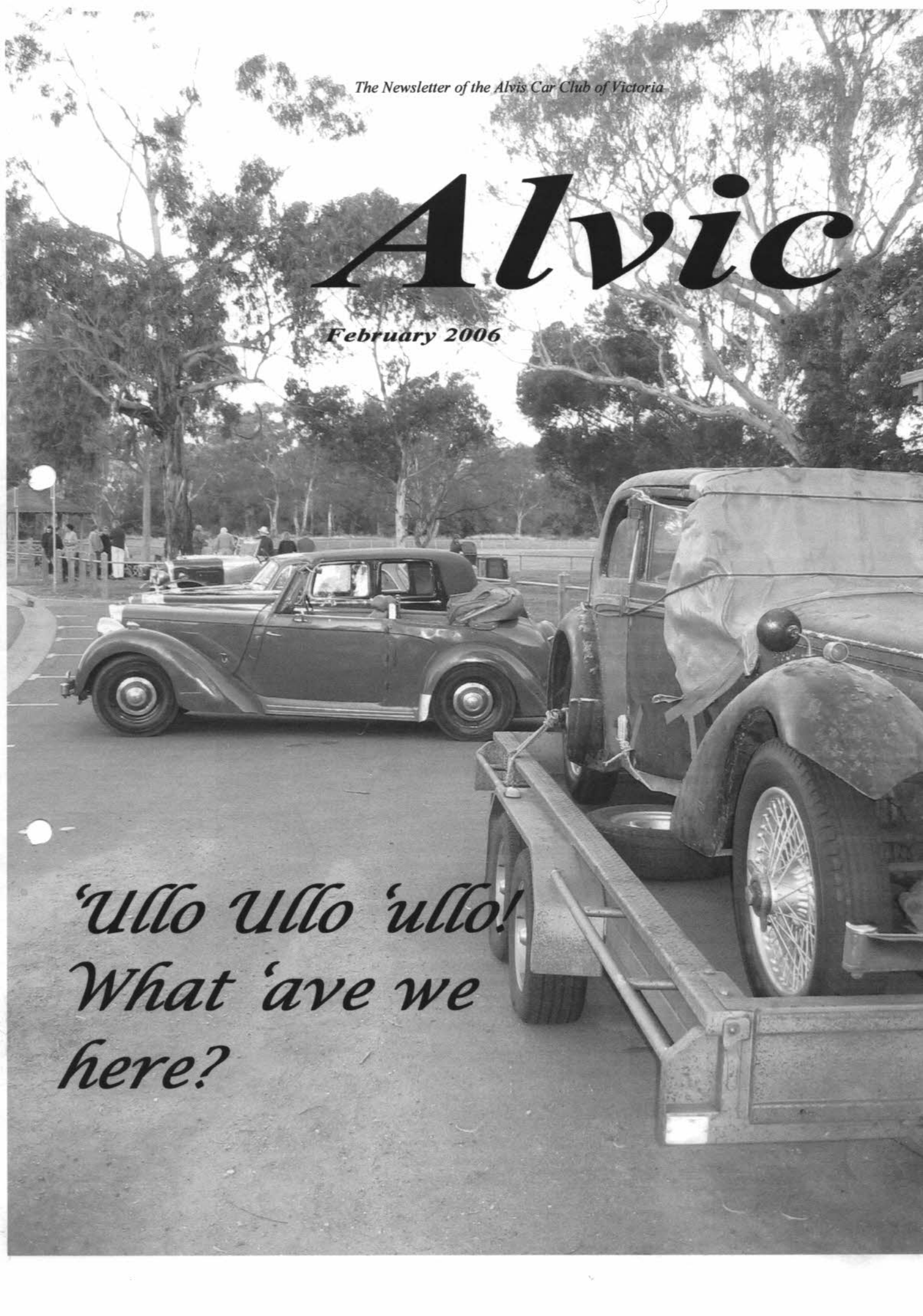


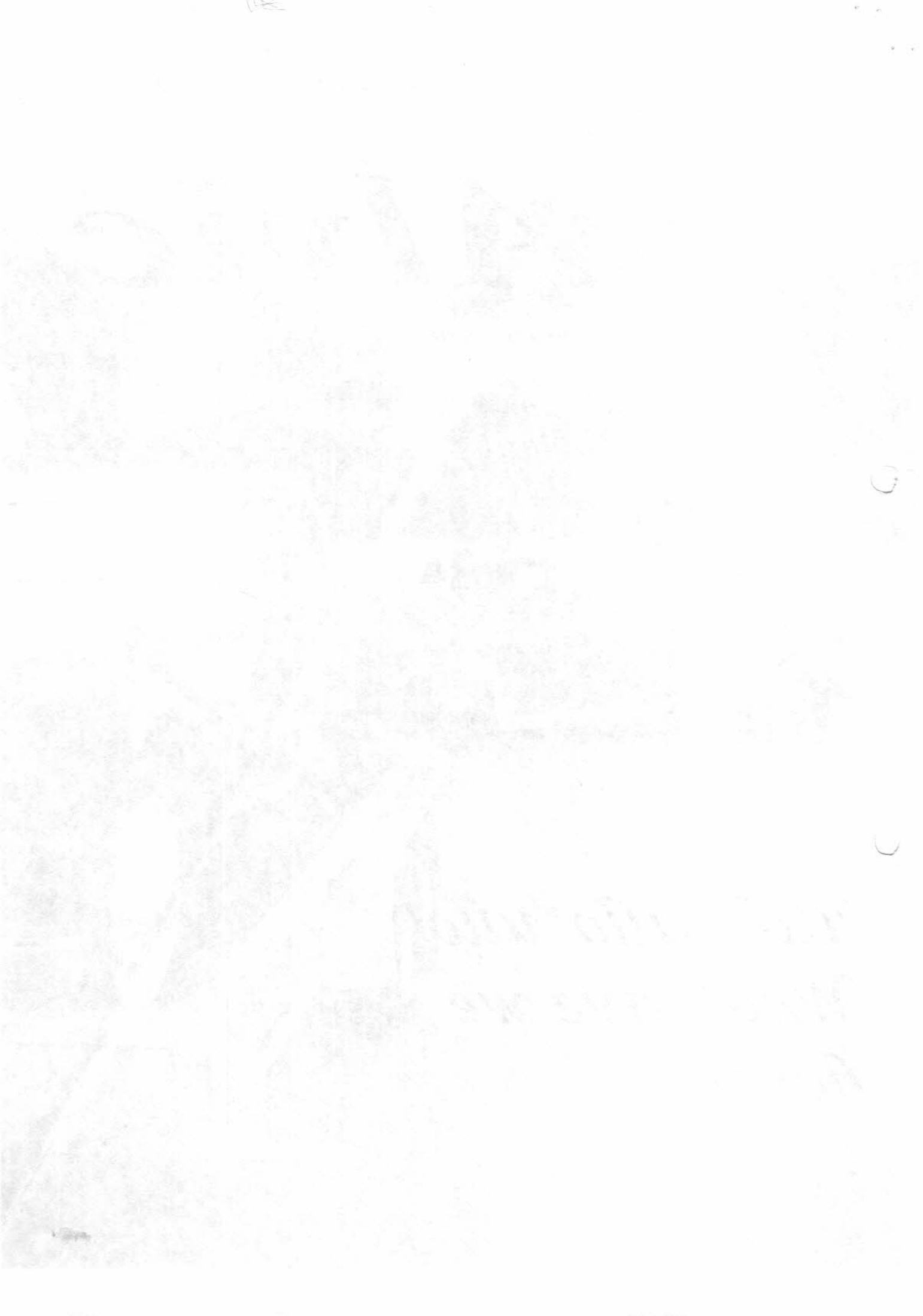
*The Newsletter of the Alvis Car Club of Victoria*

# *Alvic*

*February 2006*

*'Ullo 'Ullo 'ullo!  
What 'ave we  
here?*





# Line 100 - Other Deductions

Other deductions include contributions to qualified pension, profit-sharing, or annuity plans, and contributions to qualified health, dental, vision, or long-term care insurance plans. These deductions are subject to certain limitations based on your income and the type of plan.

Form 1041-100

Page 100

1. Contributions to qualified pension, profit-sharing, or annuity plans

2. Contributions to qualified health, dental, vision, or long-term care insurance plans

3. Other deductions

4. Total other deductions

5. Total deductions

6. Total deductions (if different from 5)

7. Total deductions (if different from 6)

8. Total deductions (if different from 7)

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10. Total deductions (if different from 9)

11. Total deductions (if different from 10)

12. Total deductions (if different from 11)

13. Total deductions (if different from 12)

14. Total deductions (if different from 13)

# The Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)  
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
www.alvis.org.au

**FEBRUARY 2006**

**VOL 45 ISSUE 1**

## **PRESIDENT**

**John Hetherington**, 71 Hawkins St, Shepparton, Vic 3630  
Tel 03 58216 422 Fax 03 5831 1586 [jfh@mcmedia.com.au](mailto:jfh@mcmedia.com.au)

## **VICE PRESIDENT**

**Chester McKaige**,  
129 Tucker Rd, Bentleigh, Vic 3204  
Tel (03) 9527 8423 [mckaige1@bigpond.com.au](mailto:mckaige1@bigpond.com.au)

## **SECRETARY**

**Dale Parsell** 14 Symons Rd, Avonsleigh, Vic 3782  
Tel 03 5968 5170 [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

## **TREASURER, PUBLIC OFFICER & 3 Litre Spares**

**Ian Parkinson**, 38 Nobelius St, Emerald, Vic 3782  
Tel/fax 03 5968 2927 [parky@alphalink.com.au](mailto:parky@alphalink.com.au)

## **CLUB CAPTAIN**

**Alan McKinnon**, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079  
Tel 03 9497 3414 [alan@antiquetyres.com.au](mailto:alan@antiquetyres.com.au)

## **NEWSLETTER EDITOR & DISTRIBUTION**

**John Lang** P.O.Box 129, Gisborne, Vic 3437  
Tel/fax 03 5426 2256 [jdmelang@netcon.net.au](mailto:jdmelang@netcon.net.au)

## **SPARES REGISTRAR & Committee Person**

**Bob Northey**, 2 Orrong Rd, Elsternwick, Vic 3185  
Tel 03 9528 6767 [rnorthey@melbpc.org.au](mailto:rnorthey@melbpc.org.au)

## **PVT SPARES & Committee Person**

**Eric Nicholl**, 17 Ternes Rd, Upwey, Vic 3158  
Tel 03 9754 5412

## **LIBRARIAN & Committee**

**Frances McDougall**, 424 Wellington St, Clifton Hill, Vic 3068  
Tel 03 9486 4221 [macily@tenex.com.au](mailto:macily@tenex.com.au)

## **COMMITTEE PERSONS**

**Richard Tonkin**, P.O.Box 280, Greensborough, Vic 3088  
Tel 03 9710 1465 [rtonkin@austarmetro.com.au](mailto:rtonkin@austarmetro.com.au)

**Andrew McDougall**, 424 Wellington St, Clifton Hill, Vic 3068  
Tel 03 9486 4221 [macily@tenex.com.au](mailto:macily@tenex.com.au)

**Chris Higgins**, 41 Cootamundra Ave, West Rosebud, Vic 3940  
Tel 03 5986 1510

## **VINTAGE SPARES**

**Geoff Hood**, 37 Thomas St, E.Doncaster Vic 3109  
Tel 03 9842 2181

## **TA14 & 3 Litre SPARES**

**John White** 30 Lyndhurst Cres, Box Hill, Vic 3129  
Tel 03 9890 7066

## ALVATICINATION

Victoria has been unusually hot since Christmas and in the northern part of the state, unusually humid. These factors make "proper" motoring difficult for a "proper" car as well as for "proper" occupants, especially if the car is open. There has been much recent correspondence in Alvis related publications, notably the "Bulletin" of the AOC about adequate cooling for Alvises. Paul Bamford has written at length and in detail about properly setting up the engine's valve timing, ignition timing and carburettor mixture to ensure that the cooling system per se has only "normal" heat loads to cope with. This advice is wise and extremely valuable but one is left with a doubt about the ability of a cooling system designed in England 80 years ago and manufactured between 70 and 80 years ago, to deal with the ambient temperatures we find in Australia. Speed is relevant too; in the 1930s in England (or anywhere else in the world - given the state of the roads, then) it was unusual to be able to average 40 mph but now we expect to cover the ground more quickly. The physics of cooling is a subject so complex that I can claim no expertise but even I can see that air flow and water flow rates through the radiator are of vital importance. When my fan-less 12/50 stops in traffic on a hot day it soon boils because there is no air flow, but the addition of a simple electric fan overcomes the problem. Cruising at more than 3000 rpm in a high ambient temperature creates a high coolant temperature - a problem easily remedied by slowing down to about 2500 rpm. This enables the available air flow to adequately deal with the amount of heat produced by the engine. Conversely, Ken Cummin found that fanning his 12/50 did not do the trick and it continued to overheat until he increased the water flow by adding a water pump. A friend with an R Type Bentley found that his water-flow was too fast - the radiator did "not have time" to do its job. Some relief was obtained by putting a constriction plate in a radiator hose. I note the brass plaque on the side of my SC Speed 20 rocker-cover which tells me that I need fit the fan belt only in unusually warm weather. And Mr. Alvis kindly provided a very elegant though expensive eccentric drive mechanism to enable easy, quick removal/installation of the fan belt. With fan belt fitted there has been no overheating in summer since a new radiator core was installed but even on a cold winter's day the temperature still sits on 70° C, so there is no point in removing the belt. The central factor in all these anecdotes is that there must be a balance between air flow and water flow. But so many other factors which impact upon that equation have changed since our cars were new. Petrol is not the same substance; there was no definition of petrol when our engines were built and there is none now. For sure the constituents have changed and therefore the boiling point, flash point and several other characteristics will have changed. Some engine blocks and heads are so bunged up with scale and other detritus that the only effective solvents would more likely dissolve the iron than the rubbish. And if the iron survives, what about the copper of the radiator? A couple of years ago we did two three hour trips in the Speed 20 in an ambient temperature of 42° C. The car has a temperature tolerance of about 40° C (it will run reasonably well anywhere between 60 and 99° C) so it survived very well. Not so the poor fragile occupants whose bodies and brains can only function well within a temperature range of about 2° C. Anything outside 36.8 ± 1° C and we begin to feel crook. And the further out we go the crooker we feel - and are. Soon we are beyond the restorative power of a nice cool beer! It seems as though the ancient machines upon which we dote so much are in fact much tougher than we are. So remember to take care of self as well as car during this hot weather!

JOHN HETHERINGTON.

**PLEASE NOTE  
MEMBERSHIP FEES ARE NOW DUE & PAYABLE  
PLEASE SEE RENEWAL INSERT**

### 2006 EVENT CALENDAR

- 11/2 Macedon Ranges Grand Tour (*John Lang 0419 552 892*)
- 17/2 General Meeting - **Julian Collins is Guest Speaker**
- 26/2 Lunch at Seville Winery (Short tour through the hills) (*Chester urgently needs to know numbers. Please ring him on 9527 8423 by 17 Feb if you are coming*)
- 12/3 Scoresby Steam Rally (*anyone having radiator problems is invited to participate!*)
- 17/3 General Meeting
- 26/3 Kalorama, 50th Anniversary event.
- 21/4 General Meeting
- 28/4-1/5 Weekend Away, Echuca. (**see the enclosed flyer**)







# JANUARY BBQ

The zipping backwards and forwards of Alvises and red Falcon utes was an indication that FS Smith Drive was not well signed!!!!!! Neither for that matter was the Kevin Bartlett reserve!!!!!!

Having overcome the fact that Alvises were never fitted with GPS units and that JFH's seeing eye dogs were sound asleep in the back of the red ute, we found FS Smith Drive and the Kevin Bartlett reserve complete with the McKaiges, who had a bottle of red wine uncorked before they had alighted from the Ducksback.

During the space of a very pleasant evening we were joined by Warrick Hansted in the Silver Eagle (only took him 3 passes to find FS Smith Drive). John White and Eric Nicholl in the TA14, Bob & Leslie Northey in the ever immaculate St Patrick's Day SP20 saloon. Bob Gray showed his distain for speed humps and allowed the SP20 to become airborne on arrival.

Richard & Pauline Tonkin in the always immaculate TD21. Maureen was residing in the boot having fallen from favour, and Frank Mornane in the SP25 tourer.

Chris Higgins arrived in the 12/50, from the Mornington Peninsula.

The only other real motor car was Thorpe & Caroll Remfrey in the Riley Special.

And the McDougalls with their latest acquisition, the SP25 that everyone has been talking about - from Mackay on the back of a trailer. The photograph relates the barn find category of the car and the labour of love that Andrew is about to commence. Any lesser person would throw away the body and replicate a tourer or drophead. Andrew is to be commended in taking on what will be a mammoth job to return this car to its former glory.

The also rans were McKinnons in the MGA, Seaths and Langs in moderns and Hetheringtons in the *bute ute*.



Below: John Hetherington having trouble with the flies, is pictured here waiting for one to land on his nose.

Left, right & below: "the Throng"





Many thanks to Andrew for this preview of what may appear in "The Automobile" in the near future. ....ed

## ALVIS SP25 RECOVERY

Andrew and Frances McDougall of Melbourne, Australia in early January 2006 successfully completed a round trip of 4958km from Melbourne to Mackay in tropical north Queensland and back to collect a Speed 25 Alvis Charlesworth saloon, which has languished unused in a garage since 1980. The car is complete but is in a sad condition, requiring significant structural timber repairs in the body and full mechanical refurbishment. It is definitely going to be retained as a saloon and will not be converted into an open car. The new owners already have a very original 1926 Alvis TE 12/50 Cross and Ellis narrow sports 4 seater, owned since 1957 and an open SB Speed 20 special which provide ample open motoring opportunities.

The SP25 saloon is the 6<sup>th</sup> last SP25 built, having Chassis No. 14684, original Engine No. 15168, Car No. 20373 and Registration No. EVC 565. It was originally sold to Brooklands of Bond St Ltd on October 17<sup>th</sup> 1940.

The previous owner, Dr Iain Mathewson, purchased the car around 1963 and garaged it in Aberdeenshire in Scotland. The doctor was posted to Borneo and returned for home leave every 3 years, at which time the car was recommissioned and used for home stay holiday touring; often towing a caravan. In 1975 Dr Mathewson migrated to Australia and took up residence in Mackay north Queensland. The SP25 came with him.

The car is fitted with a 4.3 litre Alvis engine, No. 15366. This was fitted by a Michael May in the early 50's. From a letter written by Michael May to Iain Mathewson, Mr May says that he was looking for a 4.3L saloon, but instead found the ex works demonstrator SP25 available. He then searched for a 4.3L engine to put in it. He found one that had come from a 4.3L drophead that had been fitted with a diesel engine. It appears that the 4.3L drophead had been prepared for the 1940 Monte Carlo Rally, which was of course cancelled due to WW2. As a consequence of its intended use this 4.3L engine had been modified to provide higher performance and so used to make the SP25 saloon move along very smartly.

The original SP25 engine was still with the car when Iain Mathewson purchased it, but as he had no way, at the time, of moving it he left it behind. He regrets this now.

The new owners expect that it will take a few years to restore the car back to its former glory.







**Editorial Note:**

Apologies for the poor front cover of the December Newsletter. The original colour photograph by Chester McKaige was a real cracker and converted to black and white for the newsletter without any problems, however it did not take kindly to being photocopying.

Those of you that receive your newsletter electronically would have seen it in living, quivering colour complete with every squashed bug in detail.

If you would like your newsletter electronically, please let me know.

JL

*A Very Warm Welcome to Thorpe & Carol Remfrey,  
Alan Willingham & Ross Williams who have joined  
the ranks of the ACCV*



*It is said that Alvis owners never leave  
their childhood!*

*Others say that old car owners never grow  
old! (or was is it, grow up!)*

*Please draw your own conclusion from the  
photograph.*

*(our roving photographer recently took this photograph at  
Hobart's Salamanca Place)*

*And from a man whose sense of humour always proceeds  
him—Brian Hemmings passes on the following.....*

***“It is said a picture is worth a thousand words. This  
word is worth a thousand pictures.”***

*(Mr Boo seems somewhat reluctant to take his daily exercise)*

*Brian tells me that the alterations to the 3 litre drophead are  
progressing well and he expects to see us at Echuca.....ed*

*An Ode to the Alvis Tragic  
More to Life*

*An angel came and landed on the shed,  
The little shed wherein my life is kept,  
“There’s more to life than this,” the angel said,  
We looked into each other’s eyes and wept.  
I hurried back inside and shut the door,  
And all surrounded by the life I love  
I lay there weeping on the concrete floor  
And heard the angel weeping up above.*

BH





Reprinted from  
**The Autocar**  
22 March 1957

## **The Autocar** **ROAD** **TESTS**

No. 1633

### **3-litre** **ALVIS GRABER** **Sports Saloon**

*Smooth shape is a feature of the Alvis Graber. The screen pillars are thin, and the traditional radiator grille has been blended successfully with the flowing contours*

**I**NSEPARABLY linked in the mind with Alvis cars over the years have been quality of construction, and a character which has remained essentially sporting, regardless of the nature of the body shape. The latest model, while being totally different in appearance from any earlier car, continues in this tradition. The chassis, with 3-litre engine, is almost identical with that of the previous saloon, of which a Road Test appeared in *The Autocar* of 16 October 1953. The coachwork, however, is a breakaway from Alvis practice in being of foreign design and, on the car tested, of foreign construction. By the Swiss firm of Graber, the new full width shape is sleek and modern without being ostentatious. It is now going into small-scale production in England.

From virtually every point of view except accommodation in the rear compartment, the new Graber-bodied car is an improvement on the earlier 3-litre. Outstanding among the features of this combination are the appearance, quality, ride and steering, to which may be added the acceleration and speed now expected from cars whose purchase prices demand that buyers dig deep into their pockets. (The ex-works price of £2,300 becomes £3,451 7s to British home buyers after the addition of purchase tax.)

The performance data show a marked improvement over

the figures of the earlier car. This results from slight reduction in weight, smoother body shape, and from weather conditions for the Graber test which were very nearly ideal. It is significant of the honesty of this car that it could be taken to its maximum speed in England; in other words, the top gear ratio of 3.77 to 1 is such that more than a true 100 m.p.h. may be obtained quite quickly, without the need for miles of clear road to be covered as the needle finally crawls towards its highest reading.

Yet top gear is not too low. With nearly 21 m.p.h. per 1,000 r.p.m. available, the engine is revving at less than 4,000 when the car is cruising at 80 m.p.h., and this is well within the safe r.p.m. range. Allied to these higher speeds is a flexibility which makes pulling away possible from as little as 10 m.p.h. on top, although heavy-footedness brings about a considerable amount of pinking when accelerating from low engine speeds on present premium petrol.

This pinking is wellnigh an Alvis tradition, but it could almost certainly be avoided by the use of 100 octane fuel when it is again available. The engine has been in production for some years now, and it may be said that nothing has been heard of ill-effects from the pinking, although it may irk the fastidious driver in heavy city traffic.

First gear need not be used when getting away from rest



*The rear window design follows current general style, yet is the more practical for being divided into three parts by slim, chromium-plated strips*





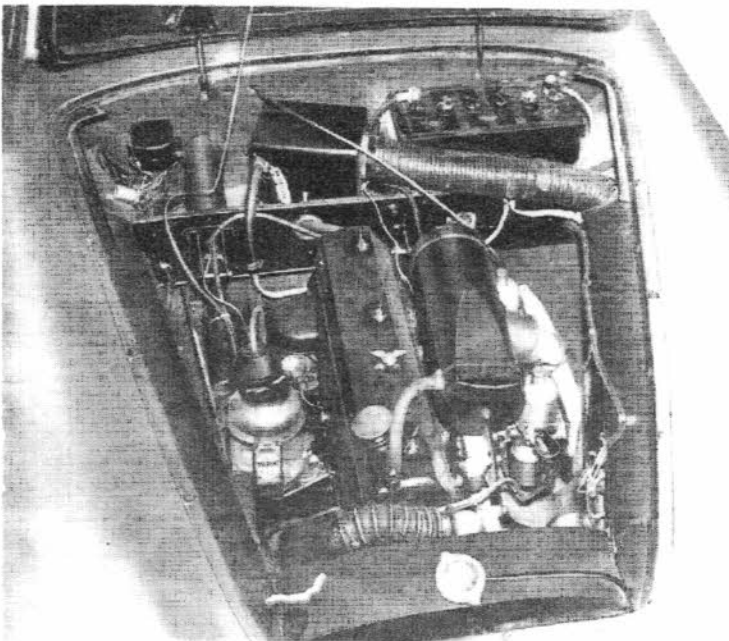




Bumper over-riders have rubber buttons for protection, there are twin fog lamps, and the side lights are mounted separately. Provision is made for a starting handle

### 3-LITRE ALVIS GRABER . . .

unless a beat-you-from-the-lights start is necessary, when first will slip up to 20 m.p.h. without exceeding 3,000 r.p.m., and up to 30 in under 5 sec with revs. in hand. Second looks after speeds between a standstill and comfortably beyond 50, and third reaches 60 m.p.h. without effort and 80 at a push. The acceleration data tell their own story. The liveliness is there, coupled with overall ratios entirely suited to the car.



In conjunction with an electric choke under manual, as opposed to automatic, control, the engine fires instantly from cold, and the choke switch may be pushed off almost immediately. It will pull powerfully within a few moments of starting and, having been allowed to warm up, it is as smooth as cream throughout its range. The noise level is very low indeed up to about 3,500 r.p.m., and beyond this figure such noise as there is suggests no more than a healthy exuberance. The Alvis is quickly responsive to movement of the throttle pedal; the pedal itself has a roller with which the foot makes contact, and the linkage is without lost movement.

The transmission is free from vibration or any other form of roughness. There is some gear noise, even to the extent of a slight whine heard occasionally in top. The central gear lever is absolutely positive, and will win praise from almost any owner. If unusually leisurely changes are being made when, for example, one is perhaps loafing through a town, the mechanism can be a little sticky; at the other extreme the synchromesh can be beaten if the lever is snatched from one gear to another in competition-type changes. This journal's test staff was unanimous in desiring a lever cranked a little more to the rear, but drivers who like to sit well forward will find it well placed as it is. The clutch take-up is smooth in all circumstances.

A curious phenomenon occurs in most gear changing; it is a sound rather like induction roar when an engine suffering in this respect is "blipped." It was almost certainly a resonance in the exhaust system. It was not unpleasant, simply unusual. Reverse gear is obtained against the spring-loaded safety mechanism; on this a stronger spring would be better.

The suspension and steering are as good as anything encountered on a car of this character in the long series of Road Tests. Rarely has such a fine balance been struck between comfort and stability in the suspension, or between responsiveness in the steering and the effort required in low-speed manoeuvring.

It is almost impossible to decide which is better; the ride or the steering. The former is as smooth as a seagull riding a leisurely breeze, almost irrespective of speed and surface. All occupants enjoy complete freedom from jolting, or that soft vertical movement that can induce travel sickness. There is scarcely any roll, the degree being only sufficient to give the driver a gentle indication of his speed relative to any corner. It does not disturb the equanimity of passengers. The Michelin SDS tyres aid grip without the low speed bumpiness associated with the steel-reinforced type of the same make.

Response to the steering is immediate, and the amount of wheel movement required on the great majority of main road corners is so limited that rarely is it necessary to move the hands on the wheel trim. When manoeuvring in car parks some effort is required to achieve initial movement of the wheel with the car just perceptibly under way, but thereafter the steering becomes decidedly light for a car of this size and weight. Cruising gently or at high speed, there is no kick-back at the wheel unless undulating, awkwardly cambered corners are taken at extreme speed. Yet although there is so little reaction, the "feel" is all it should be.

A trace of oversteer was detected, but not such as to worry any driver, regardless of his skill or lack of it. The turning circle of 39ft 6in is fair for a car with an overall length of nearly 16ft, but that it should be achieved with such lightness, with but 3½ turns from lock to lock—and without power assistance—is remarkable.

The braking system did not merit equivalent praise, even though its efficiency was satisfactory. Minimum retardation of 84 per cent is acceptable without being exceptional. In normal driving there is little fear of fade, although it could be induced during the extreme conditions of performance testing on an airfield runway of necessarily limited length. Similarly, rally driving in the Alps could lead to

*Oil, water, battery and windscreen washer fillers are all easy to reach, but the dipstick is difficult to replace at night. General accessibility is not of a standard favouring amateur attention to the engine or its ancillaries*

some deterioration. Pedal travel on the car tested was a little long, and the brakes had never quite the full-fanged bite that one would really like in such a fast car. However, most important of all, they were good enough to be fairly described as safe. The hand brake is of the pull-out type under the fascia; the car could be held securely on any slope, and the handle was easy to reach.

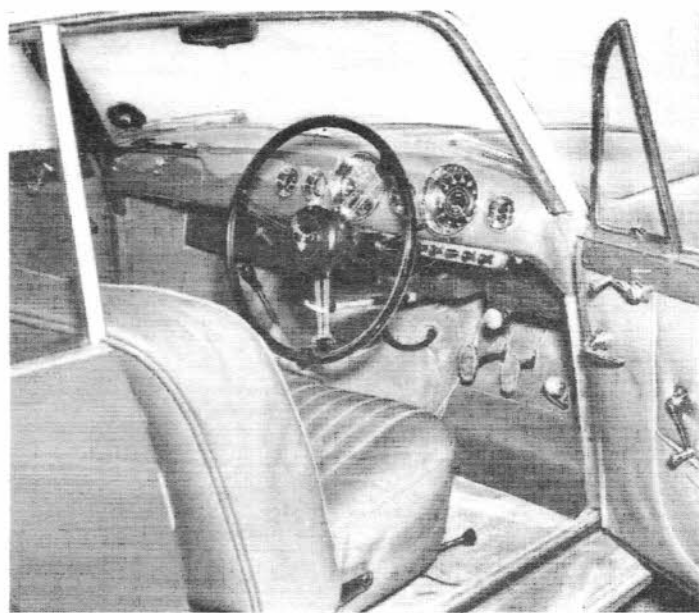
Accommodation, including that for the driver, is a little disappointing. One appreciates that this Alvis Graver is essentially a sports saloon, yet it is a little illogical that in a car of this size there should be room for only one adult passenger to sit in comfort (beside the driver). Children can be carried in the rear compartment, where the two-door layout adds to their safety, but any adult carried in the rear suffers from lack of leg room and, if over average height, from lack of head room also. The average adult must sit with legs at an angle. While the rear seat cannot be moved farther back because of the lack of head clearance, some improvement could be made by reducing the thickness of the backrests of the front seats and by modification of the driving position. Of course, there is much more room in the rear than in that of other sports cars with no more than occasional seats behind the driver.

The angle of the steering wheel is pleasantly near-vertical, but most drivers find that their legs touch the base of the wheel rim, particularly when the clutch and brake pedals are being used. The wheel is well to the rear of the fascia and is non-adjustable, so that, in conjunction with the position of seat and pedals, a driver is rather near the wheel and far from the pedals. At its present angle the wheel, even if adjustable, could not be moved farther forward without fouling the driver's knees. An increase in the rake of the steering column would enable the wheel to be placed nearer the screen, and the driver to be moved towards the pedals without being too near the wheel. He would be more comfortable, and leg room at the rear would be increased.

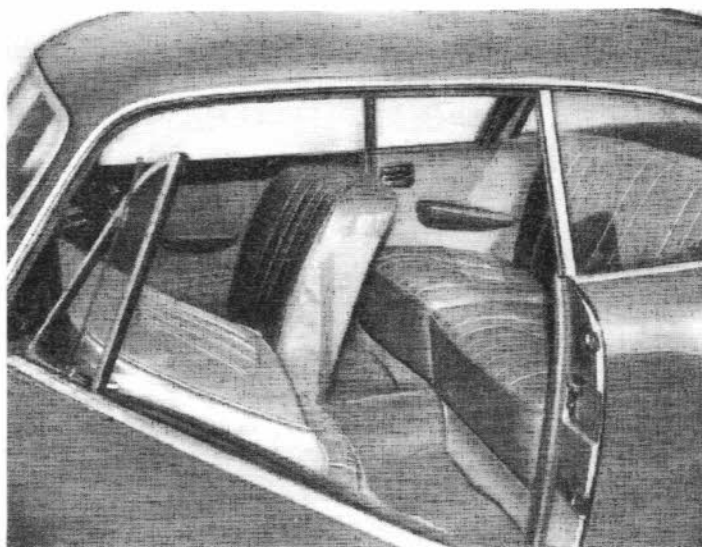
The comfort of the upholstery is of the highest standard. After a long journey the driver and his front passenger emerge feeling fresh. Visibility is excellent—both front wings can be seen without the slightest difficulty, the screen pillars are slim, and the mirror provides good vision through the wrap-round rear window. The mirror is equipped with a dipping mechanism to reduce dazzle from following traffic at night. Adding to comfort is the low degree of body noise, either from the wind when the car is at speed, or from rattles. There are ventilator windows adjacent to each side of the screen, operated quickly and positively by winding handles. The main side windows also are controlled by winding handles, but these each require between 14 and 15 full revolutions to move the window from fully closed to fully open or vice versa. The mechanism is not as smooth as many others, and such low gearing has not been encountered in recent years.

The fascia layout is good but not ideal. The range of

*The luggage space is deceptively large, as it extends well forward. The spare wheel is carried on a rack between the exhaust pipes*



*Comfort of the front seats is unusually good, but leg- or head-room at the rear is severely limited. The metalwork of the interior is of a standard of craftsmanship similar to that associated with the cabinet work of British custom coachbuilders*



instruments includes a fuel gauge with reserve switch, ammeter, speedometer with trip mileage recorder and an unusually accurate clock, oil pressure gauge, rev counter with main beam and direction indicator lights, and a water thermometer. They are sensibly lettered in white on black, and the speedometer proved to be one of the most accurate yet encountered; it was a mere two per cent out at maximum speed.

At night the reflections in the screen from the instrument cowlings, and from the grab handle in front of the passenger, are a little distracting. The head lamp main beams are good enough to enable very high speeds to be used in safety. The dip switch is mounted on the steering column and is of unusual construction, being simply a plastic covered coil spring with a knob. It has a pleasant resilience.

The layout of the minor controls could be improved, the main lighting switch being perhaps the worst placed of all, near the steering column. The ignition has its keyhole to the left of the column, while the choke and starter controls are to the right. Minor criticisms include restricted room for the left foot off the clutch, a rather small glove locker in the left of the fascia, an untidy display of heater piping under the fascia, a noisy heater fan, and a fluffy, dust-collecting roof lining.





### 3-LITRE ALVIS GRABER

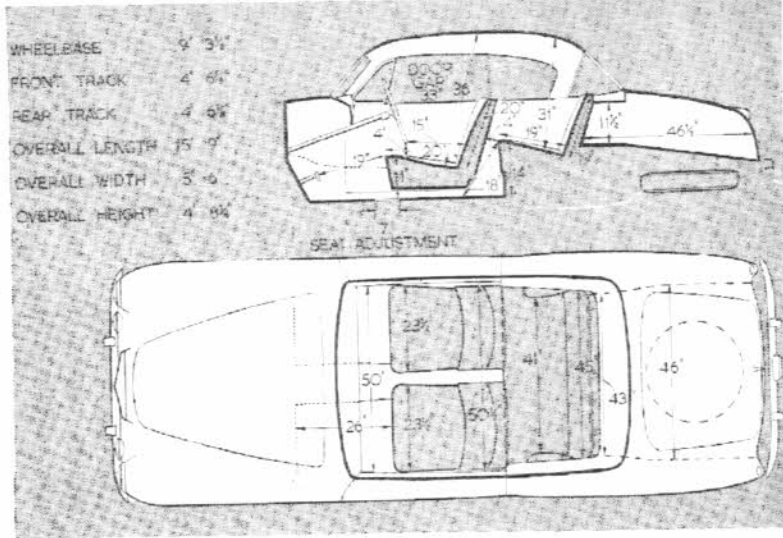
Luggage accommodation is more than adequate for two adults. The locker is not unusually deep, but it extends well forward from the tail to provide plenty of capacity.

Since this Road Test was completed it has been possible to examine another car with British-built coachwork. The standard of finish is at least equal to that of the Swiss-built car, and a few improvements have been incorporated. The steering column is adjustable, as a result of which the dip switch has been modified; the heater piping under the fascia has been neatly cowled; an extra inch has been found for

rear passengers' leg room and head room; and cold air is now ducted to the carburettors from the front of the car. The starter is operated by the ignition key, and the lighting switch has been moved to a slightly more convenient position.

In collaboration with Graber, Alvis have produced another fine car. It is a delight to look at, and the suspension, steering and finish are all worthy of exceptionally high praise. Criticisms are limited to minor details, of a type that deserve airing only when a car carries such a high price. One's verdict may be summarized in these terms: if you have the money it is hard to think of a better way of spending it.

### 3-LITRE ALVIS GRABER



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

### PERFORMANCE

ACCELERATION: from constant speeds.				
Speed Range	Gear	Ratio	Time	in sec.
M.P.H.	3.77	5.01	7.28	11.20
	to 1	to 1	to 1	to 1
10-30	9.1	6.8	4.8	—
20-40	8.3	6.3	4.6	—
30-50	8.6	6.3	—	—
40-60	8.9	7.0	—	—
50-70	9.8	8.3	—	—

From rest through gears to:

M.P.H.	sec.
30	4.4
50	9.8
60	13.5
70	18.1
80	25.8

Standing quarter mile, 19.8 sec.

**SPEEDS ON GEARS:**

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean) 102 (best) 103	164.15 165.8
3rd	70-84	112.6-135.2
2nd	45-58	72.4-93.3
1st	20-34	32.2-54.7

**TRACTIVE RESISTANCE:** 12 lb per ton at 10 M.P.H.

**SPEEDOMETER CORRECTION: M.P.H.**

Car speedometer	10	20	30	40	50	60	70	80	90	100
True speed	10	20	30	40	50	60	70	80	89	98

**TRACTIVE EFFORT:**

	Pull (lb per ton)	Equivalent Gradient
Top	259	1 in 8.6
Third	351	1 in 6.3
Second	491	1 in 4.5

**BRAKES:**

Efficiency	Pedal Pressure (lb)
48 per cent	25
73 per cent	50
84 per cent	75

**FUEL CONSUMPTION:**  
18 m.p.g. overall for 216 miles (15.7 litres per 100 km).  
Approximate normal range 17-20 m.p.g. (16.6-14.1 litres per 100 km).  
Fuel, Premium grade.

**WEATHER:** Dry, windless.  
Air temperature 51 deg. F.  
Acceleration figures are the means of several runs in opposite directions.  
Tractive effort and resistance obtained by Tapley meter.  
Model described in *The Autocar* of October 7, 1955.

### DATA

**PRICE** (basic, with saloon body, £2,300. British purchase tax, £1,151 7s. Total in Great Britain, £3,451 7s. Extras: Radio £46 3s plus £12 6s 8d purchase tax.

**ENGINE:** Capacity: 2,993 c.c. 182.6 cu in. Number of cylinders: 6. Bore and stroke: 84 90 mm 3.3 3.5 in. Valve gear: o.h.v., pushrods. Compression ratio: 8 to 1. B.H.P.: 104 at 4,000 r.p.m. B.H.P. per ton laden 61.4. Torque: 163 lb ft at 2,500 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 20.5.

**WEIGHT** (with 5 gals fuel, 29 cwt 3,283 lb). Distribution (per cent): F, 52.2; R, 47.8. Laden as tested: 32 cwt 3,619 lb. Lb per c.c. (laden): 1.2.

**BRAKES:** Type: Lockheed. F, two-leading shoe. R, leading and trailing. Method of operation: Hydraulic. Drum dimensions: F, 11 in diameter; 2 in wide. R, 11 in diameter; 2 in wide. Lining area: F, 94.5 sq in. R, 94.5 sq in (117.0 sq in per ton laden).

**TYRES:** 6.00-15 in. Pressures (lb sq in): F, 24; R, 24 (normal).

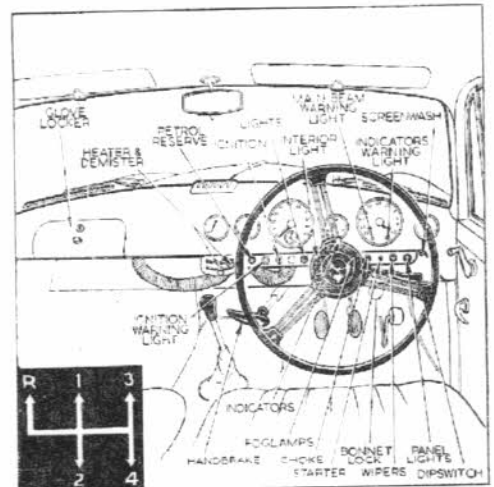
**TANK CAPACITY:** 14.3 Imperial gallons. Reserve, 1 gallon. Oil sump, 12 pints. Cooling system, 24 pints.

**TURNING CIRCLE:** 39ft 6in (L and R). Steering wheel turns (lock to lock) 3 1/2.

**DIMENSIONS:** Wheelbase: 9ft 3 1/2 in. Track: F, 4ft 6 1/2 in; R, 4ft 6 1/2 in. Length (overall): 15ft 9 in. Height: 4ft 8 1/2 in. Width: 5ft 6 in. Ground clearance: 7 in. Frontal area: 19.6 sq ft (approximately).

**ELECTRICAL SYSTEM:** 12-volt; 64 ampere-hour battery. Head lights: Single dip; 48 watt bulbs.

**SUSPENSION:** Front, independent, coil springs and wishbones. Rear, semi-elliptic. Anti-roll bar position, front.





## From Dale's Diary

Hello,

Just a note to invite your members to this charity motor show.  
Shannons Charity Motor Show

Sunday, April 9 2006 10am-4pm (8am for exhibitors)

Cardinia Cultural Centre, Lakeside Blvd, Pakenham

(Melways 215H5)

All rare, vintage, classic, hot rod car and motor cycles welcome. Live rock'n'roll, children's activities, prizes.

Details 5945 4257

Entry is \$10, for vehicle and two people, tax deductible.

We're aiming for a good mix of cars and bikes, and we'd love to have you along!

Jeannette Langan

Communications Officer

Cardinia Shire Council

5945 4222

Hi,

I am part of the Alexandra Traders and Tourism association committee, and we are again running our Easter Fair on Easter Sunday the 15th of April 2006. This year we would like to offer the public that visits our fair something a little different to previous years, and are inviting car clubs to come along and set up a display of their member's vehicles. Would your club like to be part of our fair?? Please follow the link below to find out more about Alexandra and our fair.

<http://alexandratourism.com>

If you club would like to take part in our fair, please advise by the following contact methods. With thanks  
Sue Haggis Committee Member Alexandra Traders and Tourism Assoc

Ph 03 5772 1147 (work)

Ph 03 5772 1948 (home)

0418 314 098 (mobile)

Dale,

I finally finished the History of Rob Roy 1937 to 1961 and after. There are two versions. 100 numbered leather bound limited edition @\$125.00

Forward written and signed by Bruce Walton.

500 hardbound copies @ \$75.00

300 plus pages with over 100 photos, many from private collections. (need to sell lots to pay the loan!!!!!!!!!!)

Regards

Leon Sims.

Australian Clothing Company

91 Munster Terrace

North Melbourne 3051

Mob: 0412 348 848



# LEATHER CLOTH

- For saloon tops
- coachwork
- interior decoration

"ZAPON" has the perfect finish and dignity of appearance that always receives the highest appreciation. It is hygienic and easily cleaned.

- Extremely durable
- Beautiful colours
- Scratchproof

"ZAPON" is scratchproof and famous for its durability. It is made in a wide range of colours and grains which lend themselves to any scheme of decoration.



WRITE FOR SAMPLES

**THE IOCO**  
**RUBBER & WATERPROOFING**  
CO., LTD.  
NETHERTON WORKS, ANNIESLAND  
**GLASGOW**





# SWAP, BEG, BORROW or STEAL

## FOR SALE:

### 2005 NATIONAL TOUR on DVD Now available.

70 minutes of memory's to delight your friends with.

\$15 (+ \$5 postage for International orders)

(Can be provided on VHS if required, PAL format only for both DVD and VHS)

Thanks to David and Carol Head, Tony and Bennie Hannam, Dean and Christine Prangley and Maritta for providing the excellent footage.

Dale Parsell (dparsell@ozemail.com.au)

## WANTED:

SP 25 Hand Brake lever arm. Generator louvred band to cover brushes. 2 x 1/2 Ball and wing nut as located on threaded brake rods. 2 Pass light glasses. Gear Box mounting brackets--offside, nearside and rear  
Likely, models other than the SP25 will share the componentry.

Michael Lavender, NZ Alvis Club

Call Collect 0064 33255704 (New Zealand)

## FOR SALE

Alvis parts approx 1½ tons of parts. Some NOS, includes SP20 engine, gearboxes, crash & synchro, diff centres, new & SH crown wheel & pinion sets, 4.1, 4.5, 5.2, Solex carbs—small port, big port SV sets. Nickel silver radiator shell & dummy core. Many parts too numerous to list. Please call Max Houston 02 4373 1052 or 0407 669 459

## WANTED:

Cross & Ellis or Charlesworth Tourer or Charlesworth saloon body to cutdown to tourer to suit SP25 chassis.

Ring David Caldwell (03) 9729 5821 or email [caldwell08@optusnet.com.au](mailto:caldwell08@optusnet.com.au)

## WANTED:

Old copies of the Automobile or similar magazines.

Keith Williams  
(03) 5426 4178

## WANTED:

Alvis TA, TB, TC or Grey Lady. Should be in reasonably good cond. (not requiring restoration)

Peter Mott. Ph. 08 8382 2756. [mottpa@picknowl.com.au](mailto:mottpa@picknowl.com.au)

## WANTED:

Pair Bosch 10 inch diameter Headlamps JG 240 or JG280 and a pair of Bosch side lamps J120.

Ring Geoff Hood (03) 9842 2181

*If your advertisement appears on this page and is no longer relevant, please notify the newsletter editor.*

*John Lang .....ed*

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

**ALVIS CAR CLUB OF VICTORIA (Inc. AO017202F)  
MEMBERSHIP RENEWAL**

PLEASE RETURN THIS FORM TOGETHOR WITH YOUR CHEQUE FOR THE COMING YEARS  
MEMBERSHIP TO:

The Treasurer, ACCV, PO Box 634, Emerald 3782

DATE ..... NAME .....

ADDRESS ..... PHONE NUMBER .....

CHANGES TO CAR DETAILS .....

.....  
.....

TYPE OF MEMBERSHIP:

METROPOLITAN (Within 30km of Melbourne GPO)..... \$60 .....

COUNTY - INTERSTATE ..... \$60 .....

OVERSEAS ..... \$75 .....

The club prints a membership list from time to time, if you do NOT want your details included please tick here

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