

March 2013

Alvic





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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.

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au

PRESIDENT'S REPORT

The February meeting at the club rooms was well attended, including English friends of Chester and Sally and our overseas stalwarts Mac and Madge Hulbert. The room was stifling hot and the fan struggled – I hope the next meeting is cooler even with us being in an inordinately hot spell. The new carpet received favourable comment and has certainly improved the appearance of the club rooms.

There has been quite a lot of behind the scenes activity arranged events in the near and longer term. Details of the events will be given in ALVIC, however worthy of mention is the Hogan's Pub run on 17th March – unfortunately we won't be there as we will moving at a slower pace in a single cylinder veteran. On Sunday 21st April AOMC and RACV are holding the Classic Car Display at Flemington and it would be great to present the Alvis marque to the public, by mounting a good display of Alvis cars – it would be nice to have at least 10 on show – please give me a call, by Monday 8th April, if you are able to come, at home on 9486 4221 or mobile 0427 220 249. I wish to reserve a club spot for ACCV. See entry form in ALVIC. Also it will ensure that your car is fully prepared for the National Rally.

Preparations for the National Rally are about wrapped up with all route instructions and maps complete. These are to be tested by Chester McKaige and John Hetherington in early April to make sure there are no errors or unexpected road works. Numbers attending this year are down a bit, however there will be at least 45 entries with a full range of Alvis models. Entrants can be assured of a great rally.

Later events include a run on 21st May to Seymour for the AOMC's National Motoring Heritage Day; reinstatement of the fiercely contested Petanque/Boules/Bocce championship between the ACCV, Bristol and Daimler Clubs plus new participants from the Armstron Siddeley Club. At this stage it looks as though it will be held at great facilities in Camberwell on 11th August – watch for the notice in ALVIC. Then in October we are planning a weekend away in the Western Districts, based on Halls Gap – we hope that with it being held in this location that we can attract some of our South Australian members to come and join us.

Besides attending some events recently on veteran motorcycles I have been working on the Speed 20 Special and am pleased to report that it is back up and running with a reconditioned clutch and a Silver Crest all synchromesh gearbox refitted. It generally seems to be running well with just a few minor adjustments required. I must say that veterans are easier to work on than low slung speed models. Also preparation work has been done on single cylinder veterans for 3 upcoming events. Work progresses steadily on my 1909 Sizaire Naudin restoration project – this vehicle has to be ready for a rally from Adelaide to Darwin in August 2014. Finally away from my workshop the Speed 25 saloon continues to receive

attention, getting new rear mud guards, scuttle and valances and repaired front mudguards. I am not pressing rapid progress as I have plenty to keep me occupied!

As we will be veteran motoring in Canberra at the time of the next Friday meeting please give Chester a call (9557 1134) if you are planning to come to the Malvernvale Hotel for a meal prior to the meeting. We need to give the hotel an indication of numbers by Thursday.

Andrew McDougall

The front page:

As a teaser for the NatRally: two cars that you may not have seen before at a Victorian Rally:

Top: Ross & Janet Walker's lovely 4.3 litre saloon

Lower: about to be landed from The Netherlands, is Norman & Sally Zilberberg's superb TE21 DHC



SUPPER - The HETHERINGTONS

2013 COMING EVENTS

Please note: items in bold are designated club events. The remainder are either under consideration for inclusion or options available for your individual attendance)

- Mar 15** **General Meeting**
- 17 **Pub Run to Wallan (the Langs)**
- 24 Kalorama

- 19 **General Meeting**
- 21 **RACV Classic Showcase at Flemington Race Course—page 7**

Apr 28 - May 3 "of Ghosts & Gold" 2013 National Rally

- May 17** **General Meeting**
- 19 **AOMC National Heritage Day—more details to follow**
- 24-26 Winton Historics

- Jun 21 General Meeting
- 23 **Breakfast Run to the Fox Museum**

- Jul 19** **General Meeting**

- Aug 16** **General Meeting**
- 18 **Rob Roy**

- Sep 20** **General Meeting**

- Oct 18** **General Meeting**
- 18-21 **Weekend Away - details to be advised**

- Nov 15** **Annual General Meeting**

OF NOTE

On Australia Day, Mike Osborne, one of our South Australian members was named DCYP Citizen of the Year and I sent him congratulations on behalf of the Club. Below I have reprinted a note that Mike Published in the Maitland Auto Preservation Society Newsletter, which he edits.

*"On a personal note, my thanks to who those people who congratulated me on being named DCYP Citizen of the Year, Australia Day 2013 Citizen of the Year Award" for a number of the roles I have in the community. I would like to think that my part in MAPS over the last eleven years played a part in this award. I was particularly pleased to receive my 10 year service award as a Volunteer Ambulance Officer for SA Ambulance at the same ceremony. Michael Angelakis presented the award and lots of goodies! It was nice to see a few MAPS members at the ceremony and I can report it was a pretty emotional occasion- I don't often get lost for words!
MikeO"*

The story doesn't end there, as it appears that as a result of the way Mike & Mary entered Australia, they were not entitled to Australian citizenship and due to government red tape, seem unlikely to, without a considerable payment to expedite a long potentially unsuccessful appeal. The lack of Australian Citizenship impacts on their access to a wide variety of services that we accept as part and parcel of being Australian.

*It also impacts on the legitimacy of making a Citizen of the Year Award to someone who in the eyes of the Government is not an Australian citizen. Mike and Mary's contribution and commitment to Australia, is far more profound than described here and their status needs to be reviewed with some urgency.
.....ed*

The AOMC has received many reports from member clubs of CPS holders NOT receiving their renewal notices or receiving them late. This has resulted in the vehicle becoming UNREGISTERED. This means that the driver of the vehicle is liable for a **large** fine if found to be driving the vehicle while the CPS is not valid! We understand that VicRoads allows only a short period of grace for renewal. If this is exceeded then the vehicle is considered unregistered and will need to undergo a Roadworthy Test before reregistering on the CPS.

VicRoads advise that the process of issuing CPS renewal notices has been "contracted out" and that renewal notices are now typically sent to owners about 4 weeks before expiry (in contrast to fully registered vehicles where renewals are sent out about 6 weeks before expiry).

Clubs are strongly reminded to alert their members that responsibility for registration of a vehicle is with the **owner** and that they should check their renewal dates. The AOMC also recommends that Club Permit Officers monitor their CPS records and alert members if the CPS Officer has not received the renewal notice for countersigning within say a couple of weeks before expiry.

If an owner has not received their CPS renewal notice within say 2 weeks of expiry then they should take the receipt of their **previous** payment to a VicRoads office and request that a new renewal notice be generated on the spot. The AOMC has received reports that although the owner may have made a payment and received a receipt, the payment has not been processed in the CPS database and vehicle is recorded as unregistered hence no renewal notice has been generated for the following year.

Note that changes of address need to be advised to VicRoads for **all** vehicles and driver's licences. As the CPS vehicles are recorded on a **separate database** from the fully registered vehicles and driver's licences these address changes need to be separately advised to VicRoads for the CPS vehicles.

The above issues have been formally raised with VicRoads by the AOMC.

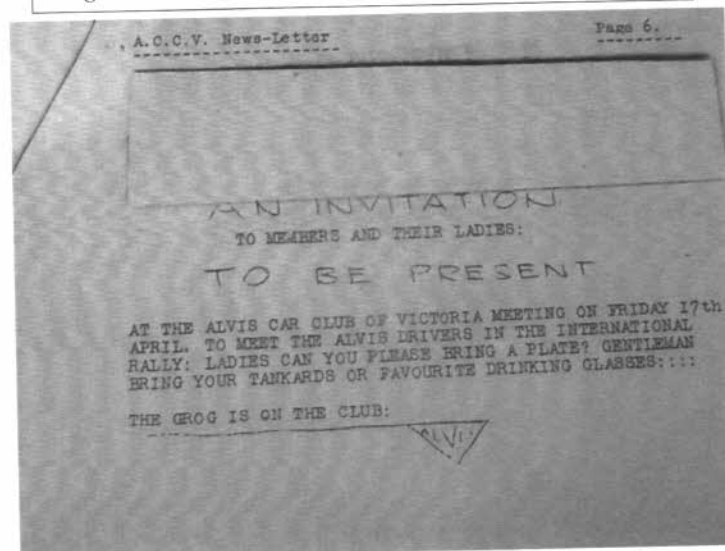
**Regards
Graeme**

From Noeline McKinnon, with the comment "How times have changed"



IN COMPETITION

Night Trial, 23/2: Andrew & Bella Green in 12/50 1st Vintage. 2nd overall. G Steinfort & Peter Donald were 1st o/a in the Lancia Aprilia.



A Day Out For Hogans Heroes!

SUNDAY MARCH 17



Why would you sit at home on Sunday 17 March, when you have a perfectly good Alvis in the garage?

Meet us at the northern Melbourne Airport viewing area (Melways map 177 H9) on the corner of Sunbury and Oaklands Rds at 10.00am for a trip of a lifetime!

Morning tea at Riddells Creek

Then a fabulous drive to Wallan for lunch at Hogan's Hotel

It is Alvis Club only as the other invitees had made previous arrangements.

PLEASE NOTE: the morning tea stop is now at Riddells Creek
"Seasons Cafe" Station St Riddells Creek

The 2013 National Alvis Rally *"of Ghosts & Gold"*

ENTRIES CLOSE 15 MARCH!
OUTSTANDING MONIES MUST BE PAID BY THIS DATE.
LATER ENTRIES CAN BE ACCEPTED HOWEVER THERE IS NO
GUARANTEE OF ACCOMMODATION AT THE CONVENTION
CENTRE

HISTORIC WINTON

24-26 MAY 2013

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 2013 include significant milestones:

- 110 years of Buick, Standard and Vauxhall
- 100 years of Morris
- 80 years of Railton
- 60 years since the 1st Redex Trial
- 60 years of Lightburn Zeta, Sunbeam Alpine, FJ Holden and Triumph TR2
- 50 years since the 1st Bathurst
- 50 years of EH Holden, Lamborghini and Honda
- 40 years of Leyland P76

Historic Winton highlights include:

- * Shannons Classic Car Park featuring car and bike club displays
- * Spectator access to the Competition Paddock with fabulous old racing machines on open display
- * A selection of Minervas
- * Veteran and vintage cycle-cars
- * If you have a classic or special-interest car or bike, join the spectator car park display.

Raceway entry fees: Sat \$20, Sun \$30, competition paddock \$5, children 14 and under n/c

Sunday 26 May 2013

Join a special display on Sunday 26th May incorporating:

- * Historic Commercial & Military Vehicles-free entry for vehicles 50 years and older
- * Aussie Ute gathering for pre-1975 vehicles - great trophies awarded
- * Classic Car Show for veteran and vintage, sports and classics, hot rods and customs, street machines, commercial and motor bikes.

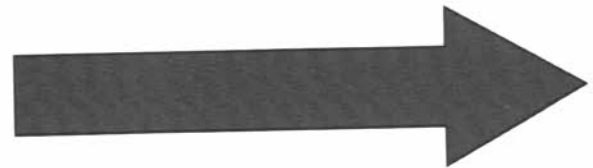
Public enquiries: Noel Wilcox

Email noelwilcox@rocketmail.com ph0413 702 558

Friday 24 May 2013 - Benalla & District Classic Car & Motorbike Tour. Be part of the Benalla & District Classic Car & Motorbike Tour assembling 9am on Friday 24 May at the Benalla Art Gallery. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display outside the Benalla Civic Centre from 3-5pm. Further information, phone Graeme McDonald on 0417 306 332. Proudly supported by the RACV, Benalla Rural City Council and The Austin 7 Club, organisers of Historic Winton.



**Please mark
this date in
your diary**



**We would like
at least 10 cars
present**



RACV CLASSIC SHOWCASE

Open to all Vehicles Manufactured In England and Europe

Incorporating

- The MG Club Annual Concour's
- The Mercedes Benz Club Annual State Concour's
- Austin Healey Club Display Day

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS

1/3 EDGECOMBE COURT MOORABBIN VIC 3189



**Music, Kids Entertainment,
Trophies, Catering Available**



Celebrating

- 100 Years of Morris
- 50 Years of Lamborghini, Hillman Imp, Rover P6



**Club Displays
Encouraged**

More details and site plans

www.aomo.asn.au

Details 03 9890 0524

RACV

SUNDAY 21ST APRIL 2013
Flemington Racecourse Members Car Park

New

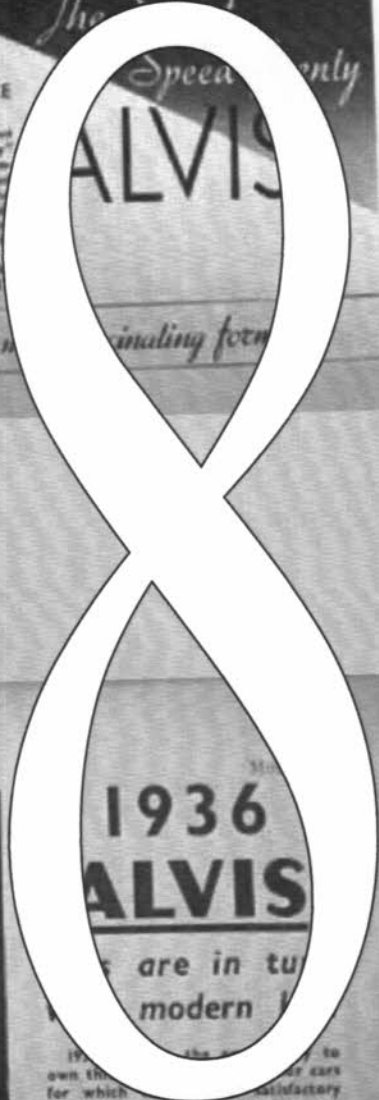
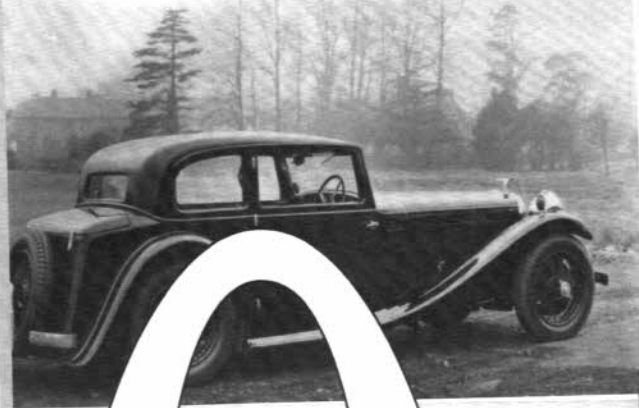
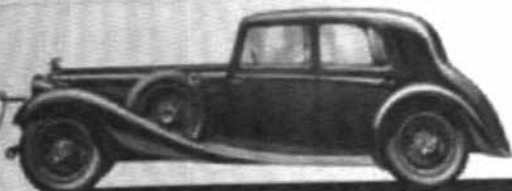
The first British car with
INDEPENDENT FRONT WHEEL
SPRINGING AND STEERING

The first British car with
FULL SYNCHRO-MESH GEARBOX

NOW WITH ALL-SILENT PERFORMANCE
setting a new fashion in Sports Car design.

ALVIS engineers, who have been responsible for many of the most important
advancements in motor-car design, have produced a New "Speed Twenty"
which, without sacrificing a fraction of its characteristic high speed performance,
is smooth, and silent to a degree hitherto unknown in a car so fast.
To temper the name of "ALVIVACITY" with the virtue of SILENCE is
realized in a car of rare charm. — Its smooth, silent motion at all speeds
being verified and ease of control are of such excellence that driving
even over the roughest journey is entirely eliminated. We shall
be pleased to send you full particulars of "Speed Twenty" Models
prices from £750. Other ALVIS Models at prices from £450.
ALVIS CAR & ENGINEERING CO. LTD., COVENTRY
General Representatives of British Isles, Etc.

"ALVIVACITY" in its new dominating form



...ILE there will, undoubtedly, be many graceful cars
... the Alvis will still be distinguished by a
... tional beauty of line—an that is accompanied
... high reserve of power, and of quietness and
... (even at high speeds) that it to imagine can
... passed.

... all consider it a privilege out these cars at
... Stand 102) or—better still Alvis to your own
... t you may test it on the r shall be glad to
... service, regardless of w wish to make a
... not.



November, 1935

If only
THE BEST
is good enough
for you
CHOOSE
AN
ALVIS

1936
ALVIS
are in tu
modern

1936 the... to
own the... car
for which... satisfactory
substitute. There is no other car
which combines its own distinctive
qualities with the spirit of the age so
successfully as the ALVIS.

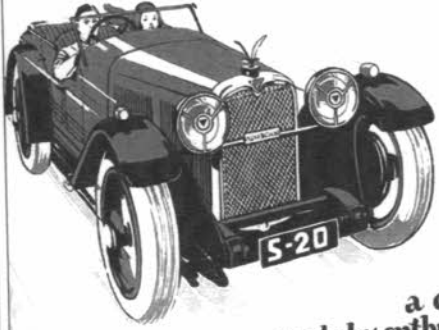
Not only in style, speed and silence
of operation does the ALVIS excel,
but also in road-holding and cornering
qualities due to the perfected system
of independent front wheel springing
and steering.

Illustrated particulars of 1936 Models from £495, and from £750
ALVIS CAR & ENGINEERING CO. LTD., COVENTRY,
London Service Station, Great Wood Road, Brompton,
Distributors for London & Home Counties,
Clarence Fakes, Ltd., 18, Beetham St., W.1.



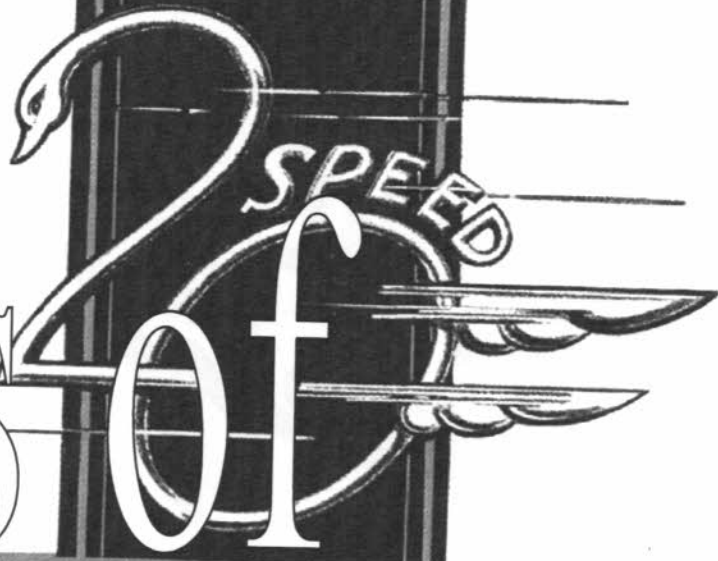
ALVIS
SPEED TWENTY
AN ENTIRELY NEW SPORTS CAR

A GENUINE
100 M.P.H. CHASSIS



£695
a car —
made by enthusiasts
sold by enthusiasts
— to enthusiasts

FAMOUS in a SEASON



... the performance of a Racing Car
with the mobility of a Town Car

Years of

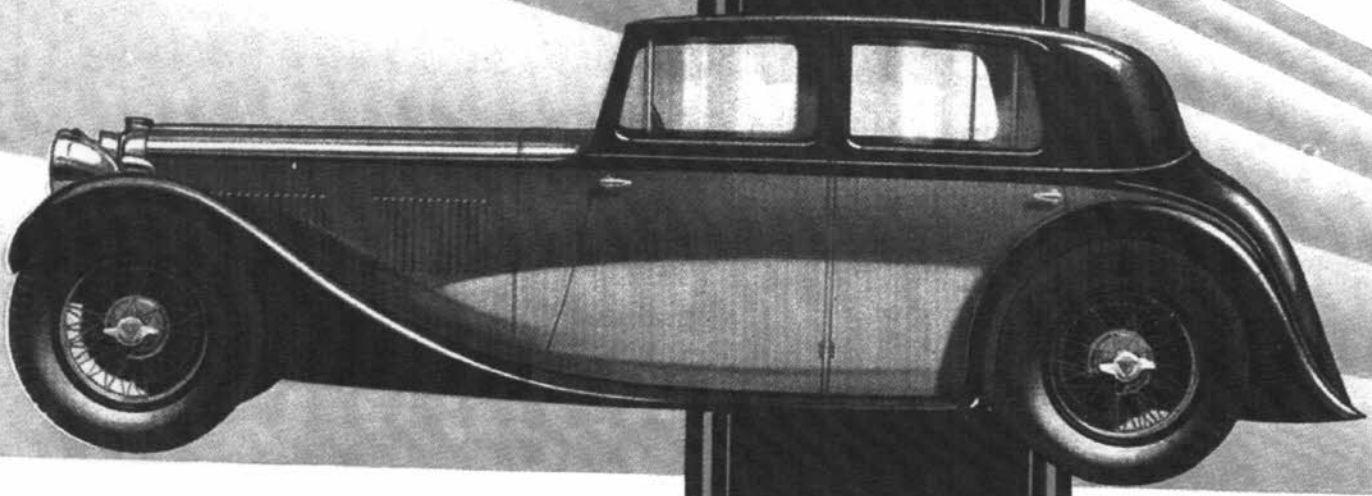
The ALVIS "SPEEDY TWENTY" is seen entirely new standard among high class cars. No other car can offer such brilliant performance allied with such effortless control and full driving comfort. From rest it cruises 70 miles per hour in 32½ seconds... The 90 h.p. engine need not make the car all up more than 30 m.p.h. in less than twice its length... an entirely new thrill in motoring.

Superb steering, matchless suspension, an engine docile at low speeds despite the tremendous surge of power at open throttle, are other reasons why the ALVIS "Speedy Twenty" has been received with such acclamation by all the leading motoring critics of the day. The demand for this model by far exceeds the supply, and it will therefore be continued unchanged.

Among a host of brilliant mechanical features are a 6-cylinder 73 m.m. x 100 m.m. Engine (20 Tax—2511 c.c. capacity) with camshaft and auxiliary drives at the rear, and frictional vibration damper—the smoothest running high performance engine ever built. The four speed 'silent third' gear box is of special design giving remarkably easy changes by short stiff 'remote control' lever. A double dropped chassis frame with special road springs ensure superlative road-holding, and the self-energising brakes (an ALVIS Patent) are a revelation—soft as velvet yet definitely decisive.

Altogether a car to rouse enthusiasm, and by its remarkably long life and low running costs, maintain the confidence it inspires.

- Sports Saloon (as illustrated) £825
 - Sports 4-Str. (illustrated on inside page) £695
- (All Prices ex Works)



"Speed Twenty"

"Motoring history will very likely be made by the latest Alvis design, the Speed Twenty, for many people will consider it to be the most attractive all-round car yet produced by the sound British engineers who are responsible for the activities of the company." So announced 'The Autocar' as the introduction to its review of the new car in their edition of 15 January 1932. There are those who may be inclined to disagree. However, for beauty of looks and sheer driving pleasure, there can be few cars to compare. Allied to the sound robust engineering of all Alvis products, a truly great car had arrived. The new long low look was a landmark in Alvis history.

The story of the introduction of the Speed Twenty has been chronicled well in Nick Walker's 'Alvis Speed Models in Detail,' to which acknowledgement is given for much of the below and elsewhere. However, it is such an interesting story that a brief resumé may be of interest, particularly in terms of the speed of the car's introduction and of the great things which followed. These days, even with all the 'Japanese Concurrent Engineering' techniques we practise, the introduction of a new car model takes years. The Speed Twenty took weeks.

Alvis had just weathered the turn of the decade depression which had killed off so many rival car manufacturers, by the revival of the trusty 12/50 and the development of the Six into the Silver Eagle, with a 20 HP model proving satisfactory on test. Charles Follett had recently been appointed London and Home Counties distributor, with strong views on what a modern sporting car should look like. Arthur Varney produced some drawings as a 'home job' with a double dropped frame, while Captain Smith-Clarke was away ill. The Captain's response on his return was "It looks like a cheap Rolls-Royce; we'll never make a thing like that!" (Alan Stote informs me that this isn't quite what the Captain said, but in these days of political correctness.....!). However, Varney stuck to his guns, perhaps aided by being related to T.G. John, since Smith-Clarke does not appear to have been a man who backed down very easily. Serious work started in July 1931. The prototype was registered at Coventry Motor Tax Dept as VC 9605, 'Alvis 20 HP tourer,' chassis no. 9184, with engine number EXP 1-6, on 14 October 1931, a mere three months later. The body was by Cross & Ellis, an updated version of

the 12/60 four door sports tourer. Even a name had yet to be chosen. Most interestingly, across the front headlamp tie bar, the prototype car bore the legend 'Silver Eagle.' The prototype was exhibited outside the October London Olympia show, but not inside, there not having been sufficient time to give notice to the organisers and on the Scott-Brown stand at Kelvin Hall, Glasgow in November where it was referred to as the 'Silver Dart.' Referral was made elsewhere to "the new 20HP Sports Alvis" and it was not until Board Minutes of 10 December that the name 'Speed Twenty' is referred to. Interestingly, the Van den Plas Order Book continued to refer to 'Alvis 20 HP 4-seater sports for Chas Follett' or similar, up to chassis 9803 in May 1932, when they finally acknowledged a Speed Twenty (Saloon, straight backed). By then they had bodied ten previous 'Speed Twenty' cars (and one lone 12/50), beginning with chassis 9335 in January 1932 and including 9801 and 2. These comprised six 4-seater Sports, two Saloons, one special Sports Saloon and one Sports Coupé.



1932 Sp20 SA flat radiator - chassis 9431 SA

The rest is history. Twenty six cars, with chassis numbers between 9184 and 9455 were produced with flat radiators before the first series production of 100, chassis 9801-9900 appeared in 1932 with the familiar pointed radiator. The launch was in a difficult business climate, but thanks to Follett's enthusiasm and the obvious merit of the car, increased production numbers per annum were achieved. The car was advertised as "An entirely new sports car. A genuine 100 M.P.H. Chassis (which may have been

a little generous for standard cars), a car made by enthusiasts, sold by enthusiasts, to enthusiasts."

Although the factory had withdrawn from racing, notable Brooklands performances were put up by Gerald Dunham and Charles Follett. Dunham had a particularly lengthy racing career at Brooklands and elsewhere in his 2511cc Speed Twenty, lapping at 112.93 mph in 1938, with an estimated 117 mph down the

Railway Straight, before moving to his new 12/70 racer in 1939 (with acknowledgement to the past Alvis Owner Club Bulletin articles of the much missed Julian Collins). The 12/70 car, now with the Speed Twenty engine, is still in the Dunham family's hands and in use as it should be!

Catalogued bodies by Cross & Ellis and Charlesworth were selected, with Charles Follett buying chassis to be bodied by his choice of coachbuilder - Van den Plas. Price was £695 for the Cross & Ellis four seater sports rising to £865 for the Van den Plas drophead coupé and saloon. Independent front suspension, synchromesh gearboxes and larger engines appeared later, with four variants: SA and SB (2,511 cc, the latter with i.f.s and synchro) and SC and SD (2,762cc). The synchromesh gearbox was possibly a world first on all four gears on a production car. The last car was patched in April 1937. In all, 1,164 were built, the last chassis no. being 13325. This works out at an average of just over four cars per week over the total despatch period. These were very much individual cars.

Much development took place during production and the character of the car changed, albeit subtly; the Speed Twenty always being a car for the motoring enthusiast. The SA still had a definite raw vintage character in noise, feel and manners, if not in looks. The later cars seem much quieter and smoother, with a definite post vintage feel; perhaps slightly less sporting, but more luxurious, aimed at a slightly different clientele perhaps when new. This is reflected in the higher proportion of tourers in the earlier cars. The total range of coachwork was diverse, although 1,021 of the 1,164 cars made carried one of six types of catalogued coachwork, albeit with great differences between individual cars. Charlesworth saloons were by far the most popular choice, being carried on 27% of SA cars, 36% of SB, rising to 45% and no less than 65% of SC and SD respectively. Whoever the coachbuilder and whatever the body style the Speed Twenty embraced some of the most elegant coachwork of all time.

SA SPEED TWENTY



1932 Sp20 SA chassis 9846 car 14505

Alvis had always been an innovative and technically exciting company. The Front Wheel Drives, both 4 cylinder and 8 cylinder, and the company racing successes in the twenties alone would have given many a larger concern cause for pride. The turn of the decade depression had a dramatic effect on the motor industry in the UK and elsewhere. Many marques disappeared and many changed their market positioning. Of the quality marques, in which Alvis is included, some changed hands and down traded to cheaper offerings, Vauxhall, Sunbeam, and Lanchester being but a few that come to mind. Some (including Alvis later on) relied on aircraft engines and military vehicles. Alvis remained independent, but it too changed. In the vintage years, the company had moved from 'light cars' to high quality medium sized sporting cars, where it gained a considerable reputation. The number of vintage Alvis survivors, still cherished and running as briskly as ever, echoes this. Styling, always handsome, was by 1931 conservative. The introduction of the SA Speed Twenty introduced leading edge styling as well as the start of moving the offering to a larger car.

Coachwork may not have been so practical, e.g. the front door posts getting in the way of the feet on entry and exit from the front seats (on my car certainly) and the length of passenger space compared to the long bonnet, but dramatic styling are words that come to mind. The mechanical aspect was a new double dropped frame, with a 'breathed on' twenty horsepower, six cylinder, triple SU carburettor engine, coupled to a new centre change gearbox from the discontinued 'Ace' prototype car. Cars up to 9900 were without a clutch-stop, those from 10001 onwards were so fitted, giving a very pleasant quick gear change up as well as down. The SA, representing as it does the last final flowering of the 'vintage' type Alvis, has a very loyal following.

Chassis Numbers

9184 - 9455	26
9801 - 9900	100
10001 - 10200	200
10601 - 10625	25
TOTAL	351

Coachbuilders

Charlesworth Saloons	96
Van den Plas saloons	28
Van den Plas Sports	58
Van den Plas Coupe	44
Cross & Ellis Sports	64

SB SPEED TWENTY



1934 Sp20 SB chassis 11826

The prototype SB, Reg KV 5155, chassis no. 10851, was registered on 7 July 1933. The SB represented a considerable modernisation of the SA in a number of areas. The 2511cc engine remained the same, except for the addition of a separate starting carburettor instead of three choked main carburettors, but a number of refinements were introduced. These may be summarised as follows:

Chassis: This featured new cruciform cross bracing and independent front suspension, by a large transverse front spring behind the radiator, this feature having already been introduced on the FWD in 1928 (in a different form) and on the Crested Eagle limousine in April 1933. This replaced the (double dropped) vintage style semi-elliptic sprung chassis of the SA. André Telecon adjustable shock absorbers appeared, as did three DWS fitted jacks. Most radically, the car featured Arthur Varney's separate Synchromesh gearbox, a World first on all four gears and even now one of the best gearboxes made. Wheel size was reduced from 20" to 19".

In Styling, the radiator was moved forward to clear the IFS. The cast aluminium bulkhead was tilted backwards at an angle and larger P100 headlamps with pass lights, replaced the former mechanical dipping ones. Styling is all a matter of personal taste, but some of the most beautiful cars were made. Wings became fuller and body lines even more flowing. It was, however, at the expense of weight, as road test acceleration and braking figures showed.

Chassis Numbers

10851-10950	100
11151-11350	200
11801-11875	75
TOTAL	375

Coach Builders

Charlesworth Saloons	137
Charlesworth Coupes	23
Van den Plas Saloons	51
Van den Plas Sports	42
Van den Plas Coupes	36
Cross & Ellis Sports	41
Others	45

The SC, which appeared in September 1934, was more than just a continuation of the earlier cars, but embraced a considerable number of significant changes.

The chassis contained more bracing, improving the rigidity and the springing was softer. The wheelbase was increased by 1" from 10'4", probably to accommodate this bracing, but coachwork was becoming fuller.

The engine was changed in a number of areas. The stroke was increased from the standard Alvis short of 100mm to the standard long of 110mm, giving a capacity increase from 2511cc to 2762cc. higher low speed torque resulted. Other changes included different retention of the main bearings, oil flow circuit, valve springs (the famous clusters replacing the concentric pairs, introduced from late SB cars onwards), electric SU fuel pump instead of mechanical, centre instead of front discharge exhaust manifold and different engine mounts (two front one back replacing vice versa). An obvious change on opening the bonnet was the location of the magneto, from the front of the horizontal off-side ancillaries shaft, ahead of the dynamo and water pump, where it had been since vintage days, to a separate vertical drive by the bulkhead. The previous arrangement put the distributor in the face of the weather and anyone who has had to adjust the points will know how inaccessible they are. Automatic spark advance and retard, in addition to manual, appeared. There was also a belt driven fan; a reflection of Britain's busier roads. Wings became larger, wrapped around the front, with side valances. The overall styling became more substantial, if perhaps less dainty, than some of the earlier cars, but always supremely elegant.

Chassis Numbers

11886-12135	250
12736-12774	39
TOTAL	289

Coach Builders

Charlesworth Saloons	131
Charlesworth Coupes	32
Van den Plas Saloons	33
Van den Plas Sports	21
Van den Plas Coupes	15
Cross & Ellis Sports	27
Others	30

SC SPEED TWENTY



1934 Sp20 SC chassis 11958

SD SPEED TWENTY



1936 Sp20 SD chassis 13085

The SD Speed Twenty was largely a continuation of the SC Model. It was announced in September 1935, approximately the same time as the new 3½ litre Alvis, which was a more expensive car, aimed at competing with the new

Rolls-Royce made 'Derby' 3½ Litre Bentley, which was having a major impact in the luxury sporting car market sector. It is a personal view as to which was the better car, but the author is in no doubt. The last SD was not despatched until April 1937, by which time the 3571cc. Speed 25 was well established as a successor and production was probably confined to the 12 months up to October 1936.

Chassis Numbers	
12775-12783	9
12986-13085	100
13286-13325	40
TOTAL	149

Coach Builders	
Charlesworth Saloons	97
Charlesworth Coupes	9
Van den Plas Saloons	13
Van den Plas Sports	67

The Speed Twenty led on to the 3½ Litre luxury car, then the Speed 25 and finally the magnificent 4.3 litre, which was a genuine 100 mph car in standard touring trim.

The fact that so many Speed Twenties survive and the enthusiasm of their owners, are testimony to the qualities of the car. Not many cars which evolved in the thirties will keep up with modern traffic, are so well engineered and are such a pleasure to own and drive.

Listed as owned by Alvis Owner Club Members, surviving numbers are as follows. A new survey is of course under way, which will modify this, and there will of course be additional cars around the world appreciated by owners who are not AOC members.

SA	71 (20% of total build)
SB	72 (19%)
SC	54 (19%)
SD	36 (24%)
TOTAL	233 (20%)

Early saloons are rare though. Until recently only three SA Speed Twenty saloons were thought to remain in UK, one Charlesworth 4 door (out of no less than 96 built), one Mayfair 4 door, plus my Van den Plas 2 door. Mick Fletcher tells me that he has unearthed a "lost" Charlesworth in Lancashire and is in the midst of recommissioning it, as a saloon, for the deceased owner's son, before shipping it out to the son in New Zealand. Wonderful news. Another three cars survive overseas, a second Mayfair 4 door in Scandinavia and two Martin & King 4 doors in Australia, making only seven in all. A rebodied car, however well done, does not compare to a well conserved or sympathetically restored original bodied car.

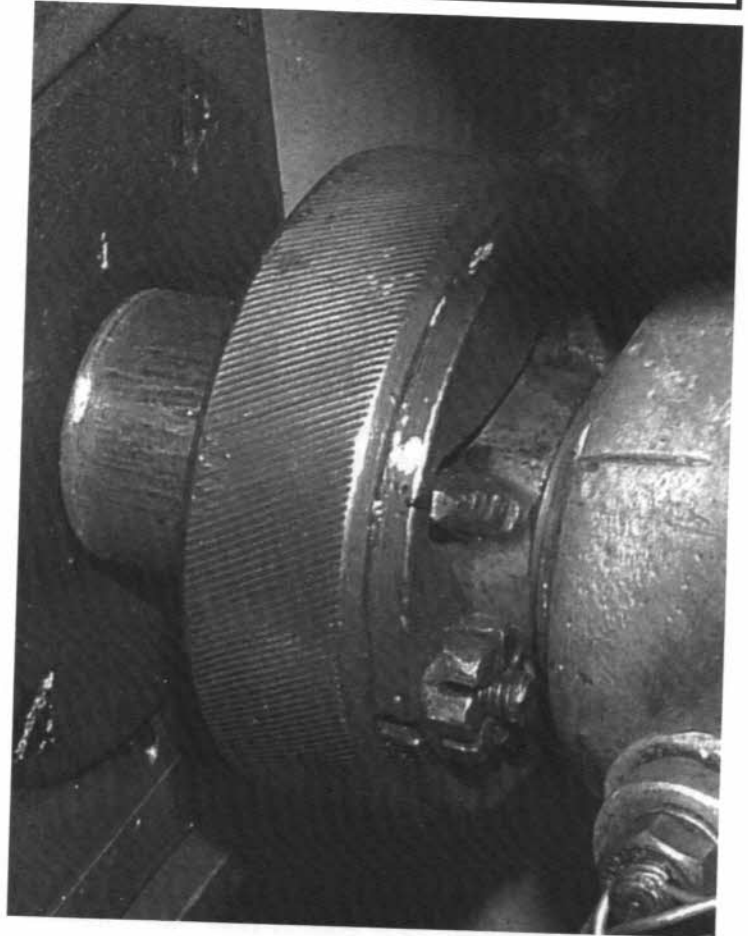
It is hoped that these fine cars will survive to give their owners and a new generation another 80 years of pride and pleasure

Chris Storrar

Wanted:

Magneto coupling or parts as per photo. Fitted to SA Speed 20's amongst other cars in the early 1930's.

Dale or Paul, Historic and Vintage Restorations, 03 9877 0666



Brian Neale in the UK, provides an interesting oversight on a problem that can affect post 1940s cars' reserve tank function and worth passing on.

RESERVE PETROL SUPPLY - does it click?

No, but it does now!

This was a question posed by our knowledgeable Club Chairman Brian Maile, after having listened to a mishap affecting a TF21, which had become marooned, with no petrol on the East Anglian Norfolk Bargain Bash Weekend.

On all Alvis Cars since the late 40s, the reserve supply is accessed by a dash board electrical switch, which energises a solenoid attached to the top of the pair of tank suction pipes.

In normal running, both pipes are in use; on reserve the shorter pipe (by about 2½") is shut off by the solenoid - hence the click. This leaves the longer pipe delivering petrol from the bottom of the tank and provides the remaining 4½ litres (20 odd miles). Sometimes a matter which can be very necessary!

Problems due to age can also arise with vertical cracks developing in these two lift pipes which then only draw air once the level has dropped down. A detailed article by Brian Chrimes, with photographs appeared in The Bulletin No. 487 May /June 2004.

However back to Norfolk that afternoon. Knowing that petrol levels were low, there was already reliance expected to be needed upon the "reserve" in order to reach the petrol station at Fakenham, only a very few miles away. With a previous long time owned TF, the reserve facility had been happily used many times before.

With this current car, it was known that the previous owner - the late Ron Yeend, had suspected the accuracy of the petrol gauge; he had meticulously recorded the amount of petrol and mileage each time he filled up.

Over the past 7 years of ownership, petrol levels have never before been allowed to fall dangerously low - well not until this late dusky afternoon in the relative wilds of Norfolk. The gauge was indeed showing E when the engine faltered, switch pulled, then all quiet apart from the passing traffic.

It was possible to coast into an entrance of what turned out to be a District Council modern Statutory developed caravan site provided for travellers, complete with barking dogs and children, but only a few vans. A very helpful resident appeared, along with the whole family. An empty can was provided with apologies that the spare petrol was already in the generator, but you are welcome to borrow the can; followed by an offer of a lift in a modern car to a nearby supermarket. So all was then well and back to the George Hotel in plenty of time for dinner.

Investigations back home soon showed - that when the switch was operated there certainly was no CLICK at all. The oval panel to the boot floor was opened to reveal that the black wire from the solenoid had probably, prior to the present ownership, broken off from its earthing terminal (see photograph - as highlighted in white). The joint remade and now quite a CLICK upon operating the switch.

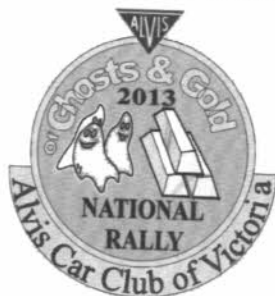
Thanks are not only due to the travellers family, but to Albert & Marina Markham, along with James and Elizabeth Whelan who had both stopped to quietly act as possible bodyguards for my lady.

Other Alvis cars had been observed speeding past; later it was revealed that the expectation had been that the neatly parked Alvis was there for a "comfort stop!" So in future should one be in trouble and if in need of assistance, remember to open up the bonnet, even if only attending to a rear light.

Brian Neale



**FOR THOSE WHO ARE COMING ON THE NAT RALLY &
HAVE NOT YET REGISTERED—
YOU ARE ABOUT TO MISS THE BOAT!**



NatRally Newsletter

28 April - 3 May

Greetings,

For those who have registered thanks for your entry to the 2013 Alvis National Rally. This newsletter is to provide you with an update; reminders in relation to deadlines and also a couple of changes that have become necessary.

All the representative states have had their fair share of problems in the new year, with Queensland, drowning. New South Wales with floods and bushfires. Victoria and South Australia, with bushfires.

Many will be aware that bushfires have and still are impacting on areas of Gippsland and with at least a fortnight of summer to go, we are carefully monitoring the situation.

The reminders:

Accommodation is at the Latrobe Convention Centre, 5601 Princes Hwy, Traralgon, Vic 3844. Phone No 5173 7500

Closing date for entries is 15 March (*aware that some people may not be able to commit until after that date - we will do our best to accommodate late entries*)

By 15 March we require full payment of the event fees as accommodation cancelation penalties apply from that date.

The Wednesday dinner is a theme night when you are invited to dress within the theme "of Ghosts & Gold."

If you have not sent a photograph of your car, we would appreciate it being sent now, as a JPEG to jdmelang@bigpond.net.au or PO Box 129, Gisborne, 3437.

Please bring your thermos for morning tea stops.

A change of plan has been made necessary to the Friday morning activity, as the Power Works presentation, is no longer available. Instead we will visit the Gippsland Heritage Park at Moe.

Registrations on Sunday 28 April are welcome from 2.00pm.

from the planning team



FOR SALE

1935 Alvis Speed 20 SC
Chassis # 12052

Ex-Roland Comfort and lately Roger Comfort, this car has been a regular at Club events. It had a major engine and differential rebuild in late 2007 and has always been well maintained.

Asking price \$75,000 or near offer

Contact **Roger Comfort** Tel.: 02 4754 4143; Mob: 0427 907 660; Email: rogercomfort@bigpond.com

Four near new Hankook Optimo K715 - 185/80 R15 to suit all 3 Litre cars.

\$280.00. To be sold as a set.

Richard Wallach

Mobile: 0431466615

richardwallach@hotmail.com

WANTED.

Early Alvis or D2 or D3 steering box, with column tubes and levers if possible, for 12/50 also early drop arm with the square connector for the box we already have.

Mike Hirst timbers@mikehirst.f9.co.uk

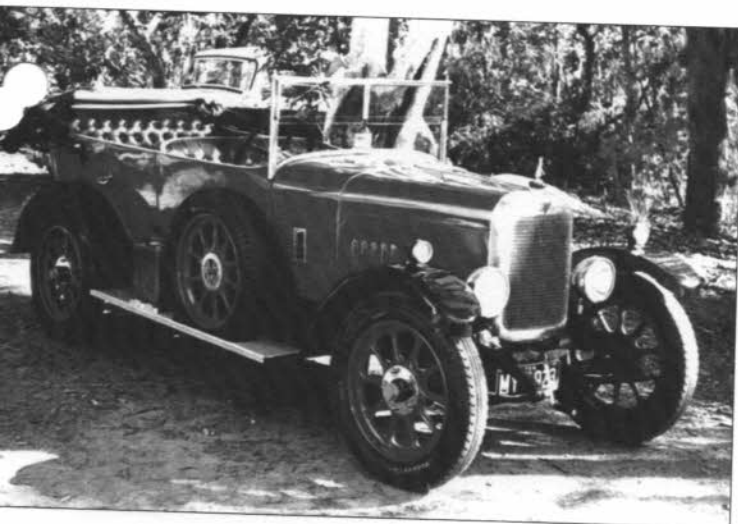
FOR SALE

5 MRF Brand Cross Ply Tyres
and Tubes 6.40-15 \$300.00.
One unused the other 4 have
done only 150 Kilometres.
(I changed over to Radials)

1 4 speed Gearbox Kit
including Clutch Housing
and Tail Shaft. Came
originally from a TC-21.
Make me an offer.

Items are on the Sunshine
Coast

Phone Bill Anderson 0410
430 208



FOR SALE

Mike Fitzpatrick would like to sell his 1923 12/40 to a good home.
Massis 2316. Asking price \$30,000.
Contact Mike on 0408 433 141

ARE YOU INTERESTED

After receiving several enquiries, the HISTORIC & VINTAGE RESTORATION team is preparing to commence a series of tailored weekend workshops aimed to introduce enthusiasts and hobbyists to the lost trade of panel fabrication.

With a mixture of hands on skills and theory based learning, students will be guided under the instruction of one of Australia's leading panel fabrication Masters, Vince Panozzo.

Students will learn on HVR's premises, and class sizes will be limited to ensure individualised tutoring opportunities over the course of the workshop.

Our goal is to give you the confidence and hands on skills you need in order to embark on your own projects.

Included in the workshop fee will be;
Morning & Afternoon Tea, BBQ Lunch, Safety equipment; ear plugs & glasses

Proposed Dates:

April - 20/21

May - 4/5, and/or 18/19

June - 15/16 and/or 29/30

email **Dominique** via info@historicvintagerestorations to register your interest.

Details on course fees will be finalised within the next couple of weeks and emailed to those who have expressed interest.

Alvis 12/50 Items For Sale - \$400.00

Fabric universal unused, I believe from a 12/50 it has 6 holes
7" external and 3" internal diameters

Lever action grease gun with square end to lube flat 12/50
nipples, chrome reproduction

Speedometers - blackface Smiths PA 0-60mph
Two complete with shroud
One without shroud
One in pieces

Hub spanner, unused reproduction

Lucas C45-HL Type 8118 Dynamo complete

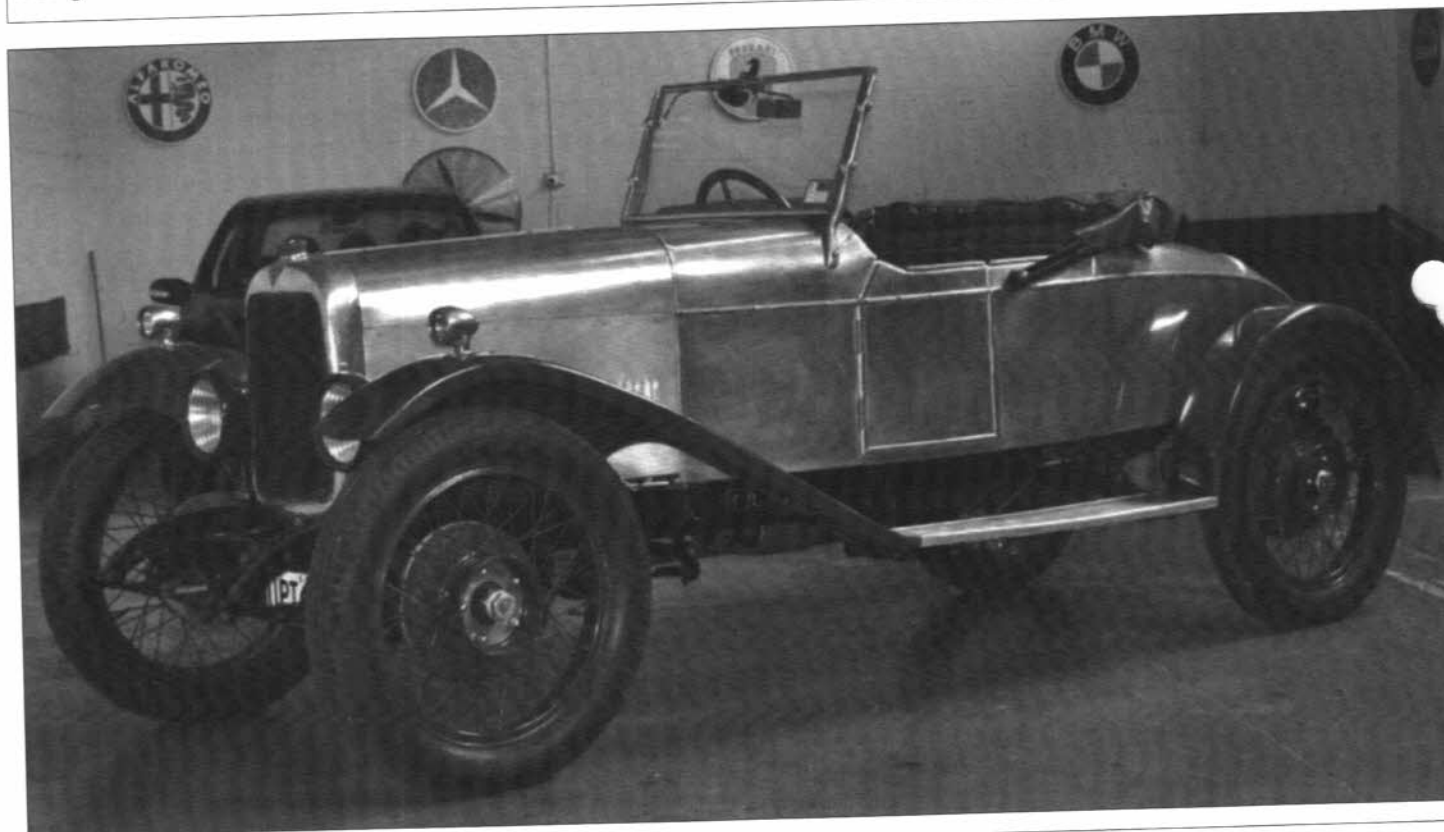
Side light good for parts

Email: davelyne@bigpond.net.au
Ph: 0439 429572



FOR SALE 1952 TA21 DHC - \$58,000

Car No. 24639 Tickford Body #20144
Ring Darrell Horton 03 5983 2016



FOR SALE 1924 12/50 Beetleback—\$55,000

Engine 3716

see carsales.com.au for contact details

FOR SALE

1928 Alvis FD FWD
Chassis No. 7190
Engine No 7653
Car No 11982



Was totally restored with a replica Le Mans body & made ready for the 2008 JNBC Tour.

The car has a special gear change. Central handbrake. Hydraulic rear brakes and snubbers on the rear suspension.

There is a significant history file and the car has a competition history.
Price \$80K

Contact Des Donnan - email dedonnan@bigpond.net.au
Or phone 07 5478 6630

(it is likely this car will be sold overseas unless interest is shown by May 2013)

ALVIS PEOPLE BEHAVING BADLY



Amazing the number of times the same punters appear in the annals of Alvis People Behaving Badly. We are unaware of the circumstances, however Jocelyn Coates seems to be metering some casual punishment to a hapless Chester McKaige.

FOR SALE

FOR SALE

For Sale 11 "long" Alvis wheel nuts, as used in closed hub wheels. Nickel plated but some could be replated. \$50 the lot. Des Donnan
dedonnan@bigpond.net.au

FOR SALE

Original Hare mascot with radiator cap for earlier 12/50s. 10.5cm in height.

Asking \$500

Contact: Bob Blacket Tel 02 9997 2578

Email: deniseblacket@bigpond.com

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 LH tie rod only offers around \$ 300.

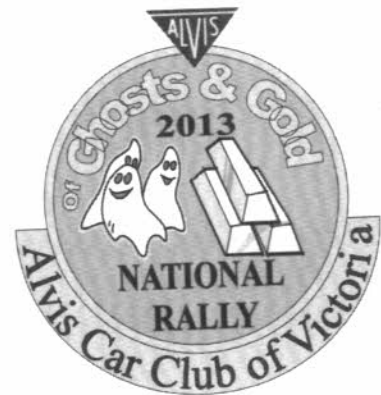
TA14 complete chassis has all mechanicals including suspension front and rear axels steering .. plus TA 14 gearbox .. Speed 20 tailshaft TA21 21 head .. reasonable offers..

Phone: ALAN BRATT 0427405573
ah 0260332951

"of Ghosts & Gold"

ALVIS CAR CLUB OF VICTORIA

2013 Australian National Alvis
Rally
28 April - 3 May



Contact

John Lang

(03) 5426 2256

jdmelang@bigpond.net.au

for your invitation

or write:

PO Box 129

Gisborne, Vic 3437

If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.

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