



NEWSLETTER

VOLUME 32

ISSUE NO. 2

FEBRUARY 1993.

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****

FEBRUARY. SATURDAY & SUNDAY 20-21.2.93. GENERAL CLUB MEETING AT SHEPPARTON.
Hurry! A few places are still available. Ring Ron Wilson on (03) 874 2450

*FEBRUARY. SATURDAY & SUNDAY 27-28.2.93 HISTORIC HILL CLIMB AT ROB ROY
This VSOC Invitation Event promises to be a truly great weekend, with the official re-opening of Rob Roy. It is worth going if only to see Geoff Hood's Alvis Special in action. Contact: Irene (059) 964 517 or Leon (03) 583 3972

*MARCH SATURDAY & SUNDAY 6-7.3.93. HISTORIC RACING REGISTER MEETING AT PHILLIP ISLAND
14/3 KALORAMA. IMPORTANT INFO INSIDE.

APRIL SUNDAY 18.4.93 (Date to be confirmed in March newsletter) ALVIS DAY AT VFL PARK, WALVERLEY. The first Annual Alvis Day last September was a great success and all members (with or without Alvises) are urged to attend this year. Details in the next newsletter or phone Richard Tonkin on (03) 710 1465

PRESIDENT: REX ROBERTS.
7 Joan Ave., Ferntree Gully. Vic.3156.
Tel. 03 758 5365

CLUB CAPTAIN: RICHARD TONKIN
P.O. Box 241, Greensborough. Vic 3088
Tel. 03 710 1465

SECRETARY: DALE PARSELL.
14 Symons Rd., Avonsleigh. Vic 3782
Tel. 059 68 5170

TREASURER: JOHN TWOMEY.
53 Park St., Pascoe Vale. Vic 3044
Tel. 03 386 0439

EDITOR: JOHN HETHERINGTON.
102 Balaclava Rd., Shepparton. Vic 3630
Tel. 058 21 9339. FAX. 058 31 1586

NEWSLETTER DISTRIBUTION:
GEOFF HOOD.
37 Thomas St., East Doncaster. Vic 3109
Tel. 03 842 2181



J. LEHMAN - BATES

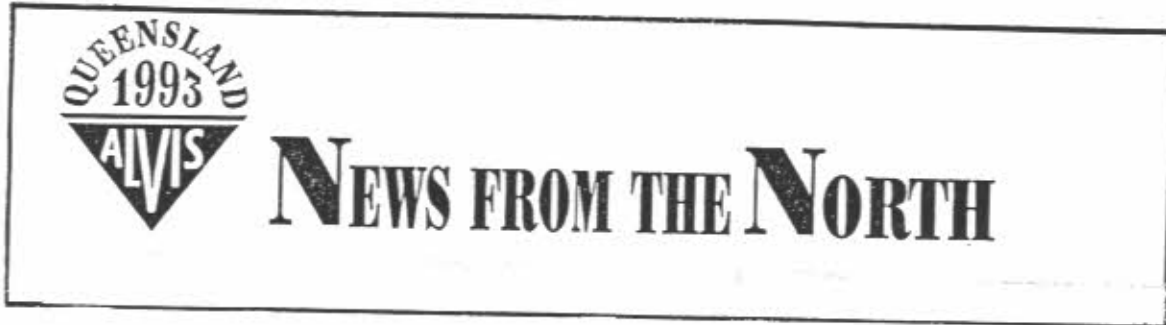


J. LEHMAN - BATES

PRESIDENT'S MESSAGE.

The festive season has come and gone; I trust everybody enjoyed themselves. I would like to take this opportunity to wish everyone a happy new year. 1992 was an excellent year for the Club with very good attendances at both meetings and events. We expect 1993 to be equally good, if not better. There are some excellent events on the calendar - starting off with the first of our central Victorian meetings to be held at Shepparton on February the 20th. Hope to see you there.

REX ROBERTS.

LADIES, COME TO QUEENSLAND.

Well girls, we all know that when the boys come to Queensland next August their main interest will be in comparing notes on the "play" in the gearbox or the noise in the diff. However, we hope they will join in our visit to a rambling Toowoomba garden surrounding a wonderful colonial Queenslander or perhaps a late afternoon glass of wine whilst visiting an interesting display of antiques housed in a piece of early Toowoomba history.

Of course, once we reach Noosa - you will all know of it as one of Australia's leading tourist resorts - all our tastes are catered for! Wonderful shopping, spectacular scenic walks, the sheltered beach of Laguna Bay for swimming and sunbaking, a never ending variety of places to eat or may be just watching the passing parade from your beach front balcony at the motel.

We will also be visiting the Montville/Maleny range where you will enjoy browsing through the craft and pottery displays housed in pretty shops with interesting gardens. Best of all of course are the spectacular views embracing the sandhills of Moreton Island northeast of Brisbane to the far end of the sunshine coast and west to the Glasshouse mountains. Does all this make you dream of a wonderful week in the sunny north? If so make sure your entry for the 1993 Alvis Rally is included in the next mail.

Looking forward to meeting you all then.

ANN HESSE & NANCY SODEN

Dear John,

Now we all know that Austin Tope is a good bloke (all SP20 owners are), however, the name Tope in Mexico brings back terrible memories to me, having just returned from that country.

Tope (pronounced Toe-pay) is Spanish for speed bump and these topes are used in great abundance particularly in the south of Mexico and more particularly on the terrible road between Pueblo and Oaxaca. The Mexicans believe that a number of topes strategically placed before, during and after a village will slow the traffic to walking pace and so extend the life of all who reside there. Two different types of topes are used - one is the standard bump about 1/2 metre high which if hit above crawling pace will remove the front suspension, sump and gearbox in that order - even from a Kenworth! The other type is about a metre wide with 6 smaller bumps built in. This monster will shake the vehicle so badly as to break welds, remove false teeth, create miscarriages and reduce shock absorbers to jelly. Each village had 4 or 5 of these things to negotiate and there were endless little villages. Needless to say I was a quivering wreck when I arrived at Oaxaca. We hit one of the corrugated topes at 70 mph. in the little Chev Cavalier we had hired and the memory of that will remain with me forever. If it had been one of the MK1 topes I would still be in hospital in Oaxaca.

So be warned all you who may have a hankering to visit Mexico - fly or drive an air-cushioned vehicle.

See you at the National Rally here in September. Regards.

DEAN PRANGLEY

ALVIS AGNITIONS

At last the silly season has ended and you can, if you are lucky, get sense and service from tradespeople, suppliers and occasionally hospitals. In Shepparton we are looking forward to the Club general meeting and weekend away on the 20th - 21st of February. **RON WILSON** has organised an attractive programme and managed to do that before the surgeons turned him into a one armed bandit. Fortunately recovery is well on the way. **NOLA MORGAN** is going into hospital shortly. We wish her a speedy recovery. That means that **MURRAY** and **CLAIRE FITCH** will be unable to represent Glenrowan on the 20th. **GEOFF** (3 position) **HOOD** seems to have enjoyed his usual summer mixture of sailing and mechanicking. Perhaps **ERIC CUNNINGHAM** can tell us whether or not there has ever been a noteworthy application of an Alvis engine to marine use? **REX** and **SUE ROBERTS** enjoyed a Christmas holiday in South Australia and on the recent long weekend visited the Montsalvat Jazz Festival. Elsewhere in this Newsletter you will see that **RICHARD TONKIN** is organising Alvis Day in April. To help out **DAVID CALDWELL** has undertaken the organisation of the marshals for Kalorama. **DAVID** and **MARGARET** are contemplating how they are going to make the journey to Queensland in August. **ROYBOY** has sent a Newspaper cutting proving that the ozone layer is being destroyed more quickly by the exhaust gases of cows than vintage cars. How long is it since you drove a Morris Cowley or Oxford? **DALE PARSELL** has sent information re: a Classic & Sports Car Show to be held at Easter in Melbourne. Details in the next Newsletter. Elsewhere in this Newsletter is a request by the Alvis Register (U.K.) for information to be included in a new edition of "The Vintage Alvis" by Hull & Johnson. It would be interesting to know whether anybody in the A.C.C.V. or A.C.C.(NSW) has received a request? The information in this Newsletter comes from "The Automobile", December 1992.

ED.

CAVALCADE OF ALVIS.

On Sunday the 31st of January another "Cavalcade of Transport" took place in the Domain, Melbourne. In previous years there has been a procession to the parking lot but not this year. There were about 500 cars present including a lot of black iron. There were some excellent and interesting cars, including 5 Alvises. Ron Wilson, David Caldwell, Richard and Pauline Tonkin, John and Kay Ball, John and June Twomey took their proper cars. They were joined for lunch by Graeme and Sue Steinfort and family, including Kevin Maloney. There were a lot of Austins present as well as a lot of Japanese tourists who had been delivered by bus to see the Shrine but were perplexed by machines which are just not to be seen "back home".

JOHN TWOMEY.PUFFING BILLY FESTIVAL.

This is on again in 1993 - on Sunday the 10th of October. Those who went in 1991 will remember that it was a very enjoyable day. Ron Wilson has persuaded the organisers to give us the same "Club venue" which we had last time. Mark it in your diary and be prepared for a good day out.

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.



SUBSCRIPTIONS ARE NOW DUE.

Metro Members \$40.00
 Country
 Interstate
 Overseas \$30.00
 Joining Fee \$20.00

Cheques to John Twomey,
 53, Park St.,
 PASCOE VALE,
 Vic. 3044.

Made out to "A.C.C.V."

MARCH NEWSLETTER
COPY DEADLINE
WEDNESDAY 24TH FEBRUARY
1993

The Alvis Register are organising a new edition, including much fresh material, of Hill & Johnson's Classic work "The Vintage Alvis". Publication is provisionally scheduled for the Winter of 1993. The Register would welcome any material which adds to, or corrects, the original work. Changes to the original list of cars and owners are now needed because the Register has a very comprehensive archive of Factory output and current ownership. However any owner of a pre-1932 Alvis who does not belong to the Register is invited to send details of the car for inclusion in the Register's records. Please write to Paul Haye, 65 Ellison Way, Wokingham, Berks RG11 2AB.

MORRIS REPUBLIC.

In the early sixties I owned a 1927 flat rad Morris Oxford Doctor's Coupe. It went about as fast as a blancmange uphill. But that's not the point. Recently, Ron Wilson referred to such a machine as a "Morris Empire". The same title was used by "The Automobile" recently. I had never heard of "Empire" in that context before. Not only that, my so called "Doctor's Coupe" had a folding hood, wind-up windows and folding window frames. This description doesn't fit with Ron's definition of Doctor's Coupe given in the last Newsletter. No wonder I am confused. Can anyone define "Empire"? Does anyone agree or disagree with Ron's idea of what constitutes a "Doctor's Coupe"? Perhaps the wretched machine was a Republican Butcher's Van? ED.

TRAVELLER'S TALES

Culled from the pages of "The Magazine" of the Malaysia and Singapore Vintage Car Register. Thanks to Julian Collins.

In a Bucharest hotel lobby:

The lift is being fixed for the next day. During that time we regret that you will be unbearable.

In a Leipzig elevator:

Do not enter the lift backwards, and only when lit up.

In a Belgrade hotel elevator:

To move the cabin, push button for wishing floor. If the cabin should enter more persons, each one should press a number of wishing floor. Driving is then going alphabetically by national order.

In a Paris hotel elevator:

Please leave your valises at the front desk.

In a hotel in Athens:

Visitors are expected to complain at the office between the hours of 9 and 11am daily.

In a Yugoslavian hotel:

The flattening of underwear with pleasure is the job of the chambermaid.

In a Japanese hotel:

You are invited to take advantage of the chambermaid.

In the lobby of a Moscow hotel across from a Russian Orthodox monastery:

You are welcome to visit the cemetery where famous Russian and Soviet composers, artists, and writers are buried daily except Thursday.

In an Austrian hotel catering to skiers:

Not to perambulate the corridors in the hours of repose in the boots of ascension.

On the menu of a Swiss restaurant:

Our wines leave you nothing to hope for.

In a Bangkok dry cleaner's:

Drop your trousers here for best results.

Outside a Paris dress shop:

Dresses for street walking.

Outside a HongKong dress shop:

Ladies have furs upstairs.

In a Rhodes tailor shop:

Order your summer suit. Because is big rush we will execute customers in strict rotation.

From the Soviet Weekly:

There will be a Moscow Exhibition of Arts by 15,000 Soviet Republic painters and sculptors. These were executed over the past two years.

In an East African newspaper:

A new swimming pool is rapidly taking shape since the contractors have thrown in the bulk of their workers.

In a Vienna hotel:

In case of fire, do your utmost to alarm the hotel porter.

A sign posted in Germany's Black Forest:

It is strictly forbidden on our black forest camping site that people of different sex, for instance, men and women, live together in tent unless they are married with each other for that purpose.

In a Zurich hotel:

Because of the impropriety of entertaining guests of the opposite sex in the bedroom, it is suggested that the lobby be used for this purpose.

In an advertisement by a HongKong dentist:

Teeth extracted by the latest Methodists.

A translated sentence from a Russian chess book:

A lot of water has been passed under the bridge since this variation has been played.

In a Rome laundry:

Ladies, leave your clothes here and spend the afternoon having a good time.

In the window of Swedish furrier:

Fur coats made for ladies from their own skin.

On the box of a clockwork toy made in HongKong:

Guaranteed to work throughout its useful life.

Detour sign in Kyushi, Japan:

Stop: Drive sideways.

1. Remove the six long bolts passing through the gearbox top and bottom castings at either side of the intermediate and end bearings.
2. Unscrew the nuts three quarters of the way down the depth of the box. These studs hold the bottom and top halves of the box together.
3. Remove the coupling flanges fitted to the constant-mesh pinions and the rear of the main shaft together with the front and the rear covers of the box. Note especially which way round the speedometer driving gear is fitted on the shaft. The slot in the gear fits a key in the flange extension. The tongued end of the gear points inwards towards the box. The recessed end of the gear fits over the flanged extension.
4. At the front of the box (after removal of the spider coupling) there are two 5/16 " B.S.F. threaded holes. These are, in hindsight, for breaking the grip between the front cover and the box by screwing in two long set screws. Mine was very tight and only removable by driving (gently) four Stanley knife blades into the joint to wedge it open. The blades were placed at intervals around the edge to equalise the lift. Then a knife with a thicker blade was used and finally screwdrivers used very gently to avoid marking the face. The driven gear of the oil pump will probably drop out at this stage. It goes back on its pivot with the bevelled face of the hole towards the box.
5. Take off the top half of the box together with the selector mechanism, after which the mainshaft and its bearings may be lifted out. If the constant-mesh gears, the synchro cones and internal gears or dogs are unworn and if all the bearings run smoothly without slop or side-play, as mine did, rejoice and start reassembly.
6. If the layshaft needs removal tap it towards the front of the box removing at the same time the front roller bearing and first speed pinion.
7. Remove the spring ring holding the centre layshaft bearing after which the layshaft may be withdrawn by sliding it through the bearing.
8. The second, third and constant-mesh layshaft gears are a sliding fit on the layshaft and will be left at the bottom of the box after removal of the layshaft.
9. One of the six long bolts mentioned in (1) passes through the reverse shaft thereby holding it in position. After removing the top of the box and this bolt, the reverse shaft may be pulled out. The operation is facilitated by inserting a 3/16" B.S.F. bolt in the hole specially tapped in the end of the shaft.

"Re-assembly is the reverse of disassembly". There are few more infuriating phrases to the amateur mechanic than that one. This is the way I did it:

- a) Replace the mainshaft and all that it is carrying. This requires some juggling and turning of the shaft to get the helical-cut gears to mesh and allow the bearing to sit down in place.
- b) Replace the top half of the box ensuring that the selector forks align with the raised rings on the outside of the synchro-mesh cones and that the reverse gear fork, which is best left in the groove of the reverse gear, engages with the end of the curved shifting arm. There was no gasket between the halves. I installed a paper gasket on both sides.
- c) Replace the six long bolts, nuts and spring washers and tighten.

- d) Replace the flat and spring washers and 5/16" nuts on the studs which hold the halves together and tighten.
- e) Assemble the speedo driving gear, output flange and rear cover as a unit. If the speedo gear has been put on the output flange extension the wrong way round it will be difficult to press home. If being assembled correctly it will go into place easily. Note again: the end of the flange extension fits into the recessed face of the speedo driving gear. Renew the paper gasket if necessary. Fit the assembly onto the splined mainshaft. Tap home gently or the assembly will disassemble. When two or three threads of a stud appear screw a nut on without washers and use a combination of tapping the flange and screwing the nut down until all the studs show two or three threads after which the nuts can be used to press the cover home evenly. The 5/8" nut and washer on the shaft can now be used to keep the flange following the cover closely. This is vital, otherwise the speedo driving gear will not stay keyed to the flange extension and simply rotate loose on the mainshaft.
- f) At the front of the gearbox remove the 1/4" thick aluminium disc from the end cover, place it over the oil pump drive-shaft and replace the oil pump driving gear on the drive shaft with the splined side of the gear wheel outward. Smear the inner surface of the oil pump driven gear with grease to hold it in position when replaced on its pivot. The gasket fitting over the studs should have been replaced prior to all this.
- g) Fit the spider and extension with the cover as an assembly and line it up with the splines on the shaft. Tap home very gently. Too much vigour will displace the oil pump driven gear from its perch. Again, once a stud rears its head slap a nut on and use this to help the cover home as in (e) above. When the cover is about 1/8" from home turn the shaft to ensure the oil pump gears are in mesh. If the shaft will not turn, one gear is binding on the face of the other. Do not force but back off slightly and try again.
- h) Replace the washer and nut on the end of the shaft and tighten.
- j) Replace split pins and nuts on input and output shafts.
- k) Get someone to help you lift the gearbox and place it back in the car and so avoid having to pay two trips to the chiropractor!
- i) Have a long cold beer.

THE GUTS OF THE MATTER.

Ron Wilson has sent in an extract from the Vintage Driver's Newsletter describing a club picnic at which members "partook of their vitals"! Ron wants to know if they started with the "jocular vein"?

(The Ed. feels that he is on very dangerous ground reporting the glitches from contemporary Newsletters but could not resist our senior member getting to the heart of the matter.....ED.)

The AUTOCAR ROAD TESTS

No. 1,200.—ALVIS SPEED TWENTY-FIVE SALOON



QUALITIES always possessed by the Alvis as a make are good performance and long life. The Speed Twenty-Five now tested adds to these quiet running and general refinement in a striking degree, and the combination of virtues is such as to raise the latest example of it into the highest category of present-day cars. Taking into account its handsome appearance, excellent finish right down to the details, and what it gives on the road, it is an outstanding machine at well below the £1,000 mark.

This is so obviously a fast car designed as a fast car, not one that happens to have sufficient engine power to make it go quickly without the chassis being entirely in keeping. Also, with independent front wheel suspension it is particularly comfortable, passengers noticing little difference between the back and the front seats on a long journey that includes a wide variety of types of road surface.

The Speed Twenty-Five provides as high a top speed as drivers can wish to use—certainly as high as most British roads allow. The manner in which it recorded well above 95 m.p.h. on Brooklands track was a masterpiece of mechanical ease, steady riding, and consistency of behaviour, besides constituting a somewhat surprising performance for this size of car with a big saloon body.

A Responsive Engine

When driving normally there is a very fine feeling of subdued power, but as soon as the right foot goes down on the throttle pedal the speed rises in an extremely satisfactory manner. Capital average speeds are secured, materially assisted by the way in which the car sweeps over gradients and accelerates after being slowed or stopped. These remarks can be offered from the experience of some 700 miles, 600 of these being covered in less than thirty-six hours' total time.

However hard this car is worked the oil pressure reading stays steady, water temperature remains moderate, and there is a strong impression that it can go out the next day and repeat the performance. It belongs to the select range of cars, not necessarily of any given type or size, from which one parts with regret after making the usual tests.

At the other end of the requirements' scale it is also satisfactory. It will potter along at about 5 m.p.h. on top gear and pick up usefully, showing only a momentary hardness. Otherwise, it is an engine virtually devoid of

vibration period, and there is no more than a suggestion of exhaust note. Fairly pronounced pinking occurs unless the ignition control on the steering wheel is used when accelerating from the lower speeds, and it would be better if this lever could be moved clear of its ratchet to avoid noise as it passes over the notches.

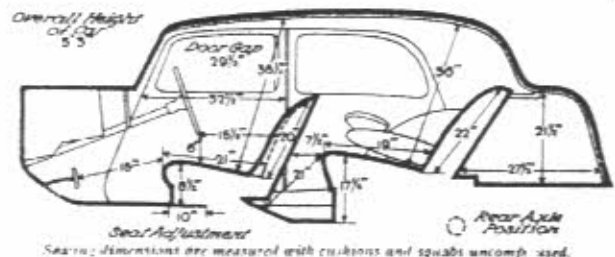
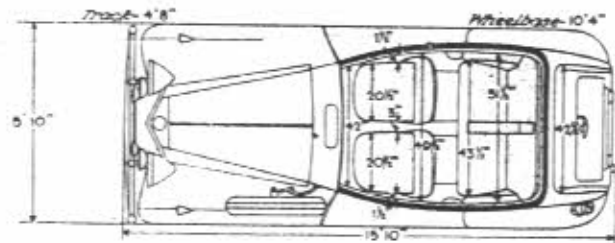
Partly due to the use of multiple valve springs, the engine can be revved up to its limit without signs of stress, and this makes the indirects exceedingly valuable. When really in a hurry, the driver can obtain fierce acceleration on second gear, and then, if he wishes, go straight into top, or use third up to as much as 70 m.p.h.—methods rendered the more practical and pleasing by the sure control over gear changing afforded by an admirable all-synchromesh box.

Each of the changes can be made as quickly as the lever can be moved, and yet not override the synchromesh. Leisurely movements of the lever also give thoroughly satisfactory results. Third and second are nearly dead quiet. Fine power is available on these gears for the steeper kind of hill.

An important factor in the appeal of the car is the feeling of solidity it gives to the occupants. Although the springing is remarkably good from the comfort point of view, it affords excellent stability. Corners are taken fast with accuracy, no heeling-over occurring. The steering needs about $3\frac{1}{4}$ turns of the wheel from lock to lock, but feels higher geared than that figure suggests. It does not vary in its behaviour from the low speeds up to the highest.

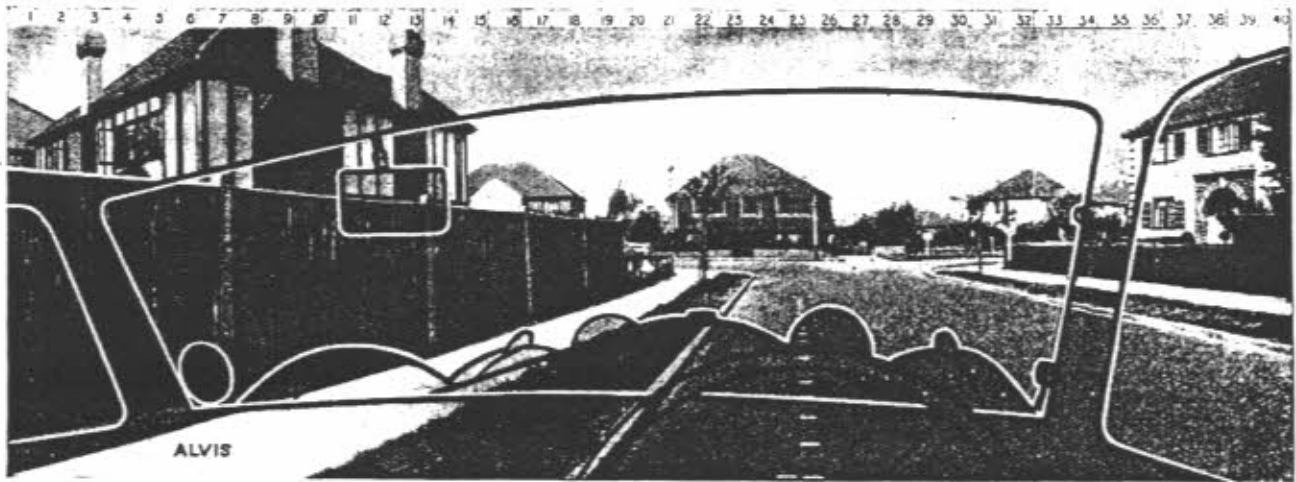
In other words, the driver knows exactly where he is with the steering, and a light hold of the wheel suffices even at high speed. No noticeable road shocks are given back through the steering, and it has good caster action. It could be lighter as regards taking a sharp corner.

A vacuum servo is used to assist the brake operation. This results in a quite mild pedal pressure being sufficient to bring the speed down or to effect a quick stop, complete confidence being afforded. There is some tendency



Seating dimensions are measured with cushions and squabs uncompresses.

"The Autocar" Road Tests



First-rate vision of both wings is at once apparent, and the general view to the near side and forward over the radiator is good. The windscreen is wide and deep; its pillars are not thin, but at the same time not specially obstructive.

at times for the driver to apply more force than is necessary, since the brakes cannot really be "felt" on due to the presence of the servo, when a rather sudden effect is apt to be obtained; but altogether they are most satisfactory brakes. There is a "real" hand brake, the lever being placed conveniently on the right, operating all four sets of shoes and being capable of holding the car anywhere.

Driving position and vision are exceptionally good. The spring-spoked wheel is in just the right position, and the pedals are placed comfortably. It is possible but not very convenient for the driver to get in and out by the near-side door. The interior is tastefully finished, pleasing use being made of hardwood. The instruments are symmetrically arranged across the whole width of the fascia. If required, the speedometer (on the far left-hand side) can be transposed with the rev counter.

At 30 the speedometer was only 0.6 m.p.h. fast, at 50 1.9, at 60 1.8, at 70 1.3, and the highest reading shown was 98, at 4,400 r.p.m. The instruments are well lit indirectly at night, except for the speedometer mileage counters.

In the back compartment foot wells are used, there is a central arm rest, and the seating is restful. The front

seats give good support besides being comfortable in cushions, which have air bags. In addition to the usual adjustment the angle of the whole driving seat is instantly variable, so allowing a change of position on a long run and giving a further means of setting actual driving position. The forward windows can leave a vertical gap for ventilation in bad weather.

The driving mirror offers a decidedly useful view behind. The head lamps permit as fast driving at night as in the daytime, which is saying a great deal. In the tail is a luggage compartment of excellent capacity, the opened lid also being capable of carrying a trunk. A double sliding roof is fitted; the openings are somewhat small. A time switch for the traffic signals would be preferable to an entirely hand-operated switch.

One-shot chassis lubrication is provided, as also are permanently fitted D.W.S. four-wheel jacks. It is a pleasure to open the bonnet, owing to the high finish and neat arrangement of the three-carburettor overhead valve engine and its auxiliaries. Starting is immediate and the engine readily gains temperature from cold. There is the excellent and all too rare fitment of a reserve petrol tank the control for which is within reach of the driver's hand.

DATA FOR THE DRIVER

ALVIS SPEED TWENTY-FIVE SALOON.

PRICE, with four-door four-light saloon body, £885. Tax, £19 10s.
 RATING: 25.68 h.p., six cylinders, o.h.v., 83 x 110 mm., 3,571 c.c.
 WEIGHT, without passengers, 36 cwt. 1 qr. 24 lb. L.B. PER C.C.: 1.14.
 TYRE SIZE: 5.50 x 19in. on knock-off wire wheels.
 LIGHTING SET: 12-volt. Automatic voltage control.
 TANK CAPACITY: 17 gallons; approx. normal fuel consumption, 16-19 m.p.g.
 TURNING CIRCLE: (L. and R.): 40ft. GROUND CLEARANCE: 7in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of		
	10 to 30	20 to 40	30 to 50
4.11 to 1	9.6 sec.	9.3 sec.	9.6 sec.
5.90 to 1	6.5 sec.	6.3 sec.	6.6 sec.
8.34 to 1	4.9 sec.	4.9 sec.	6.2 sec.
12.95 to 1	3.8 sec.	—	—
From rest to 30 m.p.h. through gears	4.7 sec.		
To 50 m.p.h. through gears	11.1 sec.		
To 60 m.p.h. through gears	15.0 sec.		
To 70 m.p.h. through gears	21.9 sec.		
25 yards of 1 in 5 gradient from rest	—		

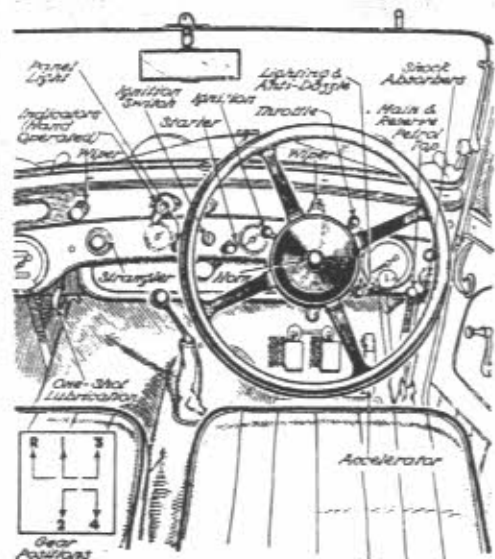
SPEED

	m.p.h.
Mean maximum timed speed over ¼ mile	94.99
Best timed speed over ¼ mile	96.77
Speeds attainable on indirect gears (normal and maximum):	
1st	24-31
2nd	44-50
3rd	58-73
Speed from rest up 1 in 5 Test Hill	—

* Brooklands Test Hill not available.

BRAKE TEST: Mean stopping distance from 30 m.p.h. (dry concrete), 30.5ft.
 WEATHER: Dry, bright, warm; wind light, variable. Barometer: 30.30in.
 Performance figures for acceleration and maximum speed are the means of several runs in opposite directions with two up.

(Latest model described in "The Autocar" of August 20th, 1937.)



FOR SALE & WANTED.National Alvis Spares offers this month:-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 5183.

TA 14

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

THREE LITRE

John Bell,
P.O. Box 26,
Murchison.
Vic. 3610.
Tel 058 262 518.

TA 14

Bendix Drive Assembly	\$30.00 each
Generator Brush Set.....	\$5.00 each
Starter Motor Brush Set.....	\$5.00 each
Sprocket - Timing Chain Tensioner	\$20.00 each
Spring + Timing Chain Tensioner	\$5.00 each
Seal - Speedo Drive	\$2.00 each

INTERCHANGEABLE PARTS.

TA 14 and 12/70	(from Spare Parts Manuals)
N 18216	Pulley on Crankshaft
N 14676	Starting Dog on Crankshaft
N 14810	Washer for above
N 17305/6	Main bearing - Front & Intermediate Pair
N 17307/8	Main bearing - Rear pair
N 17309	Dowel

THE STORY OF THE RED TRIANGLE by Ken Day. First Edition. Only two copies remain. \$35.00 plus P & P. R. Graham. 03 571 3886

SOUVENIRS OF THE FIRST NATIONAL ALVIS RALLY are still available:

Fridge Magnets (Alvis Red Triangle)	\$2.50 each
Rally Badges (Sew-on)	\$1.00 each
Rally Coasters	\$1.00 each

FOR SALE Instruction Manual for 12/50 TG & H, 12/50 SD and TA 14.75. Courtesy of Alf Wilson - detective work by R. Graham. \$20.00 each. Contact Roy Henderson telephone 03 704 7549.

PRIVATEERS.

FOR SALE DAIMLER Light 20 or Model E20 four light saloon. Club Reg. Recent engine rebuild. In excellent condition inside and out. A good reliable rally car. \$15,000. David Wischer. Tel. 059 89 7235. Fax 059 89 6343

FOR SALE TYRES. 500 x 20. Five new tyres. 3 Goodyear 6 ply diamond pattern and 2 Dunlop 4 ply plus tubes. \$100. each. Max Kennedy. Tel. 07 268 6608 or 018 876 1642 or 074 944 575.

FOR SALE TA 21 Spare parts. Engine block. Crank shaft. Overhead cam assembly. Conrod. Pistons. Clutch parts. Rear axle assembly. Various engine spare parts. Assorted other parts. \$500.00 the lot. Available in Bright. Dudley A House, 54 St. Pauls Street, Randwick 2031. Tel. 02 314 6869. Spare parts available c/- Russell Stapleton, 40 Showers Ave., Bright. 3741. Tel. 057 55 1581.

FOR SALE 3 Litre saloon spares. A host of bits including body panels - guards, complete doors, boot lid, bonnet etc. Many mechanical parts - gear box, steering and suspension. Complete chromed radiator - inner and outer cowl. Radiator core. Some instruments and side lamps. Headlamps. Tel. Tom Maltby 052 215110 Fax 052 21 8783 for details and full list.

WANTED Information re: 3 litre engine. The whereabouts of engine no. 24056 (or part thereof) from 1952 DHC. Please contact Tom Maltby as above.

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

WANTED For Speed 20/25/4.3. Marles Steering Box. If not a complete box, then top and bottom roller thrust races therefrom. David Caldwell. Tel. 03.729 5821.

WANTED Starter Pinion gear for Firefly. Rotax Starter Model R M O 418 Gear has 10 teeth. The same starter was used from Firefly through Silver Eagle and Sp 20 to Crested Eagle. Ron Wilson. Tel. 03 8742450.

SPECIAL NOTICE. KALORAMA RALLY.

URGENT URGENT

**THE ALVIS CAR CLUB IS COMMITTED TO PROVIDING MARSHALS
FOR THE KALORAMA VINTAGE CAR RALLY TO BE HELD ON
SUNDAY 14TH MARCH 1993.**

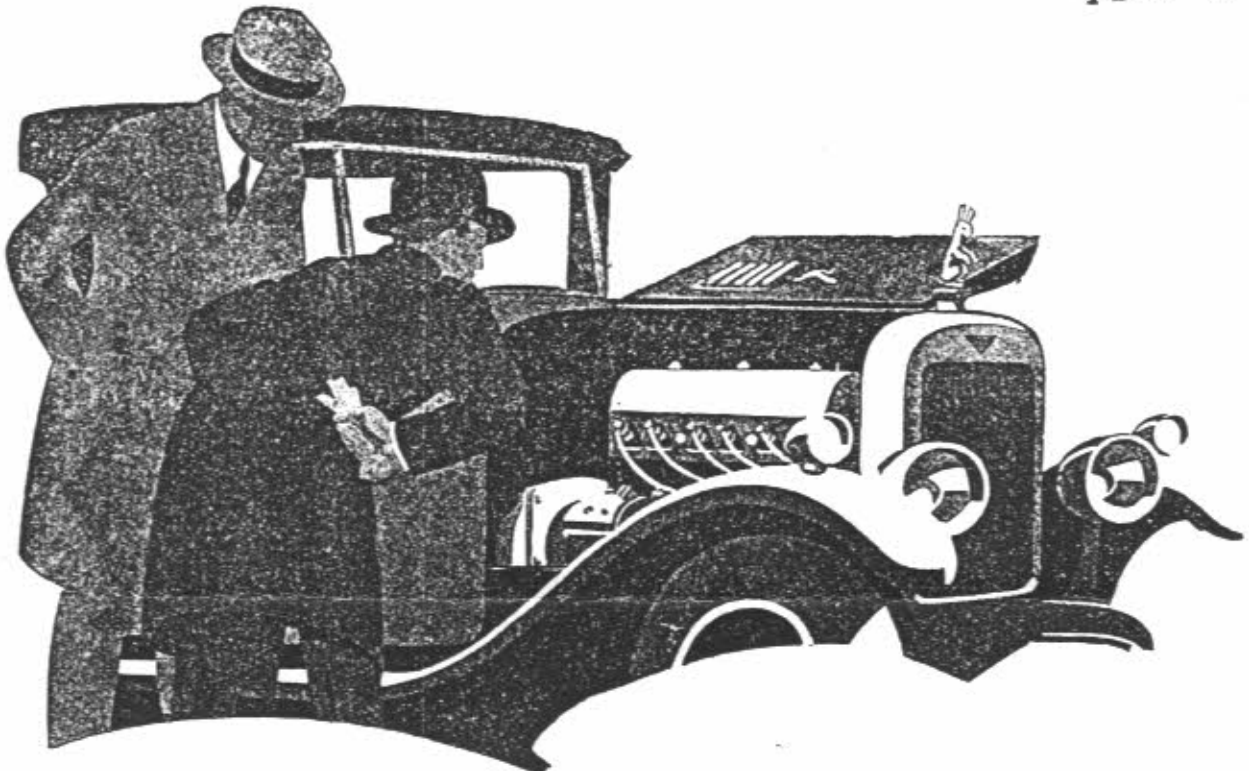
Marshalling involves time-keeping, umpiring etc.

About 12 people will be needed between 10 am & approx. 4 pm.

Contact David Caldwell. 03 729 5821.

Please don't let the Club down. This is a very important commitment for a very worth while cause.
There is fun to be had on the day and the proceeds go to "Yarra Me".





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 brilliantly conceived most
 magnificently produced medium
 powered "six" in the world A
 masterly car, worthy of its name
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KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.