

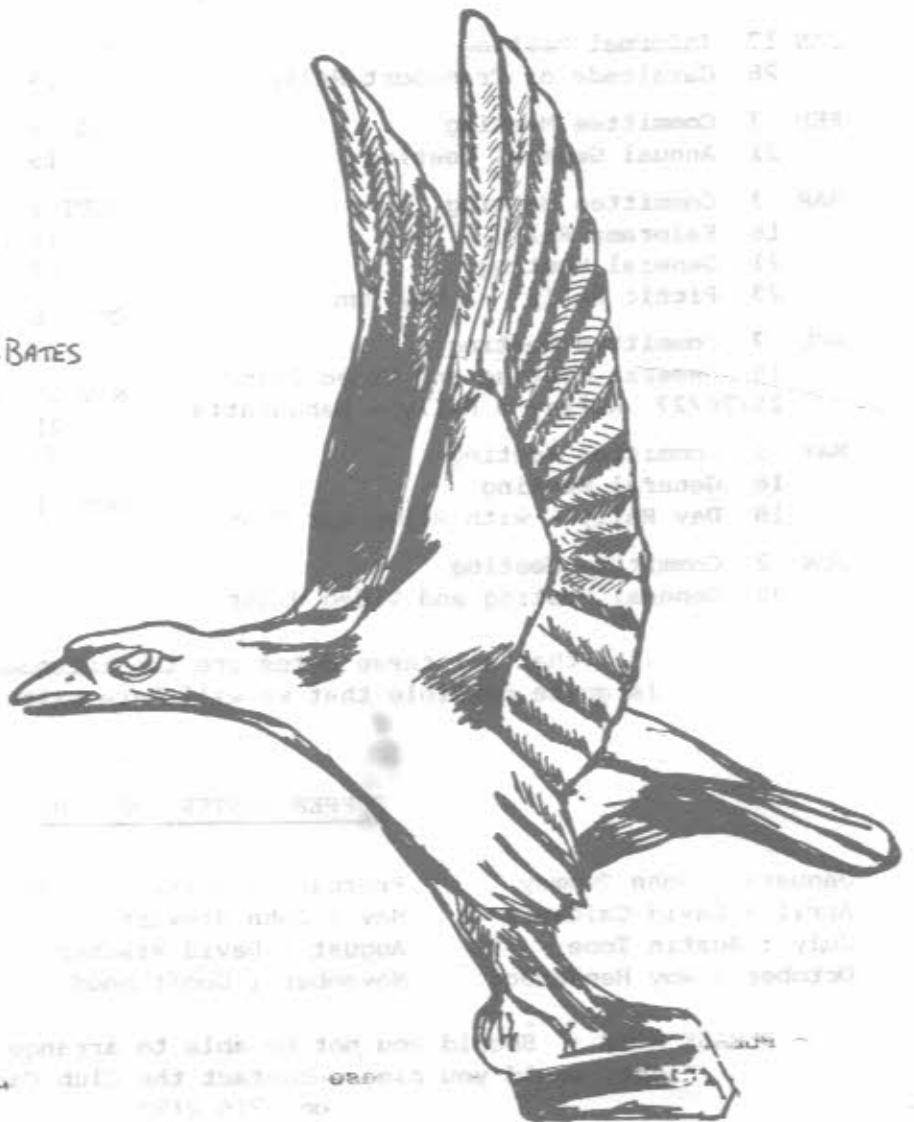


VICTORIA

NEWSLETTER



J. LEMAN-BATES



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OFFICE BEARERS 1986

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	IAN BLACKWELL, 301 Moorabool Street, Geelong, Vic.	

DATES FOR 1986

JAN 17	Informal Meeting	JUL 7	Committee Meeting
26	Cavalcade of Transport Rally	25	Film Night (note: 4th Friday)
FEB 3	Committee Meeting	AUG 4	Committee Meeting
21	Annual General Meeting	15	Auction Night
MAR 3	Committee Meeting	SEPT 1	Committee Meeting
16	Kalorama Rally	19	General Meeting
21	General Meeting	28	Economy Run
23	Picnic Rally - Day Run	OCT 6	Committee Meeting
APL 7	Committee Meeting	17	General Meeting and Election Night
18	General Meeting and Video Films	NOV 10	Committee Meeting (note: 2nd Mon)
25/26/27	Halley's Rally - Wangaratta	21	General Meeting
MAY 5	Committee Meeting	30	Christmas Barbeque
16	General Meeting	DEC 1	Committee Meeting
18	Day Rally - with Riley Car Club		
JUN 2	Committee Meeting		
20	General Meeting and Video Night		

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

As usual, we have been rushed with applications for positions on the Committee. At this stage, we do have a Newsletter Editor and a President and Vice President. but we have not been inundated with nominations for the other positions. Think about it - IT IS YOUR CLUB !!

With all the activities of the Melbourne Show and getting the Economy Run organised, I have been rather busy. This month's newsletter will be right on deadline, but I held off to include results of the Economy Run and the Club Trophies.

Remember that October is election time, your Club needs your support. I must, as usual, thank a few people who have consistently contributed to your newsletter: Eric Cunningham, Ron Wilson, Bob Graham, John Hetherington, Horrie Morgan and, of course, Col Winslade, together with all others who have contributed to the newsletter.

RICHARD

PS Eric - thank you for your number of articles. I will use them over the next three issues.

RC

ANNUAL AWARDS

I wish to congratulate the following members on their success during 1986 :

BASIL BOWES AWARD	Austin Tope, Speed 20
ANDY HANNAM AWARD	Bob Graham, TB 14
DAVID MUIRDEN CLUBMAN	Keith Welsh

RESULTS OF ECONOMY RUN

1st Alvis	Austin Tope
2nd Alvis	David Wischer
3rd Alvis	Bob Graham
4th Alvis	Geoff Hood
5th Alvis	Bill Barber
1st Non-Alvis	Ron Wilson

FUN WITH ECONOMY

Sunday, 5th October was the day for our Club Economy Run, starting from Kew on a fine sunny but cool morning.

A good roll up included Austin and Margaret Tope in their Speed 20, David and Moira Wischer also Speed 20, Bill and Marcia Barber in their newly acquired Silver Eagle Sports Tourer (ex Graeme Steinfort), Rob Graham TB 14, Geoff and Helen Hood 1929 Silver Eagle, Keith and Meryl Welsh MG TC, Roy and Joan Henderson Modern, and Ron and Gwen Wilson also in a Modern, pending the return of the Firefly engine from a complete rebuild.

Richard Creed, as Organiser, had laid out a back street route away from traffic via Fairfield, Preston, Glenroy and Westbreen to the Freeway, thence to Bulla, Sunbury, Gisborne, Mount Macedon and on to Romsey, Wallan and the Creed residence at Whittlesea.

After refilling petrol tanks, the lunch break was taken and completed after a short delay, due to some reluctance of the barbeque to fire up.

FUN WITH ECONOMY (continued)

All competitors were then commanded to view a private trotting track some distance away and to record their estimate of the length of the circuit and their time it would take to cover a standing start lap and a flying lap. This was not easy, so Richard offered a clue, stating the circuit had a lot in common with the Red Triangle.

This did not mean a thing to most, save one astute member who worked out that each angle of the Triangle was 60° , so the overall length must be 1800 metres, which of course was incorrect. The allusion to the Red Triangle was the 12/60 model or 1260 metres which, all agreed, was pretty obtuse, so any assistance from that "clue" (sic) was negative.

The cars then went on to the track to match the times they had nominated and each did two quick laps, closely watched by the drivers' families, a couple of disinterested equine animals and a few even more disinterested bovine beasts.

The whole thing was a lot of fun and rounded off a very good day.

At the time of writing this report, no results are to hand except that it was obvious Rob Graham took out FTD, but no doubt these will arrive through the same excellent organisation of the whole event.

RON WILSON

LETTERS TO THE EDITOR

Dear Richard,

This communication from your oft absent Chairperson (?) is well overdue. I must plead pressure of business, or some other such dubious excuse. Currently I am at the Adelaide Show until the weekend, then back to Melbourne for number two son's wedding. After that, the Melbourne Royal for a fortnight, then back to the land of the living.

I have made no report on the overseas tour in April/May mainly because it was strictly for business and the powers that be left little time for anything personally rewarding, like visiting Alvis Ltd. I did manage to call upon two old friends, one George Bowthorpe in West Sussex, he had a lovely 12/60 beetle back, is now retired but enjoying life helping to run the Alvis Register.

Also spent a day with Thelma East. Alan E was flying a passenger aircraft at the time, so missed him. The Easts will be remembered by many members. They lived in Australia for a few years in the 60's when Alan was an RAF pilot with the Red Devils, the RAAF stunt team, or rather formation flying experts. The Easts still have their very early Silver Eagle in the throes of a second rebuild. That's how long they have had it!

John Murray in Adelaide is well on the way to completing the entirely new body for the TA 14. Myriads of little plated nuts and bolts everywhere. Looks like a Swiss watch. It should be among the best of its kind in the country when completed.

The small attendance of members, both at monthly meetings and at sporting and social events is worrying many committee members. My own poor record in recent times doesn't help, but I find that earning a dollar is necessary and the reaction in my organisation to my being in the Melbourne Office is "What are you doing here?" or "Go forth and spread the message". I haven't yet found out what the message is, but it gets spread anyway.

Could some of our younger members be persuaded to join the Committee? Let's face it, some of us have been there for 20 years and more. The younger people could perhaps bring in ideas which would appeal to members more than the current programme. I hasten to add that the work done by our present Committee is admirable and none could put in more time than yourself, Ron Wilson, Austin Tope, Bob Graham and others. Maybe the problem is insoluble and time alone will supply some sort of answer.

LETTERS TO THE EDITOR (continued)

Some news from the home front. We have sold the farm, for many reasons, my continued absence being one. Instead we now have a house at Merricks North on the Mornington Peninsula. It only has four acres, but sufficient space for a fair sized barbeque gathering. If the Club wished we could hold a rally/ treasure hunt finishing at our place. The distance from Malvern is 60 km and it takes one hour in Saturday traffic to get there. Thus it would not be the long haul home that it was from the farm.

Perhaps the Committee may care to consider this suggestion.

With kind regards and hoping for a good turn up at the next (auction) meeting

DAVID WISCHER

Dear Richard.

LUV at first sight

"Grandpa, what sort of a car was a 'Vacationer'?" "Well now, Nipper, when I was a lad a bit older than you are now - it must have been in the early eighties - when cars ran on petrol that had lead in it there was a company called General Motors Holden that made too many cars called 'Holden' but they were so boring that not enough people would buy them. So they chiselled off the words 'Holden' and painted 'Vacationer' all over them to try to con people that here was an exciting car to take on holiday and not one made by General Motors."

"Did it work, Grandpa?" "What, the car or the idea?" "Either." "Neither?"

"Years before that they tried to sell a ute by America over Australia out of Japan, which they called the Chevrolet 'Luv'. I know it was called that and so did everybody else who ever drove behind one - because the word 'Luv' was pressed into the eighteen inch high tailgate in foot high letters which were then painted a contrasting colour. After that we had Ford, Chevrolet, Datsun, Nissan, Toyota and Mitsubishi. Pressed letters gave strength, you see, so if you wanted a ute with a strong tailgate you had to buy a Mitsubishi because it had more letters. LUV's didn't last long - their weak tailgates all fell to bits."

"Grandpa, what was an inch?" "About the length of the last part of a man's thumb - about 2.45 centimetres". "What was a foot?" "In the old days we each had two of them - for walking on, but we don't need them now."

"Grandpa, why did cars have names on them?" "When I was a lad, before 'Vacationers' were around, cars used to look different from each other and there were lots of different makers making many different shapes of car, so you might want to know what another car was. They were real cars that you could point in any direction you wanted and make it go at any speed you wanted."

"Wasn't that dangerous?" "Yes, Nipper, it was. People had choice, you see and Governments don't like that. That's always dangerous. So Governments and legislators and public servants and engineers and road builders got together with computers and wind tunnels to design these safe, soft, plastic people movers. You must be very careful to key in your exact destination, but then off you go, at a safe speed and a safe distance away from all the other plastic boxes. It takes a lot of skill, so you will have to be very careful when you get your learner's permit, won't you?"

"Yes, Grandpa."

"In the very old days I used to own an 'Alvis' which I could point anywhere and even move along at sixty miles an hour (sorry, 96.558 kilometers an hour). The trouble was that it didn't have its name on the outside in big letters, so all the people in Vacationers and Mitsubishis and Luvs didn't know what it was, so they used to drive very close to it to try to read the small writing. Sometimes they would pull in very close in front of it so that the kids in the back seat

LETTERS TO THE EDITOR (continued)

could peer through the rear window. If they did manage to read the label on the front I bet they said "What's an Alvis?".

"Wasn't he a rock and roll singer?" "No. Nipper. not an Elvis."

"Grandpa. Alvis wouldn't have made a very strong ute. would they?"
"No. Nipper."

"But Delaunay-Belleville would. wouldn't they?"

JOHN HETHERINGTON

THE DISASTER OF THE DECADE

Recently. I had the motor out of the TB 14 again. The reason was to make it go even faster. of course.

I had almost completed putting the motor back in the chassis. it was all bolted up around the bellhousing, the head and manifolds on, only the radiator to be refitted and another 2 hours would have had the motor started. I was refitting the breather on the back of the block when I dropped a screwdriver.

Guess where the screwdriver went? Naturally it obeyed Murphy's Law and bounced through the hole in the top of the bellhousing and lodged behind the clutch withdrawal shaft (as I found out later) where it couldn't be seen or reached. No amount of fishing with wires or magnets could find that "-----" screwdriver.

FIVE HOURS LATER I had taken out the motor, retrieved the screwdriver, reinstalled the motor and was back where I started.

THE ROB KNIGHT APPEAL

In the August issue of this Newsletter there was an appeal from one of our New Zealand members - Rob Knight - for the loan of an Alvis to join in the Interstate Rally to South Australia in March next year.

Now, perhaps not many members know Rob Knight, but those who took their cars to the International Rally in Rotorua in 1980 will remember with appreciation what the Wellington Branch of the VCC under the control of Rob Knight did for us. We won't forget how our cars were taken off the ship, cleared through Customs and then driven to Upper Hutt to be garaged under security to await our arrival by air. When we did arrive some weeks later, there was a convoy of vintage cars and members to welcome us and transport us to our hotel. After checking in, we were driven to their Club Rooms for an official welcome and plied with food, drink and warm hospitality. All that was organised by Rob and Pat Knight and was deeply appreciated.

Now, after Rob had seen - and driven - some of our Alvis cars, he disposed of his black iron cracking head six and upgraded to a most delightful TC 21/100. Alan McKinnon and I had the great pleasure in 1984 of trying that car on the road and we can say it's one of the best post-war Alvis around.

Now presently, Rob and Pat have been offered the use of a modern car for the Rally, so they WILL be coming to the "Mainland", but - honestly - how could an enthusiastic Alvis owner enjoy an Alvis Rally in a Japanese buzz-box.

So surely there must be a Victorian owner of a reliable Alvis who won't be going to our Rally in South Australia next March who could loan a REAL car to Rob and Pat to enjoy. If you can help, would you please contact me and I will pass on the good news.

RON WILSON

A VERY ENJOYABLE ROAD TEST

During the almost 50 years of holding a Victorian driving licence, I have had the experience of trying out many different makes and types of cars. But there are still many I haven't driven so, when I was offered the chance to take Geoff Hood's 1929 16.95 hp Silver Eagle Tourer for a run, I naturally jumped at the opportunity.

Although manufactured at a time when design was heading to making the driver's job easier and more comfortable, I found this Alvis model to be definitely vintage in feel. The seating position is fairly upright but close to the wheel and the ride firm but comfortable. The steering is low geared in Alvis tradition and needs some correction at low speed but the faster you go the easier it becomes.

The gears need double clutching and once the revs for changing have been recognised, is a superb box with fairly close ratios. What is most impressive is the willingness of the power plant to rev with a steady surge and with an amazing amount of low down torque. It is possible to drive into tight bends in direct drive on a trailing throttle and to have an immediate and steady response up to the desired cruising speed again.

There were no obvious vibration periods and at no time did the engine feel stressed. It is an Alvis that I found reluctant to hand back to Geoff, for it gave me a longing to drive it further and faster - in short - an excellent machine.

Now, I haven't tried a 4.3 litre or a TB 14 yet, but who knows?

RON WILSON

FEATURE ARTICLE FROM HORRIE MORGAN

To the land of the long white shrouded plug :

Mike Curry's short query requires a long answer. The history of the masked plug may go back to hot tube ignition systems on the earliest I/C engines where they found that putting a washer in the end of the tube within the head slowed down the entry of gas and allowed the piston to reach TDC before the gas ignited. Then low tension ignition was tried, the draw back was the weight of the parts and the tendency for the points within the head to become incandescent unless the head was well cooled, so the L/T system lasted a long time in marine engines, where if it ran too fast and inertia of the rods and points got out of hand, they put on a bigger prop, and there was plenty of cool water around, and of course it was possible to run a hose on to an L/T system with no short circuits in sight. Then Rumkoff invented the trembler coil with secondary, a la model T Ford, but it was many years before it could be used in engines because the plug insulator cracked with the heat.

Champion even ran an advert that their kaolin was mined in Outer Mongolia and was used to heat and cold. I think the first plug with a decent life span was the KLG; using mica sheet as the insulator. The masked plug has only two advantages that I can see; the base is moved back into the water cavity where it can dissipate the electrode heat. This is no longer valid with the modern ceramics.

The hole into the cylinder is smaller and does not intrude on to valve seats. This is not valid in the Alvis because the plug hole is on the side well away from the valve seats. The oft quoted idea that the primary explosion within the masked plug chamber shooting out igniting the main charge could have been valid in the days of low octane petrol where a little delay in the rate of burning could prevent some cases of detonation. In these days of high octane fuel preventing detonation, the flame propagation rate slowing down with the the masked part means that Mike, in order to get his speed and power, i.e. revs. has to start his flame working at 43° BTDC in order to get maximum mean effective

The first part of the document discusses the general situation of the country and the state of the economy. It mentions the impact of the war and the need for government intervention.

The second part of the document details the specific measures taken by the government to address the economic challenges. It includes information about the allocation of resources and the implementation of various policies.

The third part of the document provides a summary of the progress made in the implementation of these measures. It highlights the successes and identifies the areas that still require attention.

The fourth part of the document discusses the future outlook and the long-term goals of the government. It emphasizes the importance of maintaining stability and promoting economic growth.

CONCLUSION

In conclusion, the document outlines the government's commitment to addressing the economic challenges and ensuring the well-being of the citizens. It expresses confidence in the ability to overcome the current difficulties.

The government will continue to work closely with the public and the private sector to achieve the desired economic outcomes. It remains dedicated to the principles of justice and fairness.

The document concludes with a final statement of the government's vision for the future. It calls for unity and cooperation among all citizens to build a stronger and more prosperous nation.

The government is committed to transparency and accountability in its operations. It will provide regular updates on the progress of its policies and programs.

The document is a comprehensive overview of the government's economic strategy. It provides a clear and concise summary of the key points and objectives.

The government's policies are designed to be effective and sustainable. It will continue to monitor the situation and make adjustments as needed.

FEATURE ARTICLE FROM HORRIE MORGAN (continued)

combustion chamber and have a chance of being cooled by the incoming charge. They have never given any trouble by cracking or fouling. These figures were with S/C blowing at 6lb. Now for the foot rule test. With the 45° advance detonation was easily achieved and to get to the original figure of half retard to eliminate the ping, maximum advance was reduced to 25° BTDC. so I think that this proves that masked plugs slow down flame propagation.

I haven't come across any new engines with masked plugs, the last was a Gordini design to lift the French GP hopes. He used a classic hemispherical combustion chamber with large valves and a single central plug, so in order to leave a bit of metal between the valves he used a masked plug. The engine never achieved any success and Gordini was reduced to giving his name to Renault's equipped with free flow exhaust systems.

Now to the other point, the CR figure. The 12/50 FWD combustion chamber is a large area, long design compared to the bore, so shaving the head has little effect. one can't even do this on the FWD so the only apparent way out is to use domed pistons, but in "The Vintage Alvis" it is quoted that a small dome showed some improvement, but increasing the dome height actually reduced performance. My theory of this is that the piston dome creates two combustion chambers and with a centrally located plug the rate of flame propagation is reduced.

This might read as if the 12/50 head is at a dead end, but all is not lost. By modifying the combustion chamber shape it is possible to improve the C/R and the rate of flame propagation. In order not to hurt the classicists who maintain that if the 12/50 was meant to have less than 43° advance, more than 4.5 CR and to run better on modern fuels, he would have whispered into the ears of Smith-Clarke or Dunn during the design period, I will not describe the modification. Compared to a new crankshaft, it is peanuts, so if Mike is interested, will he drop me a line?

HORRIE MORGAN

P.S. To the 3 litre burnt bottoms at Boga and Brisbane, something is on its way. We might be vintage but not old fashioned.

FROM OUR LAKE BOGA CORRESPONDENT

The Vintage Car Part and Panel Sale of the Year will be held at Lake Boga on Saturday, October 11, commencing at 9:30 am.

This sale offers buyers the opportunity to obtain goodies collected by Col Winslade over a period of more than 45 years.

Interstate transport can be arranged.

For the sale list, send three stamps to :

S. Horne.
P.O. Box Lake Boga, Victoria. 3584.

'Tis nice to read that another 3 litre has been recently been registered by a Geelong member.

WANTED by two owners of drop head coupes.- the flexi cable to wind the windows on Tickford bodied 3 litres. Surely somebody, even in New Zealand, may be able to supply this, as we at present are beyond help.

Contact Col Winslade, Lake Boga OR
Tom Maltby, Geelong, Vic.

MEMBERS NOTE :

We will soon be building our new

little house.

COL AND SHIRLEY WINSLADE

CARS AND PARTS FOR SALE/SWAP/WANTED

- FOR SALE Talbot 14/45 1928 replica 90 body. Requires only cosmetic work to complete. For sale with regret. BILL BARBER (059) 68 4215.
- FOR SALE Silver Eagle Spare Parts Catalogue - TB, SD & SE. 16.95 cars. Factory publication - does not contain illustrations. \$45.00
BILL BROOKS, 34 Almeida Street, Indooroopilly, Qld. 4068. (07) 378 2097
- FOR SALE Alvis TA 21 1951 Sedan, black and silver. Fair to good condition. 10 months registration \$6 000. JOHN WHITE on 890 7066 or 30 Lyndhurst Crescent, Box Hill, Vic.
- WANTED 3 litre drophead, preferably Grey Lady TC 21/100 (any condition). DEAN PRANGLEY, (07) 277 6211 or (07) 378 6893 OR write to 28 Blackstone Street, Indooroopilly, Qld. 4068.
- WANTED Radiator badge of the "AVRO" design to assist in the restoration of a 12/40 Alvis in England. Please contact Eric Cunningham, 8 Mereil St. Campbelltown, NSW 2560. Phone (046) 25 1381.

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SPARES REPORT : VINTAGE SPARES

12/50 foot plates, cast in three pieces welded, sub frame type		\$ 140.00
12/50 top and bottom water outlets		32.00 pr
Silver Eagle water pump casting (not machined)		80.00
Silver Eagle top water outlet		16.00
ALVIS CAR CLUB badges (not original radiator badges)		30.00 ea
Magneto coupling casting		price TBA
TA 14 top thermostat housing	price TBA	SP 20 head gaskets 35.00 ea
12/50 clutch plates	\$70.50 ea	12/50 oil strainer 7.00 ea
12/50 front brake cables	\$42.00 ea	12/50 head gaskets 26.00 ea

NOTE : 12/50 $\frac{1}{2}$ shafts nearly finished; PVT $\frac{1}{2}$ shafts started, finished soon.

GEOFF AND AUSTINGENTLEMEN DO EXIST

Re my ad in the newsletter "Wanted a carby for a 3 litre".

A Melbourne member rang, stating that he had one such carby and would exchange it for other parts.

I railed him the required goods and by return came the 3 litre twin throat carby I had waited so long to obtain.

I wish to express my thanks through this newsletter to our esteemed member, Darrien Cassidy.

COL WINSLADE