



VICTORIA
(INC.)

NEWSLETTER

VOLUME 29

ISSUE No.8

AUGUST 1990.

CLUB ROOMS:- at the rear of "ALVISTA", EDGAR ST., MALVERN. Near Harold Holt Memorial Swimming Pool.

MEETINGS:- THIRD FRIDAY OF EACH MONTH (EXCEPT DEC./JAN.) AT 8.00 pm.

**** EVENTS **** EVENTS **** EVENTS ****

AUCTION

AUCTION

AUCTION

Roll up on August the 17th for the Auction Night when Rex Roberts will offer all those astounding bargains, those hard-to-get parts for your Alvis, that "whoosit" which will make your Alvis complete (plus the usual re-cycled junk)!

As an added stimulus for your attendance, the ladies are offering those goodies which they are best at - cakes, jars of jam, pickles or what-have-you (even a bottle of home made wine). There is even a basket of beauty aids!

All goods are donated by members and all proceeds go to Club funds.

ROLL UP

ROLL UP

ROLL UP



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J. LEHMAN-BATES

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PRESIDENT'S MESSAGE

The Alvis Car Club (Vic) is one of a band of one-make car clubs, and rumour has it that car clubs of the one-make variety are having some sorts of difficulties maintaining their membership levels and their activity levels.

Our records show that the membership level of our Club is expanding, and definitely not declining!

On the other hand, it must be agreed that our Club is changing, as the members are all getting older and are no longer as "gung ho" as they were in their less mature years. Also, our beloved Alvis cars are becoming more and more a collector's item and thus have enjoyed a considerable increase in value. Possibly for these two reasons, the Club does not hold as many competitive events as in yesteryear, but has increased the number of social-type events.

I feel that it is regrettable that our treasured Alvis cars are becoming so expensive to acquire. We know that our 12/50 or Silver Eagle or Speed 20 is a unique vehicle and will never be made again and there is only a limited supply and we can therefore demand a high price. But this very fact limits ownership to the more affluent person. The younger person with more energy, who is still burdened down with school fees and the costs of establishing the family homestead and so on, cannot afford to pay a fancy price for a hobby car, even if it is an Alvis.

The Club would dearly like to recruit younger members to carry on the tradition of the Red Triangle. I cannot provide the answer to this conundrum but I wonder what answer the next few years will furnish?

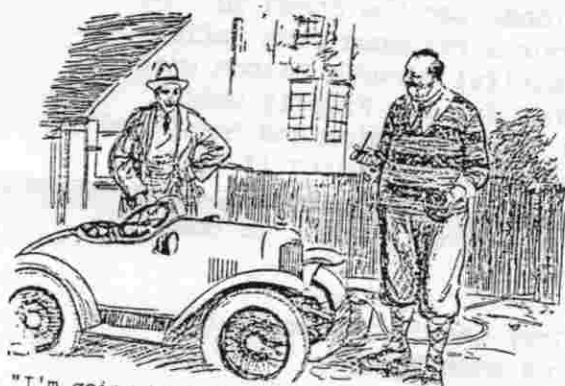
"AGNITION". Not listed in every dictionary but can be defined as "acknowledgement, acceptance or even confession". Apply it how you will to our Editor's ramblings.

BOB GRAHAM.

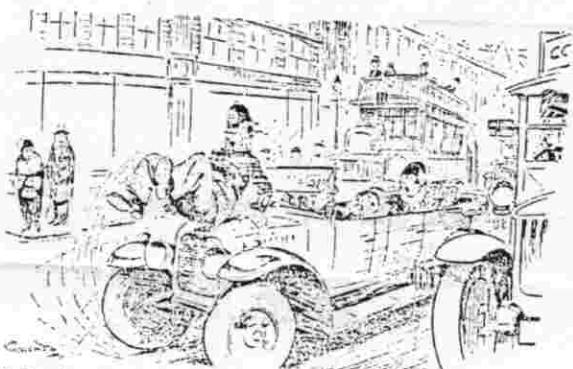
COMING EVENTS.

October 1990: i) Economy Run. ii) Rally to mark the 40th Anniversary in New South Wales of the Alvis Car Club.
Watch this Newsletter.

ALVIS AGNITIONS.



"I'm going to exchange it for a roomier car: a Ducksback Alvis."



"I hope he didn't land on the Alvis here!"

It does pay to advertise in the Newsletter. **DEAN PRANGLEY** has got hold of a wheel spinner - as well as the one sent to him by Anon of Melbourne last month. **JOHN** and **KAY BALL** have acquired a TA 21 - the ex Dr. Collie, ex Harry Wardlaw car. Welcome to the Club John and Kay. **BOB GRAHAM** and **BEVERLEY** enjoyed a holiday last month. They enjoyed a visit to the **CHALAYERS** and found them well before moving on to the snow fields where they did not enjoy the minus 9 degrees centigrade temperatures. Nor did Bob enjoy the flu which he caught in Canberra. (That's about the only thing the pollies give away.) When last spoken to Bob was struggling with "railway lines and rotten wood". I think he means the Speed 20. **JOHN TWOMEY** reports that over 90 members are financial now. Things are improving! He has recently had the head off the Speed 25. What the problem was I am not sure. He reports that **COL WINSLADE** has been in touch recently. We haven't heard from him for a while. **JOHN ANDREW** reports no progress on the TD 21. At the last General Meeting **DAVID CALDWELL** had been retired for at least three days but was unable to report completion of any of his restorations. Slow work there David. **ROY HENDERSON** has recovered and is planning the Annual Dinner. See elsewhere in this Newsletter.

ED.

Cartoons in this Newsletter are by courtesy of Eric Cunningham. Thank you, Eric.

WILSON HINT.

If you want to take the nut off the crank shaft pulley for any reason you may find the engine turning over before the nut comes loose. Some people take the starter out and jam a tyre lever in the flywheel ring gear to hold it, but it always flies out at the crucial moment. Others tell you to put the car in gear and the handbrake on, but that doesn't work if you have got the car on axle stands. An old tip is to tie a length of rope - strong clothes line will often do - to a chassis member and take a couple of turns around the pulley. If you pull on the end of the rope while you pull on the spanner the rope acts as a strap spanner to stop the pulley going round. If it is really tight put a piece of tubing over the end of your socket handle to give extra leverage.

VALE : It is sad to report that Horrie Morgan died on 5th August, 1990 and an obituary will appear in the next newsletter. Our thoughts are with Nola.

Dear John,

"Rejoice with me for I have found that which was lost"! No, not the Biblical reference or the genuine secret but a spinner for the Speed 20. My heartfelt outpourings in the last Newsletter brought a response from fellow Queenslander Ron MacKenzie, who is restoring a beautiful Firefly Saloon with Preselector box. Ron had a spare right hand spinner for the Firefly which fits the Speed 20 but doesn't look the same. The ears are thick and heavy and the clearance for the hub cap is smaller. However, with machining it will work. The A.O.C. in England has put me on to a couple of genuine ones and I will not touch the Firefly one if I can get hold of one of these. It does show that the Newsletter is read and will bring results.

I have chewed a tooth off something in the Grey Lady's gearbox but have not yet pulled it down. Hope there are some spares somewhere.

Best regards.

DEAN PRANGLEY.

CANNON SHOT.

Seen on the John Twomey "Nuts in May" run:- "Cyclists use left shoulder ..."
Suit contortionist?

ALISTER CANNON.

ANNUAL DINNER - EARLY WARNING.

Notice to all members - old and new. Especially new.

Saturday November 3rd, 1990. 6.30 p.m.

Don't hesitate. Go immediately to your calendar, computer, caddy, secretary or whatever and mark in red the most important date.

If you don't you will be bound to miss out on our

ANNUAL DINNER AND AWARD NIGHT

At the Clayton R.S.L. Club.

More next month.

ROY HENDERSON.

The TH 12/50 Alvis was essentially a touring TG chassis fitted with the short stroke big port sports engine from the SD 12/50. It was also one of the rarest of Alvis models. The Company delivery records listed only 20 cars, produced between November 1926 and May 1929, and four of these came to Australia. They were the 2nd, 3rd, 4th and 5th ones listed and were:

Chassis No. 4681, Engine No. 5029, Car No. 10011
Chassis No. 4729, Engine No. 5076, Car No. 10041
Chassis No. 4730, Engine No. 5077, Car No. 10042
Chassis No. 4731, Engine No. 5090, Car No. 10040

Chassis No. 4681 was despatched as a chassis and the other three with Cross and Ellis Sports 4-seater tourer bodies in early November 1926.

The Brisbane Courier of 7th February 1927 featured the results of a road test on Henry Horstmann's new "Super Sports Alvis Touring Car". The accompanying photograph depicted a 12/50 sports touring Alvis with the caption "20mph with touring comfort". The article also stated that the Queensland Alvis distributors, British Dominion Motors had imported three of these cars, including Horstmann's.

It is most likely that the three Alvisses mentioned in the Brisbane Courier road test were the three TH Cross and Ellis bodied touring cars mentioned above. This is because -

- Their arrival time in Brisbane generally fits in with their despatch dates from Alvis.
- The performance as described in the road test is decidedly better than the standard TG 12/50 and is what would be expected from the big port sports engine from the SD.
- Tangible evidence of two cars still remains in Queensland.
- The colours of the cars described in the road test generally comply with the colours listed in the Alvis delivery records, for example:

Chassis No.	Colours from Alvis Records	Colours quoted from Brisbane Courier Road Test	Remarks
4729	Grey & Black	A quiet but tasteful two-tone grey effect.	Drury Clarke a prior owner of this car told me that its colour was dove grey with dark grey almost black guards.
4730	Maron & Charcoal	An unusual combination of two shades of brown with upholstery to match.	The 'brown' could have been a 'mardor' derivative. Not conclusive but possible.
4731	Grey/Green	A tasteful two-tone green with champagne green upholstery.	Mentioned in the road test as Horstmann's car.

What then is the history and eventual fate of these Alvisses?

Chassis No. 4729

It is thought that this car was bought new by T.L. Jones of the smallgoods manufacturer Foggett-Jones which eventually became associated with the now defunct Huttons Smallgoods concern. The car was said to have been chauffeur driven during Jones' ownership. Subsequent owners included the Whalmores, John Halam, Jill Kelly, Dr Drury Clarke, George Aufferber, John Atherton, Rob Woodhouse and David Barnett. Rob Robson bought this car still with its Cross and Ellis body from David Barnett about 8 years ago and put it back on the road. It is well known to most Alvis owners and it is used regularly by Rob.

It is now green and black and has a new set of close ratio gears in its non original gearbox.

Chassis No. 4730

The early history of this car is not known except that it was in stock in British Dominion Motors in 1927. Mark Pain bought it from a builder named Jack Stewart of Cronulla in the early 1950s and sold it to Eric Cunningham in 1952-53. During Eric's ownership it was registered NSW - YH.944. Eric sold it to Alvis Club member Bill Edmunds in 1954-55 who dismantled it. The frame only was offered as a gift by Bill to anyone interested in Alvisalices, May 1964. I would be interested to hear from anybody who has information on the eventual fate of the components from this car, including the frame and body.

Chassis No. 4731 (The Horstmann Car)

Henry Horstmann was one of Brisbane's most notable amateur racing/competition drivers of the 20s and 30s. He competed in his Alvis in many events with much success, especially those organised by the RACQ. Advertisements for Alvis cars in the Brisbane Courier in the late 1920s related Horstmann's many motoring triumphs to prospective Alvis buyers. Horstmann was an accountant and stockbroker by profession and was the founding partner in the accounting practice, Henry Horstmann and Co. which is still in existence. He died of cancer in 1955 at the age of 55.

In the late 1950s Jim Barraclough bought his TE 12/50 Alvis Chassis No. 4268, with engine No. 5090 from the Horstmann car fitted to it, from a farm in Strathpine. So it would seem that sometime between the early 1930s when Horstmann sold his Alvis and the 1950s when Jim Barraclough bought his car, Chassis No. 4731 was dismantled and the parts used to keep other Alvisses on the road. Apart from the engine no other parts have been identified as coming from this car.

For the record the Barraclough car was sold in May of this year to Doug Soden of Mansfield Brisbane.

Chassis No. 4681

This chassis was fitted with a Martin and King Tourer body and is the ex. Myer car. It was well known to the Alvis Car Club of NSW during the 1950s when it was owned by John Stranger who rebuilt it using major parts in better condition from other cars. It is now owned by Alan McGinnon in Victoria who, it is believed, has rebuilt the car using most of the original components.

One thing still remains to be resolved and that is why the identification plate on the dashboard of Rob Robson's car states that it is a 'TG' when the Alvis records refer to it as a 'TH'. Rob Gunnell puts forward the theory that as the type numbers of the TH cars are written in the Alvis records in red ink it would appear that Alvis were uncertain what model type to allocate to them and that the records were completed after the cars were despatched. This is not unreasonable when it is considered that the TG and TH sports tourers were identical externally, the only difference being the engines and even they looked the same except for the bigger manifolds and carburettor. The factory could have made simple mistake of course and stamped the plate incorrectly which is what I think really happened.

In any event Rob Robson's car, except for the gearbox which is numerically out of sequence, is definitely an original, complete example of a TH 12/50 Alvis which makes it a very rare animal indeed.



NATIONAL ALVIS RALLY NEWS

Less than 3 weeks after the entry forms were sent out more than 75% of our hotel accommodation had been taken and presently only a few units remain.

However, don't fret for I have booked another 4-Star Motel just across the road and have 15 units available there - but it's certainly looks like being a bumper Rally - And enjoyable as well, for as one entrant wrote in a note "We are really looking forward to renewing old friendships and recycling old jokes"!

Now if you haven't sent in your entry yet - do so as soon as you can for not only is the Rally filling up fast but you will miss out on our 3 equal payment plan if you enter after 1st October.

One other thing - if we exceed 100 in number - and that looks highly possible - we may have to tow a barge behind the "Echuca Princess" for our Smorgasbord River Cruise for 100 is all the cruiser can take.

Last month I answered an advertisement in the Melbourne "Age" entitled "RICH RIVER REVISITED" to find this was a 4 nights accommodation in an Echuca package with visits to some of the places planned for our Rally for \$495. per person and lunches were not included. So our package at \$390. for 6 nights all found is certainly excellent value and very appealing.

As for the Alvis models already entered, how is this for a line-up?

12/40 - 12/50 - 12/60 - 12/70

Firefly - Silver Eagle - Speed 20 & 25

TA 14 - TB 14 - TA 21 - 3½ litre

Silver Crest - TD 21 - 4.3 - and a F.W.D.

Now about all we need for the whole range is a Crested Eagle and a TB 21! It's really spine tingling, isn't it?

Don't forget that if you reside in New South Wales or Queensland it's all down hill to Echuca, while South and Western Australian members can drive straight across on the flat, so really distance is nothing.

See you there.

RON WILSON.

STOP PRESS!!
ENTRIES FOR THE 1991 NATIONAL
ALVIS RALLY HAVE NOW CLOSED
AS WELL AS OVER 60 ENTRIES - WE HAVE A RAPIDLY
FILLING WAITING LIST AND WITH 50 ALVIS CARS - IT
WILL BE SOME RALLY
RON

Dean Prangle has sent the following. It seems to express the sort of opinion we have always held of our Alvises. 7

BENTLEY 4½ versus ALVIS 4.3

A contemporary comparison reprinted from Night & Day for 30th September, 1937, which is worth studying.

Right up at the top of the motoring tree are two cars - modern representatives of makes that have been there since the start - the 4½ litre Bentley and the 4.3 Alvis. Both more than fulfill the exacting requirements of a car in this class - and in case you don't know what those requirements are, here is a list: It should be able to travel at 90 miles an hour, to accelerate from rest to 50 mph through the gears in under 11 seconds, its brakes should be 100% efficient (which means stopping in 30 feet from 30 mph), it should be able to hold the road like a leech, to travel in the Mall easily and comfortably yet be able to corner at speed. It should be at least moderately silent and not wildly expensive to run. All this is a lot to ask of a car, but then twelve or fourteen hundred pounds is a lot to ask for a car.

Like a well known brand of whisky, the 4½ litre Bentley is an excellent example of good blending, although the Rolls-Royce influence is the more noticeable - that is to say, its quietness and smooth running tend to make the terrific acceleration and high maximum speed (the old Bentley characteristics) seem less than they actually are. But the more interesting thing about the car, both when you first take control of it and after several hundred miles, is the extraordinary ease with which you can drive it. Everything is exactly where it should be, the pedals are all well placed and the right height (a great rarity) and the controls work simply and well. Under these conditions one could drive a much more sluggish car long distances without fatigue. And that I think should be the first consideration of anyone buying a car.

Perhaps the least remarkable thing about it is its performance, which is excellent, but that is not surprising. What is surprising is the way it goes about its work without fuss or effort, almost without appearing to try: it is in fact a rather mischievous car to drive at speeds between 40 and 65 miles an hour, as you get the impression that you are just ambling along and it isn't until you get beyond 70 that you feel you are going at all fast. A speed of 70 to 75 seems to be the pleasantest for cruising and I should like to emphasise that at that speed, with its really good steering and superb brakes, it is a very much safer vehicle than the average baby car travelling at 37 miles an hour. The question of braking is rather an important one. I feel that too many manufacturers are fitting brakes that will pull the car up in the shortest possible space, without paying enough attention to their smoothness and the progressiveness of their action. It is tiring and dangerous if the passengers are flung forward every time the brakes are applied suddenly. The Bentley is a model of perfection in this respect. I have never driven a car that can be stopped so swiftly and smoothly.

Compared with its engine size, it is not a large car, but there is plenty of room and a great deal of comfort for four people. On the Vanden Plas drophead coupé which I tried there was a generous luggage locker. This particular body, which was tomato coloured, with dark red wings, was able to wring praise from the least motor-minded of my acquaintances.

Finally there were two small points which indicate the tremendous amount of care that goes into the making of a car like this. The first concerned the tyres. As you can imagine, the unusual accelerating and braking qualities of the car on modern non-skid road surfaces soon wear out ordinary tyres, so Bentley have theirs designed and built specially for them. In order that the balance should be as accurate as possible the weight of the cover is specially reduced at one point to counteract the extra weight of the valve.

The other point that I liked was a centrifugally controlled loader which automatically hardens the springs as the speed of the car increases. The ordinary hand control is superimposed on this in the same way that the hand ignition is superimposed on the automatic one, so that you are able to get the maximum benefit on varying road surfaces.

4½ litre Bentley: 30 hp. Tax £22/10/-. Maximum speed over ¼ mile: 90.91. Acceleration from rest to 50 mph through gears: 10.3 seconds. Braking from 30 mph: 30 feet. Petrol consumption: 18 miles per gallon. Tank capacity 18 gallons. Price £1,550 with a Vanden Plas drophead coupé body.

The 4.3 Alvis is the largest car that the firm has built and although it costs three or four hundred pounds less than the Bentley it falls into the same category. I have not had an opportunity of taking it on a long trial run but the impression it gave me in the short time that I did drive it was of a car with tremendous zest. It actually seemed more lively than the Bentley, although the test figures show that it is slower. The engine was just a little rougher and the springing harder over the hand controlled range. With the slightly larger engine it costs just a little more to run. On the whole I should say it was more of an enthusiasts car - less docile at low speeds and less unobtrusive when being driven in the park.

4.3 litre Alvis: 32 hp. Tax £24. Maximum speed over ¼ mile: 90. Acceleration from rest to 50 mph through the gears: 10.9 seconds. Braking from 30 mph: 33.5 feet. Petrol consumption: 13.16 miles per gallon. Tank capacity 17 gallons. Price £1,186. with a Vanden Plas pillarless saloon body.

SELWYN POWELL.

8 FOR SALE & WANTED.

"SPAREPERSONS".

Vintage.

Geoff Hood,
37, Thomas St.,
E. Doncaster.
Vic. 3109.
Tel. 03 842 2181.

P.V.T.

Austin Tope,
8, Wimba Ave.,
Kew. Vic. 3044.
Tel. 03 817 5163.

3 LITRE.

Kevin Bruce,
P.O. Box 187,
Maffra. Vic. 3860.
Tel. 051 47 3096.

TA 14.

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

National Alvis Spares offers this month:-

TA 14

Gasket - Rocker Cover

each

\$5.00

Fan Belt

\$10.00

Manifold Gasket Set

\$12.00

Most Models

Rocker Cover Nut - 3 only

\$5.00

Filler Pipe Grommet

\$5.00

Gear Lever Boot

\$15.00

\$36.00

Alvis Car Club (Vic) Club Badge - Enamel

ALVIS. The Story of the Red Triangle. By Ken Day.
Four copies have now been sold and there aren't many left. The price is still \$67.50 plus P & P. Be quick to ensure your copy.
Contact Bob Graham.

Gold Portfolio Series - Alvis 1919 to 1967.
Four copies were sold at the last Club Meeting and our supply is dwindling.
Buy at \$27.50. (R.R.P. \$39.50)

THREE LITRE ENGINE MOUNTS. Geoff Hood has made 15 pairs. \$30.00 each.

PRIVATEERS.

BSF & BA TAPS:-

1/4	BSF	R.H.	\$2.00
5/16	BSF	R.H.	\$2.00
3/8	BSF	R.H.	\$2.50
7/16	BSF	R.H.	\$2.50
1/2"	BSF	R.H.	\$3.00
1/2"	BSF	L.H.	\$2.50
5/8	BSF	R.H.	\$3.50

0	BA	3 per pack	)	
1	BA		)	
2	BA		)	\$10.50
4	BA		)	lot.
5	BA		)	

or \$2.50 per pack of three.

Clevis Pins 1" x 5/16
1" x 3/8 (both a few cents each)

7/16 BSF Castellated Nuts.

John Twomey.
Tel. 03 306 9364.

9

FOR SALE & WANTED (Cont.)

FOR SALE. TA 21 parts. Front mudguards. Boot lid. Spats. Bonnet and sides. Cast door support pillars. John White Tel. 03. 890 7066.

WANTED TO SWAP. One perfectly good flange frame 12/50 crank case complete with bearing caps. No sump or timing case. Swap for Sub-frame crank case. Rex Roberts. Tel. 03. 758 5365.

WANTED. 19" Wheels (or rims only) Jelly-mould pattern for Speed Series Car. 2 off required. Austin Tope. Tel. 03. 817 5163.

WANTED. B.T.H. CE 4 Magneto - in any condition - to suit Alvis 12/50. Robert Sands. Tel. (A.H.) 03. 534 5957.

WANTED for 12/50. L200 or L201 flange frame engine. Oil filler cap, timing cover, flywheel-ring gear. Condition not important. Sump. Can swap sump for sub-frame 12/50 engine.

1 Pair of track rod ball joint assemblies for front brake 12/50 axle. Part No. 3614.

Frank Corbett. P.O. Box 218, Kenmore 4069 Brisbane. Tel. 07 378 7280.

FOR SALE. Alvis 14.75. Fabric Saloon Body (Atlantic style) by Bankstown Bodies. Very sound condition mechanically. New leather upholstery and roof trim. (Red and fawn). Uncompleted restoration. New tyres and tubes. Spare block, head, conrods and pistons and other sundry bits and pieces.

Brian Hemmings, 17 Ironbark Close, West Leigh 2120. Tel. 02 484 7491

Noted in the Melbourne "Age" 28.7.90:

Alvis 1924 12/50 four seat Tourer. Tel. 054 72 3709.

Alvis 1937 12/70 Saloon. Tel. 772 8631.



"That's Beverley Graham. She's only interested in the boronia megastigma over there which is just coming into flower."

The National Alvis Rally Slogan Competition.

I have received an entry for this competition from a long-standing Victorian member who will remain nameless. Not because he has requested anonymity but because I feel embarrassed to publish it. Still, he has wanted it to go in the Newsletter and I don't want to upset him or he won't come on the Rally in his little white "BELUGA".(?)

(NOTE- My dictionary says a "BELUGA" is a "white whale with a rounded head", whatever that means.)

Sung to the tune "76 Trombones" from the MUSIC MAN

Seventy Six Alvis lead the Big Parade,
Interstate Rally is now National
See how they come from everywhere,
Echuca in '91 is the go.

'91 in Echuca,
See the white Beluga,
At the National Rally.

There was movement in the garage,
For the word had passed around,
Alvis fun in '91 in Echuca.

(With apologies to A B Paterson & Clancy)

Echuca - Be In It!

(With apologies to the Life Be In It Campaign)

The 1991 National Alvis Rally in Echuca,
"That's what I call a rally!"

(With apologies to Crocodile Dundee)

RON WILSON.



Who is this young Lady?

Does she belong to the Alvis car Club?

What Is she doing?

Is it a matter of "spit and polish"?

Is she trying to find her way to Echuca?

Can you help her?