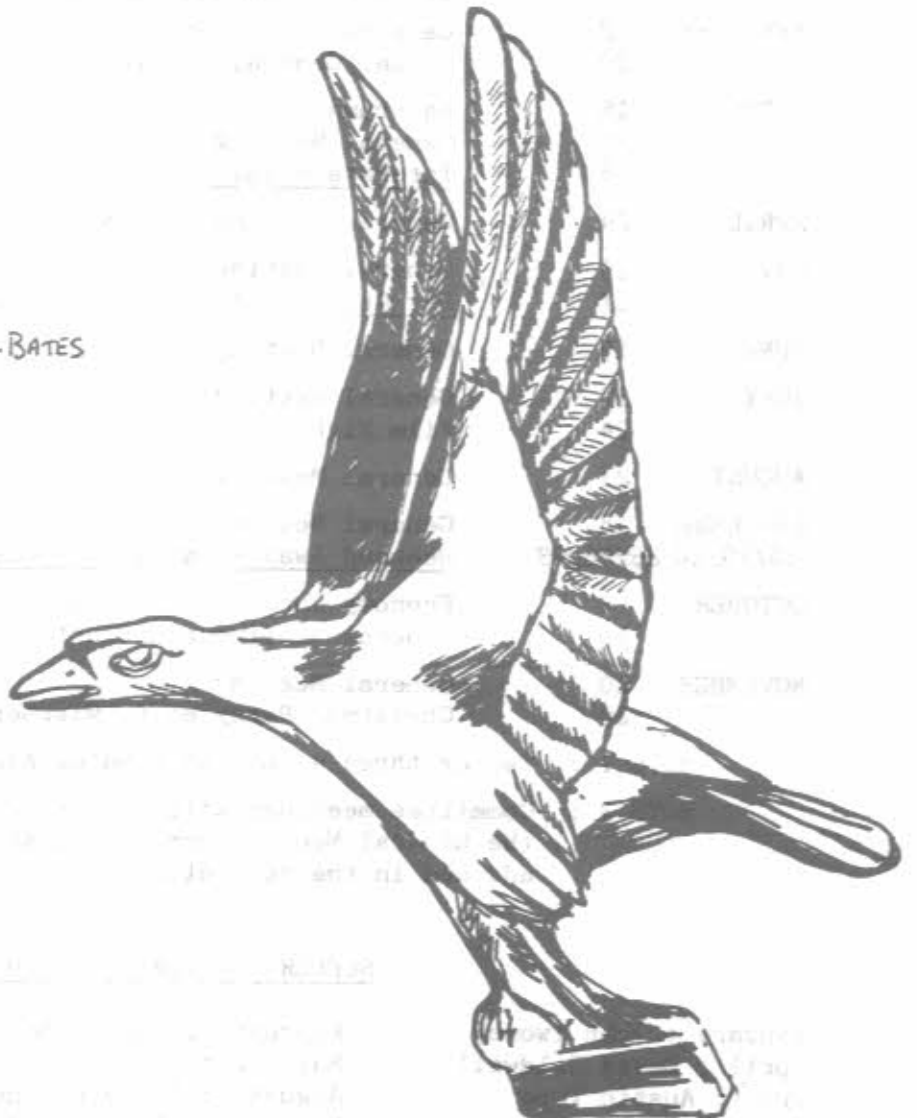




NEWSLETTER



J. LEMAN-BATES



J. LEMAN-BATES

OFFICE BEARERS 1987

PRESIDENT :	DAVID WISCHER, 47 Victoria Road, Malvern, Vic. 3144	211 1218
VICE PRESIDENT :	BOB GRAHAM, 15 Clarke Avenue, Caulfield, Vic.	211 3886
CLUB CAPTAIN :	RON WILSON, 22 Park Close, Vermont, Vic.	874 2450
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SPARES REGISTRAR AND VINTAGE SPARES :	GEOFF HOOD, 37 Thomas Street, East Doncaster, Vic.	842 2181
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LIBRARIAN :	ALISTAIR CANNON, Lot 31, Symons Road, Avonsleigh 3782	
SOCIAL SECRETARY :	JOHN STEWART, 17 Fromer Street, Moorabbin, Vic.	557 3936
COMMITTEEMEN :	ROY HENDERSON, 10 Darren Road, Springvale, Vic.	798 2619
	IAN BLACKWELL, 301 Moorabool Street, Geelong, Vic.	
	MAUREEN ADNAM, 15 Wonga Road, Ringwood, Vic. 3134	

1987 CALENDAR OF EVENTS

JANUARY	16	Informal Meeting	
	25	<u>Rally to Campbelltown Steam Railway</u>	
FEBRUARY	2	Cavalcade of Transport Rally	
	20	Annual General Meeting	
MARCH	15	Kalorama	
	20	General Meeting	
	28	<u>Interstate Rally</u>	B/B
APRIL	24	General Meeting (GNO)	
MAY	15	General Meeting	
	17	<u>Day Rally</u>	A. Cannon - Organiser B/B
JUNE	19	General Meeting	
JULY	17	General Meeting	
	24	Film Night (Fletcher)	
AUGUST	21	General Meeting and Auction	
SEPTEMBER	18	General Meeting	NOTE CHANGE -
	18/19/20	<u>Weekend Away - Warburton Waters</u>	B/B <u>18/19/20</u>
OCTOBER	4	Economy Run - R. Creed - Bas. Bowes	
	16	General Meeting and Election of Office Bearers	
NOVEMBER	20	General Meeting	
	29	Christmas Party at D. Wischer's, Merricks North	

NOTE 1 : Two or three events to come ex A/S Car Club.

NOTE 2 : Committee meetings will be conducted on the Friday of the General Meeting commencing at 7.15 pm unless otherwise advised in the newsletter.

SUPPER ROSTER FOR 1987

January : John Twomey	February : Horrie Morgan	March : Richard Creed
April : David Caldwell	May : John Stewart	June : Ron Wilson
July : Austin Tope	August : David Wischer	September : Bob Graham
October : Roy Henderson	November : Geoff Hood	

PLEASE NOTE : Should you not be able to arrange supper on your rostered night, would you please contact the Club Captain, Ron Wilson on 874 2450.

EDITORIAL

Lots to say - lots of activity - since writing the last newsletter, we have had vast activity - the Interstate Rally, G.N.O., Day Run with the Rover Car Club. You will see with the articles that we have had plenty of response to the Interstate Rally. I will only make one special comment, as a participant - thank you, South Australia, very well done! I do not have the space in this issue for all reports, so I will hold some over for June newsletter.

RICHARD

COMING EVENTS

ACCV "AUTUMN CEREBRAL RUN" : BAS BOWES EVENT

Date : 17 May
Start : K Mart, Burwood, northern carpark at 9.30 am
Entry Fee : \$8.00 per car
Navigational Aids : MANDATORY - Melways, fairly recent edition
- unfailing sense of humour
RECOMMENDED - a simple compass
- pencil/ball point pen
- a time keeping device

Please note that a Soup Stop will provide necessary refreshment at a prominent establishment.

Food and refreshments - all BYO (i.e. food and drink) at the finish where all BBQ facilities will be provided in a Sylvan setting.

Join us in your Alvis or modern on May 17th. It is really a Navigator's Event!

DATE CHANGE : WEEKEND TO WARBURTON WATERS

Note : this date is now 18th, 19th and 20th September -
not as in Calendar.

More later

TASMANIAN RALLY 1988

Note : this Rally has been cancelled, due to lack of numbers in sufficient time to gain the reduced fares - we need twelve months to get the right time on the ferry.
R.W.

SOUTH AUSTRALIAN RALLY REPORTS

Ed. Note : I am intending to produce a small photographic section in the next newsletter and will include the balance of the contributions.

INTERSTATE RALLY 1987

The first thing to do when writing this sort of report is to thank our hosts. The South Australian organising committee and their helpers did a marvellous job - a terrific rally was had by all, accommodation, entertainment and rally directions were top class, and the work done by Don Bosanquet, John Mitchell and Stuart MacDonald, etc. puts the rest of us to shame. Twenty seven Alvises a handful of moderns and eighty plus people all enjoyed a GREAT rally. Congratulations and thanks to the Croweaters once again!

All the usual people and cars were there, plus a few new faces and/or cars :

Vic Elliot, 12/50 (I seem to recall this car being restored since 1960)
Geoff and Marion Lane, 12/60 saloon (delightful)
Peter and Anna Godfrey, TA 14 drophead (beautiful)
Jim and Nancye Whitehead, 4.3 (immaculate Red Ruby)
David and Pam Lipsham (old faces) 4.3 (new car and exquisite rebuild).

INTERSTATE RALLY 1987 (continued)

I don't intend to give a blow-by-blow description of the Rally because if you want that, you should have participated, so I will just note down some of the highlights for your delectation.

The hand signals for a left hand turn given by Helen Hood in the Silver Eagle were straight from the manual - arm perfectly straight and horizontal with the fingers pointed! Well done, Helen.

The weather on Sunday was atrocious - hurricane force winds and below zero temperatures plus driving rain. Mike Creagh in the 12/70 was seen sticking his ears back on after they had frozen off. The Wischers had to hold the hood on with two hands leaving how many for steering? Alan McKinnon tied his hood down with an extra large bunge strap. But it was quite comfortable in the TB 14 with the heater going only $\frac{1}{2}$ pace.

The welcome at Murray Bridge on Monday from, and to, old friends and lovely Alvis radiators/grilles and Red Triangles was heartwarming.

The Rohrlach Museum at Nuriootpa (visited on Tuesday), housing cars, aeroplanes and nostalgia was extensive and extremely well presented. This exhibition deserves more support.

During our visit to Taylors Winery on Wednesday, April 1st, the SA Contingent handed out some beautiful lamingtons, at least they looked that way. Some person with a diabolical mind had used chocolate and coconut to coat cubes of foam plastic. It must be all those years teaching, Jill.

On Thursday we visited once again the Birdwood Mill Museum. But, wait for it! The Alvis Saracen was started up and we lucky people went for tours around the park. Now, that was something!

At the dinner later that evening, Ron Bloyd was presented with a Red Triangle decorated cake to commemorate 51 years of Alvis motoring and also the 50th birthday of his beautiful Speed 25. Congratulations, Ron.

A little later on, a framed photograph was circulated amongst the patrons who were asked to provide descriptions of the subject of the photo which was taken from the rear with the doors open and the bonnet up. These descriptions ranged from "the birth pangs of the Great White Whale" (note capitals) to "Billy Big-Ears" and so on. This photograph was then presented to the writer (who treasures it immensely). I am sure Noeline is too sweet and innocent to conceive such a sneaky trick!

Friday saw us motor up to the Renmark Golf Club, which is a green oasis, complete with swimming pool and bar, in hot, dry, saltbush country.

On Saturday we drove to the Monash Adult Playground, which is not "your average slippery dip". After lunch we went to the Cobdogla Irrigation Museum to see the Humphreys Pump. This fascinating device uses water as the piston, the fuel being producer gas and the pump delivers 2,000 gallons/stroke at 9 strokes/minute to the irrigation system.

The Final Rally Dinner was held at the Renmark Country Club on Saturday evening to signal the close of another successful rally and thanks and farewells were exchanged. Our favourite newsletter Editor created howls of hilarity by calling for thanks to John Murray when he really intended to thank John Mitchell!

VALE 1987 INTERSTATE RALLY : Footnote

The next day, after more farewells, the Firebird and the TB 14 headed south to Pinaroo and then east to Ouyen, then south again, stopping the night at Donald. This left a shortish drive home on Monday, which was safely accomplished. Total mileage for the TB 14 from home to home was 1,485.

R.G.

SOUTH AUSTRALIAN RALLY REPORTS (continued)DAVID WISCHER'S TALE

Here follows a short report on our experiences during the recent SA Rally. That is, what happened to Moira, Mike Creagh and me. And that was PLENTY !!

First we gathered, three of us and two Alvises, the Speed 20 tourer and the recently rebuilt 12/70 Special at Victoria Road, Malvern.

It was raining as most of us will remember. We put the hood up on the 20. The 12/70 is not so equipped so we felt sorry for Mike and left it at that. Having so far worked the Jack System, you know "haul up the ladder, Jack, I'm aboard", we then motored off into the wild blue and raining yonder.

We achieved all of five miles when the 20 hit a young lake in Queens Bridge Street. The car stopped, or rather died, on Queens Bridge. The rain came down the bonnet came up and we started drying electrical things with a wet rag.

A kind man came past in a VW Combi, stopped and sprayed everything he could see with RP7. Still no go.

The writer sloshed, walking is not the term, to the nearest phone box and rang the RAC for a flat top. Was told to go to Queen Street, join the 20 to the RAC and they would take us home.

Back to the 20, Mike having gone damply to tell the lucky starters in Parkville of our plight. My return to the 20 was necessary because the cheque book was there.

Gave the starter one last try and away the engine went. RP7 must have worked. So, 1½ hours later, we motored off into the blinding rain, met up with an even damper Mike and tried to catch the rest of the tourists. RAC flat top forgotten, Moira made some exclamation like "fancy that", but I didn't hear clearly.

Thus we proceeded at 50 mph after the 12/70 had achieved 500 miles, and was thus run in. We lunched in brilliant sunshine at wonderful downtown Lismore. We finally caught up with the rallyists at Mr. and Mrs. Kelly's property at Caramut. Being welcomed with a hot cup of tea was a great help.

The wind for the rest of the day was phenomenal. Driving the 12/70 was an experience. The lack of protection became quite evident as gusting winds knocked the driver sideways, quite apart from the car doing its own thing.

The hood on the 20 blew off its studs at the back so it was easier to have the hood down than re-button the thing every ten minutes.

My hat blew off at one stage so we stopped and as I moved crabwise into the wind to fetch the hat from a ringlock fence, several Alvises went past, drivers shaking their heads and saying something about doing things into the wind, but my hearing is not good so I never found out what they were saying.

Richard Creed is to be congratulated on the Victorian pre cursor rally. It was an interesting run and a challenge from the weather angle.

We did divert from the tour for an hour to visit the old Padthaway Station. A beautifully restored mansion of small proportions, open for boarders now, surrounded by vineyards with all the old out buildings in excellent order. Made the first purchase of a bottle or two of wine. Many more were to come.

The closer we came to Murray Bridge and the start of the rally, the better became the weather.

Thanks again, Richard, for making drives that most of us have done many times into an interesting exercise.

DAVID WISCHER'S TALE (continued)

The welcome from our SA friends was indeed kind. All the varieties of Alvis were there, for an enthusiast it was almost a case of not having lunch, but wisdom, or hunger, prevailed.

The NSW contingent had of course the longest run and are to be admired. The 12/50 drivers told of nearly running out of petrol because of the SW winds almost stopping them in their tracks.

The run from Murray Bridge up to Angaston was pleasant and interesting. The variety of our Australian countryside never ceases to fascinate me and my job takes me over most of it in a year.

The rolling soft hills of the Barossa Valley seem made for the vineyards planted there. Our SA friends picked well the venue for the Rally. Both motels we stayed at had full shelter for the cars and the meals provided 'al fresco' at Angaston were excellent.

Vineyard visiting was fun, a pity our cars had so little space to carry much. Next time we will take a tender with us.

We added the Henscke winery to our list and acquired some Hill of Grace red at vast expense. It will need a year's rest after its runaround!

The Renmark section was a different scene, just as interesting and hot! Into the shorts and swimming gear. The motel was set in a truly idyllic scene with golf course starting at the swimming pool. All irrigated and lush.

The visits we made to the Birdwood Mill - we saw our first 6-wheel Alvis motoring, the car collection (no Alvises but a wide spread of makes including a Riley Kestrel that would look well at home) motor cycles and the mill itself. Must go back there.

The only grown ups' playground I've seen! We all had fun there, some with dignity, many, including me, without.

The Adelaide tour to the Gallery, the Constitutional Museum, even the Casino. All interesting, and for one who goes to Adelaide eight times a year, sights I haven't seen.

It all went too quickly. There were many activities I haven't mentioned, mustn't ramble on too long. We must thank our hosts for a wonderful ten days. To John and Lorna Mitchell, Stuart and Clare MacDonald and Don and Jill Bosanquet - congratulations on a well organised and pleasant rally.

Moira went back to Adelaide to stay with her sister Geraldine Murray and Mike and I took the cars home. The 12/70 packed up 50 miles north of Sea Lake. That good Samaritan Ian Blackwell towed the 12/70 the 50 miles to Sea Lake after ministering to the car in company with the Creeds. Our thanks to them too.

The trouble was in a failed condensor in the distributor. Our good friend Vic Bateman came from Castlemaine the following day, fixed it and drove home.

The tow by Ian was more than appreciated. He spends a lot of time helping others, and it doesn't go unnoticed.

Looking forward to the next Rally.

DAVID WISCHER

The biggest difference between men and boys is the cost of their toys.

A wife who drives from the back seat is no worse than the husband who cooks from the dinner table.

SOUTH AUSTRALIAN RALLY REPORTS (continued)BAROSSA BUBBLES

From Mengler's Hill above Tanunda there is a magnificent view over the Barossa Valley. On that Tuesday afternoon the sky was still leaden though it had not rained for twenty four hours and there was lightness in the West promising the return of proper Alvis touring weather. From the lookout the pearls of Nature were before us while the pearls of T. G. John and Company were behind us, parked in a row - TC 21, TA 14 DHC, Speed 25, Speed 20, Firefly and 12/50. Horrie and Nola Morgan's Alvis 16 was there as well (more of that later). The morning had been spent by most of us cleaning up after the trip over to South Australia and getting used to the idea that the welcome given by the South Australians was not just politeness but showed the warmth of their genuine hospitality. What a rare opportunity to renew old acquaintances from NSW, SA and Victoria and to forge new friendships. That pleasant afternoon lit the set for the remainder of the week.

Most of the tribe had gone to Adelaide by bus for shopping and a trip to the Casino, but nobody came back quids in, or at least nobody admitted to it. Some were 'doing their own thing' and met us again later at Kevin Rorsach's museum - an Aladdin's cave of military vehicles, farm machinery, motor cars - humble and grand, aero engines, motorbikes, weapons, rocket motors, clothing, dolls, toys, domestic appliances, model aeroplanes and real aircraft.

Wednesday dawned warm and cloudless - a perfect day for the trip by nearly 40 Alvises into the Clare Valley - along roads of sweeping bends and rolling hills. Alvises before and behind. What a sight. What a morning. What a drive. First stop - Taylor's Winery where we were shown the essentials of wine making, including a shed full of American oak barrels where the wine acquires its woody characteristics. We were told that after three years or so the surface wood no longer gives flavour and the barrel is shaved or 'rebored'. This happens up to three times, making the life of the barrel about ten years. Presumably after each rebores they have to fit an oversize wine? Claire MacDonald and Jill Bosanquet provided delicious lamingtons, but most of us had forgotten that it was April 1st.

Chocolate cake is my delight
And rubber things are quite alright.
But chocolate rubber fails to please -
It blocks the bowels and bends the knees.

Lunch was picnic style, at Clare, wishing that every Wednesday in the year was as pleasant. Roy and Joan Anderson joined us. Duncan Scott suffered a cracked cylinder head in the Speed 20 but fixed it with neat Adelaide drinking water after nine interested onlookers gave fourteen opinions. Alan McKinnon didn't have time for lunch; he spent his time driving other Alvises.

Most of us spent Wednesday evening eating chicken and Barossa grapes. They are so considerate over there - they peel and pip the grapes and put the results in bottles - to save you having to chew. But not Geoff Hood. This time, aided and abetted by Keith Welsh, he took over The Fearless Fireflyer Ron Wilson's room in yet another endeavour to make a seven point magneto produce six equidistant sparks. If they'd had another sherry or two they might have succeeded. No-one knows what time the fire went out of the flies that night.

Something must have worked for by Thursday morning Keith, looking like a cross between Sergeant Schulz and Snoopy, was perched in the back of the Hood 16.95, Birdwood bound. We all were, though the shady meeting place in Angaston with the kerb lined by Alvises was a hard place to leave. We were glad we did, for Birdwood has something to offer everyone. The motorbike collection is huge and the cars impressive. Fortunately not an Alvis among them - Alvises belong on the road! My favourites were a Bentley Mulliner DHC, an SS Airflow, a Riley Kestral Airflow and a Jensen FF. Francis Birtle's Bean which he drove from UK to Australia in 1927/28 was there while outside, of course, was Rob Gunnell's '27 12/50 - "Smokey" - which he drove to UK and back in the early sixties. We should have posed them together but did not think of it at the time.

BAROSSA BUBBLES (continued)

After lunch the star attraction was rolled out to park in front of the line of Alvises. A moving, functioning Saracen Armoured Personnel Carrier. Nearly all of us went for a ride then an intrepid few of us departed on a crusade. Chastity belts were locked and orders for knitting given. Helen Hood managed a yard and a half of sock while we were gone. The Commander cried "Forward!" and the tank lurched backwards. After the right gear was found the Saracen lumbered off to ford a swollen foaming torrent and do battle with precipitously steep sand cliffs, only to have to retreat from the very brink of success in the face of a fusillade of Canon shots (and Nikon and Minolta shots). Sergeant Schulz led the attack from behind a tinny and fun was had by all.

At dinner that night Bob Graham was presented with a memento expressing everyone's pleasure in the Alvis we all most love to hate and with charming grace explained how he just hated to love it!

On Friday we left the Barossa for Renmark. We stopped at Waikerie for lunch where David Caldwell complained of hiccupping but as he had obtained supplies from Penfolds at \$1.00 a bottle the chances are that the hic was in the man and only the cough was in the car. Linctus was administered by Frank Smith while most of us watched the ferry repeatedly pull its chain on the Murray. By the time we reached Renmark it was hot. We virtually took over the Motel which had the appearance of a Village Street with angle parked Alvises along its whole length. The pool was welcomed by some, the green lawns by most, the conversation by many, the fruits of the barley or grape by a lot. I think I counted 108 valve springs under the rocker cover of Jim Whitehead's magnificent 4.3 Vanden Plas DHC - "Red Ruby" - but that might have been the score for Richard Creed's nine holes of golf which he claimed he played with Mark Whitehead. I care not which.

At the barbeque that evening we enjoyed the company of the indomitable Ron Bloyd along in his splendid Speed 25 but explaining his project to build a chain gang G.N. for the Bicentennial Rally and his Rover sports car.

Saturday morning displayed a turnout of swimmers, joggers and loafers. Ian Blackwell shared his bacon and egg breakfast with two birds in his room. Watching him catch them, smooth their feathers and chuck 'em out was enough to put anyone off their Weeties. After a leisurely departure we visited the big orange and rated it a Big O. The adjacent car collection had some items of interest but no-one tried to swap his Alvis.

Of the few moderns which covered the trip, two were Renault 16's. Is this French connection a tribute to G.P.H. de Freville? Horrie has an ACCV badge on the grille which caused at least one bystander to wonder what model Alvis it was. My favourite ignorant comment from the trip was being asked, while washing the car at the Motel, wasn't I afraid it would rust? Bruce Jors reckoned that as it had survived 61 years it might last another few.

A visit to the adult playground at Monash sorted the reckless from the wise. Our President and Moira were observed accelerating faster than they ever did in a Speed 20 and several members displayed how unbalanced their brakes are. Then on to Humphrey's Pump. A massive four stroke irrigation pumping engine running on producer gas and having no moving parts except its valves. The piston is a U shaped column of water and seeing the upper arm of that column move 12 tons of water, 12 feet vertically upwards, nine times a minute, is a never to be forgotten sight. It sounded like a flat twin Jowett going up hill.

After all this excitement the final dinner was a happy, funny and sad occasion. Happy to be there and enjoy the company but sad to be leaving early the following morning. There were lots of intentions to leave early but lots of grape juice accompanied the intentions, however the tyranny of distance worked its wonders and most of us made our departures by 8.00 am - being farewelled by our genial friendly and generous hosts as we drove out of the motel.

BAROSSA BUBBLES (continued)

In early afternoon a last glimpse of another Alvis at Sea Lake told us that a splendid week was at its end - but happy memories will lead us to the next one.

JOHN HETHERINGTON

More reports next issue.

RICHARD

DRAG FACTOR REVISITED !!

: DRAG FACTOR

Congratulations to John Hetherington for his article under the above heading in the March newsletter. It is a very clever article and I would have given it 10 out 10 but there are two or three matters which deserve further comment.

Firstly John, I thought you would know how to spell "lascivious". I looked in vain in the dictionary for "laviscious" and then I tried to make an anagram of it without success, (apart from lascivious). To be kind to you, but not the typist, I will just put it down as a typographical error.

Secondly John, I thought that at least some of your intellectual genes would have appeared renascent in your grandson and that he would have had more brains than to ask such a decidedly ill-informed question as "Would it, Grandpa, do you really think it would?"

Thirdly John, I wonder why you did not complete the conversation, which the grapevine has it, went along these lines?

"Now Nipper, first you disappointed me when you failed to recognise an Alvis TB 14, one of the most distinctive cars to come from the factory in Holyhead Road.

"Then to cap it off, I mentioned Mr. Graham's name to apprise you that this is one of the most renowned cars in the Club, most probably the fastest and which has a considerable record of achievement, and those extravagant and lascivious (or laviscious if you prefer it) curves inspire verve and enthusiasm in the owner and also in the eye of the beholder; and you ask an inane question such as that one!

"Now, if you don't improve, I'll give you another lecture on LUV and VACATIONER."

R.G.

Editorial and typing comment:

Mr. Graham - suggest you check your own spelling - see line 10 of your article.

ROVER CAR CLUB DAY RUN

: SUNDAY, 26th APRIL

On a most pleasant morning, six Alvis members - four in proper cars - joined the 29 or so Rover cars at Kalkallo for what could be best described as an enjoyable day. The convoy left for Wallan and Romsey and by then we had two convoys. Finally we all joined at Romsey and proceeded to Hanging Rock for the repast (you know - food and drink). After lunch we proceeded to the "Illusion Point" on the road to Mount Macedon. Most interesting - your car rolls uphill !!!

After this we again had a separation of the convoy so we all made a good run to Lerderderg via Woodend, Gisborne, etc.

It was a perfect day for the rally and we must thank Rover for an enjoyable function.

RICHARD

NOTE : Rover have expressed an interest in joining in our Economy Run. This would possibly give us up to 30 cars for a day run.

ALVIS HOLIDAY RALLY

FRIDAY 18th - SATURDAY 19th - SUNDAY 20th SEPTEMBER

AT "WARBURTON WATERS" GUEST HOUSE, WARBURTON

"Warburton Waters" is a guest house which has been modernised and renovated throughout and has comfortable rooms, log fires, a sauna, TV rooms and snooker rooms with superior a la carte meals.

I have negotiated a PACKAGE DEAL which is very attractive and provides for accommodation Friday and Saturday nights, Dinner on Friday night (a la carte), breakfast, lunch and a special dinner on the Saturday night and breakfast on the Sunday morning for

\$95.00 PER HEAD (TWIN SHARE)

Only nine rooms are available for our Club as the other eight are allocated to the Armstrong Siddeley Club, so it's first in - first served. I can recommend "Warburton Waters" for a great inter-club rally so, if you want to come, let me have name and address AS SOON AS POSSIBLE together with a cheque for \$25.00 made out to "The Alvis Car Club".

Remember - space is strictly limited, SO GET YOUR ENTRY IN EARLY!

RON WILSON
Club Captain.

SPARES REPORT : Full report in next issue.

CARS AND PARTS FOR SALE/WANTED

- FOR SALE Silver Eagle spare parts catalogue - TB, SD and SE, 16.95 cars. Factory publication - does not contain illustrations \$45.00
BILL BROOKS, 34 Almeida Street, Indooroopilly, Queensland 4068
Phone : (07) 378 2097.
- FOR SALE ALVIS TA 21 1951 Sedan, black and silver. Fair to good condition. 10 months' registration. \$6,000
JOHN WHITE, 30 Lyndhurst Crescent, Box Hill, Vic.
Phone : (03) 890 7066.
- FOR SALE 1951 ALVIS TA 21, Mulliner Saloon, black over maroon. One of only 35 NSW registered Alvises. Registration MVI 127. Travels about 3,000 kms a year. Mechanically and interior very good. This "limo" comes with a host of spares - diff, body parts, engine bits, etc. etc. Price \$11,800 ONO
GEOFF ROSS Phone : (060) 21 3775.
- FOR SALE Does anyone else require the cast iron caps used to manufacture original mufflers for 14.75 hp cars, or the engine undertray? Possibly the same as for 16.95 cars. I intend making some soon, so contact ASAP.
RICHARD UNKLES, 6 Nevada Street, North Balwyn, Vic. 3104
- WANTED 1 pair Hartford shock absorbers 2 x 3 arm 9" between centres. Any parts at all for Hobson Tele-Gauge.
RICHARD UNKLES.
- WANTED Radiator badge - of the "AVRO" design to assist in the restoration of a 12/40 Alvis in England. Please contact Eric Cunningham, 8 Mereil Street, Campbelltown, NSW 2560. (046) 25 1381.
- WANTED Any member requiring cables for 3 litre drophead window mechanism contact Spares Registrar with your requirements and provide sample if possible so that manufacture can be arranged.
- WANTED* For 12/40 - 12/50 : horn button, 80 mph Smiths speedo, one pair of CAV side lights (tear drop type) FRANK CORBETT, P.O. Box 218, Kenmore, Brisbane, Qld. 4069. Phone : (07) 378 7280