



NEWSLETTER

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PRESIDENT'S PRATTLE

February sees the start of a busy year for Alvis enthusiasts. I do wish every member a Happy and Successful 1985. The brief program for early 1985 is as follows :

February 15th	A.G.M. and General Members' meeting
February 16th	Alvis opening day rally. See further details in N/L
March 15th	General Members' meeting
March 17th	Kalorama - entry forms at Club Rooms
March 23rd	"Zetetic" Rally - details at next meeting
April	Proposed Day Trial with Riley Car Club
May 4th, 5th, 6th	Interstate Rally.

Members, please support your Committee for 1985 -

We still do not have a Newsletter Editor and the next edition will be produced by your President - all contributions to be sent to me prior to 1st March please.

We also do not have a Club Captain for 1985, your 1985 Committee is small and hard working but cannot exist without help.

Regards,

RICHARD

1985 ALVIS OPENING DAY RALLY

ORGANISERS : David Leesley (232 4416) and Alister Cannon (878 5219)

DATE : Saturday, 16th February

STARTING POINT : "Aronui", 93 Central Road, Blackburn (opposite Blackburn Lake Carpark entrance). Cars to leave at 10.00 am

COST : \$4.00 per car

FOOD AND EQUIPMENT : Please bring all your eating, drinking and seating requirements with you. A cold lunch is best, due to the likelihood of fire restrictions preventing barbeque fires from being lit.

NAVIGATION : A map of the route will be supplied to each car prior to moving off from Blackburn.

1985 ALVIS OPENING DAY RALLY (continued)

VENUE : We will travel to Stuart Middlehurst's property in Bula Bula Road, near Drouin, where members will partake of a picnic lunch. After lunch members may inspect Stuart's collection of motor vehicles including four Hispano Suiza cars, or play games, go for a bush walk or just do as little as possible while absorbing the country air and beautiful scenery.

That's the idea, an easy day with no tension-creating speed sections, sneaky navigation tricks; good roads should please the drivers.

So, -- why don't you make this event a success by coming along and BEING IN IT !!

DAVID and ALISTER

PS If you care you'll be there!

EDITORIAL

Part of our November General Meeting was given over to the vexatious question of how to award the Bas. Bowes Trophy in the ensuing years - a subject which incidentally rears its head every so often.

We had some quite sound ideas put forward, but it appeared the remainder of the meeting brought its own solution - albeit one I can't condone. It could be that the trophy and other minor awards won't be given out at all simply because we don't have anyone willing to take on the job of Club Captain.

In a desperation move to keep the Club mobile, Alister Cannon and David Leesley have organised a Social Run on Saturday, 16th February and their effort is much appreciated; but we must have someone to take on the job of planning events for the rest of the year.

Similarly, we don't have an editor, and this newsletter and the next two or three will be put together by committee members who will be doing this job as well as the job they were elected to do. These members have been carrying the club for a number of years and are rather disheartened at the lack of support.

Our Club - and it's YOUR club too - has never faced such a serious situation as this before, and if you enjoy being an Alvis Car Club member and have benefitted in any way in the past, then it's up to you to hop in NOW and give something in return. Because the way I see it, the writing's on the wall and only you can change things for the better.

RON WILSON

Honorary Secretary
Acting Editor.

THOUGHT FOR THE MONTH :

Not only are horses rarely seen today, but so are those who used to work like them.

TOPICAL TAPPETS

The residents of Wangaratta now have two Alvis owners amongst them. As well as BILL PROPERT with his TD 21 at the Malaysian Motel, there is our popular gendarme JOHN KENT with his raucous 12/50 DB. Rumour has it that John has laid out his own exercising track a few miles out of town and has great fun there hurling countless decibels of sound around the forest.

TOPICAL TAPPETS (continued)

Also - just out of Wangaratta RUSSEL STAPLETON is putting the finishing touches to his 4.3 Tourer and his many years of work on a ground up restoration will be a sight to see.

Our Legal Eagle GRAEME STEINFORT still has the Silver Eagle for sale and apart from being a great looking car, it performs as well, as evidenced by its 19.2 seconds for the standing $\frac{1}{4}$ Geelong Sprints.

Had the radiator off my 12/50 late last year and being inherently clumsy, I knocked it over on the floor - result was a large, deep dent across the front and a smashed badge as well as some choice 'R' classification language. GEOFF HOOD came to the rescue and, after taking out the core, put in two hours of tapping out the dent, then soldered the core in again and the whole thing looks better than new. A great job, Geoff and very many thanks.

The badge with all the enamel broken has been given to JOHN STEWART and, after seeing other badge jobs John has done, I have no doubt mine will reappear as new. This is a service John offers to Club members, so keep it in mind if your radiator badge is not 100%.

The Jolly Jumbucks at Metung - ANDRE and SYLVIA CHALEYER are getting well known around Bairnsdale for all the local eyes are on their Alvis when they go shopping.

The 12/50 DB of Daryl Stanisich is being operated on by Alan McKinnon at present. Only general mechanical it is said but would love to have a clutch somewhat smoother than that agricultural device known as a "cone".

In response to a letter sent to all interstate members asking for information to assist in the production of the book "Alvis in Australasia", we had a tremendous offering from FRANK CORBETT in QUEENSLAND. Frank has put in 15 years researching Alvis in that State and the result is a 200 page book with all cars and owners cross referenced in detail as well as reproductions of adverts, photos of cars and the complete history of agents and distributors. This is by far the best organised and detailed work I have seen and will be of inestimable value to the book committee and to Alvis history. Congratulations, Frank - a mighty effort and very much appreciated.

THE STATE OF THE ART

Advertising is perhaps the second oldest profession in the world, with personal expression itself being a form of that so called art, so it's not surprising that the brain storming genius in the agencies find it difficult to come up with new and startling catch phrases and slogans. But none are more obtuse and incorrect than new and used motor car ads.

We all know the oft used description 'original condition' for a vehicle means that it's completely clapped out and in reality is worth scrap metal value or less.

But the latest birth of media advertising warrants a closer look. We have all watched TV to see the new Holden emerging from a ball of flame and a Mitsubishi smashing a sheet of glass. Last year there was a car steering an erratic course around what appeared to be a gigantic pin ball machine. Presently there's a brace of 4-wheel drives crashing over a gully with a force that would give the driver life membership to a chiropractic clinic; while we have some roaring along a deserted beach overtaking a scantily clad prancing female wafting a piece of material around her head. And don't forget that all this is intended to make you rush out and put your 25% down on that particular breed of tinware. We are all familiar with the "free gives" - the \$1000 off and the air conditioning for only \$100 more. FREE ?? What a laugh!

THE STATE OF THE ART (continued)

Then Nissan's claim that their Bluebird is the first 4-cylinder limousine - well let them drive one to Sydney non stop and if they can dismount without assistance to straighten up then they must be double jointed. The Camira is described as "the state of the art" and the Gemini as "unstoppable" - well maybe they're right on that because the Gemini's brakes are not all that crash hot.

And as for the Toyota range - that would be the last brand to look at as it appears that every time you get out of one of their range you automatically leap six feet in the air.

So why won't the ad-men forget all this boring rubbish and tell the public "how good it is" or "how long the car will last" - or maybe those details are too dicy to enumerate.

THE INTERSTATE RALLY

My history of these important Alvis get-togethers only goes back to 1972 - the first I attended and the first I organised. That was at HOLBROOK and it turned out to be a great weekend.

Two years later in 1974 we travelled to South Australia and spent a week exploring Adelaide and the Barossa Valley. Next was another long trip in 1976 up the Hume Highway for a week in Sydney.

Then it was my turn again another two years on to arrange the rally at Deniliquin. We missed a year due to the Alvis contingent which went to New Zealand for the International Rally, so it was 1981 when we journeyed to Barmera. Two years ago it was held at Leeton and now in 1985 we are going to invade Lake Boga and Swan Hill in May and this rally promises to be the biggest (in numbers) held yet, breaking all previous records.

When I was making the initial arrangements I thought I was very optimistic in booking 24 units at the motel, but I soon had to extend this to the whole 32 because the entries kept on coming. And they still came, requiring me to book an adjacent motel of eight units, making 40 units in all. Now, 40 units means 84 adults and 16 children and that's 100 persons to organise and satisfy and that's some job.

But the sad thing is that after I closed the books I still had another 7 families who wanted to come, and I hope those members understand that the facilities and the services involved in arrangements for the rally are overloaded looking after 100 and to handle any more would not be possible. So, I'm sorry we have had to turn you down, but I can't do anything about it.

But, what a sight the Rally is going to turn on - no less than 33 Alvis - a Riley 2½L and an MG TC. And the model turnout will see 14 - 12/50's; 1 - 12/70; 3 - TA 14's; 1 - TB 14; 1 Silver Eagle; 1 Firefly; 4 - Sp. 20's; 4 - TA 21's; 1 - 4.3L and 1 - TD 21 and 2 Speed 25's; I can't recall seeing that number of Alvis before in this country.

RON WILSON

ALVIS REGISTER DATA

Members have responded well to the questionnaires distributed last year; however, it is becoming apparent that some Alvis owners may require assistance in locating the Chassis numbers on their Alvis. It is most important that this number is recorded on the Alvis Register to avoid duplication of any Alvis which may have developed a "dual identity" through inadequate data.

ALVIS REGISTER DATA (continued)

Also, it is of value to each Alvis owner to have a record of the chassis number and, if available, the car number (i.e. the number issued by Alvis as the car was about to be delivered from the Works). Such records of your Alvis are of assistance to police and when claiming against your insurer in the unfortunate event of your Alvis being stolen or damaged.

Vintage Alvises have the chassis number stamped on the offside front dumb-iron (i.e. on the driver's side of the chassis frame). In 1921 chassis numbers commenced at 6000 (on 10/30 models) but in the following year that series was replaced by a new one commencing at 1000. On some vintage Alvises the chassis number may also be stamped on a small oblong plate attached to the dashboard (instrument panel) facing the passenger. This panel sometimes carried, instead, the car number with which it was issued before it left the factory.

Car numbers were also stamped on a panel which was usually mounted in the engine compartment (under the bonnet) on the firewall/bulkhead on the nearside of the car. These panels usually were the lubrication data panel. Car numbers were not issued for the first year or so of production and so are not co-incidental with the chassis numbers on the Vintage models.

The chassis number and, in later years, the car number were always requested by the Alvis Company when an owner was requiring service or spare parts from the factory and this practice has been continued up to the present day by the factory's successors in Alvis car servicing, Red Triangle Auto-services Ltd., of Coventry.

With the passing of the years some of the older Alvises have lost much of their original coachwork and have, in some cases, undergone major rebuilds during which time data panels have been lost and/or destroyed. Nevertheless some owners have maintained excellent records and these can often yield clues such as chassis and car numbers which may be checked against the car or some other owner's records.

A list of the series of car numbers used by Alvis appears on the last page of Kenneth Day's "The Alvis Car - 1920 to 1966" and may be useful as a rough check to identify the year of manufacture and model of your car.

Engine numbers are also of much interest in the compilation of the Alvis Register and the numbers stamped on Vintage model Alvises yield some valuable data.

Members who have spare engines may care to supply the Register with the Engine number of each Alvis engine they have in their possession as this information will help provide some answers as a consequence of the considerable amount of engine-swapping which has occurred down the years.

12/50 MODELS have the engine number stamped on the timing case across the joint made with the timing cover. The legend L200 appearing alongside the four-digit number indicates that the motor is a long-stroke one (110mm), while "L201" identifies it as a "short-stroke" (103mm) engine. A good lead in identifying an engine type, where there is any doubt, is to establish the date of manufacture. The four engine castings have a date of casting on them in the form of an embossed date block. For example :

ALVIS
E1331

can be decoded to read "E" as the fifth month (i.e. May) and "13" as the 13th day of that month, and the last two digits represent the year. So, E1331 reads out as May 13, 1931.

ALVIS REGISTER DATA (continued)

Locations of date blocks on the 12/50 engine's four major castings are :

Cylinder Head	between the inlet ports
Cylinder Block	by the offside core plug
Crankcase	below the carburettor
Sump	near the oil pressure relief valve, but sometimes it is situated inside the sump.

Incidentally, an "N" number indicates the part number of a component on most pre-war models. For example, N4579 is the part number of a timing case cover for a TE or TF 12/50; whereas, N9984 on a timing case cover identifies it as fitting a TJ series 12/50.

It is not possible in the space of a single article to detail the locations of the car, chassis and engine numbers for all Alvis models but an attempt is made here to assist the majority of owners by describing the locations for the more popular models, such as has been given above for the 12/50.

16.95 MODELS have the car number stamped on the lubrication plate on the nearside front bearer arm of the crankcase. The chassis number is stamped on the frame member behind the radiator. The engine number is stamped on the timing case flange at the rear end of the engine.

SPEED 20 MODELS have the car number on the lubrication plate on the front of the dashboard on the nearside (the front passenger's side). The chassis number is stamped on the front of the offside front dumbiron (on the SA series with a beam axle). The engine number is stamped on the nearside of the rear cover of the crankcase.

SPEED 25 MODELS The car number will be found on the nearside of the dashboard under the bonnet. The chassis number is stamped on the offside of the front suspension bridge piece. The engine number is stamped on the crankcase at the offside rear end of the engine.

4.3 LITRE MODELS The car number is on the lubrication plate on the crankcase offside front bearer arm. The chassis number is stamped on the offside of the scuttle dash alongside the steering column. The engine number is stamped on the crankcase offside front bearer arm.

SILVER CREST MODELS The car number is on the nearside of the dash under the bonnet. The chassis number is stamped on the offside of the front suspension bridge piece. The engine number is stamped on the crankcase at the offside rear end of the engine.

12/70 MODELS The car number is on the lubrication panel on the toolbox lid under the bonnet. The chassis number is stamped on the frame cross-member behind the radiator. The engine number is stamped on a plate on the offside of the crankcase.

TA 14 MODELS The car number appears on a plate on the nearside of the dash near the engine. The chassis number is stamped on the front frame cross-member. The engine number is stamped on the offside of the crankcase.

TA 21 AND LATER 3-LITRE MODELS The car number is stamped on the righthand side of the engine and on the righthand side of the front spring housing. This is illustrated on page 11 of the 3-litre manual of instructions for TA 21 and TC 21 models, and on page 12 of the manual for TD 21 models.

ALVIS REGISTER DATA (continued)

If you have not yet sent in your questionnaire for the Alvis Register, it would be appreciated if you could supply the above details and any other information you may have on your Alvis to :

Eric Cunningham,
8 Mereil Street,
Campbelltown, NSW, 2560.

All submissions to the Register are promptly acknowledged.

ERIC CUNNINGHAM

EDITOR'S NOTE:

Members are no doubt aware that Eric has been trying to get data for the Alvis Register for some time but without too much success. This most important work can't be completed without you doing your bit, so if you have not already sent Eric your Alvis details then sit down and do it right away. All it costs is five minutes of YOUR time and a 30c stamp - it's costing Eric and our Club a lot of work and frustration.

NOW IT CAN BE TOLD

After a great and most enjoyable fifteen years of ownership of my 12/50 SC known as "ALBERT", its future is now in the appreciative hands of Andre Cheleyer and I am equally pleased to have the red 1933 Firefly Tourer in my possession. It's a really great machine and a lovely driver's car; but I need HELP. The gearbox - the same as a Speed 20 SA model - needs work and I want another similar gearbox or a loan of one while I get a new set of gears made - so - can you help - please?

R.W.

FOOTNOTE

In response to an appeal for articles for the newsletter to assist temporary editors, only one offering came forward - that from Eric Cunningham and many thanks, Eric - but what's wrong with all you other blokes? Come on - get the finger out!

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