



VICTORIA
(INC.)

NEWSLETTER

VOLUME 31

ISSUE NO. 6

JUNE 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******

JUNE. FRIDAY 19.6.92. CLUB GENERAL MEETING.

JULY. FRIDAY 17.7.92. CLUB GENERAL MEETING. FILM NIGHT. Fletcher's Fabulous Flicks will be in town again. An entertaining evening of motoring films.

AUGUST. FRIDAY 21.8.92. CLUB GENERAL MEETING. AUCTION NIGHT. Annual bargain extravaganza where parts sufficient to rebuild a 4.3 from the ground up can be had for a fistful of dollars.

SEPTEMBER. FRIDAY 18.9.92. CLUB GENERAL MEETING.

SEPTEMBER. SUNDAY 27.9.92. NATIONAL ALVIS DAY. V.F.L. Park, Mulgrave.

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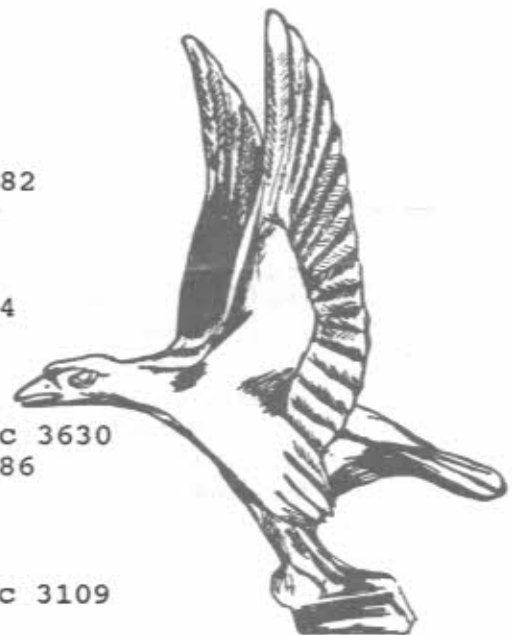
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J. LEHMAN-BATES



J. LEHMAN-BATES

PRESIDENTS PRATTLE

Looking back over the last two years or so of Club activity I am impressed with what appears to be a surge of interest both in attendance at meetings, and participation in events.

I would think this started with planning for the 1991 National Rally - the Rally itself and the events since, for there is no doubt in my mind that events organised by this Club are what keeps the interest going.

I would not in any way put down the work done by our Spares Section which busily sends parts nationally, or the Library or any of the other facets of our Club, but it is the getting together socially on events as families that helps bind members together as a Club.

And with the programme ahead things can only get better. As a Committee we are expecting big things for our Alvis Day in September which is planned as a mildly competitive day plus a great time socially.

Whatever you have planned for the rest of the year, this is one you don't want to miss, its going to be a beauty.

RON WILSON.

THE MAY CLUB MEETING

Last month we had guest speakers from SHANNONS CORPORATION. The attendance was disappointingly small due in some measure to the weather which was pretty foul. Bill Wellwood spoke first on the car selling side of Shannons operation explaining the "Park and Sell" scheme as well as the Auctions. Next was Mark Jenkins on the all important subject of Car Insurance giving advice on valuations- the interesting policies available to cover cars in pieces or under restoration, and what was a surprise - if you do happen to have a claim for an accident, Shannons prefer you as the owner to choose the repairer. Mainly because generally the owner would want to do some of the work within his scope, himself. After question time, Graham Molyneux showed an electronic key which when engaged in a "black box" fitted to a car renders it immune from theft. Shannons have sold and fitted over 400 of these units with total success.

Altogether it was a good and very instructive night and the speakers are to be congratulated on their presentation.

Certainly it proved that if you are considering car insurance or any of the other options on offer, you should at least have a talk to Shannons first.

R.W.

ALVIS AGNITIONS.

Congratulations to **JOHN BALL** and to all who helped produce the May Newsletter. I enjoyed reading what I thought was a great issue. All holidays and overseas trips come to an end and you come back to earth with a thump - or rather a splash into molten credit cards! Unfortunately there was no "proper motoring" during the trip but I did manage a visit to "Red Triangle" in U.K. There I met **ROLAND SIMMONS**, the boss and **JOHN DIXON** who is in charge of sales. Roland was previously with Alvis and when he and his fellow directors set up Red Triangle in 1967 **RON SMITH** came with them as storeman. I am sure there are readers of this Newsletter who will, in the past, have been in touch with Ron. Alas, he is dead now. I was shown the extensive stock of spares and was taken through the workshops where a Speed 20 engine was being rebuilt and several TD-F cars were undergoing extensive work. It is a very impressive setup and in Australia we can only regret the high cost of transport and higher costs of duties, taxes and other Government imposts. A real horror story of the visit was being told by Roland that when Alvis closed about a dozen or fifteen complete Speed 25 engines were dismantled and the parts sorted into aluminium, steel and plastic before being carted away as scrap! It was great to see **CAMERON ROBERTS** contribution to the last Newsletter. We have a very promising Alvisti in young Cam! **JUNE TWOMEY'S** literary talents appear in this issue. Apparently **JOHN** does the cooking while she does the scribing! **RON WILSON** says that he is learning to type. Obviously he needs to practise and the more he writes about Alvis matters the more we have to publish in the Newsletter! Well done Ron. It looks great. Keep it up. Elsewhere in this issue you will see details about the 1993 National Rally to be held in Queensland. Cobble up your cars refuse all other invitations and tell yourself, your mother-in-law, your boss or your secretary, your travel agent and your dog that you're going to Queensland. **BRUCE JORSS** tells me that he has been very slack and has not yet got the 12/50 back on the road. He has had endless troubles with the engine but hopes that all is now fettled and that mobility will return soon. As this is being written the Winton Historic Racing is taking place. I am told that **GEOFF HOOD** has the 12/50 Supercharged racing car at the meeting. I am sorry not to be there for the event but look forward to hearing a report.

ED.

ALVIS DAY UPDATE.

Information has recently come to hand on the type of events conducted on Alvis Day by our English friends in the sixties. We intend to follow these events as closely as possible in September. It will be driving tests rather than speed events that count so please tune up your driving skills and try to win a trophy!

REX ROBERTS.

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Dear John, (Twomey)

I have recently been able to pick up a backlog of Newsletters during my first visit to Melbourne in a long time. I visit Brisbane more frequently so I am giving you a Brisbane address for future Newsletters. That will allow my mother to read them when she is in Brisbane. Since Dad died last year she divides her time between my Brisbane flat and her home on Magnetic Island.

I am still flying Jumbos for Cathay Pacific. I am based in Hong Kong and living on a 51 foot yacht in a marina. I have been on the boat for nearly four years now and love every minute! I re-married in November 1990 and my wife, Berita, presented me with a beautiful baby daughter called Kestia on the 30th August 1991.

In February 1991 we had an Alvis TD 21 DHC shipped to Hong Kong from Vancouver whence it had been located through a friend who was storing my Jaguar XK 150. That car has also been shipped recently to Hong Kong. The Alvis is all there and is a good runner although the body needs a rebuild. It looks pretty well 100% original, having been in storage for the last 20 years. It is right hand drive, making it even more attractive. I was intending to rebuild it here in Hong Kong and then send it to Brisbane but I am having second thoughts now and may well send it to Oz and have the rebuild done down there. On that note, who is the best Alvis TD 21 DHC rebuilder to contact down there? Ultimately I want the car to reside in Brisbane, ideally in time for the 1993 Queensland Rally, but I don't mind where the work is carried out. Basically the car is sound but the doors have dropped and the floor is rusty. Mechanically it is reasonable and driveable but I don't know how far it would go before problems showed up. Any contacts you may have would be of interest for my to follow up.

Dad's Firebird is still being rebuilt by Geoff Hopkins and I look forward to the day when it is back on the road. I haven't approached Geoff about the TD 21 as I think the Firebird is the last car he wants to do, because of health considerations. I wish you all the very best for 1992 and the same to any of the other members who may remember me. They wouldn't recognize me now with my balding head and a beard. When I look back at photos of Dad driving the Firebird in club events when I was about 12 (30 years ago!) it's hard to believe so many years have gone by. My own son Christopher is now 7 years old and is learning all about Alvises so no doubt the cars will be around long after we've all gone! I wish I could get a strip down and rebuild every 30 years or so and so go on and on as well.....!

Cheers for now.

TONY HANNAM.

JULY NEWSLETTER
COPY DEADLINE
WEDNESDAY
24TH JUNE 1992

Dear John, (Twomey)

Well once again it appears to be the time when all good people rally together to help the cause. Please find enclosed \$A30.00 to cover the cost of my subscription.

The major car event in NZ recently has been the Vintage Car Clubs 2nd Pan Pacific Rally held in February. This hub style rally was based on Palmerston North which is only 35 miles away from my home. After a bit of thought I volunteered to be a Check

Marshal - don't ever believe the story, "You'll see all the cars!" I spent most of the time with my head down writing - back-up for the hand held computer which was the primary method of timing.

However, being so close to Palmerston (take the North as read) I managed to make a few trips to see some of the cars, in particular the fourteen Alvises entered in the rally. Three 12/50's, a Firefly tourer, a Speed 20 (unfortunatly not finished in time), a 4.3 Vanden Plas saloon, a TA 14 Shooting Brake and seven Three Litres, ranging from TA 21 through to TC 21/100 and including three Tickford drop heads.

On Wednesday the 19th of February we held our Alvis Day. After meeting in Palmerston we drove about five miles to the Ashurst Domain, a pleasant venue which provided good shelter from the strong winds of the day. Here fifteen Alvises congregated. Much film was used, much talking done and I dare say, many stories, both true and untrue, told. Of great interest on the day were the two foursomes present, one of 12/50's and the other of Three Litre Drop Heads. The later being four of six known to exist in the country.

In the afternoon we drove back to Palmerston by way of the new Japanese University, our own Massey University and an Old Peoples Home. A cuppa at the home of the days organiser, Ron Persson, concluded a very pleasant day.

It was a shame that there was no "Team Alvis Australia" with us. Those of us who were in Rotorua in 1980 still have nostalgic memories of Ron Wilson and his merry band. How about forming another TAA for the next Pan Pac?

It was nice to see that Frank Langridge has refuted the canard, apparently current in Australia, that the New Zealand Alvis Club has been in recess. Like all clubs we have had our ups and downs, but in recess - NEVER. In fact at the club is probably as strong as it has ever been.

John, here's hoping that the above mish^sma^h is of some interest to you. It may also provide John Hetherington with a few inches of copy.

Kind Regards to you all.

BILL AITCHISON.

Overheard at Question Time at the May Meeting:-

" Now I have four cars insured with Shannons. Am I eligible for a discount?" Answer...."Yes Sir, with the fifth car!"

"Is there any limit to the number of accidents you can have?"
Answer...."Next question"

The Firefly with Ron Wilson and Bob Graham showed the Red Triangle by competing in the V.S.C.C. Day Trial on Mothers Day.

The trial was long (230 miles) and fast (44 m.p.h. average) and traversed much of Central Gippsland.

Lunch was at The Miners Rest Hotel Wonthaggi which should have been called Drivers Rest since it took 1 3/4 hours to get served which set the trial back time wise, finishing in the dark at Hallam so it was really a Day and Night Trial.

R.W.

The Problem of Brake Squeak

TO all road users, whether they be drivers, passengers, or pedestrians, there can be nothing more excruciating than the noise of that high-pitched screech emitted by what is usually termed "a squeaking brake." Unfortunately, up to the present, both the cause and the cure of this unpleasant phenomenon are not definitely known.

The general opinion of designers and operators is that brake squeak is caused by vibration of the brake shoes. Once the vibration has been set up it is amplified by the resonance of the drum, the amount of noise created being dependent upon the design and construction of the drum. According to one of our foremost commercial-vehicle designers the initial vibration is actually caused by the difference between the static and kinetic co-efficients of friction between brake lining and drum. This is borne out by the fact that brakes with a high co-efficient of friction do tend to squeak more than those with a lower frictional co-efficient. There are times, however, when both these explanations do not apply, and cases have been known in which remote parts of the brake gear and

torsional vibration of the rear axle have produced squeaks in the brake drums.

One of the most important points connected with brake squeak is the correct distribution of pressure over the whole braking area, and service departments should always attempt to prevent uneven wear of brake linings. Where this is neglected, or linings are not "mated" properly with the shoes, the tendency for squeak to occur is very much increased.

Remedies Not Effective

There are many supposedly effective remedies for brake squeak, none of which has proved entirely successful. The most rudimentary and most satisfactory is regular attention. All brake gear should be periodically dismantled, cleaned and subjected to a thorough inspection for wear. Particularly does this apply to brake rods, brake-rod clevis pins and bearings. Brake-shoe anchorages should be rigid and the pivot bearings clean and properly lubricated. In connection with the linings, it is important to see that the rivet heads are well countersunk, and, above all, that the shoes and linings are rigidly held together.

The other remedies consist either of additions to the drums, such as welded stiffeners or metal bands, calculated to deaden the noise, or of alterations to the design of the brake shoes. In the first instance, no attempt is made to catch the trouble at its source, and when the vibration is extremely severe, the squeak will be almost unaffected. Alterations to the design of the brake shoes offer more scope, and the use of a steel leading shoe in conjunction with an aluminium trailing shoe has given very good results indeed. A far less effective but more popular method is to fit spring-loaded lead weights to the flanges of the shoes.

Research Work

At the present time, under the guidance of the Institute of Automobile Engineers, much research work is being carried on by commercial-vehicle and private-car manufacturers in order to clear up once and for all the problem of brake squeak. At the moment, all efforts are being concentrated on the location of the cause of the trouble, and once this has been established a cure should follow quickly.

The Practical Motorist.28/3/1936

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.

ALVIS PUB RUN.

The weather was fine as we met other early arrivals at Doncaster, in our 3 litre, for the start of the Pub Run.

John and Kay Ball, with John's son Andrew were in their highly polished black 3 litre. Bob. and Beverley Graham where in the white TB 14 and Ron and Gwen Wilson in the Firefly. Bill and Marcia Barber were minus Alvis but plus BMW. Rex and Sue Roberts arrived later in the 12/40 with Sue looking very smart in her new black hat. John and Lois white arrived with friends Margaret and Eric in an MG Y type Saloon.

The next hour was spent motoring through some very picturesque country, arriving at Kangaroo Ground Pub in time for a couple of pots before lunch. "Not much chance of being over .05 at these prices", Rex was heard to say. Weller's Restaurant provided a wide and varied menu and a very pleasant setting for lunch. After lunch we adjourned to the car park for more car talk!

In continuing fine weather we headed home to find that we had escaped an afternoon hailstorm.

You know, John Ball, that I hate to see a grown man cry so here it is!

JUNE TWOMEY.

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MEMBERSHIP LIST.

Oft requested, long anticipated, everyone will no doubt be delighted to have received with their May Newsletter a copy of the A.C.C.V. Membership List. Its production was slow for a variety of reasons: some people simply do not wish any of their affairs to be placed on public record; whether a list of names and addresses without cars owned would be of any value was debatable; whether or not a list of names and addresses with cars owned would be an invitation to thieves, was perceived. What to do? The committee believes that the published list fulfills most requirements. If you are in a strange area you may find a name and address belonging to somebody with a similar interest. Whether he has a vague memory of an Alvis that his father used to own, a converted chook-pen at the back of the yard or a concours Speed 30 is immaterial. If he didn't love the Alvis marque he wouldn't pay his Sub. Because he paid his Sub. his name is listed so he is a good bloke, so look him up! There were practical problems in production of the list. Geoff Hood obtained a computer printout and Geoff, his family and John Twomey cut and pasted the list, made 150 copies, collated them and enveloped them. Our thanks to these few stalwart members who have put themselves out to fulfill the requests of the many.

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COLOURING-IN COMPETITION.

Late last year I asked for help from members about the colour to paint the brake drums of the Speed 20. The purpose of this letter is to thank those people who proffered advice.

"The Iconoclast" provided a logical reason to substantiate his advice to paint the brake drums black.

Ron Wilson suggested red because "Albert" went faster with red brake drums. A few years ago I drove through flood waters about 12 inches deep for a couple of miles and when I reached dry land, I tried out the brakes. I swear the car went faster the harder I trod on the brake pedal! Maybe brake fade induced by red brake drums gave Ron the same impression.

John Mitchell obviously gave some considerable thought to the subject and wrote a long and reasoned letter with a few "DONTs" and also a few recommendations/alternatives.

Peter Black introduced gamesmanship into the matter in hand, and while that may be important, a demonstration of the speed and capabilities of the Speed 20 would be more effective in the long run. But I want to assure everybody that the brake cables & linings, drive pins & plates and wheels have been attended to. Balancing of identified wheels, tyres and brake drums will be attended to at the appropriate time.

Now, referring to the TB 14 as mentioned by both Peter Black and our dear Editor:-

- 1) The TB 14 does have brake drums. I have seen and handled them and thus I put my hands up. And furthermore, the TB 14 has very effective stopping power.
- 2) Every recommendation from Peter Black has been attended to, to a lesser or greater extent, with either less or more success - obviously mostly with more success.
- 3) It does go faster.

P.S. The TB 14 brake drums are not painted. They are nice and shiny on the inside and rusty on the outside. The rust denotes that they have been hot, i.e. good brakes -- and also denotes that they haven't been removed for a long time. i.e. reliable.

BOB GRAHAM.

Dear John,

Thank you for an excellent Newsletter. Enclosed is an advertisement to sell the Silver Crest. (See FSW - Ed.).

I have enjoyed the challenge of restoring the car but as I am now a blind pensioner I find it impractical to keep. I have had the help of many of my friends and a few relatives to get the car to this point and I am extremely grateful to them. I am offering the car to club members and will advertise more widely if there are no takers.

Yours in happy motoring.

ALAN McCLINTOCK.

KALORAMA RALLY REPORT.

The Sunday of our event dawned wet... very wet. The rain continued without let up throughout the morning and some of the entrants and expected visitors understandably decided not to attend. Others braved the weather and came to Kalorama, stayed for a while but thought the rain would continue, so departed.

The start was organized by George McKaige who prevailed upon Chris DeFraga to flag off the entrants. Maybe we were smiled upon by someone above! At precisely 1.00 pm., when the events were due to start it stopped raining. By this time the committee was hoping to put on just one or two of the four scheduled events but we were able to run all four of them with excellent participation. Those who had left early need not have worried because no more rain fell and the ground was not rain effected.

I did not count the number of stayers, but guess at 50 plus. The spectators remained for most of the day and it was great to have their support. The commentary was done by Walter Magilton, Bill Ingham and David Wischer. In all, it was an excellent day and I thank the committee and all those club members who helped. In particular, the V.S.C.C. and V.D.C., who ran the events are to be congratulated for their originality and enthusiasm.

The winners of the Kalorama Perpetual Trophy were:

- 1st Mathew Magilton
- 2nd Phil Hallo
- 3rd Walter Magilton

The 1992 Kalorama Rally Committee comprises:

David Wischer-President & Treasurer, Alvis. Russell Clough-Secretary, VDC. Ken Day, VSCC. David Caldwell, Alvis. Bill Eldridge, VDC. John Reis, RRDC. Geoff McInnes, Riley. George McKaige, Bentley. Walter Magilton, MG. Glen Bishop, Riley.

DAVID WISCHER.

(David supplies a detailed financial statement of the event, a copy of which will be supplied upon request to the Editor, to anybody interested. In round terms, it appears that a profit of approximately \$1,000.00 was obtained on the day.

Congratulations to all concerned.

ED.)

MUD PLUGGERS.

Dear John,

The Alvis Car Club has been invited to attend the Observed Section Trial to be run by the V.S.C.C. on the 26th of July. The event will be held in Narbethong on a site used annually by the Austin 7 Club. The Austin 7 and MG Car Clubs have also been invited to attend. The Austin 7 Club will demonstrate the prowess of their special mud trial cars. The competitive spirit of our club has been challenged and it was suggested to me that there wouldn't be many vintage Alvises capable of a trip to Narbethong. Whilst this event is probably not suitable for a lot of the younger cars in the club it is certainly a spectacle to watch and is usually a fun day. Watch this space to find out details of venue and time.

DALE PARSELL.

DAY 2

Sunday began with breakfast in the dining room at the Bristol Hill Motor Inn, and we then drove to the Maryborough Railway Station, a huge and magnificent old building, dating from 1892, and reflecting the importance of the railway in late 19th Century country Victoria. Regrettably, the 4 weekly trains to Melbourne now leave at 3.14am, so that only the desperate or dedicated use the train, rather than the bus service, which departs from the station at more civilised hours.

From Maryborough, we travelled north-west through Avoca, Amphitheatre, Elmhurst and Landsborough which are, in the words of the excellent Rally Guide, prepared by President Ron, "towns on the fringe of the Gold Belt, now rich pastoral areas; but the towns show signs of slowly dying." It was on the way to our luncheon destination at Moonambel that your Scribe's only mechanical excitement with the TA 21 for the entire Rally occurred - the catch on the left hand bonnet came undone. Although several Rallyists slowed or stopped to offer help, I was able to fix this great mechanical dilemma myself, alone, and, as Rampole would say, "without a leader".

Moonambel is a general-store-and-a-pub in the new winery country opened up by Chateau Remy in 1963. At Moonambel, the TWOMEYs suffered a puncture, but as Speed 25s carry 2 spares, it was of little consequence. After eating an excellent lunch which included, as an entree, crumbed rabbita legs (one of the ladies, on seeing a ute arriving at the pub with 6 rabbits tied to the bullbar, commented "Well, at least the first course is fresh!"), Mine Host at the Moonambel Hotel announced to anyone who would listen that, after surveying all the Alvises his choice was "The Chicago gangster one, you know, the Al Capone one, like in 'The Untouchables'". Close questioning by your diligent author revealed that the good hotelier referred to the TWOMEY's Speed 25, which has a rich, two-tone cream and black duco, and wire wheels. The licensee had initially fancied the TB 14, but once his sanity returned, he announced that he would trade the pub and his Valiant Ute for the Speed 25. It was only at dinner that night that the truth was revealed by President Ron - he had received a similar offer for the Firefly, but on the condition that he took over the debts of the pub!

The afternoon was free to allow visits to the wineries around the Moonambel area and to then return to Maryborough for a browse around town, a spa at the motel and the polishing of rocker covers before dinner.

It was shortly prior to dinner that the first of the REX ROBERTS "incidents" occurred. BILL and MARCIA BARBER's Silver Eagle "failed to proceed" (as the Hollis Royce people like to say) in the main street of Maryborough. REX and CAMERON were quickly on the scene in the 12/40 and a fuel pump problem was diagnosed. REX then proceeded to tow BILL and the Silver Eagle back to the motel where, having called for a nail file (every Alvis tool kit should carry one), REX proceeded to file away at an electrical contact on the fuel pump. The pump was re-assembled, REX confidently announced "Start her up" and the Silver Eagle burst into life, amidst the appreciative nods of the assembled onlookers. Score 1 for REX.

DAY 3

After breakfast at the motel on Monday, JOHN and MARGARET HETHERINGTON bade their farewells and headed for home (the ladies-in-waiting of Shepparton presumably being unable to wait any longer). However, shortly thereafter, a local appeared at the motel, asking who was in charge of the Rally ("Take me to your leader"). It appeared that the good doctor's Speed 25 had expired at Carisbrook, a few kilometres away. Flushed with his success with the Silver

Eagle the night before, and with trusty navigator CAMERON consulting the Melways, REX ROBERTS leapt into the 12/40 and rushed off to help, closely followed by ROY HENDERSON (minus THE GIRLS), calling out as he left, "If I'm not back, somebody pick up the girls." REX AND CAMERON soon returned and REX shyly announced that it was, "Just another fuel pump problem", and that the Speed 25 was again mobile. Score 2 for REX.

After that post-breakfast excitement, the Rally left for Dunolly, a gold town that once had a population of 35,000, and produced 125 nuggets (Ballarat produced 38), and Moliagul, where the famous Welcome Stranger gold nugget was discovered. There was, however, to be further drama, again involving the redoubtable REX ROBERTS, before the Rally reached Moliagul. Once again, BILL and MARCIA BARBER's Silver Eagle was involved - could it be that the warranty had finally run out? Your Scribe's TA 21, taking up her usual sedate position at the rear of the cavalcade, was obliged to pull over and join the long line of Alvises at the roadside. Alas, the Silver Eagle was again silent. After much looking in the engine compartment and a lot of advice from the assembled multitude, it was discovered that a bolt had come adrift from the magnetron housing, thus successfully clipping the Eagle's wings.

Although President Ron and several others offered to search through their tool boxes for a replacement bolt (and it was suggested by one unkind soul that the TB 14 should be stripped to obtain the necessary part), REX ROBERTS suddenly cried out, "Don't worry - there's a fence!". With a few swift strides, he was at the nearest farm boundary fence and, with a quick snip, he cut off about 8 inches of rusty barbed wire fence (including the barbs). REX then returned to the Silver Eagle and fashioned an emergency bolt from the wire. We all stood back and the Eagle again roared (do eagles roar?) to life. Score 3 for REX. There was much jollity about a "Barb-er-ed" solution to the problem and it was suggested that REX in future be known as "RACY" (Rex's Alvis Cures - Victoria). Although the author fully expected to see in his rear vision mirror, as the cavalcade got underway, mobs of sheep, herds of cattle and numerous horses flowing on to the highway from a broken farm fence, REX assured everyone that he only took "a bit of spare fence".

After such riveting excitement, we proceeded to Moliagul without further incident, then to Maldon, via Tarnagulla, Launceston and Eddington. Your reporter believes that only he and the TWOMEYs got lost on the way (at Eddington), caused by poor navigation by their poor navigators.

Lunch, the final event of the Rally, was at the Kangaroo Hotel at Maldon, a charming old pub dating from the goldrush days. After lunch, farewells were said and the happy crowd dispersed homewards.

The Rally was a great success, it brought together a great cross-section of Alvis cars, from REX ROBERTS' 1924 12/40 to SI and AILEEN RAMSAY's 1964 TE 21, as well as an interesting and very pleasant cross-section of drivers and their companions. Many thanks to RON and OMEN WILSON for their careful planning and organisation, which ensured that the Rally was a most enjoyable occasion, and to the participants who, by their cheerful involvement, made it a memorable event.

RICHARD TINKIN

"SPAREPARTS".

Vintage.

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E. Doncaster.
Vic. 3109.
Tel. 03 842 2181.

P.V.T.

Austin Tope,
8, Wimba Ave.,
New. 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:-

New spares just arrived in stock:-

12/50		each
	Spring - Oil Pressure Relief Valve (made to original specification)	\$6.50
TA 14 & 3 Litre		
	Speedo Cable - complete Inner & Outer (3 only)	\$75.00
	Pedal Pads-Clutch & brake c/w backing plate	\$25.00 pr
3 Litre		
	Pedal Pads - glue on	\$23.00
12/50 and Silver Eagle		
	Skew Gears for Oil Pump Drive (never to be repeated at this price)	\$70.00

INTERCHANGEABLE PARTS.

For TA 14 & TA 21 (from Spare Parts Manuals)

- C 1617 Rocker Shaft Cotter Pin
- C 1625 Oil Filler Cap
- N 16957 Wheel Brace

SOUVENIRS OF THE FIRST NATIONAL ALVIS RALLY are still available:

Fridge Magnets (Alvis Red Triangle)	\$2.50 each
Rally Badges (Sew-on)	\$1.00 each
Rally Coasters	\$1.00 each

PRIVATEERS.

FOR SALE. Alvis 3 Litre. 1952 D.H.C. Original registration papers. In the custody of Robert Hanbury Brown from the mid 1950's until I acquired it in 1985. Gary Penny. Tel. 02 360 3365. Fax. 02 331 6965.

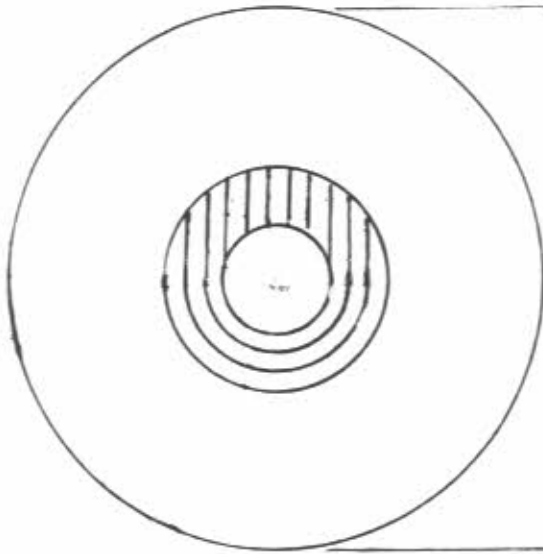
WANTED Windscreen surround and posts suitable for 1930 Silver Eagle. George Smith 17, Gladstone St., Coburg, 3058. Tel. 03 354 6236.

WANTED. For Alvis 12/50 or Silver Eagle. Front braked axle beam or complete axle. Geoff Hood. Telephone 03 842 2181.

WANTED. Windscreen pillars for 12/50 Sports Tourer. Two sets of castings off an original set if possible. Michael Curry, 3 Alleyne Court, Brown Owl, Upper Hutt 6401, New Zealand.

FOR SALE. Alvis Silver Crest. November 1938. TH 19.82. This car has been restored but many original parts retained. Only 25,000 miles (approx.) from new. Original blue leather upholstery. Two tone grey paint work. 4 light body. Full registration. Runs and handles like new. All enquiries to Alan McClintock c/- P.O. Mooloolah 4553. Telephone 074 947 541.

WANTED FOR SPEED 20 Model SB 1934



10 ⁷/₈"

OUTSIDE DIAMETER.

HEAD LAMP GLASS FOR LUCAS P100
No. 1015 M1
(as per sketch)

One Andre Telecontrol with
9" arms centre to centre or
two Hartford Shockabsorbers.

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... "THE ALVIS 12/50 ENGINE" by Michael Radford.. Limited Edition hard cover. No 312 of 500 copies produced. Excellent condition except for some loose pages due to poor binding. Best offer from 12/50 owner.

2 Gallon Running board Petrol Can. "Golden Fleece" Good condition. \$45.00.

Ron Wilson. 22 Park Close Vermont. 3133. Phone 8742450



"... so that's how the race got its name!"



NEWS FROM THE NORTH

August 29th to September 4th, 1993, is the week set down for the next National Alvis Rally to be held in South East Queensland.

Why this late you may ask? The reason is simple. Early Spring in the North provides the weather for which Queensland is famous: you know, beautiful one day, perfect the next!

Clear blue skies, Fraser Island, subtropical rainforests, warm days, Toowoomba gardens, mountain scenery, moonlight nights (September 1st - Full moon), whales, Noosa Coloured Sands, National Parks, wildflowers, craft shops, restaurants and good Alvis country are typical of what you can expect to enjoy!

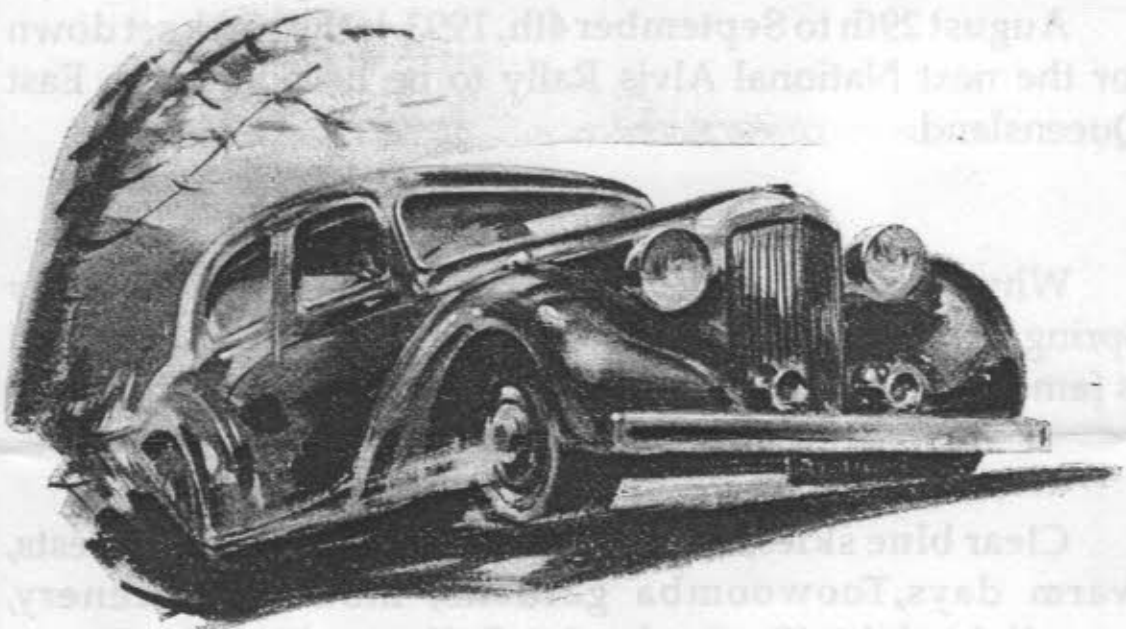
So get things rolling, arrange your annual leave, finish your Alvis and prepare for more details in our next announcement.

Bruce Jorss



Individuality

August 29th to September 4th, 1949
for the next National Alvis Rally to the
Queensland



Clear blue sky
warm days, Towomba
moonlight nights (September 1st - Full moon), white
Coloured Sands, National Park, wildflowers, craft shops,
restaurants and good Alvis country are typical of what you
can expect to enjoy!

So get things rolling, arrange your annual leave, finish
your Alvis details in our next

The "Fourteen" Saloon



ALVIS LTD. COVENTRY, ENGLAND