA 14

These listings are not verified & should be checked before taking any action.

R.G.MORE ROYBOOKS.

SPEED 20 S.C. 19.82. Instruction & Maintenance Book. Thanks to Paul Bamford
for an excellent lubrication chart. \$23.00 incl p&p

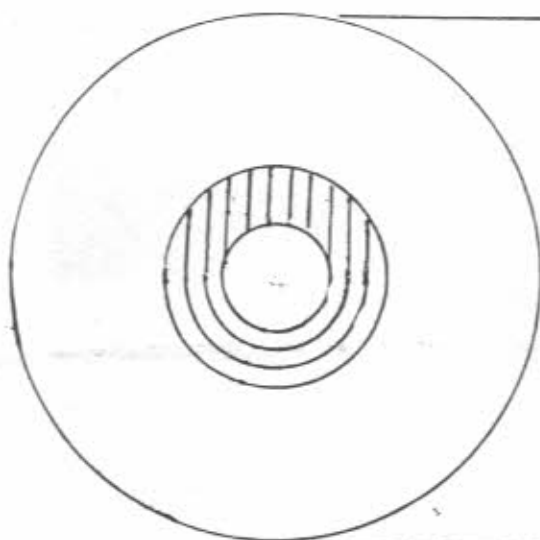
SILVER CREST 16.95 & 19.82. Instruction Manual

SILVER CREST TF 16.95

The pair \$35.00 incl p&p

ROY HENDERSON Tel.03 704 7549.

(These are of excellent quality and very good value. Check with your Club before buying elsewhere!)

WANTED FOR SPEED 20 Model SB 1934

HEAD LAMP GLASS FOR LUCAS P100
No. 1015 M1
(as per sketch)

One Andre Telecontrol with
9" arms centre to centre or
two Hartford Shockabsorbers.

10 ⁷/₈"
OUTSIDE DIAMETER.

WANTED. For Speed 20. 1934 Model SB. One Andre Telecontrol Shock Absorber with 9" centre or Two Hartford Shock Absorbers with 9" centres and Triple/twin Arms. Tel. R. Graham. 03 571 3886.

FOR SALE... "THE ALVIS 12/50 ENGINE" by Michael Radford.. Limited Edition hard cover. No 312 of 500 copies produced. Excellent condition except for some loose pages due to poor binding. Best offer from 12/50 owner.

2 Gallon Running board Petrol Can. "Golden Fleece" Good condition. \$45.00.

Ron Wilson. 22 Park Close Vermont. 3133. Phone 8742450

WANTED Windscreen surround and posts suitable for 1930 Silver Eagle. George Smith 17, Gladstone St., Coburg, 3058. Tel. 03 354 6236.

WANTED. For Alvis 12/50 or Silver Eagle. Front braked axle beam or complete axle. Geoff Hood. Telephone 03 842 2181.

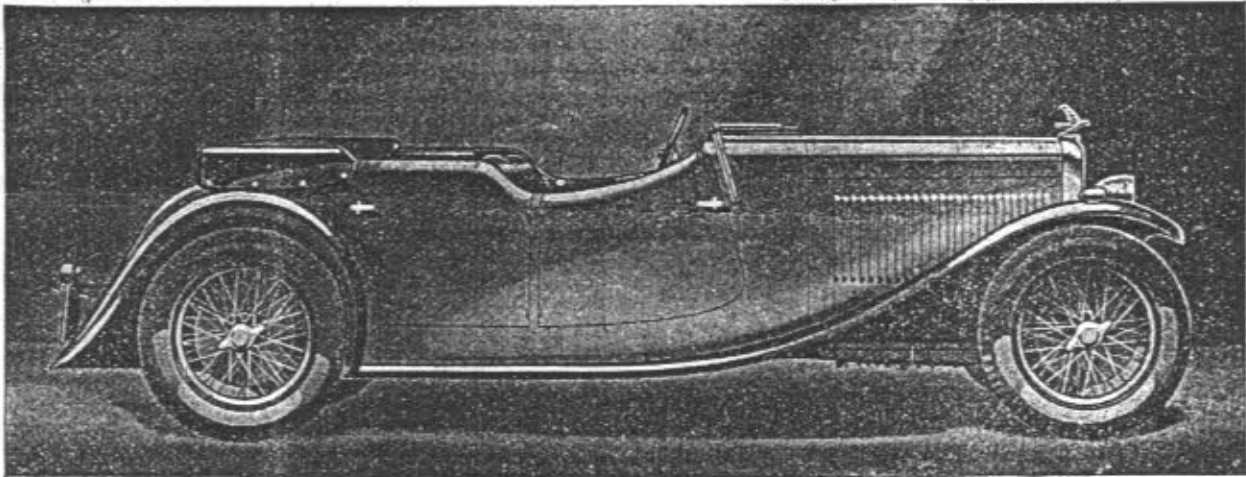
WANTED. Windscreen pillars for 12/50 Sports Tourer. Two sets of castings off an original set if possible. Michael Curry, 3 Alleyne Court, Brown Owl, Upper Hutt 6401, New Zealand.

FOR SALE. Alvis Silver Crest. November 1938. TH 19.82. This car has been restored but many original parts retained. Only 25,000 miles (approx.) from new. Original blue leather upholstery. Two tone grey paint work. 4 light body. Full registration. Runs and handles like new. All enquiries to Alan McClintock c/- P.O. Mooloolah 4553. Telephone 074 947 541.

CLUB SPARES - LATE NEWS.

CLEVIS YOKES.(not machined) Courtesy Geoff Hood. \$3.00 each.

THE QUALITY CAR OF



THE LIGHT CAR CLASS



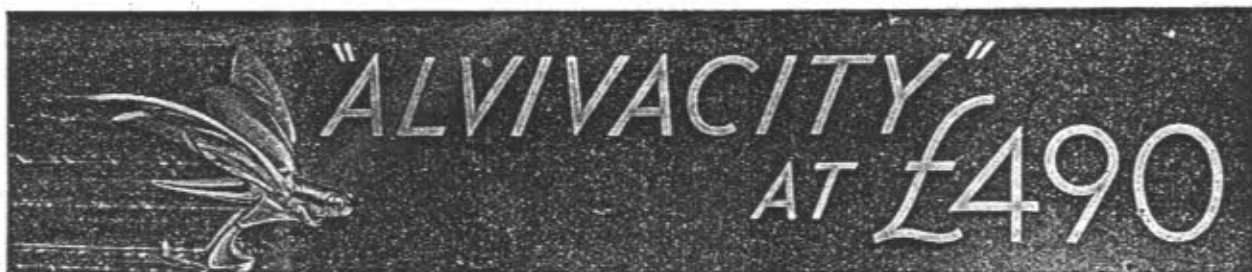
THE unique charm of ALVIS performance lies not in speed and power alone. Exceptional smoothness of running, powerful brakes, superb steering, luxuriously comfortable suspension and a refined ease of control, are other features which combine to make the ALVIS quite different from any other car that you can buy. These exclusive qualities, best expressed by the word "ALVIVACITY," are the result of many years of leadership in automobile design and performance. No other car gives such a joyous response to every mood or possesses such features which make for better motoring.

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TWELVE**"
offers motoring's
greatest joy —

THE ALVIS "Firefly Twelve" is comparable only to cars of much higher power rating and price. In the twelve horsepower class it is unique. Economical to run and maintain, it enables a speed of seventy miles an hour easily to be exceeded with four passengers. Available with Sports Four-Seater, Saloon or Coupe coachwork, this Model, from £490, offers at a price which at once appeals to one's sense of value all those outstanding qualities which have made the all-British ALVIS famous throughout the world. May we send you the "Firefly" Catalogue fully illustrated in colour?

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B5