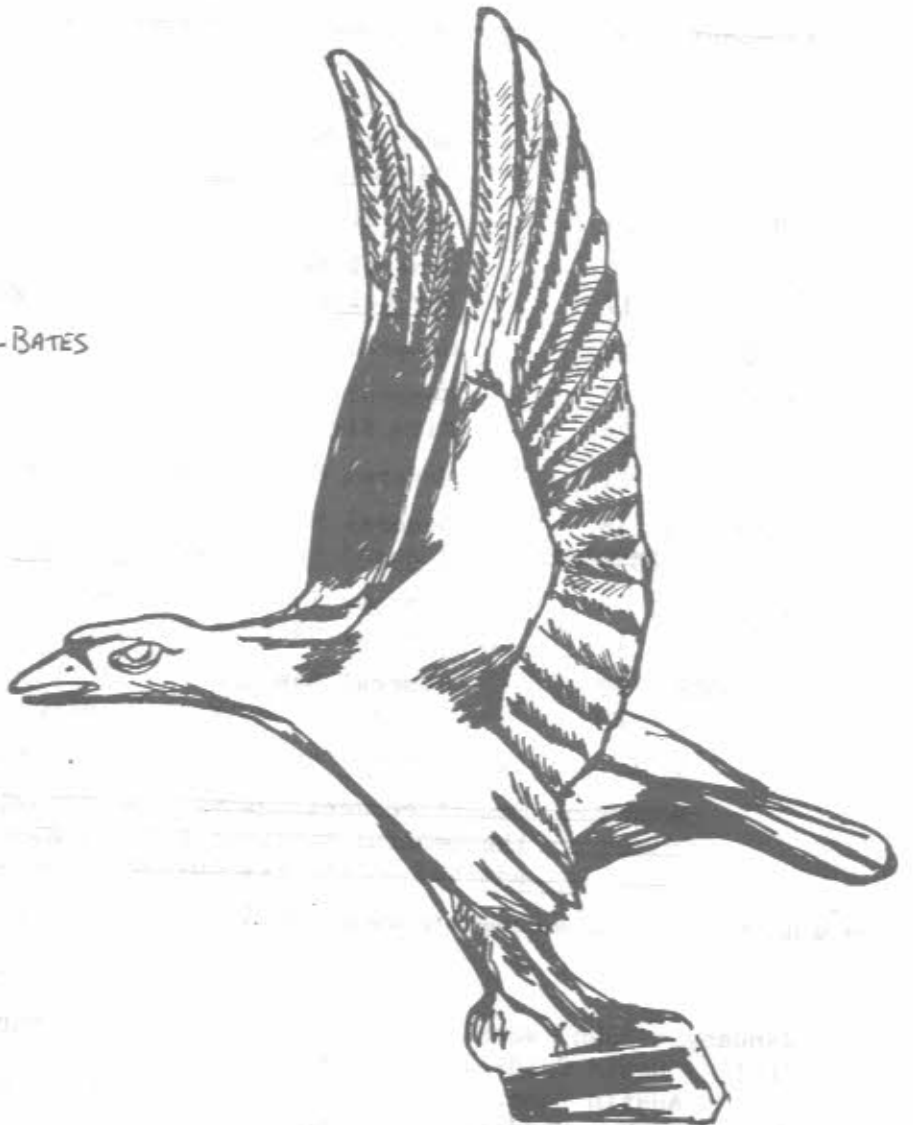




NEWSLETTER



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
TREASURER :	JOHN TWOMEY, 53 Park Street, Pascoe Vale, Vic. 3044	306 9364
EDITOR :	RICHARD CREED, "Palmerston", Glenburnie Rd Whittlesea 3757	716 2193
SECRETARY AND PVT SPARES :	AUSTIN TOPE, 8 Wimba Avenue, Kew, Vic. 3101	817 5163
SPARES REGISTRAR AND VINTAGE SPARES :	GEOFF HOOD, 37 Thomas Street, East Doncaster, Vic.	842 2181
TA 14 AND 3 LITRE :	BOB GRAHAM, 15 Clark Avenue, Caulfield, Vic.	211 3886
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	<u>NOTE CHANGE -</u>
	18/19/20 25/26/27	<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.~~

** NOTE ** Committee meetings are now at the old times of 8.00 pm on the first Monday of the month.

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

This issue will have the balance of the articles on the South Australian Rally. Several other contributors have mentioned that the articles have not appeared. I had to close very early for the April newsletter because of the SA Rally and I gave preference in the May issue to articles related to the Rally. It should be noted that due to extra pressure on my time I must put my deadline at the last Monday of each month, so that I can get the copy to the printers early in the month of issue. I hope you can appreciate my situation that, after three years as Editor, I have other Committee situations (equestrian x 3) and all these are early in each month.

Please remember that I will still require articles for the newsletter and I would appreciate any extra copy for the later issues.

More on the GNO : This was a most successful evening with many 'girls' attending the Club meeting. Thank you, girls - but please note that we would like you to attend any meetings you wish and you would be most welcome - the presence of the 'girls' was a most enjoyable change to all the members.

RICHARD

SOUTH AUSTRALIAN RALLY (Being just one perspective from NSW)

This is a report from a NSW viewpoint of the Interstate Rally held in South Australia in March/April of this year. This account has been kept as short as possible because, no doubt, others will be writing to give their account of the event in greater detail.

Tribute should be paid to the excellent planning and organisation of the South Australian Alvists who went out of their way to make us feel welcome and ensured that our needs were met as and when required. On behalf of those who travelled across NSW to attend this rally I would especially wish to thank :

John and Roma Mitchell
Stuart and Claire MacDonald
Don and Jill Bosanquet

They showed great patience with the numerous queries I posed to them before the Rally preparations were finalised and gave much care and consideration in both the planning of the Rally and their oversighting of it during the week it was run.

FRIDAY, 27/3/87 :

A fine cool day as we (in a modern car) accompanied the McSkimmings in their 1924 12/50 Alvis tourer on our departure from Campbelltown (NSW) at 7 am and headed for the Blue Mountains. Two hours later we were having morning tea provided by Bill and Rosemary Chapple at their Blackheath home where Bruce Jorss stayed overnight with his Ducksback 12/50. While there we were joined by Bill Boldiston who came in his 1925 Ducksback 12/50 to see us off.

Just before noon our little convoy, now including the Chapples' 1926 12/50 tourer and Bruce's 1926 12/50 Ducksback, arrived at a park on the outskirts of Bathurst just as the dark clouds let loose a half-hour of heavy rain while we greeted John and Pam Andrew who had come from Mudgee in their Peugeot to join us. When the rain cleared, and lunch was eaten, we set off for our overnight stop at West Wyalong. Comfortable motel accommodation and a good dinner ended a successful first day's run with the heavily laden cars.

SATURDAY, 28/3/87 :

Breakfast over and a quick phone call to Griffith, where the Cass family was staying overnight, to ensure our rendezvous with them at Goolgowie was still OK, and we were on our way at 8 am sharp in fine weather which soon deteriorated again as we pushed into strong westerlies and short sharp showers. At 9.45 am we met Kevin, Helen and Ben Cass in their 1927 12/50 tourer and took the opportunity to inspect a Garford fire engine which is still commissioned at the local fire station and stands ready for duty on its (original?) Perdriau tyres (including the spare).

THE 1987 ALVIS INTERSTATE RALLY (continued)

Pushing on quickly (we were cruising at around 50 mph despite the now fierce headwinds) to lunch at Hay. Bruce Jorss ran out of fuel, just before we reached Hay, due to the impact of the gale-force headwinds and their effect on our fuel consumption. Kendall McSkimming had turned on his reserve tap several miles earlier and so was also running low on fuel in his 7-gallon scuttle tank. All the Alvises were running absolutely standard and no extra tanks had been fitted to them.

It was still windy, but dry, as we crossed the NSW - Victoria border during the afternoon, and we were grateful to turn into our motel at Ouyen at 5.40 pm for a freshen-up before having a hot meal at a local club.

SUNDAY, 29/3/87 :

Our little caravan of four 12/50 Alvises and two French cars set off at 9 am from Ouyen for the SA - Victorian border in fine weather but still pestered by the westerly gales which now whipped up huge clouds of dust ranging in colour from fawn to dark chocolate for the denser clouds of dust. It was impossible to see the leading cars from the rear of our convoy due to the density of the dust and, even with hoods up, the driving conditions were less than pleasant as we then endured spasmodic rain squalls.

The McSkimming 12/50 had turned on to 'reserve' again well before we stopped for morning tea after refuelling at Murrayville when a garage proprietor opened up for us. The rain squalls had eased by the time we reached Lamaroo for lunch, and we re-set our watches to SA time of 12.45 pm as we set off for Murray Bridge via Tailem Bend. On arrival at Murray Bridge Motel we were greeted by SA Alvisists, Don and Jill Bosanquet, as repairs were made to the Renault's fractured exhaust pipe.

MONDAY, 30/3/87 :

A very wet morning at Murray Bridge was cleared by the (ever-prevailing?) westerlies but stiff, chilling winds remained and caused our organisers to move our picnic lunch indoors to the comfort of the local rowing club's rooms. The luncheon was delicious and served by the ladies of the local branch of the Country Women's Association. By this time our ranks had swelled with the arrival of other Alvis rallyists. The Alvises in attendance now also included :

Rob Gunnell's 1926 12/50 tourer (from NSW)
 Stuart MacDonald's Ducksback (South Australia)
 Dr. John Hetherington's 12/50 roadster (Victoria)
 Geoff Hood's 1929 16.95 hp Silver Eagle tourer (Victoria)
 Geoff Lane's 1932 12/60 saloon (South Australia)
 Ron Wilson's 1933 Firefly tourer (Victoria)
 David Wischer's 1935 Speed 20 tourer (Victoria)
 Duncan Scott's 1936 Speed 20 Tourer (South Australia)
 Ron Bloyd's 1937 Speed 25 tourer (South Australia)
 Richard Creed's 4.3 litre saloon (Victoria)
 Jim Whitehead's 4.3 litre drophead coupe (New South Wales)
 David Wischer's and Michael Creagh's 1938 12/70 special (Victoria)
 John Mitchell's 1961 TD21 Series 1 saloon (South Australia)
 Alan McKinnon's 1926 12/50 tourer (Victoria)
 Bill Austin's 1948 TA 14 saloon (South Australia)
 David Caldwell's 1948 TA 14 saloon (Victoria)
 Don Tamblyn's 1948 TA 14 drophead coupe (South Australia)
 Robert Graham's 1949 TB 14 roadster (Victoria)
 John Twomey's 1951 TA 21 saloon (Victoria)
 John White's 1951 TA 21 saloon (Victoria)

plus several other Alvisists minus appropriate cars.

After lunch we wended our way up the Barossa Valley to our motel accommodation for the next few days at Tanunda and Nuriootpa.

TUESDAY, 31/3/87 :

This was a 'free' day in which to clean up the cars, tour the wineries, etc., or visit Adelaide to play at the casino or go shopping.

THE 1987 INTERSTATE RALLY (continued)

WEDNESDAY, 1/4/87 :

The Alvises assembled in Nuriootpa and then, in convoy, toured the Barossa wineries. At Taylor's winery Stuart MacDonald handed out plates of delicious looking lamingtons as a morning tea treat, but these 'cakes' proved to be made of sponge rubber dyed chocolate brown, covered with chocolate icing and desiccated coconut. After this April Fool's Day joke we moved on to a hot lunch in a park near Clare. At a chicken tea that evening David Clipsham brought along his beautifully restored fixed head coupe 4.3 litre Alvis for us to drool over.

THURSDAY, 2/4/87 :

A string of two dozen Alvises toured through the Barossa Valley to arrive at the Birdwood Museum where the museum's curator, Jon Chittleborough, arranged for their recently (mechanically) restored Alvis Saracen to be started up and parade along the line-up of our civilian Alvises. Then the six-wheeled Saracen took enthusiasts for a run in its confined 'passenger' compartment. This armoured personnel carrier was designed and built by Alvis Ltd. to negotiate rough terrain under wartime conditions so its driver was encouraged to plunge down a nearby creekbank and have it clamber through the scrub with its passengers being tossed around within its austere interior. The chaps were very appreciative of this gesture by the museum although the womenfolk looked on amused or bemused.

FRIDAY, 3/4/87 :

We left our very comfortable accommodation of the past few days to head, in warm and summery conditions, for Waikerie where the local C.W.A. again provided us with an excellent lunch in a park by the River Murray. From Waikerie we drove through now desolate country towards Renmark and arrived at a veritable oasis in the form of a motel run by the Renmark Country Club. With its pleasant golf course and much appreciated swimming pool, just outside our rooms, all set in lush green surroundings, most of us were prepared to settle in for a month instead of a day or two.

Another Alvis turned up this afternoon : Vic Elliot brought his 12/50 Beetleback over from Adelaide to join in the fun.

SATURDAY, 4/4/87 :

We visited the tourist attractions within the Renmark area today and, after lunch, inspected the remarkable Humphreys Pump at Cobdogla. This pump was a primary part of the original irrigation system based on the Murray River. The weather, by this time, was very hot and in marked contrast to what we had endured a week earlier.

Two or three of the Alvises experienced tyre trouble at this stage and Alan McKinnon very obligingly responded to requests for 'after sales service' by arranging for replacement tyres to be sent for and was seen to be wielding a rubber mallet on tyres while all the time muttering "I AM on holidays" but looking unconvinced. The tyres which required replacement, incidentally, were not sold through Alan's Antique Tyre Services. These tyre problems were the only serious problems experienced by any of the Alvises throughout the entire Rally.

That night we celebrated the formal close of the Rally with a dinner in the suitably decorated dining room of the Clubhouse.

SUNDAY, 5/4/87 :

Most of us were up early on this bright sunny day and some cars were headed for the long way home well before we were on the road and facing east towards the NSW border at 8 am. We were soon accompanied by a blustery southwest wind as we drove to Mildura in company with the McSkimming 12/50. The Chapples picked up a couple of tyres in Mildura for their 12/50 as the two rear tyres had started to shed their little-used treads, apparently due to old age. The Cass family, accompanied by Bruce Jorss, turned their 12/50's southwards as they headed for the Grampians, in Victoria, before returning home.

THE 1987 ALVIS INTERSTATE RALLY (continued)

We arrived back in Campbelltown on Tuesday, 7/4/87, after a leisurely run home and stopping overnight at Hay and Wagga. The McSkimming 12/50 was ready to go another tour after it had just notched up 1,987 miles (over 3,000 kms) during the past twelve days.

Kevin Cass and his family returned home to Wollongong a couple of days later and reported that their 12/50 tourer was ready to do the whole trip again immediately. Bruce Jorss called into Campbelltown on his way home after visiting John Kent earlier in the day (Thursday, 9/4/87) as he passed through Wangaratta. From John Kent, a 30/98 Vauxhall owner, Bruce picked up some 23/60 carby bits for delivery to David Stewart of Ingleburn. They were in David's hands by 8.30pm that night : thus the 12/50 had provided a same-day interstate parcel delivery service unequalled by modern transport!

The value of these interstate Alvis rallies cannot be under-estimated as they not only afford us the opportunity to refresh old friendships and make new ones, but they also provide us the appropriate milieu in which to discuss mutual problems related to Alvis cars. This aspect was appreciated on the occasion of the 1985 rally at Swan Hill and has been reinforced at the Barossa Valley this year.

Our sincere thanks go to the South Australians for their superb planning and warm hospitality.

ERIC CUNNINGHAM

ENGINE versus CHASSIS NUMBERS

As mentioned in "ALVIBATICS" (April, 1987) I chose to base the Alvis Register on the chassis number rather than the engine or car number, and there are historical reasons as well as practical considerations for so doing - as I discovered during some recent research for clues to NSW Alvises in the early post-war years.

At a time when compliance plate data is taken for granted by car buyers, it is probably not known by younger members that in the days immediately following World War II cars were scarce and so prices could have been prohibitive for secondhand cars (in the absence of any new cars on the market at the time) for those whose employment depended upon owning a car. A car was still regarded by the majority of people, in the 1940's, as being a luxury rather than a necessity.

The following item appeared in the "THE HEADLIGHT", which was the official journal of the Associated Motor Traders of the Hunter District, and came out to throw "light on the Motor Trade", as the cover reminded its readers each month. The extract from that journal is from the February, 1948 issue and reports on a 'milestone' decision handed down in the Queensland Supreme Court on the subject of identification of the model of a car.

" ENGINE OR CHASSIS - CAR MODEL BASIS?

QUEENSLAND SUPREME COURT DECISION

Whether the chassis or engine of a car determines the model was a question placed before Mr. Murray, SM, in the Supreme Court in a case held on October 28 this year.

This is believed to be the first time the question has arisen.

Albert George Taylor, car wrecker and dealer, of Ipswich Road, Woolloongabba, pleaded "not guilty" to a complaint that on or about December 20, 1946, he contravened the National Security (Prices) Regulations, in that he sold a second-hand Whippet coach (1927 model) to William Benoi Johnson for 135 pounds, which was greater than the maximum fixed price of 80 pounds 15 shillings.

ENGINE versus CHASSIS NUMBERS (continued)

"Johnson, storekeeper, of Yeronga, said Taylor asked him for 135 pounds for the car. When he said the price was too high, Taylor said: "Take it or leave it."

He paid 10 pounds deposit and 125 pounds later. It gave him mechanical trouble and he sold it for 70 pounds.

BUILT UP "BITZER"

Taylor said he got the car built up. It was a 'bitzer' and he paid 129 pounds for the parts. A 1929 Whippet engine was put in a 1927 chassis.

Before the war he paid 3 to 5 pounds for old Whippets. He wanted the car for his own use.

Arnold Rigby Kington, of Annerley, an "A" grade motor mechanic, said that when the car was in running order he would not class it as any model. He did not think it was possible.

DEPARTMENT CONCERNED

Mr. Martin said that the question of fixing the model of cars had caused the Prices Department some concern.

Mr. Murray said he would accept the evidence of the Prices Officer that it was the custom of the trade to fix the model by the chassis. It seemed commonsense that the chassis should determine the model, although it might lead to some peculiar situations. "I find that it is a 1927 model" he said.

Taylor was fined 5 pounds with 3 pounds 9 shillings costs, in default imprisonment for 14 days. He was further ordered to refund 54 pounds 5 shillings to Johnson.

Mr. A. J. Martin (Commonwealth Crown Solicitor's Office) prosecuted, and Mr. L. Brown (instructed by Mr. L. B. Moynihan) appeared for Taylor.

- "Queensland Motor Industry" "

Reprinted from "THE HEADLIGHT", February, 1948

A PRINCE HENRY ALVIS?

The current advertisement appearing in "Unique Cars" magazine (for May, 1987) in which Dick Willis of Coffs Harbour is offering to sell his 1936 Crested Eagle saloon, served to remind one of another Crested Eagle saloon which was owned by Barry Turner in the late 1950's.

Dubbed "Gloucester House", this Alvis was alleged to have been owned, or at least, used by HRH Prince Henry, Duke of Gloucester, when he was touring Australia late in 1934 or when he was Australia's Governor-General from 1945 to 1947. According to Dr. Noble Frankland, his biographer, Prince Henry was more interested in horses than cars and is chronicled as driving only a Sunbeam and Rolls-Royces (and not without some unfortunate mishaps, at that!).

The Crested Eagle owned by Barry Turner was chassis no. 12908 (car no. 17414) and is thought to have been a TG 19.82 model. It is believed to have been broken up in the early 1960's.

The Willis Crested Eagle is car no. 18127 (its chassis number is not recorded) and undoubtedly left the Alvis Works later than did the Turner car. Much of the history is known of this car as it has had so few owners during its 50 - odd years.

The Crested Eagle model is a "rara avis" in this part of the world as there were probably only another half-dozen that ever existed in Australasia. Chassis no. 11652 (car no. 16571) is believed to be owned by Tony Ashton-Peach in New Zealand. Chassis no. 11184 (car no. 15589) was owned by Peter McAuley of Melbourne, and was registered (VIC) 24104 in 1939.

A PRINCE HENRY ALVIS? (continued)

Chassis no. 12934 (car no. 18117) is another NZ car - it was owned by J. K. Witham and (possibly later on) by J. R. P. Kay. Whether this car still exists is not known.

Chassis no. 12980 (car no. 17894) is a TF model owned by Philip Nye in Victoria; and another Victorian example was a TD series (car no. 16119) belonging to a Mr. De Fina - but its present whereabouts is unknown. Perhaps its other owners were a Mr. Tino Brino; Peter Menere; John Cole; Monty Vaughan and/or Andre Chaleyser.

The only other NSW Crested Eagle which bobbed up briefly, and that was 30 years ago in Ashfield, was an unroadworthy saloon belonging to a member of the then shoe-manufacturing family, McEvoy.

Queensland member, Frank Corbett, spotted a saloon in a Brisbane suburb about 20 years ago but has not sighted it since.

If anyone has any information on Crested Eagles in Oz or NZ, Eric Cunningham would appreciate hearing from you. His address and phone number are :

8 Mereil Street,
Campbelltown, NSW, 2560
(046) 25 1381

EXPORT OR PERISH - REMOVING 3 LITRE REAR HUBS THE EASY WAY - TRY THIS -
WITHOUT BASHING

Machine two 5/16" square rings (annulus) being an interference fit to the rear hubs. Machine chamfers on the inside edges to accept welding. Heat rings in oil to expand and put on rear hubs (slacken rear axle nuts). Align them and weld them to the hub. Welding rods will need to be better than hardware shop stuff. Be advised here by tradesmen. When job is cool, apply a 3 leg puller to the axle end and the ring on the hub. The hubs should now come off freely.

You will now have the system for removing hubs with the forces being applied at the axle taper like Henry Ford has done to millions of cars and Alvis forgot to do.

COL WINSLADE

REMOVING 3 LITRE RADIATOR

This is a simple operation. Just follow the instruction in the workshop manual. Jacks are not needed nor are they mentioned. Man - oh - man!! Some mothers do have 'em! It must be the strain of city living.

COL WINSLADE

LETTER TO THE EDITOR

Dear Richard,

re: AIDS for the Alvis Owner

The lament of the rabbit who washed his thing and couldn't do a hare with it suggests that the recent increase in numbers of unwashed rabbits constitutes a health hazard to hares and therefore to their human owners.

AIDS has occurred in hares but so far only among consenting adults. However, AIDS is rife in the rabbit population so an increase in the number of hares with AIDS could well occur soon. It is now known that birds carry AIDS, so the addition of widespread hare AIDS to the existing bird AIDS could cause a problem to humans who have close proximity to those animals.

After an extensive review of the literature on the subject, I make the following observations :

1. All Hares are at risk.
2. Most birds, especially Eagles and Fires are at risk.

LETTER TO THE EDITOR (continued)

3. Speed and other drug users are at risk.
4. The virus has an affinity for the colour red and favours an isoscelean environment, so owners of late models may not be as safe as was previously thought.

I believe that the Club should take strong immediate action to prevent a catastrophe by accepting the following recommendations and adopting them as rules to be incorporated within the new constitution.

1. All Hares should wear gloves at all times.
2. Owners of avian Alvises will have to make appropriate anatomical adjustments, but gloves must be fitted.
3. Fireflies shall remain firmly done up at all times.
4. Open Alvises shall wear a condom over the gear lever between dawn and dusk.
5. Saloon Alvises are exempt from (4) but must have a condom placed over the end of the exhaust pipe when the vehicle is parked on Crown land.
6. Wearers of TB 14's are exempt from all of the above but subject to those rules which follow.
7. All Alvis drivers must wear a condom when driving at altitudes in excess of one thousand metres.
8. Borrowers of Alvises with non detachable steering wheels shall at all times wear plastic gloves whilst driving the borrowed vehicle. It is the responsibility of the lender to ensure that this happens.
9. All fluids removed from Alvises, e.g. oil, water, etc., shall be set in concrete and dumped at sea.
10. Any vehicle used to tow a broken down Alvis must be driven by a registered blood donor wearing a plastic rain coat and rubber soled suede shoes. At completion of the tow, the tow vehicle, the rain coat and the shoes are to be incinerated on the spot and the ashes sent to Coventry.
11. Any member found guilty by the Club Committee of breaking any of these rules shall spend five years driving a Datsun 120Y. Why bother?

Sir, urgent action is needed.

JOHN HETHERINGTON

COL'S CORNER

Recently read the revelation by Horrie Morgan. Glad it was not his lot to own a Fargo or other trucks in which petrol disappeared. The 3 litre is easy to cure as is the zero oil pressure at low revs. Simply look at the engine for oil flowing in that wrong spot. All 3 litre cars are not affected by nil oil pressure when idling. So, good oil hunting.

COL WINSLADE

QUOTABLE QUOTES (?)

"There is no substitute for experience : SIR JOH BJELKE-PETERSEN, killing off hopes of his retirement on his sixty-sixth birthday (1977)".

"Anyone signing a contract with a Japanese firm must ask himself : will they honour it?" XAVIER HERBERT (1976).

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 Does anyone else require the cast iron caps used to manufacturer 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 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
- FOR SALE The Club now has in stock the last four available brand new Speedo Cables (inner and outer) to suit 3 litre (TA 21 to TC 21 series) and TA 14. \$25 each
- FOR SALE THE STORY OF THE RED TRIANGLE by Ken Day. This book is the definitive history of Alvis Ltd. \$35 each.
- 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.
This advertisement has been in the newsletter for several months without any response. If no information is forthcoming within the next month, this service will be discontinued.
- WANTED One of my nuts is missing! I need 1 rear axle nut 1" dia and 20 tpi (that's threads per inch) and fits on an inch axle. Please help me as I definitely need two nuts - one on the left side and one on the right side to keep 3 litre no. 2 from collapsing. COL WINSLADE
- FOR SALE ALVIS 10 hp CONVERTIBLE - :NO - but I do have a 1939 Vauxhall 10 hp tourer "Caleche" model, fold down windshield. Car has been dismantled but not dissected. Chassis sand blasted and primed. Some spares. Although not a thoroughbred (not bread) it is a British product and has a fold down hood. Cash/layby/terms.
\$1,875.00 COL WINSLADE, PO Lake Boga 3584. Phone (050) 37 2244
- FOR SALE Distributors - some old 6 cylinder and 4 cylinder - range unknown. Ex British cars. COL WINSLADE
- FOR SALE Horn buttons - a few old ones still here, for British products. Lots of auto electric spares. Send full information and SAE.
COL WINSLADE
- FOR SALE Prefect Sedan 50 Australian body, VIC rego. Goes very well. Opportunity to buy a car with a full length chassis. Does go really well. Brown leather interior. Recently had RWC \$1,950
Cash/layby/terms. COL WINSLADE

Owners of Tickford bodied cars with cable operated window winders may consider changing to Chrysler style cables. Bob Graham is trying to help us all.
Thanks , Bob. Maybe some of us are BEYOND HELP.