



VICTORIA
(INC.)

NEWSLETTER

VOLUME 31

ISSUE NO. 1

JANUARY 1992.

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****

JANUARY. FRIDAY 17.1.92. INFORMAL MEETING AT THE CLUB ROOMS ABOUT 8PM.
Meet to natter about Alvises and gossip about those members who are absent. Don't expect a formal agenda but come out of interest and to protect your own reputation.

FEBRUARY. FRIDAY 21.2.92. CLUB GENERAL MEETING.

FEBRUARY. SATURDAY 22ND/SUNDAY 23RD. V.S.C.C. ALPINE RALLY. Details from the V.S.C.C. Newsletter or, if not a member, from Ron Wilson or the Editor.

FEBRUARY. ? HILL CLIMB AT ROB ROY?

MARCH. FRIDAY 20.3.92. CLUB GENERAL MEETING.

MARCH. 28/29TH WEEKEND. GOLDFIELDS RALLY.

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

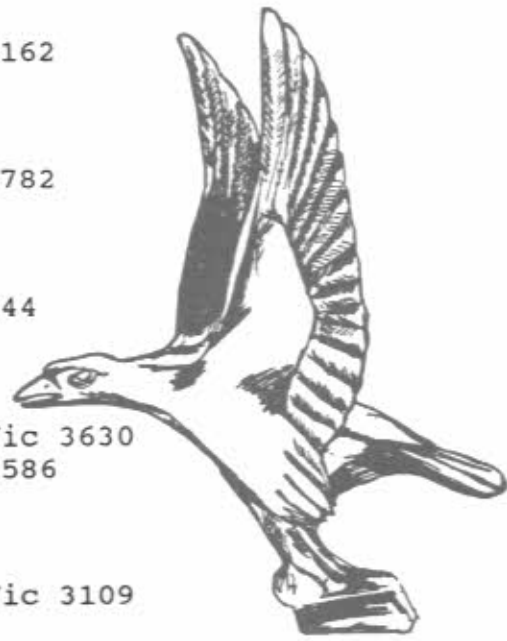
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J. LEMAN-BATES



J. LEMAN-BATES

PRESIDENT'S MESSAGE.

The New Year is upon us and I wish to take this opportunity (my last as President) to wish everyone - Club members and Alvis owners and enthusiasts all over the world - a Happy New Year.

Happy. That is a word to conjure with. Felicitous. Lucky and successful. "Happy" implies a state of contentment. Three meals a day, a warm bed and the ability to pay the tax man when he comes along with his hand held out. Happy in the possession of an Alvis. Happy in the performance of your car when you drive it. Happy in being one of an exclusive brotherhood. Happy with the support and comradeship of the Alvis Car Club (Vic).

Happy. Let us make 1992 a truly happy year.

BOB GRAHAM.

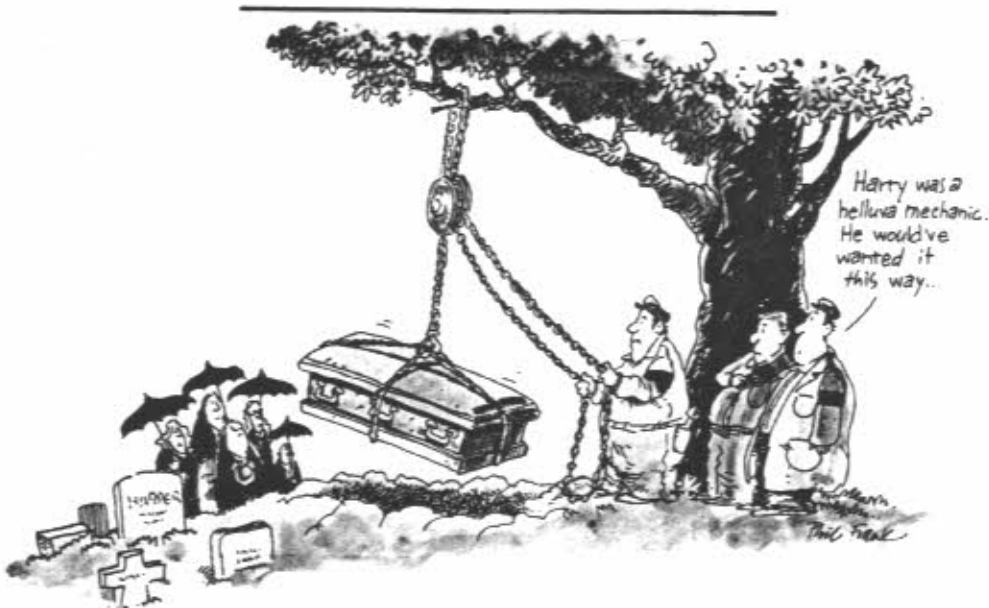
A PLEASANT SURPRISE.

During one weekend in December we received a very pleasant surprise. Ross Aitken (long term member) arrived in his newly completed TH 21 DHC. It has taken Ross only twelve years to rebuild the ex. Ken Bapty car; a rebuild which required new sheet metal work, new upholstery and a complete engine rebuild. A lot of hard work!

The TA 21 is resplendent with a black hood complete with lining, maroon over silver paint work and new upholstery. As I said at the time, Ross can park his TA 21 outside my place anytime - as it adds a touch of class.

Congratulations, Ross! We hope to see more of you and the Alvis in the future, now that it is running.

R.G.



ALVIS AGNITIONS.

As reported elsewhere in this Newsletter **PETER BLACK** has started an Alvis Club in France and produced a Newsletter. Our Club is now receiving issues of the New Zealand Club Newsletter. See the letter from Frank Langridge. It's very encouraging to see so much interest in Alvis matters. We hope the trend continues. **MIKE CREAGH** now has more time on his hands so it is hoped that he will turn some of that time to practical Alvis matters as well as/instead of spending time on the MG. **ROY** and **JOAN HENDERSON** will, by now, be "up North". **DAVID WISCHER'S** Daimler is sick and its life with David may be fairly brief when it comes back from hospital. **REX ROBERTS'** car has undergone major surgery but at last report was "progressing satisfactorily" and should be mobile soon. **ERIC CUNNINGHAM** sends a report of the Alvis day in New South Wales held in November. What a brilliant line up of motor cars on that occasion! **JOHN** and **JUNE TWOMEY** rested the Speed 25 for the Barbecue run but gave the TA 21 and airing. There were disappointingly few proper cars on that occasion but your Editor sinned so cannot complain. John Twomey reports a 111 members. I have not seen any official results of the Geelong Sprints Meeting but I hear the fastest time of the day was 10.8 seconds! **BOB GRAHAM'S** presidential TB 14 achieved 20.47 seconds. An excellent time. On the next Club outing volunteers should attempt to preserve the TB 14 by rotating its rev. counter so that it reads fast! The financial statements for the Club appear later in this Newsletter. Purists may decry the presentation but most people never read that page anyway. This year everyone will be able to claim that they read the financial statements of the Club! **DAVID CALDWELL** has made some beautifully detailed cross sectional drawings of the stub axles of the 3 1/2 litre. I would like to publish them, but unfortunately he has drawn them in an out-of-date diary, so all the "Monday 30th" etc are underimposed beneath the drawings. Oh dear! May 1992 bring many miles of happy Alvis motoring - and many volumes of Newsletter contributions.

ED.

ALVIS CAR CLUB. NEW ZEALAND. INC.

Dear John,

Just to put the record straight: in the October issue of your Newsletter you mentioned our Club. We have never been in recession but have, at times, been at a lower ebb than present. Currently we have 62 fully paid up members. (double that of the Alvis Car Club of N.S.W.!) Thanks for your best wishes and may we convey the same to your Club and members.

We have now been in operation for 22 years and hope to be around for quite a while yet. New or unknown cars seem to be cropping up all the time over here.

Kind regards.

FRANK LANGRIDGE
 EDITOR & PAST NATIONAL PRESIDENT
A.C.C. N.Z. Inc.

LETTER TO THE EDITOR.

I wish to reply to your correspondent (R.G. November Newsletter) about the colour of his brake drums. The answer depends on the purpose for which he wants to use his car.

For show purposes and taking pictures, the correct colour is either red or silver. These colours show up well and make a sharp contrast with the overall colour of the car.

Green would blend in well with the car itself and not make such a striking impact.

If the car is to be driven to any purpose, and the brakes used to slow the car in the manner in which those 14" drums are intended, a lot of heat will be generated which will cause brake fade unless the heat is dissipated rapidly. The reason the radiator on your car is painted black is to help get rid of the heat. The reason the innards of a thermos flask are silver plated is to reflect the heat back into the contents.

Therefore, silver painted brake drums are a no-no as the heat is reflected back inside the drums thus increasing brake fade. Red or green are "maybe" colours. The best colour to obtain the most effective braking is black, preferably matt black!

The Iconoclast.

Re: "Colouring in Competition" November, 1991 N/L

On the assumption that I am a friend of Bob Graham's and that my Firefly is "the fast car which is painted red," I really don't think it matters what colour the brake drums are painted, although I am quite definite that that Royal gentleman - "Albert the 12/50" went faster with red brake drums and I challenge him to prove otherwise. Maybe the colour induced a surfeit of fade which certainly gave an impression of more speed in emergency stops.

But the only colour not to use is black as it absorbs the heat and this is amply illustrated if your Alvis has black seats and you foolishly attempt to mount wearing shorts on a 40° day. Then the air changes to all colours - mostly blue!

Ron Wilson.

<p>FEBRUARY NEWSLETTER COPY DEADLINE WEDNESDAY 29th JANUARY 1992</p>
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COLOURFUL PROSE.

Dear Bob,

In answer to your "question of the month" I think you asked only part of the question. You should have said "my Alvis is painted green. What is the correct colour to paint:-

- a) The brake drums?
- b) The wheels?"

My answer is simply to give an opinion that "beauty is usually in the eye of the beholder". Firstly, I am assuming that the body is painted a "mid" to "darker" green and that the chassis, suspension, steering gear etc. are painted black.

1. Don't paint the brake drums Red! Everyone will know that you think it makes the car go faster.
2. Don't paint the brake drums Black. On vintage and P.V.T. cars with wire wheels the large brake drums are usually a feature of the car. Black drums would become lost amongst the dark under-carriage of the car.
3. Don't paint the brake drums Green. There is plenty of green already.
4. Paint the brake drums Silver.

Now! About those wheels!

- a) Black wheels look best on Silver brake drums with most body colours.
- b) If you don't like Black wheels your body colour of Green is the next choice - on Silver drums.
- c) If you must have Silver wheels (like all the MGs, Austin Healeys, and the other dozens of sports cars), do a real street-rod job and chrome them. Yuk!

Seriously, if you prefer silver wheels you have obviously decided to feature the wheels and not the drums. As there must be a contrast to show off the hubs, spokes and rims you must now paint the drums Black.

A post-vintage Alvis painted a nice Green with Black wheels on Silver brake drums sounds nice to me. I hope it does to you.

Kind regards.

JOHN MITCHELL.



ANNUAL CHRISTMAS PARTY AND BARBECUE.

The event, held each December at "Avonlea", the delightful home of David and Moira Wischer is one of the highlights of the Club's social calendar. This year was no exception. Your scribe and his lady, suitably attired in hot weather gear, set forth from their Smiths Gully base in the TA 21 for the considerable journey to Merricks North. The weather was excellent and those with "proper" Alvis', including the open variety, would describe the climatic conditions as "perfect". However those who have known (not, of course, in the biblical sense) TA 21s would be aware that one has to add approximately 10 degrees Fahrenheit outside air temperature for the inside of a TA 21 once she has warmed up. For black TA 21s add another 5 degrees.

After a delightful but warm journey south-east we arrived at Avonlea to find the assembled multitude hard at work in the very pleasant surroundings, consuming luncheon. The list of participants as well as can be recalled by our charming hosts and the writer is as follows. Any omissions are regretted but your worthy editor assigned the writer the task of penning these words in the dying stages of the afternoon, when most of the guests had left and the writer had enjoyed some excellent Chardonnay from somewhere in South Australia.

David and Moira Wischer. The Daimler was nowhere to be seen. Rumour has it that it is still suffering from something nasty and expensive which will, hopefully, be righted in the New Year. John and Margaret Hetherington and their friends, Hugh and Noreen. They described themselves as being from Wales but not Welsh. Why anybody who is not Welsh would want to live in Wales is of course beyond the writer's comprehension. Maureen Adnam and friend Richard, resplendent in the TA 14 tourer which, after a lengthy absence, has joined the ranks of the mobile Alvis'. When asked why the hood of the tourer was never down, Maureen was heard to reply "Richard says it takes too long to get it up". Roy and Joan Henderson are planning another trip North. Bob and Bev. Graham were in the TB 14. No, I'm not going to say anything nasty or smart. I happen to like the car. Ron Wilson - in the Firefly, looking dashing as ever (and the car looked very good as well). David and Margaret Caldwell in the TA 14. David has achieved remarkable results in restoring the rear portion thereof after the unfortunate incident at the Puffing Billy Festival earlier in the year. I know that vision out of the back of these cars is not very good but did he really back into a stationary semi-trailer? Murray Fitch, Meryll Welsh, Nola Morgan, Bill and Marcia Barber and Mike Creagh were all seen to be enjoying themselves. Mike Creagh won the hamper which was raffled to the \$75.00 benefit of the Club. John and June Twomey were in the TA 21. They realize of course that for a high speed run between Pascoe Vale and Merricks North a Speed 25 is no substitute for a TA 21. Geoff and Helen Hood were in the Silver Eagle (a proper Alvis) and your scribe and his lady in the "hot" TA 21. Apologies were received from John and Kay Ball, Alister Cannon and Phillipa McQuillam.

Many thanks to David and Moira for their hospitality and for the chance to ramble through their magnificent garden.

RICHARD TONKIN.

FUNNIES this month are by
Roy Henderson, Richard Unkles
& Eric Cunningam.

TUNING TRIPLE SU CARBURETTORS

(This is from 37 pages of typewritten "How-to-restore-your-Alvis" which David Caldwell sent along with the Alvis ads and wiring diagrams which I have been publishing lately. The author is not stated. Does anyone have any information? Ed)

For tuning, the following steps should be taken :

- 1) Remove the suction chambers and ensure that petrol levels are about 1/8" below the top of each jet.
- 2) Ensure that each needle is correctly fitted in its piston. The shoulder of the needle should be flush with the face of the piston .
- 3) While the suction chambers are off screw up each jet until the tops are flush with the bridge of each carburettor. Push the jets hard up against the adjusting nuts.
- 4) Clean the interior of the chambers and also the pistons; abrasive materials should not be employed.
- 5) Replace the pistons and chambers and, after tightening the latter, ensure that each piston moves up and down quite freely. Insert a little thin oil into the top of the chamber.
- 6) If any piston fails to drop smartly when raised, the chamber screws should be slacked and then retightened. A fractional movement of the chamber may occasionally provide a cure. Failing this, it will be necessary to re-centre the jet and the higher of the hexagonal nuts under the carburettor should be slacked off. The piston should now be raised to its fullest extent and dropped so that the needle driving into the jet, now free to move laterally, will re-centre it. It may be necessary to carry out this operation several times before the jet is correctly positioned and the nut can be finally tightened.
- 7) The engine should now be started and run for about 1/4 hour after which it should be set to run at about 800 rpm. Disconnect the rich mixture control linkage.
- 8) Unscrew the 3 clamp bolts on the throttle spindle connections. Then, taking one carburettor at a time, slacken the throttle adjusting screw until the hiss at the carburettor intake disappears. Retighten the screw until the hiss can just be heard. The intensity of the hiss should be equal on all carburettors.
- 9) The mixture must next be adjusted, bearing in mind that the jets are in the full weak position. At all times the heads of the jets must be kept pressed hard up against the hexagonal adjusting nuts.
- 10) Slacken off each jet, adjusting nut to an equal extent on each carburettor, until, when the piston is raised 1/10" on each carburettor in sequence, the engine will run irregularly.
- 11) If lifting one piston stops the engine, then the carburettor is too weak. Should the lifting of another carburettor piston have no affect then that carburettor is too rich. The three nuts must be adjusted until each carburettor is tuned to cause irregular running if the piston is raised as described above.
- 12) The final result can also be checked from the exhaust :
 - a) if beat regular and even, mixture is correct;
 - b) if beat is irregular, exhaust cool and colourless and there is a splashy kind of misfiring, the mixture is too weak; or
 - c) if the exhaust is hot and blackish with a regular misfire, then the mixture is too rich.
- 13) When the mixture is correct, tighten clamp bolts, slacken each throttle adjusting screw equally until correct tick over speed reached, and reconnect rich mixture control linkage, keeping jets pressed up and altering length of linkage where necessary.
- 14) Plugs should be cleaned when the carburettors are tuned and examined after, say, 100 miles. The ends of the plugs should be chocolate brown in colour, while a black deposit indicates that the mixture is too rich and a white one that it is too weak.



by Eric Cunningham

Saturday, 9th November 1991, was a beautifully sunny day with a light breeze to keep the temperature to a comfortable level. By late morning a gathering of Alvis cars lined up outside the garages of Max Houston's premises at Central Mangrove, north of Sydney, and after a picnic lunch more Alvises arrived to make up a very impressive sight for the enthusiast of the marque. By the end of the day a respectable gathering of Alvis cars and enthusiasts had assembled.

Starting with the earliest models and going through to the later series, in chassis number order, the following Alvises were observed.

<u>Chassis No.</u>	<u>Type and colour</u>	<u>Owner</u>
2615	12/50 SA series Ducksback (ali. with maroon)	Christopher Little
3175	12/40 tourer (light blue)	Rob Simpson
4013	12/50 " (grey)	Rob Gunnell
4353	12/50 " TE series*	Jonathan Houston
4365	12/50 " (dark green)	Mick Matterson
4560	12/50 " (two-tone blue)	Bill Chapple
5351	12/50 " (grey/green)	Kevin Cass
6849	14.75 saloon TA series (red)	Geoff Hirst
6975	12/50 Beetleback SD series (red)	Bob Blacket
7819	14.75 tourer TA series*	Arthur Forrest
12010	Speed 20 saloon (dark green)	Gary Coxon
12043	Speed 20 drophead coupe (black)	Max Houston
12052	Speed 20 saloon (dark blue)	Barry Turner
13078	Speed 20 drophead coupe (red) SD series*	Peter Landan
13157	4.3-litre saloon (grey)*	? (ex-Fred Heming)
14461	Speed 25 drophead coupe (two-tone blue)	Keith Stammers
14464	Speed 25 " " (red)	David McDonald
14516	Speed 25 " " *	Bill McKnight
14592	Speed 25 " " *	Ross Barwick
24236	TA21 saloon (maroon and cream)	Chris Higgins
24639	TA21 drophead coupe (bronze)	Gary Penny
25329	TA21 " " (blue)	Norman Webster

* Car under repair or restoration

Also spotted were John Andrew's TD21 (#25996) awaiting restoration in a shed with its engine out, and also the remains of the Beetleback body off John Milverton's 12/50 SD series (Chassis No.6852) which is an Alvis which was a regular performer at Club events when owned by George Dowman 40 years ago.

Other Alvises may have been on the premises but an open shed revealed a sub-frame chassis which had a number obliterated so that one could only detect the chassis number as "34--". If anyone can offer further information about this 12/40 or early 12/50 chassis frame this reporter would be most grateful.

It is interesting to note that the following cars (included in the above list) were resident in the United States until a few years ago: 13078 (Sp.20), 14464 (Sp.25), 14516 (Sp.25), 14592 (Sp.25) and 24996 (TD21) while Norman Webster's 3-litre DHC (25329) resided, until recently, in Auckland, New Zealand.



9

THE 1992 GOLDFIELDS RALLY

Final arrangements are now under way for this interesting Rally which will be staged from SATURDAY 28 MARCH TO MONDAY 30 MARCH inclusive, so those members who indicated their intention to enter should mark those dates in their diary now.

The start will be from Melbourne but members from north central country areas will join without venturing into the City; and the finish will be in an area which will also assist with travel.

A 4-Star Motel in Maryborough has been booked and a second similar Motel is available opposite and I am holding 6 units there - so if you have not yet indicated your interest let me know straightaway. The Rally will be a package deal on a very attractive all-up price basis with travel on first class roads through great scenery tracing the paths of the early gold seekers.

Full details and entry forms will be published in the February Newsletter but remember that entries are limited, so if you have not already put your name on the list then let me know as soon as possible.

Ron Wilson

Phone: 03 - 874 2450

TENTATIVE CALENDAR FOR 1992.

January. Sunday the 26th. Australia Day Cavalcade of Transport.

February. Rob Roy Hill Climb?

February. 22nd - 23rd. V.S.C.C. Alpine Rally. Team Alvis competing.
Enquiries to V.S.C.C., Ron Wilson or the Editor.

March. Sunday the 15th. Kalorama.

March. 28th weekend. Goldfields Rally. See elsewhere in this Newsletter.

April. Eddington Sprints. ? the 4th.

May. Economy Run to Si Ramsay's.

June. Alister Cannon's Pub Run.

July. Film Night.

August. Auction.

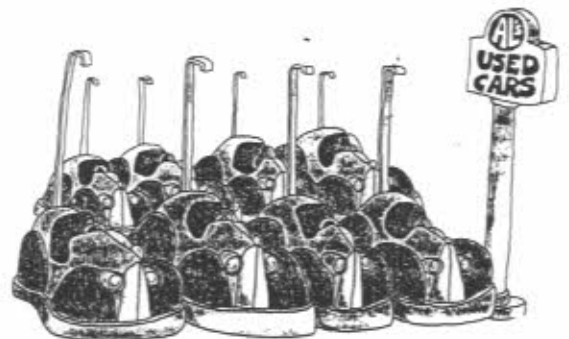
September. Alvis Day.

October. the 20th. Mt. Tarrengower Hill Climb.

October. Annual Dinner.

November. 14th - 15th. Geelong Sprints.

December. Christmas B.B.Q.

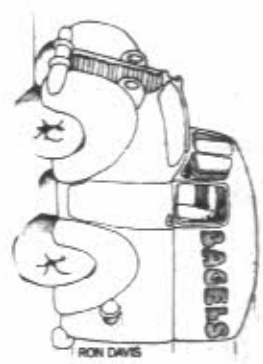


ACCV TREASURERS REPORT
FOR YEAR ENDED 30 JUNE 1991

GENERAL ACCOUNT
RECEIPTS

Subscriptions (Note 1)	\$3155.00
Suppers	\$ 104.67
Sundries (Note 2)	\$ 377.00
Events (Note 3)	\$ 951.05
Donations	\$ 170.00

\$ 4757.72



(1)

EXPENDITURE

Newsletter	\$1736.00
Postage	\$ 556.21
Dinner	\$ 848.00
Insurance	\$ 429.45
Saltatory	\$ 218.40
Rent	\$ 500.00
Petty Cash	\$ 315.00
Trophies	\$ 205.00
Federation	\$ 60.00
Aust Post	\$ 50.00
Wreaths	\$ 121.00
Banckeads: <i>overseas</i>	\$ 22.88

\$ 5061.94

\$(304.22)

Surplus (Deficit) from operations
SPARES ACCOUNT

Receipts	\$10880.50
Expenditure	\$ 7666.53

\$3213.97

Surplus (Deficit) from operations
CASH BALANCES

	General	Spares	Total
B/FMD from 1989/90	(5.31)	5734.57	5729.26
Surplus (Deficit) for 1990/91	(306.22)	3213.97	2909.75
Bal CMD FMD	(309.51)	8948.54	8639.01

ACCV TREASURERS REPORT

FOR YEAR ENDED 30 JUNE 1991

NOTES TO AND FORMING PART OF ACCOUNTS

SUBSCRIPTIONS

Current	\$2995.00	\$3155.00
Arrears & Advance	\$ 160.00	
SUNDRY CREDITORS		
Bank Interest	\$ 377.00	\$ 377.00

EVENTS

Auction	\$ 58.00
Dinner	\$ 670.00
Raffles	\$ 32.00
Raffles	\$ 191.05
	\$ 951.05

A 1977 Cadillac Fleetwood advertised in *The Recycler* is **REPLETE** with accessories. Listed are such goodies as a dark brown interior, an AM/FM cassette stereo, a power-actuated trunk and sunroof, a tilt wheel and climax control.

ACCV REPORT

CERTIFICATION

We the undersigned state have examined the accounts for the year and state in our opinion the accounts have been drawn up so as to give a true and fair view.

DATED this day of 1991

G. MOOD

D. WISCHER



4052 This ducksback caused something of a sensation when it appeared towards the end of the 1985 interstate rally at Swan Hill after extensive restoration by John Kent. It was later sold to Ray Westfield in Queensland and has been owned for the past three years or so by Paul Reed, another Queensland, who has great pride and affection for this 65-year-old Alvis.

4365 This 1926 Cross & Ellis TE 12/50 tourer is believed to have been one of several Alvises owned by Chatwood (NSW) enthusiast, Geoff Collins, before becoming the property of Rose Bay garage owner, Jack Jeffery, round about the time the second World War broke out. It was soon given the Jeffery treatment with bullet-shaped headlamps replacing the original lights and other mods like fold-flat windscreen, aero screen, radiator stone guard, etc. It was thus prepared for competition in major NSW trials and speed events. Owned for some years now by Mick and Barbara Matterson of Sydney, it is well maintained and used regularly in club events as well as being seen at most of the recent interstate Alvis rallies.

4485 This is a smartly turned out 12/50 TE ducksback owned by Alister Cannon of Avonsleigh, Victoria, since he purchased it from Bas Boves in July, 1962. Now fitted with 20" k.o. wheels (a la 12/60) it looks like the sports/competition Alvis that it is after a rebuild occupying nearly 20 years.

4560 Bill and Rosemary Chapple's TG 12/50 now resides at Blackheath in the NSW Blue Mountains, the venue of the 1989 Interstate Rally which they organised. Leaving the Works on 15/9/26 its Cross & Ellis tourer body was originally finished in polished aluminium but is now painted an attractive two-tone blue after an extensive rebuild by Bill some years ago. The car is used by the Chapples for frequent long interstate tours in addition to regularly turning up at club rallies.

4691 This TH series 12/50 tourer is a fine example of a restoration incorporating all the original components after the car was dismantled in Sydney, circa 1960, and the various bits were distributed across much of Eastern Australia. Alan and Noeline McKinnon can be proud of their achievement with this rare TH series 12/50 which now carries Victorian registration paltes 234.601.

5132 Warwick Barnett brought his SD series 12/50 down from Queensland where this car has resided since new. Imported as a chassis (it left the Works on 26/3/27) it had an oddly shaped tourer body built on it by its first owner, Roy Bulcock, who then used the Alvis to good effect in motor sport in both Queensland and NSW during the late '20s. Owned for many years by the late Stan Marquis-Kyle this 12/50 now has a smart aluminium ducksback body fitted.

5351 Restored by Rob Gunnell some years ago this car then went to Brian Hemmings before becoming the property of Kevin and Helen Cass who, with son Ben, have been regular rallyists in this grey/green TG series 12/50 tourer. Finely tuned and sweet-running this car is a credit to its South Coast (NSW) owners.

5385 Now owned by Robert Sands of St.Kilda, this TG series 12/50 left the factory on the same day as Chassis 5351, i.e. on 30/6/27, and both cars had their Cross & Ellis tourer bodies painted in the identical colour scheme of grey with green guards, etc. The car spent most of its early life in the New England district of NSW and was bought by Ken Heath in 1959 who removed the tourer body and fitted a Sydney-built fabric-covered 2-seater sports body. This body, on its original Alvis 12/50 chassis, was well known in pre-war car competition around Sydney.

6975 Rob and Denise Blacket, of Sydney, have done a splendid job in restoring this red beetleback-bodied SD series 12/50 to its original glory. The car was used in VSCC events by an early member of that club, Dr. Frank Hytten and later by that club's president, Gordon Nicol, before going to several other Sydney owners in the subsequent 30 years or so. This car came to Australia in chassis form in company with another SD 12/50 (No.6976) late in 1928. Since its complete rebuild by its present owners it has been seen regularly at NSW events.

6992 Front-wheel-drive Alvises are rare indeed and since its present owner, Rob Gunnell (of Lane Cove, NSW), has completely rebuilt it to original specifications, it has been seen regularly at club outings. It arouses as much of a sensation today as it did when it arrived new in Sydney late in 1928, and its owner Harry Taylor was reported in the "Daily Telegraph" (3/11/28) to be "more than delighted with the car and asserts that it is absolutely the most wonderful car he has ever driven at speed." The Sydney Alvis agents, Biden & Roberts, took much pride in displaying this car, the first FWD Alvis to come to Australia, and so, too, do Rob and Heather Gunnell have every reason to be proud of this immaculately turned out Alvis.

7462 This TA series 16.95 hp Silver Eagle was one of a batch of 5 chassis to be exported from the UK on 25/2/29 and has been extensively rebuilt by Geoff Hood of Doncaster, Victoria, and fitted with a sporty aluminium body with red bonnet and guards. It is used regularly by Geoff and Helen Hood and has been a participant at Alvis rallies since its rebuild.

8796 Imported into Sydney from the UK in 1937, this 1931 TK series 12/60 still has its original Carbodies body. It was bought by Arthur Brown in 1966 as a "basket case" and Arthur spent the next six years completely restoring the car to its present high standard. This beetleback has been owned for the

"SPAREPERSONS".

Vintage.
Geoff Hood,
37. Thomas St.,
E. Doncaster.
Vic. 3109.
Tel. 03 842 2181.

P.V.T.
Austin Tope,
8, Wimba Ave.,
Rev. Vic. 3044.
Tel. 03 817 5163.

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

TA 14.
Bob Graham,
15, Clarke Ave.,
Caulfield.
Vic. 3162.
Tel. 03 571 3886.

National Alvis Spares offers this month:-

TA 14	each
Tie Rod End. R & LH	\$30.00
Drain Plug - Petrol Tank	\$4.00
Brake Rod Fork End	\$6.00
Hand Brake Pawl	\$4.00
Hand Brake Quadrant	\$5.00
Gasket - Carb to Engine	\$2.50

INTERCHANGEABLE SPARES.

TA 14 and TA 21:

- C 1803 Propellor Shaft
- C 1874 TA 14 Brake Rod Fork End
- TA 21 Engine Locator Fork End
- TA 21 Hand Brake Fork End
- TA 21 Clutch Operating Rod Fork End.
(used on Land Rover hand brakes)
- N 1738 TA 14 Clutch Pedal Return Spring
- TA 21 Brake Pedal Return Spring
(from Spare Parts Manuals of above cars)



HANDBOOKS AND SPARE PARTS LISTS.

Three new additions to our lists:

Alvis 12/50 TE and TF Instruction and Maintenance Manual. Courtesy of Paul Bamford. \$20.00 each.

Alvis Speed 20. 1935. SC 19.82. Instruction and Maintenance Manual. Courtesy of Paul Bamford. \$20.00.

Alvis TA and TC 21. 3 Litre. Instruction and Maintenance Book. From the Club Library. \$20.00.

I have just purchased a copy of the Speed 20 Manual and can vouch for its high quality. (Congratulations, Roy. ED.)
Contact Roy Henderson. Telephone 03 704 7549.

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

PRIVATEERS.

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 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.

CLASSIC FASTENERS. David Caldwell follows up the "nuts and bolts" ad. in the last issue with information that screws, nuts and bolts etc. are available by efficient mail order from "Classic Fasteners", P.O. Box 87, Turvey Park, N.S.W. 2650.

ALVIS ADVERTISEMENTS AND HISTORY. Richard Tonkin brought a copy to a Club meeting recently and it looked very interesting. Title: "Advertising Alvis. 1920-1966". A fascinating collection of Alvis adverts prefaced by an illustrated history of the marque. Compiled by Daniel Young. Ninety-six A4 pages. Available from "P4 Spares", 60 Woodville Road, London NW11 9TN, U.K. Nine pounds ninety-five plus postage. Credit cards accepted.



WORLD ALVIS NEWS.

It was reported in this Newsletter, in March 1991, that Peter Black was starting L'Alvis Club de France but I reported the rather rude suggestion that the whole venture may be a pull de le leg.

Contribution all round. Apologies. Grovelling is in order. A new Club has been formed.

L'Alvis Club de France, Chateau Vilbrequin, 30131 Pujaut-en-Provence, France.

Subscription: \$10.00. (A \$10.00 note will be accepted). Further details from Peter Black at the above address.

I have received a copy of the first edition of World Alvis News, otherwise known as Actualites Alvis Mondiales, otherwise known as Alvis Weltnachrichten. There are forty-four pages of a mixture of English, French and German text with articles from the A.O.C. Bulletin, Alvibatics, this Newsletter and sundry other sources as varied as Body Shapes on Alvis Chassis.

Good luck to L'A.C.d F. and to W.A.N.!

ED.

16 H.P.**SILVER
EAGLE****ALVIS**

*Generously Proportioned
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Fast, safe, and easy to drive, it incorporates many new and unique Alvis features. Add to this the latest coachbuilding craft and you have a car that is recognised as one of the world's finest. Models include: 6-Light Saloon

£598, 4-Light Saloon £598.

4-seater Coupe £598. 4-seater

Sports £585. Other models:

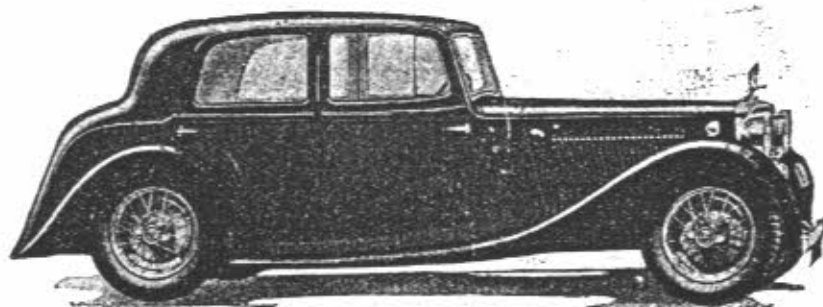
Speed Twenty £850.

20 h.p. Crested Eagle

£800. 14 h.p.

Firebird

£ 5 1 0



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Illustration furnished by the advertiser.
Information based on information received from the advertiser.