



**VICTORIA
(INC.)**

NEWSLETTER

VOLUME 33

ISSUE NO. 2

FEBRUARY 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****

FEBRUARY. FRIDAY 18TH. CLUB GENERAL MEETING.

MARCH. FRIDAY 18TH. CLUB GENERAL MEETING. Guest speaker will be an expert on the 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.

MAY. FRIDAY 20TH. CLUB GENERAL MEETING. G.N.O

MAY. SUNDAY 22ND. DAY RUN NEWPORT RAILWAY WORKSHOPS & SCIENCE WORKS.

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J. LEMAN-BATES



J. LEMAN-BATES

GLOBAL WARMING et al

The newspapers provide us with a daily litany of disasters and about-to-happen calamities and I suppose this exercise helps to sell the papers. But all of us, especially the pessimists (and politicians) should stop and think just a little before believing the "Jonahs" quoted by the newspapers. Remember in the late 70's when the world was about to run out of oil and we all had to have small cars? Today's proven oil resources are greater than ever before!

It is understood that the temperatures in the 13th century were higher than those of today, and this period was well before any industrial atmospheric pollution. In fact, I can remember only a few years ago that the newspapers were talking of the coming of another Ice-Age!

The hole in the ozone layer was discovered by Professor Sir Gordon Dobson in 1920, prior to the development of CFC's. Then again the density of CFC's is about 5 times that of air, CFC's are inert and don't react with other chemicals and don't breakdown until they reach a temperature of over 400 degrees Centigrade. So how do these CFC's reach an altitude of about 20 kilometres and that high temperature in order to do all those nasty things?

I hope this dissertation stirs a few brain cells and my gentle readers will call for more facts before believing everything printed in the papers. If everyone panics, the politicians believe they must save the world today and our rights to buy 97 octane leaded petrol and drive our more than 10 year old cars are legislated out of existence.

BOB GRAHAM.

Dear John,

I leave Sydney on 29.3.94. for England. In early June I will be travelling to the South of France to stay in Bagnols, near Frejus for two months. I return to England for August and then have a further month in Bagnols. I fly home via Los Angeles to spend time with Barry Turner, arriving in Sydney in late October.

I will be at the 75th Anniversary party in Coventry on the 23rd and 24th of April. There will be four of us in the party and I am hoping to organise a drive of a suitable car fit for the occasion. In all probability I will be in France for Peter Black's eating and drinking party.

During April and May I will be spending a lot of time with suppliers of Alvis spare parts to try and reduce the duplication which is rampant at the moment.

Kindest regards.

ALAN GRIFFIN.

ALVIS AGNITIONS.

Elsewhere in this Newsletter is word from **ALAN GRIFFIN** who is about to go to Europe for several months. I hope he will write to us about the Alvis 75th Anniversary celebrations in Coventry at the end of April. I wonder whether anybody else from the Club will be there? **RON WILSON** writes to say that the Firefly engine is nearly back together and that he will be mobile again soon. The garden is manicured to perfection - for the first time since he owned an Alvis! **JOHN TWOMEY** has been sprucing up the Speed 25 and says that it is now running well. In F.S.W. he gives details of a good exhaust supplier. In the Newsletter of the Alvis Car Club of New Zealand I read an article by **DEREK DIXON** who was one of the Kiwis attending the National Rally in Queensland last year. He really enjoyed himself and his words seem to speak for the New Zealand contingent. The Editorial Speed 20 now has a new radiator core which has produced a great sense of security. As a challenge to fate the car was driven fast for thirty miles the other day in an ambient temperature of 40° Centigrade and the thermometer needle never rose above 80! Word has it that **STUART McDONALD** has retired. Perhaps he will now have time to devote to the really important things in life like the Alvis interest in South Australia. **DAVID CALDWELL** reports progress in the re-assembly of the engine for the 3½ litre. There are various interesting cars which are known to be undergoing restoration or refurbishment so there is always something "new" coming forward in the Club. The current F.S.W. column contains an amazing variety of Alvises for sale. Two Front Wheel Drives, two post-war 3 litres and a TA 14. There never was a better time to buy an Alvis!

ED.



CHEQUES MADE OUT TO A.C.C.V. TO JOHN TWOMEY 53 PARK ST., PASCOE VALE 3044

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AN ALVIS 12/50 RESTORATION.

Many vintage car owners can recount unusual circumstances attending the acquisition of a vehicle that has been just beyond reach for a time. This story is no exception.

One Saturday afternoon a young Alvis Car Club member approached Basil Bowes of Glen Iris with a proposition. He had discovered two Alvis 12/50s belonging to a gentleman on the Mornington Peninsula. They were for sale but only as a two car lot. "If you buy one, Basil, I can keep the one I want. After all you have been heard to say that you want a 12/50".

Basil agreed and soon afterwards an old aluminium bodied racing car was pushed into his already over stocked garage. Time went by. Components were borrowed by needy members. Sankey wheels and odd car components gradually covered up a fair proportion of the car.

I had looked at this sad sight for some months and then after a Club meeting I endeavoured to wrest the 12/50 from Basil. At 2.30 a.m. we had come to a satisfactory arrangement. I could purchase the car and restore it. If Basil found that the restoration was not up to scratch he could buy it back! During the afternoon of the same day, in July 1962, the 12/50 which was just a rolling chassis was towed to a rented garage on a hillside at Belgrave.

As it turned out, the 12/50 was moved from Belgrave to Blackburn North, Donvale and finally to Nunawading where a solid brick garage proved to be an ideal restorer's haven.

The chassis was shortened from tourer length to sports length and an all aluminium body as per a 1926 Ducksback was created. Rod. Warriner, vintage car restorer par excellence found a 12/50 Ducksback body in the possession of a car buff who would loan the original woodwork in return for a new body frame. Since the English restorers would not sell us plans and details this was the only way to go. Both Rod. and I constructed a body each, while Rod. also made the third frame for our benefactor.

Next, Sid Ward who will be remembered by many vintagents, arrived to commence work on the aluminium skinning of the mountain ash frame. The results were above expectation and I spent six months of leisure time hand polishing the mill finished panels on the side to get them to match the bright finished top sections. In summer driving the polished aluminium gives you a quick dose of rather painful sunburn whilst deepening the crows feet around the eyes.

Gradually the chassis rails were drilled and lightened. Sections of chassis that had been corroded away when near the sea at Mornington were refurbished. Axles, brakes and springs were repaired. Centre lock 12/60 Alvis type wheels were fitted because I liked them in preference to the open hub wheels which are heavier and not as pleasing on the eye.

After I had made up a mahogany dash board the wiring of the car was given to a friend and auto electrician, Keith Welsh. He made up a complete wiring loom and added trafficators and an electronic fuel pump to feed the twin 1½ inch S.U. carburettors. He also restored the B.T.H. CE4 magneto.

The motor was reconditioned throughout with steel strong backs on the main bearings. The camshaft was altered and ground by George Wade. The head was gas flowed because the existing combustion chamber is a pretty horrible shape, compared to modern technology. The oil pump was rebuilt as they can cause trouble as they age.

Jack Godbetear used his expertise to assemble the motor and we dyno tested it on its 50th birthday. There was quite a gathering of enthusiasts in attendance on that Sunday morning to listen to the motor roaring on "the brake".

A friend of mine, David Lustey spent many hours building a fine folding windscreen and finishing off the car to allow it to participate in the 1982 Alvis Car Club Tour of Tasmania. We made the ship and enjoyed 12 troublefree days of motoring around the "Isle of Mountains". After all that effort over so many years that was reward in itself.

Some technical details:- Capacity 1645 cc's. Bore 69 mm. Stroke 110 mm. Chassis length now 11' 5". Wheelbase 8' 2". Track 4' 1". Weight 17 cwt 16 lbs. or 870 kgs. (almost 3 cwt lighter than standard). The car is a TE 12/50 (flange frame) and left the works on 25.7.1926. Serial number 9815. I have been unable to trace much of its history since its arrival in Australia.

Some competitive snippets:-

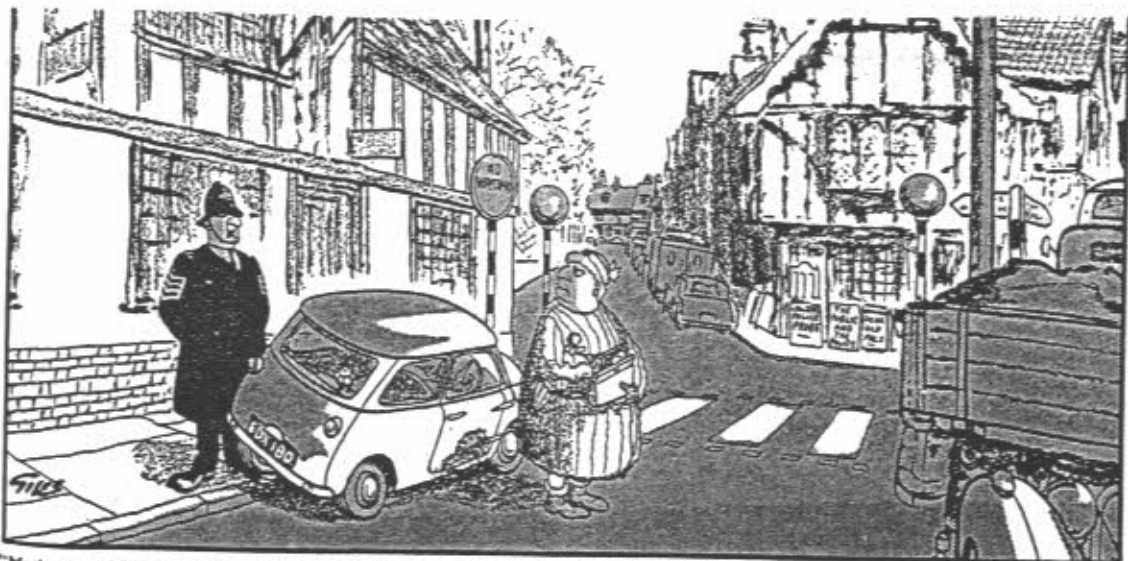
1977: Amaroo Park. Debut in vintage racing class J.
Sandown Park. Recorded 80 m.p.h. on the straight.
Mt. Tarrengower Hill Climb. Fastest 12/50 on the day.

1982: Geelong Sprints. 22.6 seconds.
Phillip Island Castrol Award Regularity Trial Group J. 1st place.
Morewell Hill Climb.

1985: Geelong Sprints. 21.98 seconds.

Since then the car has competed regularly in Hill Climbs, V.S.C.C. events and A.C.C.V. events and Interstate Rallies.

ALISTER CANNON.



"Madam would go a long way towards improving her public relations with the police if she would kindly remove her car from my foot."

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THE PETROL PAGE

On the 1st of February the Federal Government raised the excise on leaded petrol by 1 cent a litre whilst leaving alone the excise on unleaded petrol. This is said to be a move to encourage people to use U.L.P. The A.B.C. quoted "an oil industry spokesman" as saying that all leaded petrol would be gone by the year 2,000. In "Australian Classic Car" February 1994 - a General Motors Holden spokesman is quoted as saying that all vehicles built prior to 1971 require leaded petrol to prevent valve seat recession. A lead level of 0.3 gms./litre is regarded as satisfactory.

The hunt is definitely on for an additive to U.L.P. that will protect the valve seats of old engines. In the same issue of "A.C.C." a correspondent claims that the whole lead question is a furphy put up by the oil companies and that other additives can look after valve seats. He mentions adding an organic halide such as ethylene dibromide.

(If that's all it takes - it's bromides for me!)

NEVER MIND OUR OCTANES, SAVE OUR VALVE SEATS

Bob Graham urges all members to come along to the March General meeting to hear Mr. Steve Campbell of Shell talk about fuels, lubricants and the latest facts about the future of 97 octane leaded petrol.

Below is printed another letter from Peter Glover; unfortunately the enclosure he mentions was omitted but maybe Peter will send it on for us to have a look at?

ED.

ALVINA, ALDENHAM ROAD, ELSTREE, BOREHAMWOOD, HERTS. WD6 3BD
Tel: 081-953 8942

18th January 1994.

Dear Mr. Hetherington,

re ALVIS CAR CLUB AND USE OF MODERN FUELS

Further to my letter of the 30th November I have found a letter in an English magazine called Popular Classics which has been written by George Crook. He claims to be from the Federation for Historic Vehicle Club of Australia and I was wondering whether you are in contact with him over petrol related matters. For your information I enclose, herewith, the copy of the article.

Yours sincerely,



P. L. GLOVER

Enc

Dear John,

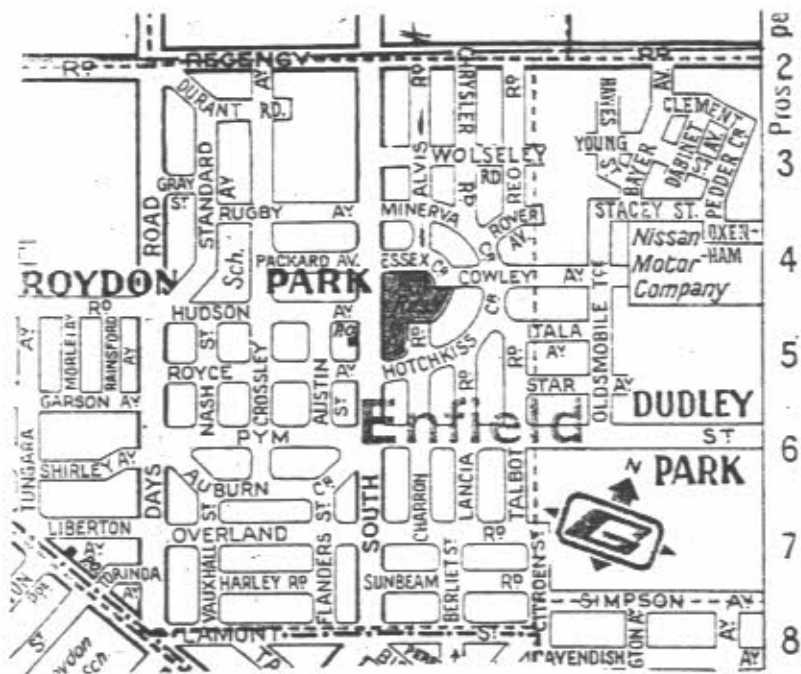
I have been meaning to drop you a line with a little something for the Club magazine. After seeing the November issue in which the elderly member from Vermont asked us to see how many streets had "vintage car names" I thought I would get out the street directory for I knew in fact that there are lots of streets so named.

I see in the latest issue that "E.C." has been busy but I enclose a photocopy showing Alvis Road, Enfield, Adelaide.

Further to your story of my arrival at Brisbane Airport for last year's Alvis Rally there was one point you missed. After all the carry-on with the case, sorry port, and deciding that it could not go into the back of a Ducksback and having repacked everything and having decided to carry it on the running board, Bruce and I climbed aboard but then I was unable to reach the port which was on the pavement. We were trying to work out how to overcome that one when someone came out of the crowd which had gathered and kindly lifted it onto the running board for me and then we were off!

Cheers.

VIC ELIOTT



Thanks for the map, Vic. Alvis alongside Chrysler crosses Wolseley and Minerva to meet Essex. What a strange collection of motoring names from America, continental Europe and England all muddled up together - and with a Japanese car factory just along side. Did a "petrolhead" get on to the naming committee for the estate? If so, what was his logic?

ED.

**MARCH NEWSLETTER
COPY DEADLINE
WEDNESDAY
23RD FEBRUARY
1994**

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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.

FOR SALE. Alvis TA 14 Saloon. Needs restoration. Can be seen at Mac Mechanics, Main St., Corryong. \$4,000. Tel. David Caldwell 03 729 5821. (Re-advertized).

STAINLESS STEEL EXHAUST Systems custom made by Geoff Murdoch. "Trufit" Warrigal Rd., Moorabbin. Tel. 03 555 5688. Recommended by John Twomey.

Dear John,

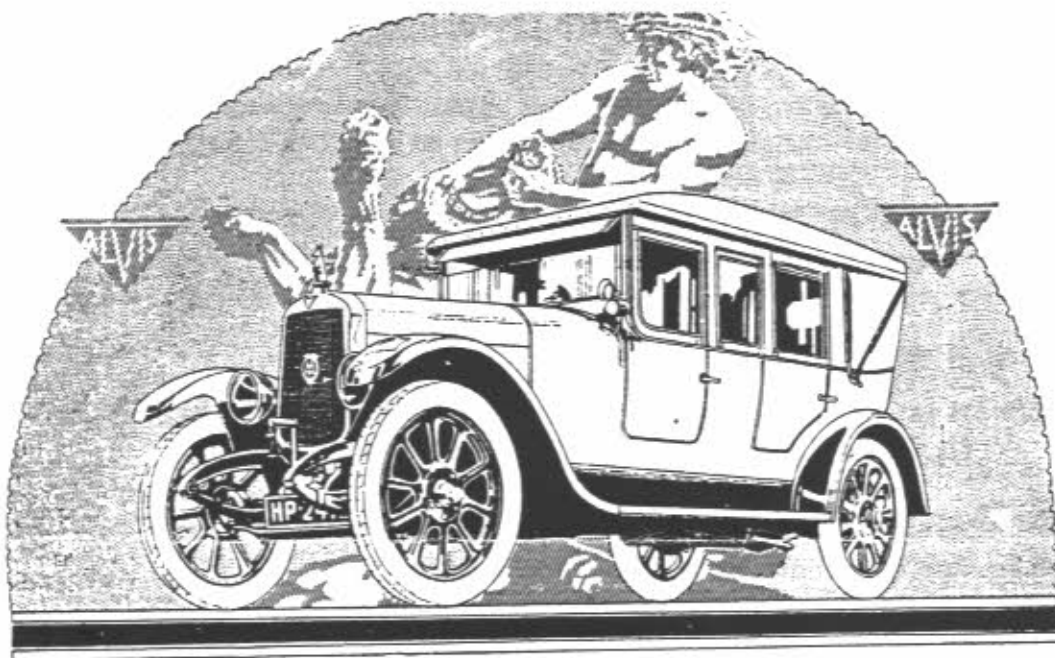
I enclose a full sized picture of a Bugatti shaped label. The original was on a bottle of French wine sent to Australia by the former racing driving Maurice Trintignant about ten years ago. The accompanying brief account is an extract from the now defunct magazine "Motor Mag" which explains the circumstances.

Note the little Bugatti car depicted where the badge is. Thus, this label seems to meet the requirements of your request in the January Newsletter.

ERIC CUNNINGHAM.



LE PETOULET DE MAURICE TRINTIGNANT is a red wine produced at the vineyards of this famous racing driver who is to visit Australia in May or June. The label reproduced on this page is from a bottle out of a shipment which preceded M. Trintignant to Sydney. Some of our readers, and your Editor, have already sampled this wine and pronounced it as delightful. The shape of the label will also delight all Bugatti enthusiasts. FRED VOGEL, of the Message Motoring Bookshop, in Pitt St., Sydney, was responsible for bringing in this shipment and we believe he may be hosting Maurice Trintignant while the Frenchman is out here.



ALVIS

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10 h.p., 4-Seater	£430
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12.40 h.p., 4-Seater ...	£595
12.40 h.p., Coupe ...	£650
12.40 h.p., All-weather	£695

Other Cars for which we are Agents.

Austin, 7 h.p., 2-Seater	£165
Citroen, 7.5 h.p., 2-Seater ...	£195
Albert, 8 h.p., 2-Seater, 198 Gas.	
Salmson, 10 h.p., 2-Seater ...	220 Gas.
Overland (Touring)	£268
Swift, 10 h.p., 2-Seater	£275
Standard, 8 h.p., 2-Seater ...	£275
Humber, 8 h.p., 2-Seater ...	£275
Lagonda, 2-Seater	£275
Maxwell ...	£330
Bean, 11.9 h.p., 2-Seater	£335
Cubitt, 2-Seater	£355
Ruston-Horsaby, 4-Seater	£475

EACH mile you drive an Alvis brings realisation of the genius and precision with which it is built.

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