



# NEWSLETTER

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DATES FOR 1986

January 17th 26th	Informal Meeting Cavalcade of Transport Rally
February 3rd 21st	Committee Meeting Annual General Meeting
March 3rd 16th 21st 23rd	Committee meeting Kalorama Rally General Meeting Picnic Rally - Day Run
April 7th 18th 25-26-27th	Committee Meeting General Meeting Halley's Rally - Wangaratta
May 5th 16th 18th	Committee Meeting General Meeting Day Rally - with Riley Car Club
June 2nd 20th	Committee Meeting General Meeting and Video Night
July 7th 25th	Committee Meeting Film Night (note : 4th Friday)
August 4th 15th	Committee Meeting Auction Night
September 1st 19th 28th	Committee Meeting General Meeting Economy Run
October 6th 17th	Committee Meeting General Meeting and Election Night
November 10th 21st 30th	Committee Meeting (note : 2nd Monday) General Meeting Christmas Barbeque
December 1st	Committee Meeting

Note that all these dates are the intended dates of events - it is quite possible that we will have extra events for 1986.

SUPPER ROSTER FOR 1986

January : John Twomey	February : Horrie Morgan	March : Richard Creed
April : David Caldwell	May : John Stewart	June : Ron Wilson
July : Austin Tope	August : David Wischer	September : Bob Graham
October : Roy Henderson	November : Geoff Hood	

Please Note :

Should you not be able to arrange supper on your rostered night, would you please contact the Club Captain, Richard Creed on 716 2193.

EDITORIAL

HAPPY NEW YEAR - 1986 !! I wish to proudly announce the safe arrival of my second son - William Richard. Although he was early by nearly five weeks, all is well now.

See you at the next meeting.

RICHARD

AN OPEN LETTER TO GRAEME STEINFORT

Dear Graeme,

I have just read your letter in the November issue of the ACCV newsletter. One would have thought that a person in your profession would have got his facts straight before putting pen to paper.

First, what's this about my mother not being ALLOWED to ride in a vintage car? What rubbish! The Tasmania Rally in the 12/50 and the Lake Boga Rally in the Firefly are two recent events that she went on and, although I wasn't there, I would bet that the HOOD was DOWN with her agreement at every opportunity because isn't that the best way to enjoy Vintage motoring?

Secondly, although I am not a member of the ACCV, I feel that I have read and heard enough of the petty comments on how my father does his hair. Does it really matter? Surely the participation in Club events and hard work in organising many rallies over the past fifteen years is more important.

I rest my case.

IAN WILSON

20 Philip St, Vermont

MINE HOST at the Malaysian Motel, Wangaratta for some fourteen years, BILL PROPERT, has retired to Brighton for a well earned rest. The 'rest' may be longer than anticipated for on Bill's first drive in Melbourne traffic, his immaculate TF21 had an argument with another vehicle and sadly altered the frontal aspect of the Alvis. But surgery is under way and we hope it won't be long before we see Bill and Helen out on one of our events.

KEITH WELSH has had a spell in hospital with a fairly major operation, but is coming along O.K. and will be home recuperating by now. All his Alvis friends wish him a speedy and full recovery and hope to see him back on our Rallies in charge of his famous "Muffled Drum" as soon as possible.

THE HEIR to the CREED misfortunes - young Nicholas was becoming bored, so requested Mater and Pater to produce some youthful company for him. Ever-ready to oblige, proud parents agreed and have promised another new Alvis member some time in March.

THE C.I.A. (alias ROY HENDERSON) finally tracked down Andy and Patsy Hannam who are now residents at 30 Armand Way, Arcadia, Magnetic Island, Queensland, 4816. Andy has had a hard time health-wise, but is picking up well, under the rule of President JOH B.J. What about dropping them a note and telling them what you have been doing Alvis-wise?

AND SPEAKING OF ACTIVITY, what about some support for our new (sic) Newsletter Editor? Richard has worked out a new cover and a unique format, but does require news to print so, even if you have only dusted off your Alvis, or your second most cherished belonging, put it down on paper and send it off. It's always surprising to hear so much talk - and listen to so many lies being told after a Club meeting - that we can't get all that info down in black and white.

So, make a New Year resolution to send one article to our Editor every second month - or each month - or weekly - or daily!

RON WILSON

THE CAVALCADE OF TRANSPORT

Variety was the keynote for the Cavalcade of Transport drive to Werribee Park on Sunday, 26th January. Lining up at the start in Alexandra Avenue in the Firefly, along with John Twomey in his 3-litre, David Wischer in the Speed 20 and Alister Cannon in his 12/50 DB almost every shape, size and age of motor vehicle was to be seen. There were literally hundreds of American vintage and post vintage production cars of all makes (and colours) but the more impressing cars ranged from an aggressive stark Darracq, a couple of Sunbeams, down to a gaggle of charming Austin 7's. The largest exhibit was a 26-ton Tank Transporter carrying a white half track on its back followed by yet another half track in Middle East warpaint operated by a 'Rommel look-alike' complete with desert topee. Two WW2 Jeeps, one with a tripod mounted and manned machine gun, seemed the ideal way to get through traffic.

The organisation was perfect with cars being sent off in batches of 50, with every intersection as far as the West Gate Bridge being guarded by police. Once on the freeway, we had the right-hand lane to ourselves, with motor cycle mounted police riding shotgun to keep the tourists in their place.

Werribee Park saw some 500 vehicles on display and one of the most interesting came up from Geelong in the shape of a 1916 Commercar London Double Decker Bus on solid rubber with open top and rear spiral stairs. The weather was kind and the venue good, with full marks for all the organisation and, if it's on again next year, then you had better come along for a good day.

The Red Triangle appeared on TV that night, with Firefly and Speed 20 on ABV-2 and 12/50 DB on Channel 10 - and deservedly so!!

RON WILSON

THE WESTLAND POLITICAL WHIRLWIND

The storm in the British Government, which has already seen the resignation of Mr. Michael Heseltine as its Defence Minister, caused the resignation of the Trade Secretary, Leon Brittan, and is embarrassing the Prime Minister, Mrs. Thatcher, may seem to be of only remote interest to Alvis enthusiasts in Australia. But there is a tenuous link with Alvis .....

Westland aircraft have not been conspicuous in Australia since the pre-war days when the RAAF had 43 Westland Wapiti biplanes on its strength. The last of these, A5-16, was still doing duty towing gliders until it was pensioned off during the second world war. The present political row in Britain pivots around the Westland helicopter company which needs bailing out of its imminent bankruptcy by the injection of massive amounts of new capital. The American Sikorsky firm wants to buy into the troubled British firm but Mr. Heseltine wanted to save it as a European manufacturer rather than see it succumb to its transatlantic suitor. Incidentally, in its issue for January 8, "Punch" carried a cartoon of Mr. Heseltine phoning his stockbroker and ordering "100 Westland, with voting rights".

The irony of Heseltine's stance is that Westland became Britain's major helicopter manufacturer when it adopted a Sikorsky design back in the early 1950's because it saw that its future as an aircraft manufacturer lay in rotary wing aircraft rather than the traditional fixed wing designs. Early in 1947 Westland Aircraft Ltd. began a long acquaintance with Sikorsky by acquiring a licence to build the Sikorsky S-51 in Great Britain. From 1948 to 1953 Westland turned out 133 English-built S-51 helicopters powered by the 520 hp Alvis Leonides engine as a substitute for the original American power-plant.

Thus, the decision by Westlands to 'go rotary' gave Alvis a "flying start" into postwar aviation and, as Ken Day states in his first book "The Alvis Car" "For some years Alvis engines powered nearly every helicopter in the U.K. ..."

THE WESTLAND POLITICAL WHIRLWIND (continued)

After Alvis engines had been adopted for Westland Dragonfly helicopters, they were then used by Bristol in their Sycamore helicopters and a small number of this type came to Australia for service in the RAAF and possibly, also, in the navy.

A further irony is that Sikorsky has recently formed a subsidiary Australian company 'to look after work associated with the RAN order for eight Seahawks and an anticipated order for an initial 42 Black Hawks for the RAAF'. Sikorsky and the Australian subsidiary of the English Hawker de Havilland have just combined to form a new company, Sikorsky Aircraft Australia Ltd., which will be based at Bankstown, NSW, to service the above Airforce and Naval aircraft.

Over the past 30 years or so Alvis engines have been flying over Australian soil in fixed wing aircraft as well as turning the blades of our earliest 'choppers'. There must be some of these old Leonides engines around in the backs of hangars, etc. If any member has any knowledge of the use or whereabouts of Alvis aero engines in Australia or New Zealand, the undersigned would appreciate it if said members contacted him.

ERIC CUNNINGHAM

8 Mereil Street, Campbelltown NSW 2560  
Phone (046) 25 1381

NOTE FROM THE LIBRARIAN

The Librarian is chasing any suitable material to be either donated or made available to be copied for the library.

Any technical material would be most welcome.

CARS AND PARTS FOR SALE/WANTED

FOR SALE            Alvis 4.3 litre Martin & King saloon. Very original car. Being sold with great regret. A very practical car for normal domestic use. Full history. Genuine reason for sale.

FOR SALE            Talbot 14/45 1928 replica 90 body. Requires only cosmetic work to complete. Also for sale with regret.

BILL BARBER (059) 68 4215

WANTED            For TE 12/50 : two (2) open hub wheel centres for spoking into new rims; steering wheel; jack shaft complete with spiders for connection between clutch and gearbox.

FRANK CORBETT (07) 378 7280  
P.O. Box 218, Kenmore, 4069.

AND NOW THE POLITICAL COMMENT AND PARTS REPORT FROM LAKE BOGA !!!!

Dear Richard,

We are at the time when subs are due and I wish to make it known that some members are at the age when they become eligible for a pension. This happens to us all.

I know of several clubs which give pensioner members a 50% reduction. The Austin Car Club of NSW has had this rate for a considerable time.

I therefore consider an appropriate gesture would be for the Alvis Car Club to adopt this policy.

This would ensure the continued membership and support of the seniors in the Club who can still give the benefit of many years' experience of motoring in general.

COLIN D. WINSLADE

POLITICAL COMMENT AND PARTS REPORT FROM LAKE BOGA !!!! (continued)

B.S.F. taps and dies - new - most sizes. Small or large orders. Regular prices. Send s.a.e. or ring evenings (050) 37 2244.  
 N.B. A member recently here at Misery Farm thought I was trying to sell an old set of taps and dies. NO - BRAND NEW.

Follow Richard's Uncle's lead and call and get super, super bargains in old parts here at Misery Farm.

Lots of sets of unidentified brake linings - soft and hard.

Found - 1 sidelight - a beauty. By photo, it's identical to that fitted to guard on Alvis about 28.

Piston rings - lots and lots. I have a gauge.

1 headlight, fork mounting. Been on something like a 22 Talbot - a beauty.

Anybody for Ford parts - 2 panels from T-model to Cusso V8.

A car for Junior to restore : this week's special : Lloyd Station Wagon 56. 1 owner. It goes. Rare 2 cylinder model. Not a rust bucket. All panels bolt on, similar to checker cabs. Uses only 20 gallons of petrol a year if only driven on odd Sundays.

Vauxhall 26 14-40 front axle, 2 wheels. Suit restorer for spares.

Bean engine and radiator and shell. About 25. Will go well.

Wanted for 51 Alvis DHC.: list of original body colours or chips or any useful info please, chaps.

EDWARD GREEN : I will send you the postage costs for the parts you are sending me. I don't expect them for free. Please include your address and phone no.

SELL : 1 antique tin bath and chip heater. Suit vintage restorer who is in the doghouse.

Cadiillac La Salle 1934 sedan - complete car. Shedded and unused 16 years. Straight 8. Ownership papers. Ex late John Rhodes. Melbourne Caddy agent. Offers invited.

Written on a Christmas card - "Hey, Col. Let me know how much are b.s.f. taps and dies. PTO" That's all that was written. Many thanks for the card, friend.

A late hillclimber at Tarrengower blew up and a piece of metal dented a bumper bar some 60 yards away. We also have a dent in the roof of our van that was not noticed until we arrived home.

I drove Speedway for many years and after having a flywheel break, which cut my left boot and exited via the top of the engine bay; I fitted laminated MS scatter shields. Some cars are probably running with cast iron fly wheels so, next time I attend a hillclimb, I will be wearing a suit of armour.

I have a dog called Pluto,  
 He's as playful as can be.  
 There's stains on Alvis wheels now  
 That WEREN'T put there by me!

P.S. Pluto is an Australian Kelpie.

ETIQUETTE : from meals on wheels

Always have both elbows on the table; There are many other pointers I could mention - do your gestures with a fork - have your mouth full when you talk.

Thank you for your very kind attention.

COL WINSLADE