

2010

Alvic

The Newsletter of the Alvis Car Club of Victoria

March



*Classic
Showcase*

See report

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 the month.
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At the October AGM, the committee was re-elected unopposed. The position of Club Captain was not filled.

Front page: On its first outing—Geoff Shepherd's recently acquired 1962 Alvis TD21 series 2. Car number 26797

Photography by Frances McDougall

PRESIDENT'S REPORT

As I write this, I'm preparing to go on a big marathon accompanied by JFH. We are going on a one and two cylinder veteran car club rally to Cobram on my 1905 Darracq. This will be our first major outing and looks set to be a lot of fun.

The RACV British and European Day was a great success for the club. Although we didn't win the "Best Club Stand," we did manage to win "Best Pre-War" and "Best Post War" awards. We had our new Gazebo on show and apart from a few tricky moments during its erection, it served us well and will certainly be put to good use at future events.

We had 14 cars on display and although we didn't have a Speed 20 or a 4.3 in attendance, what we did have was a pretty good cross section of Alvis cars including the TB14 and TB21 of Alan Bratt and David Seath.

Will we do this event again? I have never been a great fan of static events but I think if we are going to try and endeavour to attract new members or spread the word regarding the Alvis Marque then I suppose this is THE event on the calendar that we should support.

I also believe that having each car fitted out with its own "story board" was a great idea and we were the only club in attendance that gave the viewer a brief history of the vehicle that they were studying. Perhaps next year we will take off the "Best Club Stand Award."

The next event apart from the General meeting is Kalorama and our run to Point Cook. There is no formal run to Point Cook so you can just roll up when you like. Trying to get an organised car park for Alvis cars became a bit of a nightmare so it was easier to say we will park with the un-washed.

Kalorama this year should attract a large number of cars as the VDC is organising a bit of a bash the night before in celebration of past Kalorama and VDC events. Usually a good event if you like to have a nice picnic lunch beside your car and watch the passing parade.

Enough for now, have to go and pick up Badger and head to Cobram.

Cheers
Toad

FEBRUARY MEETING

The February General Meeting was always going to be a good one, with the promise of Mac Hulbert as guest speaker.

The word had been spread around and I counted 32 people present. The club rooms don't often entertain those numbers so it was standing room only. Fortunately the resident possum was having a night on the town and was one less in attendance. The night was barmy in fact it was probably hot!

Mac had set up a projector and screen with a professionally created CD format including sound in the video clips. As Alvis owners we generally are very interested in the history of our cars, however the detail that was available on ERA R4D was very extensive and it obviously adds to the enjoyment of owning a car that has been driven by such drivers as Raymond Mays, who was also one of the founders of ERA, Ron Flockhart and Ken Wharton and many others..

Many of us would be unaware of the evolution that can take place as a race car 'matures' during its life time. Mac told of the car originally being built as an R4B model in 1935, upgraded to a C model and then received a new boxed frame in 1937 - 38 and designated R4D. It was the only D model built.

Mac told of the thrill of owning such an historic car that today remains very competitive in cars of its era and those of much later periods. The competitiveness enhanced by its ability to get off the mark quickly with its pre-select gearbox and the on going reliability of the car. And of course, the driver!

Videos of the car in action were enhanced by the sound of the blower and a very willing engine running up to a peak of 6,500 revs.

We are very indebted to Mac for his enthusiasm in the presentation and for favouring us when many other car clubs would have given their eye teeth for such a guest.



As would have it! The camera caught Mac on the only occasion he closed his eyes during the whole presentation.

LETTERS TO THE EDITOR et al

Hi John,

Happy New Year from Scotland, hope you are both well and had a good Christmas.

We've been knee deep in snow for the last couple of weeks and they say there's more to come, a bit different from the JNBC tour although Dinner Plain gave us a taste of home. it is hard to believe that was 15 months ago.

I've been meaning to contact you for a while, as you see I have a new email address, I have been able to access my old address at wanadoo to read the newsletter but that access has now expired, I have missed at least one and I am getting withdrawal symptoms not knowing what is going on down there. Are we going to get the newsletter indefinitely or will you need a contribution to the club funds at sometime?, I am happy to pay my share.

I sold the TC21/100 that we used on the JNBC, we now have a TD21 Dhc that has been nicely restored, silver grey metallic with a blue interior. I still fancy a 12/50 after seeing how well they performed on the tour, I haven't found one at the right price yet.

Looking forward to many more newsletters,

Kind regards to you and Marge.

Bob and Marie Clark

Hi John & Chester

.....
So..... Yes.....we have had snow, just a little here in the South. But as we now live in a bankrupt 4th world country where the Councils had no money to do anything but clear the main roads. All country roads were left to compact down to ice! Didn't your Government do well by limiting the size and quality of mortgages. I know you hate the B***** so you can understand how we feel about ours, and we are due a

General Election in May. Oh Joy!
We are looking forward to a visit from Chester and Sally - hopefully in good weather - May & June are normally the "best" (comparative term) of the Summer months.

I am still working on getting some proper mobility in my (replaced) left ankle joint - 23 Mar is the first anniversary. It is beginning to show signs of improvement so we can start planning travel again. In the meantime Jane is off to India with our daughters (no men) for a couple of weeks. I get to be School Gate Grandpa for the Fab4 in Falmouth!

I have changed the TD21 - which was going so well - for a TE21 auto (a bit sluggish by comparison) - more suited to my state of mobility. No big trips planned yet as I am just getting used to having (a type of) power steering and exercising the kick down. This does not match a VW DSG box in any way.

Keep well and enjoy the summer, no fires we hope, although I see there have been some in the South of WA. We have friends who have just left for 7 weeks. Perth, South WA, the Trans Aus railway, Adelaide, Tassie, Sydney and Brisbane - "Relly bashing". How we envied them!
Best to everyone.

Yours aye,
Iain Galloway

Hi John,

It has been a long time between drinks. Eventually it has been agreed to put the Alvis up for auction with Shannons. This I believe will take place at about the time of the Grand Prix. Keep your fingers crossed.
Give my best wishes to the club,
Dorothy Chaley

John,

This is the Alvis trophy to be presented to the Vintage Car Club of Queensland by all participants of the Toowoomba rally as a thank you for underwriting the event.

The eagle has an interesting history in that it was the mascot on the radiator of a 1927 12/50 tourer driven by J P (Nim) Love in the 1936 RACQ high speed reliability trial at Woody Point. Nim defeated a Wensum bodied Vauxhall 30/98 and a type 40 Bugatti as well as N type MG's and Rileys.

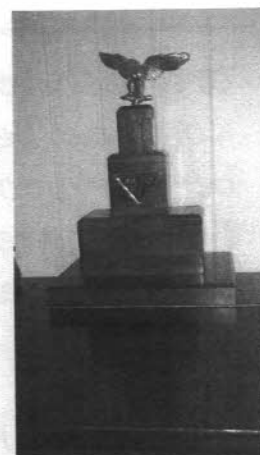
The Alvis badge was donated by the Alvis Car Club of NSW.

The trophy was made by a mate of mine Warren Bentley from some offcuts of Mahogany he had under the house.

The VCCQ will use it for the best Alvis at the annual Concours in June each year.

Hope you can use this in the mag.

Dean Prangley



2010 EVENT CALENDAR

- | | |
|---|--|
| Mar 19 | General Meeting |
| 21 | Kalorama |
| 27 | Eddington Sprints |
| 28 | Point Cook Flying Display — 12.00pm at the Airfield— <i>McKaige</i>
RAAF Base Williams, Point Cook Road, Point Cook |
| The RAAF Museum is a 25-minute drive south-west from Melbourne along the Princes Freeway. Take the Point Cook Road exit and follow the tourist signs to the museum. The RAAF Museum is approximately 400 metres beyond the entrance to the RAAF Base. | |
| Apr 16 | General Meeting |
| 24/25 | Norm from "Aussie Desert Coolers" - the radiator man, will be the guest speaker
Overnight Macedon for ANZAC dawn service Mt Macedon, morning run & lunch. Service commences at 5.30am. Overnight accommodation at the Black Forest Motel. Block booking made for Alvis Car Club. Ring 5426 1600 to book. Offer expires 3 April— <i>Lang</i> |
| May 16 | National Motoring Heritage Day—details to be advised— <i>McDougall</i> |
| 21 | General Meeting |
| Jun 18 | General Meeting—David Head to talk about the Duigan Biplane project |
| 27 | Combined Run with the Sunbeam, Talbot & Darracq Club— <i>Horton</i> |
| Jul 16 | General Meeting |
| 18 | Combined run with the Armstrong Siddley Club— <i>Tonkin</i> |
| Aug 20 | General Meeting |
| 22 | Rob Roy Hillclimb— <i>McKaige</i> |
| Sep 17 | General Meeting |
| 19 | Run to Teasdale model railway & tea rooms— <i>McKaige</i> |
| Oct 8,9,10 | Weekend Away at Apollo Bay— <i>McKaige/Remfrey</i> |
| 15 | AGM & trophy award night |
| Nov 19 | General Meeting |
| Dec 6 | Christmas Party - TBA |

It is with regret that we note the passing of Ross Williams. Ross had been a member of the ACCV for several years and had been in poor health for a number of months. To Margaret and her immediate family we offer our sincere condolences.

It was good to talk with Ron Wilson in the last couple of days. Ron is dealing with a few health issues at the moment and we wish him a speedy recovery. You must keep that electric scooter exercised because its technology is well beyond the knowledge of the average Alvis owner!

Nola Morgan (Horrie's widow) has recently moved into a retirement village at Wangaratta. Nola has enjoyed ALVIC for many years and we wish her good health in her new location.

Pat Parkinson sends the following gem:

Old Tasmanian saying

*"I know I am growing old gracefully,
As I have stopped skinning dipping
And now go chunky dunking"*



NSW Southern Highlands Beckons

Hub based in an original 1920's Robertson grand mansion now called "Fountaindale Grand Manor & Ranelagh Gardens", 'Alvis Family' members and all interested parties will gather for the best part of a week to celebrate the NSW club's 60th anniversary.

We will be partying from the moment you arrive on Sunday 26th September until we all sadly depart on the Thursday 30th September 2010. The actual 60th Birthday, 28th September, will be celebrated with a '1920/30's period dress-up dinner dance complete with jazz band.

Your time can include exhilarating country drives with many places of interest to stop and visit, a luxury coach 'garden, winery & book tour' the day after you arrive to get you totally relaxed, cocktail parties, gourmet BBQ and much, much more. However some might prefer to simply take in the original open fire grandeur of Fountaindale Grand Manor and its own spacious gardens and overall ambience.

Robertson is regarded as the 'green heart of the Southern Highlands.' It is one of the areas prettiest towns with surrounding rich volcanic soils and emerald green pastures of the farming countryside. It boasts its own famous 'red soil potatoes' and its monthly 'local produce market', the spectacular 'Illawarra Fly In' and its now institutionalized 'Robertson Pie Shop.'

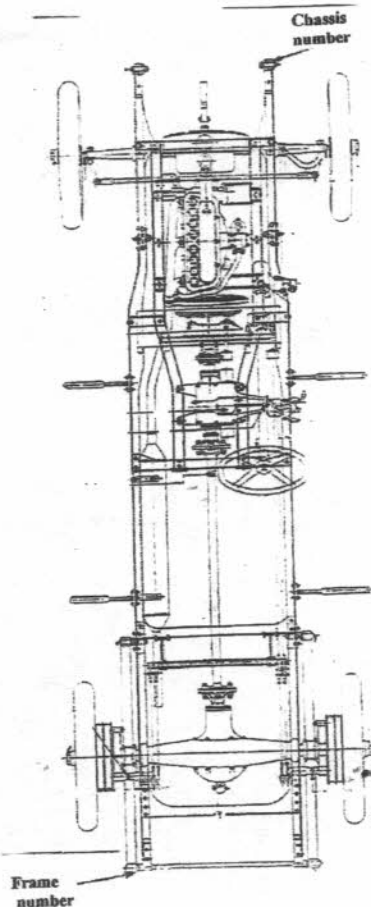
This celebration event is sure to be attended by founding members including Bill Boldiston, who has lined up the jazz musicians, and early members as well as the current enthusiasts. So come along, even if you haven't been part of the club for a while. There are sure to be familiar faces and shared reminiscences.

Contact David Macdonald (tel: 02 9817 8006; email: david@midasoft.com.au) for further details or Rob Simpson (tel: 02 9816 5512; email: meta1447@yahoo.com.au) to pay a \$250 deposit.

SIDE-VALVE ALVISES IN AUSTRALIA

Following on the arrival of Chassis Nos. 1506 and 1507, previously mentioned, a further dozen side-valved-engined chassis were exported to Australia from Coventry in January 1923. These were examples of the 12/40 model which had quickly replaced the short-lived 11/40. Before listing these imports by their chassis numbers, perhaps it should be explained briefly how Alvis identified each car. A more comprehensive explanation is contained in the second edition of the definitive book, "The Vintage Alvis," by Peter Hull and Norman Johnson, at page 551, of the complex system adopted by the car manufacturer. But a brief description here should suffice to identify the early model Alvises.

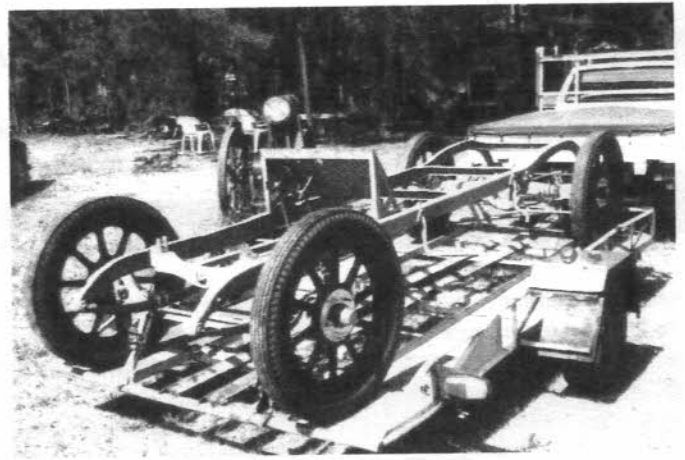
Each Alvis had a 4-digit chassis number stamped on the front of the front offside dumb iron and also a separate 4-digit frame number stamped in a similar way on the rear nearside dumb iron. Sometimes these numbers are difficult to read because they are stamped into the forgings by hand and the numerals have prominent serifs which sometimes make distinguishing a "1" from a "7," for example and then the numerals usually have several coats of paint hiding them. It is the number on the front dumb iron which is the chassis number and is used by the writer to identify each Alvis. The diagram reproduced below of the 12/40 chassis should simplify explaining the location of the two sets of numbers



Listed below are the chassis numbers of the cars arranged in numerical order, but not necessarily in the chronological order of the cars' arrival in Australia, because some Alvises were privately imported at a much later date than these early batches of commercial importations.

Chassis#	Engine#	Frame#	Ex-Works for Australia
1663	2021	1012	11/1/1923
1664	2023	1013	"
1665	2017	1014	"

Last known owner: Malcolm Bailey of Newcastle NSW, ex David Barker of Summerland Point, NSW. This Alvis was in engine-less, rolling chassis form when last seen. Front dumb iron had been damaged at some stage and the chassis number was not evident. Accompanying photo shows progress being made on its restoration.



Chassis#	Engine#	Frame#	Ex Works for Australia
1666	2022	1003	11/1/1923
1667	2019	1022	15/1/1923

1668 2026 1028 16/1/1923
 Last known owner: Frank Corbett of Kenmore, Queensland, who has a considerable history on this car which had Engine No. 4786 installed, but this may have changed more recently. Accompanying photos show this car as acquired by Frank and in its restored condition.





To continue this series of articles in this vein would test the patience of our editor and that of the remaining readership as there are over 130 more 12/40s to be listed arriving in the 1923-25 period. By this time the overhead valved 12/50 had superceded the side valv model and early examples had already been shipped to Australia.

Eric Cunningham



ACCV Grill Badges
\$30

Ring Darrell Horton (03) 5983 2016

Lapel Badges \$10
Cloth Badges \$5
Key Rings \$16
Fridge Magnets \$3
1991 Nat Rally Coasters \$1ea
1991 Nat Rally Cloth Badges \$1ea

FOR SALE

Sometimes an editor needs to make a judgement in relation to an article being a bit too risque. My judgement in this case is - this is brilliant! Enjoy the road test! With acknowledgment to Troy Queef.

"A single sliver of sunshine spears like a shaft through the gloaming cloud shroud that envelops and embraces the brooding flatlands of Eastern England. All at once this crystalline crack of light seems to speak of new hope and a new season that will send the lingering white wall that has blighted Britain for many a week back whence it came. Yes, the snow has gone. Yet ironically, whilst the conditions may no longer produce a perfect paradigm of abysmal, the four square shape that sits upon the once-white blacktop could truly be said to be abominable. Yet this is no solitary striding snowman boldly braving the bitter wind that still caresses the neck of the heartless landscape just outside Wisbech. This is something better yet. This is a better Yeti.

Yes, my steed to celebrate the first stirrings of the soon-coming Spring is nothing less than Skoda's spirited attempt to bite off a meaty chunk of the soft-roader party. And immediately, this square cut high rider comes over all Jon Culshaw. Yes, this baby's got first impressions nailed. And nailed hard. But is there a tasty filling behind that pretty pie crust? Time to find out.

Engine catches softly with a stern urgency that flirtily fails to mask a teasing under note, like a mid-flight giggle from an air hostess. First gear slots as a smooth as Roger Moore's snooker table, clutch bites like an Alsatian on amphetamines and we are rolling. Straight away, you can feel that this baby wants to play, and the game is called 'progress.' That motor under the prow may pack just 1.2 neat little litres but such is its eagerness to please that you might wrongly guess it runs on pure prostitutes.

The Yeti is really on the rampage now, motor spinning like Alistair Campbell, ably rowed along by a gearchange that's keen as Roy's mustard. But how does the sturdy Skoda cope when the going gets twisty? The answer comes in one simple word - simply brilliant. Steering reacts like a crack fuelled cat, pouring the Yeti into each corner with poised precision. Blindfold the driver and they might easily assume they were pedalling a perfectly polished German car. But this is Czech, mate.

At nine-tenths the Yeti is as frisky as Seabiscuit and just as rewarding. But the really good news is that when you poke this snow monster with the sharp stick of helm'smanship it comes back smiling. Mid-bend I lifted off, felt the tail go light, simply caught it with a dab of oppo and I was away.

The Skoda Yeti S 1.2 TSI is a bitch. And I spanked it."

Troy Queef

RACV

CLASSIC SHOWCASE

SUNDAY 28 FEBRUARY 2010

Fourteen Alvises attended the RACV Classic Showcase in the car park at the Flemington Racecourse on Sunday, 28th February. It was a great turn up of Club members and their cars. Unfortunately, Darryl Horton and Jocelyn Coates in their TD 21 drophead had to return home to Balnarring at Dandenong because of problems with the car. However, in true Alvis spirit, they arrived later in a modern and were able to enjoy the rest of the event.

Geoff Shepherd arrived with his newly restored TD 21 Series II Saloon, looking beautiful in metallic blue. It was great to see the car for the first time.

Alan Bratt and David Seath were parked next to each other in, respectively, their TB 14 and TB 21, both of which looked splendid.

We were greatly honoured by Chester and Sally McKaige being chosen for the Best Pre-War Car Award for their Speed 25 and John and Annie Link, for the Best Post-War Car Award for their TD Series I drophead. It was a real "feather in the cap" for the Club to get 2 awards out of our 14 cars, especially as there were about 1,000 cars on display.

Otherwise, there was a great turn up of various marques, with the Austin Healey Club taking out the Car Club trophy.

Our club was easy to locate for, apart from the 14 cars lined up, Alan McKinnon had purchased a gazebo, new signage had been prepared and the club banner was up. There were many visitors and admiring comments about our cars.

Those present in roughly chronological order of cars were:

- | | |
|------------------------------------|---------------------------------------|
| Alan & Noeline McKinnon -12/50 | Bob Northey - 12/50 |
| David Head - Silver Eagle | Andrew & Frances McDougall - Speed 25 |
| John & Margaret Lang - Speed 25 | Chester & Sally McKaige - Speed 25 |
| Frank Mornane - Speed 25 | David & Margaret Caldwell - 3.5 Litre |
| Alan Bratt - TB 14 | David Seath - TB 21 |
| Richard Tonkin -TA 21G | Geoff Shepherd -TD 21 Series II |
| John & Annie Link - TD 21 Series I | John & Margaret Hetherington - TE 21 |

Thanks to Chester, Sally and the others who organised the event and for all of those who attended – it was a great day.

Richard Tonkin



INCORPORATING:
AUSTIN HEALEY CLUB DISPLAY DAY
TRIUMPH CLUBS ANNUAL CONCOURS
MERCEDES BENZ STATE CONCOURS
CLUB DISPLAYS WELCOME

DETAILS: 9890 0524

FLEMINGTON RACECOURSE

CLASSIC SHOWCASE

As a Club, we generally have an aversion to cold radiator events and would much prefer to be out driving. So it took a bit of whip cracking to get 14 cars to what I consider to have been a very successful day's outing.

If we are serious about promoting the Alvis marque we need to be prepared to forego the driving every now and again, and enjoy the camaraderie in sharing a common interest in a social atmosphere.

The event was held at the site of the Melbourne Cup, Flemington Racecourse.

Marg & I arrived in time to save Chester from Sally who was telling he and John Link just how to erect the new gazebo. Everyone knows that men don't need to read the instructions to erect something simple like a geodesic gazebo! All was saved when Ben McKinnon arrived on the scene having erected the Antique Tyres identical jigsaw puzzle many times before. Then we found the instructions just to prove that Ben had done it correctly!!!!!!

The banner was easy, even Sally could have hung it!

So with few other problems we were set up ready to enjoy the day.

The 14 cars were, the Hetherington's TE21, Geoff Shepherd's newly recommissioned TD21 (congratulations Geoff on your first outing). The Link's TD21 DHC, the Tonkin's TA21 Graber, David Seath's TB21, Alan Bratt's TB14, the McKinnons 12/50 tourer, David Head's Silver

Eagle, the Caldwell's 3½ litre, the Northey's 12/50

Ducksback, the McDougall's SP special and the Sp25s of the McKaiges, Frank Mornane and the Langs.

A much more interesting line up than 25 Austin Healeys, 43 TR everythings, MGs, Jaguars, 150 Mercedes Benz, 15 Jowett Jupiters, 5 grey Fergy tractors, etc etc. 1 Volkswagon, maybe it was 2! And a gaggle of Morris Minors!

Does my reporting show any bias? Of course not!

And the judges agreed -

John Link's TD21 DHC - prize for the best Post War Car at the show- congratulations John!

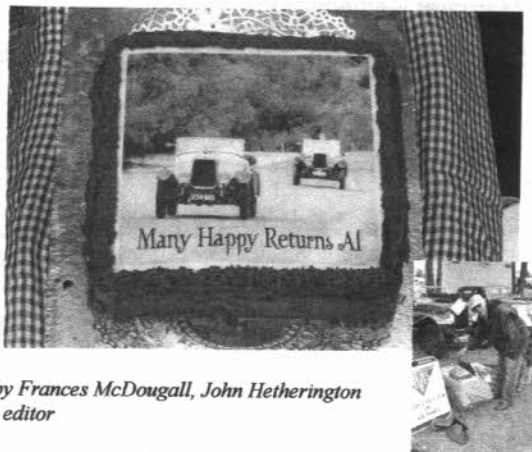
Chester McKaige SP25 Charlesworth saloon - prize for the Best Pre-War Car at the show- congratulations Chester!

Richard Tonkin's Graber - Best Car in the Club display - chosen by the ACCV coordinator—congratulations Richard!

And, Alan McKinnon celebrated his 70th birthday—congratulations Al!

The weather was fine at about 25°C and partially cloudy. It had been the following Saturday, Melbourne turned on torrential rain, thunderstorms, "hail the size of lemons" (not my words), Southern Cross station closed due partial roof collapse, water in Elizabeth St half way up car doors! The CBD brought to a standstill! Flemington races for the day were abandoned due to the conditions, hail stones covering sections of the track and visibility reduced to a 100 metres.

.....ed



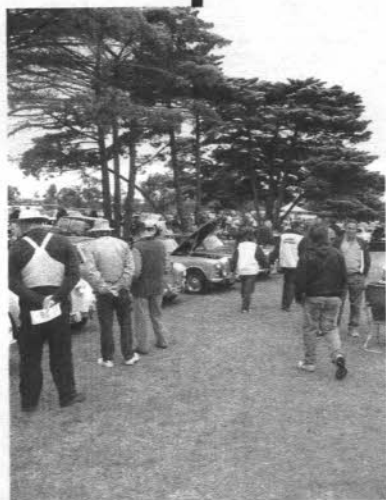
Pics by Frances McDougall, John Hetherington & the editor

Top left: John Link's TD21 series 1 DHC

Above: Chester McKaige's Speed 25

Bottom left: Richard Tonkin's TA21 Graber

Left: Alan McKinnon's birthday cake



SHOWCASE

ALVIS PEOPLE BEHAVING BADLY!

as seen at Flemington Racecourse



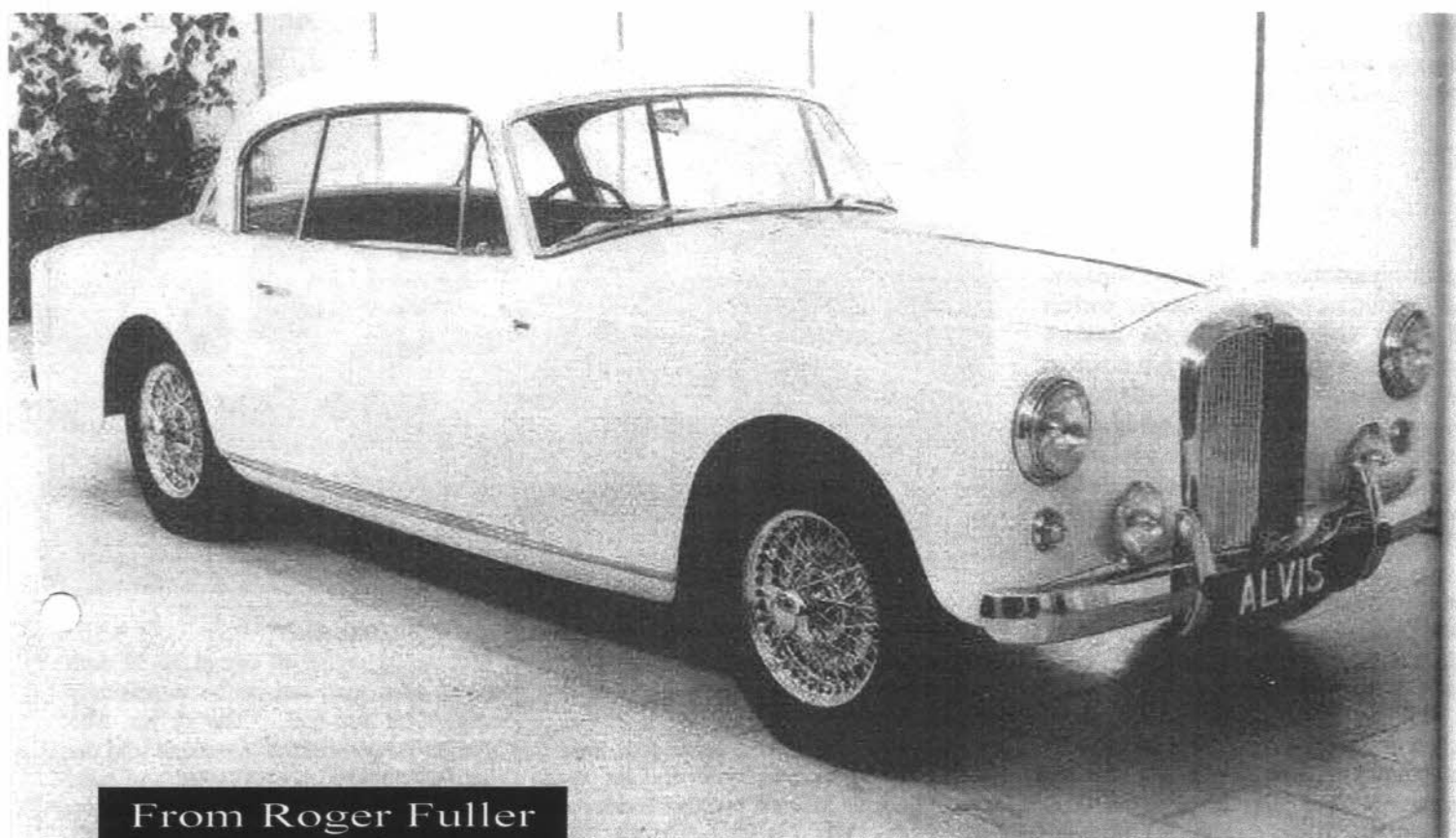
Isn't it sad to see the treasurer passing the hat around to make the books balance! If you ask him he'll tell you that he was selling a cap to David Caldwell.



Well you may ask—where is the Alvis person?

Frances McDougall is our esteemed official photographer who noticed a dog widdling on the Tonkin Graber at Flemington, but was not quick enough with the camera.

So, not one to miss a good shot, she invited another passerby, to bring her two dogs to the scene of the first crime. Right on cue the little dog at the rear performed the same feat.



From Roger Fuller
In London

ALVIS GETS A SUPERB BODY BY GRABER

It is only right that there should be a special note in my diary that tells of a most exciting day's driving in the Alvis Three Litre, with a superb sports saloon body created by Carrosserie Graber, of Berne, Switzerland.

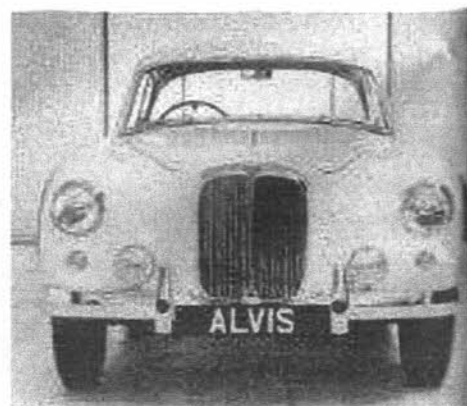
This road test was exciting in more ways than one. There was the thrill of handling a genuine 100mph vehicle with all the implied verve, the pride of driving a new model that aroused envious attention wherever we went, and the automatic anxiety deep down when you have the responsibility of nearly £3000 worth of motor car which, at the particular time, was the only one on the road and therefore somewhat precious to the producers. Most definitely it was not

to be pranged!

Production of the English-built bodies is now underway, but have been delayed due to difficulties in importing jigs from Switzerland.

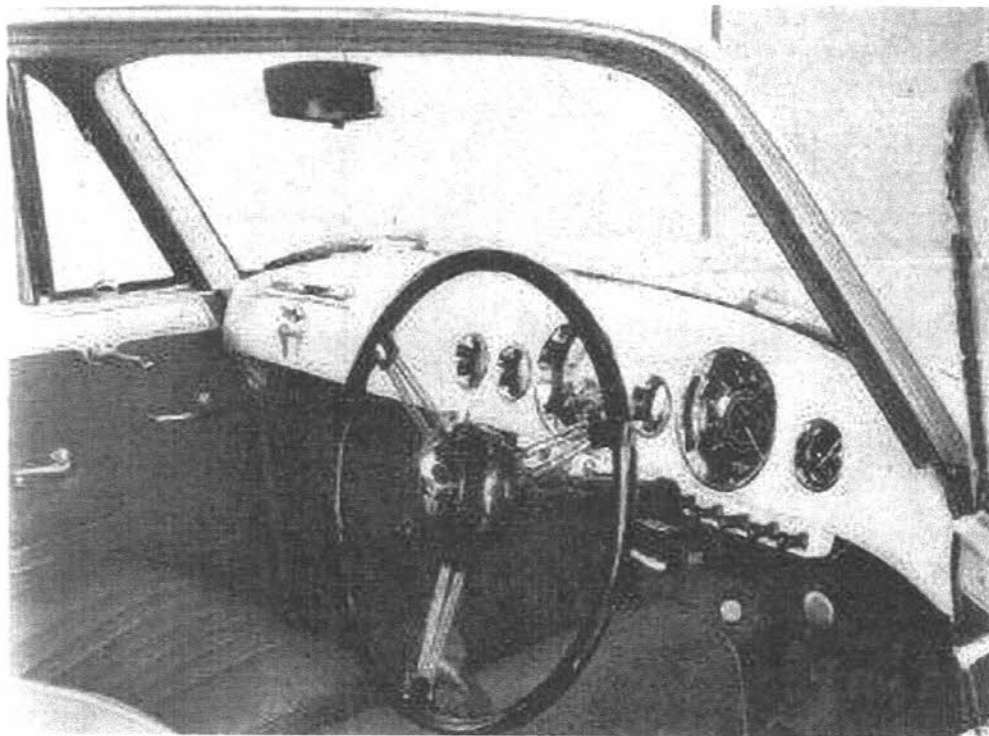
When this model was unveiled at the last British Motor Show it was rightly hailed as one of the world's most beautiful cars, beautifully proportioned because of its clever Continental coachwork. And the exterior is matched by an equally attractive interior, faultlessly trimmed and luxuriously appointed.

The separately adjustable front seats, upholstered in fine leather and situated on either side of the propeller shaft offered incomparable comfort. This also applied to the rear also some legroom for tall people must be sacrificed in the modern



ABOVE: Show piece of the year, the Graber Alvis created by Carrosserie Graber, of Berne, Switzerland. RIGHT: Interior is faultlessly trimmed, luxuriously appointed. Front seats are individually adjusted

RIGHT: DASHBOARD contains a full range of instruments. Air-conditioning unit is standard equipment



close-coupled saloon. The wide windows and slender supports give almost perfect all round visibility, while the modern styled dash board contains a full range of instruments, the large dials of speedometer and tachometer being easily read with a cursory glance at any speed. Also a Smiths air conditioning unit is standard fitting. All the instruments are lit internally.

On the 100 mile-odd ride back from Coventry, fuel consumption was better than 20 miles to the gallon despite some high bursts of speed in third and fourth gear.

The fuel tank holds 14.3 gallons including one gallon reserve operated by a switch on the dash, which is a sensible supply for fast long distance touring. This car had already done 12,000 miles on the Continent and UK.

The engine and chassis are virtually the same as the well tried TC 21/100, but the Graber body, largely made of aluminium is some 3 cwt lighter than the "Grey Lady" saloon.

This was particularly noticeable in traffic coming into London, so that frequent gear-changing was unnecessary,

it being possible to roll along at 20 mph with no snatch whatever. Its good looks and docile behaviour will particularly appeal to women.

The short centrally located gear lever comes easily to hand and enables the driver to make a quick, positive change at all speeds. When driving fast, the four speed gearbox was a joy to handle, performance in third was quite phenomenal. Going through all the gears, from 0-60 mph could easily be reached in 12 seconds.

I was able to accelerate up to 80 mph in third gear, and if needed, 50 mph was possible without over-revving. Gear ratios are: 3.77, 5.01, 7.28, 11.20 and

reverse 11.20 to one.

It would cruise all day at 70-80 mph on the open road and yet be surprisingly economical on fuel. The driver who brought it back from Switzerland told me that on one long straight stretch of road he had taken it to 110 mph indicated on the speedometer at about 5000 rpm, I could only reach 105 mph on the clock because of the poor road.

Steering is very positive but light. The brakes are magnificent. When one could safely see, "Z" bends could be negotiated at 50 to 55 mph with no noticeable roll or undue passenger discomfort, although this might be a bit harsh on one's maiden aunt.

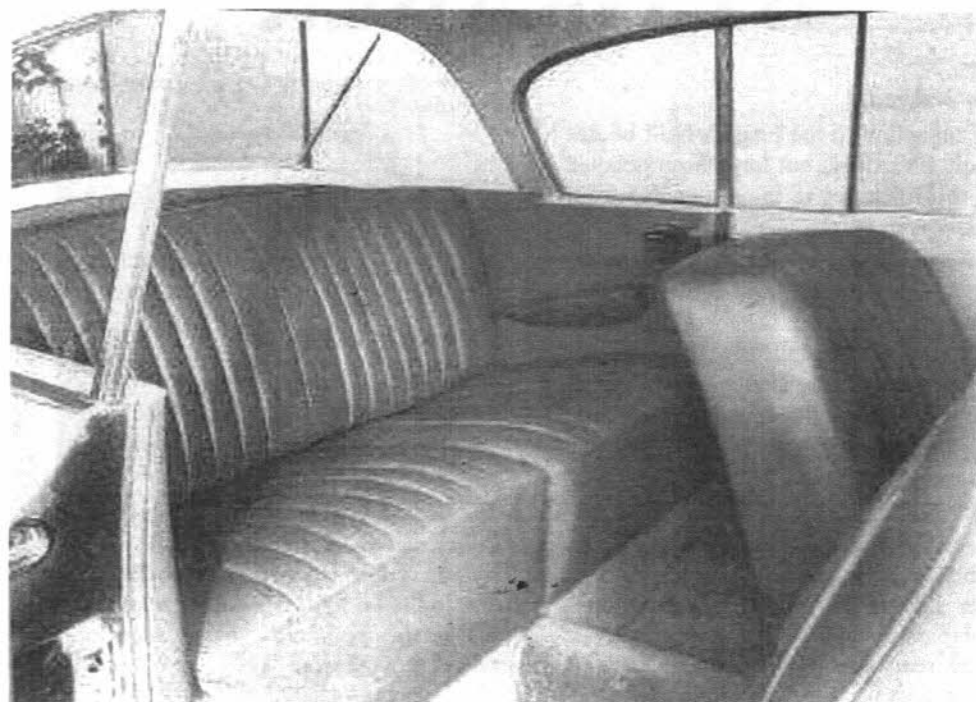
The car has independent knee-action suspension in the front with long semi-elliptic springs in gaiters with fitted grease nipples at the rear and Girling ram-type shock absorbers.

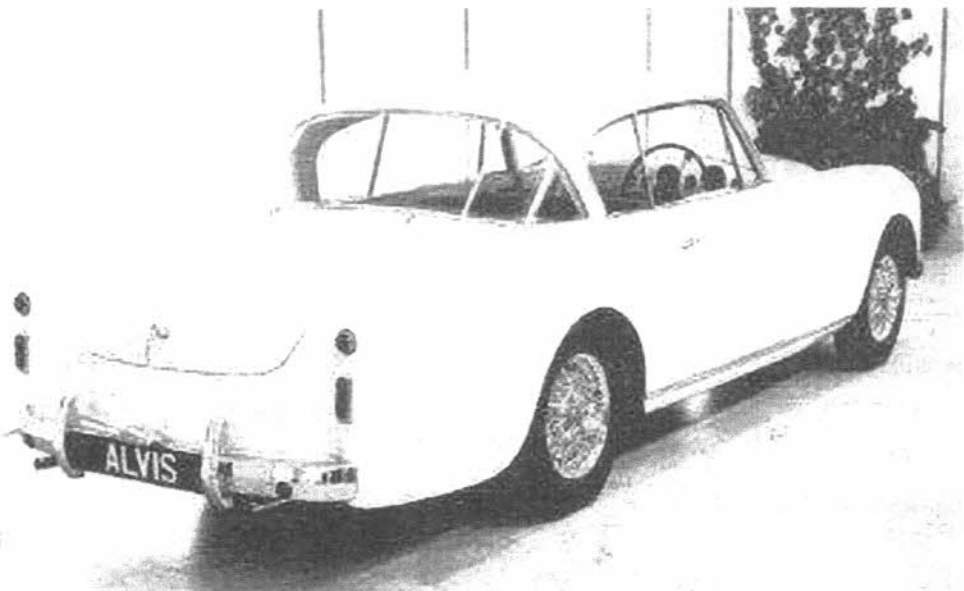
Large Lockheed full hydraulic two leading shoe brakes with 11 in. diameter drums 2¼ in. wide are fitted. Total lining area is 189 square inches.

Handbrake to rear wheels is operated by a pistol grip under the dash board by the driver's knees. I fancy one would need to be a bit of a contortionist, however to reach it in a hurry.

Steering is Burman recirculating ball-type with a 17 in. spring spoke steering wheel.

On the last leg of the journey I took a slight detour to make a business call at London Airport where the Alvis drew an admiring crowd in the car-park outside the terminal building in the centre.





THREE-LITRE Graber Alvis features wrap-around rear window

Altogether it was a very delightful motor-car which has everything to enhance the pride of ownership and the sheer joy of driving. It is also very good value at a basic price of £1850, although

the purchase tax here of £926/7/- will make some prospective customers wince.

It is unlikely that the magnificent three-litre Alvis will be introduced to the Australian market.



ENGINE: Six-cylinder, ohv three-litre of 84 mm bore x 90 mm stroke, eight-to-one compression (RAC rating, 26.25 hp). Chrome-iron cylinder block with detachable head and overhead valves actuated by Alvis design push rods and rocker mechanism. Cam-shaft is driven by duplex chain with spring-loaded automatic chain tensioner. Dynamically-balanced crankshaft running in seven Vanderwell thin-shell bearings. Positive lubrication throughout with forced feed to main and big end bearings and rocker shaft; submerged oil pump, gear driven from the camshaft. Twin SU carburettors and Lucas coil and distributor ignition system with automatic vacuum advance and retard.

COOLING: Pump circulation with belt driven fan, thermostatically controlled. Capacity 3 gallons.

TRANSMISSION: Four-speed synchromesh gearbox of improved design with exceptionally robust helical gears mounted on large-diameter bearings. Clutch, 10 in Borg and beck. Centrally-placed gear-lever. Hardy Spicer propellor shaft with needle-roller bearings. Hypoid bevel semi-floating rear axle.

SUSPENSION: Front: independent knee-action with rubber mounted transverse wishbones and large diameter coil springs. Rear: long semi-elliptic springs enclosed in gaiters and fitted greasing nipples. Girling ram-type shock absorbers.

BRAKES: Lockheed full-hydraulic two leading brake shoes, 11 in diameter drums, 2 1/4 in wide. Handbrake to rear wheels through separate linkage operated by piston grip.

STEERING: Burman recirculating ball type 17 in spring-spoke steering wheel.

PETROL SUPPLY: 14.3 gallon tank at rear of chassis with engine driven mechanical pressure pump. One gallon reserve controlled by switch on dash.

INSTRUMENT BOARD: Fitted with speedometer, clock, oil pressure gauge, petrol gauge, water thermometer, ammeter, ignition warning light, ignition switch and start control. All instruments lighted internally.

DIMENSIONS: Wheelbase 9ft 3 1/2 in track, 4ft 6 1/2 in (front), 4ft 6 1/2 in (rear). Ground clearance 7 1/2 in. Turning circle 39ft 6 in. Weight, chassis, 17 cwt, complete dry weight 27 3/4 cwt.

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with the electric welding kit with a thousand uses. Welds cracks and holes in car bodies, mud guards, radiators, etc. Repairs motorcycle, domestic appliances, sheet metal work, etc. at solder and brass, too. Many useful articles can be made, such as Garden Wagon Bodies, Radio Cases, Caravan Bodies, etc. The kit is easy to operate, and it quickly pays for itself in time and money saved. Works from 6 or 12 volt battery. Send now for this complete weld kit 4/11, comprising a high speed welding tool, earth cable, equipment of welding rods, flux, electrodes and complete working instructions.

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POSTAGE & PACKING

Orders to The Treasurer, 24 Johnson St, Balnarring, Vic, 3926. Cheques payable to 'Alvis Car Club of Victoria'

MANUALS & SPARES CATALOGUES

<u>B.T.H Magneto:</u>	CE 4, CE6, CE8,	Instruction Book	\$ 5.00
<u>Carburettors:</u>	Solex BF Side Draft		\$ 5.00
	Solex 26 AIC, FAI, Downdraft		\$ 1.50
	Solex "Your Carburettor" Operation		\$ 1.50
<u>Lockheed Hydraulic Brakes:</u>	('52) Servicing.		\$ 5.00
<u>'Marles Steering Gear</u>	(462)		\$ 1.00
<u>Motor Trader Service Data:</u>	12/70, SP.25, & 4.3, TA & TB 21, TD21		\$ 5.00
<u>12/40</u>	TC, SA, 12/50 SA, SB	Combined Manual & Spares Cat.	\$25.00
<u>12/50</u>	TE, TF,	Spares Catalogue,	\$20.00
<u>12/50</u>	TE, TF,	Instruction Manual	\$25.00
<u>14/75</u>	TA, (Including 12/50 TG, TH, SD)	Instruction Manual	\$25.00
<u>14/75</u>	(Including 16.95 S. Eagle Chassis, Silencer, Steering)	Spares Cat.	\$20.00
<u>FWD</u>	FA, FB, FD, FE	Instruction Manual	\$25.00
<u>FIRE-FLY TWELVE</u>		Instruction Manual	\$25.00
	13.22 SB, 12/70	Instruction Manual	\$25.00
<u>Silver Eagle</u>	'Sixteen' (16.95)	Running & Maintenance Manual	\$25.00
	TA 16.95	Instruction Manual	\$25.00
	TD, SD, SE. (16.95)	Standard & Sports, Instruction Manual	\$25.00
	TD 19.82, TB, TC,	Spares Catalogue	\$17.50
	SG 16.95 'Sixteen'	Spares Catalogue	\$20.00
<u>Speed 20</u>		Instruction Manual	\$25.00
	SA 19.82	Spares Catalogue	\$20.00
	SB 19.82	Spares Catalogue	\$20.00
	SC 19.82	Instruction Manual	\$25.00
<u>3.5 Litre</u>	SA 25.63	Spares Catalogue	\$20.00
<u>Speed 25</u>	SB 25.63 (Incl SC Supp)	Spares Catalogue	\$20.00
<u>Silver Crest</u>	16.95, 19.82	Instruction Manual	\$30.00
	TF 16.95	Spares Catalogue	\$20.00
<u>Crested Eagle</u>	TF, TG	Spares Catalogue	\$20.00
<u>12/70</u>	13.22	Instruction Manual	\$25.00
	SB 13.22	Spares Manual	\$17.50
<u>4.3 Litre</u>	31.48	Instruction Manual	\$30.00
	SA 31.48	Spares Catalogue	\$20.00
<u>TA 14</u>	'Fourteen'	Instruction Manual	\$25.00
	"	Spares Catalogue	\$20.00
<u>3 Litre</u>	TA 21, TC 21	Instruction Manual	\$25.00
	TA 21, TC 21, TC21/100	Spares Catalogue	\$25.00
	TD 21	Instruction Manual	\$35.00
<u>TD 21 (Series 2), TE 21</u>		Spares Catalogue	\$40.00

USE OF ANTI-FREEZE

The following is a reprint of information to AOC members in regard to the use of anti freeze. A quick look on the net suggests that the brand names are not relevant to Australia however the chemical compositions are. You should make your own decisions in relation to your use of any of the types of anti-freeze listed.

Acknowledgement is made to the AOC Bulletin and also the FBHVC newsletter.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company websites. Be aware that there are also low or no silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines. Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates, but Comma, the main manufacturer, have now discontinued it in favour of an ethylene product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning. Both of the above products use inorganic additive technology (IAT). Recently problems have been reported concerning the use of anti freeze mixtures using organic acid technology (OAT). OAT was introduced in the mid 1990s and the products are biodegradable, recyclable and do not contain silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines, over and above the ability of anti-freeze to find the smallest crevice. OAT anti-freezes have been accused of destroying seals and gaskets and causing a great deal of damage to old engines.

For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange. The final category is HOAT. These products are hybrid organic acid technology in an ethylene glycol base with some silicates in the formation along side the organic corrosion inhibitors. The product is usually coloured green and are not recommended for use in historic vehicles.

The Federation is still researching this problem, but the advice is:

- only use blue coloured IAT anti-freeze in historic vehicles
- only use OAT products (advanced or long life anti-freeze) if the vehicle used it when new and if specifically directed by the vehicle manufacturer
- never mix different types of anti-freeze without thoroughly flushing the system
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors breakdown over time.



Join the 7th Annual **GREAT** Macedon Ranges Grand Tour Saturday 1 May 2010

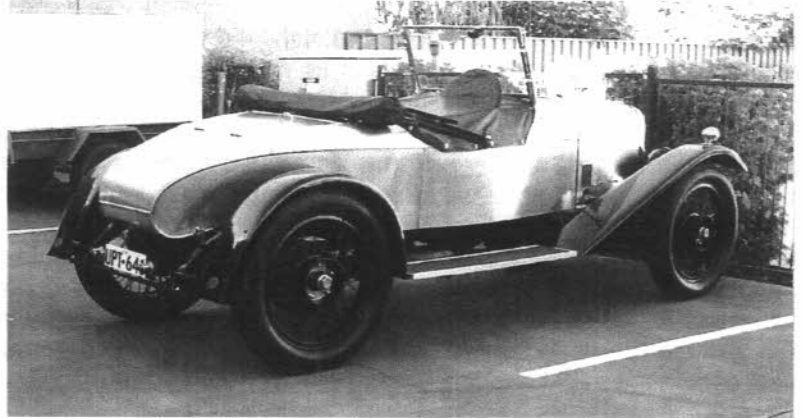
See the fabulous Macedon Region on a fully catered tour of about 210km
Breakfast & flag-off in Gisborne, lunch at Daylesford, dinner at Campaspe Downs,
Tylden. You can make a weekend out of it with an optional dinner on the Friday
night and Show & Shine on Sunday & lunch at Gisborne Peak Winery.

Full details: macedonrangesgrandtour.com.au
or phone John Lang 0419 890 313 or 0419 552 892

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FOR SALE

1924 Alvis 12/50 SC Beetleback
Full weather equipment. Trimmed in Brunswick Green Howe leather. Spares include crankcase, radiator with some dents no badge, hubs, gearbox casing & some internals, cylinder head - some repairs, pedals, front guard stays, stub axles. Spare parts catalogue. Copy of Mick Radford's book on the 12/50.
Vic Elliot - phone 08 83310833



WANTED bronze bodied 1 3/8 SU carburetors, any condition.

Contact Dale 03 5968 5170 or
dparsell@ozemail.com.au.

AVAILABLE; Silver Crest Hypoid crown wheel carrier (the alloy part) includes crown wheel & pinion, swap for Speed 20 one or something else useful.

Contact Paul Chaley 03 9877 0666 or his-
toric@historicvintagerestorations.com

WANTED

Is anyone returning a car from UK after July this year? I am interested to hear from anyone who would like to share container and shipping costs. Please contact Steve Denner at:
sgdenner@yahoo.com.au
or (03) 9885 4290

FOR SALE

3½ Litre DHC, chassis # 13139

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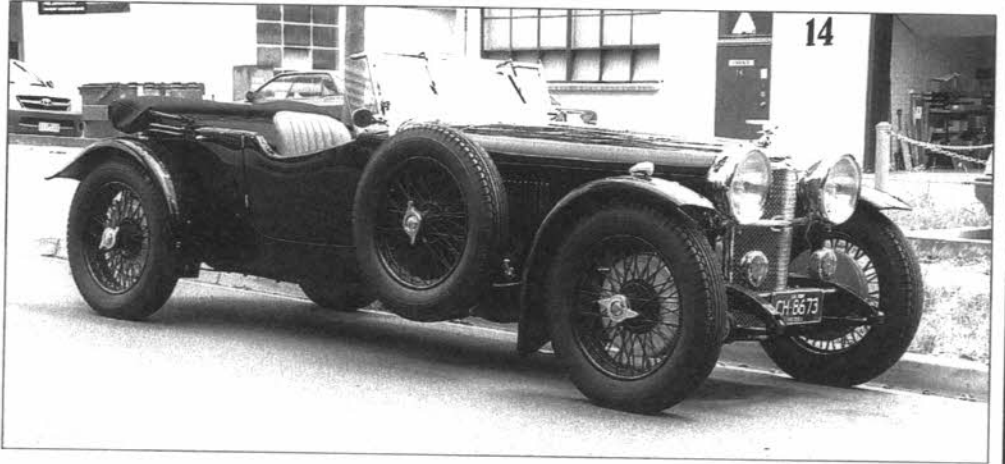
FOR SALE

SA Speed 20,

Ch 9851, eng. 10504. Very little use since extensive restoration including body, paint & leather trim. 6 wheel equipped.

Engine overhaul including new crankshaft, conrods and pistons.

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In the first instance contact Paul or Dale (HVR) on 03 9877 0666

For Sale



WANTED

21" Road wheel , open centre to suit 12/50 TG

Bruce Feldtmann (03) 5828 6350

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The Editor thanks those who contribute to the newsletter

*The ongoing health of ALVIC is reliant on your contributions.
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Now is a good time to do it!*