



VICTORIA
(INC.)

NEWSLETTER

VOLUME 31

ISSUE NO. 4

APRIL 1992.

CLUB ROOMS:- at the rear of "ALVISTA", EDGAR ST., MALVERN.
Near Harold Holt Memorial Swimming Pool.

MEETINGS:- THIRD FRIDAY OF EACH MONTH (EXCEPT DEC./JAN.) AT 8 pm.

*******EVENTS*****EVENTS*****EVENTS*******

APRIL. FRIDAY 24.4.92. CLUB GENERAL MEETING.

***** Note this is not the 3rd Friday. The 3rd Friday is 17.4.92. - Good Friday. ***** Note change of date.

MAY. FRIDAY. 22.5.92. CLUB GENERAL MEETING. Guest Speaker from Shannon's. (Classic Car Sales and Classic Car Insurance). This should be a very informative meeting.

MAY. SUNDAY 17.5.92. PUB RUN TO WELLER'S RESTAURANT, Kangaroo Ground. Start at Doncaster Shopping Town car park at 10.30 am. sharp. Organized by Alister Cannon. Telephone 059 683 796.

SEPTEMBER. SUNDAY. 27.9.92. NATIONAL ALVIS DAY. Watch this space. And see elsewhere in this Issue.

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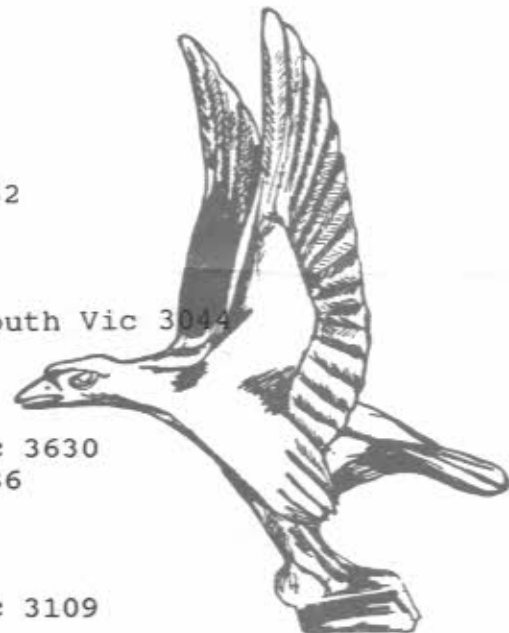
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S. LEMAN-BATES



S. LEMAN-BATES

PRESIDENT'S PRATTLE

How many kilometres do you travel to to get to our meetings at Alvista?

Last month Roy mentioned the new names and faces on the Committee and I agree it's great to see and to have them as part of the team. Then I thought of the distances some of that Team drive to attend twice a month - committee and general meetings.

John Twomey from Glenroy - and that means negotiating city traffic - John Hetherington from Shepparton and John Ball from Murchison; Richard Tonkin from Christmas Hills, Dale Parsell from Avonsleigh, Rex Roberts from Ferntree Gully, Kevin Bruce from Maffra and "Roy Boy" from Fountain Gate.

That totals up many many kilometres of travel and lots of time but all done willingly to keep the Club administration going - and going well.

Now, these good folk anticipate only one thing in return and that is for you, as a member, to come along to the Club meetings to discuss matters Alvis, to share in friendship and to participate in the events they organise.

So what about it? We'd like to see you drive your comparatively few kms so we can see you there and share **your** company.

RON WILSON
President

NATIONAL ALVIS DAY.

Negotiations have now been finalized with the A.F.C. whereby we have permission to use the roadway and surrounding areas adjacent to the Western boundary of V.F.L. Park, Wellington Road, Mulgrave.

It is envisaged that the events will consist of timed sprints on Bitumen roadway and various novelty events such as Flag & Barrel, Slalom and Garaging etc. Time will decide what happens. The day will finish with a spit roast and a gasbag session for members to explain why their car didn't perform to expectations. As this is the premier club event for the year we ask all members to start preparing for it NOW.

We are hoping for a turn up in excess of 25 Alvises, so if you have an Alvis nearing completion, the 27th of September is the date to aim for. You can show it off then! Further details will be published at a later date.

REX ROBERTS.



A recent, but nameless PAST PRESIDENT now has much more time to devote to the coachwork of the SPEED 20.

ALVIS AGNITIONS.

Those of us lucky enough to go on the Goldfields Rally at the end of March enjoyed a great weekend away. There are no details in this Newsletter but a report will appear next month. Next month's Newsletter will be edited by John Ball so please be kind to him and send in lots of neatly typed proof read and corrected A4 pages! (the typist thinks that is wonderful. Ros) On our way back from the Rally we stopped for "a breather" whereupon a car towing a single cylinder de Dion Bouton on a trailer pulled up behind us. The brothers Prentice were on their way back from the single huff puff and double huff puff rally at Castlemaine to Canberra. **RICHARD PRENTICE** used to work for **BOB ROGERS** in Sydney. Bob Rogers sold his front wheel drive Alvis to **JOHN HAM** who now lives in Macedon and who also has ? a Speed 20. It seems that whenever I venture out in an Alvis someone accosts me with more Alvis information, which is delightful. I haven't yet sorted out in my mind the information obtained last month from **LES LEA**. See **FRANK CORBETT'S** contribution on that subject elsewhere in this issue. Perhaps **PAUL BAMFORD** would like to comment on Frank's ideas? We must thank Frank for providing 145 page 5s and 145 page 6s - in order to give us 1st generation photocopies of the photographs. It is a pity that the wonders of the modern photocopy machine do not include adequate reproduction of photographic material. But perhaps commercial printers would disagree with my sentiment! This issue contains lots of information about the recent V.S.C.C. Alpine Rally. That was not an A.C.C.V. event but six cars did compete, making it a bit of an Alvisfest. Well done to those who did well and tough luck on those who had problems. For myself, after my DNF in 1990 I was pleased to just get there. **REX ROBERTS** seems to have done very well as far as arranging a venue for **NATIONAL ALVIS DAY** to be held on the 27th September this year. A quarter mile of flat straight bitumen all to ourselves along with various other turnoffs, intersections, parking areas etc. sounds great. Word filtering down from way up North suggests that the next National Alvis Rally will be in Southern Queensland in 1993 at the end of August and beginning of September - when the weather is best up there. **GEOFF HOOD** is already thinking in terms of getting the Silver Eagle to the Queensland border in a day, if he starts early enough in the morning! He may be on his own if he tries! As reported previously **PETER BLACK**, in France, has started "World Alvis News". The issues so far have been fun to read so a joining up form is included in this Newsletter. Give it a go. Send your \$20.00 and you'll get fun and information. Recently I have heard a couple of examples of the old "found in a barn" story - both of which turn out to be true. One involved an Austin and the other a Lancia. When did the last Alvis re-emerge from the traditional barn? Anybody got any good stories?

ED.



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Focket Type	Con sized Type
0 to 5 volts .. 10 6	0 to 15 amps .. 12 6
0 to 12 .. 10 6	0 to 30 .. 12 6
0 to 15 .. 11	0 to 30 .. 12 6
0 to 5 amps .. 10 6	0 to 30 .. 12 6
0 to 30 .. 12 6	

WHAT IS SHE SAYING TO HIM?

We're all set for the weekend: I got a TA 21 manual from "Air-Speed Books" to help you overhaul the Alvis.

ERIC CUNNINGHAM.

Darling, I hope you brought the comfortable 3 litre and not that terrible 12/50.

Sure, I believe sex has a place in our relationship but I don't think the place is in the back of your Alvis.

It was good of you to lend me your Alvis. The only thing you forgot to tell me was how to stop it.

You want me to do what? Check your transmission? Service your rear end or blow your horn?

JOHN TWOMEY.

Oh Richard, it is so fascinating to hear all those interesting details about the 14.75.

What a perfect night for a drive in the 12/40, Rex - now that it is not raining.

Not tonight, Ron you must go and polish the Firefly to be ready for the Alpine Trial tomorrow.

It is a marvellous night to go for a moonlight drive, Dean. What a pity the Speed 20 is not finished.

Oh, Alan - the moon reminds me of the white walled tyres on the 12/50.

The moon is shining on the polished aluminum of the Ducksback and is so blinding, Alister, that I must close my eyes.

This romantic moonlight evening reminds me of all those sexy curves on the TB 14, Rob.

BOB GRAHAM.

That reminds me - did you twiddle the knob to turn off the Alvis headlamps?

Darling, Al-vis and Heffen too!

GEORGE SMITH.

THE WINNER? GEORGE SMITH FOR "HEFFEN TOO". Well done, George. A small prize will find its way to you shortly.

ED.

Thank-you to all contributors.

NORM DUNFORD'S FWD

Dear John

20th March 1992

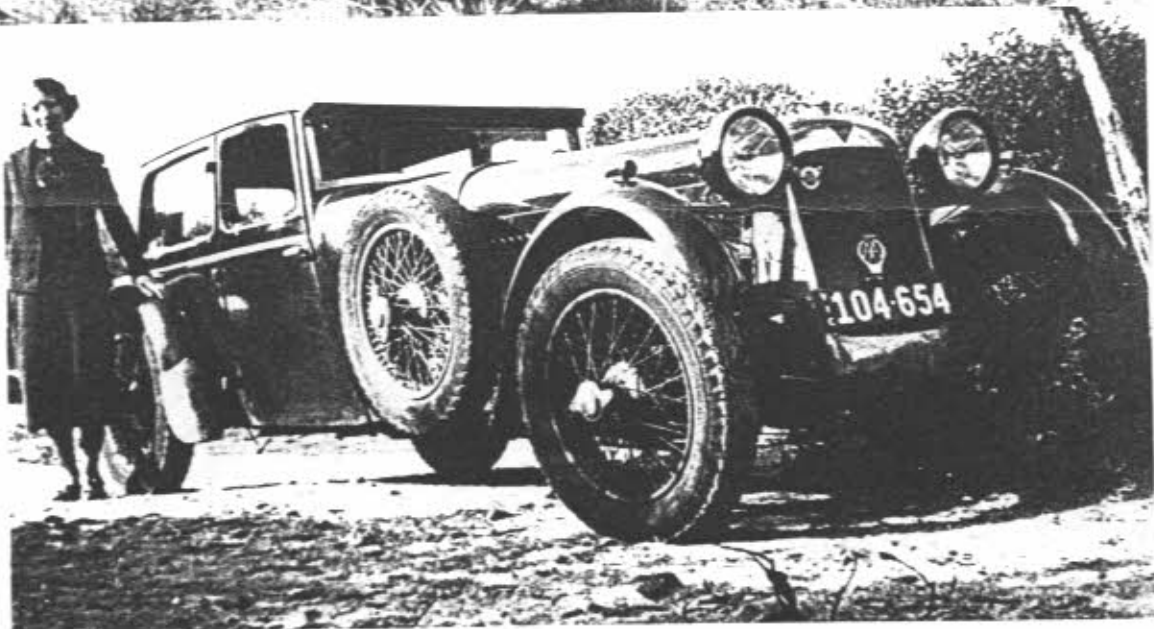
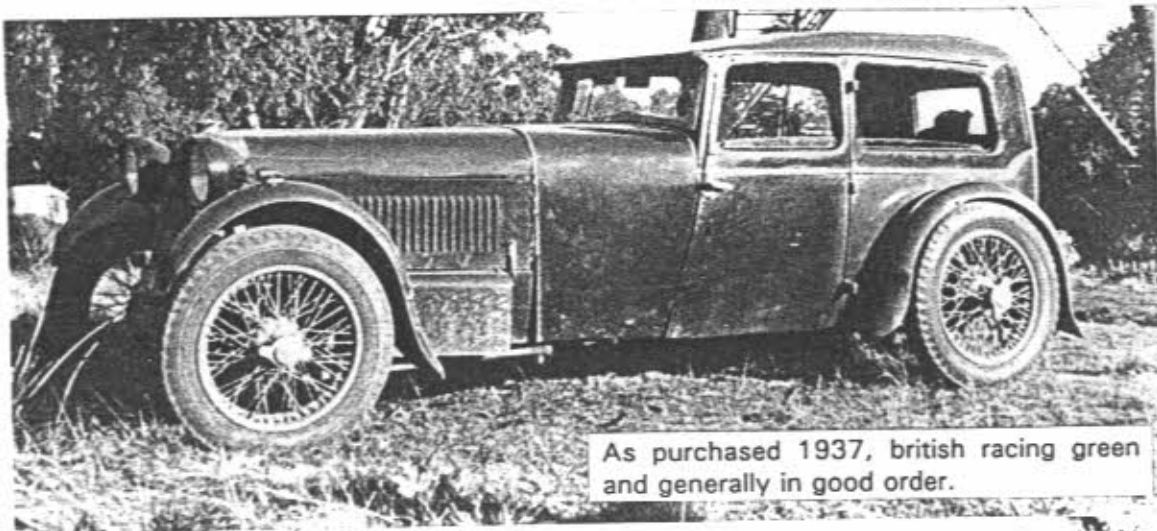
I was intrigued to read of your meeting with Les Lea who owned a front wheel drive supercharged Alvis and the comment that this car may be Paul Bamford's.

Late last month I received a letter from Norm Dunford of Buderim Queensland, enclosing some photographs of a front wheel drive fabric bodied Alvis saloon which he owned from 1937 to 1939. Norm said it was a long wheel base model, had a roots supercharger and that it was driven at 110mph at Brooklands before it came to Australia. I'd reckon the speedometer was reading about 25 mph too fast.

The Dunford front wheel drive was registered in Victoria as VIC 104-654 and was originally painted british racing green. Norm re-painted it first silver and then again cream and black which the photographs indicate. If I am not mistaken Paul Bamford's car was originally a long wheelbase supercharged saloon so maybe the Dunford, Lea, Cole, Bamford cars are one and the same.

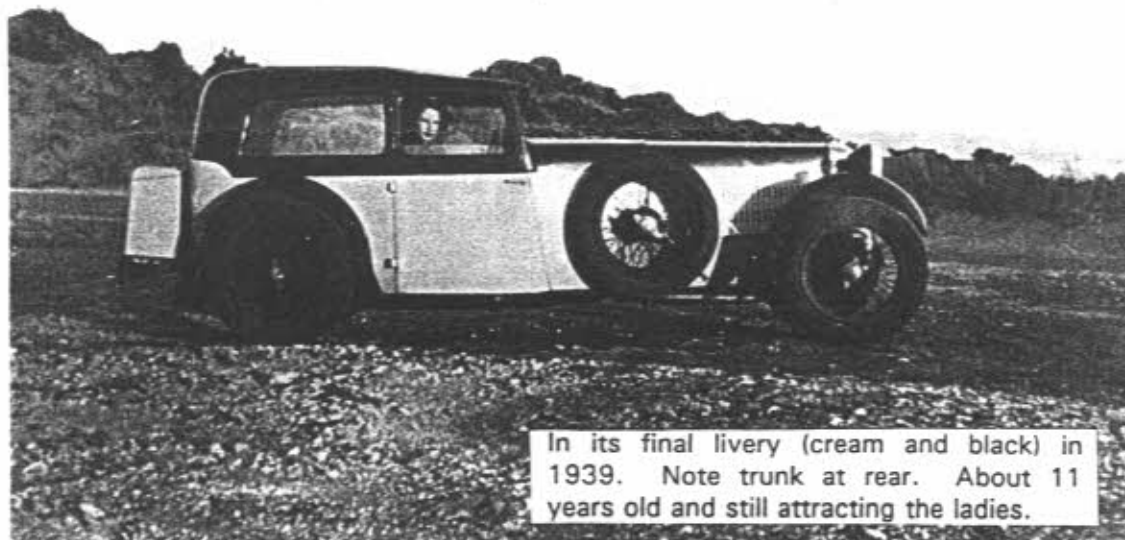
Norm Dunford is away on holidays until mid May and the intent is to contact him then to ask for more information which may help to identify his Alvis. I'll keep you posted.

Regards
Frank Corbett





Painted silver and still with Victorian registration VIC 104-654



In its final livery (cream and black) in 1939. Note trunk at rear. About 11 years old and still attracting the ladies.

As a lifelong technical buff I have to rise to the bait offered by the "ancien président" of the ACCV, Bob Graham. ("Ancien" means 'former', not 'old'). Firstly let me say that not only are wheels important in fact, their appearance makes or breaks the impression made on the viewer. If the viewer is inspecting as well as just gawping, the state of the wheels tells him not only a lot about the rest of the car but something about the owner as well.

Painting the brake drums the same colour makes the wheels look smaller (an optical illusion) because the spokes are less in evidence. If the wheels look smaller, then the car looks lower. The lower a car looks to a spectator the faster he imagines it to be and the greater the prestige of the owner and hence the demoralisation of any would-be competitor. What more can an owner want?

Further: the fact that the brakedrums have been painted will reveal to the knowledgeable that the brake linings and driving studs have (probably) had attention. The existence of balance weights will further intimidate the apprehensive onlooker and may even lead him to asking the owner if he balanced each wheel with its (own, identified) drum. If the owner replies "But of course!" the questioner may even non-start....

As for colours, well, any black car will look nicer with red wheels and drums. (Ask any Spanish dancing girl....) But, mark you: not any old red! The late lamented Royal Mail red was prone to fade under prolonged hot sunlight - so something a little darker and with not too much blue in it. (But not too dark - otherwise the TV cameras will give you a miss.) Colours other than black, red, bottle-green and Alvis Blue (e.g. chocolate, grey, magenta, cream, puce and orange) eliminate themselves for one reason or another. None will in fact reduce resistance to motion - except (see above) in the mind of the spectator.

So - if President Graham wants his TB.14 to go faster he should - without telling anybody :

1. Confirm that his toe in/out is correct.
2. " " " mixture " " (straw-coloured plugs).
3. " " " throttles are synchronised (clock-like tickover).
4. " " " throttle does in fact open fully.
5. Blow up his tyres.
6. Make sure he gets 45 deg advance btdc.
7. Eliminate any hotspot still existing.
8. Have 2mm taken off the head.
9. Have each wheel/drum assembly balanced. (Nothing on the steering wheel).

If, having done all the above, he still goes no faster than the other TB.14 it will not be his fault. The others will have read this too....

PETER BLACK.(FRANCE.)

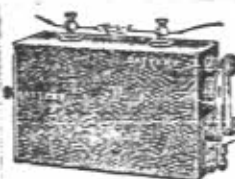
OOPS! I think "l'Ancien" was referring to his Speed 20. I don't think that TB 14s have brake drums, do they? Hands up those that have ever seen them!

ED.



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MAY NEWSLETTER
COPY DEADLINE
WEDNESDAY
29TH APRIL 1992



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N.B.:John Ball will be editing the next issue. Contributions can be sent directly to him at P.O. Box 26, Murchison 3610 (telephone 058 26 2518). Contributions sent to the Editor in his absence will probably be opened and find their way to John Ball but please excuse a bit of "Coventry two-step" during the next couple of issues. ED.

8

Dear John,

I am currently rebuilding two 12/50 Sports Tourers for my twin sons, aged 11 years. The vital item missing is windscreen pillars. I would like to get two sets of castings off an original set, if possible. My problem is that I have the only 12/50 Sports Tourer that came to New Zealand before 1930, that has survived to be rebuilt. It also came to me without a windscreen! I am prepared to assist with payment as they cost plenty of dollars.

The delay in sending a reply to your letter is because, first of all, the Pan Pacific Rally took up a lot of time and then I purchased the mechanical remains of a 1914 14 HP Humber. Another major restoration!

Happy Alvis Motoring.

Regards.

MICHAEL CURRY.

Dear John,

I thought I had better drop you a line regarding my ad. in the Newsletter for a starter pinion. I have recently got myself one from the U.K. as there was no reply to my ad. I thought I'd try "Red Triangle" but while they couldn't help they forwarded my letter to Mike Hirst at "Longstone Garage" who handles vintage Alvis spares. Most prompt and obliging they are! In fact, the pinion was here within about ten days of my letter. So you can delete my ad from the Newsletter, thanks.

I recently had the misfortune to have the oil pump spindle gear and the gear on the cam-shaft part company. I have since got a new oil pump spindle gear from the same source but have not solved the gear cutting on the cam shaft. It seems no one has a cutter small enough to get between the cam lobes. Has anyone got any ideas?

VIC ELLIOT.

Sorry, Vic. I can't help you with a small gear cutter but on page 11 you will find ways of getting yourself out of all sorts of trouble!

ED.

If you want to do well in a Rally like the Alpine, you must have a car that is bullet-proof.

GEOFF HOOD.

24314 Richard Tonkin's black 3-litre saloon appears to be another Victorian TAZ1 which has been blessed with careful owners. Richard has owned this car for nearly 3 years and it was previously owned by Norm Smith of Glenroy. Its earlier history is unknown at this stage.

25176 This TC21 is believed to have been sold new, through Devon Motors, to J.McLelland of Winchester, Geelong, who later moved to Anglesa. The car then went to the NSW Central Coast and passed through a couple of owners before being acquired by Lou and Jeanette Moore of Singleton. Lou has had a lot of work done to restore this car and have it ready to run in the National Rally. Now painted red over silver (its original colour is thought to have been maroon) it is an Alvis good enough for Lou to sing its praises.

25483 Acquired by Dean Prangley in 1981 when this TC21/100 Grey Lady saloon was brought to Queensland inside an RAAF transport aircraft from Butterworth airforce base in Malaysia this Alvis had been owned by a doctor in Penang, having been sold new in 1951 through George Lee Motors of Singapore. The car suffered from the tropical climate and lack of care when the doctor died, so it was in a sorry state when F/Lt. Bob Tandy rescued it and had it flown to Queensland. A full description of the trials and tribulations endured by present owner, Dean Prangley, are given in the Alvis Owner Club bulletins for the latter part of 1987. The car is now in fine condition and the rapid drive, with 4 men on board, from Queensland to Moama, has already been described by Dean in a recent Newsletter.

26451 John and Roma Mitchell's smart cream Series 1 TD21 is already well known to those who have participated in recent interstate rallies. This immaculate 1961 saloon was used as transport when the Mitchells co-organised the 1987 Interstate Rally held in South Australia. But this car has had a chequered career and has resided in NSW and Queensland before it was transported to Adelaide whereupon it was dropped by the forklift as it was being unloaded off the semi-trailer truck and thus presented its new owner, Don Bosanquet, with an instant "basket case". The Alvis was sold to its present owners and great credit goes to John for the complete restoration of this Park Ward car.

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January, 1992

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Dear Club Secretary,

Your members may be interested to know that we have extended our mail order business by moving to a shop where we have some of our motoring books, magazines and workshop manuals, etc., on display.

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NSW 2560

Yours faithfully,



Eric Cunningham

PIPES. GOVERNMENT SPECIFICATIONS FOR.

1. All pipe is to be made of a long hole, surrounded by metal or plastic centered around the hole.
2. All pipe is to be hollow throughout the entire length. Do not use holes of different length than the pipe.
3. The I.D. (inside diameter) of all pipe must not exceed the O.D. (outside diameter), otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole so that water, steam or other stuff can be put inside at a later date.
5. All pipe is to be supplied without rust. This can be more readily applied at the job site.
6. All pipe over 50 feet (153 metres) in length should have the words "long pipe" clearly painted on each end, so that the contractor will know that it is long pipe.
7. Pipe over 2 miles (3.2 kilometres) in length must also have the words "long pipe" clearly painted on each end, so that the contractor will not have to walk the entire length of the pipe to determine whether or not it is a long pipe.
8. All pipe over 6 feet (182 centimetres) diameter must have the words "large pipe" painted on it so that the contractor will not mistake it for small pipe.
9. Flanges must be used on all pipes. Flanges must have holes for bolts quite separate from the big hole in the middle.
10. When ordering 90 degree or 30 degree elbows be sure to specify right or left hand, otherwise it will end up going the wrong way.
11. Be sure to specify to the vendor whether you want level, up or downhill pipe. If you use downhill pipe for uphill use the water will flow the wrong way.
12. All couplings should have either right hand or left hand threads. Do not mix the threads, otherwise the coupling is being screwed on one pipe while it is being unscrewed from the other.



Bulletin d'Abonnement

The Treasurer, ACdF, Chateau Vilbrequin,
30131 Pujaut-en-Provence, France.

CLUB



I would like to renew my subscription to the ACdF for the year beginning 1.March,1992.

I enclose (a) one ten-pound note (£10) **A\$ 20**
or (b) the approximate equivalent in another currency. (State which.)

(Delete one.)



Names

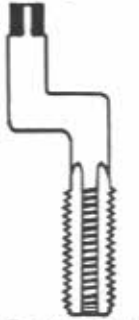
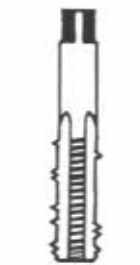


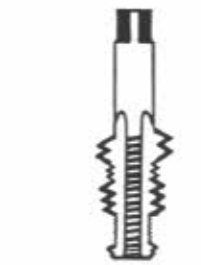
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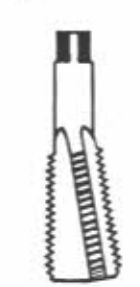



Signature

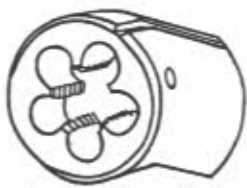
Date

Wall Chart of Oddball Taps, Dies & Gauges

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 <p>For full depth of thread in holes drilled crooked then straightened Catalogue No: IF/U/V 1</p>	 <p>Here's the answer when you're not sure if you want a right or left hander Catalogue No: SCRU/2x</p>	 <p>At last! Flexitap. The answer to problems on flexi-days!! Catalogue No: 1/4/ Z-OLE</p>	 <p>Football tap for full threads in out of round holes Catalogue No: 1/4/ EGG/ EDS</p>
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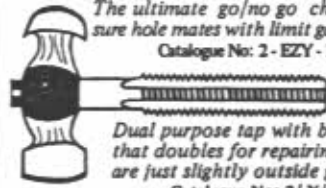


Extended button die for straightening up crooked starts.
Catalogue No: JUS/ 4/ FUN

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The ultimate go/no go checker. Makes sure hole mates with limit gauge regardless.
Catalogue No: 2 - EZY - 1



Dual purpose tap with built in handle that doubles for repairing holes that are just slightly outside gauge limits.
Catalogue No: 2/ X/ USES

STOP PRESS.

DUE TO EASTER - THE GENERAL MEETING FOR APRIL WILL BE HELD ON FRIDAY 24th

THERE WILL BE NO APRIL COMMITTEE MEETING

THE ALPINE

It was great to have 6 Alvis cars entered in the V.S.C.C. Alpine Rally last month but sad that only 4 completed the gruelling course. The two that were forced to retire were Alan McKinnon in his 12/50 and myself in the Firefly.

All day on the Saturday Alan had been aware of horrific noises emanating from the rear of the car and when early on Sunday morning it was discovered that the rear of the tail shaft could be lifted an inch or so vertically, the decision was made to limp home with the diagnosis being a shot pinion bearing.

When, a few days later, the pinion was removed it was found to have only 4 teeth left instead of the customary 9!! Only an Alvis could have made the distance in that condition.

My own troubles with the Firefly was acute overheating. Admittedly the terrain on the Saturday was mountainous, the day hot and the right foot heavy, but the radiator water on inspection appeared clean and a dose of radiator cleaner and liberal back flushings on the Sunday morning produced nothing in the way of a blockage - So it was somewhat a mystery.

At home I went through the usual remedies again but could find nothing - then I thought of the rear water transfer port. This proved to be clogged with a patina from the aluminium casting and I'm fairly certain this caused the complaint.

There's not much room in the port for the amount of water that circulates and a re-design of this component could, I feel, work wonders. But in the meantime the only thing to do is to take it off and clean it out occasionally.

From my point of view and also of navigator, Rob Graham it was very disappointing not to have finished the Alpine, but, in retrospect, it was only my second DNF in over 20 years so I can't grumble.

Ron Wilson.

AN ALVIS PERSPECTIVE

Domestic harmony was seriously jeopardised at the outset by managing to arrive at the start at Alexandra one hour early by mistake - "You mean I could have had another hour under the covers?". But it was good to watch the passing parade in the main street, as most people warmed up on the local capuccino. The Steinfort/McLennan 30/98 arrived having had total brake failure over the Black Spur; that would wake you up. Kim Brownbill was already having some overheating in the Lambda, a condition which worsened as the day progressed and the ambient temperature rose. A good rollout of Alvis at the start raised the tone of the event noticeably; four 12/50s of Heatherington, Sands, McKinnon, Denner, the Silver Eagle of Geoff Hood, and the Firefly of Wilson.

Saturday's route provided an excellent mix of mountain switchback and fast country road to Jamieson, Milawa for lunch, Beechworth, Stanley, to the Mt Buffalo chalet. At the end of the day my arms felt four inches longer due to the continual full left to full right lock activity in the office for most of the day. Alan McKinnon would have had a grin from ear to ear at the thought of the tread left by fifty cars (200 tyres) on every corner up the Mt Buffalo road, except that the c.w.p. of his 12/50 cried "enough" forcing him to retire the following day. The Saturday night dinner was as elegant and decorous as is the way with VSCC functions.

Sunday provided more good road and scenery over the Tawonga Gap to Mt Beauty and a fast run down the Kiewa Valley to Yackandandah. In the course of this we were confronted by the Millers and two and a half tons of Speed Six Bentley making up lost time after a wrong slot; a very daunting experience. Via Beechworth again the event finished at Benalla for lunch. Well done and many thanks to the organising team who put in a lot of effort and time to make it a tremendous success.

ALPINE TRIAL 1992

DRIVER	CAR	RESULTS		POINTS	PLACE
			NAVIGATOR		
JOHN HEAGNEY	AUSTIN		RONNIE HEAGNEY	190	1st O-All/PVT
LOU MOLINA	SUNBEAM		MIKE OSBORNE	200	2nd O-All/PVT
MARTIN UTBER	RILEY		KEVIN CLARENCE	210	3rd O-All/PVT
JAMES EARL	M.G. (L)		BARNEY RUSSELL	250	4th PVT
TERRY VALMORBIDA	ALFA		ANDREW GREEN	250	1st Vin
ROBERT HOOD	SS 100		DAVID HOOD	260	5th PVT
GRAEME MILLER	BENTLEY		LYN MILLER	270	2nd Vin
JACK MAYES	ESSEX		MIKE DODDS	280	3rd Vin
STEVE DENNER	ALVIS		MARGARET DENNER	310	4th Vin
GRAEME STEINFORT	VAUXHALL		IAN McLENNAN	330	5th Vin
ROBERT SANDS	ALVIS		TONY DONNAN	390	
KIM BROWNBILL	LANCIA		PAUL VELLACOT	420	
RON HOUSE	VAUXHALL		PAT PHILLIPS	430	
MICHAEL MARTIN	M.G.		TIM MARTIN	440	
DES DONNAN	FRASER NASH		EDNA DONNAN	480	
JOHN HETHERINGTON	ALVIS		?	490	
DAVID RENTSCH	DELAGE		PETER WENTWORTH	520	
BOB KING	TALBOT		?	540	
GEOFF HOOD	ALVIS		JOHN KENT	600	
HAMISH TURNBULL	M.G. (TC)		C. BENSON	610	
GARY ZENARTY	LANCIA		D. MURPHY	710	
MAX FOSTER	AUSTIN		KAREN HOLLAND	720	
GORDON LINDSAY	LAGONDA		?	720	
GRAEME QUINN	HISPANO SUIZA		BRENDAN QUINN	760	
DON SMITH	AUSTIN		JESSIE SMITH	780	
PETER LATREILLE	VAUXHALL		ROB IMHOFF	820	
GRAEME BENNETT	ROLLS ROYCE		ALAN CHUCK	840	
BEN NEEDHAM	DIATTO		PAUL COUNSEL	950	
GRAEME BURNHAM	VAUXHALL		C. WOOD	1090	
PETER FLEMMING	VAUXHALL		DALE PARCELL	1360	
IAN WALLER	VAUXHALL		ALEX WILDE	1460	
STUART ANDERSON	O.M.		RICHARD STANLEY	1590	
DON LEIGH	DALAGE		KEN DAY	1640	
BILL RICHARDS	LANCIA		RUSSELL MEEHAN	1680	
ANDREW CANNON	BENTLEY MkVI		CLARE CANNON	DNF	
HOWARD KEIL	VAUXHALL		L. KEIL	DNF	
FELIX CAPPY	DELAGE		VIN CAPPY	DNF	
NEIL MURDOCH	BUGATTI		STUART MURDOCH	DNF	
MARK ALSOP	TALBOT		SUE ALSOP	DNF	
DES DILLON	HISPANO SUIZA		JOHN OULD	DNF	
ALAN McKINNON	ALVIS		GRANT COWIE	DNF	
RON WILSON	ALVIS		BOB GRAHAM	DNF	
MIKE HIPKINS	VAUXHALL		LORNA HIPKINS	DNF	

NOTE : DNF includes those who finished the trial but did not attempt to follow the route.

This table & Steve Denner's letter courtesy of V.S.C.C.

Dear John,

I just read the February Newsletter and have to comment on the wiring diagram on page 9. I also have a 3 litre Bentley and find that the "Technical Facts of the Vintage Bentley" gives a similar wiring diagram for Smiths equipped cars. The switch panel is unique in that the bezel turns on the lights, but I did not know that Alvis used this type of switch/ammeter.

My 12/50 is CAV equipped except for the switch panel which is Lucas a la Austin 7 type.

I require a source for the supply of cut-outs for the generator circuit. I believe mine is not working properly because I have recently had the generator rewound at great expense and there are still charging problems.

Is it relevant that the contents of page 8 in February issue follow the contents of the previous page? Or has Pierre given up his Sprite and taken an hotel room? Is it Hayman Island? Is it a P100 headlight? If so, where is the other one? Is that a Hare in the bottom corner? Is that an Eagle on her left breast?

ROBERT ROBSON, MACKAY.

"SPAREPERSONS".

Vintage.

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

P.V.T.

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

3 LITRE.

Kevin Bruce,
P.O. Box 187,
Maffra. Vic. 3860.
Tel. 051 47 3096.

TA 14.

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

National Alvis Spares offers this month:-

	each
Head Lamp Globes, dble pole, dble filament	\$6.50
Decal - Alvis	\$1.00
Lapel Badge	\$4.00
Key Fob	\$7.50
Side Light Medallions (Red Devils, throaties)	\$3.75
Wiper Blades - straight	\$3.00
ACC(Vic) Club Badge - enamel	\$36.00
Battery Isolating Switches	\$18.00
Clevis Pins, 5/16 & 3/8 dia.	\$1.00
B.S.F. Hex Nuts, 1/4, 5/16 & 3/8 dia.	cheap

INTERCHANGEABLE PARTS.

N 4475 TA 14 Radiator support rubber (bottom)	(2)
Speed 20 Model SB	
Engine Support Front (top)	(1)
Gear Box Support Front (top)	(2)

For TA 14 and TA 21 (from Spare Parts Manuals)

C 2139	Coil
C 2180	Side Lamp
C 2810	Side Lamp Rim
C 2201	Speedo Cable incl. inner & outer.

SOUVENIRS OF THE FIRST NATIONAL ALVIS RALLY are still available:

Fridge Magnets (Alvis Red Triangle)	\$2.50 each
Rally Badges (Sew-on)	\$1.00 each
Rally Coasters	\$1.00 each

PRIVATEERS.

WANTED. For Speed 20. 1934 Model SB. One Andre Telecontrol Shock Absorber with 9" centre or Two Hartford Shock Absorbers with 9" centres and Triple/twin Arms. Tel. R. Graham. 03 571 3886.

FOR SALE. Alvis 3 Litre. 1952 D.H.C. Original registration papers. In the custody of Robert Hanbury Brown from the mid 1950's until I acquired it in 1985. Gary Penny. Tel. 02 360 3365. Fax. 02 331 6965.

FOR SALE. Alvis TB 14 Sports. Immaculately restored. Painted metalflake black with Sigma 2.6 litre engine and 5 speed gearbox. Bolt on 14 inch chrome wire wheels and chrome brake drums, roll bar, removable fibreglass hardtop and lots of other goodies. Has to be seen to be believed. Enquiries to P.O. Box 6142 Fairfield, Queensland 4103.

WANTED. Original petrol tank tap for scuttle petrol tank Alvis. Also, I am making a copy of a brass petrol tank cap. Does anyone else need one - or a spare? Tel. Richard Unkles 03 857 9417

FOR SALE. Hare Mascot. Short ears and paws pointing downwards (according to a photograph supplied (ED)) on a brass base which is stamped 1901. Each front leg of the hare has a crack. \$165.00 plus P & P. Tel. David Fryer 07 366 3344.

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

WANTED. Windscreen pillars for 12/50 Sports Tourer. See letter elsewhere in this Newsletter. Michael Curry, 3 Alleyne Court, Brown Owl, Upper Hutt 6401, New Zealand.

WANTED. For Alvis 12/50 or Silver Eagle. Front braked axle beam or complete axle. Geoff Hood. Telephone 03 842 2181.

NOTICED in the Melbourne "AGE" 4/4/92:- Alvis TD 21 Park Ward 1960 Coupe. Tel 052 21 5110





In service with the Royal Navy, powered by an ALVIS LEONIDES engine, the Westland Dragonfly operating during an air-sea rescue exercise.