



VICTORIA

(INC.)

NEWSLETTER

VOLUME 31

ISSUE NO. 5

MAY 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******

SPECIAL GOLDFIELDS RALLY ISSUE.

MAY. FRIDAY. 15.5.92. CLUB GENERAL MEETING. Guest Speaker from Shannon's. (Classic Car Sales and Classic Car Insurance). This should be a very informative meeting - see note inside.

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 Rex Roberts. Telephone 03 758 5365 - see note inside.

JUNE. FRIDAY 19.6.92. CLUB GENERAL MEETING.

JULY. FRIDAY 17.7.92. CLUB GENERAL MEETING. FILM NIGHT.
Watch this space for further details.

SEPTEMBER. SUNDAY. 27.9.92. NATIONAL ALVIS DAY. A most important day for all Alvis owners. Please make every effort to be present at V.F.L. Park Mulgrave - see note inside.

PRESIDENT: RON WILSON.
22 Park Close, Vermont. Vic 3133
Tel. 03 874 2450

SECRETARY: DALE PARSELL.
14 Symons Rd., Avonsleigh. Vic 3782
Tel. 059 68 5170

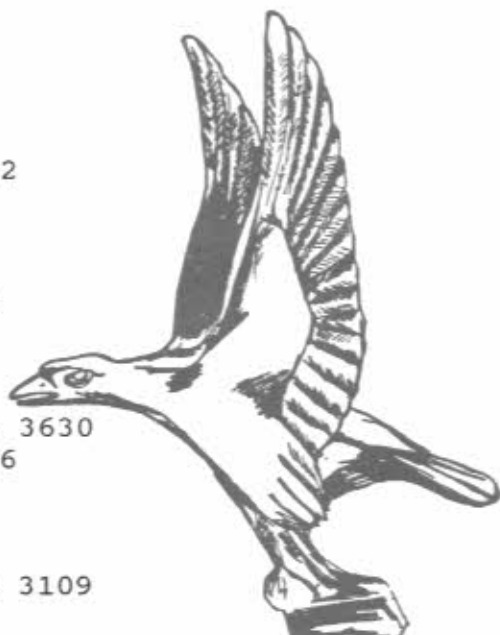
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J. Linnell-Bates



J. Linnell-Bates

PRESIDENT'S PRATTLE

The Goldfields Rally held on the last 3 days of March was a great success and it could be said one of the best the Club has enjoyed within this State.

The planning and arrangements were first class obviously resulting from the experience and consummate skills of the Organiser. The route had been chosen with interest and great care and the menus for all the meals selected after long and careful study. There were some recordable moments as only one crew passed the secret control, and another entrant entirely disappeared from view late on the first day. The maps that were supplied were excellent, although a few navigators missed some sessions of the map reading course that was held soon after the National Rally.

On the first day a test was held to see if the rally cars would follow the map or the Rally Director and 9 entrants failed, finishing up on a dead end road at the entrance to a farm - much to the surprise of the landholders.

On the morning of the third day, control of the rally was passed to a most experienced navigator, our immediate Past President, who had trouble finding North; but after boxing the compass with his car led the rally to the finish.

All the time, effort and work put in to stage the rally had obvious benefits for our Club.

The most apparent being many members - - some of whom have been tardy in the past, now paying their Club dues before they become overdue!

R.W.

POSTSCRIPT FROM THE RALLY:

Many thanks to all the Goldfields Rally participants for the very special way in which you expressed your appreciation to me for co-operating with Ron in his rally organising.

To have a splendid 3 days tootling about in Alvis cars with scrumptious meals at regular intervals, sharing good cheer and fun - all this enjoyment was enough satisfaction; but then added to everything came your charming surprise. I am really thrilled with the pen and wash painting of Mooroolbool Station and I assure you that your kindness will always be an important part of my pleasure from, and the admiration of, your gift.

Thanking you all
Gwen W.

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.

ALVIS MATTERS.

The Editor in chief is away this month, so here we go! John sets a pretty high standard, so hope we can keep up. This issue has as its main feature the Goldfields Rally which was thoroughly enjoyed by all. We have several items submitted by those who were present, including a delightful letter from **CAMERON ROBERTS**, aged 12 years. **JUNE TWOMEY** also contributes, and at this point I should re-emphasize how nice it is to have items for the Newsletter from our lady members. Perhaps we could even have a Ladies page, but certainly the ladies could be better represented. What about it girls? **RICHARD TONKIN** has written in his inimitable style, and will even keep us in suspense for more than one issue! (Can we wait for the next issue to continue this thrilling account?!!) **RON WILSON** is to be congratulated for organizing yet another successful Rally. As Kay and I joined the Rally in Ballan, Ron's words in his welcoming letter kept ringing in my ears, "Maps and directions will be provided at the start - and see if you can follow them this time!!!" Well, I know that many cars approached Maryborough from totally different directions on that first day, a fair bit of reversing direction occurred earlier in the day, and even Cameron Roberts reports on the last day that "we headed off to Maldon for lunch where a few people got lost"! Ron will we ever learn? **REX ROBERTS** is a genius at repairing cars, and as mentioned by Cameron, had to help out on two or three occasions during the Rally. Many thanks Rex. **ROY HENDERSON** does a wonderful job looking after the club library, and we should support his efforts. Roy has an item in this issue. The **TWOMEY** simple four step system for paying subscriptions for 1992 is included again this month for those who need to use it. Hoping you enjoy this issue. Happy motoring in your Alvis.

J.B. Assistant ED.

NATIONAL ALVIS DAY.

In 1923 Henly's, the London distributors of Alvis cars were so enthusiastic with the car, they organized the first one make rally with races at Brooklands attended by over 150 owners.

These events continued for a number of years and for the past thirty five years the Alvis Owners Club and the Alvis Register have held annual Alvis Days.

We therefore feel it is only proper to continue the tradition within the Alvis Car Club of Victoria as Alvis Days in the U.K. are in the form of speed events. We have organized our inaugural Alvis Day around a timed 1/4 mile sprint. For those members who do not wish to punish their cars there will be a prize for F.T.D. As we feel this an extremely special occasion we ask all members to make a special effort to be at V.F.L. Park Mulgrave on 27th September, 1992.

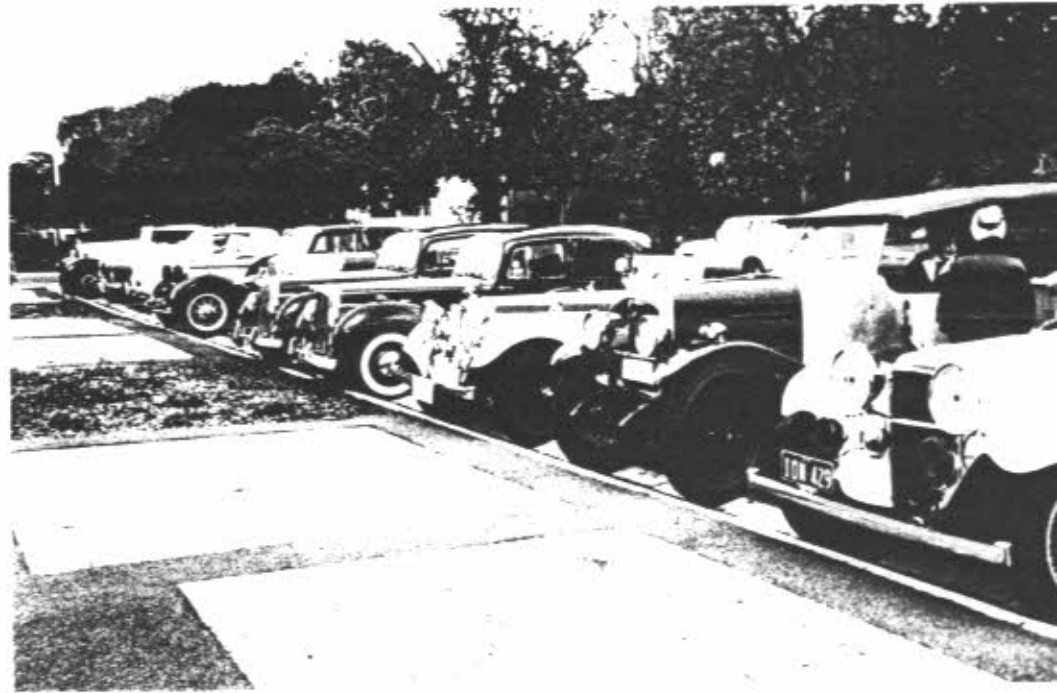
More details at a later date.

REX ROBERTS.

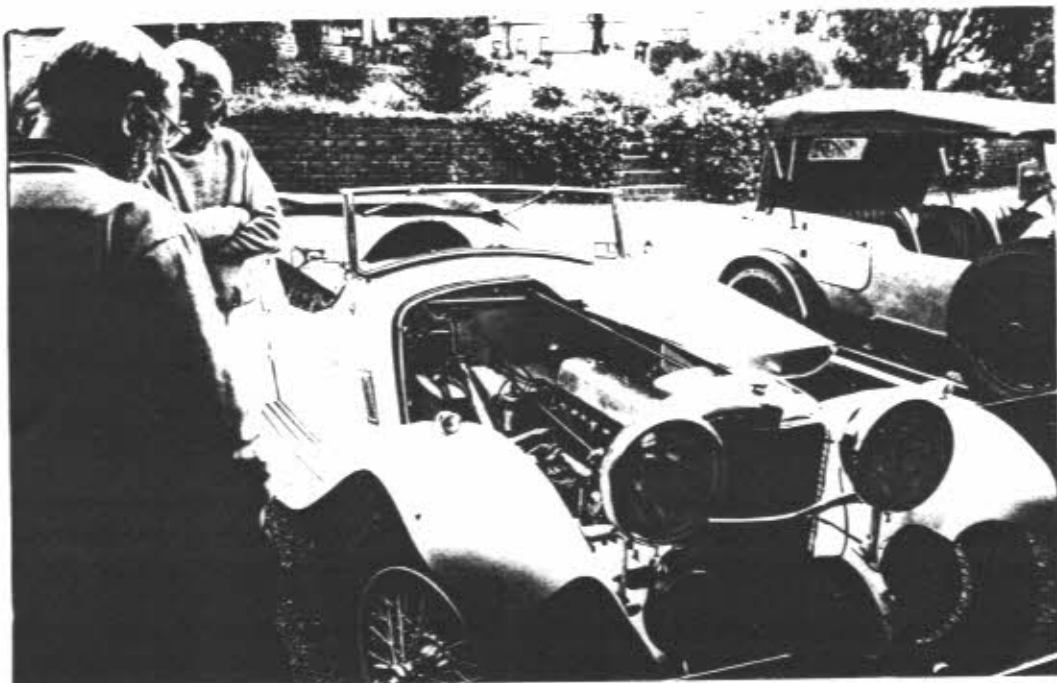
In spite of the fact that it was not the 3rd Friday in the month, the Club General Meeting for April was reasonably well attended, especially by the ladies. Ron Wilson commented that it was "nice to see the ladies present". A well conducted meeting followed, complete with the usual good natured banter, usual interruptions and interjections, but all well controlled by our illustrious President who posed the question - Did John Hetherington choose Egypt for some of his holidays because he's always interested in Mummies?



1992 Goldfields Rally
Happy times.



Some of the cars present.



Is it serious Doc?

THE WAY I SAW THE 1992 GOLDFIELDS RALLY.

Dad and I started off at 1.00 pm. on Friday in the Alvis to attend the Eddington Sprints that were held on Saturday. The car that won was called "Sabrina" and it did the standing quarter in 14.25 seconds.

That night there was a big party at my Uncle Nev's place. Dad and I started to put a few things in the car, that night we camped down by the river in a two man tent. The next morning we got up at 6.00 am., packed up, had breakfast and got to Maryborough at 8.00 to meet up with the Alvis guys for the Goldfields Rally. It was good to see our Alvis friends and their cars. First we went to Maryborough Station where we saw Mrs. Kirner's underpants flying from the flagpole. The station was very impressive and I had never seen toilets so big.

After the station we went via Avoca then on to Moonambel for lunch, meanwhile trying to keep up in the 12/40 to Bill Barber and going through some lovely country side.

We had a lovely lunch at Moonambel - that everyone liked. After lunch some people went to some different wineries but we had friends who lived in Maryborough so we went and saw them. When we got back Dad had a few beers while I went and got changed for tea. Tea was a smorgasbord with salads, ham and chicken.

Early Monday morning we had to go and fix two S U fuel pumps on John Hetherington's car. We got back just in time because they were just heading out towards Dunolly. Dad had to fix some magneto problems on Bill Barber's car with some wire off a near by fence. We request a written apology from Richard Tonkin who was saying some rubbish about the repairs done to a fuel pump the night before.

The problem on the magneto was fixed and we headed up to Moliagul where the Welcome stranger was found. Then we headed of to Maldon for lunch where a few people got lost. We had a lovely lunch and sweets at Maldon. After lunch everyone started to head home. Dad and I with Bill and Marcia following but when we got to the city, Bill had some clutch problems but was still able to drive home. They came to our house for a "cuppa" before heading home.

I thoroughly enjoyed the Goldfields Rally and I think Dad did too. I thank Ron Wilson and any other organizers for a great weekend!

CAMERON ROBERTS.

INSURANCE FOR YOUR CAR

WHAT ARE YOUR ENTITLEMENTS —
ARE YOU ADEQUATELY COVERED —
WHAT SHOULD YOU BE PAYING —
WHAT CAN YOU CLAIM FOR —

?

PUT THESE QUESTIONS AND FIND ALL THE ANSWERS —
from SHANNONS INSURANCE REPRESENTATIVES

AT OUR NEXT CLUB MEETING — FRIDAY 15 MAY, 8.30 PM.

IT WILL PAY YOU TO COME ALONG

COME EARLY — SUPPER PROVIDED —

THE 1992 GOLDFIELDS RALLY - PART 1

The Club conducted a 3 day rally to the Goldfields area of central Victoria from Saturday, 28th March to Monday, 30th March 1992, ably directed by our President, Ron Wilson. The following are some memories, by one of your junior committee members, of a delightful weekend.

DAY 1

Saturday, 28th March dawned a bright, sunny day, with the weather forecast in the low 20s (ideal conditions for the TA 21, which was designed to keep its occupants snug and warm, with the heater turned off, in a blizzard in the Scottish Highlands). Your reporter and his lady had spent the previous evening at a compulsory legal function (no, dear reader, I had not been arrested) in the City and he was feeling a touch ordinary as he carefully manoeuvred The Duchess (the Alvis, not the wife) up William Street, towards the starting point of the rally, near the Zoo. Approaching the Latrobe Street intersection, your Scribe's vision was blinded by a white flash on his right hand side. Could this be The Second Coming, I thought, or at least the early return of Halley's Comet? But no, my befuddled brain gradually realised that it was none other than BOB and BEVERLEY GRAHAM, overtaking The Duchess in their TB 14. The remainder of the weekend was, of course, an anti-climax.

As well as The Duchess, and Halley's Comet, assembled at the Rally meeting place were, in approximate chronological order (of vehicle age, not their drivers), DARRYL STANISICH in his 12/50, GEOFF and HELEN HOOD in their Silver Eagle Tourer, ALLAN and NOELEEN McKINNON in the 12/50 Tourer, BILL and MARCIA BARBER in their Silver Eagle, RON and GWEN WILSON in the Presidential Firefly, JOHN and JUNE TWOMEY in their Speed 25 Saloon and AUSTIN and MARGARET TOPE with the Speed 20 Tourer. ROY HENDERSON, with MERRYL WELCH and her sister VALDA (who kept ROY laughing throughout the Rally, although nobody knew why), CLAIRE FITCH, NOLA MORGAN and DALE and MARITA PARSELL completed our initial numbers, in moderns, although to be fair, the PARSELLs were in an MGB.

As promised by our President and Rally Director, we moved away promptly at 9.30am, via the Tullamarine and Calder Freeways to Sydenham, thence to Melton and the Western Freeway, travelling north towards Ballarat. We left the freeway at the Ballan exit and travelled through Gordon, Wallace and Bungaree, all little country towns which used to be "pee and petrol" stops on the way to and from Ballarat, but which are now bypassed by the Western Freeway. Then on to Creswick, a busy town set in a pretty valley and a major forestry training centre.

Just south of Creswick, GEOFF and HELEN HOOD suffered the first minor indignity of the Rally, with a puncture, but ROY and HIS GIRLS were soon to the rescue (which is not to suggest that the HOODs needed any help in changing a flat tyre!)

BILL and MARCIA BARBER took some interesting, and unscheduled, side roads on the way to Creswick, and were followed by your Scribe and his lady, who were travelling immediately behind. The Rally Director's suggestion that we were lost was hotly denied by the BARBERs and the TONKINs, who explained that the route they took was more "quaint" than the official one.

Travelling through Creswick, the plan called for us to visit the site of the New Australasian Mine. Most of the rally then dutifully followed the President up a dead end track (to the great amusement of the occupants of the house at the end of the road), which necessitated much reversing and other manoeuvring to get back onto the main road (the author's TA 21 having a turning circle approximating that of a Mack truck). While some who were not yet utterly

7.
convinced of the President's navigational infallibility thought that he was lost, those of us "in the know" are convinced (well, almost) that he was simply surveying the route for next year's rally.

The New Australasian Mine was soon located. It now consists of a mullock heap and a memorial but, in the early morning hours of Tuesday, 12th December 1882, it was the site of Victoria's greatest gold mining disaster, when 22 miners died after the mine suddenly flooded.

Picnic lunch was taken at St George's Lake, just outside Creswick, surrounded by pine and eucalypt forests. We then drove to Smeaton, to inspect Anderson's Mill, a 3 storey bluestone flour mill. The mill was built in 1862 to process wheat from farms in the area and it used to be powered by a huge water wheel from an adjacent creek.

From Smeaton, the Rally progressed through Clunes, Majorca and Carisbrook to Maryborough. Clunes, once a bustling service town for the local farming community, has suffered the fate of many such centres in rural Victoria. With better communications and the shift in population to larger cities, a lot of towns are dead or dying, although Maldon shows what some planning and money can do for such historic old centres.

Maryborough is a busy rural town with many fine old buildings. The Rallyists were very comfortably accommodated at the Bristol Hill Motor Inn and at the adjacent Junction Motel. We were joined at Maryborough by REX and CAMERON ROBERTS, fresh from the Eddington Sprints in the 12/40, JOHN and MARGARET HETHERINGTON in their Speed 25, JOHN and KAYE BALL from Murchison in their TA 21 Saloon and SI and AILEEN RAMSAY in their recently-acquired 1964 TE 21 Saloon, being the "newest" Alvis present.

The late afternoon was spent looking in bonnets and up exhaust pipes, comparing the tension of fan belts, asking "Has yours got one of these and, if not, how does it keep going?" and swapping tall tales (and sometimes true) of Alvises and their owners, past and present.

In the evening there was dinner at the Bristol Hill Motor Inn where the food and wine were good and the conversation lively. Your Scribe heard little late night revelry and most retired early after a very pleasant day of motoring, as it used to be.

RICHARD TONKIN

(Part 2 will appear in the June newsletter)

JOHN & MARGARET HETHERINGTON are visiting England, then with friends are travelling in Portugal and also enjoying a cruise down - or is it up? - the Nile. We wish them a happy and relaxing time.

ANDREW McDOUGALL is back home in Tasmania and has unpacked his 12/50 and is arranging a repaint job. Getting it ready to bring over for Alvis Day in September?

JUNE NEWSLETTER
COPY DEADLINE
WEDNESDAY
27TH MAY 1992

GOLDFIELDS RALLY.

The start of the Buick Car Club's Echuca Rally on Saturday 28th March from Royal Park was thrown into confusion by the arrival of the entrants in the Alvis Car Club Goldfields Rally starting from the same venue.

The ladies were suitably dressed in slacks, jeans, parkas and beanies. At a signal from the Rally Director "Ron Wilson", everybody piled into their cars, lead by Bill Barber headed for Ballan where we joined John and Kay Ball, Claire Fitch and Nola Morgan after a visit to New Australasian Mine site at Creswick. A much anticipated lunch stop was taken at Lake St. George. Having satisfied the inner man, we moved on to Smeaton and the Andersons Mill, then via Clunes to Maryborough.

On arriving at the Bristol Hill Motel we were greeted by Simon and Aileen Ramsay from Castlemaine and John and Margaret Hetherington from Shepparton. That evening a happy group navigated their way to the bar for pre-dinner drinks. Meryl and Valda had been holidaying at Eildon. Nola Morgan has been busy looking after her sister and Claire Fitch left Murray at home to look after the dog. The dinner was most enjoyable then time for a night cap of port and a good nights sleep.

Rex Roberts and son Cameron joined us on Sunday morning for an interesting inspection of the historic Maryborough Railway Station, with much clicking of cameras. Travelling in convoy via Avoca Amphitheatre, Elmhurst to a lunch stop at Moonambel. The arrival was deflating for June and John Twomey with a flat back tyre. Finishing the lunch at Moonambel not only the rabbits were legless, the remainder of the afternoon was spent visiting wineries in the district.

The final dinner was held in the dining room of the Bristol Hill Motel, a fine smorgasbord was presented. Despite assurances from Ron that there would be no speeches, several members proceeded to make speeches, including Richard Tonkin who made a presentation of a T-shirt adorned with a picture of the Firefly to Ron, and a painting by a local artist to Gwen in appreciation of their efforts in organizing and presenting the Rally.

An early start Monday began a very warm drive thru Donolly to Moliagul, the place where the Welcome Stranger was found, then on to the Kangaroo Pub at Maldon to quench our thirst before a pleasant lunch and lots of good byes. Royboy was heard to say as he left for Melbourne "One bird in the city is worth two in the bush".

JUNE TWOMEY.

Dear John,

As an interstate member I have not had the opportunity to meet many of the Victorian crew. Perhaps this situation could be remedied in part by the distribution of a list of members and their cars. I could then contact those members who share similar Alvis interests and cars.

Kind Regards.

FRANK CORBETT.

PUB RUN TO WELLERS RESTAURANT - SUNDAY 17TH MAY 1992.

This should be a great day in the tradition of past pub runs so make an effort to be there. Bring a Melways.

Start at Doncaster Shopping Town car park - be there by 10.30. The run will pass through interesting countryside over good roads. Approximately 50 kms. ending at Wellers Restaurant which is a very interesting venue with plenty of atmosphere.

REX ROBERTS.

THE LITTLE WHITE RACING CAR

The March issue of the Newsletter was most pleasing to me and I dubbed it to myself as "the be kind to Bob Graham" issue - but then Eric Cunningham went and spoiled it! I am sure that it was without malice but he remarked that a car magazine which featured a TB 14 on the front cover suddenly became defunct!

The Gold Fields Rally showed that "the Old Master" hadn't lost his touch at organizing rallies. Good one Ron, very well done! But what intrigues me is how the prospectors/miners knew where to dig those great big holes.

However, during the Rally, someone, whose identity is known but shall remain nameless, sneakily and stealthily placed a notice on the windscreen of the TB 14:

REJECTED by
INSPECTORS and not
PERMITTED to
be OFFERED for SALE

Some commonly occurring motoring faults are listed below.

- + Boiling and losing water
- + Flat tyre
- + Loose tailshaft
- + Noisy differential
- + Faulty petrol pump
- + Magneto problem

But none of these affected my extremely fast and reliable TB 14.

R.G.



70.
From your Librarian.

In our clubrooms resides a little tin cabinet called - with tongue in cheek - "The Library" and the custodian of the cabinet is called - with great pomposity "The Librarian".

There he sits at meetings, with his little card index, peering into his little cabinet, and flicking through his little cards, hoping perhaps to find such out-of-print items as "Alvis, How to do it and not get it" or "Madame Firefly and her Seven Girls", but finding only "The TE 12/50 Handbook" or "Running & Maintenance of the Speed 20".

Members have been heard to whisper reverently "What an intelligent looking librarian" while others have been heard to mutter "who's the idiot playing with his little cards?"

Actually the A.C.C.V. does have a real library, and considering the size of the cabinet, quite a diverse one, naturally of course dedicated to "The Automobile" with a fair accent on Alvis.

The library is in two sections, lending and sales. The lending library has a wide range of automobile books and theoretically works on a one month loan, though this usually extends some months due to borrowers' bad memories.

The librarian is a tolerant fellow, but remember, "Your name is on the card where your address is known!"

Unfortunately the tyranny of distance and postage more or less limits the availability of much material to attending members.

A quick flick through the lending cards reveals such titles:-

The Alvis Collection, an eight volume collection of road tests and evaluation sheets from august bodies like "The Motor", "Autocar", "Practical Motorist" etc and covering the period 1924-1965 (1933-'36 is missing - come on, cough up!)

The Schlumpf Obsession, the remarkable story of the Schlumpf Brothers and their secret museum of vintage cars including over 100 Bugattis.

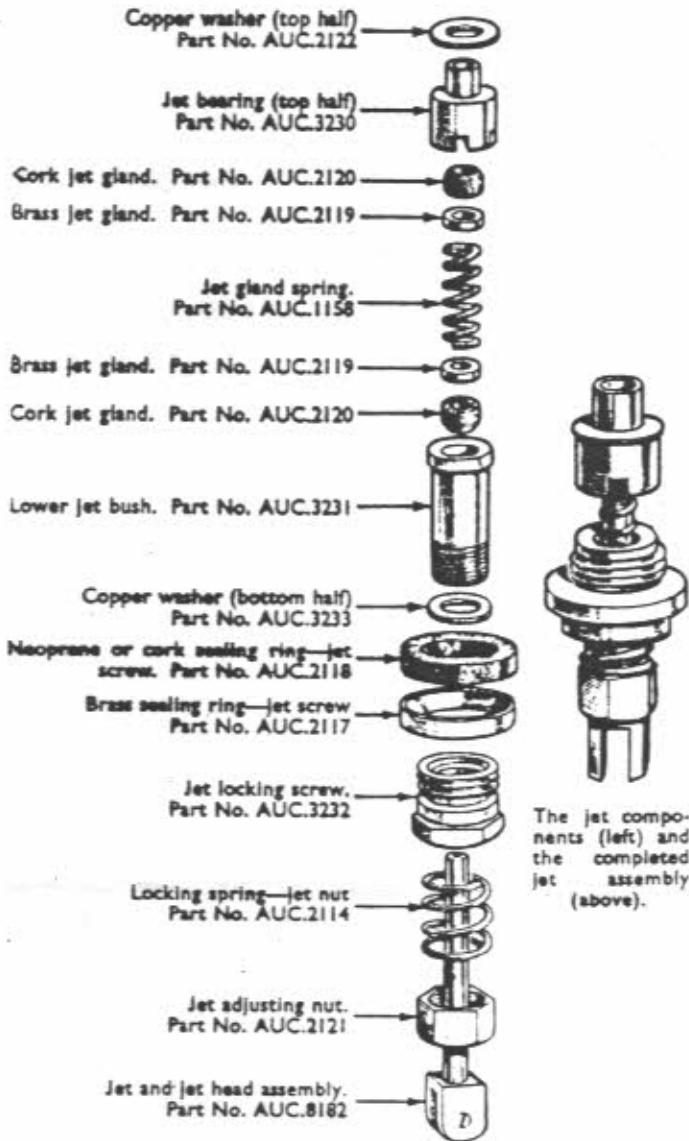
Newnes Motor Engineering Vol.2 - Electrical Equipment, Vol.3 - Chassis and Body and Vol.4 - Transmission & Steering. (Vol.1 probably Engines is missing, has been for a long time, have any of you really early members got it? Please, PLEASE!?)

Other titles:- S.V. Carburettors-Tuning, Great Cars sporting & racing - Doug Nye, The Classic Single Seaters - Doug Nye, A Bootful of Right Arms - Evan Green, Book of Motor Racing - Maxwell Boyd, Brockbanks Grand Prix - Russell Brockbank, Lucky all My Life - biography of the great designer and motor tuner Harry Westlake, Maintenance and Driving of Vintage Cars - Wheatley & Morgan and many more.

Lists have been published in previous Newsletters of Alvis handbooks and parts lists available through the library sales section, and tidbits are available in the way of specialized extracts as long as you don't expect the librarian to produce them overnight. He lives 45km from his little tin cabinet and only visits there fortnightly, committee and ordinary meetings. But if there's something special you may require, ring him and ask. He can only and probably will - say No.

His number is (03) 704 7549. His name is Henderson, and he usually signs himself ROYBOY.

CORRECT ASSEMBLY OF JET SEALS



POSITIONING OF NEEDLE IN POSITION

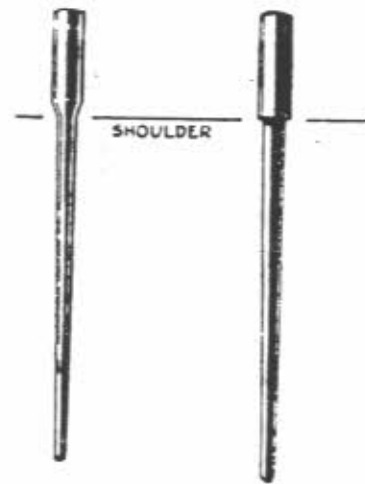


Fig. E.1

The recommended position is with the shoulder on the needle shank just flush with the end face of the piston. In older needles (made by a now superseded method) the shoulder was rounded and rather vague in definition so that its correct positioning was not so easily carried out. However, Fig. E.1 clearly shows the two types of needle and their shoulder positions in relation to the end face of the piston.

GENERAL HINTS

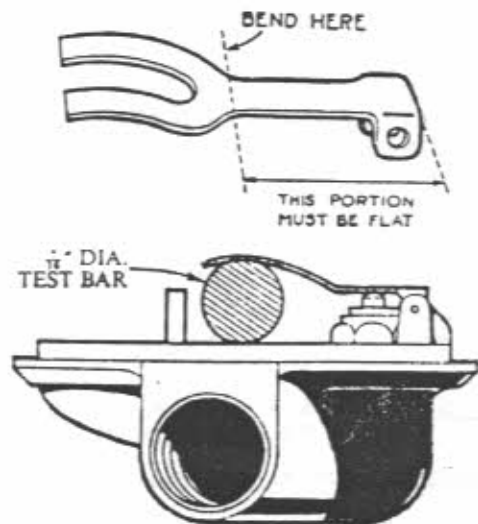
Soak all fibre washers in kerosene and all cork washers in motor oil before assembly.

Check and adjust float level as shown in diagram.

To obtain maximum performance from vehicle - check tappet clearance - distributor points and spark plug gaps.

Fill oil damper reservoir to top of centre tube with SAE30 motor oil.

The correct setting of the float lever



Courtesy of Alister Cannon.

12
FOR SALE & WANTED.

"SPAREPERSONS".

Vintage.

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

P.V.T.

Austin Tope,
8, Wirba Ave.,
Kew. 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
TA 14		
C 2041	Drop Arm	\$20.00
C 2048	Radiator Hose - Centre	\$4.00
C 2064	Oil Pipe Union - 4 way	\$5.00
C 2137	Solenoid - Starter	\$25.00
C 2280	Bottom Bumper Spring	\$5.00
C 2315	Rear Pin - Front Spring	\$17.00

INTERCHANGEABLE PARTS.

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

C 1716	"D" Washer - Stub Axle
C 1472	Cap - Front Hub
C 2051	Radiator Filler Cap
C 2772	Valve Spring - Outer
C 2771	Valve Spring - Inner
N 2981	Adjusting Ball - Valve Rocker
N 17494	Nut to suit above

In order to be able to continue this segment in the NewsLetter, we need contributions from Alvis owners about spares that have been used when the original Alvis part is not available. Please help fellow Alvis owners by sharing your hard-earned experience.

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

WANTED. Windscreen pillars for 12/50 Sports Tourer. Two sets of castings off an original set if possible. Michael Curry, 3 Alleyne Court, Brown Owl, Upper Hutt 6401, New Zealand.

FEDERATION Picnic at Marong Sunday 30th August 1992

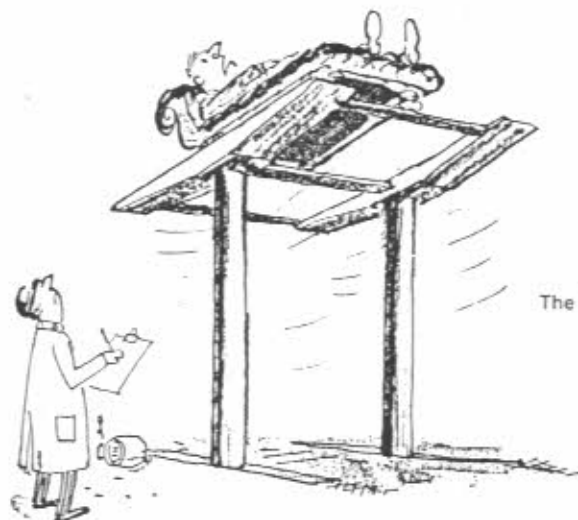
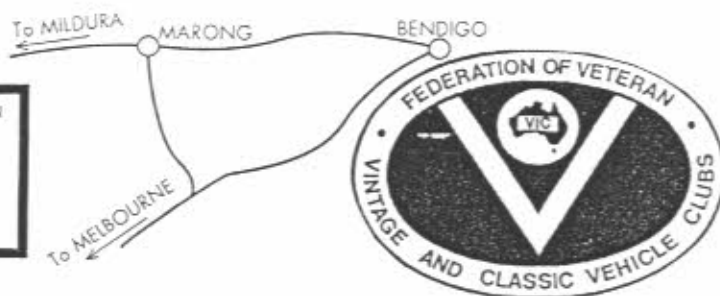
Open to all red Plate eligible vehicles

PICNIC LUNCH, MOTORKANA EVENTS, OIL ENGINE DISPLAY
AND MORE

In a Park setting in Central Victoria

• No entry fee • BBQ Lunch available

FOR FURTHER INFORMATION
John Rolinson
130 Simpsons Road,
Eaglehawk 3556
Phone 054 467 639



The Autopsychologist . . .

for EC



VICTORIA

INC.

SUBSCRIPTIONS FOR 1992 ARE DUE NOW.

This year it is easier than ever to subscribe. You just follow John Twomey's simple four step system:-

- 1.) Fill in the details on the form below.
- 2.) Fill in your cheque. Make it payable to A.C.C.V.
- 3.) Send both to Mr. John Twomey, 53, Park Street, PASCOE VALE. Vic. 3044.
- 4.) Await receipt.

NAME:.....

ADDRESS:.....

.....POSTCODE:.....

TEL(HOME):.....BUSINESS:.....

ALVIS(ES) OWNED (INCL. YEAR & MODEL):.....

.....

.....

REMITTANCE.



.....CITY MEMBERS \$40.00.



.....COUNTRY 30.00



.....INTERSTATE 30.00



.....OVERSEAS 30.00

JOINING FEE 20.00

(new members)

TOTAL