



**VICTORIA
(INC.)**

NEWSLETTER

VOLUME 31

ISSUE NO 11

NOVEMBER 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****

NOVEMBER. FRIDAY. 20.11.92. CLUB GENERAL MEETING. Guest speaker Alan McKinnon will talk on tyres for those who are not too tired.

DECEMBER. SUNDAY. 6.12.92. CHRISTMAS BARBECUE. Geoff & Helen Hood's place, 8 Lucien Road, Rye. Melways p168 B4. See elsewhere in this Newsletter for map. Welcome from 10.00 am. B.Y.O. Grog and meat. Salads will be provided.

JANUARY. FRIDAY 15.1.93. Informal meeting at Clubrooms. Come and meet your new Committee members without having to observe the strict rules of business to which we normally adhere!

FEBRUARY SATURDAY & SUNDAY 20-21.2.93. CLUB GENERAL MEETING IN SHEPPARTON. See elsewhere in this issue for details and entry form for the "mini-rally". Ron Wilson requires entries to be in before Christmas, please.

MARCH. SUNDAY 14.3.93. KALORAMA. Watch this space.

MARCH. FRIDAY 19.3.93. CLUB GENERAL MEETING. In the Clubrooms!

Merry Christmas and Happy New Year

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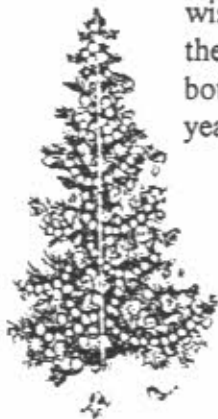
J. LEMAN-BATES



J. LEMAN-BATES

PRESIDENT'S PELLUCIDITY.

The Elections for 1992 have come and gone. We welcome to the Committee Richard Tonkin, Steve Denner and John Ball. We hope that they enjoy their term in office. I wish to take this opportunity to thank the outgoing Committee for their efforts over the past year. The Club has had a most successful year with excellent attendances at both club nights and events. I hope that the enthusiasm continues through the next year.



REX ROBERTS.



THE ANNUAL GENERAL MEETING of the A.C.C.V. (Inc.) was held on 16th October 1992. The following Office-bearers were elected for 1992-3. They take up office immediately.

President	Rex Roberts	7 Joan Avenue, Ferntree Gully 3156	03 758-5365
Vice President	Ron Wilson	2 Park Close, Vermont 3133	03 874-2450
Secretary	Dale Parsell	14 Symons Road, Avonsleigh 3782	059 68-5170
Treasurer	John Twomey	53 Park Street, Pascoe Vale 3044	03 386-0439
Club Captain	Richard Tonkin	P.O. Box 241, Greensborough 3088	03 710-1465
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Spares/Vintage	Geoff Hood		
/PVT	Austin Tope	8 Wimba Avenue, Kew 3101	03 817-5163
TA 14	Bob Graham	15 Clarke Ave., Caulfield. 3162	03 571 3886
3 litre	John Ball	P.O.Box 26, Murchison 3610	058 262 518
Committeemen	David Caldwell	6 The Outlook, Heathmont 3135	03 729-5821
	Steve Denner	4 Hilltop Avenue, Glen Iris 3146	03 885-4290

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***** SPECIAL NEWS *****

Bob Graham has been made an Honorary Life Member of the Club. Well done Bob. Well deserved.

A TO Z PUZZLE FOR XMAS.

Which British manufacturer has made a car and given it a model name from the following list? There is no catch - they are all passenger carrying cars and all are or were made in Britain. Just to make it slightly difficult you may use a manufacturer's name only once. i.e. if you claim that Herbert made a Dart, you may not claim that he made a Velox.

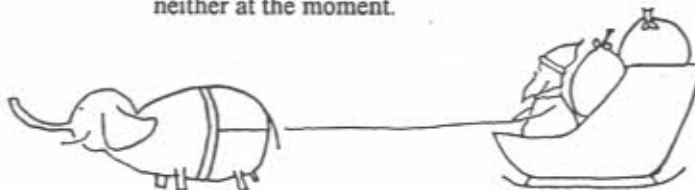
ATLANTIC
BRIGAND
CARRINGTON
DART
ECLAT
FIREFLY
GAZELLE
HYPER
IMPERIAL
JAVELIN
KESTREL
LEDA
MULSANNE
NINETY
OXFORD
PHANTOM
QUINTET
RAPIER
SCOUT
TYPHOON
ULSTER
VELOX
WIZARD
XK
YA
ZEPHYR

ALVIS AGNITIONS.

It was a bad omen. The Speed 20 was fixed, fettled and ready to fly at bedtime on Saturday. 7 a.m. departure on Sunday planned for the Geelong Sprints. Open the shed at 10 to and find a flat tyre. On the road by 10 past with 180 miles to go. After 50 the radiator header tank splits and we grind to a halt amidst the vapours. Oh well, that's old cars. There is always next year. I pity the little white car in '93. **BOB GRAHAM** is burning to do the Geelong course in less than 20 seconds and this year achieved 20.13! **GEOFF HOOD'S** supercharged 12/50 had an oil leak problem but sounded great and is on the way to Adelaide accompanied by **RON WILSON** who says that he is going to hold an umbrella over him on the grid and put electric blankets over the tyres! **ANDRE CHALEYER** completed the course in 15 seconds (FTD 12.9 seconds) before leaving for Adelaide. They were the only competitors from the club but **ROB SANDS, SI RAMSAY, ALISTER CANNON & Ron Wilson** were also present. **RICHARD KELLY** has recently paid a visit to the Intensive Care Unit but is reported to becoming good. **JOHN TWOMEY** was congratulated at the recent A.G.M. by the President for keeping the books so well. He told us that there are 112 financial members; 27 in the Melbourne metropolitan area. On our recent return over the mountains **BOB & BEVERLEY GRAHAM** paid a visit to **ALF & MAIR WILSON** at Tintaldra. It is good to hear that they are both well. **ROY BOY** recently celebrated his 70th birthday in fine style. 35 of those years have been spent as a member of the A.C.C.V.! There was talk of a cruise on Port Phillip Bay in 1993 instead of a Pub Run. The Annual Dinner was held on the 17th October. Unfortunately, your Editor could not attend and no report of the event has been received but conversation with several members reflects that it was a very well organised and very much enjoyed evening, thanks again to **REX ROBERTS**. It is a pleasure to be a member of the committee for the next year. Somehow our immediate past President managed to shorten his Presidential year to eight months. This is rather shorter than the normal human gestation period but then the ex-president is renowned for being both thorough and quick! The photographs in this issue were taken by and reproduced by **JOHN BALL**. Thanks John. When I broke down near Seymour I enlisted the help of **BOB HAMLYN**, a Crossley owner. I found that I share with him the honour of having been sold a car by **DAVID WISCHER**. Bob bought a Crossley "Quicksilver", which isn't particular either! But then the Speed 20 is a bit neither at the moment.

Have a go and let me know. The editor's decision will be final though correspondence containing high value bank-notes will be entered into.

ED.



ED.

UNSA LOON.

Another taxing task for the Christmas season

Compare and contrast the following body styles:- Drophead coupe. Three position hood. Sedanca de Ville. Roi de Belge. Doctor's coupe. Laundelette. Cabriolet. I think it would be very difficult for anyone to provide a description which would separate one from the rest but can anybody provide definitions

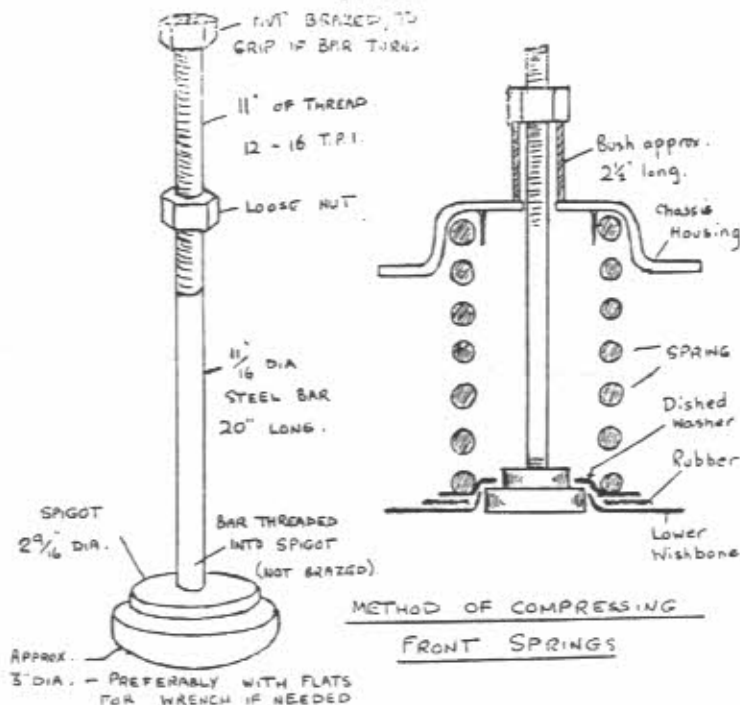
"I don't think trading the reindeer in on 'Jumbo's' was a good idea."

Three-litre Front Suspension Overhaul

by the Editor

ALISTER CANNON has kindly sent this article, a copy of which resides in his "Alvis Data Book". It originally appeared in the Alvis Owner Club's "Bulletin" in about 1963.

ED.



Some of the earlier three litres have now reached the stage where a complete L.F.S. overhaul is imminent—certainly my own TA.21 had actually gone past it and had I known how dangerous it was I'd have probably taken it to London Transport. At the risk of stating the obvious, I'll give a brief outline of the system before describing the work involved. Both top and bottom wishbones are pivoted on rubber bushes at their inner ends, and the lower wishbone presses up against the coil spring. This rests against a projection from the chassis-member at its top end. Between the spring and lower wishbone there is a 'dished' washer resting on a large rubber 'washer'. The dished washer is bored 2 1/2" dia.

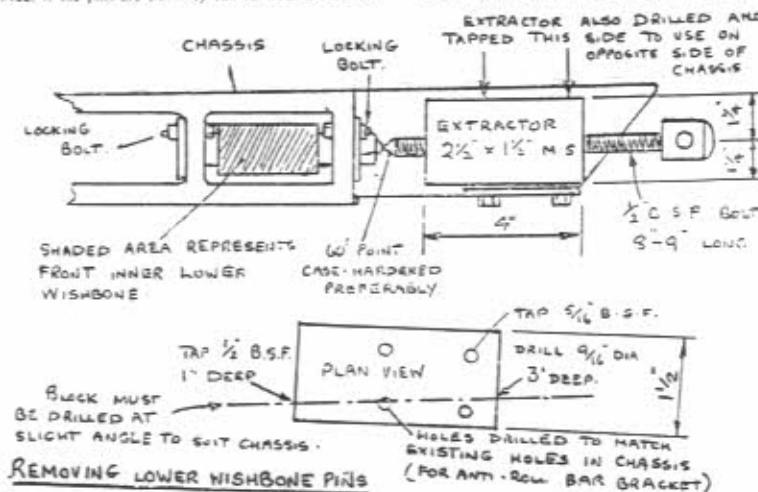
Being in the process of a complete rebuild, I was fortunate enough to have the chassis bare—no engine or front wings—and I must admit I'd have a marked reluctance to tackle the job with everything 'in situ', although I presume that they do at the Works. The job would be impossible without the spring compressor shown in the diagram, and so far as I know it is not possible to buy one. However, if one has access to a lathe or a tame engineer it is easily made. This is the only special tool necessary, although the wishbone pin extractor could save a lot of time.

To dismantle the suspension the car must be jacked until the front wheels are well clear of the ground and blocked up firmly (much leverage will be exerted against the chassis later). The front wheels, brake drums, shoes, etc., are removed, also the shock absorbers. Remove the hub split pin and nut and pull off the hub, also as the brake back-plate is to be removed disconnect the flexible hydraulic pipe. (I suppose that it would be possible to leave the back-plate dangling on the end of the pipe, but hardly good practice.) The six nuts holding the back-plate come next—and, if your car is like mine, at least three of these will not accept socket, ring-boss or open-ended spanners. If desired these can be left until the king pin assembly is removed from the wishbones, but it doesn't make it any easier! The spring compressor is now passed through the spring and tightened until the lower wishbone can be moved freely. (It can save a little effort if the compressor is placed in position and the weight of the spring taken before jacking up the car.)

The next little job can be quite a problem, i.e. removing the cotter pins from the outer ends of the wishbones. These can be extremely tight and unless you're very lucky they'll be well and truly gaunched by the time they're out. The drill is to loosen the nuts so that they are level with the end of the stud and then hammer them upwards—and the best of luck! One of the snags is that the stud tends to bend over and foul the wishbone. One of the pins on my own car had to be drilled out—a simple enough job with a power drill as the pins are not hardened. The threaded pins should now be unscrewed towards the rear end and the king pin assemblies removed. If the pins are stiff they can be troublesome, as

when the square at the front end of the pin disappears into the wishbone the only thing one can grip is the grease nipple. By the time this has followed the squared end, it is possible to put a spanner on the flats on the rear end of the pin to screw it completely out. One of the pins on my car had the thread worn off almost completely, it had cut right through the hardened sleeve in place, and was staring on the trunnion block itself. In quite a short time I imagine the Works apparently occasionally find it impossible to remove these pins and have to resort to oxy-acetylene, thereby scuttling the trunnion block. The threaded pin is obviously preferable to a plain one, as it has a much greater bearing area, but it pays to inspect these periodically and replace them before they can seize up. The hardened sleeves can also easily be replaced if the trunnion block is snipped firmly in a vice.

The king pin assembly is easily stripped but take note of the order in which the thrust bearings, washers, etc., are removed—there's quite a few bits and pieces! The stub axle is also easily removed, should this be required, by resting it on top of a vice and striking the lower end of the king pin—shielding it from direct contact with the hammer (assuming a press is not available) as this thread holds the whole of the weight of the car at this point. The upper wishbone is easily detached by knocking-out the king bolt, but the lower one is more difficult and must be taken off while the spring is still under compression. Both front and rear pins have locking bolts to prevent rotation and these must first be taken out. Next the main nuts can be removed and the caps under these taken off. These are an extremely tight fit in the chassis and a fair amount of leverage is required. The pins themselves can now be knocked out—the threads will be partly protected if the nuts are replaced level with the end of the pins. The rear ones usually come out fairly easily as one can take a good swing with a heavy hammer, but the front ones are awkward to get at and the rubber bushes are often vulcanised to the pins. At the Works this situation is dealt with by burning out the rubber bushes with a blowlamp—a lengthy job. An easier way is to use an extractor bolted to the chassis



(to be continued & concluded in January issue. ED.)

FORTY YEARS ON.

Forty years on with the something and something - well fifty at any rate: When one makes the appropriate correction for time zone differences it is exactly 50 years since the last Alvis car left Holyhead Road as this report is being typed. On Sunday 27th. of September there was a splendid line up of Alvis cars to mark this occasion. Despite the inevitable conflict of dates, e.g. Arthur's Sea Hill Climb all of those people with red triangular eyes gathered at A.F.L. Park a.k.a. Waverley footy ground.

Our club captain, Rex Roberts, had not only got up the night before to fire up the spit roast but he had also managed to obtain a splendid prayer mat and turned it in the right direction as it was a superb day. Not only did the cars turn up but each of them brought their owners along, accompanied by the relevant "she who must be obeyed." The field was graced by examples of most models from 12/40 to TD 3 litre. Also it was very gratifying that Bob Morrow, one of our foundation members accompanied by his wife, son and his wife not to mention such old familiar faces as Nola Morgan, Alistair Wilkie and Murray Fitch.

The event took the form of a standing quarter mile run as an "All Bran Stakes" - a regularity event. After a practise run to get the feel of the track drivers were asked to nominate a time and this nomination was followed by three runs with the mean of the discrepancy used to decide the result. The trophy was the "Bob Morrow Perpetual Shield". Its inaugural presentation was by Bob and Nell Morrow to John Hetherington, driving his fabric bodied "beetleback" 12/50.

While presenting the trophy to our distinguished editor Bob reminisced about the formation of the Club and his experiences with the Speed 20. In this regard the writer might remark that if a car has a one-shot lubrication system then this should be checked periodically. The best way to do this is to park the car on a concrete driveway - or better still on someone else's concrete driveway and give the pedal a series of a dozen kicks. Inspection of the ground after the car has been removed will show if all is well or not!

It might be mentioned that John Twomey had a water pump failure on his Speed 25 while on his way to the event so that he had to return and fire-up the TA 21 3 litre. Also on view though not being driven in anger was Ross Aitken's 3 litre DHC. A most magnificent sight. Another interesting sight was the spectacle of Rex Roberts 12/40 displaying nature's fluid drive - with molten rubber as the fluid. If only Tom John could have seen it. David Wischer's Daimler however displayed fluid drive in the usual sense of the term.

The venue was rather cluttered by cyclists trying to use our piece of road and a number of L plate drivers were given a series of demonstrations of just how to take off from a starting line. At the same time there were a number of model boats being sailed on the pond.

The girls provided a splendid selection of salads etc. Thank you very much. It really was appreciated. None the less it was a pity that Gwen Wilson was in hospital for a 50,000 mile service.

It really was a significant occasion and your humble scribe has no regrets about having to miss driving at Arthur's Seat. In the same way he is very happy that Alvis was killed off while still a highly respected individual marque and was not to be subject to badge-engineering. As Richard Tonkin said - "When the last 3 litre car left the factory it was mid-morning so they all went to the boozer and got Mozart and Lizt."

Results:

Driver	Car	Nominated Time	Average Discrep.	Place
Ron Wilson	Firefly	23.5	0.3	
Bob Graham	TB 14	20.05	0.33	
John Ball	TA 21	25.98	1.0	
Chris Thevathasan	TD 21	26.1	0.5	
Bill Barber	S. Eagle	20.4	0.21	2
Austin Tope	Sp. 20	21.5	0.3	
John Hetherington	12/50	25.0	0.20	1
Alistair Cannon	12/50	22.7	0.7	
Rex Roberts	12/40	26.0	0.33	
David Wischer	Daimler	28.14	0.5	
Dale Parsell	Vauxhall Iron Works	27.63	0.8	
David Caldwell	TA 14	25.0	0.43	
Andre Chaleyey	Sp. 25 special	17.77	0.5	
George Pinchis	TA 21	28.03	0.5	
David Elder	12/50	28.0	0.01	One timed run only.
John Twomey	TA 21	25.0	1.7	
Richard Tonkin	TA 21	22.5	0.22	3

BILL BARBER



Andrew Bell puts the timer under John Twomey's TD 21



Rex Roberts' Rover troffied 12/40 laid down this rubber on wheels! David Bideris drove "Albert" up to the start.



Hope enjoyed a fine day in the Speed 20. Is there a safer way to motor?



Finally! Silver Eagle resolved. Ed Treweek, Eric Tomkinson, Bill Bence have lunch.



Alvis 14/71, Ed's TD 14, the John TD 21 and the Chrysler Special. What those blobs nearby are doing about is not recorded.



Chris Thevathasan's beautifully presented TD 21 DHC.



Bob Morrow (wearing hat) presenting trophy to the Ed. Bob's daughter-in-law looks on. June Twomey tries to get a look.

AN OPEN LETTER TO REX ROBERTS.

Thank you for organising the National Alvis Day held at A.F.L. Park on September 27th. It was one of the most enjoyable Club events that I have attended and everyone who was there agrees with me. Not only did you organise the day and the event but you provided all the equipment, the spit roast, the generator, the timing apparatus, the tables and so on. On top of all that you operated all the apparatus even down to the electric carving knife for the meat! And then, to go further, you packed up all the gear and took it home again. Cameron and Karen Tonkin did help with the timing equipment and penciling the results, though.

The cars were great as only Alvis cars can be and I will only mention a couple of them later but we were privileged to have Bob Morrow present. Bob as a founder member of the A.C.C.V. way back in 1954, is a life member of the club and is also the donor of the Bob Morrow trophy. Bob gave a short talk on owning an Alvis in the fifties and sixties and the reasons for the foundation of our Club. He then presented the inaugural trophy to John Hetherington for winning the Regularity event.

The star of the day was a toss up between the lovely TD 21 DHC of Chris Thevathasan and the beautifully restored TA 21 DHC of Ross Aitken. It was a top class day and one to be remembered. Even the weather was perfect. How did you manage that in one of the wettest Septembers on record?

Once again Rex, thank you very much for a splendid day.

Regards,

BOB GRAHAM

We should not forget to thank Andrew Ball for all his help on the day. Ed.

Dear John,

I am writing to congratulate the Club on the very successful day at V.F.L. Park. Not only with the Regularity Event, catering and hospitality but also the very clear, enjoyable and descriptive account given by Bob Morrow of his interest in seeing an Alvis car which subsequently led to the founding of the Club.

However, I confess I was disappointed that when mentioning the founding members he omitted to mention Horrie, as not only was Horrie present, but I also accompanied him that evening, spending an enjoyable time with his wife, Nell, while the men were in the lounge. Nell may no doubt recall after coming from the lounge she asked if I knew who the elderly man with the grey hair was, which surprised me, as up to then I hadn't thought of Horrie as elderly or that his hair was predominantly grey.

In writing this I simply wish to set the record straight for the history of the Club, and would like to say that the Club owes a debt of gratitude to Bob Morrow for his initiative in founding the Club which has given so much interest to so many in restoring the cars and also the wonderful enjoyment of our local and interstate trips, etc. - which, with the enthusiasm being shown by present members, I feel sure the Club is in safe hands for many years to come and Alvis will always be 'Master of the King's Highway'.

Regards,

NOLA MORGAN

INSIDE INFO

When he arrived home from a Bugatti Rally Geoff Hood was seen to be carrying a bottle of Port wine into his house. Because he prides himself on his "all round" car skills we all thought that he had won a navigational award and there would be a lengthy bragging story to go with it. This was half true; it was a navigational award - but for the worst piece of navigation for the whole rally! Whilst we were rolling on the floor with laughter, Geoff (Dad) proceeded to explain his errors. Apparently he took all the cars on a full loop through the forest with half the cars going one way and the rest meeting them in the middle! Mum, no more glares for the wrong directions given; you've got one on him!

MARK HOOD

FROM RED TRIANGLE TO RED SQUARE. (The author thanks Vice President Ron for the innovative title).

As well as my passion for Alvis, I have a long standing interest in space research. Late last July I was fortunate enough to be able to travel to Russia and Kazakhstan to see the launching of a manned Russian spacecraft. As I was travelling that far and would be so close to England I decided to make a slight detour and spent two days in and around London.

After doing the usual touristy things in London on the first day I rented a small Rover (very appropriate, as Rover "merged" with Alvis in 1965) and drove up the M40 motorway to Kennilworth to visit Red Triangle Autoservices. That company took over the stock of Alvis spares when car making stopped in 1967. I was greatly assisted on my trip by a large scale road atlas loaned to me by our esteemed editor who had made the "pilgrimage" a few months earlier. I only got lost for about an hour, rather than the day or so that I am sure I would have spent in the wilderness of Warwickshire had I not had the Atlas.

As it was, I managed to miss the turnoff from the motorway to Kennilworth and ended up in Warwick, the county seat of Warwickshire. Warwick is a lovely old English town with a castle dating back many centuries. After several wrong turns which, nevertheless, allowed me to view some beautiful parts of the countryside I arrived at Red Triangle Autoservices, which is located on the outskirts of Kennilworth, a little town about the size of Seymour. Red Triangle is to be found down a side lane in an old industrial estate. The building itself was unremarkable and, from the outside, looked like an old factory. However inside it was undeniably Alvis. The ground floor workshop area was dotted with post war Alvises including a TC 21-100 drophead and a number of TDs and TEs in various stages of reconstruction. I was shown around by the managing director, Roland Simmons, who was with Alvis Cars at the end in 1967. Roland explained that in the 1980s, Red Triangle had been busily engaged in rebuilding TDs, TEs and TFs to order so that you could have one with various options, such as coupe or drophead, manual 5 speed ZF gearbox or automatic, wire or solid wheels, various paint and trim combinations and so on. However, with the onset of the recession in England their work is now basically repair and restoration rather than rebuilding Alvises to order. Most of the work that they now do involves post war cars, although they are fully prepared to handle any Alvis.

The first floor was a club spares manager's heaven. There was row upon row of shelving containing a large variety of spares many of them still in their packaging, untouched from that sad day in September 1967 when the last TF 21 left the factory in Coventry. Roland explained that Red Triangle's secondhand car business which operates just outside Warwick, works closely with the Kennilworth concern so that a variety of properly restored Alvises are always available.

I noted that the prices which Alvises are attracting in England are quite spectacular when compared with Australian prices and you would pay about double in England what you would in Australia for the same car. I believe that is partly as a result of the generally much higher cost of living in England but it has obviously not been offset by the fact that there are, of course, a lot more Alvises there than over here.

I asked Roland whether the Duke of Edinburgh still has his TD 21 drophead which he bought new in about 1961 and which is featured on page 104 of the 2nd edition of Kenneth Day's book "Alvis - The Story of the Red Triangle." He assured me that, to the best of his knowledge, the Duke's TD 21 was still residing in the Royal Mews and that Red Triangle has occasionally had calls from the Palace for spare parts. It is good to know that appreciation of the Marque extends at least, to almost the top of the Royal Family.

I left Red Triangle reluctantly - it was like dragging a kid away from the candy store! All those beautiful Alvises in various stages of restoration under the same roof - it was almost too much to bear. My return to London was without further mishap. Isn't it strange the way the return trip is always easy, even though you may have got totally lost getting there?

My last brush with Alvis was on my 2nd and final night in London. I was returning to my hotel after enjoying a simple meal at a nearby restaurant and one or three glasses of a remarkably pleasant Spanish red when I stepped off the kerb against a red light. I must have been day dreaming about all the wonderful things that I could do to the TA 21 back home with a container full of spare parts from Red Triangle - or was it the wine? There was a squeal of brakes and the blast of a horn. I jumped back onto the pavement and the driver of the car that almost skittled me leaned across to the open front passenger window and called out very politely "watch where you're going, old chap". He drove off and as I stared after him it dawned on me that I was looking at the disappearing rear end of a maroon TD 21 with wire wheels and a somewhat smokey exhaust. It would have been truly ironic for your scribe to have ended his days splattered across the bonnet of the only Alvis that he saw in England outside of Red Triangle!

RICHARD TONKIN.

To be continued in the next issue.....

Does our intrepid Club Captain risk being run over by a red rocket? Ed.

PAST EVENTS.

Mt. Tarrengower Hill Climb. This V.S.C.C. event was held on the 25th of October and was most successful. Unfortunately, only one Alvis was entered - the supercharged 12/50 special of Geoff Hood. It sounded and looked superb as it climbed the hill. A number of Alvis members were observed in the pit area enjoying the relaxed atmosphere of the day. They included Des Donnan, Si Ramsay, Steve Denner, Alistair Wilkie and Murray Fitch. Perhaps we should include this event in our club calendar next year, as an organised club run. The Riley Club were there in force and were allotted a special fenced off area to display their cars.

REX ROBERTS.

V.S.C.C. Alex Bryce Two Day Rally. This event was held in September and seems to have been greatly enjoyed by those who took part. Ron Wilson/Bob Graham were third P.V.T. in the Firefly and Rob Sands was third vintage in the Alvis 12/50. Congratulations to them for flying the Red Triangle so convincingly.

ED.

TOUITING FOR BUSINESS.

Whilst contemplating my navel the other day, my mind turned to matters Alvis (does he have a triangular navel? - ED.) and the need to maintain the status quo.

This line of thought lead me to a great truth - there are many earnest Alvist out there busily poking through their out of print original instruction manuals and spares catalogues and covering the pages with dirty great greasy thumb prints. By rights these publications should be behind glass in dim light. I then wrestled with this problem and came up with a brilliant solution: for a mere pittance you may make a phone call to me on 03 704 7549 to ascertain the availability of a copy. If such is available a further small pittance will secure it for you and it will come winging its way out to you very quickly. This will preserve the original in pristine form for posterity.

ROY BOY.

P.S. For the ladies: what a wonderful "I didn't know you cared" gift for Christmas.

JANUARY NEWSLETTER
COPY DEADLINE
MONDAY 4TH JANUARY 1993
NO ISSUE IN DECEMBER
<i>MERRY CHRISTMAS & A HAPPY NEW YEAR</i>

HOW TO GET TO or get lost on the way to GEOFF & HELEN HOOD'S FOR THE B.B.O.



Village

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

National Alvis Spares offers this month:-

P.V.I.

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

TA 14

Bush - Steering column top	\$6.00 each
Bush - Rocker Shaft - Steering Box	\$4.00 each
Cork Seal - Steering Box	\$3.00 each
Rear Axle.....	\$50.00 each
Crown Wheel & Pinion	T.B.A.

TA 14

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

THREELITRE

John Ball,
P.O.Box 28,
Murchison.
Vic. 3610.
Tel 058 262 518.

INTERCHANGEABLE PARTS

To suit Vertical Magneto as fitted to Speed 25 (BDH JD 6)
DISTRIBUTOR CAP ECHLIN Type EP 421 (also Repco GB 539/BH 82) This cap is
suitable with only minor modification.

THE STORY OF THE RED TRIANGLE by Ken Day. First Edition. Only two copies remain. \$35.00 plus
P & P. R. Graham. 03 571 3886

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

WANTED. TA 14.75 six cylinder handbook. Roy Henderson would dearly love a member to lend him a
copy for reproduction for the Club library. The quality of these ROYBOOKS (for those who have not seen
one) is extremely high. This is an excellent service to members so if anybody can help Roy with this one
please telephone him on 03 704 7549.

PRIVATEERS.

FOR SALE. Alvis TD 21 Auto saloon. 1960. Extensively restored and refurbished.(body off) Exceptional
result. 12 months reg. R.W.C. \$32,500. Might consider restorable TA/TC 21 part exchange. Tom Maltby.
Telephone 052 21 5110. Fax. 052 21 8783.

FOR SALE. Alvis 12/50 Engine stand. It was built for Albert's engine when it was having a little surgery. It
should be appropriate for other 12/50 engines as well. The engine carrier turns in the frame. \$50.00

&

FOR SALE. Alvis Speed 25 Air silencer, including the manifolding to the three carburettors. \$50.00. David
Wischer. Telephone 059 89 7235. Fax. 059 89 6343.

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

WANTED. Early 12/50 non braked axle. Pitman arm. Driver's side.Geoff Hood. Telephone 03 842 2181.

WANTED. Four Luyax-Bijur metering valves, either straight or right-angled, any size although size "0"
preferred, also any 3/8" BSF x 1/8" pipe fittings. This will enable me to complete my Speed 20 SB
restoration. Any help gratefully appreciated. Joe Marsden, 8 Clements Crescent, Queenwood, Hamilton, N.Z.
Telephone 07 855 6801.

FOR SALE. TA 21 Spare parts. Engine block. Crank shaft. Overhead cam assembly. Conrod. Pistons. Clutch parts. Rear axle assembly. Various engine spare parts. Assorted other parts. \$500.00 the lot. Available in Bright. Dudley A House, 54 St. Pauls Street, Randwick 2031. Tel. 02 314 6869. Spare parts available c/- Russell Stapleton, 40 Showers Ave., Bright. 3741. Tel. 057 55 1581.

HARDFACING. Ray Newell, "Advanced Hardfacing", P.O. Box 325, Belgrave, Vic. 3160. Tel 03 762 1488.

ELECTROPLATING. Albury Electroplating, 214 Borella Road, Albury. Tel. 060 211 205 BH 060 431 205 AH. Denis Rule is known to Alister Cannon and is currently restoring a 12/50 Alvis.

WANTED. For Speed 20 Model SB 1934.



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

This is the last item required
for a full ground-up restoration

10 7/8"
OUTSIDE DIAMETER.

Telephone R. Graham
03 571 3886.



Rick Rank
E.C.

"You're OK, but the horse is over the limit."

THIS IS ONE MEETING YOU DON'T WANT TO MISS !!!!!

OUR FIRST ALVIS COUNTRY MEETING AND MINI RALLY.

SATURDAY 20TH FEBRUARY TO SUNDAY 21ST FEBRUARY 1993.

Instead of our normal Meeting on the 3rd Friday in February at our Club Rooms, the Meeting will be held in

SHEPPARTON at THE BIG VALLEY MOTEL

on the Goulburn Valley Highway and an interesting programme has been arranged incorporating a Mini Rally as follows:-

SATURDAY

6.30 p.m. Drive to the Motel to arrive between 1.00 p.m. and 5.30 p.m.
7.00 p.m. Pre Dinner drinks in the Cocktail Lounge.
9.30 p.m. A 3 course Dinner will be served in the Chantelle Room which is fully licensed.
General Meeting in the Conference Room.

SUNDAY

7.30 a.m. Buffet. Full cooked breakfast.
9.30 a.m. Drive to RUSHWORTH then to WHROO HERITAGE AREA to inspect this unique and interesting historic gold mining area including the 43'0" deep open cut Balaclava Mine and walk through its tunnels.
Then return to Rushworth which is a National Trust Town, and full of history.
1.00 p.m. Lunch will be served in the Senior Citizens Club by the Ladies of the C.W.A.
2.00 p.m. Return to Melbourne via Murchison and Nagambie.

ALL THIS FOR ONLY \$63.00 PER PERSON TWIN SHARE !!!!!!!!!!!!!!!
(single supplement add \$22.00)

ENTRIES ARE LIMITED, WILL CLOSE ON 20TH DECEMBER AND MUST BE PAID FOR IN FULL PRIOR TO THAT DATE. SO POST YOUR ENTRY OFF NOW.

(Country members in the area who do not wish to stay overnight please contact me for costs)

✂-----

ENTRY FORM

Please book me in for the February Country Meeting and Mini Rally to be held in Shepparton.

NAME.....

ADDRESS.....

PHONE.....

Number in party.....@ \$63.00 each **TOTAL AMOUNT**.....

Make cheques payable to The Alvis Car Club Rally Account and post to

Ron Wilson, 22 Park Close, Vermont. Vic. 3133

DO THIS NOW AS NUMBERS ARE LIMITED AND ENTRIES CLOSE ON 20TH DECEMBER 1992.