



NEWSLETTER

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COMMITTEEMEN :	ROY HENDERSON, 10 Darren Road, Springvale, Vic. IAN BLACKWELL, 301 Moorabool Street, Geelong, Vic.	

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

SPECIAL NOTE : The next meeting is a Guest Speaker Night - Riley Car Club members are returning the compliment after Ron Wilson was a guest at their Club in 1985 - four Riley Club members will be attending, so we really need a good attendance.

Membership fees are now due - see enclosed form. Remember we need your subs to live.

EVENTS

SUNDAY, 23rd MARCH - FIRST BASIL BOWES EVENT FOR 1986

DAY RUN : START Northland Shopping Centre carpark
 TIME 9.30 am
 MAP Melways (relatively late edition- -
 12 onwards)
 FINISH Secret - but barbeque facilities are
 available
 DIRECTOR Richard Creed 716 2193

We would like a good attendance for the first Bas. Bowes for 1986.

* * * * *

On Saturday, 1st March, Geoff Hood proudly drove his Alvis Silver Eagle on the road for the first time for many years. Admittedly it was only around the block as it was without lights, mudguards, upholstery and registration. This restoration when completed will be something to see and Geoff is working very hard to get it ready for the Anzac Rally.

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TRACING 12/50's IN VICTORIA

The relative chassis numbers and any other details are sought on the 12/50's listed below :

<u>Vic.</u> <u>Reg. no.</u>	<u>Alvis</u> <u>Car no.</u>	<u>Engine</u> <u>no.</u>	
-	8897	3907	a brown 2-seater
-	10883	-	SD series believed to be ex-Ian Polson
-	-	4413/L200	
-	-	4409	believed to be in a Cross & Ellis tourer
-	-	4462/L200	believed to be in a 1926 TC
-	-	4519/L200	believed to be ex a South Australian car
-	10300	9490	
230.286	-	3060	ex-hood and now with Earl Davey-Milne?
-	9895	4569	(non-original?) in a TE tourer
-	-	4009	
-	-	3703	
-	-	4462	
-	8637	2762	
-	7807	-	a 1924 SB known as "Mr. Smith"
-	-	4508	in a green and black tourer
15617	-	-	illustrated at p355 of Flood Book No. 3
62585	-	-	illustrated at p359 of Flood Book No. 3
120051 (?)	-	-	illustrated at p358 of Flood Book No. 3
756	-	-	raced by J.C. Hutton as car no. 16 in the 1928 Australian Grand Prix

If you are able to assist with any data on these cars or any other 12/50 Alvises, the undermentioned would be most grateful :

ERIC CUNNINGHAM, 8 mereil Street, Campbelltown, NSW, 2560
 Phone : (046) 25 1381.

LETTERS TO THE EDITOR

Dear Richard,

I was interested in Eric Cunningham's letter about the more profitable side of Alvis Ltd. - weapons of war. It is a pity that this is all Alvis produces, owned now by United Scientific Holdings. Is this the company that has just taken over Westland? If so, Westland and Alvis are now stablemates. Current Alvis products are in service in Australia - the Scorpion turret is in service with the Army cobbled onto the Vietnam era APC's. The previous generation of armoured vehicles Saladin & Saracen, were also used by the Australian Army and a Saracen, maintained in working order, can be seen at the Army's Museum of Transport, Bandiana, Wodonga. For those up this way (e.g. on the Anzac Halley's Rally) I thoroughly recommend a look thru this collection.

Regarding the aero side of Alvis not a lot of flying was done over Australian soil in fixed wing aircraft, more in Navy and RAAF helicopters, the Bristol Sycamores in service 1950-1961. The aircraft museum at Moorabbin Airport, Vic had one of these and may well still have it complete with Leonides. If you got them in a good mood on a quiet Sunday they would start it up for you! The other Leonides I have come across is in the Camden Museum of Aviation, NSW. It has a Bristol Type 171 Sycamore MK 4, XR 592 operated from HMAS "Sydney" and "Melbourne". The engine is out of it so you can get a good look at this one. As far as fixed wing Alvis flying goes the Percival Aircraft Company was a big user of them, particularly in the piston Provosts, the basic RAF trainer of the 50's. They are still possibly in use in the middle East, the Sultan of Oman using them as ground attack aircraft as featured in a "Matchbox" plastic kit still available. Born and educated in Albury Sir Edgar Percival died two years ago and, like many Australians who had to go overseas to further their career, is ignored here. Many of his aircraft got to Australia - Mew Gulls, Vega Gulls, Proctors, the AP3 crop dusting aircraft and the twin Alvis engined Percival Prince's A90-1, 2 and 3 operated by the Air Trials Unit Woomera Rocket Range 1950-61. The Leonides out of these aircraft if they are still around should be easily recognisable - they would glow in the dark!

The closest country to see the Leonides in a big way in fixed wing aircraft was Malaysia - during the Malayan Emergency the Scottish Aviation Twin Pioneer was invaluable ferrying troops and supplies in and out of remote jungle strips - the Alvis Leonides proved itself equal to the demanding task of short take-offs and landings in tropical conditions. Some can still be seen rotting at various airports around Malaysia or at the memorial to the Malayan Emergency, K.L.

Yours Alvistically,

(signed) GEOFF ROSS
526 Elizabeth Street, Albury
Phone : (060) 21 3775

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The Alvis Team in the gruelling VSCC Alpine Rally was made up from Ron Wilson in the Firefly, Bill Barber in the 4.3L, Graeme Steinfort in his Silver Eagle, John Hetherington 12/50 DB and Si Ramsay also 12/50 mounted. All completed the run over the Alps covering some 600 plus miles for the weekend without mechanical problems. Says something for built-in quality - doesn't it? And guess who navigated (sic) the Firefly for RW - none other than Rob-TB-Graham - and, what's more, was very impressed with the performance of the FF.

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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.

LETTER FROM TOIKAN INSURANCE BROKING GROUP PTY. LTD.

Dear Club Members,

Insurance for special cars like yours has often been a problem - if you do find a company willing to provide cover, the cost can sometimes be quite high.

Most club members spend more time, effort and money on their cars than the average motorist, and there's no way they'd risk that investment by careless driving, but up to now insurance companies have been hard to convince.

Well, things have finally changed!

Because we know cars and felt it was time a more realistic attitude was taken for car club members, we negotiated with Sun Alliance Australia Ltd, one of the largest and definitely the oldest operating insurance company in Australia for a plan specifically for classic cars.

So, here it is - CLASSIC MOTOR CAR INSURANCE -
with competitive rates for vintage and classic cars produced since 1886!

And, now you can talk to people who really know and appreciate cars, not just insurance. Phone us any time on 331 5999 and we'll be delighted to discuss the cover you want for your particular car.

Even if you already have insurance, it will only cost you a phone call to compare our cover and rates with yours - and it could save you money.

Ron Syme:
Telephone: (02) 331 5999
Toll Free: 008 222 647
Telex: 72346
Address: Toikan Insurance Broking Group
Classic Car Insurance Division,
30-38 Victoria Street, Paddington, N.S.W. 2021.

(signed) STEPHEN A. PANOZZO
General Manager.

SPARES REPORT FROM GEOFF HOOD

VINTAGE SPARES : 12/50 foot plates, cast in three pieces and welded
to keep price down. Sub frame type - \$140.00
12/50 Top and bottom water outlets - \$32.00 pair
Silver Eagle water pump casting - \$80.00 not machined
Silver Eagle top water outlet - \$16.00
Alvis Car radiator badges - \$30.00
Magneto coupling casting - price T.B.A.
TA 14 top thermostat housing - price T.B.A.

NOTE : ON 12/50 CYLINDER HEADS :

The project is still in hand. Difficulties have been encountered with the actual pouring of the castings. The patterns are fine and the gentleman in charge of the casting has informed me that he is still confident he will succeed.

My apologies to those who have enquired about cylinder heads.

GEOFF HOOD

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.

THE AUTOCAR, MAY 26 1930



Individuality

A striking combination of graceful lines and quiet, effortless performance the Alvis Fourteen Special Sports Tourer has, embodied in its design, all the famous qualities of the true Alvis tradition with its reputation for the highest quality workmanship, high performance and utmost reliability under exacting conditions, with a strikingly beautiful but practical body



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