

*March 2012*

# Alvic

*The Newsletter of the Alvis Car Club  
of Victoria (Inc) Australia*





# Alvis Car Club of Victoria (Inc)

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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 Dead-  
line - first Friday of the month.

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**March 2012**  
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**2**

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Greetings,

As you may know a new motor museum has recently opened in Shepparton. It has been a long time coming and in fact a motor museum was first mooted for Shepparton back in the 1960s. At least after all these years it has finally happened. Trying to get a National Motor Museum established in Victoria has gone on for years with many a feasibility study going absolutely nowhere and costing taxpayers many thousands of dollars. Albert Park Lake was for many years the chosen sight as was the Old Woolstore at Geelong. The Geelong idea was first proposed in 1984 and details were submitted to a number of clubs for feedback. It was flawed right from the start with a number of conditions that were totally unsuitable for those who wished to have their vehicles on display.

The new Shepparton complex is well worth having a look at and I can recommend it to all car clubs looking for a venue.

Three members of ALVIC have cars on display. Andrew McDougall has his De Dion Bouton as does Don Bosanquet with his vintage Minerva and I have the Speed 25 Alvis and 500cc Special all sitting there gleaming.

The opening was a couple of weeks ago and the number of people that showed up is very encouraging. It is still early days but I hope it will grow into something that Victoria can be proud of.

The next bit of news concerns the 2013 National Rally that is being held in Traralgon. Planning the event is well in hand and we should have entry forms and costing in the mail shortly. I'm truly amazed at the positive feedback and help we are getting from the locals in helping us with the planning. Country hospitality is certainly alive and well in Gippsland.

I will not be at the March meeting as we will be on a one and two cylinder veteran car rally in Cobram. As I write this report, the location of the rally is well and truly under water so we will have to wait and see what eventuates. Might end up having a rally around the R.A.C.V. complex at Cobram instead!

Well that's it from me for another month.  
Cheers  
Chester

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 In the week prior to the Tassie Rally, we will have the pleasure of the company of David & Kay Webster and Ian & Jo Todd, out from the UK. We have organised 2 mid-week runs, to show them a bit more of Victoria and you are all invited to join us.  
**TUESDAY 17 APRIL** - run & Pub lunch in the Macedon Ranges  
**THURSDAY 19 APRIL** - run & lunch in the Dandenongs and environs  
 Please advise of your intentions to join us, so that we can make lunch bookings and send you details of the run.

John Lang (5426 2256) or [jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)

## SUPPER - the HETHERINGTONS

### 2012 EVENT CALENDAR

<b>16 Mar</b>	General Meeting	Guest speaker Mac Hulbert
<b>18 Mar</b>	Day Run	Darryl Horton
<b>17 Apr</b>	* Mid week Run—see above*	
<b>19 Apr</b>	* Mid-week Run—see above*	
<b>20 Apr</b>	General Meeting	
<b>22 Apr-6 May</b>	16 day event	TASSIE - Noeline McKinnon
<b>18 May</b>	General Meeting	
<b>20 May</b>	National Motoring Heritage Day	
<b>15 Jun</b>	General Meeting	
<b>17 Jun</b>	Day run in the Macedon Ranges	John Lang
<b>20 Jul</b>	General Meeting	
<b>17 Aug</b>	General Meeting	
<b>19 Aug</b>	Day Run	Chester McKaige
<b>21 Sep</b>	General Meeting	
<b>19 Oct</b>	General Meeting	
<b>26-28 Oct</b>	3 day event	John Hetherington
<b>16 Nov</b>	General Meeting	
<b>24-28 Nov</b>	RACV 80 Years' Great Ocean Road Celebration Tour— <i>more info to follow</i>	
<b>2 Dec</b>	Christmas Party	Balnarring Beach

Front Page: Peter Kellaway recently joined the ACCV and his TA14 DHC is chassis 22053 and engine # 21740

## LETTERS TO THE EDITOR

I was recently told that anybody captured on a speed or red light camera, in a red plated car then rather than waiting for the infringement notice appearing in the mail, you now get a visit from your local man in blue in person, who will want to see your log book. If it ain't signed, then you get charged not only for the infringement but also for driving an un-licensed vehicle. Apparently this has resulted in a number of convictions. A good idea say I!

Chester

### CAN YOU HELP?

A young impecunious couple are being married on Good Friday 6th April at Kangaroo Grounds. Richard Wallach is providing his TA21 as a wedding car and asks if anyone is able to provide a second "real motor car" (Saloon) to assist on the day. It would be most appreciated. Richard can be contacted on **97627670** if you can help.

## Historic Winton

Australia's largest and most popular all-historic motor race meeting, presents a weekend of non-stop racing featuring over 400 historic racing cars and motorbikes from the 1920s to the 1980s.

- Celebrations in 2012 include plenty of birthdays:
- 110 years of Cadillac.
- 90 years of Austin Seven, Lancia Lambda,
- Austin 12/4.
- 85 years of A Model Ford.
- 80 years of Austin 10 and Hillman Minx.
- 75 years of Volvo, Cadillac LaSalle.
- 60 years for the Austin Healey 100, Renault 8,
- Austin Champ.
- 50 years of Ford Cortina, AC Cobra, Austin
- Freeway, Triumph Spitfire, Morris 1100, Lotus
- Elan, MGB, Chrysler Valiant.

Historic Winton highlights are:

The ever-expanding Shannons Classic Car Park featuring car and bike club displays, including Pre-War sporting Rileys.

Spectator access to the Competition Paddock where all the fabulous old racing machines are on open display.

If you have a classic or special-interest car or bike, you're welcome to join the spectator car park display on the Saturday or Sunday.

Raceway entry fees: Sat \$20, Sun \$30, competition paddock \$5, children 14 and under n/c.  
Public enquiries: Noel Wilcox ph 03 5428  
2689 email [noelwilcox@rocketmail.com](mailto:noelwilcox@rocketmail.com)

Sunday 27 May 2012

Invitations are extended to join in a special display on Sunday 27th May incorporating: Historic Commercial and Military Vehicles- the older the better - free entry for commercial or military vehicles 50 years and older.

U Bute Aussie Ute gathering for pre-1975 vehicles - with a giveaway pack for the first 200 utility entrants, and great trophies awarded to Aussie Utes of special interest.



**F**unny subject for a car magazine. Of course it has the obvious use as a "final wash" to clean hands – after all sorts of other cleaning agents have been used to try to remove the almost indelible black marks left by used sump oil and used grease. It has some value in limiting the accumulation of that muck under the finger nails if you scratch away at a soggy wet bar of soap before you begin. That is being pro-active but there are other areas where

pro-activity helps. Soap makes rubber slide over metal much more easily so it is a valuable lubricant when fitting tyres, cooling system hoses and window rubbers.

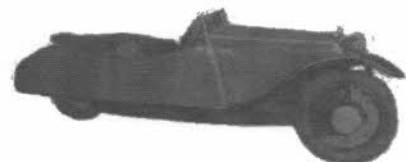
Like most things, pro-action for the right reason works well but used for the wrong reason can lead to disaster. When I was a student and broke, I had a Morgan F4. That was a three wheeler fitted with a Ford 8 water cooled engine. There was a radiator up front and a "proper" bonnet. Truly I was broke; the self starter didn't work and I couldn't afford to repair it. Besides the engine was easy enough to start on the handle. I made the mistake of lending the car to a friend one evening, who had a date with a beautiful lady but a car that didn't run. After the party he was too drunk to find the right hole through the radiator for the starting handle, so he made a false one. He stemmed the resulting flow of water by putting slivers of soap into the radiator. That got the lady home and much later, himself. The next day dawned painfully for him and he omitted to tell me of his and the car's troubles. Perhaps he hoped I wouldn't notice, but actually I think he was beyond all hope. So it was in all innocence that I set off through London traffic in a wet time-bomb.

I hadn't gone far when I came across a long crocodile of school children waiting to cross the road. A member of the constabulary decided to help by stepping into the road to stop the traffic and wave the kids across. The Morgan's radiator came to rest about six inches from Mr Plod's very ample posterior. As the last of the long line of kids crossed I began to notice some steam appearing and sounds much like boiling were heard. Switch off! came to mind. Alas, the ignition key was so worn that it had fallen out of the lock and lay somewhere on the floor. Before I could find it- Kaboom..... the top radiator hose blew and boiling soap suds erupted in all directions. Two of those directions were more significant than the rest. It was only Mr Plod's police-issue thick serge trousers that saved him from a hot soap enema. But even so, the fright of the noise and the sudden intense pain in the bum caused to desert his post. He ran to the pavement, rubbing his wounds as he went. He was not the only casualty. Boiling soapy water tracked up the steering column and up the inside of my right trouser leg, scalding my calf. I'm a big bloke and the cockpit of a Morgan is a tight fit so it was some time before I was able to scramble out and drop my trousers to remove the scalding tweed from my wounded leg.

To summarize the steam shrouded scene: in the consequent traffic jam a wounded angry constable confronts a wounded half naked driver. And the giggling school kids look on in amazement, midst all those pretty bubbles.....

That dreadful journey did not end there. There is another chapter to be told at a later date.

John Hetherington.

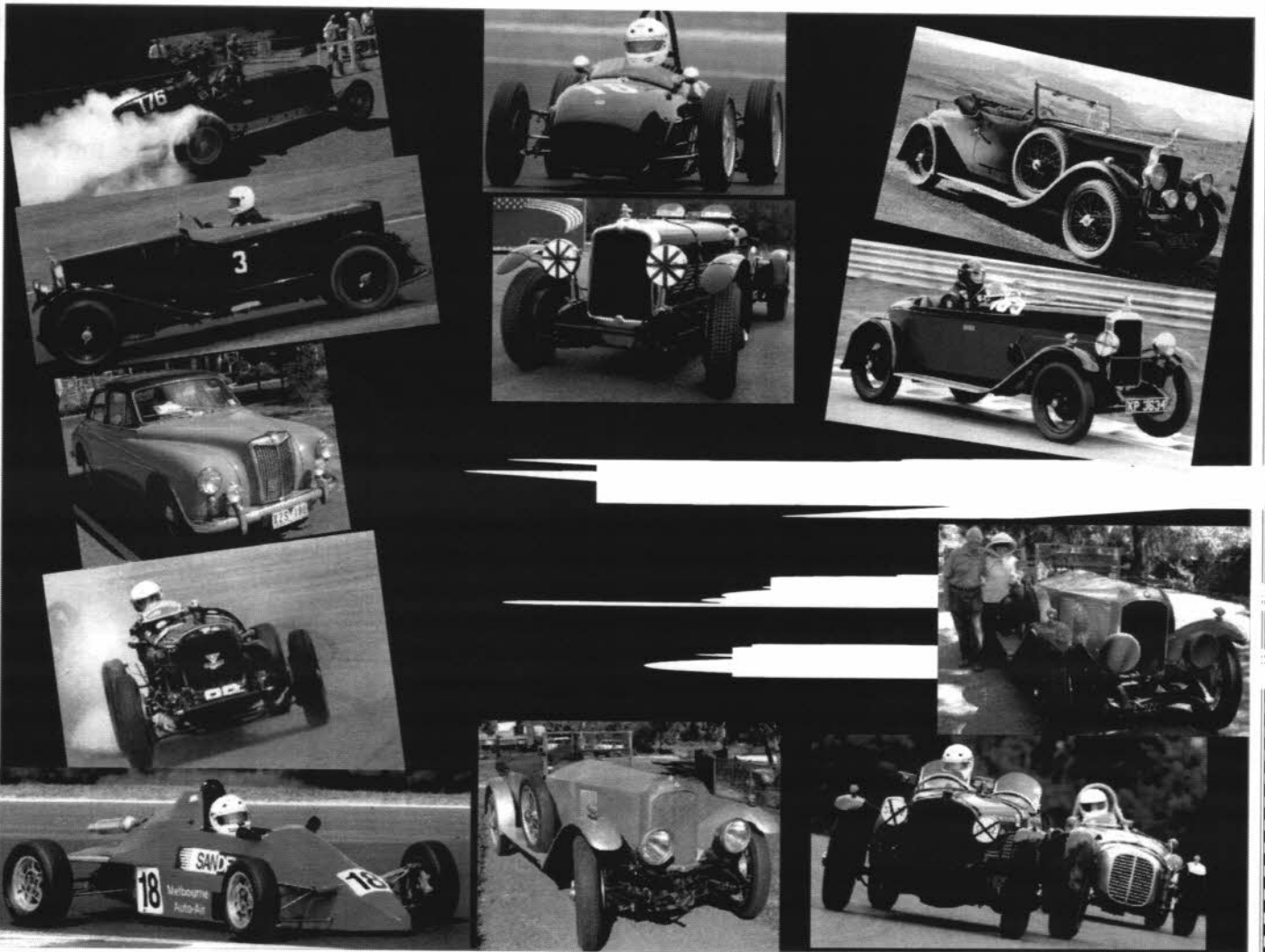


# Not To Be Missed!

March General Meeting

Friday 16th at 8.00pm

Mac Hulbert



# Heading for the Hills



## Sunday 18th March



Meet at the Knox City Shopping Centre in the Stud Rd carpark at 10.15 for a 10.30 departure

A shortish, but challenging trip through the Dandenongs and ending with lunch at the Cardinia Hotel near Beaconsfield. The starting point is adjacent to Eastlink and the finish is near the Princes Freeway/Monash Freeway which will make it easier for participants to get to and from.

Ring Darrell or Jocelyn  
for more info

03 5983 2016

# A A A

## Don't forget ACCV *TRIPLE A* WEEKEND AWAY

October 26, 27 & 28 2012 (or part thereof if you can't manage it all.)

Lot's of fun and interesting things to do within a 2 hour drive of Melbourne.

Expressions of interest have been received from interstate and overseas members so make sure the date is free when bookings open. Put it in your diary and in your partner's diary. And on the fridge. And book the kennels/cattery. And cancel the papers. Excellent, well priced accommodation has been booked; varied activities are being planned.

PREPARE YOURSELVES FOR ALVIS FUN.

Enquiries: John Hetherington 0419 319 339 [jfh@mcmmedia.com.au](mailto:jfh@mcmmedia.com.au)



### IN COMPETITION

#### Night Trial Nov '11

Mark Burns & Lloyd Williams 12/50. (5th place.) Geoff Hewitt & Liz Fitzpatrick 12/50.

#### Two Wheel Brake Rally 11/12/11:

Mark & Sue Burns 12/50 (Winner 2WB). Andrew & Bella Green 12/50.

#### Trophies:

Mark Burns won the Vickery and the Janet Hider Smith Trophies.



Above: Mark Burns  
Left: Andrew Green  
Below: Mike Hewitt





# 2929

As a follow up to articles in February *Alvic* and March *Alvibatics*, 2929's owner, David Manson, provided the following information, for "Alvis Cars in Australia."

THE GARLICK ALVIS – Chassis No. 2929.

Following Maurice Harvey's winning of the 200 Miles Race in October 1923, the Company quickly made plans for a strong showing in 1924. The first of the three-car team was described and illustrated in U.K. magazines early in April, and won its debut race at Brooklands on the 24<sup>th</sup> of May, 1924.

This car has since been described often and well, so no detail is needed here – except perhaps to mention that one component, the front spring shackle plate, has been cut away twice, in a way that suggests it may have been reused from one of the 1923 200 Mile Race cars.

The car does not appear in the Factory's delivery record until 17 July 1924, and even then it was a very basic treatment – no car number, engine number or coachwork detail, just:

Chassis - 2929)  
- 2930) - Racing Cars  
- 2931)

As components of 2931's engine are stamped RU-102, it is assumed that the engine of the Garlick car was Racing Unit no.1, though no stamped components survive to verify this. Gillian Bardsley's book "Vintage Style, The Story of Cross & Ellis" states that they built the bodies of the 1924 team cars.

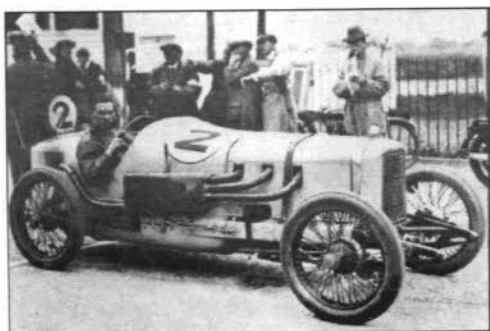
Following its 1924 competition history and disappointing eighth place in the 200 Mile Race (detailed in "The Vintage Alvis"), the engine of 2929 was fitted with a supercharger, a very compact unit driven direct from the nose of the crankshaft. To shoehorn this in, a shortened radiator was used, and the steering arms on each front hub were bent in a tight S-shape, after which the track rod crossed above the front springs, but just clear of the supercharger – the front axle of 2931 does not share this modification. It is also probable that the engine was used in one of the 1925 front-wheel drive team, but this cannot now be verified. In November 1925 the car came to Sydney, imported by the Alvis agents Williams Bros. Ltd., still supercharged and accidentally fitted with the bronze cylinder head originally fitted to Racing Car No.1.

The Alvis was hugely successful at Maroubra, due to its light build, excellent track manners, high performance and to Garlick's showmanship and fearless driving, until his sad end in January, 1927. It was rebuilt by mid-1929, but did not reproduce its original form until a further, much more extensive rebuild in 1935. Following the destruction of the original engine, at Penrith Speedway in 1938, the car was twice more rebuilt, almost immediately as the rather crude Alvis Terraplane and in 1949 – 1952 as the Alvis Mercury.

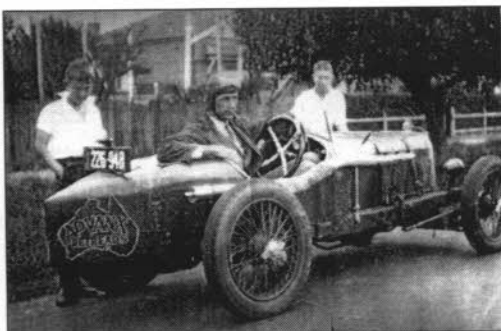
I bought the remains of the latter in 1961, with the intention of re-creating it as an all-Alvis, 12/50-engined road car, using as many original parts as could be found. This too-long-deferred plan has now been revived..

I have rejected proposals to re-create its 1920s form, like its sister car, chassis no.2931, in the U.K., as I feel its Australian history should be acknowledged alongside its Coventry origin.

David Manson



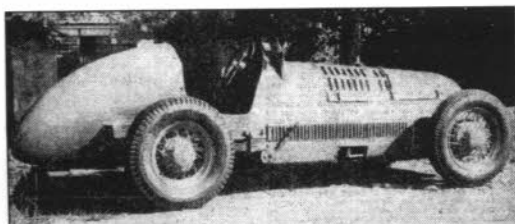
Major Harvey in 1929



Fred Braithling and the Garlick Alvis

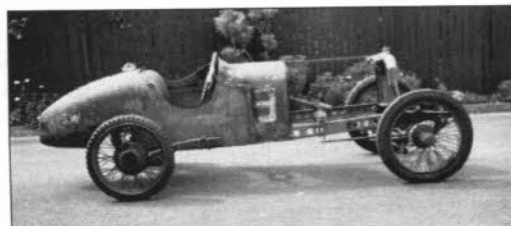


John Crouch in 1938



Left: The Oxenford Alvis-Mercury

Right: 2929 prior to the commencement of restoration

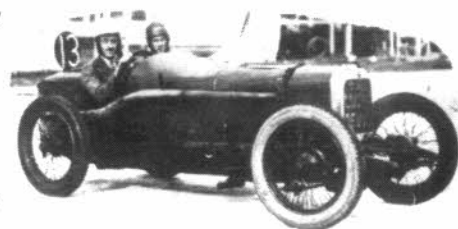


Further to Graeme Steinfort's report on chassis 2929, owned by David Manson and now undergoing a long awaited restoration; Robert Smith sent the following articles from a 1939 Motor Sport magazine.

2929 is arguably one of the most important Alvises in Australia and much has been written about its history. During the 30s there was some confusion in relation to whether it was the Harvey car or not.

The following excerpts from a 1939 Motor Sport reflect that confusion and provide some interesting information during its resolution.

Acknowledgement is made to Motor Sport in the reprinting of these articles.

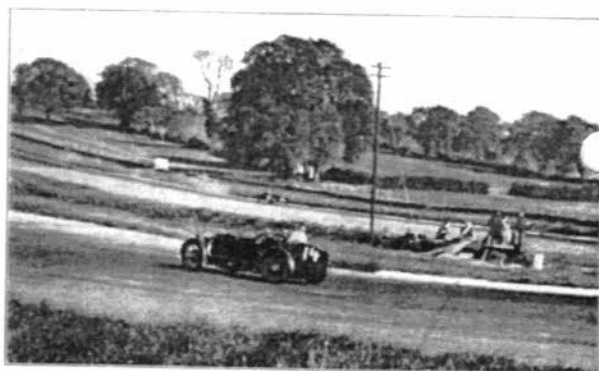


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## A RACING CAR IN RETIREMENT

SOME DETAILS OF THE 1½-LITRE ALVIS WHICH WON THE 1923 200-MILE RACE

**T**HE 12/50 hp Alvis is known to be one of the better vintage motor cars and it is much in demand by enthusiasts in consequence. The original aluminium-bodied 12/50 was sold in 1925 with a guaranteed speed of 70 mph. The engine is quite able to stand considerable hotting up and in 1923 - C. H. Harvey won the J.C.C. 200 Mile Race with a single-seater Alvis which was believed to be a fairly normal 12/50, developed for racing work. The Alvis averaged 93.29 mph for the 200 miles. Until recently, we had never been able to ascertain how far this car departed from standard, but some interesting particulars, for which we are indebted to G. FennWiggin, who is now part owner of the old car with Swain, throw informative light on the subject. They also indicate what might be done to ordinary 12/50s to make them go even quicker than they do now, for while it is normally unwise to base tuning recommendations for a type on experiments conducted on one engine only, this Alvis in rather an exception, being still active and reliable after sixteen years running - indeed it finished third in the 4 lap unlimited handicap race at the Vintage S.C.C. Donnington meeting in July 1937. Incidentally; the Alvis now carries a sports two-seater body and not the high monoposto body used in the race. The standard 12/50 cylinder - block is lined to a bore of 68 mm, while the stroke is 103 mm. (1,496 cc). The crankshaft is standard in design, but carefully polished and balanced. The head in the normal big-port 12/50 head, but with unmasked plug-holes and cleaned up and polished ports. The exhaust system is of three branch type, the off-takes going straight out through the bonnet sides. The brass inlet manifold has easy curves and is polished internally and is encircled by the central exhaust off-take. The Solex carburettor is similar to that fitted as standard, but the choke is very large and extends about ½" as the bottom of the air-intake is cut away; a 35 jet in used. The compression ratio is 9 to 1, but the car runs well on Discol or 50/50 petrol/benzol. The camshaft is special and the inlet valves are of exaggerated tulip formation, with standard exhaust valves. New inlet valves, to the exact shape of the originals, were made up for the present owners by the Wolverhampton Valve Company for 8/6 each. The connecting-rods appear to be standard ones machined to a thickness of ⅛" and polished all over. However the gudgeon pin clamp has no slot, the bolt merely acting as a cotter. Alvis can supply the rods without the slotted clamp and charged FennWiggin £4 for machining one down. The pistons have flat crowns, dropped at the sides for valve clearance. Dry-sump lubrication is used, with the oil pumps in the normal position, the bottom one being driven by a shaft which passes through the upper pump and which is slightly longer than standard to drive both pumps. The lower pump scavenges and the upper one feeds through the side of the sump and thence to the 3 gallon exterior tank. The scavange pump draws oil from what would be the oil-level float tunnel on the standard engine. The tunnel base has a plate and filter in place of the usual base and from this filter oil is led back to the tank. Castrol "R" lubricant is used and the pressure is 100 lb per square inch. The magneto is a Simms S.R. 1 type with double contact breaker springs. Flywheel and clutch are completely non-standard, the clutch being of internal cone type with light alloy parts. The ENV gearbox is in unit with the engine and has a central lever and very close ratios. The ENV rear axle has no differential and a final drive ratio of 3.8 to 1. The tyres are 19" x 4.00."



The old 200 Mile Race Alvis in action at a Donnington Club Meeting

## THE LATE MAJOR HARVEY'S ALVIS

Sir,

In connection with your article "A Racing Car in Retirement" on page 55 of your February issue, describing the late Major Harvey's 200 Mile Race winning Alvis, I was puzzled by referring back to the May 1937 issue of the Australian "Car" in which the same (?) car in described as being in New South Wales.

This article entitled "A Great Old Car" states that the Alvis was brought to Australia in 1925 and raced by the late Phil Garlick who was killed at Marruatt (*sic*) Speedway in the car. About five years ago it was got going again by Braitting, but not too well. Later Hope Bartlett tried his hand on it, but with little success. Then Turner acquired it, fitted 'Willys front axle, wheels, braking system and managed to restore its lost performance.

Now the car is driven by W. Bullen and was second in the Australian Five Mile Championship, third fastest at the Waterfall Hill Climb in April '37 and third fastest at the N.S.W. L.C.C. record attempts at Canberra an May 1st, at 101.1 mph.

The accompanying illustration showed the car with a two-seater, short pointed tailed body. The question is have Messrs. Fenn Wiggins and Swain brought this car from Australia, or what?

I am, Yours etc.,

H. L. Biggs

S.W.15.

Sir,

I am a constant reader of MOTOR SPORT in Australia and I am puzzled when I read your article on "A Racing Car in Retirement" in your February issue. The late Major Harvey's 200 Mile Race winning Alvis was brought to Sydney in 1925 by the late Phil Garlick after a blower had been fitted by the factory in England. He was killed in this car at Maroubra Speedway after innumerable successes with the car there. Maroubra Speedway (a high concrete saucer) was closed through financial and safety reasons shortly after. The car was left in its smashed condition for many years and in 1932 a Newcastle engineer named Mr. Honeyman bought the Alvis from Garlick's relations and partly reconditioned it.

It was then purchased by an Alvis enthusiast named Braiting. Later it passed into the hands of an experienced N.S.W., racing driver Hope Bartlett (who owns a very fast Q" type MG., the original factory car) and then to Mr. A. Turner who fitted Willys 77 transmission, wheels and four wheel brakes and restored some of its lost performance. Later Mr. Bruce Clarke bought this car and spent approximately £1,500 on improvements. A new two-seater body was fitted and a Stewart Truck clutch fitted. New connecting rods were made and the supercharger reconditioned by Mr. W. Conoultv of Austin fame. The motor, after some trials was made quite reliable. It was driven by Mr. W. Bullen for eighteen months with considerable success in various N.S.W. Light Car Club hill-climbs and speed events and on Penrith Speedway (a mile dirt track) for Mr. Clarke. I then bought the car myself and in a Light Car Club Flying quarter-mile managed 115.4 mph. Not too bad for a fifteen year old car. Then in a Five Mile Championship at Penrith Speedway in which I won the heat, a connecting rod snapped which, I am sorry to say, wrecked the block, crankcase and sump beyond repair. I then traded the car on a 2.3 Le Mans four-seater Alfa-Romeo ex-Louis Chiron, to an Australian who has fitted a fast Terraplane motor to the Alvis chassis and it was entered in our recent 150 mile Bathurst Grand Prix although it did not start. Its last public appearance was at Penrith Speedway, driven again by Mr. W. Bullen and it finished third in the Five Mile Championship. At Midget Car meetings where I race an English Skirrow, parts of the old Alvis engine are raced every week in an Alvis motored midget car. The remaining parts of the motor are being built into a 1927 model 12/50 Alvis which is to be used for competitions by Mr. Richards of Sydney.

I am, Yours etc.,

John F. CROUCH. '

Wollstonecraft,

N. S.W.

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Sir;

As a regular reader of MOTOR SPORT, I am particularly interested in the Alvis articles in the last two copies I have received.

The Alvis that came here is fitted now with a six-cylinder two-carburettor Terra- plane engine and performed very creditably in its maiden outing at Penrith on Anzac Day April 25th, being beaten only by Kleinig Hudson special with Magnette chassis and very similar in appearance to the new Darracq GP and holding the N.S.W. flying mile record and by Paul Swedberg's Offenhauser Midget, a beautiful doodle with Miller four-cylinder 1,500 cc. twin camshaft engine.

The Alvis changed its power plant when J. Crouch popped a rod through its crankcase. Crouch bought the Alfa Le Mans tourer which Shaw brought back with him and made fourth in the Bathurst Grand Prix, which was won by Sherwood —Ulster Magnette—second and fastest time Swedberg in Shaw's Delahaye, and third Barraclough, in another Ulster Magnette.

Kleinig led this race for 29 laps until he ran out of oil and enlarged a big-end. But to return to our Alvis. The block, valve gear, camshaft, oil pumps, exhaust manifold etc. were purchased by my friend, A. MacKinnon, who runs one of Sydney's two Frazer-Nashes, fitted with an A.C. 2-litre engine. You may remember this man competing in various events at Brooklands with this same Frazer-Nash, a couple of years ago.

The bits of 12/50 engine, we added to the old side valve 12/40 which we already had fitted in a doodle, and instead of the blower we fitted two SUs.

Tears of blood were shed by reason of the fact that in a moment of canniness we attempted to beat the owner down for his very fine bronze cylinder head, and thus lost it to another 12/50 owner.

Howbeit, the thing performs astoundingly well, although it is accustomed to cooking R-11's - which may be due to the fact that the pistons stand proud of the cylinder barrels at TDC. We have not dared to measure the compression ratio.

I own a 1925 20-70 side valve sports Crossley, which I have spent the last year in reconditioning as a spare time job. This car in its prime held the lap record at Maroubra track for some years, but that was long before it came into my possession.

I am Yours etc.,

R. BEAL PRITCHETT.

New Zealand.

## THIS ALVIS CONTROVERSY

Regarding recent letters about the Alvis, winner of the 1923 J.C.C. '200,' the following information may be of interest, same being part of letter from a friend of mine in Melbourne. Talking, or rather writing, of old race cars, he says one of the most famous is the 12/50 Alvis, winner of the '23 J.C.C. "200." To use his words: "It has been entirely re-built; the chassis, axles and wheels are 'Willys77" but the engine is the same save for a blower. The radiator is the original. The whole car is magnificently finished and is an engineering job throughout and only a close inspection would reveal the Yank components. Mr. Bullen recently drove the car over the flying mile at Canberra at 101 mph."

This should help to prove the car is (or is not) "down under."

I would be pleased if any reader can inform me as to the "present whereabouts" of the 1,000 hp "200 mph. Sunbeam and the 12-cylinder 350 hp. Beam."

I am, Yours etc.,  
"A READER." H

## THAT MYSTERIOUS ALVIS

**I**N the February issue we innocently published quite a lot of technicalities about an Alvis owned by Fenn Wiggin and Swain in the belief that this car was about an Alvis owned by Fenn-Wiggin the one which took C. K. Harvey to victory in the 1923 "200 at 93.29 mph and thus that a description of it would not only be of historic interest and of possible value to 12/50 Alvis tuners, but that it would serve to show that Harvey's car was quite reasonably standard. We confess that when we have seen this car in action at Donnington, it has struck us as looking nothing in the least like Harvey's car, which had a high, narrow two-seater body and of which pictures have been published on more than one occasion in MOTOR SPORT.

When we said last month that the car was a single seater. We therefore imagined that Swain's car had at some time been lowered and re-bodied. Now another correspondent, J. A. Cooper of Leicester, writes to say that Swain's is not the 1923 200 Mile Race winner, but is actually one of two cars built in early 1924 for record work.

Apparently these cars had low frames from the commencement and we recall low-chassis cars running in the 1924 "200." Our correspondent says that two of these cars and the 1923 car started in that race and that later one of the former went to Australia went to Australia and the other was acquired by Dunlop and used for tyre testing at Brooklands in the hands of Dutoit.

Curious how things link up, for we found the steering wheel from this Alvis on a Lambert Special which we discovered some six years ago and which proved to be the work of our good friend William Lambert of Finchley Road, who is an s.v. Aston henchman and to whom we were introduced by J. D. Aylward, now very much of the B.O.C. To return to the Alvis, if Swain's car is a 1924 job, the 1923 winner is not accounted for, because while Cooper thinks it was dismantled, H.O. Vaux, Alvis Service Manager, in his speech at the recent Alvis Staff Dinner and Dance in Coventry, said the old car was still winning races in Australia (also as claimed by Mr. H. L. Riggs in his letter published on page 77) - perhaps he, like ourselves, is confusing it with the 1924 car. It is interesting that whereas we published the notes on Swain's car to emphasise how reasonably standard was the 1923 racer, Cooper says that the 1924 type described was much more specialised than Harvey's, which merely had a drilled 12/50 frame, standard axles, etc., and very high compression-ratio and axle-ratio. Incidentally, he says that Harvey's passenger was George Tattersall, who later managed Alvis pit-work and is now shop superintendent of the mechanization branch. He would like to know whether Dutoit, aforementioned, was "Segrave's Dutoit." Over all this we can only crave reader's indulgence and leave the fight to Alvis enthusiasts. Cooper says that slotted con-rods are unwise for speed work and that end pads in the gudgeons are advisable.

Alvis did not use slotted rods on the early 12/50s and later 12/50 and 12/60 engines, only for the 1928-9 big-port models before No. 6875. Apparently the nickel-chrome  $\frac{1}{4}$  B.S.F. pinch-bolt has been known to break.

Having committed, or contributed to, or dug up this Alvis Muddle, perhaps we may venture to conclude with a few notes on the production models. The touring- 12/50 was 89 X 110 mm. (1,645 cc.), likewise the 1931-2 12/60. The sports jobs were 68 x 103 mm. (1,496 cc.). The sports models had 4.55 to 5 axles; the touring models and 1931-5 12/50 and 15/60 models a 4.77 to 1 axle. Sports models used high first and second ratios and the 1935-2 12/60 twin carburettor model high first, second and third gears. It is useful to convert to the high third in a 12/50, especially with the 4.55 to 1 final drive.



"Phil" Garlick Alvis. Lucky Devil Cup 6/2/26

# SAVED BY THE WAR

Simon Fisher  
Part 2

## Alvis' creative accounting

Accounting standards still come in for plenty of criticism today, but they and the Companies Act, have come a long way since the nineteen thirties. In those days companies did not have to publish their accounting policies (describing how they account for the various types of transactions they undertake), which (a) made it difficult for a reader to understand quite what was happening and (b) meant the directors could change the accounting treatment when it suited them without publicising the fact.

I hope readers will bear with me while I briefly delve into those aspects of Alvis' accounting that left something to be desired. It was the practice of the time for a company's annual accounts to report a profit or loss prior to certain provisions and appropriations to be recommended by the directors.

What I quickly discovered, when starting my research, was that I could not make any sense of the audited accounts without reading them in conjunction with the directors' reports. The appropriations recommended by the directors and approved by the shareholders at the Annual General Meeting never appear in the annual accounts, instead the profit brought forward in a particular year is a completely different figure from the profit carried forward in the previous year's accounts, the difference being the previous year's appropriations. Even income tax was considered to be an appropriation of the accounting profit, as though it was paid at the discretion of the directors, whereas these days it is regarded as an unavoidable expense of doing business and recognised in the profit and loss account.

But of more significance when analysing Alvis' results, was the way they treated "development expenditure." It is reasonable to capitalise and carry forward expenditure incurred on developing, say, a new model, provided you are confident that you will be able to recover this expenditure from the profits of that model once it is on sale. Readers may recall that the downfall of Rolls-Royce in 1971 came about because that company spent a fortune on developing the RB 211 aero engine. When significant doubts arose as to whether they would ever be able to recover this expenditure, the bankers put in Rupert Nicholson as Receiver. The one thing that is clear is that when a company starts recovering such expenditure it needs to be expensed as a charge against the profits earned. Yet the Alvis Board treated such write offs as yet another 'appropriation,' to be dealt with outside the profit and loss account.

One further point was that Alvis had issued preference shares. Interest had to be paid on these at a fixed rate (7½%) before anything could be paid to the ordinary shareholders. So in the eyes of the ordinary shareholders, a profit is made only if there is something left over after paying the preference shareholders. But Alvis again treated this interest as an appropriation, whereas nowadays it would be treated as a charge in the profit and loss account. So the profit available for distribution to the shareholders was very much less than that reported in the profit and loss accounts. If one deducts the various appropriations (development expenditure written off, income tax, stock obsolescence and preference dividends) the results were as follows:



*T.G. John, desperate gambler or someone taking calculated risks against the background of economic turmoil, in a fast moving increasingly technical world feeling the impacts of globalisation. This article being timely, given the Business world's current challenges with many CEOs facing the same dilemmas.*

Year	Profit per the accounts (£)	Profit available for dividends (after appropriations) (£)	Dividends paid (£)
1926	15,200	15,200	-
1927	25,028	13,807	-
1928	32,372	17,568	9,233
1929	21,688	3,949	3,875
1930	1,570	(6,992)	-
1931	7,079	1,454	-
1932	24,207	(1,419)	-
1933	32,563	16,938	5,812
1934	41,107	11,795	18,988
1935	26,259	(15,032)	15,631

The years 1926 to 1933 were the time of Sir Arthur's chairmanship and one can see that the directors were careful to keep the dividend within the amount available after appropriations. The ordinary share capital had been £100,000 from 1928, so the shareholders' return on investment was fairly miserable, but this period included the Depression years, so perhaps the shareholders were happy when they received

a dividend of over 5% for 1933, knowing that many similar companies had gone under in this period.

As mentioned above, in November 1934 a London Stock Broker, Ian Anderson, offered to buy 280,000 5/- (25p) shares for 10/- (50p) each, i.e. at a 100% premium. Thus, of the proceeds of £140,000, £70,000 was placed in a "share premium" account. From 1948 the Companies Act placed strict restrictions on the use of such an account, specifically to prevent it being used for the payment of expenses or dividends (since it was part of the capital of the company), but in 1934 these restrictions did not exist.

When the 1934 accounts were being prepared, after Sir Arthur's death, the directors proposed that the write down of development expenditure for that year be treated as an appropriation of the share premium account, rather than against the profit and loss account. So although the accounts presented a profit of £41,107, the end result, after adjusting for the appropriations against the profit and loss account (stock obsolescence, income tax, and preference dividends) and against the share premium account (development expenditure) was a profit of only £11,795. Yet dividends totalling £18,988 were paid out for that year.

In 1935, car sales took a dive (from £601,000 in 1934 to £461,000), which John blamed on the poor performance of Charles Follert, the London Distributor. In that year the directors charged not only the write down of development expenditure, but also a stock obsolescence provision, against the share premium account. Whilst the accounts for 1935 reported a profit, before appropriations, of £26,259, the position after all appropriations was a loss of £15,032. But this was not acknowledged in the directors' report in any way, and dividends totalling £15,631 were paid out for this year. The stock brokers, however, seemed quite happy with the company's performance in 1934 and John must have convinced them that he had grand plans for expansion (he was clearly a master of 'spin' well before the term existed), since they took up a further 40,000 shares at 11/- (55p) in November 1935, followed by a 'rights' issue (to existing shareholders) of 720,000 shares at the reduced price of 8/- (40p) in December 1935. This more than doubled the existing capital. A further 160,000 shares were taken up in August and September 1936 at 10/6d (52.5p). Now John went for 'double or quits.' On the strength of the overstated profits and dividends paid out of capital the company went for its first public offering, issuing a Prospectus for the sale of 800,000 ordinary shares for 9/3d (46.5p) on 7 October 1936. This Prospectus claimed that the business consisted of three main "branches," one of them being "the manufacture of high power aero engines." Even the Stock Exchange Official Year Book for 1936, published before the Prospectus, had misleadingly stated "the company now also manufactures and sells within the British Empire, Gnome-Rhône aero engines" and yet the first engine test did not take place until March 1937. The Prospectus stated that it was around July 1935 that "the directors decided the time was opportune for extending the activities of the Company in the direction of manufacturing high power Aero Engines" and that the decision was taken "before the speed-up of armaments in connection with the new Defence Programme came to the front." The Prospectus went on to explain that the proceeds of £370,000 would be used as follows:

£120,000 on new buildings, plant, machinery and tools

£45,000 for repaying a bank loan

£183,000 for working capital

the balance being absorbed mainly by the costs of the issue.

The investors, it seems, found the Prospectus convincing, as the issue was heavily over-subscribed. The share price of 9/3d (46.25p) was payable as follows: 2/6d (12.5p) on application, 2/6d (12.5p) on 15 December 1936, and 4/3d (21.25p) on 15 March 1937 and this gave John his next headache. Car sales in 1936 had fallen significantly again – to around £300,000, compared with £461,000 in 1935 and £601,000 in 1934. This was attributed to the company's failure to introduce a 4 cylinder replacement for the Firebird, which had been withdrawn in August 1936, which was in turn attributed to a shortage of raw materials, but one cannot help thinking that the distraction caused by the aero engine development may have contributed to this. The results for 1936 would therefore show a substantial loss and if the new shareholders got wind of this they might cut their losses by not paying up the 4/3d per share due on 15 March 1937. John could not take that risk and must have been optimistic that things would get better in the first half of 1937, because his solution was to change the company's accounting year-end to 31 July and thus avoid producing any accounts until December 1937, when accounts for the 19 month period to 31 July 1937 were issued. This delaying tactic failed, however, since in the event business did not pick up. The long awaited replacement for the Firebird, the 12/70, did not go on sale until May 1937 and had little impact initially. £800,000 had been spent as set out above, but there was nothing to show for it. Development of the aero engines had been slow, as it had involved a complete redesign of the Gnome-Rhône engines to incorporate as many locally manufactured components as possible and to convert the measurements from metric to imperial.

Although aero engine testing had started (of the 14 cylinder, 1,000 hp Pelides), no orders for aero engines had yet been received. John was now in deep financial difficulties and the Annual General Meeting held on 10 January 1938 was stormy, to say the least. Even the profit and loss account showed a loss of £29,979 (mainly from car trading, since all the costs of aero engines were being carried forward as "development expenditure"), but after the usual appropriations this came to a loss of £56,272. John blamed the troubles of the car division on the difficulty in getting materials and tools for the new model (the 12/70) due to the launching of the Government's armaments programme and assured shareholders that these problems had now been overcome. The Financial Times reported on 11 January 1938 that: The Chairman's speech was criticised by Mr PJ Navarro and Mr JH James, the latter of whom said that the company had gained a good reputation for motor cars, but was now undertaking something entirely different. He declared that since the company was floated the shareholders had lost three-quarters of their capital and that the company had "proceeded to make an aero engine which the Government did not support." He protested against the company having "run away from making cars." It was left to the Stock Broker, Ian Anderson, to propose a vote of confidence in the Chairman, which was passed with only four dissentients. The price of shares that investors had subscribed for at 9/3d (46.25p) in October 1936 (or 11/- (55p) in November 1935) fell to 3/9d (18.5p) following the meeting.

### 1937/38

Despite John's assurance in January 1938 that the company's problems had been overcome, the results for the year ended 31 July 1938 were far worse. Car sales (including spares and service income) were only £349,033 and the car division made a trading loss of £86,035. The subsidiary company, Alvis-Straussler Ltd, was still eating up money, as it too was yet to make any significant sale and a provision for losses of £56,480 had to be made. The relationship with Gnome et Rhône had deteriorated and the licence agreement was cancelled during the year. However, this left Alvis free to develop their own design of a smaller radial engine, the 9 cylinder Leonides, initially rated at 450 hp. Not a single order had been received for an aero engine, but the new factory was now, at least, being used for subcontract work and this work was already showing a modest profit of £19,834 on revenue of £83,432. Overall the result after appropriations (which still did not include any write down of the aero engine development expenditure) was a loss of a staggering £175,931. As can be imagined, the balance

sheet at 31 July 1938 was in a dreadful state. Capital and reserves stood at only £827,397 (after raising £804,000 in new capital), but there was a bank overdraft of £308,000 and creditors of £168,000, while current assets (receivables) were only £34,000. Aero engine development expenditure of £308,117 was being carried forward as an asset, which evidently was making the auditors feel uncomfortable.

#### ALVIS LIMITED BALANCE SHEET AT 31st JULY 1938

	£	£
Property, plant and equipment		689,768
Investment in Alvis-Straussler Ltd	42,959	
Trade Investment	25,218	
Development expenditure		308,540
Current assets		203,354
Inventory		
Receivables	34,347	
	237,701	
Current liabilities		
Trade creditors	168,454	
Bank overdraft	308,335	
	476,789	
Net current liabilities		-239,088
Capital and reserves		827,397

The minutes disclose that Price, Waterhouse & Co insisted that the Chairman's report include a clear statement that no contracts for aero engine sales had been obtained. Despite this, John had an easier ride at the Annual General Meeting than he had the previous year. By the time it was held on 5 January 1939, the sub-contract work, mainly for Rolls-Royce (including components for the Merlin engine) and de Havilland, was in full swing. The shareholders obviously appreciated this and did not give the Chairman too hard a time. But there were goings on behind the scenes and the minutes refer to the operations of the Hare Group (to which Alvis had been trying, unsuccessfully, to sell their stake in Folland Aircraft Ltd) "in connection with the recent attacks on the company, operating in part through the AGM." A group of shareholders also demanded the appointment of a director to represent their interests. Eventually, Horsfield had to step down and JC Chaytor (an engineer?) and RW Rutledge (another Chartered Accountant) were appointed in March 1939. They produced a report on the management of the company in May 1939 containing criticism of the company's policy and making suggestions "with a view to improvement." In the summer of 1938, perhaps once he knew that sub-contract work was secured, John went on a riding holiday in Europe and had time to write a book about it. Was this a necessary escape from the severe stress he must have been under for the previous three years?

#### 1938/39 and 1939/40

Whilst car sales continued to decline (£291,000 including spares and service income) in 1938/39, understandably given the uncertain political climate, revenues from sub-contract work were £351,000 in the year ended 31 July 1939 and a fantastic £819,000 in the year ended 31 July 1940. The gross margins on car sales were declining significantly in this period, with the company making a gross loss on some models, as the following figures from the management accounts show:

	Year ended 31 July 1938			Year ended 31 July 1939		
	Nos Cars Sold	Sales (£)	Profits (£)	Nos Cars Sold	Sales (£)	Profits (£)
12/70	261	87,317	7,659	313	104,960	7,231
Silver Crest 17	92	37,139	-2,396	15	5,845	-774
Silver Crest 20	84	38,561	2,207	54	23,912	66
Crested 20	12	5,726	-1,087	5	2,040	-713
Speed 25	88	55,219	5,081	67	42,755	3,234
Crested 25	26	17,050	1,406	29	15,549	-2,450
4.3	46	34,743	4,653	29	20,742	1,654
Works and demo cars	47	20,269	-1,991	45	16,266	-1,737
<b>Total</b>	<b>656</b>	<b>296,024</b>	<b>15,532</b>	<b>557</b>	<b>232,069</b>	<b>6,511</b>

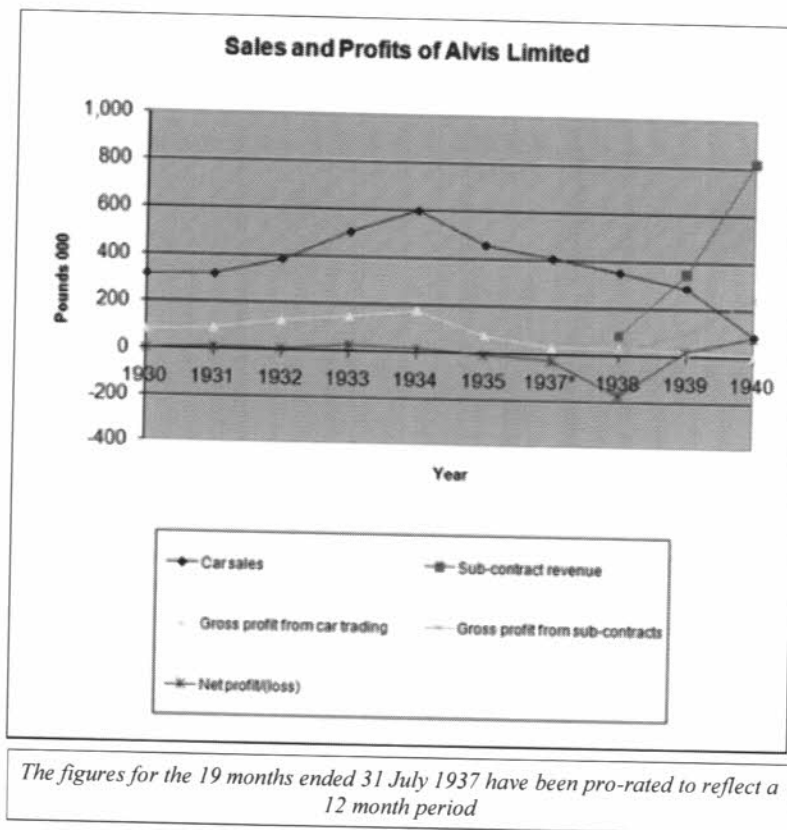
As in the past the strongest performance was still coming from the 4 cylinder model. Surely if sub-contract work from the rearmaments programme had not materialised in mid-1938 the Receiver would have been called in again. Alvis Ltd had been saved by the War, as this graph demonstrates:

At the Annual General Meeting held on 31st December 1940, a 5% dividend was declared on the ordinary shares, the first since 1935.

#### The Board of Directors

What was the Board's role during this period? It appears that John, as Chairman and Managing Director always got his way. Following Sir Arthur's death the Board comprised John, Smith-Clarke (Chief Engineer), SW Horsfield (Sales Manager), Mowbray Atkinson (a director since 1925), RD Lowless, and SCP Cooper (a merchant banker). Cooper died in 1936 and was replaced, in November 1936, by Edgar L Granville, an MP and a Director of British Airways. Lowless died in October 1937 and Granville was asked to resign in May

1938, after allegedly “exceeding his authority” in negotiations to sell Alvis aero engines to the French Government, leaving Atkinson as the only non-executive Director.



Over optimistic car sales forecasts (sales of 1,800 cars had been forecast for 1938) and he refused to support the purchase of the shares in BMA Ltd, feeling that the company “already had large financial commitments.” Even the faithful Smith-Clarke felt the design of the tanks being made by Alvis-Straussler was “fundamentally unsound” and urged that tank work be discontinued, but he was over-ruled by John. John must have recognised that the Board was losing credibility and perhaps belatedly began to appreciate that it might be useful to have an accountant on the Board, so he invited Alfred E Nicholson ACA, who had assisted Sir Gilbert Garnsey during the latter’s appointment as Liquidator of the company in 1924 and 1925, to join the Board, which he did in May 1938. Captain HS Harrison-Wallace RN (Ret’d) was appointed soon after. AE Nicholson, by the way, was the father of Rupert Nicholson, mentioned above as the Receiver of Rolls-Royce in 1971. In his “Recollections” published in 1993, Rupert Nicholson mentions that he learnt his skills as a receiver at a young age in the late 1920s, when he was articled to his father as a trainee accountant, although he was still at school at the time of the Alvis Receivership in 1924/5. As mentioned above, Horsfield stepped down in March 1939 to make way for JC Chaytor and RW Rutledge to join the Board. This was the first time since the Receivership (1925) that the shareholders had influenced the composition of the Board. From then until 1939, the Directors had been hand picked by John. It was not until November 1944 that the Board flexed their muscles when Nicholson, who by then was Deputy Chairman, convinced the Board, in John’s absence (probably from illness), that “it was vital to the Company’s interest to secure Mr John’s immediate resignation”. John obliged, and his resignation letter rests in the Cover Archives.

### TG John

Had John foreseen the War and the preceding rearmaments programme? I think not. The records show that the decision to build the aero engine factory was made before rearmament had started. And, although there was much criticism of the Air Ministry for favouring the existing aero engine builders, all of which were well established with proven designs, Alvis was trying to sell aero engines for civil, not military, use. Also, as the Air Ministry pointed out, they bought aircraft, not aero engines, so an aero engine manufacturer needed to market their engines to the aircraft builders, not the Ministry. Consequently John did not initially envisage the Government as a customer and his early, unsuccessful, efforts at finding a market for his aero engines were aimed at the civil market. In the event the Air Ministry understandably felt his factory would be put to better use helping established suppliers of military engines, such as Rolls-Royce, increase their rate of production. Alvis Ltd never sold an aero engine until after John’s retirement. To me, TG John (without whom many of us would not have a hobby) still remains somewhat enigmatic. Was he a man of great strategic vision, who realised Alvis could not survive as a luxury car maker and had to diversify into aero engines, as Henry Royce and Montague Napier had done before him, or was he just a big spender with grandiose ideas of expansion? One thing is certain: he was a high risk taker and must have been a good poker player. To raise and spend three times the company’s previous capital on a project for which he had no orders must have required strong nerves. Nevertheless, his vision enabled the Alvis Company to make a huge contribution to the war effort. Not only did the company put its newly built and fully manned aero engine factory at the disposal of the Air Ministry, but it took on the management of several other shadow factories throughout the war. The development of the Leonides engine also helped the company through the difficult post-war years, when it found a niche for itself as a helicopter engine. After that, armoured vehicles, the development of which had started with the ‘mechanisation’ project, took over as the mainstay of the company.



PUTNEY  
7947

DUNSTER LODGE  
BRISTOL GARDENS  
PUTNEY HEATH. S.W.15.

I hereby resign from the Board  
of Directors of Alvis Ltd and  
Alvis Mechanisation Limited.

*[Signature]*

Witness:-

Robert  
Sclator  
Secretary

21/11/44

handed to 106 24/11/44

Again, many thanks to Simon Fisher for his permission to reprint this very interesting article.  
Acknowledgement is made of The Stock Exchange Official Year Books  
Also the Share Certificate in part 1 (Feb Alvic) was published with the kind permission of The Coventry Archives.

It is interesting to note that the 100 shares would have cost Miss Evans £46 5/-, but were worth only £18 10/- by January 1938, and she would not have received a dividend (of £1 5/-) until January 1941".

## Don't get caught speeding!



A CVR(T) Scorpion Tank formerly the Alvis Scorpion, upgraded to the latest Repaircraft PLC S 2000 PEACEKEEPER specifications, has just obtained the official international speed record for the World's Fastest Tank.

Timed by the UK Police and MMST and witnessed by the Guinness Book of Records a standard production S 2000 PEACEKEEPER took the world record at an average speed of 82.23 kph / 51.10 mph.

UK car racing circuits are generally unwilling to allow tracked vehicles to use their special road surfaces so the record was carried out at the UK Ministry of Defence QinetiQ Test Track at Chertsey near London, England. To qualify as a world record, calibrated and certified electronic speed readings have to be taken for consecutive runs in opposite directions, so the electronic speed measuring equipment was set up in the centre of the main straight. This meant that the tank only had about 500 metres of straight to accelerate to its world record breaking speed.

If the straight had been longer, higher speeds could have been achieved in both directions. Indeed the Repaircraft PLC Chief Test Driver with over 25 years experience piloting high power vehicles, regretted that the straight was so short "If I had a longer straight I am sure we could have gone faster. As I went through the timing posts the S 2000 PEACEKEEPER was still accelerating!"

The S 2000 PEACEKEEPER is the most modern version of the highly successful British CVR(T) vehicle, as used by 23 armies around the world. The principal differences are that the S 2000 PEACEKEEPER has a Repaircraft/Steyr Model 2133 Diesel 3.2 litre Turbocharged and Electronically Managed Engine, K10,000 Replaceable Rubber Pad Track, S 2000 Intelligent Electrical System, Explosion Suppressant Fuel Tank, DNGS Image Intensifier Day/Night Vision Gun Sights and Appliqué Armour fitted as standard.

The vehicle's outstanding performance is guaranteed by the Repaircraft/Steyr 2133 diesel engine. This engine revs to 5,000 RPM, produces 200 BHP and up to 480 Nm Torque in standard specification. Weighing a featherweight 250 kg, the engine has no cylinder head and generates approx 20 kilowatts less heat than comparable engines.

Quite simply this means that the fuel is turned into power rather than radiator waste heat, further engine performance and reliability in hot countries is dramatically improved by not having a separate cylinder head – on British Tanks traditionally the weakest link! Variants of this engine are now used in various military vehicles and are for example now standard equipment in the Alvis Hägglunds BV 206S military tracked all terrain carrier.

Most remarkably the actual engine fitted to the record breaking S 2000 PEACEKEEPER vehicle had already logged over 11,200 miles (18,024 km) on the day of the world record. This may not sound much but in a Tank it is quite remarkable – probably the equivalent of 500,000 miles (804,650 km) in a car!

- Scorpion: light tank, by Alvis (UK) and Malines (Belgium)
- loa: 4.9m, width: 2.4m
- Jaguar, 4.2L, petrol, 6-cyls, 2-valves/cyl, ohc
- transmission: 7-speed (fwd and rev)
- in service (UK): 1972 - 1997+/-
- main armament: 76mm gun
  - variants:
- Spartan armoured personnel carrier, APC
- Samson armoured recovery vehicle FV106
- Sultan Command Vehicle



## NOW TAKING ORDERS

with the ACCV logo

Men's neck ties

Or

If you don't wear ties - wear it as a bandana!

\$40  
each



CONTACT  
Dale Parsell  
*his details*  
*page 2*



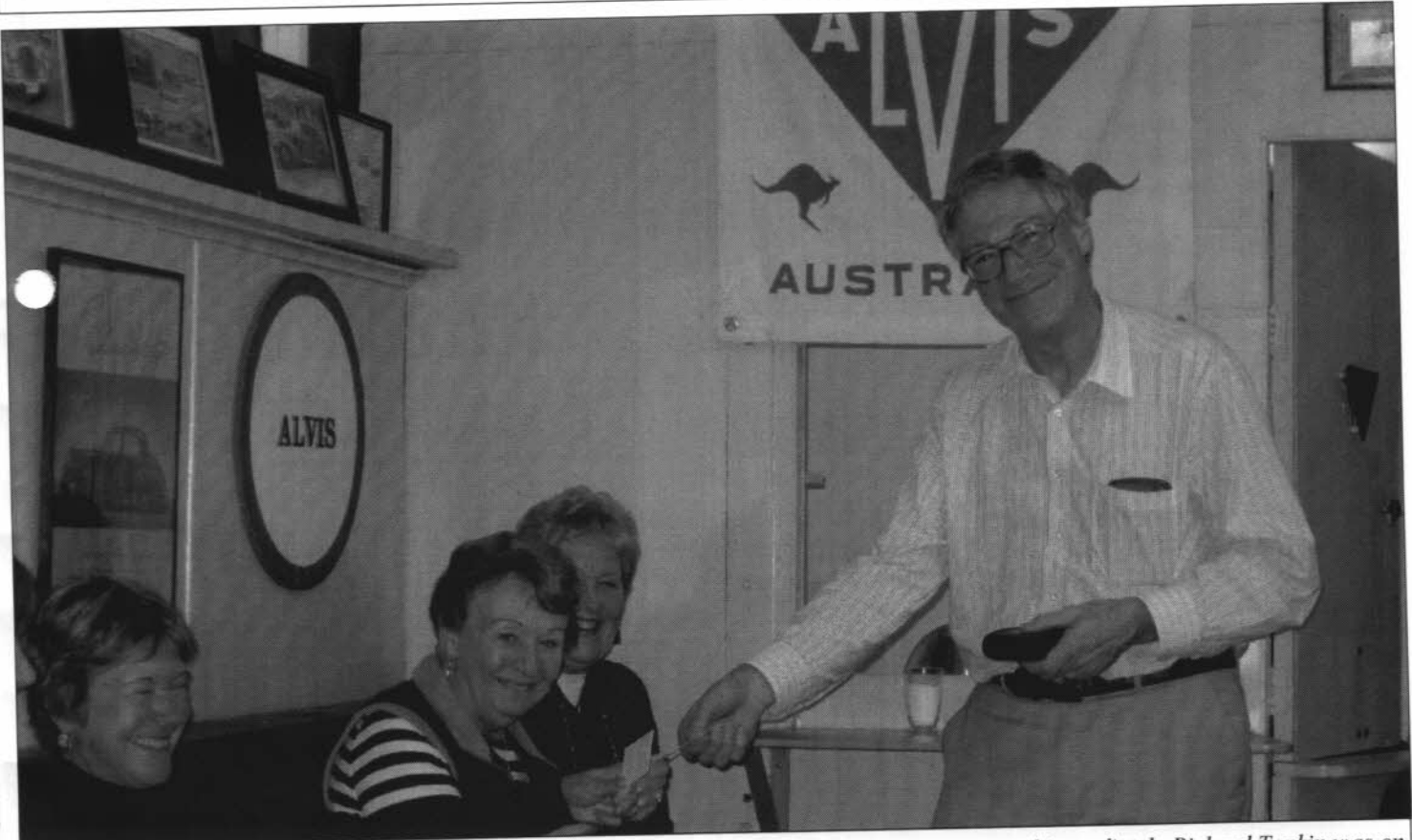
## FOR SALE

Stainless steel mugs with engraved ACCV logo.

\$7.50 each or \$15 the pair

Contact the Treasurer—see his details page 2

# ALVIS PEOPLE BEHAVING BADLY



*At a recent meeting in the club rooms, John & Margaret Hetherington had a minor disagreement and immediately Richard Tonkin was on his feet offering Margaret a business card for family legal services, in case the situation escalated!*

# FOR SALES

## FOR FREE

I've a complete set of the wooden door surrounds for an Alvis TA21 saloon, all in good condition and looking to find them a good home. Transport to be arranged by the lucky recipient.

Mike Osborne. 08 8837 3158 or  
osbornes@intermode.on.net  
Ardrossan SA

## FOR SALE

Mac Hulbert advises that he has 3 X SPEED 25 crankshafts in the UK.

All three are potentially serviceable however two require work.

Contact Mac at: [jmh10@columbia.edu](mailto:jmh10@columbia.edu)

## WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable of being fitted as is or with some redeeming restoration.

Contact Ray Dalton 03 5971 1361

## FOR SALE

Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$ 500.

also

Complete TA 14 ROLLING CHASSIS

With steering box offers also around \$500. no further use ph ALAN BRATT 0427405573 ah 0260332951

# "Tassie Explorer"

Alvis Car Club of Victoria (Inc)

22 April - 6 May 2012

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