

At Cabramurra we descended to the bottom of the valley where Tumut 1 power station is located still further down, underground, lurching in hot sun on the bank overlooking the river. The climb back up to Cabramurra of 2½ miles is a hill-climb to end all hill-climbs.

The Cooma-Canberra road winds and undulated along the valley floor with splendid mountains on either side of the Murrumbidgee away to the west at the foot of the mountains. An Alvis motorist's dream.

The last three days we have spent exploring Canberra. Let there be no mistake, this is a city of which Australia may be justly proud. After half-a-century of bickering, jealousy, and simple bone-headed Australian stupidity, the brilliance of American Architect Walter Burley Griffin's scheme for the development of the National Capital is apparent for all to see. That it has happened in spite of the clay-fotted politician, the pigmy-minded Civil Servant, the uncomprehending public of the past years, the inveterate Australian "Knocker", is something to cause wonderment. No small credit is due to the National Capital Development Commission which has adhered in the essentials to Griffin's planning, with the exception of the newer suburbs. These have been planned impeccably in accordance with modern town-planning theory but despite their undeniable excellence they lack the grace and charm of the inner city area. Later growth of trees (already planted) may change this impression.

The city has acquired the tag of 'the city easy to get lost in'. We got lost on entering, as one inevitably does to a degree when entering any strange city, but once having obtained a city map had no further trouble. If in doubt at all one only has to drive along a ring road to a radial road and proceed to the centre for re-orientation. It couldn't be simpler! The intersections are well-engineered. We encountered only 4 sets of traffic lights in our ramblings through the place. And that, we consider, is a motorist's dream!

We set off next for Bateman's Bay, intending to set off down along Prince's Highway on the return to Melbourne.

For the Foul-it-up-yourself Motorist.

Ken Bapty read the following (purported) advertisement to the April General Meeting. We thought it worth reproducing here:-

"Attention - car owners. Is your machine an oil hog? Do you live in fear of prosecution by the Council, or mayhem by your wife, because of those oil pools on road and drive? If so, convert now to our dry sump system. Kits to suit any make and model from £1.17.6. Operation simple and straightforward. Fill in details on coupon etc. Kit and detailed instruction sent by return post.

Kit No.3. For motors 3,000 - 4,500 c.c. Examine kit to familiarise yourself with the component parts. Run engine to operating temperature. Remove sump plug and drain oil. Remove oil filler cap. Cram in 3 large sticks Drilube (each). Follow with 18 puffs from our giant sized Graphite puffer (6 puffs per stick). Treatment is guaranteed to last the life of the engine."

LIST OF MEMBERS - ALVIS CAR CLUB OF AUSTRALIA.

We are indebted to the January 1967, issue of 'Alvibatics' for the following list of Alvis owners belonging to the A.C.C.A. and the type of Alvis it is believed owned by each.

N.H. Adams,	34 Evans Road, Dundas Valley, N.S.W.	(TA 14)
A.J. Airs,	65 Te Awa Kura Terrace, St. Andrew's Hill, Christchurch 8, New Zealand.	(12/50)
S.R. Bloyd,	702 South Road, Edwardstown, S. Aust.	
A.S. Brown,	35 Wallpark Avenue, Seven Hills N.S.W.	(12/60)
J.D. Carlyle,	21 Alfreda Street, Coogee, N.S.W.	
R.J. Colefax,	88 Denman Parade, Normanhurst, N.S.W.	(Crested Eagle)
A.W. Coleman,	116 Barrenjoey Rd, Ettalong, N.S.W.	(3-Litre)
G. Coxon,	5 Shirley Rd, North Miranda, N.S.W.	(12/50)
D.J. Cross,	54 The Chase Rd, Turrumurra, N.S.W.	(12/50)
B.G. Cunningham,	8 Mereil Street, Campbelltown, N.S.W.	(12/70)
E. Cunningham,	" " " "	(12/50, Speed 20)
D.W. Dickman,	35 Wycombe Rd, Neutral Bay, N.S.W.	
P.R. Dixon,	15 Margaret Ave, North Brighton, S.A.	(4.3-litre)
V.M. Elliot,	10 Brook Ave, Glen Osmond, Adelaide, SA.	(12/50)
A. Fidler,	19 Wyuna Road, Pymble, N.S.W.	(12/50)
D.S. Good,	Ferrum Hill, Loxton, S.A.	(12/50)
R. Graham,	19 Ormond Grove, Toorak Gardens, S.A.	(TA 14)
A.E. Griffin,	52 Tunks St, Northbridge, N.S.W.	(12/50, 3-litre)
R.A. Gunnell,	34 Fremont Ave, Ermington, N.S.W.	(12/50, Front-w-drive, 3-litre)
W. Hagon,	20 March St, Bellevue Hill, N.S.W.	
G.A. Hall,	14 Point Rd, Northwood, N.S.W.	(3-litre)
K.J. Heath,	'Sunny Ridge', Turkey Farm, Wallabadah, N.S.W.	(12/50)
J. Houston,	3 Bykool Ave, Kingsgrove, N.S.W.	(3-litre)
J.M. Houston,	4 Turriell Bay Rd, Lilli Pilli, N.S.W.	(12/50)
G. Jamieson,	34 Manuel Ave, Blair Athol, S.A.	(12/50)
C. Langham,	15 Wyuna Rd, West Pymble, N.S.W.	(12/50)
D.S. Manson,	15 Allison Ave, Lane Cove, N.S.W.	(12/40, 12/50, TA 1 4)
S.J. Marquis-Kyle,	C/o National Bank of A'sia, Australia House Branch, The Strand, London, England.	(12/50)
M. Menzies,	50 Patrick St, Avalon, N.S.W.	(12/50)
B.S. Meyers,	7 Kitchener St, Caringbah, N.S.W.	(3-litre)
R.C. Neely,	3 Emert St, Wentworthville, N.S.W.	(12/50)
O.V. O'Flaherty,	218 Nottingham Rd, Regents Park, NSW.	(12/50, 14.75)
C.S. Peak,	88 Shirley Rd, Roseville, N.S.W.	
Miss H. Rail,	11 Holbrook Ave, Kirribilli, N.S.W.	(3-litre)
J.H. Saunders,	Box 128, Post Office, Mittagong, N.S.W.	
J. Scott,	C/o Scott's Garage, 598 High St, Penrith, N.S.W.	(12/50)
R.C. Smith,	114 Flora St, Sutherland, N.S.W.	(12/50)
J.M. Tuffy,	11 Jennings St, Alexandria, N.S.W.	(3-litre)
J.F. Wheeler,	54 Edgecliffe Boulevard, Collaroy Plateau.	(14.75, 3-litre)
M. Whitehead,	23 Pibrac Ave, Warrawee, N.S.W.	
G.L. Winter,	50 Hamilton St, Lane Cove, N.S.W.	(12/70)
J.L. Winter,	Buckingham Ct, Magdalene College, Cambridge, England.	
Dr. L.B. Winter,	50 Hamilton St, Lane Cove, N.S.W.	(Firebird, 4.3-litre)
E. Wooster,	45 Pines Parade, Gympie, N.S.W.	(3-litre)

The above list is exclusive of honorary members, family and junior members.

"If I had not duties, and no reference to futurity, I would spend my life driving briskly in a post-chaise with a pretty woman, but she should be one who could understand me and would add something to the conversation." So spoke the greatest of all Londoners, Dr. Johnson, It seems that the great man was not unaware of the pleasures of motordom, even if it was of the horseless variety. The point I really want to make is, that even in the 18th Century they had DUMB BLONDES.

The number of mergers announced by the motor Industry of recent times leaves one wondering. ALVIS merge with ROVER followed by LEYLAND absorbing both marques. Badge engineering I call it. If, say BRISTOL and ROLLS ROYCE should merge, would we have a new breed? A "Rissoll" perhaps?

Manufacturing costs are closely related to the weight of the finished article. Raw materials are, of course, purchased by the pound (or other units). Although aluminium is lighter than iron, it is also much more expensive to buy, but the ease of machining the former often results in slighter article for only a small increase in cost.

It is interesting to compare the prices and weights of three ALVIS cars. The prices quoted are in Pounds Sterling.

The 1929 2,148 c.c. Silver Eagle sports, an 80 m.p.h. car weighed 3,136 lb. and cost £595, or 3/9 per lb. about 1.9 lb. per c.c.

The 1937 4.3 litre (4,387 c.c.) Vanden Plas saloon, a 90 m.p.h. car weighed 3,808 lb. and cost £1,185 or 6/4 per lb. about 0.9 lb. per c.c.

The current 2,993 c.c. T.F. series IV, a 100 m.p.h. plus motor car weighs 3,450 lbs. and costs £2,668 or 15/6 per lb. and is 1.15 lb. per c.c.

The weights of all three cars are substantially the same. The 4.3 litre being some 12% faster and costing 100% more than the 1929 car. The T.F. is some 20% faster than the 4.3 litre and costs about 120% more. It can not be denied that the modern car is fast, comfortable, and quiet, but granting that the increased labour and material costs account for the extra money, should not greater experience, better production techniques, and better management have reduced the gap. The fact still remains, that the point to point time for the older and the new car, say from Melbourne to Kalorama is not 100% faster. Would there be much pleasure in that anyway?

Ever tried extracting a bronze bush from a blind hole? Try this method. Pour a little oil into the bore, place a shaft which is a sliding fit into the bore of the bush. Support the component part firmly and strike the end of the shaft with a hammer, (a soft one if the shaft is a part of the assembly). The hydraulic action will force the bush out of the hole, only a small clearance between the end of the bush and the blind hole is required, a 64th of an inch is ample. A piece of rag wrapped around the lot will stop oil being splashed where it is not needed.

MARKET-PLACE, WHEREIN APPEAR ALL SORTS OF APPEALING ALVIS MACHINERY.

FOR SALE.

1928 Silver Eagle 16.95. Green tourer body. Recently had starter motor, generator overhauled and new rings. Body good. £275. Wesley Southgate, 13 Anzac Avenue, Trafalgar. We believe this car is still for sale.

C.1950 T.A.14 Saloon. Suit spares. Engine, gearbox and diff O.K. Boot lid off, mudguards off but with car. Steering box u/s. Upholstery O.K. Offer. Christopher Lye, Old Warrandyte Road, Ringwood North. 87.7868 after 6 p.m.

1937 Silver Crest Saloon. Black. One run big-end bearing. Body in reasonable condition. Best offer. John Gaskin, 6 Burns St, Elwood. 91.2653.

3-Litre. Owned by Mr. Jim Tuckerman. At present in a body shop. Details from Ken Bapty, 8 Kelso Street, Mentone.

12/50 Beetleback 1926. See Nov. issue. David Muirden, Flat 6, 22 Tivoli Place, South Yarra, 26.2337.

12/70 Saloon. Mr. Roy Watts, Cnr. Finlayson & Ferguson Sts, Rosanna.

1939 Austin 14 Saloon. See Nov. issue. Derek Holyoake, 22 Glen Street, Aspendale.

1954 T.C. 21 3-litre Saloon. Engine No.25238. Mr. J.D. Mitchell, 65 Narinna Avenue, Cumberland Park, South Australia. Adelaide 53.6970.

T.A.14 Black Saloon. Engine No.21534. John Murray reports the car to be in apparently reasonable state, though he has not examined it closely for some time. Owner Mrs. G. Schlank, 6 Verdale Ave, Linden Park, South Australia. Adelaide 79.3964. Price asked between \$200 & \$300.

Firefly Tourer Green. Probably 1933 or 1934. It has a central control gearbox. Came from Britain about 7 (or more) years ago. Same owner for many years. Asking \$500. Dr. A. Pearson, 88 Gladstone Road, Brighton Park, South Australia. Adelaide 9.2227. John Murray's comment - "To my memory, it has non-original head lamps but the interior was quite good. Some years since I saw it."

SPARES FOR SALE.

Pair steel tourer front mudguards. One good, other fair. One micrometer screw gauge. 1" spot on. Will haggle. Bob Sloan, 3 Royal Parade, Parkville. 630361. Ext. 506.

M.L. Magneto.4 cyl. recond. T.A.14 headlamps, Vintage 4 cyl. magneto. S.E. voltage regulator, vintage 8-day clock. Derek Holyoake.

3-Litre and 12/50 Valve Guides. Albert Broad, 68 Tope St, South Melb.

T.A.21. 3-Litre. Hawthorn Auto Wreckers.

Speed 20 Change-over Switch complete. Dave Roberts, 72 Bendigo St, Bentleigh. 97.2507.