



**VICTORIA**  
(INC.)

## NEWSLETTER

VOLUME 31

ISSUE NO. 8

AUGUST 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\*\*\*\*

**AUGUST. FRIDAY 21.8.92. CLUB GENERAL MEETING. AUCTION NIGHT.** Don't forget to bring parts to sell and a wad of dollars with which to buy - who knows what? Roll up and have fun.

**SEPTEMBER. FRIDAY 18.9.92. CLUB GENERAL MEETING.** Guest speaker Alan McKinnon's talk on tyres has been postponed until November. Repeat postponed until November.

**SEPTEMBER. SUNDAY 27.9.92. NATIONAL ALVIS DAY.** Test your skills at this special event which will take place in the V.F.L. car park at Mulgrave. Bob Morrow (Founder Member of A.C.C.V.) will be present.

**OCTOBER. FRIDAY 16.10.92. CLUB GENERAL MEETING and A.G.M.**

**OCTOBER. SATURDAY 17.10.92. ANNUAL DINNER & PRESENTATION OF AWARDS.** Malvern Valley Golf Club. Mark this date in your diary. It's a must. Details from Rex Roberts. 03 758 5365.

**NOVEMBER. SUNDAY 8.11.92. ECONOMY RUN TO SI RAMSAY'S.** Disregard last months assertion that it would not be on this date!

**DECEMBER. SUNDAY 6.12.92. CHRISTMAS BARBEQUE.** Details later.

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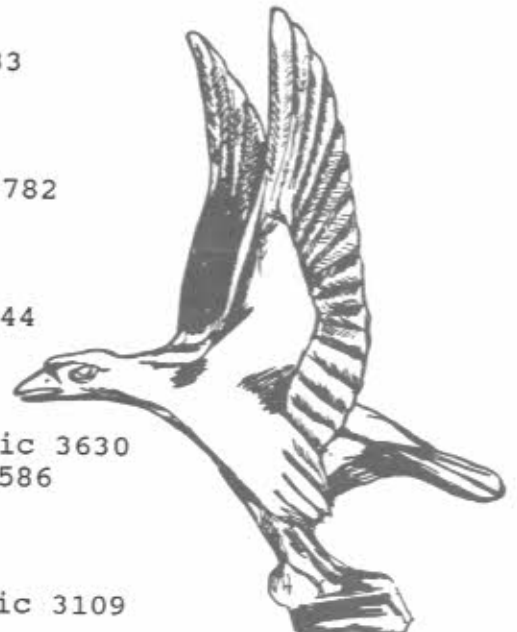
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J. LEMAN-BATES



J. LEMAN-BATES

PRESIDENTS PRATTLE.

Whenever I walk into our Club Rooms, I see them as a large and comfortable "Cubby House" so when three visitors who have had experience of many different meeting places of Car Clubs paid us a visit, I was interested in how they saw our "home".

They likened the room with the surroundings and atmosphere to a room behind the pits at a race track. And that's a pretty good sizing up for there is an atmosphere ranging from the banners dating from the International Rally of 1970 - the Alvis Rally to New Zealand in 1980 up to the 1991 National Rally. The photographs around the walls showing Alvis cars and members at events in various and many parts of the country is all proud history and the general feeling is relaxed involvement.

The seating for members is not too relaxed however although the early arrivals wisely occupy the ex theatre seats while latecomers perch on the side benches.

But the business side of meetings never takes up too much time and soon the rooms become a forum for reminiscences, planning and general chatter while munching on a generous supper.

Really we are very lucky to have these rooms that have an atmosphere of friendship instead of meeting in some stark, sterile rented Hall.

R.W.

FAR FROM THE MADDING CROWD.

Far up in Central Victoria there resides a select band of Alvis enthusiasts and very honourable members of this Club.

I refer to John and Margaret Hetherington in Shepparton, John and Kay Ball at Murchison, John and Wendy Kent-Wangaratta, Murray and Claire Fitch- Glenrowan, David and Mary Elder- Benalla and a little bit closer to the City, Simon and Aileen Ramsay at Castlemaine. Now from time to time we see them at our regular Meetings which we City folk really appreciate and it is only distance that precludes them all from regular attendance.

So why not for once at least, take a Meeting to them?

I sounded out this idea which was received enthusiastically by all Committee members so here's the plan which because our programme is full this year would take place over the 3rd weekend in February next year. (The normal Friday night meeting would move to the Saturday night)

Members would drive to Shepparton on the Saturday afternoon - book into a Motel - have a Club Dinner and afterwards have our Meeting that night in a Convention Room, then after breakfast Sunday Morning go on an organised drive to finish somewhere for a Barbecue Lunch and then home that afternoon.

Now at present it's only in the planning stage but I'd like to know what you think about it and if you would be a starter.

If it is received favourably then I'll go ahead and lean on a likely Motel and start organising. So talk to me at a Meeting or write or phone and let me know.

Ron Wilson.

ALVIS AGNITIONS.

What started in jest may become reality. I refer to the possibility of a Club General Meeting in the country. See elsewhere in this Newsletter and get in touch with **RON WILSON** with your opinion. Ron reports that he has re-registered the Firefly, on "Red Plates" - but the colours don't match! A while back there was plenty of gratuitous advice when **BOB GRAHAM** asked what colour he should paint the brake drums on the Speed 20. Will anyone dare advise the President to change the colour of the Firefly? **RICHARD TONKIN** was at the last general meeting, just before departing for Kazakstan to witness a Soyuz launch. It was a pleasure to welcome **PAULINE TONKIN** to the meeting - and surprising to hear that it was her first. Hopefully it will be far from the last. There was a good turnout at the meeting to watch David Fletcher's Fabulous Flicks. There was some very early footage about TT racing in the Isle of Man - followed by material from post World War 2 races. Then there was a film about England's first European Grand Prix at Brands Hatch in 1964. Just as fascinating in a totally different vein was a film about the Targa Florio. The names of the cars and the drivers brought back boyhood memories and it is partly those memories which explain why nutty yuppies maintain their avid interest in motoring matters! **AUSTIN TOPE** has nearly finished the Alvis Special and is now overhauling the Ballot-Olds. **ERIC NICHOLL** was at the June general meeting. He owns the ex. **PAUL CONRAD** 14.75. It is hoped that **BOB MORROW**, a founder member of the A.C.C.V., will be at the Alvis Day and that there will be a Perpetual Trophy named after him. **GEOFF HOOD** brought some photos of the 12/50 Supercharged racer to the meeting for those of us who were unable to see it in action at Winton in May. What a fine looking car it is. The Editor looks forward to seeing it in action. Good news from Queensland where **DEAN PRANGLEY** has the Speed 20 on the road and from **PAUL REED** whose practical response to a prolonged discussion is so refreshing. The Editor looks forward to a debate between Paul and **STEVE DENNER!**

ED.

ERRATUM.

This is a posh way ~~for~~<sup>of</sup> saying mistake - which is a polite way of saying "stuff-up". Unfortunately at least two appeared in the July Newsletter. Economy Run to Si Ramsay's will be held on the 8th of November. I don't think the Editor was responsible for that one but he certainly was responsible for the misinformation about the future size and cost of the Newsletter. Some creative accountancy has been done by the committee members to show that we will be able to supply Newsletters in future at full postal rate without there being any unbearable increase in charges. Oh well ..... book-keeping never was my strong point. I'll stick with the words and let the bean counters count beans.

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.

Dear John,

Regarding your plea for a response to the letters about modern petrol being unsuitable for low compression vintage motors, the same thing cropped up in the VCCQ, and I am enclosing both my response and that of Brian McMillan, which you are welcome to use at your discretion in full or in part.

Personally, I think it is a storm in a teacup, generated by someone with more theoretical than practical knowledge. If my 12/50 can storm it's way over the Snowy Mountains in the Alpine Rally, on 5:2 compression, on super petrol, with no sign of overheating despite it's lack of waterpump and fan, then I don't believe the incompatibility to be insuperable. It's just a matter of tuning correctly to suit the fuel.

Hope to see you in Queensland next year.

Regards,

PAUL REED.

Paul also sent along this interesting cutting. Thanks, Paul.

AUGUST, 1947

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MOTOR SPORT

## Administering to the Alvis "12/50"

THE "12/50" Alvis, which was in continuous production from 1923 to 1929, must still be with us in considerable numbers, judging by the requests we of *MOTOR SPORT* receive for instruction books and "hotting-up" data. Early in 1940 we published an article from John Cooper who served his apprenticeship at Alvis Ltd. and owned a very fine big-port "beetle-back" car, which we suspected would supply all the data on this famous vintage car that even the most avid "12/50" owners could desire. It did, but it has gone out of print. So, to defend ourselves from the renewed floods of Alvis enquiries, we have decided to extract some of the matter from Cooper's comprehensive article and add some additional data from other sources. Cooper recommended the steel-bronze-steel combination of timing gears, and said that standard valve springs were adequate up to 4,800 r.p.m.—300 r.p.m. beyond the maker's peak speed. He liked to open out the masked plug pocket on big-port heads and considered that 6.3 to 1 is about the highest useful compression ratio for touring work. This was realised in the later "SD" and "TH" cars, using the big-port head and h.c. pistons, and these engines also had duralumin con-rods. These rods can be used in any "12/50" engine if pads or circlips are devised to replace the pinch-bolts of the normal steel rods. Cooper found that any decent plug sufficed, but preferred K.L.G. L588. Incidentally, the normal compression ratio of all early engines, and also of the "TJ," was 5.35 to 1, while that of the "TL" "12/60" was 5.8 to 1. Cooper gave much information about closing up those disastrous gaps between the gear-ratios of the common or garden "12/50," but space precludes repeating this and much of the work would hardly be the thing in this "toil or else" era!

Michael May added a few views of his own to Cooper's remarks, saying that he preferred all-steel timing gears and did not

Some notes analysing expert advice on making a popular vintage sports car perform properly.

tamper with the plug masking. He considered you could go to a compression ratio of 6.3 to 1 with the small-port head and 6.9 to 1 with the big-port, above which, even on Discol, the car would only go slower.

May ran a "12/50" with the block bored out to 72 mm., his idea being to attain approx. the bore-stroke ratio of the 68 by 103 mm. sports engine when using the 110-mm. stroke crankshaft, thereby being able to effectively use the big-port head. He used Sylcum pistons, a standard big-port head with inside exhaust system and standard 40-mm. Solex carburetter assembly, bronze-backed main bearings, a 1926 crankshaft with the two-stud fixing for the balance weights, 1926 crankcase and standard camshaft. In this form, with 4-seater body, May's car would do approx. 85 m.p.h., a s.s.  $\frac{1}{4}$  mile in 35 sec., and would beat a Ford V8 on acceleration. At one Aston-Clinton speed trial it made 4th f.t.d., beaten only by Dunham's 20 h.p. track car, Waller's Special "Silver Eagle" and Powys-Lybbe's 20 h.p. T.T. car. It was, of course, very carefully assembled and used close ratios in its gearbox. Powys-Lybbe ran a rather special "12/50" at Brooklands, lapping at 85.13 m.p.h. in 1934. He found dry-sump lubrication essential for prolonged high-speed work. In the main he preferred the old 40 mm. Solex carburetter assembly, although he tried two S.U.s, and he agreed with May that 6.9 to 1 was the optimum compression ratio using petrol/benzole and that you didn't go any faster with it higher, on alcohol, at all events with standard valve timing. Lybbe used standard valves, camshaft, tappet-setting and big-port head, and, so far as he could recall, Champion R3 plugs—May used R10s.

Incidentally, the best lap put up by an old-type "12/50" at Brooklands seems to have been at 90.06 m.p.h., by H. W. Purdy in 1925, while Westbrook's "duck's-back" did 88.15 m.p.h. as late as 1933.

So far as carburetter settings are concerned, Cooper gave 27 choke, 55 pilot and 120/51 main for the 40-mm. type "MV" Solex. John Wyer once worked out a combination for using this carburetter on a 69 by 110-mm. engine as: 29 choke, 60 pilot, 160/41 main and No. 6 jet assembly—this for maximum power. Lybbe mentions a 29 choke. For the later type of Solex carburetter on the small-port head Alvis, Ltd., recommend a 26 choke, 52.5 pilot and 125 main jet for power. There seems some difference of opinion re ignition timing, Cooper suggesting 28 degrees before t.d.c., full advance, but Michael May recommending approx. 42 degrees before t.d.c. (14 starter ring teeth before t.d.c.)—the instruction book is discreetly silent on this matter. A tip of May's is to bore out all oil pipes on the suction side of the pump from 5/16 to  $\frac{1}{2}$  in. The correct oil pressure is 25-30 lb./sq. in. when really hot, but anything from 10 lb. up to this figure is reasonably safe. We hope those we have quoted in these notes will forgive us; their experiences should, we feel, still be of inestimable value in enabling owners of "12/50s" to get the best from a car that remains deservedly popular. Other applicable data are:

Firing order: 1, 2, 4, 3. Valve timing: Inlet opens at t.d.c., closes 50 degrees after b.d.c.; exhaust opens 55 degrees before b.d.c., closes 10 degrees after t.d.c. One degree on flywheel equals 2.7 mm., i.e., 10 degrees equals 1 1/16 in. Tappet setting: .003 in. warm, inlet and exhaust, or .004 in. for performance. Piston clearances: top, .021 in.; first ring, .013 in.; skirt, .002 in. Main bearing end-clearances: Front and centre bearings, .010 in.; rear, .003 in. Rear axle ratio at 4.77 to 1 equals 9/43. Some early cars had 4.55 to 1 ratio.

Dear John,

Well at last the SP 20 is finished and is locked away in the garage with the Grey Lady. Great efforts were expended by the merry men of Sleeping Beauties to have the car finished for the Vintage Car Club of Queensland concours two Sundays ago.

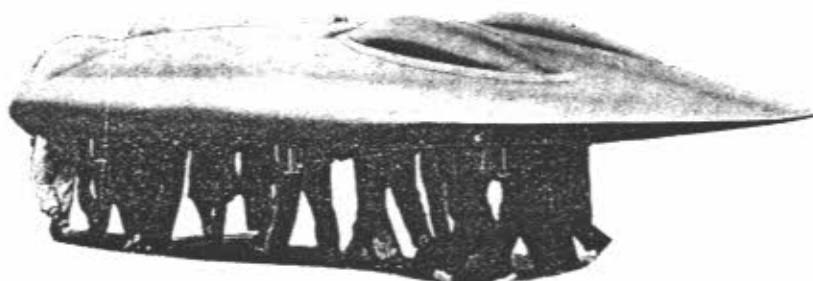
President Des Doonan was all agog with the prospect of three Speed Twenties on display. Des has the December 1935 'SD' model, Graham Hesse has the May 1935 'SC' and mine is a February 1935 'SC'. All a Charlesworth DHC's and looked fabulous parked together. Dale Hanley brought along his TA14 DHC, Warwick Barnett had his lovely 12/50 Ducksback and I also bought the Grey Lady along for the ride.

The day was superb, the spectacle immense with 45 proper cars and 8 veterans. Ten Vauxhalls 14/40, 23/60 and 30/98 were there and more are being restored - they must have a breeding programme going on!! A great day was capped off when the President's Trophy was awarded to my SP 20.

Some fine tuning must now take place but already the car is a joy to drive and I will be in the thick of events in the not too distant future. I thank you all for your support and assistance, particularly Des and Graham without whose help and generosity I would never have been able to complete the car. It is a great sense of achievement to have bought this car from a sad wreck back to a thing of beauty.

Best Regards,

DEAN PRANGLEY.



Dear John,

Welcome back to you and Margaret from your fascinating tour. Some good news on the Alvis front. I found the Speed 20 head gasket hiding itself in the dust on top of a cupboard. It's been there for some years but I will give it to you next time we meet. Also there are some slides of the Speed 20 during the long drawn out rebuild which you may wish to have for the record. (Thanks, Ed.)

The Daimler Club turned up here for a mid winter barbecue recently - on a very wintery day, wet and freezing. There were eighteen cars, of which mine was the eldest. There was also a brand new one - all \$160,000. worth of it! The club has about 100 members who are similar in spirit to the Alvis mob. Perhaps a joint rally of some sort would be possible?

Kind regards.

DAVID WISCHER.

The idea of a combined Alvis/Daimler event is passed on to the Committee for consideration. ED.

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PISTONS, PINS AND RINGS.

Pistons.

Firefly and probably other 69 mm engines:-

Triumph Herald 12/50, preferably with floating gudgeon pin. Standard piston is + 20 Alvis. The pin is 0.012 inch larger, so the rod has to be reamed. Also, the pin has to be grooved for the pinch-bolt. The gudgeon pin is off centre thus changing the position of the connecting rod. Check that it clears the cylinder barrel. I am told this is an improvement.

Firebird, Speed 20, 12/70, TA 14. 73 mm engines:-

Austin 2 7/8 inches bore. Wellworthy type 10841-16. They are about 1.5mm higher, with a slightly dished top. This can be turned flat or relieved only as necessary to give a slightly higher compression ratio. The gudgeon pins are smaller but the piston can be bored out to take Volkswagen pins (see below) or the rod fitted with a split bush.

Gudgeon pins.

Firebird, Speed 20, 12/70, TA 14. 20 mm pin:-

Volkswagen "Beetle". Hepolite type GT 4425. Grind out the groove for a pinch bolt.

Speed 25. 22mm pin:-

Peugot 404. Ground out the groove for the pinch bolt.

Piston rings.

Speed 25. 83 mm bore with Hepolite pistons:-

Peugot 404. Rings are 84 mm (83 plus 0.020 inches) and of the correct width. Grind out the backs to enable them to fit the shallower grooves and reduce the pressure on bore walls.

In general, modern rings appear to be designed for greater wall pressure than the older type. Presumably this is better for short/, high compression engines. However, lower pressures are probably better on old Alvis engines. Perhaps some expert in such things could enlighten us further.

(With acknowledgements to J. Clover, A.O.C. Reproduce from A.C.C.NZ. Newsletter, courtesy Editor, Frank Langridge. Ed.)

SEPTEMBER NEWSLETTER
COPY DEADLINE
WEDNESDAY
26TH AUGUST 1992

As it Could/Should have Been.

Looking at recent photographs of Geof. Hood's "racer" one is led to an inescapable conclusion - That is what the factory should have done.

Lea and Francis, Alvis' keen rivals on the other side of Coventry, breathed on their 12/40 to produce the "Hyper". Now this car was good enough to win the TT in 1928 while the best that the Holyhead Road firm could do with their much more complex front wheel drive cars was to come in second!

Now while the Alvis 12/50 cylinder head was not too brilliant a design, to say the least of it the Meadows device that Leaf used was even cruder. In passing it might be mentioned that the use of an engine by Henry Meadows was combined with a gear box produced by LF themselves and it has been alleged that the testing practice at Lower Ford Street was for the test driver to formate alongside a Coventry tram car and if the gear box could still be heard then it was rejected.

The Alvis FWD car was in fact a most remarkable device. It was, to begin with, greatly over weight and this is all the more remarkable when it is recalled that the earlier cars with the deDion axle front ends were so light. At the same time the centre of gravity of the car was much too far aft. At the same time the steering layout contained far too many ball joints as a potential source of lost motion. In fact the car could well be described as the four wheel equivalent to the Velocette LE motor bike which could well have been the produce of a brilliant engineer who had been suddenly called on to desing a motor cycle without every having seen one in his life before!

Had Alvis merely fitted a puffer to their basic 12/50 the result would have been so much better. They could then have improved on this by lowering and lightening the chassis. This notwithstanding the Alvis 12/50 was one of those happy accidents where the whole was so much more than the sum of the parts. All of the variables had just happened to stack up in the right order.

Well done Geoff!

BILL BARBER.

SPEEDOS (MILES, NOT COSSIES).

The speedo cable on the 12/50 broke recently. Geoff Hood was able to get the cable fixed for me - new cable, old ends - for \$25.00 which I thought was very good. Geoff impressed upon me the need to check the speedo head for the cause of the breakage. The needle had been very erratic for quite a long time but I assumed that was due to the cable run because when things got really bad a bit of a grope under the dashboard would steady the needle. But I took the advice and stripped the head, which being by Smith's, was not particularly difficult. What a mess inside. There are two ball races the bigger one of which was completely dry with the race moving freely in the body - which was slightly outside design limits! Araldite, petrol and grease were the only requirements to regain a steady needle. That was a lesson well learned as well as an interesting look at the innards of the speedo.

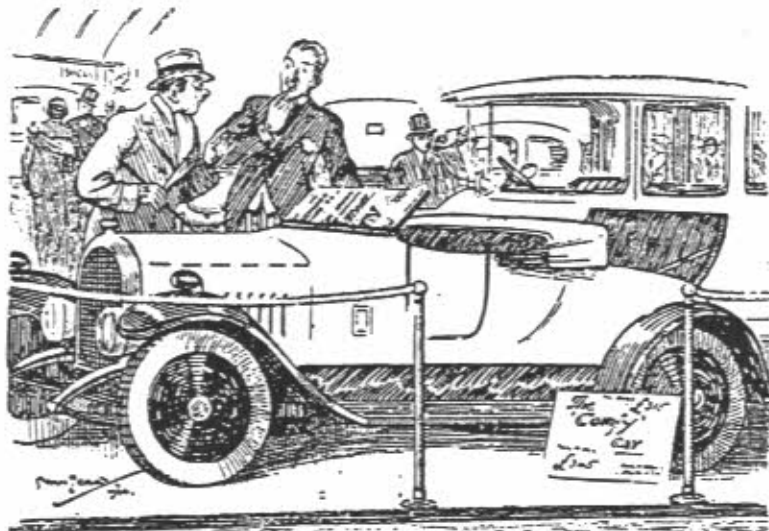
ROB ROY HILL CLIMB.

The track has now been resurfaced and the M.G. Car Club had an outing there recently. The V.S.C.C. has donated money towards rebuilding the timing box and it is planned to hold a Hill Climb there in February next year. This is an exciting rebirth!

BRAKE SQUEAK.

I was interested in the article on Brake Squeak in the June N/L as prior to upgrading my Vintage motoring by purchasing "ALBERT" that great 12/50, I had restored a 1926 Bullnose Morris which is now in the loving care of Graeme Jackson of the V.S.C.C.

The Bullnose brakes when applied squealed loud and long inducing a high degree of terror in other drivers when I approached them while stopped at traffic lights. The book "The Bullnose Morris" which gave the complete history of the breed, stated that all Bullnose brakes squealed from 1919 to 1928 and that the founder, William Morris resisted strongly all attempts by his engineers to eliminate the noise. The reason for this, which he gave in an address to the Society of Automotive Engineers in 1934 was that his office at the Works was at the bottom of a long ramp down which the finished cars were driven on completion, and that every time he heard brakes being applied, he could say to himself..."there goes another one off the production line"!!! From this we must assume that when the braking system was changed with the introduction of the flat radiator Empire Model in 1929, William Morris completely lost track of his factory production!

R.W.

AT THE MOTOR-SHOW

SALESMAN. "This is the type of car that pays for itself, Sir."  
 PROSPECTIVE CUSTOMER. "Right! As soon as it's done that, you can

E.C.



## New Cars Described —

TO attempt to improve upon standards which are already high is a task, when applied to a quality production, of no mean proportions. Yet this has been the aim behind the efforts of the Alvis Company and its engineers for the past twelve months, the visible results of these efforts now appearing in the shape of the latest versions of the Silver Crest Twenty and 4.3-litre cars. It might almost be said "in the persons of," for these cars are definitely personages of character in the motor car world.

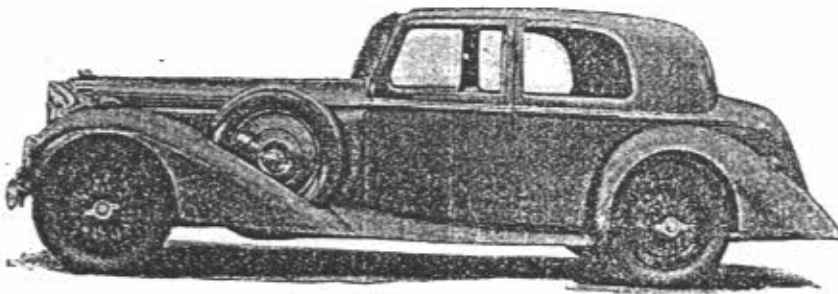
Both cars retain all the Alvis specialised features, including independent front wheel suspension, with the following additional features for 1939.

Taking first the Silver Crest Twenty, a performance comparable with that of the Speed Twenty is now given by this model, due to a 10 per cent. increase in b.h.p. output from the engine, not achieved in any way by recourse to super tuning, but by research into, e.g., induction and exhaust manifold. Attention has been paid to valve gear and cam design to give true mechanical silence, a feature which does not always travel hand in hand with high performance.

### Details in Brief

Briefly the mechanical specification is as follows. The 20 h.p. six-cylinder engine has a cubic capacity of 2,762 c.c. with a bore and stroke of 73 mm. x 110 mm., and overhead valves with the multiple valve springs and special push-rod mechanism which are Alvis features. Aluminium-alloy pistons are used, and the crankshaft has a vibration damper at its front end. The most noticeable external change is the provision of two separate exhaust manifolds and thermostatic control for the cooling system.

The four-speed gear box has synchromesh on all four ratios and constant-mesh silent gears from which the drive is taken via a large-diameter propeller-shaft to a hypoid spiral-bevel rear axle, a most important new feature. Bendix Cowdray brakes are now used, and the wire wheels are shod with 6.50 by 16in. Dunlop tyres. The equipment includes



The new Alvis 4.3-litre is a really imposing vehicle.

twin horns, permanent jacking system and automatic chassis lubrication, and twin petrol pumps.

The low frame, together with the new hypoid rear axle, have made possible a flat floor in the rear so that, in conjunction with a really wide seat, the bodies are full five-seaters. Body lines have been improved, the curve of the roof

# Additional Alvis Models

## More Powerful Versions of Well-known Silver Crest Twenty and 4.3-litre : Induction and Exhaust Research

line has, to borrow a term from naval architecture, been sweetened, and the waistline moulding modified so that it divides at the rear, one part carrying up over the boot, the other flowing down to follow the rearward curve of the wing. A chromium capping strip surmounts the moulding for the length of the doors.

The line of the running board has been dropped at the rear end, and the corners of the wing valances are squared off, giving a more pronounced and firmer base line.

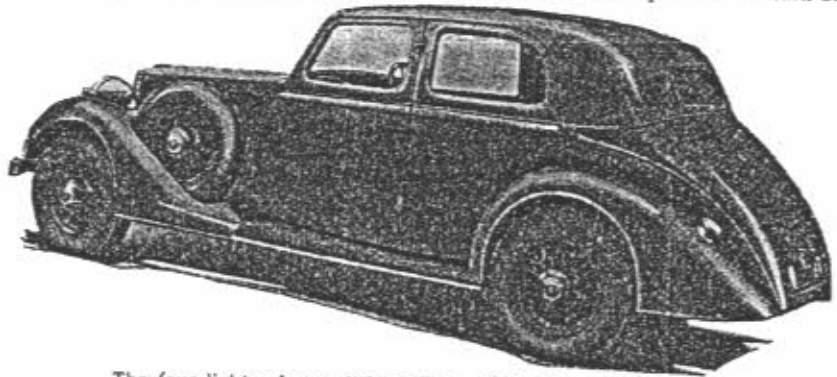
The spare wheel has been taken from beneath the luggage compartment, and, together with its cover, is recessed into the near-side front wing, so that the floor of the boot is now dropped some eight or nine inches. This makes a really capacious enclosed space, and the lid when opened down remains horizontal, so forming an additional platform. Below, the tools are carried in a wide compartment having a separate

and a wide range of colour schemes is available. The wheelbase is 10ft., and the track 4ft. 8in.

In the case of the 4.3-litre, the same procedure as that applied to the Silver Crest has infused new virility into an already impressive performance.

In an endeavour to achieve swift, smooth, and silent travel, special attention is paid to the reduction of running noise, and to this end dual silencing systems are employed, each system incorporating three separate silencers, carried outside the frame where they are clear of the body floor. The four-door saloon has well defined lines full of character without being in any way angular. It is of low, sleek appearance, yet there is really generous headroom. The well-louvréd bonnet is slung low between wings which, viewed from the side, have a convex downward sweep.

Twin wind-tone horns, partly concealed in the front fairing, are set below twin non-dazzle lamps which in turn are



The four-light saloon edition of the Alvis Silver Crest Twenty.

surmounted by the P.100 headlamps. At the rear is a deep luggage compartment, the spare wheel being, as before, carried in the nearside wing. The doors allow easy access and from their bottom edge a flared valance curves outward, taking the place of a running board. The waistline moulding now carries straight on over the rear wing to merge and disappear into the boot panelling.

On a special short chassis there is an open four-seater body with a folding screen and raised panelling blending in line with the cut-away portion of the doors. The spare wheel in a cover is sunk into the sweeping tail and there are no running boards.

The 4.3-litre chassis price is £750, and two models are standardised—the four-door saloon at £995, and the short chassis speed tourer at the same figure.

The range of Alvis cars for 1939 is completed by the Type II 12-70, The Crested Eagle, and the Speed Twenty-Five.

cover, into which is recessed the rear number plate. The rear edge of the bonnet and the slope of the louvres have been modified, and now fall into line with traditional Alvis frontal appearance.

There is a four-light and six-light version of this saloon, both priced at £595, and a drop-head coupé at £605.

"SPAREPERSONS".

Vintage.

Geoff 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 Bruco,  
P.O. Box 187,  
Maffra. Vic. 3860.  
Tel. 051 47 3096.

TA 14.

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

National Alvis Spares offers this month:-

The Club has arranged the casting of WATER PUMP BODIES for Speed 25, 3 1/2 litre and 4.3 litre cars. One body has been completely machined and has been assembled using the existing impellor & shaft, seal, plate etc. Try-out on an actual car will be carried out very shortly and when successful, un-machined castings will be offered for sale to members. The price is expected to be \$70.00

12/50, 14.75 & Silver Eagle.

Brake Cable Clevis Ends (fork ends) cast in mechanite and un-machined are now in stock. \$3.00 each.

INTERCHANGEABLE PARTS.

For TA 14 & 12/70 (from Spare Parts Manuals)

- N10382 Dowel - Block to Timing Case Cover.
- N18893 Cylinder Jacket Drain Plug.
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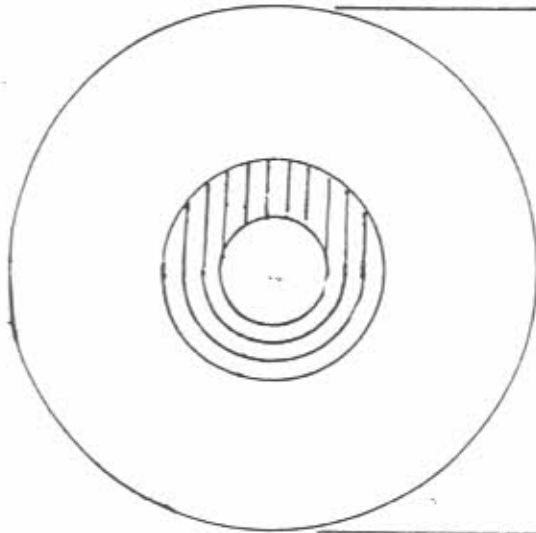
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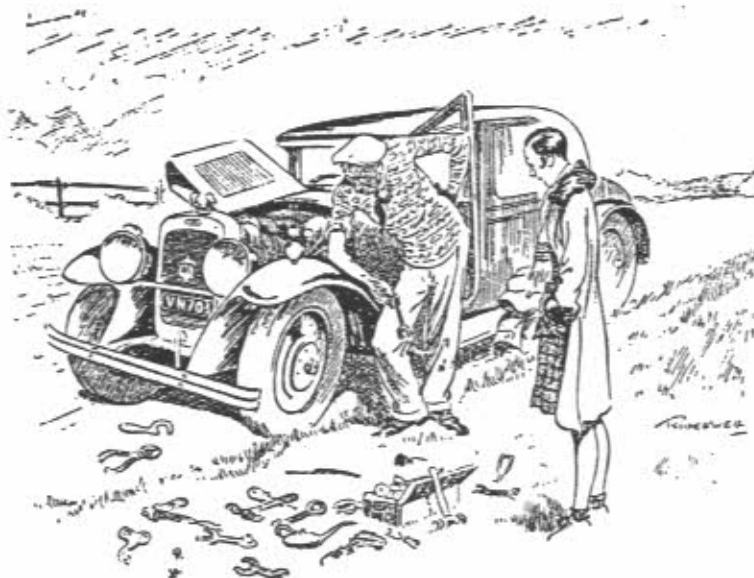
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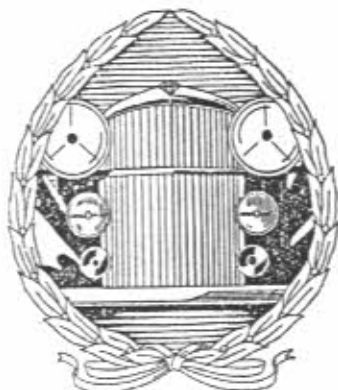
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