



VICTORIA
(INC.)

NEWSLETTER

VOLUME 30

ISSUE NO. 11

NOVEMBER 1991.

CLUB ROOMS:- at the rear of "ALVISTA", EDGAR ST., MALVERN.
Near Harold Holt Memorial Swimming Pool.

MEETINGS:- THIRD FRIDAY OF EACH MONTH (EXCEPT DEC./JAN.) AT 8 pm.

****EVENTS****EVENTS****EVENTS****

NOVEMBER. SUNDAY 10.11.91. GEELONG SPRINTS & PROTEST RALLY.

NOVEMBER. FRIDAY 15.11.91. CLUB GENERAL MEETING.

NOVEMBER. FRIDAY 15.11.91.-SUNDAY 17.11.91. BENDIGO SWAP MEET. Gate keepers required from this Club. See elsewhere in this issue for details. Advise David Caldwell (03 729 5821) of available time.

DECEMBER. SUNDAY 8.12.91. ANNUAL CHRISTMAS PARTY & BBQ at David & Moira Wischer's. "Avonlea", 2 Craig Avon Lane, Merricks Nth. Tel. 059 897 235. From noon onwards. David & Moira are once again kindly providing the venue, the tennis court, the swimming pool, BBQ facilities, guaranteed warm weather, tall stories and outright lies about Alvis cars. Bring your own everything else.

JANUARY. 17.1.92. INFORMAL CLUB MEETING AT THE CLUB ROOMS. This will be your last opportunity to be rude to Bob Graham as President.

JANUARY. AUSTRALIA DAY. CAVALCADE OF TRANSPORT. Entry forms available from John Twomey. 03 386 0439. Entries close 30.11.91.

Merry Christmas and a Happy New Year.



J. LEHMAN-BATES

PRESIDENT: BOB GRAHAM.
15 Clarke Ave., Caulfield. Vic 3162
Tel. 03 571 3886

SECRETARY: DALE PARSELL.
14 Symons Rd., Avonsleigh. Vic 3782
Tel. 059 68 5170

TREASURER: JOHN TWOMEY.
53 Park St., Pascoe Vale. Vic 3044
Tel. 03 386 0439

EDITOR: JOHN HETHERINGTON.
102 Balaclava Rd., Shepparton. Vic 3630
Tel. 058 21 9339. FAX. 058 31 1586

NEWSLETTER DISTRIBUTION:
GEOFF HOOD.
37 Thomas St., East Doncaster. Vic 3109
Tel. 03 842 2181



J. LEHMAN-BATES

PRESIDENT'S MESSAGE

The hurly burly and the excitement of the Annual Elections is now over. We were fortunate to have the new President of the VSCC, John Needham take the Chair and conduct the elections with dignity and aplomb. A strong Committee, with Ron Wilson as President, has been elected for 1992, which augurs well for the future of the Club. Just as importantly, two new faces have joined the Committee. John Ball takes on the position of Assistant Editor and Richard Tonkin becomes a Committeeman. The results of the election are shown in this Newsletter elsewhere.

This November issue is the last Newsletter of 1991 and I wish to take the opportunity to wish all members a Merry Christmas and a Happy New Year and lots of Alvis motoring. The November General Meeting is the last meeting for this year and it is followed by the Christmas Break Up Party at the Wischers. Then we start the New Year with an informal meeting on the 3rd Friday in January.

12/50 GEARS

John Needham, the newly elected President of the VSCC, gave us a short but very entertaining talk on the perils and pitfalls of refurbishing gearboxes. As is well known, John is a professional re-builder of gearboxes for all makes of cars.

His lecture was liberally sprinkled with tales of customers whose car has been "fully restored with a new paint job in 2-part paint" but they neglected to touch the gearbox! Then "raaars" occurred frequently - we understood him to mean rags.

But John knows his job, the need for the right clearances and the right fits and also the dangers of not doing the refurbishment of the gearbox correctly.

The good news is that the sets of gears for 12/50 gearboxes, which have been on order for some months, will be available for collection at the November meeting.

BOB GRAHAM.

ALVIS AGNITIONS.

So, the Girls have had their N.O., the Billy has puffed, Tarrengower has been mounted, the brand spanking new Committee elected, the dinner consumed and the trophies awarded. Bendigo is about to be swapped, the Wischer's barbecued and summer to begin. Thanks are due to **BOB GRAHAM** for his contributions to this issue in particular. It is good to hear that **BEVERLEY** is recovering from surgery and it was also a pleasure to see **BILL BARBER** recovering so well, accompanied by **MARCIA**, at the Puffing Billy Festival. They were able to visit on shanks's pony. **PETER YOUNG** was also sighted at that Festival. He and **BONNY** are temporarily residing in Victoria. **SI RAMSAY** is reported to have acquired another Alvis - a 1965 TE or TF. The Dutton Grand Prix Melbourne - Adelaide Rally passed through Shepparton the 27th of October. There were hundreds of cars but the most outstanding was, of course, the Speed 25 of **DAVID MCDONALD**. Unfortunately it was the only Alvis there. **ANDRE CHALEYER** tells me that he has recently purchased a 1936 3 1/2 litre touring car. That should keep him busy! **JOHN TWOMEY** has sent along a catalogue of nuts, bolts, fasteners etc. Some of the pages have been included elsewhere in this Newsletter for all members interest.

ASS.ED.ELECT PLUS ED.

THE COMMITTEE FOR 1992.

They will take up office at the February meeting.

President	Ron Wilson
Vice President/Club Captain	Rex Roberts
Secretary	Dale Parsell
Treasurer	John Twomey
Editor	John Hetherington
Assistant Editor	John Ball
Committee	Alister Cannon
	Roy Henderson (also librarian)
	Richard Tonkin
Spares Registrar	Geoff Hood
12/50	Geoff Hood
PVT	Austin Tope
TA 14	Bob Graham
3 Litre	Kevin Bruce

THE NEXT ISSUE OF THIS NEWSLETTER
WILL BE PUBLISHED
APPROXIMATELY MID JANUARY 1992.
COPY DEADLINE
WEDNESDAY 1ST JANUARY 1992.
HAPPY NEW YEAR!

1991 ANNUAL DINNER.

The Annual Dinner of the Alvis Car Club, Victoria, was held on 19.10.91. at the Malvern Valley Golf Club. This excellent venue was enjoyed by 32 members. After pre-dinner drinks and appetizers we were welcomed to the event by our illustrious leader.

A most enjoyable three course meal was then consumed by the participants. In the short lull between main course and sweets Mr. President, Bob Graham, gave us a short (thankfully) but poignant address concerning the kind souls who would comprise the next year's Committee. He then presented the trophies for the year just completed. The recipients graciously accepted their awards and then the dinner continued with sweets and coffee.

After some further mingling and chatting the crowd began to disperse at about 11 p.m. All the members attending appeared to have a good time and I would like to take this opportunity to thank Rex Roberts for organizing the excellent venue.

DALE PARSELL.

ANNUAL DINNER (Continued - awards).

Rex Roberts	The Andy Hannam Award
Ron Wilson	The David Muirden Award
Richard Tonkin	Award for the Reefton Pub Run
John Twomey	Award for the Economy Run to Castlemaine

The ladies all looked lovely and the men enjoyed their company.

JOHN TWOMEY.

MT. TARRENGOWER.

The V.S.C.C. organized the annual Hill Climb on 27.10.91. It was a very pleasant event. Competing were Andre Chaleyzer in the Speed 25, Geoff Hood in the Silver Eagle and Bob Graham in the TB 14. Known Alvisisti spectators included Dale Parsell, Alister Cannon, John Twomey in the Speed 25 with Richard Tonkin, Simon Ramsay in his new toy (TE 21 saloon), Ron Wilson in the Firefly and Bill Boldiston. Bill is late of Sydney and now of Canberra. He has not deserted the Alvis clan but has digressed with 2 Amilcars. "Snowy" Greave of New Zealand (TC 21 owner) was also present. It was a good day. Results of the competition are not yet available.

R.G.

THE G.N.C.

The G.N.C. this year was held on Saturday night, the 28th of September at El Casa Hendo in the wilds of Fountain Gate. It was not that far to go but a smaller crowd than anticipated turned up. But as host Royboy remarked "Those who didn't come missed out on a good night". Joanie had been slaving over a hot stove for days and the food was tremendous in quality, quantity and taste/flavour.

The guests were Meryl & Valda, John & June, Ron & Gwen, Alan & Noeline, Bob & Bev and last but not least, Nola, Claire & Murray.

Our thanks to Roy and Joan for their hospitality, food and a great night. The proceeds were donated to Club funds.

R.G.

ANNUAL GENERAL MEETING.

Notice of Motion:-

Item 15 to be amended to read:- "The Annual General Meeting to be held on the third Friday of October and shall deal with reports of year's activities by office bearers, also election of office bearers and committee for the coming year, to take office in February of that year".

Proposed: Austin Tope.

Seconded: John Twomey.

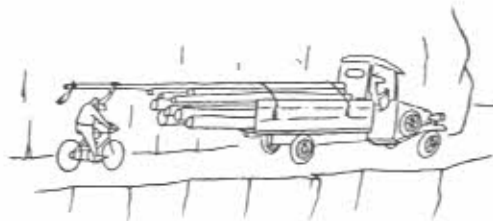
Notice of Motion:

Item 22 "Dissolution of the Club". Additional para V: "In the event of the Club being dissolved the amount of money which remains after such dissolution and satisfaction of all debts and liabilities shall be paid and applied by the Committee in accordance with their powers to an organization which is exempt from income tax under section 23 of the Income Tax Assessment Act".

Proposed: John Twomey.

Seconded: Austin Tope.

These items will be voted upon at the Annual General Meeting in February.



NEW MEMBER.

We welcome Richard Williams, 8 Hamilton Parade, West Pymble, N.S.W. 2073.

TE series 12/50. Chassis No. 4419. Works No. 9754.
Original Engine No. 4773. Current Engine No. 5296.
The car was last registered in New South Wales by Roger Wellman. No. SC 080. Richard would like to hear from members who know of the car's history. It is the Digby Cooke Special and is believed to have been owned in Victoria by a Mr. Tope or Cope.

COLOURING IN COMPETITION.

The question this month for all you technical buffs out there is:-

What is the correct colour to paint the brake drums on an Alvis with wire spoke wheels?

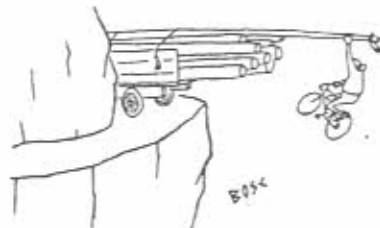
A friend of mine (who has a fast car which is painted red) tells me that painting the brake drums red makes the car go faster. I want my car to go faster, but I have a fair idea that he is pulling my leg. So what colour should I paint my brake drums?

- a) Black. A nice conservative colour.
- b) Red. Makes the car go faster.
- c) Silver. Matches the wire wheels.
- d) Green. Matches the colour of the car.

Please send your answers and the reasons for those answers to our Editor so that they can be published in the next edition of the Newsletter.

BOB GRAHAM.

MAZDA pistons for Vintage Alvis engines?
Bill Barber says "Don't"!



PUFFING BILLY.

There were nine Alvis cars representing the Club at the Puffing Billy Olde Time Festival held on October the 17th. A most enjoyable day was had by all. We were situated close to Emerald Station and many interested on-lookers visited our cars during our time there. It was a great family day with activities centered around all the Stations on the Puffing Billy line. Present were Bob Graham (TB 14), Ron Wilson (Firefly), David Caldwell (TA 14), John and June Twomey (Speed 25), Rex and Sue Roberts (12/40), John and Kay Ball (TA 21), Richard Tonkin (TA 21), Austin and Margaret Tope (Speed 20) and John and Margaret Hetherington (12/50) last seen driving into the sunset sporting (most appropriately) Harris Tweed hats! The Festival is planned to be held on alternate years and is well worth supporting.

JOHN & KAY BALL.

The day as seen by Bob Graham:-

A marvellous social outing was held on a marvellous spring day. The start at Pakenham was cold and almost dampish but the weather improved as the sun rose higher.

- HIGHLIGHTS:-
- The drive from Pakenham to Emerald through beautiful country.
 - Nine Alvis motor cars present.
 - The comradeship of the Alvis members.
 - The MET Brass Band
 - The weather
 - The Climax Railway Engine
 - The Stanley Steamer
 - The organized entertainment & displays.
 - The crowd. It was "ginormous".

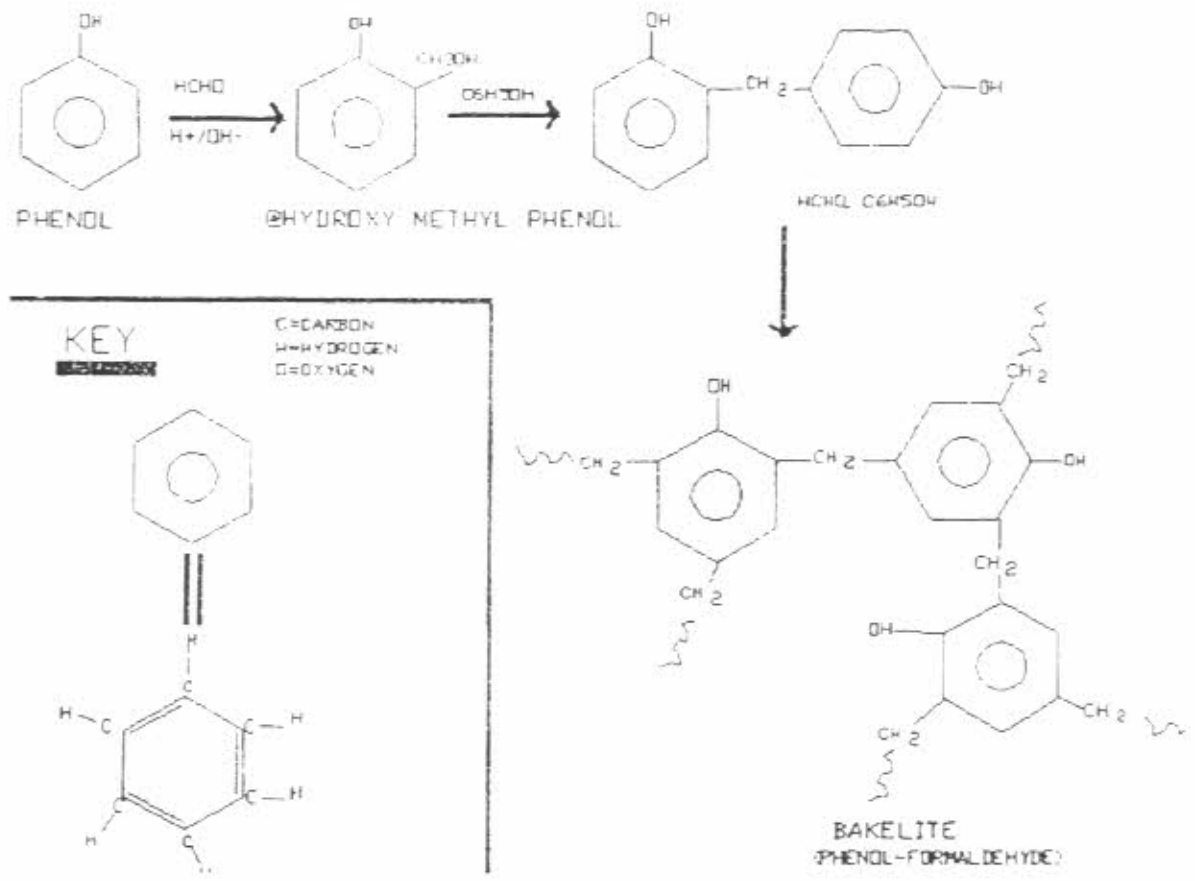
(By "almost dampish" our correspondent means that it was raining. The difference is important to those who live in kind climates and drive open cars. ED.)

BENDIGO SWAP MEET.

The Federation of Historic Vehicle Clubs has requested volunteers from member clubs to man the gate at the Bendigo Swap Meet. Volunteers are required for 2 hour shifts on Friday 15/11/91 from 12 noon to 12 midnight, Saturday 16/11/91 from 6.00 a.m. to 8.00 p.m. and Sunday 17/11/91 from 6.00 a.m. to 2.00 p.m. The volunteers should advise our Delegate, D. Caldwell (729 5821) of the time they will be available, who will in turn advise the Swap Meet Roster Committee.

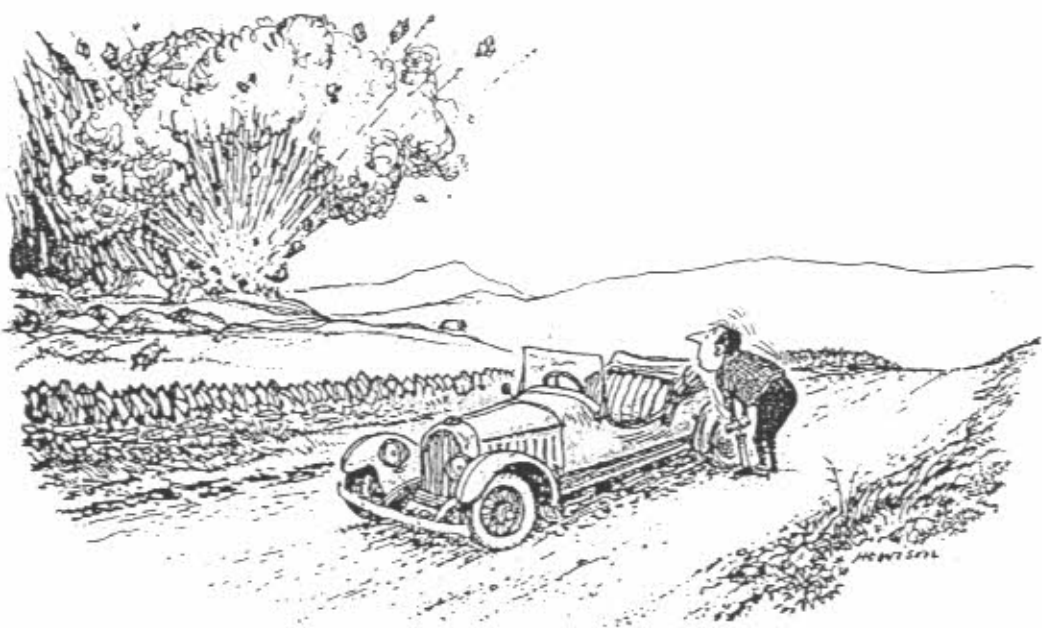
BAKELITE.

This month Dale Parsell gives us part I of the Bakelite story with the chemistry of the production of Phenol-formaldehyde from Phenol:-



In a future issue Dale will explain how this process can be accomplished in the domestic kitchen using a pressure cooker and a microwave oven.

ED.



THE ALVISES AT ECHUCA

by Eric Cunningham

By whatever name it may be called, the biennial rally for Alvis cars in this country is continuing to increase in popularity. This year the event was dubbed (by Ron Wilson, the organiser - extraordinary of the host club of Victoria for this year) the First National Alvis Rally instead of the "traditional" title of Alvis Interstate Rally. In 1970, it may be worth noting by those with a penchant for such trivia, the Interstate Rally held in Morinda, NSW, was called the Alvis Owners' Jubilee Rally because it also celebrated 50 years of the Alvis marque. The NSW organisers missed an opportunity to call the event the First Australian Alvis International Rally, as they would have been entitled to do, because New Zealander Mike Curry attended with his 12/50 brought across the Tasman to attend the International Vintage Car Rally held earlier that year.

However, I have digressed from my purpose to briefly identify the Alvises which attended this year's National Rally. Whereas 76 Alvises attended the 1970 event, successive rallies have attracted increasing numbers and we had a total of 41 Alvises turn up at Moama/Echuca this year.

What was of special interest this time was the variety offered by the array of types of Alvises, and one should eschew the comment that no two Alvises are alike as the truism sounds trite to the ears of the Alvis aficionado; but a gathering of 41 cars of any other marque would probably not be able to make a similar claim.

Starting with the oldest Alvis models present we are able to list the cars in chassis number order as follows:

2447 This smart aluminium duckback originally left the Alvis works as a TC 12/40 with a royal blue 4-seater body by Carchodias Ltd. That was towards the end of January, 1924, and it was probably shipped to Australia with about 4 other 12/40s and 4 12/50 sports. Now owned by Dr. Darcy Stanisch of Melbourne, the car is better known as a 12/50 now that it has an OHV engine fitted as well as the addition of front wheel brakes. Always smartly turned out it is a credit to its owner and a tribute to the manufacturers who produced the car nearly 68 years ago.

3175 According to the manufacturers' records this car should have Engine No. 3535 in it. And 12/40, Chassis No. 4176, ought to be powered by Engine No. 3521. The fact is that the engine became tenapsed during assembly of the cars or, more likely, a clerical error occurred in Coventry when half a dozen 12/40s left the factory on 29th July, 1924, and perhaps the euphonia was just too much on that summer's day ...!

This car left England as a TC 12/40 chassis (Car No. 8219) and had a local (Kirkham?) tourer body fitted on arrival in Sydney. For many years it was a resident of Bangalow on the NSW North Coast and then it came to Drumoyne in Sydney where it fell victim to vandalism such as having Holden wheels fitted and its instruments removed. Rescued by Fred Hemling it was later sold on to its present owners, Rob and Loretta Simpson, of NSW's Central Coast.

ALVISES AT ECHUCA (Continued)

who have made strenuous efforts to get this now very original-looking example of a side-valve Alvis back on the road again.

3176 Meanwhile, as they say in the classics, one of the other 12/40 chassis which left the Works on that momentous day in July 1924 was Car No. 8220 (which, of course, has Engine No. 3535) which also found its way to NSW and subsequently spent most of its days in the pastoral countryside around Cowra. It was discovered under a tree by Ted Lobb of Grenfell who is better known for his predilection for Bugattis. By this time the 12/40 had lost its radiator, wheels and axles. It was sold on to Rod Martiner of Donvale in Victoria, and eventually became the property of Rex and Sue Roberts of Fern Tree Gully, who transformed the car into its present sporty, dark green tourer form. It was a special occasion, indeed, to see these two 12/40s together again after 67 years.

3182 A regular attendee at Alvis interstate rallies is Kendall McKinnim's green 12/50 tourer which is also a tribute to its owner's determined efforts to obtain all the missing bits (and manufacture what was still missing) to produce an Alvis always reliable to take Kendall and Joyce away from their Campbelltown, NSW, home on these holidays as well as on shorter rallies.

3336 Another worthy effort is this rebuilt 12/50 roadster belonging to Vic Elliot of South Australia who has driven this car over to several interstate rallies and manages to add a little improvement or more concessions to the driver's comfort each time. Hood and sidescreens make this aluminium duckback an attractive car.

3505 Well known to the Victorian club when owned by Ron Wilson, then Paul Chaloyer, (VIC) GKJ-829 is a fine SC 12/50 which was exported as a chassis on 21/4/25 and later registered in NSW as 1660. Owned by a Mr. Carter this tourer was able to out-perform many younger sports cars before going across the border to Ron Wilson. Now owned by David and Mary Elder the car looks and goes as well as ever.

4013 Rob Gunnell's grey 12/50 TE tourer was, this year, the transport for Stuart, Claire and Duncan Macdonald. This much-travelled Alvis was driven from Sydney to England in 1960 and has been taken by its owner to N.Z. for international rallies. Its body is by Kirkham of Sydney (having been exported as a chassis on 15/11/26, together with 4 other TE 12/50 chassis) and the car has been maintained basically as it was owned as a new car by a Mr. G.F. Findall of Armidale, NSW.

Lead batteries keep passing the acid test 11

THE AGE

SCIENCE

GRAEME O'NEILL

DESPITE frequent reports of its demise, mostly from frost-bound motorists, the lead-acid battery lives on. David Rand predicts that it will still be going strong next century, leaving high-tech pretenders in its wake.

Dr Rand should know. He is probably the world's leading authority on lead-acid batteries, and most of the world's leading battery manufacturers have consulted his research group at the CSIRO division of mineral chemistry in Port Melbourne.

When Britain's Royal Chemical Society awarded him its coveted Faraday Medal this month, it was not just acknowledging his contributions to electrochemistry: it was affirming the durability and versatility of the maligned device that lurks beneath the bonnet of every modern motor vehicle.

Dr Rand, who is also a historian of the lead-acid battery, says the battery was first commercialised as a back-up to new-fangled electrical networks in the 1880s. Sales slumped as the power supply became more reliable, but the battery was reborn when cranky early 20th Century motorists insisted that somebody invent the starter-motor.

The lead-acid battery acquired new impetus when thousands of American soldiers returned home after World War I, besotted with the primitive radios that they had used to communicate in the field, and built their own battery-powered radios.

That market rapidly evaporated when somebody invented a radio valve that could handle alternating current from the mains, but by then the mass-spawning of the automobile had ensured the battery's future.

In basic form, today's lead-acid battery is unchanged. It has gone up in voltage and will soon do so again, has shrunk dramatically to fit into cramped engine bays, and is in the process of acquiring electronic intelligence through electronic chips that will tell the battery when to recharge itself and how to respond to the increasing demands on its reserves.

Some modern cars, Dr Rand points out, may have up to 80 servo motors, some variously used to allow drivers to orient themselves in 10-dimensional hyperspace, even powering rear-view side mirrors so the driver need no longer expose any part of his person to an atmosphere rendered unbreathable by millions of car exhausts.

Those car exhausts are ultimately the key to the lead-acid battery's fourth reincarnation. One Martin Braude, a lone, green-hued councillor in Los Angeles, has engineered a miracle that not even a conspiracy of Arab oil-producing nations was able to bring about in 1973.

Mr Braude persuaded the council to pass a law that two per cent of the cars in Los Angeles must be zero-emission vehicles (ZEVs) by 1995. By the decade's end, five per cent of vehicles must be ZEVs, rising to 10 per cent by 2003.

Sensing the chill winds of change that in time will blow around the globe to clear Melbourne's smoggy skies, the Big Three car makers formed the US Advanced Battery Consortium. The US Department of Energy has provided a \$300 million funding incentive.

The short-term target is a battery with a capacity of 80 watt-hours per kilogram, which will recharge in less than six hours, and with a lifetime of five years under repeated cycles of charging and full discharge.

David Rand predicts confidently that no battery, either lead-acid or any of the exotic newcomers, will be able to make these specifications on time; the specifications beyond 1995 are even more improbable.

He says it may be possible to wring 80 watt-hours out of a lead-acid battery, but promising batteries using other materials are unlikely contenders for reasons other than their capacity.

The contents of the promising sodium-sulphur battery, for example, is not the sort of thing that one would want anywhere near living people, should two electric cars intersect at Swanston and Flinders streets. Molten sodium and molten sulphur, at a temperature of 350 degrees, would react violently with the water in human tissues, searing their way to the bone.

Of course, there is the option of fuel cells, which are essentially non-rechargeable batteries with consumable electrodes and electrolytes that can be resupplied when they run out.

HYDROGEN-OXYGEN fuel cells are tricky because hydrogen tends to leak through almost any material, and is big bang material if ignited by a stray spark. So-called air-aluminium fuel cells, which have a very high energy density, would require an elaborate retailing infrastructure and pose challenges in designing a slip-in, slip-out cassette of consumable aluminium electrodes. Refining aluminium also consumes huge amounts of energy, and produces carbon dioxide. One pollution problem would be exchanged for another.

Which leaves lead-acid batteries. Dr Rand says the traditional lead-acid battery in cars is superb in its main role of delivering a short, solid jolt of energy to turn over a car engine. It has a long time to recover.

It is not particularly suited to the repeated deep-discharge and recharge cycles required for an electric vehicle. In the way it responds to demand, the lead acid battery is just like the petrol in a car's tank, but even more so. Stroked by a thoughtful driver, a lead-acid battery will propel an electric vehicle for a full day's round of commuting, but will very quickly repay any lead-footed driver by leaving him powerless beside the freeway.

Nobody has yet devised a fuel gauge for a battery. The remaining charge is difficult to measure in a way that would mean anything to a driver trying to calculate how far and how slowly he must drive to make it home before the battery expires.

Dr Rand believes that hybrid battery systems could be used: lead-acid for acceleration and heavy climbing, and fuel cells for sustained, low-energy cruising on the flat.

The big problem with batteries, he says, is the recharge time, relative to the time it takes to refuel a car with petrol. A comparison illuminates the overwhelming advantages of liquid fuel and the internal combustion engine.

In a lead-acid battery, one litre of electrode and electrolyte weighs 2.5 kilograms, and fully charged can yield seven watt hours of power — enough to propel the family car a few metres at most.

ONE litre of petrol weighs 0.85 kilograms, but contains 11 kilowatt hours of power, about 1500 times more — enough to propel the same car over 10 kilometres. And the petrol takes up 40 times less space and is 100 times lighter for the same energy density.

Dr Rand says a standard petrol pump delivers liquid energy at the rate of 500 kilowatt-hours per minute. A standard electrical power socket would recharge an electric vehicle at a mere five watt-hours per minute, or 10,000 times slower.

The increasing demands on the old faithful lead-acid battery will soon see cars shift from 12-volt to 36-volt electrical systems, Dr Rand predicts. This will allow circuits to carry smaller currents, and they will generate less heat.

Some of Australia's most innovative battery companies have gone offshore, because lead-acid batteries have become a mass-produced, low-profit item, whose export potential is severely limited by the high transport costs associated with the weight of the lead inside it.

Dr Rand believes, however, that there are emerging markets in the alternative energy field in developing and developed nations, where lead-acid batteries would be used to store surplus power generated by wind and solar-power units, and released at night or on cloudy, windless days.

Far from being dead, compact, rechargeable lead-acid batteries are now beginning to supplant nickel-cadmium batteries in laptop computers, compact-disc players and other portable electronic devices. Consumers are learning to their costs that NiCads do not last forever; they have a bizarre habit of remembering their charge/discharge cycle, and if recharged too frequently their charge-holding capacity declines dramatically.

Dr Rand says Australia supplies a quarter of the world's lead, and that more than 60 per cent of that figure is used in producing lead-acid batteries. These are good reasons for maintaining strong research support — such as Australia's lead producers already give — and developing new variants of the lead-acid battery for lucrative niche markets.

SPAREPARTS.Vintage.

Kevin Hood,
37, Thomas St.,
E. Toncaster.
Vic. 3109.
Tel. 03 842 2181.

TA 14.

Austin Tope,
8, Wimba Ave.,
Kee. Vic. 3044.
Tel. 03 817 5163.

4 LITRE.

Kevin Bruce,
P.O. Box 187,
Maffra. Vic. 3860.
Tel. 051 47 3096.

TA 14.

Bob Graham,
15, Clarke Ave.,
Daulfield.
Vic. 3162.
Tel. 03 571 3886.

National Alvis Spares offers this month:-

TA 14	each
Carbon Ring - Water Pump	\$4.00
Bottom Buffer - Rear Axle	\$15.00
Stub Axle	\$30.00
King Pin	\$30.00
Thrust Washer - King Pin	\$5.00
Plug - King Pin	\$3.00

THE STORY OF THE RED TRIANGLE By Ken Day. First Edition. Several copies remain. \$35.00 plus P & P. Bob Graham. Tel. 03 571 3886.

SOUVENIRS OF THE FIRST NATIONAL ALVIS RALLY are still available:

Fridge Magnets	\$2.50 each
Rally Badges (Sew On)	\$2.50 each
Rally Coasters	\$2.50 each

INTERCHANGEABLE PARTS

3 Litre Camshaft Bearings.

ACL No. C3025

Suits Wolseley 4/44 and 6/80

Morris Isis 1950/51

Size Minus .010" semi-finished

TA 21 Water Pump Bearing New Departure No. 885147

TA 21 Fan Belt Goodyear V1014

Check this number as there are two fan belts listed for TA 21

This information is supplied by A. Cannon.

THE FEDERATION.

The Alvis Car Club (Vic) wishes to acknowledge a grant of \$550.00 from the Federation of Historic Vehicle Clubs for Gear Manufacture - Alvis Spare Parts.

PRIVATEERS.

WANTED. 1) Small brass dashboard plate which states "Supplied by Regent Motors" etc.

2) Two Hartford shock absorbers. 2x3 arm. 9 inches between centres.

Richard Unkles Tel. 03 857 9417.

FOR SALE. 1929. 16.95 Fabric bodied saloon. Chassis and body in excellent condition. Mechanically complete but requires total restoration. This car was previously mistakenly advertised as a 14.75 but Eric Cunningham asserts that it is a 16.95. \$10,000. or nearest offer. Dale Parsell. Tel. 059 685 170 (A.H.)

WANTED. Brass bodied S.U. carburettor. Type HV5. Semi horizontal. To fit S.A. Firefly. Ron Wilson, 22 Park Close, Vermont. Vic. 3133. Tel. 03 874 2450

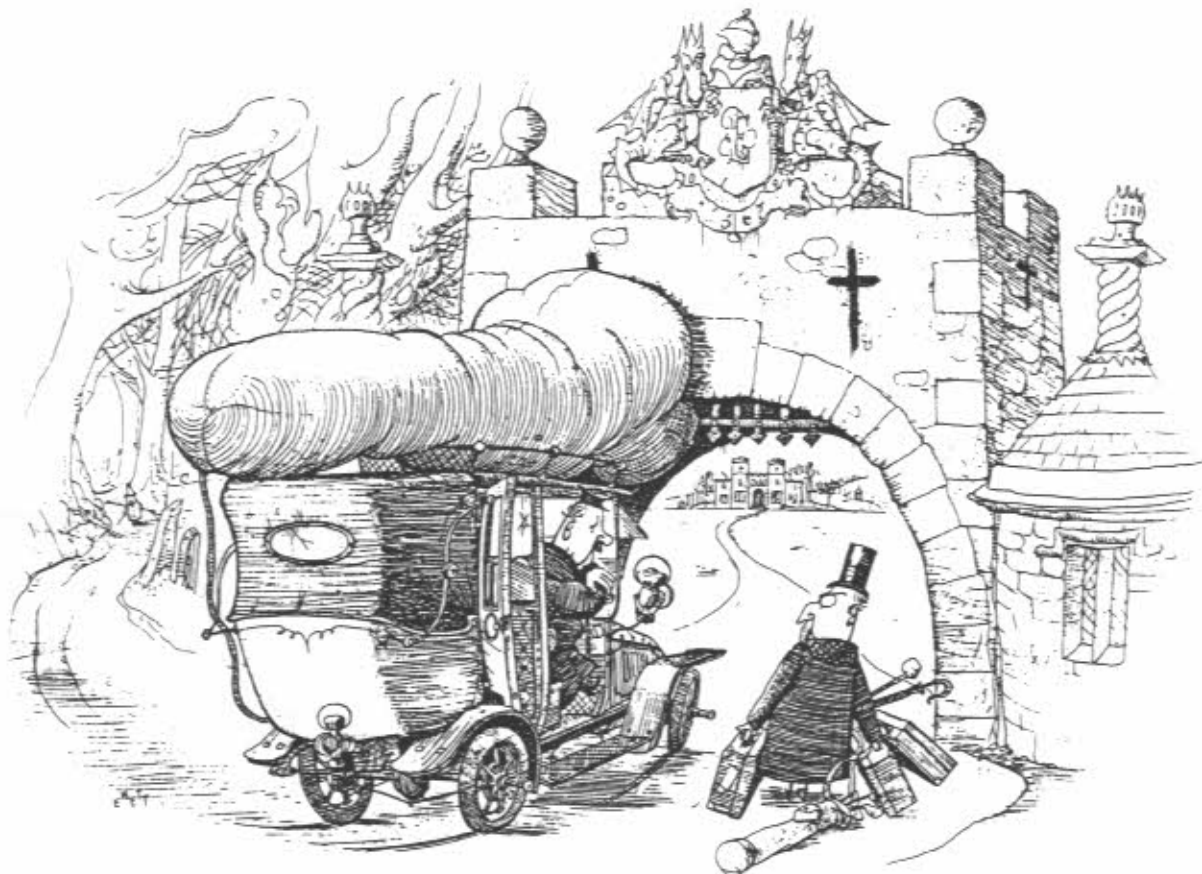
FOR SALE TA 14 Rear Axle. c/w differential, half shafts etc \$250.00. Front Axle c/w stub axles, hubs etc \$50.00. Front Brake Drums (2) \$10.00 each. Telephone R. Graham. 03 571 3886.

FOR SALE For carburettor couplings - phosphor-bronze universal joint diaphragm. 0.010 thick x 1 1/4 OD x 3/4 ID. Jig drilled. \$3.00 each. Ralph McClintock c/- Post Office, Mooloolah, Queensland 4553

WANTED. 12/50 Starter Pinion Gear. Vic Elliot, 25 Stirling St., Tasmore. 5065. Tel. 08 310 833.

WANTED. For Speed 20. 1934 Model SB. One Andre Telecontrol Shock Absorber with 9" centre or Two Hartford Shock Absorbers with 9" centres and Triple/twin Arms. Tel. R. Graham. 03 571 3886.

FOR SALE. 12/50 Alvis Tourer. Flange Frame. New body. P.O.A. Tel. Geoff Hood. 03 842 2181.



"... a little matter of the camel, the eye of the needle, and the basic petrol allowance, your Grace ..."

**** STOP PRESS ****

RALLY TO THE GOLDFIELDS ??

A few months ago I put out feelers for those members who would be interested in taking part in a 3-DAY RALLY around the historic goldfields areas of Avoca, Maryborough and Dunolly.

Some responded with enthusiasm but now to start the organising it's necessary to get numbers.

The Rally would be held in March or April, 1992 and would start on a Saturday morning and finish the following Monday afternoon.

It would NOT be over a holiday weekend as that entails extra costs for penalty rates plus heavy traffic congestion, and after all, there are many RDO's and arranged sick leave as well as some of our members now retired that taking a normal Monday would not be that difficult.

Saturday and Sunday nights' accommodation would be in Maryborough and I have a 4-Star Motel picked out, complete with licensed dining room which can offer a very attractive rate. This motel has 14 units and to get the cost package we would have to book all units.

Now I'm hesitant to set a date or to do any more on the Rally unless I get something definite that we can fill the motel.

The Rally would be laid-back and low-key but would cover some very historic and interesting country on good roads, so if this plan appeals to you, would you send me a note indicating your interest together with the number who would be attending.

But please, no verbals or phone advices - I want a record of names, addresses and phone numbers. I am requesting this information as soon as you possibly can as I will have to arrange and book the motel before the end of this year.

RON WILSON
22 Park Close,
Vermont Victoria 3133

*** STOP PRESS ***

RON AND GWEN : GOLDEN WEDDING

The ACCV extends hearty congratulations to Ron and Gwen Wilson who celebrated their fifty years of marriage on 1/11/91. (You only get ten years for manslaughter! Would Gwen believe me if I said that those are Ron's words?) On a day of many surprises they were delighted to have a phone call from Western Australia with congratulations from Bob and June Anderson. They see that as another great Alvis bonus. Apparently, during the Echuca Rally, Bob heard the date mentioned and "put it in mind to remember". You see, you can't keep secrets in the Alvis Club, but who would want to keep one like that?

Ron has promised to shout a port to all Goldfield Rally entrants who register before Christmas.