



VICTORIA

NEWSLETTER

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AUGUST, 1968.

ALVIS OWNERS! PRAY SILENCE FOR NEWS OF GREAT IMPORT!

For some considerable time since the amalgamation of Alvis Ltd., first with Rover and later with the British Leyland Motor Corporation, Victorian (and others besides) Alvis owners have been heard to mutter and toss in their sleep, emit strange choking sounds and the like. The reason for their agitation, as you all well know, has been anxiety over the availability of spare parts for their well-loved beast lurking out in garage, street or carport.

The long silence has at last been broken by oracular statement in the form of a letter from the Chairman and Managing Director of Alvis Limited, Mr. J.J. Parkes. (Our copy, incidentally, was culled from the pages of the Alvis Owners' Club Bulletin).

We publish it here:-

"As you will know, Alvis Limited was amalgamated with the Rover Company Ltd. in 1965 and, arising from a further succession of amalgamations, is now a constituent company of the British Leyland Motor Corporation. The manufacture of the then current series of Alvis cars was terminated last year, but it is the wish of the British Leyland Motor Corporation that service for Alvis cars should continue to be provided in an adequate manner.

With a view to bringing this about, arrangements have been made to transfer spare parts and servicing operations to a newly formed company to be known as "RED TRIANGLE AUTOSERVICES LIMITED". It is entirely independent of the Leyland Corporation; the Directors will be four former senior members of the staff of Alvis Limited, and the Managing Director will be Mr. D. Michie, formerly Service manager of the Alvis Car Division. This new company, located at Common Lane, Kenilworth, Warwickshire, will be taking over the entire stock of current spare parts, together with the necessary records and facilities for maintaining continuity of supply. You will appreciate that during the transfer period there may be some slight dislocation because of the problems involved in moving, but it is not expected that these will be serious.

The premises at Job's Lane, Coventry, are being taken over with effect from 1st July 1968, by S.H. Newsome & Co. Ltd., Coventry, who recently joined the Henly Group of Companies.

Until the transfer is completed, Newsomes will continue to provide maintenance facilities for Alvis owners who visit Job's Lane, and it is anticipated that several former Alvis employees will be available.

In advising you of these changes, I would particularly like to assure you of our earnest desire to see the goodwill attached to the Alvis name is well preserved, and we have every confidence that the individuals with whom we have made these arrangements will ensure that this is so.

J.J. Parkes,
Chairman & Managing Director,
Alvis Limited."

Our concern, as a Club, is of course to know when the supply of spare parts will resume, whether the same cordial relationship with Alvis Limited will continue with Red Triangle Auto Service Limited, what the new financial arrangements, delivery facilities, and so on will be. David Muirden has already written to Mr. D. Michie, seeking to clarify the situation, but, at the moment of going to press an answer has not been received.

The business may not be all that simple. The shake-down period will raise its own problems, no doubt, and it may be some time and a number of letters later, before a smooth working arrangement is achieved. In the meantime we ask members who have placed orders and not received delivery to be patient. The moment we have further news we will make it known.

THE DAY TRIAL - SUNDAY 25th AUGUST - LEG THREE BOWES TROPHY

The starting time is 9.15 a.m., repeat, 9.15. a.m. The place from which you will start is the car park in MacArthur Road (Royal Park) opposite the Zoological Gardens (Zoo to you, too).

Unless you have three hands you will need a navigator. As Mrs. Beeton might say, "first find your navigator", then make sure he has a copy of Broadbent's Map 301E or 301F (100 miles around Melbourne), pencils, ruler, compass (magnetic variety) etc.

If the weather is fine, it is anticipated that the trial will end at the lunch break. At this spot there will be ample facilities for a barbecue. So don't forget to bring your meat and what-have-you. Should the weather be unkind an emergency final section has been organised and will be run in place of the lunch-break.

From the start to the lunch control should, providing you are on course, be no more than 86 miles. With the exception of 2 miles the trial is over good sealed roads.

A copy of the Day Trial Supplementary Regulations accompanies this Newsletter (if you are a Metropolitan member). Please keep it and bring it with you on the day. Country members who are brave enough to drive all that way to come down will be provided with a copy at the starting point.

Please join us. It is a lot of fun. And if you have not navigated before you have to begin sometime. And what better occasion than this?

CLUB COPY OF "THE ALVIS CAR" BY KEN DAY IS MISSING.

This becomes serious. Search your hearts and bookshelves and if you have it, drop it back to Ralph Chivers, the Club Librarian. If you are embarrassed about it, for some reason, drop it in the post addressed to "The Librarian, Alvis Car Club, Victoria, c/o 26 Edgar Street, Glen Iris."

ANNUAL PRESENTATION DINNER - FRIDAY SEPTEMBER 27th.

ANNUAL DINNER TIME COMES Apace! Don't sit back complacently and assure yourself there is plenty of time yet. Andre Chaleyzer has the tickets and a cheque for \$10. to 6 Flintoff Avenue, Toorak, will provoke him into sending you tickets for two.

Or, alternatively, you may get them at the August General Meeting, when Ralph Chivers will be dispensing tickets in exchange for crinkling-type money (or clinking-type for that matter).

The locale, as of yore, will be the Private Dining Room, Union House, Melbourne University. For those of you unfamiliar with the hot-to-get there a beautifully drawn diagram will appear on the board at the Clubrooms at the August G.M.

The menu will not include such fabled dishes as roast peacock livers, steak of unicorn etc., but will be very good as Anne Bamford is making the arrangements. A choice of wines or C.U.B. will be served. The maximum number which can be accommodated is 48. So, be forward and forward your money to Andre.

THE 1970 INTERNATIONAL RALLY FOR VETERAN & VINTAGE CARS

The 1970 International Rally for Veteran and Vintage Cars will be held in Australia organised by the Veteran Car Club of Australia.

Held under the auspices of the Federation Internationale Des Voitures Anciennes, F.I.V.A., the 10th International Rally will commemorate the 200th anniversary of the landing of Captain Cook on the shores of Botany Bay, on the 28th day of April in the year 1770.

Start: Sydney, New South Wales Finish: Melbourne, Victoria.
Starting Date: April 14th, 1970 Duration: 2 weeks, concluding
Distance: 900 miles approximately. April 18th.

Eligible Vehicles:

Veteran - any car or motor cycle manufactured before December 31st, 1918.

Vintage - any car or motor cycle manufactured between January 1st, 1919 and December 31st, 1930.

Entries will be limited to 400 cars and 50 motor cycles.

Nature of Event: Whilst the Rally is competitive, it is planned as a motoring holiday in early autumn weather with several rest days for sight seeing. An optional third week has been arranged for those visitors wishing to visit Adelaide following conclusion of the International Rally. Distance: 500 miles approx. You are invited to participate in this and the South Australian "Victor Harbour Rally", a weekend event terminating April 26th.

Particulars of Entry: Entry forms available September 1st, 1968.

Entry fee per car: \$25.00.

Entry Closing date: June 30th, 1969.

Accommodation: 1) First Class Hotels and Motels

2) Guest Houses and Hotels

3) Caravans and Camping.

Priority will be given to overseas visitors as requested. Unaccompanied overseas cars will be cleared through Customs and housed. Insurance, registration and other formalities will be arranged at owner's request.

1970 International Rally (continued)

Route: The route chosen will encompass the cities of: Sydney (New South Wales), Canberra (Australian Capital Territory), Albury (New South Wales), and Melbourne (Victoria). The faster vehicles will cover approx. 175 miles per day. The slower cars will be limited to approx. 100 miles per day, on a different route. Competitors may select either route.

All roads are sealed and will take competitors through a constantly changing scene (the most densely populated area in Australia) ranging from coastal beaches, mountain views, lakes and rivers to the huge Snowy Mountains Hydro-Electric Scheme. Sheep and cattle grazing properties, orchards, irrigation systems and historical places of interest including museums, gold mining diggings, early buildings etc., will be visited.

Service: Service vehicles by courtesy of the National Roads and Motorists' Association (N.R.M.A.), N.S.W., and the Royal Automobile Club of Victoria (R.A.C.V.), Vic., will assist where necessary with maintenance problems. Baggage vehicles will accompany the Rally for convenience of competitors.

Sponsorship: Presently subject to negotiation.

Exhibition: Vehicles will be exhibited in rotation at various points en route.

Closing Event: A Rally dinner has been arranged in Melbourne on Saturday, April 18th, to finalise the event, to announce the winners in the various categories and for the presentation of trophies.

Inquiries: Mr. G.W. Green, Veteran Car Club of Australia, Box 1130, G.P.O., Sydney N.S.W., Australia, 2001.

Or: Mr. T.C. McManamy, Veteran Car Club of Australia, 28A William Street, Frankston, Vic., Australia, 3199.

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THE REMAINING EVENTS IN THE CLUB CALENDAR 1968.

SUNDAY	AUGUST 25th	-	DAY TRIAL
FRIDAY	SEPTEMBER 27th	-	ANNUAL PRESENTATION DINNER
SUNDAY	NOVEMBER 17th	-	LANGWARRIN GYMKHANA
FRIDAY	DECEMBER 6th	-	CHRISTMAS BARBECUE

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A LETTER TO THE EDITOR!! ?? FROM ROY

"Dear Sir (or Madam as the case may be),

Some time ago, in the interests of harmony, it was decided that we should try some market research on the type of event favoured by members. A questionnaire was duly despatched to all members and eventually nine were returned to me.

For some considerable time I pondered these reports, then fed them through my portable computerized Alvi-vac, then finally, in desperation, consulted some local hippies, who, after due and ponderous deliberation, advised me that decimals are the root of all evil, and a return to LSD is the shot!

Roy's letter (continued)

Having waited in vain for more sheets to arrive (and having forgotten all about the wretched things 'til now), I have proceeded to analyse the results on the following basis:-

Enthusiastic comment	2 points
Display of interest	1½ "
Common or garden type tick	1 "
Luke-warm response	½ "
It stinks	A big fat zero.

On the basis of this scientific approach, aided considerably by caustic comments of the nameless nine, I have the honour Sir (or Madam) to acquaint you with the following results, which may be compared with a possible total of 18 points per event on returns (9 x 2).

Day Trial	6 pts.	Day Tour	9 pts.
½ day trial and social afternoon	8 pts.	Alvis Restoration tour	10½ "
Hill Climb	11 pts.	Social day with other Clubs	7½ "
Gymkhana	6 pts.	Factory tour	7½ "
Concours d'Elegance	2½ pts.	Interstate Rally	10½ "
		Alvis quiz at meetings	9½ "

(No mention was made of film nights or annual dinners - I wonder why?)

As the results will show, most members were too busy preparing for Langwarrin to know what they were voting for!

Down with the Grog. Bacchus for President.

Yours with tongue in cheek,

R. Henderson."

JOTTINGS

By "Scribe"

Joy of joys!! The ex-Caldwell, ex-Holyoake, ex-Wischer 12/40 remains have been taken in hand by Rod Warriner. In talking to Rod the other night he said the intention was to fit it with a ducks-back body and a 12/50 motor in lieu of the 12/40 article. But in whatever guise it will be lovely to see it mobile again. We have a lot of affection for that car.

Also rumours of a 12/50 out Strathmore way. We are currently on the track of this one, but information so far suggests we may be several years too late and possibly get the bits only. More information next issue, we hope.

Noticed in an old number (Aug. 67) A.O.C. Bulletin: Prints of the 12/50, Hugh Evelyn Prints have produced of a 1925 Alvis 12/50 Sports in full colour to a scale of 1" to the foot. The normal price is 8s. plus 1s. postage. Please address your orders to Hugh Evelyn Prints, 85 Lower Sloane Street, London, S.W.1.

Andre Chaleyzer was over at Rod Warriner's place at Ringwood last Saturday fitting the mudguards to his Speed 20. Rod reports the motor as running beautifully and most silently!

MARKET PLACE

CARS FOR SALE

As far as we are aware the T.A.14 D.H.C. reported in the July issue is still for sale.

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Hill Climb Car - ex-White Comprises a Vincent H.R.D. motor, ex I.O.M. motor-cycle engine and very rare close ratio gearbox. Unit originally in motor cycle prepared by Phil Irving for overseas competition.

Motor requires new crankcases (about thirty dollars at Modak, Elizabeth Street, City.) Front tyres are brand new Pirellis. Car needs 185 x 15 radials at rear. Wheels are aluminium castings with steel rims. Chassis is a space frame with light aluminium body, about four years old.

Performance: Standing quarter 13.2 secs. Contact Ian Douglas, 8 York Street, Glen Waverley, Tel. 232.5841.

Price: Will accept offer compatible with next owner's enthusiasm for Lakelands Hill Climb and Sprint Meetings.

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CARS WANTED - None reported.

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BITS WANTED - 12/50 radiator. Andre Chaleyzer wants a good 12/50 radiator or shell at least.

4.3 litre Motor. Andre Chaleyzer wants a 4.3 litre motor in any condition for restoration. Contact Andre at 6 Flintoff Avenue, Toorak. 24.4902.

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BITS FOR SALE - None reported.

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Spares available in emergency on loan.

3-litre left hand and right hand doors. L.h. and r.h. aluminium door pillars and hinges. Boot lid. 2 rear spats. 1 chassis frame (bare) in case of a monumental prang. Contact Alister Cannon, 23 Lemon Grove, Nunawading. Tel. 874.4101.

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Tips for Puzzled 3-Litre Owners.

Alister Cannon

The early model (1950-52) 3-litres have one or two idiosyncracies. If you find the fuel pipe supplying an inconsistent amount of fuel check the heavy galvanised steel "well" soldered to the bottom of the petrol tank immediately below the fuel tank reserve unit. This "well" acts as a moisture trap, rusts and finally develops pin-holes through which the fuel pump sucks air intermittently - resulting in the inconsistent supply of fuel by the pump.

Also the top soldered seam running across the width of the tank fatigues eventually, admitting petrol fumes to the interior of the car. Knowing these two weak points may save a lot of hours searching for the cause of the malady.

Recommended 3-litre tappet clearances (revised edition).

Inlet: .009")
Exhaust: .012") due to head cracking!

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