



VICTORIA
(INC.)

NEWSLETTER

VOLUME 31

ISSUE NO. 10

OCTOBER 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****

OCTOBER. FRIDAY. 16.10.92. CLUB GENERAL MEETING & A.G.M. All committee positions are open to contest. Be enthusiastic and put your name forward. Attend on the night or it might be put forward for you.

OCTOBER. SATURDAY. 17.10.92. ANNUAL DINNER & PRESENTATION OF AWARDS. See details and registration form elsewhere in ^{LAST} this Newsletter. Reply by 2.10.92.

OCTOBER. SUNDAY. 25.10.92. MT. TARRENGOWER HILL CLIMB. A great day out even for little white cars.

OCTOBER. SATURDAY 30.10.92. & SUNDAY 1.11.92. GEELONG SPRINTS.

NOVEMBER. SATURDAY 14.11.92. & SUNDAY 15.11.92. BENDIGO SWAP MEET.

NOVEMBER. FRIDAY. 20.11.92. CLUB GENERAL MEETING. Guest speaker Alan McKinnon will talk on tyres for those who are not too tired.

DECEMBER. SUNDAY. 6.12.92. CHRISTMAS BARBECUE. Geoff & Helen Hood's place, 8 Lucien Road, Rye. Melways p168 B4. See November Newsletter for details and map.

AUGUST - SEPTEMBER 1993. NATIONAL RALLY IN QUEENSLAND. See enclosed flyer.



J. LEMAN-BATES

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Tel. 03 842 2181



J. LEMAN-BATES

PRESIDENT'S PRATTLE.

Now I don't know the last time an ALVIS racing car drove in anger on a Grand Prix Circuit --- well I do actually but I'm not going to say because if I do some erudite academic types who have honours in Alvis lore will argue in another direction. What I will state is that the next time an ALVIS racing car will be part of a GRAND PRIX meeting will be in November this year in Adelaide.

You see, the heirarchy who organise the Classic and Historic Racing just prior to the Formula One carousel saw Geoff Hood's supercharged 12/50 racing car at Winton - admired it greatly, and realising it's potential have issued a special invitation to Geoff to participate.

Now that's a great honour and a fitting tribute and it's going to be great to see.

The marque that is to be featured in the race in great numbers is to be Bugatti but I reckon the red Alvis will be a cat among the pigeons and will scatter those Fordson blue racing voituresses in all directions, including the odd Ferrari and Maserati.

So if you can't be in Adelaide in November in person, stay glued to your T.V. sets because this will be one race you won't want to miss.

Ron Wilson.

THE LITTLE WHITE CAR

At Mt Tarrengower Hill Climb last year, the little white car let me down! The first run up the hill was disastrous with the motor coughing and spluttering all the way. Back in the pits, the petrol filters were cleaned and the third run up the hill was almost satisfactory. (Ask Geoff Hood). On the way home I gave the car "a bit of a squirt" but it wouldn't go over about 4000 revs.

So, when I returned home, I replaced the points, condenser and coil and advanced the distributor quite a few degrees. After all this attention, the run at the Geelong Sprints gave me my best time ever for the standing quarter mile.

Blow me down but on the run up to the Rob Roy Hill Climb Picnic Day, the car was up to it's old tricks and wouldn't go over 4000 rpm again. So I went through the carburettors, cleaning filters, setting float levels and jets and so on. After quite a few hours of all of this and much testing on the road (and much swearing) I still couldn't get more than 4000 rpm. The only thing left was the distributor and I noticed that the closing pressure of the points seemed very light even though they were brand new(see above). I fitted the old moving arm which had more closing pressure and once again tried the car on the road. Joy, oh Joy, the motor sped up to 6000* rpm like a turbine and my heart started to sing again!

P.S. The testing on the road was done in second gear so I was somewhere near the speed limit.

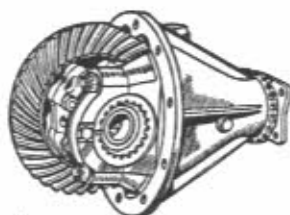
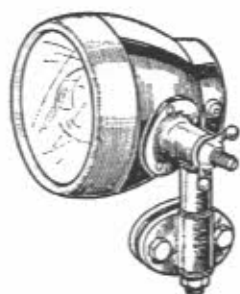
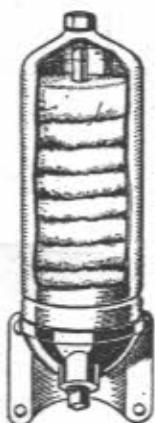
R Graham.

* Ho HUM!

ALVIS AGNITIONS.

SYLVIA CHALEYER was seen climbing into the Speed 20 Special with a toilet roll in her coat pocket. We know **ANDRE** drives fast but He did drive fast at the National Alvis Day held on the last Sunday of September. Full details and photographs of this very enjoyable day will appear in the November Newsletter. **RICHARD TONKIN** pointed out that the day was within two days of the 25th anniversary of the last Alvis rolling out of the Holyhead Road factory on the 29th of September 1967. Recently Richard visited "Red Triangle" and attempted to pin down the details of that last full day. Apparently they completed the last car at about lunch time. "What did you do then?" "What do you think - went to the pub and got pissed!" Thanks for that gem, Richard. **KAREN TONKIN** did a terrific job on the time clock. The Club owes her a big thank you - along with **CAMERON ROBERTS** who worked very hard helping **REX** with just about everything. **JOHN TWOMEY** had water pump trouble on the day, which is a pity because there was no Speed 25 present. Hopefully, the problem is a minor one. **BOB GRAHAM** had a long face because of lack of success in the recent V.S.C.C. two day Rally but he and **RON WILSON** not only competed, but completed. **GEOFF HOOD** has recently been trying out the 12/50 racer on the Arthur's Seat Hill Climb. This is a new V.S.C.C. event so it will be interesting to hear what happened. **ANDREW GREEN** has kindly sent a photocopy of the 1929 Alvis Catalogue. The back page of this Newsletter comes from that source and there is more to come. Thank you, Andrew. I knew that **GEOFF ROSS** had sold the 3 litre but I was unaware that he still has a TA 14 in "project" form. At the moment, M.G.s are his main interest. Another 3 litre which went to South Australia was **JOHN WHITE'S**. John has retired but wonders how he ever had time to work. It was a pleasure to see at Alvis Day, **GEORGE PINCHES** accompanied by his wife whose name, I regret, I forget. They came in a very nice looking TA 21 and appeared to have fun; I hope they did. Also making a rare appearance were **ROSS AND LEONA AITKEN** in their very attractive TA 21 D.H.C. You don't mind seeing people only seldom if they turn up as well dressed as that and with as bigger smile as they had! **MIKE CURRY** writes from New Zealand to say that he has received help with his 12/50 windscreen pillars. Also from the land of the long white sheep **JOE MARSDEN** writes about his inability to find Luvax-Bijur bits in New Zealand. **DALE PARSELL** found that not even Bedfords will run on water and **DAVID WISCHER** allowed the Editor the sweet pleasure of driving his Daimler equipped with pre-selector gearbox and fluid fly wheel. Not exactly a recipe for a getaway car but a delight to use. Thank you David.

ED.



NOVEMBER NEWSLETTER
COPY DEADLINE
WEDNESDAY
28TH OCTOBER 1992
SPECIAL ISSUE ABOUT NATIONAL ALVIS DAY
PHOTOS & REPORTS

THE ALVIS CAR CLUB, VICTORIA, INC.NOMINATIONS OF CANDIDATES FOR ELECTION AS OFFICERS OF THE CLUB OR AS
ORDINARY MEMBERS OF IT'S COMMITTEE

OFFICE	NOMINATED BY	SECONDED BY.
PRESIDENT		
VICE PRES.		
SECRETARY		
TREASURER		
EDITOR		
CLUB CAPTAIN		
LIBRARIAN		
VINTAGE SPARES		
P.V.T.SPARES.		
3 LITRE SPARES.		
T.A.14 SPARES.		
COMMITTEE 1		
" 2		
" 3		

Nominations completed on this Form are to be handed to the Hon. Sec. prior to the General Meeting to be held at the Club Rooms on Friday 16th October 1992.

R.D.Wilson
President.

Master of the  King's Highway

Protection

This man is your protection when buying a used car.



People trust
Brian White



- 1) He guarantees clear title to any car he sells
— That's protection!
- 2) As a member of the Motor Traders Association he abides by the Industry Code of Ethics
— That's protection!
- 3) He is totally committed to a policy of fair trading and stands behind any promise or commitment
— That's protection!
- 4) He insists that all vehicles be workshop tested. Repaired if necessary with genuine new parts and quality workmanship before being offered for sale
— That's protection!
- 5) Proudly serving this area for over 30 years
— That's protection!

"The nicest place to buy a car"

647 DEAN ST, ALBURY 2640. PHONE: (060) 21 1444

McRaeWhite



THE BORDER MAIL, FRIDAY, AUGUST 26, 1982 — 13

Geoff Ross got in a snitch with "The Border Mail" Newspaper because of its publication of the ad shown here. His snitchiness is reprinted below but was compounded by the Newspaper's failure to publish his letter! However he regards honour as being restored because a subsequent version of the advertisement displayed a Ferrari instead of the 12/50!

ED.

663 Pemberton Street,
ALBURY. N.S.W. 2640

Letters to the Editor,
The Border Morning Mail.

Dear Sir,

Reference McRae White's full page advertisement in your paper last Friday. I am horrified at the choice of car to be headlined "Don't let this happen to you". Obviously some advertising type has leafed through an encyclopaedia of motoring and found in the "A's" an "old banger" he could use without fear of litigation. He chose the finest British light car of the 1920's - the Alvis 12/50. As an Alvis owner I strongly object to its use in this way.

For the record, this beautiful aluminium bodied tourer was produced over 65 years ago, 40 years before the compliance plate (easily doctored) was ever heard of. Each of these cars was individually road tested and performance guaranteed before leaving the factory. It was sold with a lifetime mechanical guarantee and new parts are still available from Alvis Spares company, "Red Triangle Autoservices Ltd". Many of these cars are still in regular use, being simple to maintain and able to run on leaded and unleaded petrol.

The Alvis 12/50 radiator cap featured a lovely hare mascot. However the motoring public are the real bunnies today. As Australia's standard of living and secondary roads continue to decline, the modern (sic) high tech short-life car the M.T.A. would like us to buy will disappear even more quickly than they do now.....

Yes, give me the protection of a car that is rugged, has good ground clearance, good all round vision (no heavily tinted windows) and the protection that comes from being able to sense the real road conditions. The 12/50 Alvis is no mobile lounge-room! Give me the protection of the best sided intrusion bars I know (a chassis). The protection of a car that is economical and easy to maintain and of a car designed and built with engineers having first and last say. Give me the financial protection of a car that actually holds its value.

And you know what the motor industries response to slow car sales is? Legislate the old bangers off the road.

That's Protection! Whose?

Yours faithfully,

GEOFF ROSS.

OUT OF THE ASHES?..WELL NOT QUITE!

Bob Graham's purchase of a Speed 20 Saloon from the Geelong area 6 years ago was a bit like the Target advertisement "It looked all right in the Store but when I got it home!"

And it did look pretty good but a closer examination proved it did require a massive and total restoration. Forget the scarred paint work and the dents under the thick layer of dirt and animal excrement - they were a minor thing to put right. Only when this was removed, the bodywork cracks and the rotting frame appeared. The springs sagged - the front suspension was shot - the radiator leaked like a sieve - the wiring melted - and it got worse as more was uncovered. But working in a very restricted space, Bob has methodically tackled each job and today after countless hours and much frustration a rejuvenated Alvis is taking shape.

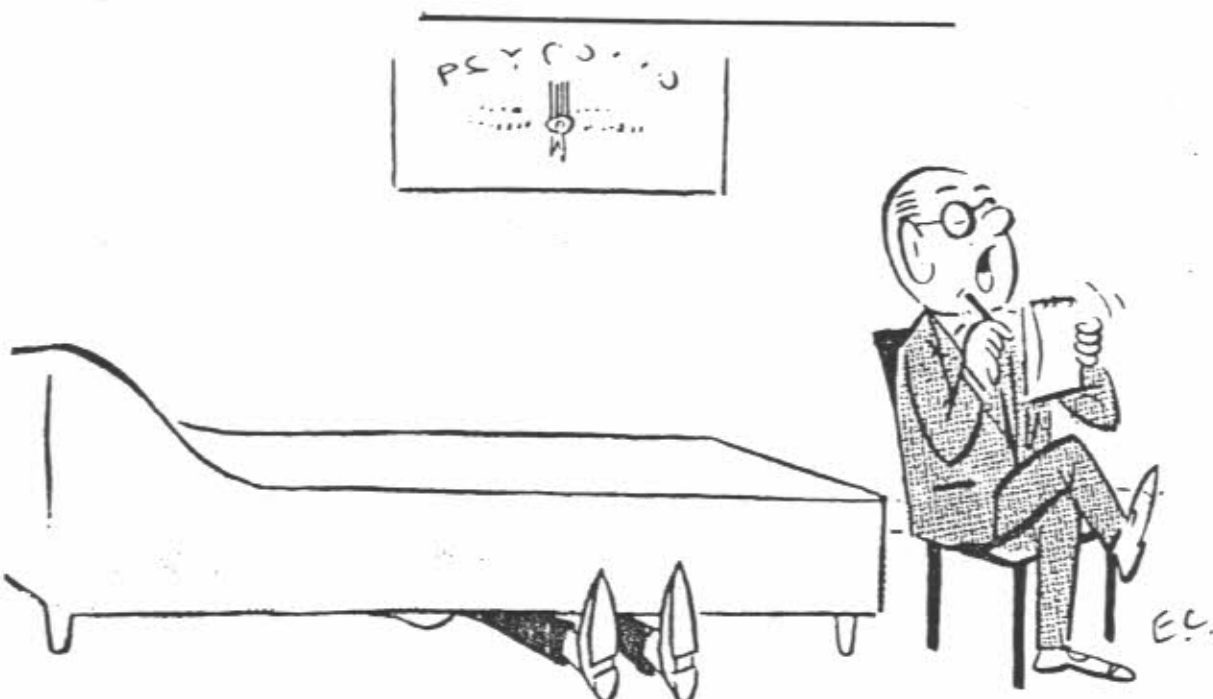
The saloon body is now sound with new timbers and welding - the suspension has been fixed - the guards are ready for painting - the gear box and diff have been overhauled - water pump - magneto the radiator and all the thousand and one small jobs have been attended to. Presently the engine is away being worked on to reappear with new power.

There are still loads of work to be done but judging from the results to date and the obvious care that Bob has put into the job up to date, this will be a great car when finished in about another two years time.

I don't think anyone appreciates the enormity of the task of properly and thoroughly restoring a large saloon Alvis, particularly one that has been driven until it dropped. Bob deserves great credit for his endeavours and everyone will be looking forward to the time "the Speed" hits the road again in what will be pristine condition. When I saw it just after the work was started I christened it "Hesperus" because it surely looked a wreck - today I think "Phoenix" is more appropriate!

And it's not true that Bob turned to a Speed 20 instead of his much loved T B 14 because of a rumoured world shortage of plankton. Keep at it Bob, in the end it will be a credit to you, the Club and Alvis.

RON WILSON.



"...just what makes you think you should have become a motor mechanic ...?"

WORLD ROUND-UP.

Graham Carter noted these adds whilst he was visiting U.K. recently. He points out that at the time he wrote to me the Australian dollar was only buying 35p.

EXCHANGE & MART.

August 6th 1992

ALVIS

● 1932 Firefly, two seater with dicky, B reg, lovely open Alvisdrive it anywhere, first offer, over £8,000. 0582 576036. (T)

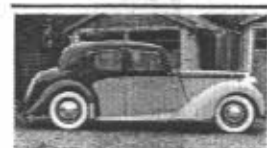
● TD21 1981, manual, wires, much history, probably best available at £12,995; also TD21 breaking for spares. 0992 718480 (N London). (T)

Alvis Spares

● Two Alvis TE21 wire wheels, C80. Telephone Folkestone (0303) 220854.



ALVIS Firefly cylinder head, £250. Bedford (0234) 741463. (D1-3)
ALVIS TA14 Mulliner saloon (1949) requiring full restoration and some parts £1,500. Phone 0730-894680 for further details (Petersfield, Hants). (D1-2)



ALVIS TA14, 1949. Refurbished bodily and mechanically, recent re-spray, two-tone grey, 9 months' MoT. £8000. Offers. (Shropshire). Tel 0952 460646. (15-4)

CLASSIC CAR WEEKLY

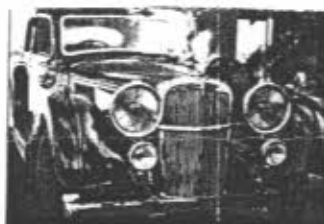
April 22nd 1992

ALVIS TE21, 1963, Motorshow car, automatic, BRG, wire wheels, totally original, untouched throughout, needing restoration, £3,950 ono, after 5 pm only. (0380) 724692. (D3-3)

The Editor was perusing October's issue of the "Automobile" and came across these two for sale in the States.



1931 Alvis TJ 12/60 Beetleback from Wilkinson's kit. Chassis no. 8925. Grey, black wings, red wheels, burgundy hide. All numbers match car record. First registered 16th May 1931 as TM 8. Last nut & bolt restoration, less than 1,000 miles since. \$37,500. Wayne Brooks, PO Box 46, 140 Race St., Bainbridge, PA 17502, Tel/fax: 0101717 426 3842.



1937 Alvis Speed 25 SB: Chassis 14393, JV 5916. Solid and reasonably complete. Will require restoration for show, or service and some repair for driving. Located in Boise, Idaho. \$26,000 ono. Wayne Brooks, PO Box 46, 140 Race St., Bainbridge, PA 17502, Tele/fax: 0101 717 426-3842 or Bob Merrill, 950 Parkhill Drive, Boise, ID 83702, Telephone: 0101 208 344-1980, fax 0101 208 384-4960.

The main interest in this issue of the Automobile is a report by Michael Worthington-Williams of the Restoration of a 1928 works Alvis F.W.D. but I notice amongst the smaller adds a collection of uncommon Alvises for sale. For example: 1926 12/50 2 door saloon. (14,500 pounds). 1934 Silver Eagle 3 position drop-head coupe. (22,500 pounds). 1931 12/50. T.J. (Wide 2 seater?) (19,500 pounds). 1932/6 Speed 25 Special. 200 H.P. engine (what make?) 125m.p.h. (38,000 pounds). 1923 12/50 barrell sided body by Cubitt. (26,995 pounds).

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.

TREASURER'S REPORT FOR 1992.

The financial report is as presented in detail. The reason for the apparent loss in the spares department is due to deposits for 12/50 gear sets being collected in the last financial year and the payments made in this financial year.

Overall the Club's finances are in fairly good state but postage, printing and stationery costs are rising. Other achievements are the club constitution which has been ammended to meet Tax Dept. and Corporate Affairs Dept. requirements and has been reprinted on A4 size paper. The Annual General Meeting has been changed to October to comply with these requirements. The Club has also been granted tax exempt status by the Australian Taxation Office.

The membership still continues to maintain 110/115 members and a list of members has been distributed to all members this year.

JOHN TWOMEY (Treasurer ACCV Inc.)

ACCV TREASURERS REPORT FOR YEAR ENDED 1991/92.**GENERAL ACCOUNT****INCOME**

Subscriptions	3905.00	
Subs in advance	445.00	
Events	653.00	
Dinner	896.00	
Bank Interest	425.36	
Suppers	64.45	
Sundry	80.00	
	-----	\$6468.81

EXPENDITURE

Newsletter	2598.00	
Postage	516.98	
Insurance	442.29	
Rent	500.00	
Dinner	696.00	
Stationery	284.40	
Petty Cash	209.92	
Aust. Post Registration	75.00	
Auction	73.00	
A.O.M.C.	90.00	
Administration	31.92	
Trophies	139.40	
Sundries	75.00	
Bank Charges	24.94	
	-----	\$5756.85

SURPLUS (DEFICIT) FROM OPERATIONS----- \$711.96

SPARES ACCOUNT

INCOME	9324.00
EXPENDITURE	13017.68

SURPLUS (DEFICIT) FROM OPERATIONS (3693.33)

CASH BALANCES B/FWD FROM 1990/91	General	Spares	Total
	(309.53)	8948.54	\$8639.01
SURPLUS (DEFICIT) FOR 1991/92	711.96	(3693.33)	\$(2981.37)
Balance c/fwd	402.43	5255.21	\$5657.64

ACCV REPORT**Certification**

We the undersigned state we have examined the accounts for the year and state in our opinion the accounts have been drawn up so as to give a true and fair view.

DATED THIS DAY OF 1992.

G. HOOD

D. WISCHER

ALVIS

Alvis Ltd., Holyhead Road, Coventry.

134 *E4 on map on page 714*

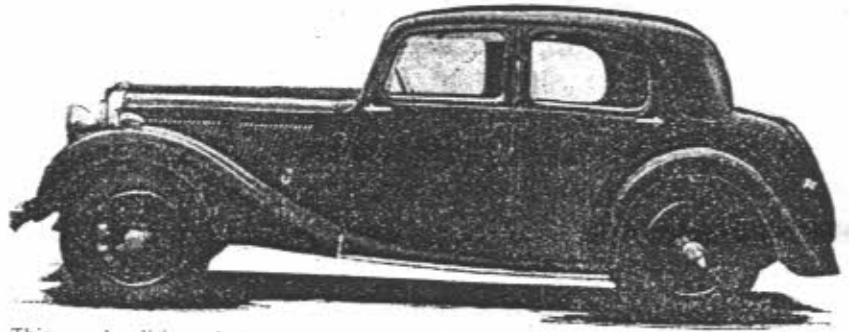
HIGH performance and refinement, though by no means incompatible, are not easy to achieve at the same time, and credit is due to firms which strive consistently to produce a car that embodies these two desirable qualities. That the motoring public's debt to them is recognised is evident from the number of admirers which the Alvis stand, for one, attracts year after year.

This year the exhibit comprises eight cars, of which the largest is the 4.3 litre, a standard four-door saloon example of which is shown. Finished in light grey "jewelence" with red upholstery, this car costs £995. The chassis can be supplied, as is customary with this model, for specialist coachwork. A feature of the six-cylinder o.h.v. engine is the dual exhaust system and, of the chassis, the independent front suspension, which is standard on all Alvis models.

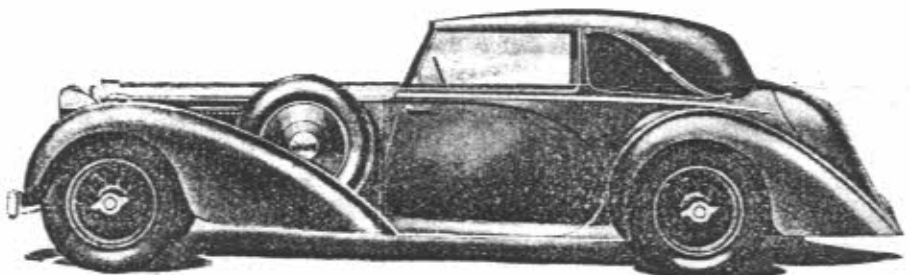
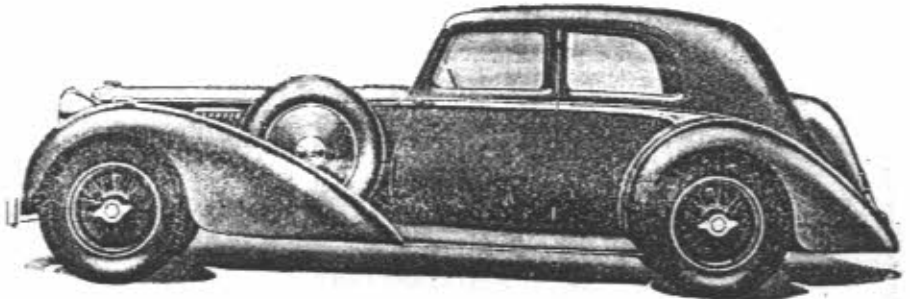
The Speed Twenty-five is another car with a reputation and is shown in four-door saloon and foursome drop-head coupé types. The former is a light-green car with fawn leather upholstery, and the latter blue with upholstery to match. The head has three positions. The prices of both cars shown are the same—£885. The double sliding roof, opening front and/or rear, is noteworthy on some Alvis saloons.

Two Crested Eagles, a six-light saloon and a limousine, can be seen. This model can also be supplied with a 20 h.p. engine instead of a 25 h.p. Both cars are finished in black with fawn upholstery; the limousine seats seven, and has a winding partition behind the driver's seat.

At £595 are two Silver Crest saloons, one grey with red upholstery and the other a smart crimson lake with red. Both represent opportunities for the man of more moderate means to obtain a quality car, as does the final exhibit—the new 12/70 four-cylinder, redesigned this year, and costing £435.



This year's edition of the Alvis 12-70, which is on show, has a considerably more roomy body than its predecessor.



The two recently introduced body styles on the Alvis Speed 25: (top) the four-door saloon and (left) the foursome drop-head coupé. Note the well-blended wing shapes.

ALVIS SPECIFICATIONS.

- 13.22 h.p. "12-70" (tax £10 10s.).—4-cyl. 73x110 mm. (1,842 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase 8ft. 10in., track 4ft. 2in. Prices: From £435 to £445.
- 16.95 h.p. Silver Crest (tax £12 15s.).—6-cyl. 73x110 mm. (2,762 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase 10ft., track 4ft. 8in. Prices: From £565 to £575.
- 18.82 h.p. Silver Crest (tax £15).—6-cyl. 73x110 mm. (2,762 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase 10ft., track 4ft. 8in. Prices: From £595 to £605.
- 19.82 h.p. Crested Eagle (tax £15).—6-cyl. 73x110 mm. (2,762 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase (short) 10ft. 3in., (long) 11ft., track 4ft. 8in. Prices: From £795 to £930.
- 25.63 h.p. Crested Eagle (tax £19 10s.).—6-cyl. 83x110 mm. (3,571 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase (short) 10ft. 3in., (long) 11ft., track 4ft. 8in. Prices: From £850 to £995.
- 25.63 h.p. Speed Twenty-Five (tax £19 10s.).—6-cyl. 83x110 mm. (3,571 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase 10ft. 4in., track 4ft. 8in. Prices: From £625 to £685.
- 31.48 h.p. 4.3-litre (tax £24).—6-cyl. 92x110 mm. (4,387 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase 10ft. 7in., track 4ft. 8in. Prices: From £995 to £1,195.
- 31.48 h.p. 4.3-litre Sports (tax £24).—6-cyl. 92x110 mm. (4,387 c.c.), O.H.V., 4 speeds (central) (Syn.). Wheelbase 10ft. 4in., track 4ft. 8in. Price: £995.



ORIGINAL ALVIS BADGE



AERO-ENGINE BADGE

"SPAREPERSONS".

Vintage.

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

P.V.T.

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

TA 14

Manifold Gasket Set.....	\$12.00 each
Tie Rod Arm.....	\$10.00 each
Brake Shoe c/w lining.....	\$25.00 pr.
Brake Roller.....	\$1.00 each
Brake Return Spring.....	\$2.00 each
Ball Bearing incl Cup - steering box.....	\$20.00 each

INTERCHANGEABLE PARTS.

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

N 17351	Oil Pump Stud (long)
N 17352	Oil Pump Stud (short)
N 15501	Oil Pump Gear Driver
N 18042	Oil Pump Gear Driver
N 17357	Oil Pump Spindle
N 18589	Oil Pump Joint Washer

WANTED. TA 14.75 six cylinder handbook. Roy Henderson would dearly love a member to lend him a copy for reproduction for the Club library. The quality of these ROYBOOKS (for those who have not seen one) is extremely high. This is an excellent service to members so if anybody can help Roy with this one please telephone him on 03 704 7549.

PRIVATEERS.

FOR SALE. Alvis TD 21 Auto saloon. 1960. Extensively restored and refurbished.(body off) Exceptional result. 12 months reg. R.W.C. \$32,500. Might consider restorable TA/TC 21 part exchange. Tom Maltby. Telephone 052 21 5110. Fax. 052 21 8783.

FOR SALE. Alvis 12/50 Engine stand. It was built for Albert's engine when it was having a little surgery. It should be appropriate for other 12/50 engines as well. The engine carrier turns in the frame. \$50.00

&

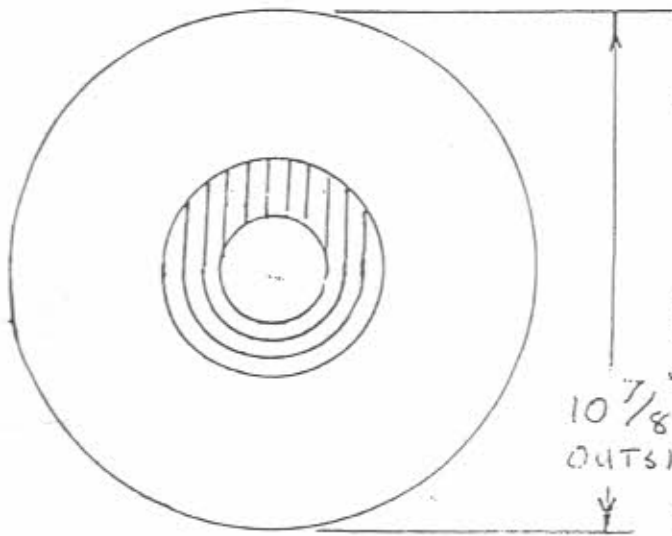
FOR SALE. Alvis Speed 25 Air silencer, including the manifolding to the three carburettors. \$50.00. David Wischer. Telephone 059 89 7235. Fax. 059 89 6343.

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.

&

FOR SALE. 2 Gallon Running board Petrol Can. "Golden Fleece". Good condition. \$45.00. Ron Wilson. 22 Park Close, Vermont. 3113. Telephone 03 874 2450.

WANTED. For Speed 20 Model SB 1934.



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

This is the last item required
for a full ground-up restoration

10 7/8
OUTSIDE DIAMETER.

Telephone R. Graham
03 571 3886.

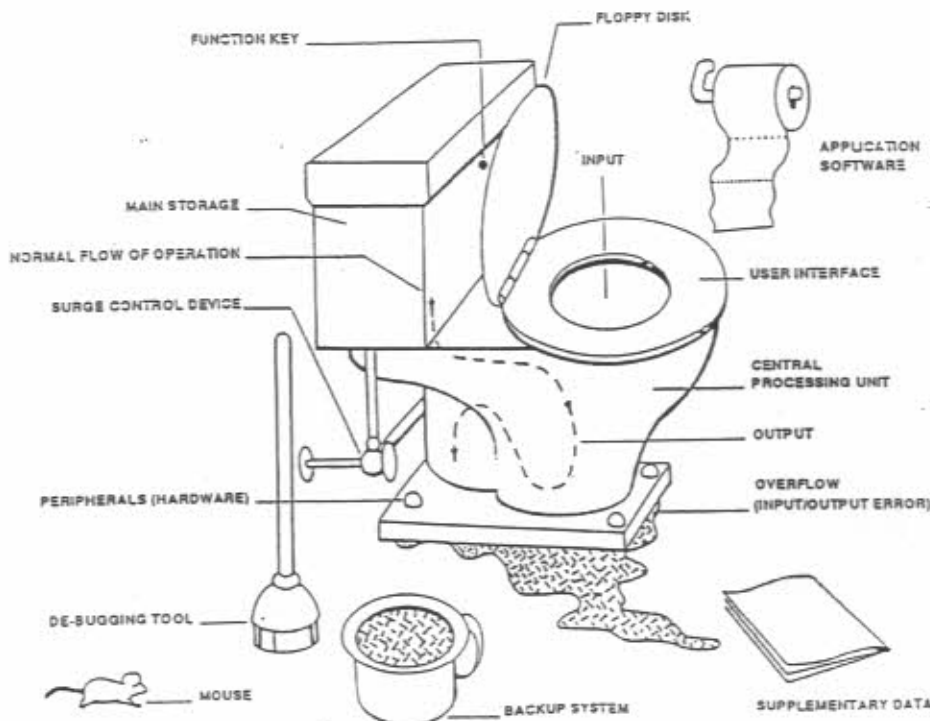
WANTED Windscreen surround and posts suitable for 1930 Silver Eagle. George Smith 17, Gladstone St., Coburg, 3058. Tel. 03 354 6236.

WANTED. Early 12/50 non braked axle. Pitman arm. Driver's side. Geoff Hood. Telephone 03 842 2181.

WANTED. Four Luvax-Bijur metering valves, either straight or right-angled, any size although size "0" preferred, also any 3/8" BSF x 1/8" pipe fittings. This will enable me to complete my Speed 20 SB restoration. Any help gratefully appreciated. Joe Marsden, 8 Clements Cresnet, Queenwood, Hamilton, N.Z. Telephone 07 855 6801.

COMPUTER TECHNOLOGY.

A PLUMBER'S GUIDE.



SPECIFICATION OF THE ALVIS

ENGINE.—16.95 H.P. Six cylinders, monobloc casting, 67.5 mm bore x 100 mm stroke—2148 c.c. capacity. Detachable head. Ample water spaces carefully proportioned to avoid any possibility of distortion in cylinders or head. The gasket is not used to make the water joint, separate passages being provided between cylinder and head. Crankshaft of heat treated steel, balanced, with four bearings. Connecting rods of Duralumin and with anti-friction bearings die cast into position. The pistons are of special aluminum alloy. Valves in head, of Cobalt-chromium steel, actuated by special push rod mechanism of exclusive Alvis design. Camshaft and auxiliary drives by special Duplex chain on accurately cut steel gear wheels, entirely self-adjusting, and situated at rear end of engine. Lubrication is by rotary gear pump driven by spiral gear from camshaft, providing forced lubrication to crankshaft main and big end bearings. Camshaft and cam followers are splash fed and oil is pressure fed to valve rockers and push rod ends.

COOLING.—Cylinder barrels and all water spaces are most carefully disposed to eliminate distortion of cylinder and valve seats. Pump circulation is used in conjunction with an exceptionally large and efficient radiator.

RADIATOR.—True honeycomb of original design. Polished nickel case.

CARBURETTOR.—"Solex" with special "Hot Spot" induction pipe.

IGNITION.—Special Dual ignition consisting of Polar Inductor Magneto (evolved for use on aircraft engines where absolute reliability is essential) adapted by the use of special switches and High Tension coil to work as coil ignition in starting or in the unlikely event of Magneto failure.

CLUTCH.—Single plate clutch of exclusive Alvis design, providing remarkable ease of control and easy gear change.

GEAR BOX.—Four speeds forward and reverse. Right hand change, direct drive on top speed. All shafts splined. Gears and shafts of alloy steel accurately ground after hardening. Gear drive for speed-ometer is incorporated.

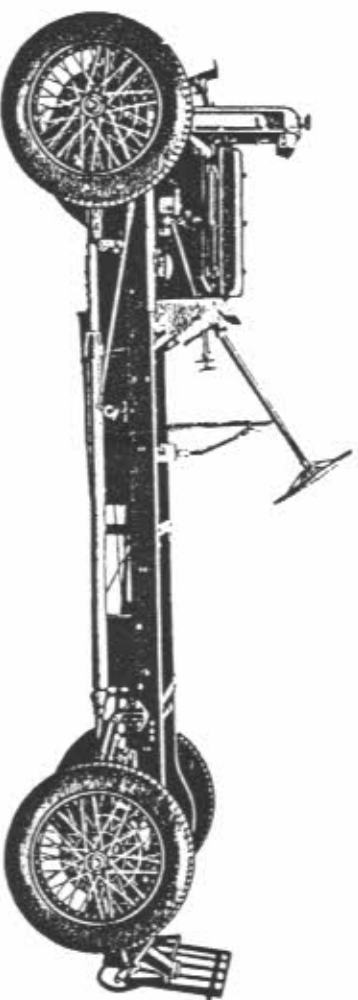
CARDAN SHAFT.—Tubular shaft is of exceptionally large diameter, Alvis-Timken taper-roller-bearing universal joints are fitted at both ends. The safe speed of this shaft is well over six thousand revolutions per minute, thus a very high factor of safety is provided against "whirling" and consequent vibration.

REAR AXLE.—Aluminum casing. Noiseless spiral bevel gears of nickel-chrome case hardened steel.

FOUR WHEEL BRAKES.—Internal expanding in drums of exceptionally large diameter, ribbed for cooling. All four brakes operated by foot pedal. Rear wheel brakes operated by hand lever.

FRONT AXLE.—Is designed to take the stresses imposed by front wheel brakes, and is a solid drop-forging of high tensile steel.

STEERING.—Of new pattern designed for easy, but definite steering with low pressure tyres.



SILVER EAGLE (Six Cylinder) CHASSIS

SPRINGS.—Semi-elliptic front and rear, of special alloy steel, and of exceptional length. Rear springs are underlung. All springs enclosed in grease-filled leather gaiters.

CHASSIS LUBRICATION.—Central chassis lubrication system is provided, automatically lubricating all important parts of chassis.

FRAME.—Is made of high grade steel, very deep and of special section to ensure adequate support for the coachwork.

PETROL TANK.—At rear of chassis. Feed to carburettor by Autovac principle. Capacity 10 gallons, with reserve gallon arrangement. Large accessible filler. A petrol gauge is fitted on instrument board.

CONTROL.—Foot accelerator, with throttle and timing levers on steering wheel. Hand brake and gear levers on right-hand side.

SHOCK ABSORBERS.—Fitted to both axles.

ELECTRICAL EQUIPMENT.—12-Volt, 2-Unit system. Dynamo positively driven from engine. Dipping Reflector Head Lamps are fitted as standard.

ELECTRIC HORN.—Operated from button in centre of steering wheel.

INSTRUMENT BOARD.—Fitted with speedometer, clock, oil pressure gauge, petrol gauge, lamp, dynamo and magneto switches, starter switch, carburettor, strangler, petrol gauge, and connection for inspection lamp. All instruments lighted from rear for night driving—entire absence of glare when lighted.

WHEEL BASE.—9 ft. 10½ ins. TRACK—4 ft. 2 ins.

GROUND CLEARANCE.—Minimum of 9 ins.

OVERALL DIMENSIONS.—Length, 13 ft. 6 ins. Width, 4 ft. 11½ ins. R.A.C. rating, 16.95.

CHASSIS.—Includes lighting and starting set, electrical windscreen wiper, all instrument board fittings, bonnet, mascot of registered design, step irons, accumulator, speedometer, clock, licence holder, all tyres, including spare wheel and tyre, jack, foot pump, luggage grid and tool kit.

The Humfrey-Sandberg Free-wheel Device can be fitted at extra cost.

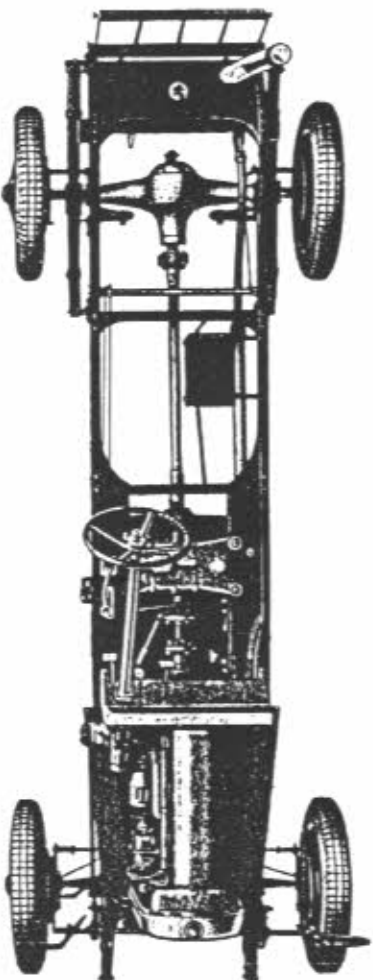
(Chassis Specification is liable to alteration without notice.)

THE CHASSIS IS GUARANTEED FOR THREE YEARS.

T.A.6—16.95 Touring Chassis. Steel Artillery or Wire Wheels with 30" x 5.25" Dunlop Cord Tyres.

Price — — — — —

Chassis fitted with "ALVISTA" body plates (including royalty) extra.





OCTOBER 1992

NEWS FROM THE NORTH

Remember the last News From The North? You know, the National Alvis Rally, August 29th to September 4th 1993, clear blue skies, sub-tropical moonlit nights - well how about this for a programme?

Nights one and two, Toowoomba - springtime gardens, historic homes, fresh mountain air - then on to Noosa via Kilcoy on a *real* Alvis road followed by four nights in laid-back Noosa with day trips inland to the rolling green hills of Maleny - north in search of humpback whales - an easy tour of the Noosa River everglades, and a possible optional post-rally weekend to Fraser Island.

Well now its time to make a move - fill in the form below, include \$30 and post it to Bruce Jorss, 20 Castle Street, Fairfield, Qld 4103.

The 1993 Alvis National Rally will be staged under the auspices of the Vintage Car Club of Queensland Inc.

Bruce Jorss



1993 ALVIS NATIONAL RALLY ENTRY FORM



Name of Entrant:

Address:

.....

Phone No:

Please made cheques payable to "Alvis National Rally" and forward to Bruce Jorss, 20 Castle Street, Fairfield, Qld 4103.

From the
BRISBANE COURIER
JUNE 6TH, 1927



ELEGANT

GRACEFUL

GYMPIE RELIABILITY TRIAL.

May 28th, 1927.

Mr. Henry Horstmann in his Alvis four-seater Sports was the outright winner, winning—

**PETROL TEST,
FLYING 1/4 MILE,
ACCELERATION TEST,
HILL CLIMB,
RELIABILITY.**

Scoring 757 points out of a possible 760, and winning 32 points ahead of nearest rival.

BRITISH DOMINION MOTORS LTD
(Subsidiary to Howard Motor Co. Ltd.)
ADELAIDE STREET, BRISBANE



**MASTER OF THE
KING'S HIGHWAY**

THE SPEEDY ALVIS.

For the sportsman, or the man who wants to combine speed and pleasure, there is the "all-conquering" Alvis, which will be exhibited in a range of models. This car has made its name on the race tracks of the world for speed and reliability. There will be on show a sports model fitted with a beautiful English body, and a touring model with an Australian body. Either model will give speed out of the ordinary, and riding comfort far above the ordinary. Although the Alvis, in the minds of many people, is regarded as purely a racing car, one has only to sit at the wheel and drive for a long distance over the open road to realise how wonderfully comfortable the riding is. The car is exceptionally well sprung, and holds the road remarkably well at any speed. One has only to refer to the records put up by the car to realise its all-round reliability. For instance, Mr. Henry Horstmann drove his Alvis up to Gympie, over probably one of the worst roads in Queensland, and won the local reliability contest outright, winning the hill climb, flying quarter mile, acceleration test, and petrol consumption test, and also registering highest points for reliability. The Alvis slogan is, "Master of the King's Highway," and its deeds on road and track substantiate its claim to this title.