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NEWSLETTER

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PREZ SEZ !!!

Well! We have almost passed through 1985. This year is my last year as President and I must thank all for the honour of being President of the Alvis Car Club of Victoria. 1986 will see David Wischer as President and Bob Graham as Vice President.

I will include my final President's Report in the February Annual General Meeting when David will take over as President. I am proud that the Club has maintained a good financial base for the last three years and we have kept ahead of inflation.

Remember, that we have only two more functions for 1985 -

ANNUAL DINNER AND PRESENTATION NIGHT
Mt. Erica Hotel,
Cnr Williams Road and High Street, Armadale

and

THE ANNUAL CHRISTMAS BARBEQUE
at your President's home,
"Palmerston", Glenburnie Road, Whittlesea.

Further information at the next Club Meeting.

RICHARD

LETTERS TO THE EDITOR

Dear Richard,

Hello from a Kiwi Grey Lady owner. I nearly skipped my sub this year, but am now glad I didn't, as the new life in the newsletter is worth every dollar even with the uneven exchange rate. I want to raise three matters if I may.

LETTERS TO THE EDITOR (continued)

1. I hope we are going to see some of you Alvis bods here for the Pan Pacific next year? Despite all the Aussie jokes some of you are not too bad to have around 'cause we've met Ron and a few others. I have fond memories of wrestling with officialdom to get your cars landed in 1980. I didn't have an Alvis then.
2. Col Winslade of Lake Boga (if we had known of him last year would have called in after the Barossa as we went past Lake B.) is looking for parking lights for a 3-litre. I suggest he swipe a pair off an Austin 10 or 12 of the late 30's, Citroens of the 40's, Rovers of the 30's or some models of Jaguars. There are very slight differences in some from the Alvis model but only a purist would tell them apart and then would have to have the correct one alongside. I broke a lens this year and spent a covetous hour at a large vintage motor show eyeing up what cars had the same side lights.
3. As a sideline to old cars, I collect sparkplugs. Would be pleased to hear of anything, particularly old, unusual, or Australian, that anyone has to spare for sale or swap or whatever. Anything considered.

ROB KNIGHT

P.O. Box 120, Sanson, New Zealand.

Dear Richard,

I have just received my ACCV Newsletter and note Ron Wilson's article on "WOT CHEEZUS ME ORF!"

His third objection about HOODS is typical of the man who never bothers to ALLOW his wife to ride in his Vintage car! Observation alone is sufficient - I have just never seen Gwen in either 12/50 or Firefly. If she was aboard then out of consideration for her companionship, comfort and company, any gentleman would have the hood erect!

Besides that, Ron has based his manner of grooming his hair on the basis that he will appear smarter than the next man at the end of a hoodless run.

I rest my case!

GRAEME STEINFORTTHE GASTRONOMICAL BEAN STORY

Once upon a time there lived a man who had a maddening passion for baked beans. He loved them, but they always had a very embarrassing and somewhat lively reaction on him. Then, one day, he met a girl and fell in love. When it was apparent that they would marry, he thought to himself 'She is such a sweet and gentle girl, she will never go for this kind of carrying on.' So he made the supreme sacrifice and gave up beans. They were married shortly thereafter.

Some months later his Alvis car broke down on the way home from work and, since they lived in the country he called his wife and told her that he would be late because he had to walk home. On his way he passed a small cafe and the odour of fresh baked beans was overwhelming. Since he still had several miles to walk, he figured that he would work off any ill effects before he got home, so he stopped at the cafe. Before leaving, he had eaten three large orders of baked beans. All the way home he putt-putted and after arriving he felt reasonably safe that he had putt-putted his last.

His wife seemed somewhat agitated and excited to see him and exclaimed delightedly 'Darling, I have the most wonderful surprise for dinner tonight'. She then blindfolded him and led him to his chair at the head of the dining table. He seated himself and, just as she was ready to remove the blindfold, the telephone rang. She made him vow not to touch the blindfold until she returned, then went to answer the phone. Seizing the opportunity he shifted his weight to one leg and let go. It was not only loud, but as ripe as rotten eggs. He took the napkin from his lap and vigorously fanned the air about him. Things had just resumed to normal when he felt another urge coming on him. So, he shifted his weight to the other leg and let go again. This was a true prize-winner. While keeping his ear on the

THE GASTRONOMICAL BEAN STORY (continued)

conversation in the hall, he went on like this for ten minutes until he knew the phone farewells indicated the end of his freedom.

He placed his napkin on his lap and folded his hands on top of it and, smiling contentedly to himself, was the very picture of innocence when his wife returned, apologizing for taking so long. She asked if he had peeked and he, of course, assured her that he had not.

At this point she removed the blindfold and there was his surprise!

Twelve dinner guests seated around the table for a 'Happy Birthday Party' for him.

MORE ON SIDE VALVE ALVISES

Eric Cunningham, in his letter in the October Newsletter makes some very interesting observations about sidevalve Alvises in Australia. It is interesting to note also, that according to page 310 of Hull and Johnson's "The Vintage Alvis", Alvis shipped more 12/40's (146) to Australia than 12/50's (143) and these figures disregard the period June, July and August, 1923 for which there are no records.

Page 308 of "The Vintage Alvis" states that the first 12/50 delivered to a private owner left the Alvis works on 18th August, 1923, so it's a fair assumption that if any cars were dispatched to Australia during June, July and August of that year then the majority of them would have been 12/40's. Allowing that at least seven cars were dispatched to Australia between June and August, 1923 then it is possible that at least 10 more 12/40's were delivered to Australia than 12/50's.

The curious thing is that only a little more than a handful or so 12/40's are still in existence, whereas there are probably about 5 or 6 times that many 12/50's. So Eric's question, "where are all the sidevalve Alvises now?" is indeed a pertinent one.

There appears to be some oddities surrounding Engine no. 2014. From Eric's letter we are told that David Barker owns chassis no. 1665 and engine no. 2014 and that this chassis/engine combination is not original. Yet on page 336 of "The Vintage Alvis" it is stated that engine no. 2014 is fitted to the oldest surviving Alvis saloon which is mounted on chassis no. 1662 and was owned by D. Barter of Twickenham, England in 1967 when "The Vintage Alvis" went to press. It is of course possible that David Barker and D. Barter are the same person, after all the names are very similar, and that there is a misprint in "The Vintage Alvis". This would mean that the car was imported after 1967 which would add yet another sidevalve to Eric's tally of cars, but the fact remains that the chassis numbers are different.

Another possibility is that chassis no. 1662 was dismantled and the engine found its way to Australia. I feel this theory can be discounted as it is stated in "The Vintage Alvis" that D. Barter restored the car, which suggests it was in good condition about twenty years ago. In addition, it would be most unlikely that such a significant Alvis as the oldest surviving saloon would be broken up, unless of course it was the victim of a major catastrophe which I suppose is a possibility. So, as stated earlier, there appears to be some oddities surrounding engine no. 2014 which we should try to clear up.

A 12/40 that Eric didn't mention is the chassis which Ian McEachern brought with him from Tamworth when he moved to Queensland recently. This chassis no. 1674 is incomplete and in poor condition. Amongst other things a previous owner had fitted a 3-speed gearbox in place of the original Alvis unit. The engine which is in the chassis at present is a 1924 shortstroke 12/50 which Ian McEachern acquired separately (see Alvisatics, January 1980, pages 5 and 6) and Ian also has a 12/40 block which could be fitted. The number of this engine is not known as the timing cover is missing. Ian says that this 12/40 chassis was bought from John Ryder who, I believe, lives near Tamworth. It is possible that this may be the remains of the chassis which, as Eric says, Harvey Hodgson sold to Mr. Wood of the Pilliga Scrub area.

MORE ON SIDE VALVE ALVISES (continued)

Ken Heath had a 12/40 chassis which was complete and original except for the wheels which were off a Holden or similar vehicle. I saw this chassis in late December, 1971 at Ken's turkey farm at Wallabadah and I have often wondered what became of it.

The Hooper 12/40 - 12/50 beetleback is no longer a mystery car. This Alvis chassis no. 1668, engine no. 3137-68-L174 (not 5157 as stated in Eric's letter) is still owned by Bob Hooper. It seems that when Bob moved to South Australia about eight or nine years ago, he left the car in storage under his Mt. Gravatt home, which he rented, and on his return to Queensland the Alvis was moved to Bob's brother's place at Charleville. The Hoopers have recently completed the construction of a new house at Cornubia about 20 miles south east of Brisbane and the car is now at this address.

The Hooper car is more 12/50 than 12/40 as the only remaining identifiable 12/40 parts are the frame and rear axle. It has front wheel brakes and the head and gear-box which has been modified to a four point mounting to suit the subframe of the 12/40 chassis are from a 1926 12/50. The carburettors are dual side draft SU's and the wheels are 21" open hub wires.

We all know that the legend "L200" or "L201" stamped in front of the engine number of flange frame 12/50's identifies the engine as a long or short stroke respectively. We know this because page 114 of "The Vintage Alvis" says so. But can anyone tell me what the numbers "-68-L174" stamped after the engine number on Bob Hooper's engine mean? My guess is that the "68" refers to the bore diameter in millimeters and that "L174" relates to the stroke and, if this is so, then which numbers identify long stroke and which short stroke?

FRANK CORBETT

P.O. Box 218, Kenmore, 4069.

CARS AND PARTS FOR SALE OR WANTED

Hey fellas! Please check your 51 TA21/3 litre stock, as the following is urgently needed :

- 1 nut - no, not the one behind the steering wheel, but a castellated nut 1" dia. 20 t.p.i. for rear axle
- Valves, rockers, collets, etc. as I need help with my head
- 1 spanner for front brass hub nuts as mine are very tight
- Single carby twin throat and manifolds and all stuff like this to convert from twin SU carbs
- 1 left front bumper section
- Ammeter as originally fitted
- Parking lights, rims, glasses, bulb holders,

FOR SALE : Trans arc easy welder, on wheels, with shield and leads. Works from power point. Has vary control. Near new. Cost \$287.00 - sell \$215.00

FOR SALE : B.S.F. taps and dies. Note - this is the thread used in Alvis cars. Bet you can't walk into any shop for these.

FOR SALE : A lot of history - bag loading wagon, horse or tractor drawn. Four big wheels, used for wheat farming, no R.W.C., could carry many tons of goods.

SWAP : 1 bumper over-rider for L.R. Grey Lady - for any over-riders for 51 TA 21.

COL WINSLADE, Lake Boga (050) 37 2244
(evenings only please)

BY COURTESY FROM HUMBER

My 3 litre dash panel has been damaged by water and the ply wood ruined at one end. I found replacement timber in the dash panel of a 63 Humber Snipe. Now the Humber glove box door is fitted with a beaut pair of stays and it's an easy job to fit these to the 3 litre glove box door and so replace that fabric strap.

Happy restoring.

COL WINSLADE

THE ANZAC RALLY

Next year ANZAC DAY - APRIL 25th falls on a Friday, making a long weekend break. It is proposed to hold a Club Rally over that time. The programme will cover a very easy competitive run on the Friday to a country barbeque lunch, then to a motel at BENDIGO.

Saturday morning will feature an inspection of the Central Deborah Mine and a Talking Tram ride. After a pub lunch it's off to ECHUCA to a motel and that night we'll have a cruise on the Murray River with dinner and a dance on board the "Tisdall Princess".

Next day - Sunday - we head back to Melbourne after an organised Tour of Echuca and its historic Port. For the pokie players there will be time to cross over to Moama to try their luck.

Now, it has been very difficult to get bookings and the Rally can definitely only take 20 families, so if you want to go it is IMPERATIVE you get your entry in early.

I will close off entries on DECEMBER 10th, 1985 or as the list fills up. So, if you want to have a good Alvis weekend, fill in the entry form and POST it to me NOW.

RON WILSON

detach here and return

RON WILSON,
22 Park Close,
Vermont Victoria 3133.

Please register me as an entrant in the "ANZAC RALLY" to be held from 25-27 April, 1986.

My party will comprise adults and children. (Children over 12 years of age count as an adult.)

RALLY ENTRY FEE	\$10.00
ACCOMMODATION DEPOSIT	\$30.00
TOTAL	<u>\$40.00</u>
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Make cheques payable to Alvis Car Club Rally Account.

NAME:

ADDRESS:

PHONE:

