



VICTORIA
(INC.)

NEWSLETTER

VOLUME 33

ISSUE NO. 1

JANUARY 1994.

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 21ST. INFORMAL MEETING AT THE CLUB ROOMS.

JANUARY. WEDNESDAY 26TH. AUSTRALIA DAY CAVALCADE OF TRANSPORT.

FEBRUARY. FRIDAY 18TH. CLUB GENERAL MEETING.

MARCH. FRIDAY 18TH. CLUB GENERAL MEETING. Guest speaker will be an expert on the leaded/ unleaded petrol debate.

MARCH. SATURDAY-SUNDAY. 19TH-20TH. V.S.C.C. ALPINE RALLY.

MARCH. SUNDAY 20TH. KALORAMA VINTAGE CAR RALLY.

APRIL. 6TH.-17TH. TASMANIAN RALLY.

APRIL. FRIDAY 22ND. CLUB GENERAL MEETING. Note change of date, due to Tasmanian Rally, Video/Photo night.

PRESIDENT: REX ROBERTS.

7 Joan Ave., Ferntree Gully. Vic.3156.
Tel. 03 758 5365

CLUB CAPTAIN: RICHARD TONKIN

P.O. Box 280, Greensborough. Vic 3088
Tel. 03 710 1465

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J. LEMAN-BATES



J. LEMAN-BATES

PRESIDENT'S NEW YEAR MESSAGE.

No doubt by the time you all get to read this, Christmas will have come and gone and the New Year as well. I would like to take this opportunity to wish you all a safe and prosperous 1994. An extraordinary committee meeting was held in December to put together the events calendar for the coming year. Fortunately we were in receipt of the V.S.C.C. calendar so we hope we don't have too many clashes. If any of you out there have any ideas, especially for entertainment at club general meetings, we would welcome your thoughts. We had a number of guest speakers last year who were really great and who were of interest to everyone.

Richard Tonkin will be publishing the events calendar shortly. The first one will be an informal meeting for members on January 21st. Come along and share your Alvis motoring experiences over the holiday period. We have had reports of a few sickies in the club. Firstly, Ron Wilson's Firefly has had it's wings clipped and as a result requires a new set of pistons. My young bloke, Cameron broke his arm badly playing basketball at school. That resulted in him spending 4 1/2 weeks in hospital with his arm in traction for 3 of those weeks. Many thanks to all of you who have passed on your kind thoughts, get well cards and hospital visits. He finally came home on Christmas eve.

Finally, I wish you all safe and happy Alvis motoring throughout 1994.

REX ROBERTS.

HAPPY BIRTHDAY.

The A.C.C.V. is 40 years old on April 1994! A few Alvis owners got together and formed our Club all those years ago, making us one of the oldest one-make car clubs in the country.

Happy Birthday, A.C.C.V!

A wing-ding to celebrate our ruby anniversary is planned for later in the year. Details will be advised in plenty of time for you to make your plans and celebrate with all your fellow Club members.

BOB GRAHAM.

On the subject of anniversaries I reprint below a notice which appeared in the 12/50 Register Circular. It's possible that some of our members will be in the U.K. towards the end of April so I pass the information on.

ED.

ADVANCE NOTICE.

I am delighted to announce that Alvis plc has decided to celebrate its 75th Anniversary on the weekend of April 23rd/24th, 1994 and has invited both the Alvis Register and the Alvis Owner Club to attend. The weekend of celebrations are planned to include a run to and gathering at a hotel near Coventry, an evening dinner to which members of Alvis plc and previous employees at the works will be invited, followed on Sunday by an Alvis Cavalcade through Coventry, passing the sites of the Old Works in Holyhead Road and ending up with a reception at the New Alvis.

Accommodation, costs and timings will be announced in the next Circular, but suffice to say at present that the Register and AOC are working with Alvis plc to make this a major event for Coventry. In particular we want a maximum turnout for the Sunday Cavalcade and Reception, ideally with every Alvis model represented. Please reserve the dates in your diaries now, and watch this space for further details in January.

ADAM FRITH.

Editor, 12/50 Register Circular.

AGNITIONS.

The silly season has come and has just about gone. Silly it is. I went to the cricket at the M.C.G. on the 27th. December. Only 3 1/2 inches of rain fell that day ! I hope that 1994 is drier and better judged. **RICHARD UNKLES** visited Adelaide at the beginning of December and called upon **KEVIN FIELD**. **DES DONNAN** is having the Speed 20 re-upholstered in leather and had hoped to take the car to the U.K. next year for the V.S.C.C. 60th bash but economics dictate the Nash instead. As well as being Fireflyfree **RON WILSON** continues to complete arrangements for the trip to Tasmania following Easter. He told me that he was discussing **AUSTIN TOPE'S** Speed 20 with **MARK HOOD**. Ron said to Mark "With a car like that you could pull in every bird in Melbourne". Replied Mark: "With that car, I could pick and choose"! At the November Club general meeting Dr. Who, Alias **RICHARD TONKIN**, was navigating the Tardis around French Guiana and omitted to arrange supper for earthlings. Super fast driver **BOB GRAHAM** came to the rescue with bought in sustenance. Thank you Bob. **JOHN TWOMEY** reported 115 financial members. That's good. Don't forget that your subscription is due with the dawning of the New Year. Unfortunately, Club funds have been adversely affected by the lower interest rates. Expenditure on the Newsletter is the biggest item but that seems to be something up with which we will have to put. **ANGELA & BILL DREVER'S** Speed 25 enjoyed it's trip "back home" when it returned to **SI RAMSAY'S** for the lunch time meeting in November. The Mount Tarrengower hill climb was held as far back as October but unfortunately it was not reported to you that both **ANDRE CHELEYER & GEOFF HOOD** competed. Congratulations to them for keeping the Red Triangle flying. Fortunately the business part of the November meeting was brief - allowing time for **STEVE DENNER'S** fascinating talk about his solo journey in the 12/50 from U.K. to Australia in 1978. His slides were numerous; Ron Wilson simply projected them and Steve spoke to them. As he explained, it was a very fortunately found "window" during which he was able to traverse countries which before and since have been politically impassable. Obviously, some of the trip was frightening, most of it was exciting and a lot of it was either extremely cold or extremely hot. But the 12/50 - she just keep on rolling. Thank you, Steve, for a most interesting talk. A rare experience for all of us.

ED.

<p style="text-align: center;">FEBRUARY NEWSLETTER COPY DEADLINE FRIDAY 28TH JANUARY 1994</p>
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BARBECUE.

Geoff & Helen Hood kindly invited the Club to their holiday home at Rye for the Christmas Barbecue on the 12th. December. 15 people attended and set the world to rights on a bright sunny day with a cool breeze. Unfortunately, the only Alvis present was the super fast TB14. Munching, chatting and sipping was a pleasant way to spend a Sunday afternoon. Thanks for your hospitality, Geoff and Helen.

ED.

RON'S CHRISTMAS PUZZLE.

In response to the suggestion in the November '93 Newsletter (R.W.'s Christmas Quiz) for interstate members to submit lists of streets named after car makes I compared the makes as catalogued in Georgano's encyclopedia with the index to Gregory's Sydney Street Guide with the following results.

<u>Makes in</u> <u>Georgano's</u>	<u>Streets in</u> <u>Gregory's</u>	<u>Makes in</u> <u>Georgano's</u>	<u>Streets in</u> <u>Gregory's</u>
Abbey	7	Albany	12
Abington	4	Albert	59
Achilles	1	Alex	3
Adams	10	Alexandra	15
Adamson	3	Alexis	1
Adler	1	Allen	19
Advance	1	Alliance	1
Aero	2	Alma	17
Ailsa	4	Alpine	3
Airedale	1	Alva	1
Ajax	2	Alvis	2
Alan	9		

By this time the exercise was becoming rather boring, and I still had the rest of the alphabet (in the encyclopaedia) to go through. So I called a halt at "Alvis".

There are two Alvis Places in Outer Sydney suburbs. One is at Plumpton and the other in Ingleburn. The latter Alvis Place is literally surrounded by streets named after car marques. There are 51 such streets, namely;

Abadal; Alfa; Allard; Alvis; Amilcar; Berliet (misspelt as Berliot on the map and as Berloit in the index) Bugatti; Buick; Cadillac; Chevrolet; Citroen; Clement; Corbin; Cord; Crossley; Daimler; Delage; Delaunay; Ferrari; Fiat; Hispano; Hudson; Humber; Jowett; Lagonda; Lancia; Leon; Leyland; Mercedes; Morgan; Morris; McLaren; Napier; Oldsmobile; Opel; Packard; Peerless; Peugeot; Pontiac; Rambler; Renault; Singer; Sprite; Stutz; Sunbeam; Talbot; Triumph; Vauxhall; Wolseley.

I knew nothing about a Riley Road in Christchurch but there are several streets, lanes or avenues named after Riley in Sydney and that which runs south from Woolloomooloo to Surry Hills would have to be one of that city's most colourful: providing the "life of Riley" for some people for the best part of a century.

The corner of Riley and William Streets was the site of Berk House, the premises of Ira L & A.C. Berk, who were Sydney agents for Packard just before the war. The Commonwealth Government leased the premises during the war and the comings and goings of American and Dutch army V.I.P's could be observed in 1942. Chevrolet roadsters were chauffeured by well-groomed and well-connected Australian girls. After the war Berks obtained the agency for Renaults and promptly took deposits for cars which they did not have - a situation which landed them in court and caused them to retreat from the car business. But not before the also acquired, briefly, the agency for the Healey and had a smart green saloon on display in one of their William Street windows.

Does anyone know of any Alvis-engined Healeys in Australia?

ERIC CUNNINGHAM

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.

FIRE WHEN READY.

When I pulled the head off the Firefly engine to do a valve grind and decoke, I remembered a small book I purchased some time ago titled "Engine Overhaul of Gasoline Automobiles". It was published in 1936 by the American Society of Automotive Engineers and one interesting chapter was headed "Removal of Carbon by Burning". The instructions read "To remove carbon by burning, turn the engine until No 1 piston is at the upper dead centre - remove the spark plug and send oxygen from a torch into the combustion chamber through the plug hole. Then drop a lighted match through the plug hole (presumably a side valve engine?) which will cause the carbon to burn rapidly" It went on "there is no need to remove the carburettor as the inlet valve being closed will stop any flame reaching the petrol or petrol vapours"!!

This sounded rather horrifying to me and I feel the authors should have added in large red capital letters "It is most important to have a reliable fire extinguisher handy as well as your Last Will and Testament lodged with your next of kin"

I am curious to know if this method of de-coking was, or is, used and practised and if any Club member has tried it. If so, have they still got eyebrows or more importantly have they still got their car?. The American Society of Automotive Engineers sounds a pretty authoritative bunch, but their recommended method for this job to me, sounds horrific and suicidal.

RON WILSON.

(The S.A.E. are the bunch who gave the world "AF" spanners when there were already Whitworth and B.S.F. spanners of nearly the same sizes! They're not to be trusted but they belong to a race that drives on the wrong side of the road, writes the date in a cackhanded way, distributes electricity at the wrong voltage and the wrong frequency, moves electric switches up for on and doesn't mind whether the hot tap is on the right or the left! So what do you expect?...ED.)

PETROL.

Much activity is taking place in the area of government, oil companies, conservationists & health groups on the subjects of leaded petrol & the octane rating of petrol. At present the octane rating of super petrol is 97 RON and the lead in petrol is at the following levels:-

0.3 gms/litre	Victoria & Tasmania
0.4 gms/litre	Queensland, N.S.W. & A.C.T.
0.5 gms/litre	Western Australia
0.55gms/litre	South Australia
0.84gms/litre	(up to) Northern Territory

It has been recommended by some groups that the lead level be reduced to 0.15 gms/litre early on 1994 & eliminated entirely by early 1995, on the basis of improved national health standards.

We have arranged to have a guest speaker from one of the oil companies to come to the March meeting and provide us with the facts about leaded petrol, its future availability, the likely effects of any changes, alternatives to the use of lead and all other matters on this subject.

This is a topic which affects all Alvis owners, so it is recommended that you come to the March meeting and take advantage of the latest information.

BOB GRAHAM.

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MORE ON PETROL.

Still the problem remains unresolved. Roy Henderson tells me that John Murray, from South Australia, has sent him a V.S.C.C. publication called "Fuel Problems - The Use of Modern Petrol in Older Engines". Royboy says that it is a thirty page paperback but is really for engineers only. He has put it in the A.C.C.V. library and will send it out on loan to anybody who is interested.

I have reprinted below a copy of the letter received from Peter Glover of the Federation of British Historic Vehicle Clubs. It is chilling to see that the tide of leaded fuel may be ebbing very quickly.

NEVER MIND OUR OCTANES, SAVE OUR VALVES SEATS!

At the March general meeting the guest speaker will be Steve Campbell from Shell Australia Pty. Ltd. who will talk to us about petrol technology.



Federation of British Historic Vehicle Clubs

30th November 1993

John Hetherington Esq.,
102 Balaclava Road,
Shepparton,
Victoria 3630,
Australia.

Dear Mr. Hetherington,

re ALVIS CAR CLUB OF VICTORIA NEWSLETTER - NOVEMBER 1993

I read with interest the item by "R.G." Whilst I am a member of the Alvis Car Club of Victoria I am as you will see chairman of the British Federation of Historic Vehicle Clubs and we have been involved with the research into the use of modern fuels in older vehicles for some time. Considerable research has been done in the U.K on the use of unleaded fuel and the problems associated with using leaded 98 octane in lower compression engines. In the U.K there is no 92 octane petrol available unless it is unleaded and this has become a situation which is occurring worldwide. In the United States there is virtually no leaded petrol available and this is the situation in Austria and one which is likely to become normal in many other countries in the near future.

In the U.K leaded fuel is still available at 98 octane level but its future supply is most likely to be dictated by the market which exists for it. Sales are already declining and it probably only accounts for 50% of the fuel sales. The more it is used the longer it is likely to be marketed on the forecourts.

To date no viable substitute has been found for lead and whilst there are many claims for all sorts of patent products, none of these have been proved conclusively to reduce valve seat wear.

The use of modern fuels is a worldwide problem and we are now in contact with members of the Historic Vehicle Movement in California.

I would strongly urge those of you within the club who are involved with this problem, to keep in touch with our Federation.

Our secretary Jim Whyman can provide further information.

Do you have a national federation of clubs that lobbies on your behalf at Government level with regard to problems such as this?

Best wishes,

PETER GLOVER

Please reply to:
39 Church Road
Stanmore
Middlesex HA7 4AA
Telephone: 081 954 0048
Fax: 081 954 2639



RED NED.

Over the Christmas season I tried a bottle of Claret made by Normans Wines. It was a Barossa wine called "Grants Gully Estate". I enjoyed it and I noticed that the label shows a light truck being loaded with barrels. The truck is probably a late Model T. Does anyone know of any other wine bottle labels depicting motor vehicles? For obvious reasons, seldom is one product used to advertise the other but should you be able to grade the quality of the wine according to the vehicle shown? Would "Swift" depict a young pale red packed in a cardboard box and intended to be drunk quickly? How would you illustrate a heavy woody red requiring 20 years in the bottle? Upon what sort of a bottle would a "Bean" be displayed? What model of Alvis would illustrate what type of beverage?

ED



LUNCH AT RAMSAY'S.

It was a lovely day on Sunday 21st. November when 8 Alvises, a couple of modern cars and a couple of bikes congregated at Simon & Aileen's hilltop eyrie. We were free to wander around Simon's collection of cars and military vehicles and we enjoyed the company, the conversation, the lies, the venue and the weather. Eight Alvis's turned up but only one 12/50 among them! Earlier in the year there had been a line up of Alvises in Rushworth and there was only one 12/50 then. Traditionally 12/50's have been well represented at Alvis meetings - presumably because of the numbers in which they were manufactured. Are we all getting old and not liking 12/50 discomfort? There were two interesting motorbikes present. John White turned up on his B.M.W. When he started it up to go home it sounded smooth and quite and purred off down the drive. When Steve Denner started up the Ducati it sounded noisy and fussy; it didn't want to idle but wanted to rev it's head off. What a difference a few Alps make! Thank you Aileen & Simon.

ED.

SPAREPERSONS .

FOR SALE & WANTED.

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

P.V.T.
Austin Tope,
E. Wimba Ave.,
Kew. Vic. 3044.
Tel. 03 817 5163.

TA 14
Bob Graham,
15, Clarke Ave.,
Caulfield,
Vic. 3182.
Tel 03 571 3886.

THREE LITRE
John Ball,
P.O.Box 26,
Murchison,
Vic. 3610.
Tel 050 262 518.

A Happy New Year to all Alvis owners from the Spares Department of the A.C.C.V. We are pleased that we can provide a service and supply spare parts to all Alvis Car Club members. But we require your help!

When you, the Alvis owner, arrange the manufacture of a spare part for your car, have a few extra made. Spread the set-up costs or casting pattern costs, save yourself some money and the A.C.C.V. Spares will have one in stock for the next requirement. A quick phone call to one of the Spares Registrars will be enough to make the arrangements.

A NEW ALVIS BOOK * * * * * SPECIAL OFFER

The Club has obtained several copies of a new book:-

ALVIS - The Post War Cars
(John Price Williams)

This book outlines the history of Alvis cars and production from 1945 right through until the last TF 3 litre in 1967. It has many new photographs and includes the Issigonis connection, keeping the car on the road, technical specifications and so on. It should be included on the library of all Alvis owners of post war cars.

The book is available to Club members at the discount price of \$55.00 plus postage & packing. Bob Graham 03 5713886 or Richard Tonkin 03 7101465.

ROYBOOKS.

Spares catalogues. Silver Eagle 1930 - 1933 approximately. TD 16.95, TB - TC 19.82 and a 12/70. SB 13.22. New productions by the acclaimed Roybooks Press. Telephone Roy Henderson. 03 7047549.

PRIVATEERS:

FOR SALE. Alvis F.W.D. Two cars for sale. Both have been in my possession for over 20 years and both are originally factory super charged. One is an original Martin & King roadster with only 62,000 miles from new and the other has been the subject of a long restoration but is still not finished. Further details from John Ham. Tel. 054 261476.

FOR SALE. Alvis TA 21. Older restoration. Looks and goes well. Replaced leather looks good. Books. Receipts for major expenditure on brakes. Ex Geoff Ross (Albury) for many years and has had another three owners recently. 1951 model. \$15,000. Kevin Field or Darren at Vintage Auto Parts. Tel. 08 2975197 or FAX 08 2970283.

FOR SALE. Lucas points. L9A. Lucas distributor caps. BD 26A. Suit 1935 - 37 Silver Eagle among others. Lucas R 67B headlight. Good order with vacuum dipping reflector. Not restored. Suit late 12/50, 14.75 or early 16.95 Alvis. \$65.00. Kevin Field or Darren. Tel. 08 2975197 or FAX 08 2970283.

FOR SALE. Lucas generators. C 5A-2. Type BU-0 12 volt. 2 off. 1 water pump to suit with drive between. These may suit Speed 25 or 3.5 litre cars. They do not suit 4.3 litre cars nor Speed 20's but they are definitely Alvis as the system is the same as my Speed 20, but bigger. I would like to swap them for a Speed 20 generator and water pump or will sell. Offers invited. Des Donnan. Tel. 074 459981.

FOR SALE. Alvis TA 21. 1950. This vehicle has been garaged since 1967, awaiting restoration. It is now offered for sale. The vehicle is complete and has some spares. The motor, engine compartment and front guards have been disassembled but the car is towable. Garaged in Melbourne. Tel. Len Cousins. 059 862305.



VENDOR: I'M SURE YOUR WIFE WILL LIKE IT — A 12/40
ALVIS IS MORE INTERESTING THAN A NEW LEXUS.

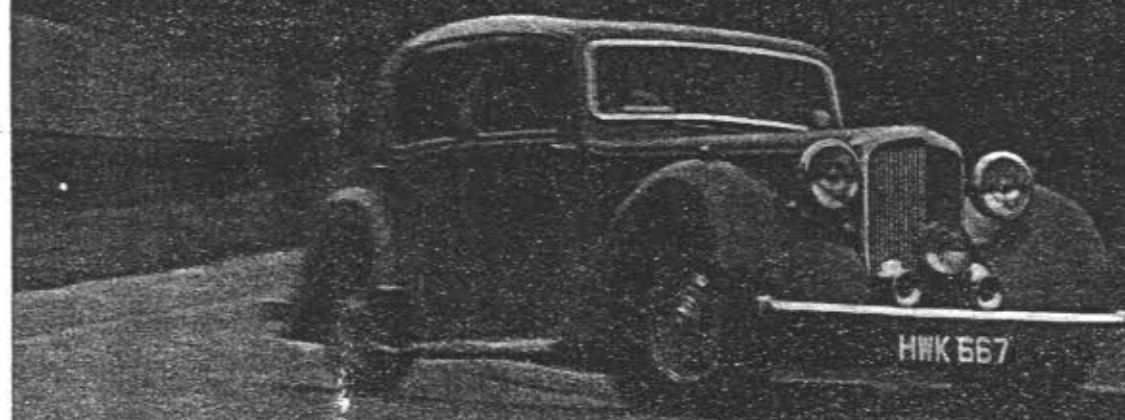
In the lobby of a Moscow hotel across from a Russian Orthodox monastery:

You are welcome to visit the cemetery where famous Russian and Soviet composers, artistes, and writers are buried daily except Thursday.

Detour sign in Kyushi, Japan:

Stop: Drive sideways.

The
ALVIS
FOURTEEN
The Enthusiast's Motor Car



Fast cornering is a feature of the ALVIS Fourteen performance. The car holds the road beautifully at speed, without roll or sway, and the feeling of confidence engendered by ample power, the ability to steer over a sixpence and the knowledge that the brakes are powerful and suspension well balanced is an aid to better and more enjoyable driving



FOURTEEN

STAND 170 *at the Motor Show, Earls Court*

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