



VICTORIA
(INC.)

NEWSLETTER

RHODODENDRON RALLY.

THE FIRST BAS BOWES RALLY FOR '89.

SUNDAY FEBRUARY 19th. 10.00 AM.

START AT K MART CARPARK, BURWOOD HIGHWAY, BURWOOD.

Route maps will be distributed at the start, but a Melways will be useful. About an hour's drive, or about 25 miles to a secret destination in some superb gardens, where there are gas bar-be-ques. B.Y.O. everything, including seats. A special fee for entry to the gardens has been arranged. \$3.00 per adult; children under 15, free.

So, super- sleuths, there is a clue. Which gardens lie within 25 miles of the Burwood K Mart and usually cost more than \$3.00 to enter? It might be easier to navigate on the 19th rather than guess now!

DAVID CALDWELL.

ANNUAL GENERAL MEETING.

Friday, February 17th. Change-over of office bearers and reports of last year's activities.

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J. LEMAN-BATES



J. LEMAN-BATES

VOLUME 28 ISSUE No.2

PRESIDENT'S MESSAGE

Fifteen years ago in March 1974, I contributed my first article to the Newsletter as President of this Club, and once again I am forced to take up the cudgel as the Grand Panjandrum of this most meritorious organization. It would be thought that a more youthful, active and less grey-headed "gentleman" would leap at the chance to become the leader of the best car club in Australia. But such is not the case, and therefore, having made our beds, so to speak, you and I must perforce lie on them.

My experience of the past 20 years and more as a member of 3, 4, 5 and even different car clubs has enabled me to come to the conclusion that, in general, members of the car movement are very nice people, genuine people, friendly people and helpful people. I do not speak lightly when I say that, and also that the same experience has led me to the opinion that the members of the ACCV are the best of the lot - the creme de la creme - doubt it not!

And now in 1989, let us undertake to congregate together on all possible occasions with a flourish of trumpets and enjoy ourselves.

THE GRAND PANJANDRUM.OUTLINE OF EVENTS FOR 1989.

JANUARY	20th	Informal Meeting.
February	17th 19th	A.G.M. Change of Office Bearers. Rhododendron Rally.
MARCH	17th 19th	General Meeting. Kalorama Rally.
APRIL	9th-16th 21st	Interstate Rally. General Meeting.
MAY	? 19th	Day Rally. General Meeting.
JUNE	23rd	General Meeting - G.N.O.
JULY	21st	General Meeting. Film Night.
AUGUST	18th	General Meeting. Auction.
SEPTEMBER	? 22nd	Hill Climb. General Meeting. Slide Night.
OCTOBER	? 20th	Economy Run. General Meeting.
NOVEMBER	? 17th	Annual Dinner. General Meeting.
DECEMBER	?	Annual Christmas B.B.Q. No General Meeting.

Those events marked "?" will be decided as the year goes by and announced in this Newsletter - hopefully in time for you to be unable to come up with any valid excuse for not attending with or without Alvis. WATCH THIS SPACE!!

TALES FROM THE DEEP.

Don't miss the general meeting on **Friday February 17th**. Sinbad the Sailor, alias **Geoff Hood** is going to give a short talk on his experiences on "Night Raider" in the recent Sydney to Hobart race. **Ron Wilson** and **John Twomey** took their cars to the Australia Day motoring pageant held at Weribee Park. It seems there were few "interesting" cars present. A description of Ron's impressions of the day will appear in the next issue. Pres- erect **Bob Graham** reports steady progress with the Speed 20. He is now becoming interested in the restoration of the leather, which is a good sign. **Keith Welsh** has been giving advice, but the connection between electron wizardry and cowhides escaped me for a while - until I remembered the electric fence! Likewise, **Dean Prangley** reports steady progress with the Lancefield bodied Speed 25. Dean says that he will be coming to the Blue Mountains in the TA 21. An article by Dean on the Speed aseems to have got lost between him, **Richard Creed** and myself. We will try to find it and publish the article, because accounts of "how to do it" are very valuable to the Club. **ALF AND MYRA WILSON** have bought the Pub at Tindalra - on the Murray-above-Hume (a different river to the Murray-below-Hume), on the way to Corryong. We wish them well. What a splendid place to visit in your Alvis - or even in a modern. Nice to know of yet another Alvis in the N.E./Riverina area. If this goes on we'll see the ACCV monthly metings held in Benalla or somewhere central! The news is that **Colin White** has recently bought a TA 14 and that a TA 21 has been acquired by **Kevin Burns**. We look forward to seeing the cars at Club events in the near future.

HEAD'ED.

KALORAMA RALLY.

Sunday, March 19th. The best Vintage and P.V.T. rally of the year (according to our President Erect). Kalorama Memorial Reserve.

NOTE :- This date is correct - the one published last month was wrong.

RED PLATES IN VICTORIA.

ACCV members wishing to renew or apply for the first time to operate a car on the Club Permit system should contact me in the first instance as arrangements can be made pending the Club being recognized as an "Authorized Club". Also, any events run by the Club can be regarded as "Authorized" under the permit system. This approval has been granted by the Road Traffic Authority on a temporary basis - until our submission is dealt with.

JOHN TWOMEY.
Tel.(03)306 9364.

When the scheme finally gets up and running the Club will require a "Public Officer". David Wischer is he.

-APRIL INTERSTATE RALLY.

Eric Cunningham writes exhorting those participants intending to stay at the "Redleaf Motel" to make their reservations before Monday 27th February. I must say that the procedure was quite painless as far as my experience goes - when I rang them they were very cordial and did not even want a deposit! Ron Wilson reports that (as at 1/1/89) there were 17 entrants from Victoria, including 11 Alvises and six from South Australia, all in Alvises. Since then I have heard of two from Queensland and one all the way from West Australia as well as John Twomey's Speed 25 - ex W.A.!

A short article about Alister Cannon and his 12/50 appeared in that glossy Australian magazine "Sports & Classic Cars" in the December issue. The effort and hours of work that Alister lavished on the 12/50 are well known and Alister looks suitably proud standing by the car in the accompanying photograph.

Maureen Adnam's TA 14 Australian bodied tourer also appears in another short article in the same issue of the magazine.

Congratulations to Alister and Maureen and it is pleasing to see Alvis featured in this magazine for the first time together with reference to the Club.

R.G.

The restoration of this fine 12/50 Alvis began in earnest in July 1962.

The original TE12/50 flange frame chassis left the works on July 25, 1926 and was used as a racing car. Now almost 3cwt lighter, the chassis was shortened from its original tourer length to the sports length Duck's Back version.

Building the new body entailed borrowing an original wooden frame - in return for building a new frame for the benefactor. The aluminium skinning of the mountain ash frame was done by Sid Ward, and hand-polished by the owner.

The chassis rails were drilled and lightened, and sections which has corroded were replaced. The axles, brakes and springs were completely refurbished. A complete mahogany-faced dashboard was constructed, and a new wiring loom complete with trafficators and an electric fuel pump installed. The four-cylinder magneto was overhauled the steering box and differential components re-machined, and the engine re-built complete with altered camshaft and a gas-flowed head.

The motor was dynamometer tested on its 50th birthday before a crowd on Alvis enthusiasts, and it performed impeccably. The car participated in the 1982 Alvis Car Club Tour of Tasmania and has been competing regularly in Alvis Car Club and Vintage Sports Car Club competition events since 1977. The owner, Alister Cannon, writes: "A boyhood dream has been realised - to build a car and drive it. I dreamt it as a boy of five, when I used to play on an old traction engine in the central Victorian town of Wedderburn. However, I don't have an overwhelming urge to rush off and restore a traction engine..."

SO I BOUGHT THIS ALVIS.....

(Continuing Brian Creer's tale of woe with "Algy" Alvis.....)

Two days later I arrived to collect my prize, only to find that the seller (cunning chap) was out. He had, however, left a note which said, ominously: "Good luck". Below this cheery greeting was a scribbled list of instructions for starting:

1. Turn on fuel tap
2. Turn engine by hand four times.
3. Lift bonnet and place hand over blower air intake.
4. With the other hand, operate the starter motor with the solenoid button (make sure ignition is off).
5. Turn engine on starter motor for about 10 seconds.
6. Get in.
7. Switch on and press starter button (no throttle). The engine should fire immediately.
8. Wait for oil pressure to stabilise at about 30lb. before moving.

Although this ritual may seem totally unnecessary and pointless, I can only say that, in "dead cold" conditions this was the ONLY way to get the Alvis to fire. In the 12 months that I owned the car only once did it fail to start in this way. Of course, for a normal start it was only necessary to switch on the fuel, turn the engine over without ignition a couple of times and then switch on.

I have never been able to fathom the subtle difference between turning the motor by hand and then turning with the starter motor, but I very soon established that the abovementioned "cold start vital actions" drill was essential. Any omission or variation would result in a deponent cough and silence.

An F.W.D Alvis at idle sounds remarkably like three or four Leyland double deck busses, even to the point of an accurate mimicry of the diesel "clatter".

To sit in an F.W.D. Alvis at idle is roughly similar to squatting on the propeller shaft bearing of the Queen Elizabeth at 20 knots in an Atlantic storm. The seat pulsed up and down, the instrument panel shuddered from side to side, the plywood floor performed a kind of horizontal belly dance and the bonnet leaped and trembled like a thing alive.

As I released the large handbrake and allowed the long blue "thing" (my father's description) to roll down the driveway, it seemed that the entire world was jumping and quivering. I turned warily into the street, snicked into gear and gently toed the throttle. Wonder of wonders! The jelly-like world suddenly crystallized, as if by magic, and the vehicle once more became a single integrated unit.

To drive a F.W.D. Alvis is to be propelled within an all embracing ballon of pure sound. From the nose came the swish of large diameter tyres and the hum of busy half-shafts. From within, the differential gears buzz and whine and the mighty straight cut gear train between crankshaft and OHC grinds its merry song. The blower adds its whines and whistles in tempo with the gentle "huff-huh" sounds of each suspension arm.

I had learned to drive on an old Dodge Flying Four and matriculated via Red Label Bentley, Hispano and Alfa Romeo. None was forgiving of the inapt cog-swapper so I was delighted to discover that the Alvis box (straight-cut and all) allowed smooth silent changes at a fairly rapid pace.

My homeward route took me along a multi-lane major highway and I was revelling in my purchase and its hearty sounds. I think I noticed the police car ahead at the same moment that the "40" I'd been holding on the big instrument before me was on the rev counter, not the speedo. It was too late to throttle off and hope. Obviously the law had seen me overhauling him at a great rate of knots...

(To be continued.)

NEWSLETTERS

There have been a few complaints from members that Newsletters have not been received! Unfortunately some of these complaints are justified and the Club is at fault for which we humbly apologise. Steps are being taken to ensure that it does not happen again.

However it has been known that members have changed their address without advising the Club, and have then complained about lack of Newsletters.

The moral of the story of not receiving Newsletters is:-

- A) Advise the Committee as soon as it is realised monthly Newsletters are not being received, and
- B) Advise the Committee of any change of address.

"

ALVIS ENTHUSIASTS OF AUSTRALIA

A proposal has been forwarded by Kevin Cass that a discussion be held at the forthcoming Interstate Rally in April regarding the formation of a single Alvis Enthusiasts movement in Australia.

The basic points for discussion are as follows:

- 1) Aims of the Organisation.
- 2) Who would be interested in office.
- 3) One magazine.
- 4) One spares register.
- 5) Name of the Organisation.
- 6) Legalities.
- 7) Elections, if necessary.

Come along to the February meeting and air your views on this proposal. There are a number of points in favour of this proposal and it is vital that the opinions of the members can be formulated into a general policy of the Club.

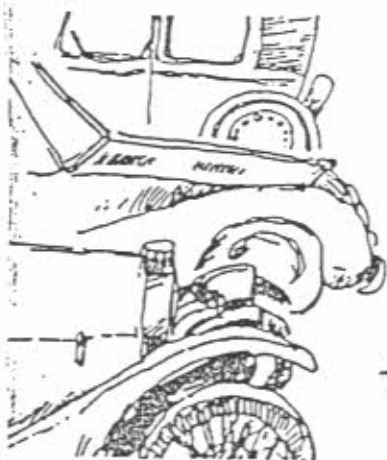
to

BOB GRAHAM.

The following is the extract for 1926 of Victorian registrations of Alvises, as kindly supplied by David Manson.

1926

- | | | | |
|-----|--------|-----------|---|
| 35. | 4876 | June | D.T.Harrison, cnr.Chapel & Toorak Rds, ^{bx}
South Yarra |
| 36. | 4964 | June | H.V.McKay, "Rupertswood",
Sunbury |
| 37. | 37538 | June | Allan C.S.King, "Kinrose", 208 Orrong Rd.,
Toorak |
| 38. | 77717 | June | John Winter-Irving, Yandra,
Nagambie |
| 39. | 34999 | September | E.Rodd, 19 Plant St., Malvern |
| 40. | 102171 | November | Mrs.E.Halley, 90 Queens Rd.,
Melbourne |
| 41. | 103403 | November | T.S.Spinks, 42 Ruskin St.,
Elwood |
| 42. | 103419 | December | Mrs.K.J.Sanders, Anderson St.,
South Yarra |



CARS, PARTS, SPARES, SERVICES, GRATUITOUS COMMENTS - FOR SALE & WANTED.

As far as is known Ron Wilson still needs help with his drop arm and David Caldwell still has his pistons for sale.

The suggestion of last year (or was it the year before?) that the Club try to obtain window-winding cables for DHC 3 litres has lapsed.

David Caldwell reports that aluminium welding rods are now available in McEwan's and like places. Look for a packet of "Turner 3". David brought along a welded casting to prove that they work.

BRIDAL CAR wanted for a wedding at Monash University, 6.00 pm Friday 17th March. Contact David Caldwell. It is believed that David requires it for a relative.

The Club is going to investigate the manufacture of the following:- 3 litre head gaskets, Speed 20 head gaskets and 12/50 engine mounting rubbers. A need for 3 litre engine mounts has also been voiced. Those interested in any of these vital parts please get in touch with the appropriate Registrar.

The Club has heard that the spares held by the N.S.W. Club are up for sale. It is quite amazing that this information should "just happen to come to our notice". Surely the only other Alvis Club in Australia should have been given a full list of what is available and offered "first option? What a muddle! While Geoff Hood was trying hard in Victoria to cast cylinder heads for 12/50s the U.K. Register was going ahead and making them. It now has them for sale. While all this non-communication is going on members in Sydney are proposing an "Australia-wide" Alvis organization. If you ask me, we need a global one! Are we serious about preserving our never-to-be-made-again cars or are we still thinking as though it takes a week to get from Sydney to Melbourne and three months to get from London to Melbourne - by square rigger. I know there never was a micro-chip in any Alvis motor car, but surely that doesn't mean we have to despise micro-chips. We can use those that already exist in our telephones, fax machines and satellites to propagate this all important information. If we don't keep our cars running, and as cheaply as possible there is no point in having an Alvis Club.

Those who live in glass house should not throw stones, so let the ACCV emulate the "Register" and publish, initially in this NL a list of available spares. If that were to happen and be a success, let it be combined with the Register list and let there be cross information about intentions - to avoid duplication of effort and expense.

After making those comments on the wider problem, let me return to what started them: To think that Alvis spare parts held not 500 miles from here are about to be (or have already) been sold to a private buyer or, worse still, dissipated without our Club - for whatever reason - considering whether or not to buy them is preposterous.

ACCV OFFICE BEARERS 1989.

This list is published with a blank back page so that you can detach it from the rest of the rag and keep it by your phone with room to make notes as you go about arranging your Alvis activities for the year. When you have filled it up with doodles, found that your biro does not write over coffee stains and retrieved the mangled remains from the dog's mouth it will be repeated - later in the year.

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LIBRARIAN:	Roy Henderson.10, Darren Rd., Springvale.	798 2619.
SPARES REGISTRAR:	Geoff Hood.37, Thomas St., East Doncaster.	842 2181.
VINTAGE:	Rex Roberts. As Above.	
P.V.T.:	Austin Tope.8, Wimba Ave., Kew.	817 5163.
TA 14 & 3 Litre	Bob Graham. As Above.	
COMMITTEEMAN:	Roy Henderson. As Above.	

General meetings are normally held on the third Friday of each month at 8.00 pm at the Club Rooms in Edgar St., Malvern.

SUPPER ROSTER FOR 1989:-

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

If you can't manage you turn, please arrange a swap.

