



VICTORIA
(INC.)

NEWSLETTER

VOLUME 31

ISSUE NO. 9

SEPTEMBER 1992.

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

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

HISTORY OF
ALVIS
CLUB
P.B.

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

SEPTEMBER. FRIDAY 18.9.92. CLUB GENERAL MEETING. Guest speaker Richard Tonkin. "From Red Triangle to Red Square". It should be a good yarn so come along.

SEPTEMBER. SUNDAY 27.9.92. NATIONAL ALVIS DAY. V.F.L. car park, Wellington Road, Mulgrave (Melways Pg.80 J2) 10am. Come along. If possible, bring your Alvis. If possible win the Bob Morrow trophy. But certainly come and have fun.

OCTOBER. FRIDAY. 16.10.92. CLUB GENERAL MEETING & A.G.M. All committee positions are open to contest. Be enthusiastic and put your name forward. Attend on the night or it might be put forward for you.

OCTOBER. SATURDAY. 17.10.92. ANNUAL DINNER & PRESENTATION OF AWARDS. See details and registration form elsewhere in this Newsletter. Reply by 2.10.92.

OCTOBER. SUNDAY. 25.10.92. MT. TARRENGOWER HILL CLIMB. A great day out even for little white cars.

OCTOBER. SATURDAY. 30.10.92. & SUNDAY 1.11.92. GEELONG SPRINTS.

NOVEMBER. SATURDAY. 14.11.92 & SUNDAY 15.11.92. BENDIGO SWAP MEET. The Economy Run to Si Ramsay's will absolutely definitely certainly positively avowedly NOT take place.

NOVEMBER. FRIDAY. 20.11.92. CLUB GENERAL MEETING. Guest speaker Alan McKinnon will talk on tyres for those who are not too tired.

DECEMBER. SUNDAY 6.12.92. CHRISTMAS BARBECUE. Details later.

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

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ALVIS
DAY
27
9



J. Lehman-Bates



J. Lehman-Bates

PRESIDENTS PRATTLE

Nearing the end of my third - or is it fourth - stint as Club President, I find the hardest chore of the exalted office is carrying on the tradition of writing this monthly piece. What makes it hard is not the writing, but the total exclusion of themes one can safely use.

Any remote reference to religion is out, as is politics, (and that's the most frustrating) if you write about your own Alvis - you're boasting - if you praise one particular model you've tunnel vision - you can't criticise other makes - and members get sick of hearing exhortations to attend meetings and events - really it doesn't leave much to record.

So I'm quite happy for the next President to take over this head scratching, mind searching monthly writing. What I will miss after the Club Elections next month will be heading an excellent Committee of people who put in a lot of work and time and enthusiasm to keep The Alvis Car Club the great Club that it is.

R.W.

Natural attrition is already greatly reducing the number of aging cars on the road.

✓ You could run a pre-1976 car for four or more years on the energy required to make a new one and scrap the old.

ENTHUSIASTS and ENTHUSIASM

It would be fair to say that all 120 plus members of the Alvis Car Club (Vic) are enthusiasts - we must be or we wouldn't own an Alvis, nor would we belong to the best car club in Australia.

Still in the "old car world" but outside our Club, the best example of an enthusiast with enthusiasm must be John Needham, the President of the Vintage Sports Car Club. You only have to read his articles in that club's Newsletter to get a tangible feel of the enthusiasm of an enthusiast.

The Committee of our Club is peopled by enthusiasts who show their enthusiasm by their activities and contributions to the welfare of the Club - Rex Roberts as Club Captain, Geoff Hood as Spares Registrar, John Twomey as Treasurer, plus all the others who devote a large part of their time and energy to Club affairs. (I find that my enthusiasm is at a low ebb following 5 or 6 years rebuilding the Speed 20. I want to get out and drive the thing, but that is a year or two away yet).

The October meeting is the AGM and also the occasion for electing a new Committee. So, all you Alvis enthusiasts out there, come along and flaunt your enthusiasm! Show your devil-may-care attitude and your insouciance! Don't sit back and let others do it, be enthusiastic about your Club and help it become even better!

R.G.

✓ In 1988, the atmospheric lead in Sydney and suburbs fell to 1.5 micrograms per cubic meter, the level previously stated by the NSW Environment Protection Authority as its goal. It has since fallen to 1.35 mgs.

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ALVIS AGNITIONS.

BOB & NELL MORROW will definitely be at the National Alvis Day (27th September). The trophy has already been made so lets have the biggest possible turnout of Alvis motor cars on the day and the biggest possible turnout of Alvisisti. **MALCOLM BAILEY** was at the last general meeting. He hails from Newcastle where he owns a 1922 Alvis which he thinks is probably a 10/30. It was great to see Malcolm at the meeting. He was in Melbourne for the weekend and was then going on to South Australia before returning home. Whatever untruths, misrepresentations or terminological inexactitudes you may have heard in the past it is now certain (almost) that the Economy Run will not take place in November as previously advertised. (In the words of John Bannon: "the buck stops here"). But the hare keeps running! Greetings were received from **JUNE ANDERSON** way out West and **JOHN TWOMEY** says that we have 98 financial members. **DAVID CALDWELL** has got on to a supply of most parts for "one shot" chassis lubrication systems. They are available from Tecalemit in Adelaide. Tecalemit in Melbourne have never heard of this system. (Don't tell the South Australians that!) **ROY HENDERSON** would desperately like a 14.75 Handbook to reproduce for club use. I think that's about the only gap in his catalogue and the quality has to be seen to be believed. So please dig into your cardboard boxes and make sure that you do not have what Roy requires. **DAVID ELDER** gave me a list of 1956 financial members shown elsewhere. Three 14.75s are listed there. Have they all disappeared along with their handbooks? Roy told us that the library now contains technical drawings for fitting VW shockers to TA 14 cars. Or was it TA 14 shockers to VW cars? Or was it TA 14 cars to VW shockers? What a funny thing to do. **REX ROBERTS** did another excellent job as Auctioneer at the August meeting. Many bits of junk lurched a further 12 1/2 degrees around their circle but some real bargains were obtained and some surprising bits sold for some reasonable prices. It is difficult to say whether parts or groceries raised the greater amount but nearly \$300. was raised for club funds. Congratulations to all contributors, all purchasers and to Rex. In "World Alvis News" **ANDRE CHALEYER** reports that the TB 14 does have brakes "under its skirts". Trust a Frenchman to report in a continental journal that the dowager white elephant's modesty has been assailed. If she says she has brakes, she has brakes. We should not stoop to peer. Shame on you Monsieur! Does the Duchess of York wear corsets? **RON WILSON** is making progress with arranging the February meeting/weekend to take place in Shepparton and he and **BOB GRAHAM** intend to Fly the Fire on the V.S.C.C. Two Day Rally in September. We wish them navigational nouse and driving dexterity. The back page of this Newsletter consists of an advertisement supplied by **RICHARD UNKLES** (whose 14.75 doesn't rate a mention) explaining that the Silver Eagle 16.95 is "best" and the 12/50 "next best". I am not sure that a democratic vote would agree and it is imperative that **GEOFF HOOD** be prohibited from reading the back page!

ED.

OCTOBER ISSUE
COPY DEADLINE
WEDNESDAY 23.9.92
N.B. THIS IS THE 4TH WEDNESDAY NOT THE LAST WEDNESDAY.
GREGORY CREATED A VERY IRREGULAR CALENDER
BUT IT'S THE BEST ONE WE'VE GOT.

✓ A pre-1976 car emits three times the exhaust pollution of a 1992 car per km - but typically it travels only one third the distance.

Being a motoring correspondent for one of our daily papers would not be the easiest job around. To achieve a balance of reporting which, hopefully, the average motorist reader would comprehend while trying to cover up the inherent and obvious faults of the model under test, would require all the skills of a politician. To be completely forthright and true about the test results could lead the correspondent to lose his job for if the true findings of a certain brand or model were set down then other manufacturers would withdraw their cars from future testing.

So the average report we read generally is 2 columns of copy straight out of the sales brochure, then a comparison with last years model and the mandatory criticism that the radio knobs are set too low down, finishing with a panel that gives top speed as 220 KPH and 0-100 KPH in 6.3 seconds. I would challenge any reporter to prove how he got those figures given the state of our roads and the 100 KPH speed limit.

Now if during the alleged testing the rear of the car does a "Torvil and Dean" in the wet leaving the tester paralysed with fear, he records, after several strong drippks, that "although nimble in the wet it is easily controllable!"

Remember the great road tester Romsey Quints - motoring writer in the 50's for Australian Motor Sports? He didn't pull his punches when after testing a Renault R4 he wrote, "The cornering of this French box on wheels could be greatly improved by fitting castors on the door handles."

But all the reporting and testing is so much waffle and I don't care how much confetti they include, but what is a real danger is that when they have found a model that has the radio knobs in the right location and the colour of the velour matches their handbags, they invariably start on old cars and how they pollute the atmosphere. It matters little that they have reports to the contrary - reports from testing carried out scientifically by reputable learned people or that they receive countless letters asking for those reports to be published.

Now the average motoring person who reads and believes their columns couldn't care less about old cars and the alleged greater pollution; but there's danger in some politician, ever seeking to further his position and exposure, grabbing the subject and bringing it before the parliamentary circus resulting in some restricting law being passed. It has happened overseas and it could happen here.

Look at the U.S.A. where many States now have an act which enforces special hoses at filling stations to trap petrol fumes. Those hoses don't fit older cars - it's very costly and in some cases impossible to convert the cars' tanks to suit and that's why many classic cars are being imported into this country from the USA at quite reasonable prices.

The only solution I can see is to back up 2 organisations in Victoria which are fighting for our hobby -The Federation and the Association of Motoring Clubs - our Club being a member of both. As well, when you see reports which affect our cars, pen a rude letter to the author of the article and refute his ramblings. It won't be printed and you probably won't receive an acknowledgement but at least you will be presenting the true side of the case.

Ron Wilson.

✓ There is no valid reason to force properly maintained and responsibly driven cars off the road regardless of their age.

BAN THE (OLD) BOMB(S).

The chief contemporary question seems to be that of the possible banning of old cars from Australian roads. Bob Graham makes an eloquent plea for us to write to our Members of Parliament and at the last general meeting made an equally forceful plea for us to provide him with hard data about the exhaust gases of our old cars. A four gas exhaust analysis can be obtained for about \$25.00 and a copy of the report should be sent to Bob for collation with a view to preventing unwarranted legislation. In New South Wales Pedr Davis (Motoring Journalist and Author) along with associates are standing for positions on the Council for the N.R.M.A. They believe that the organization does not properly represent the views of motorists and definitely not the views of committed motorists. It might be worth while looking at the membership of the R.A.C.V. Council In the meantime please do as Bob Graham requests in his letter and do try to get ponganalysis figures. The "tick" one liners dotted around this Newsletter are facts put out by Pedr Davis and his team in a flyer for the N.R.M.A. elections. Isn't all this boring? Wouldn't it be nice just to be able to repair and drive our old cars without having to worry about the politics? Alas, life is not so simple! How tragic it would be to convert your 12/50 to run on Propane and then find that it was the calender that banned it! ED.

Mr. Ted Tanner, M.P.,
680 Glenhuntly Road,
Caulfield. 3162.

✓ Cars built prior to August 1976, when pollution gear became mandatory, represent only 20 per cent of vehicles on Australian roads.

Dear Mr. Tanner,

There has been much publicity in the newspapers, radio and television regarding "Old Cars" on the road.

The Premier, Mrs. Kirner, Jac Nasser from Ford plus executives from BMW and Subaru have advocated discriminative legislation against cars more than 10 years old. It appears obvious that these people see advantages to themselves if old cars are to be replaced with new ones.

The following information may be of interest to you:-

- a) The Swedes take pride in the age of their cars - average 16 years.
- b) There is a progressive tax on old cars in France - it reduces with age becoming ZERO at 25 years.

It is vital that our motoring heritage, made up partly of "historic cars", be protected for the benefit of all Australians and our kids and our kids kids. The term "historic cars" is used to describe all those cars from veteran, vintage, pre-war classic cars and post-war cars, even an FB Holden and so on.

It is important that your policy and that of the Liberal/National Parties Coalition in support of this recommendation be made public.

Yours faithfully,

✓ Cars built before 1958 represent only 0.35 per cent of vehicles on the road.

✓ Petrol-engined vehicles of all ages account for less than one per cent of the total global output of carbon dioxide, the so-called greenhouse gas - and 9 per cent of total man-made carbon dioxide.

ROBERT GRAHAM.

HISTORY OF THE A.C.C.V. INC. - THE FIRST SEVEN YEARS.

(The full story of the origins of the Club was recorded in the Newsletter in July and August 1982 but Roy Henderson has kindly provided this potted version in time for publication to help celebrate National Alvis Day to be held on the 27th of this month. ED.)

Early in 1953 a gent called (among other things) R.B. Morrow bought a Speed 20. This gent, hereafter called "Bob", is an industrial chemist and has an unbounded curiosity and enthusiasm for any project which he is currently involved, be it Alvises, Veteran Standards, Buggies, a Triumph Herald (!) or pressing all the little buttons as his wife Nel pounds out Bach or Bacarach at organ recital. He was also dubbed the "Marlborough Man" for his remarkable resemblance to the leader of the cigarette advertisement quartet.

Bob learned of a Club in Sydney catering for Alvis cars. That was the Alvis Car Club of Australia - formed in the late 1950's. Bob joined in September 1953 and found that four Melbourne members were listed. Unfortunately, on investigation, one had disappeared, two had sold their cars and were no longer interested and a fourth had gone off to sea for his Master's ticket!

That left Bob with an exotic car and no one to skite to, so he applied for and was granted permission to form a Victorian branch of the A.C.C.A. On Saturday March the 27th 1954 the Melbourne Age carried on page 29 the following advertisement:- "Alvis Owners. For technical information and assistance join the Alvis Car Club. R.B. Morrow, 52 Morotai Avenue, Ashburton".

A meeting took place soon after at Morotai Avenue, attended by Bob, Basil Bowes and Horrie Morgan. Further meetings were held at different homes as new members joined and in 1955 Basil Bowes offered the use of a large garage at Edgar Street, Glen Iris as a permanent home for the group. By now the group was formally entitled "Alvis Car Club of Australia (Vic. Division)".

From 1955 to 1958 the garage was used "as is" which meant that we shared the dirt floor area with a Talbot with a conrod through the sump, a 1912 Hispano, most of which was piled up in its own back seat and "Bluebird" - a 12/50 with a body apparently made from part of a tin bath. Added to this was a pile of tools, panels, odd chassis, things of unknown origin but enormous bulk, a 44 gallon drum ideal for burning old boots and a few odd cups with last months coffee dregs. Where the car park is now there was a small paddock containing generations of garden rubbish, a mountain of dirt and all the other things that vacant blocks secrete.

At one meeting in 1957, nine motions were put, accepted and promptly forgotten because no one had written them down! Such humble beginnings.... Also in 1957, after much soul searching it was finally decided that we "go it alone". A constitution was drawn up under the guiding hand of President Bob and at a special meeting, the Club became autonomous, to be known as "The Alvis Car Club of Victoria". This took place in the closing weeks of 1957.

The original need occurred because the two groups were separated not only by 600 miles but by the poor communications then available. There was neither S.T.D. telephone nor Fax and the "highways" were shockingly maintained two lane tracks. Aeroplanes needed passenger pedals to stay up and of course the old ridiculous State rivalry was active.

The repercussions were great and many good friends were lost for a while but now, thank goodness, we've all grown up a little and anyone trying to raise the old bogies is just baying to the moon.

In 1958 a rudimentary Interstate Rally took place at Gundagai and in 1959 Albury was chosen. Here the real stalwarts cemented relations again. You all know how interstate rallying has grown under R.W. and our interstate friends!

In 1958 the present Club Rooms were completed with the installation of the kitchen. A competition was held for the Club Radiator badge. It had been gold and green but was changed to white and blue.

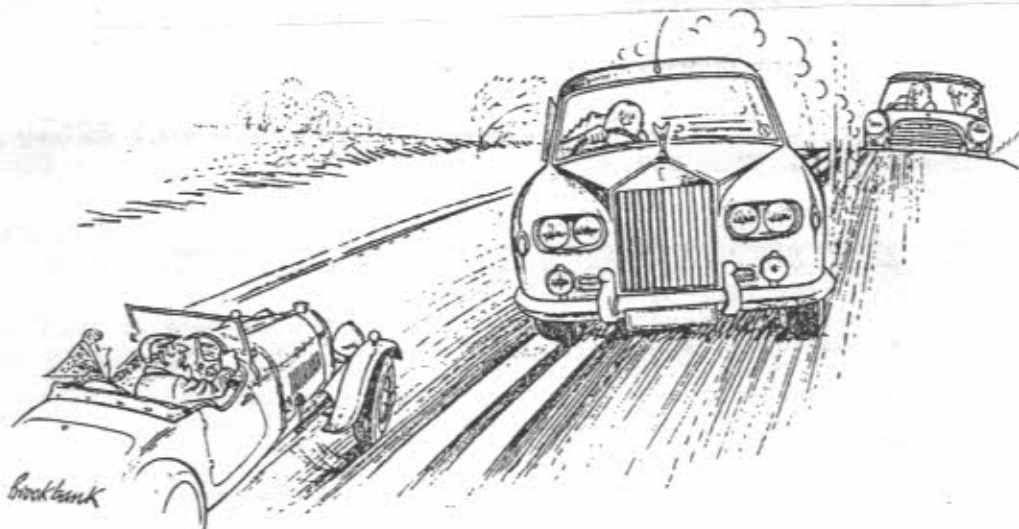
On May 23rd 1963 Basil Bowes died, leaving a huge gap in our ranks and a large question mark: "where to now?" Belle Bowes came to the rescue and we are still here, 37 years later and stronger than ever. Thanks to all the staunch "Alvists" over all the years.

ROY BOY.

MORE FROM THE EARLY DAYS.

David Elder supplied this list, described as being of "Financial Members of the Victorian Branch" and probably dating from 1956. Does any-one know of anybody on the list who is no longer a member of the Club but who might like to be invited along to National Alvis Day for old time's sake? ED.

ALLEN, R.	78 Landell's Road, Pascoe Vale	(Speed 20)	HOLYOAKE, D.	16 Antibes St., Parkdale	(16/95)
BAIL, F.	60 Shannon St., Box Hill	(Silver Crest)	HUDSON, K.	38 Wright St., Middle Park	
BERTRAND, S.	18 Glen Morgan St., E. Brunswick	(Speed 20)	IKIN, D.	85 Tooronga Road, Hawthorn	(12/50)
BOWES, B.	21 Edgar St., Glen Iris		LEHNER, C.J.	433 Punt Rd., Richmond	(14/75. 16/95)
BURELY, R.	12 Russel St., Camberwell	(16/95)	MAYNE, DR. J.	Prince's Highway, Trafalgar, Vic.	(Grey Lady (2)16/95)
CALLAWAY, J.	16 Lynsdoch Av., St. Kilda	(12/50 & /80)	MORGAN, E.	33 May St., North Fitzroy	(F.W.D.)
CHAPMAN, N.	20 Esplanade, St. Kilda.		MORROW, B.	52 Moratai Av., Ashburton	(Speed 20)
COCKS, J.	Fryer's Rd., Chewton, Vic.		QUINN, G.	C/- Beattie & Prowse, 241 King St., Melb.	
CONRAD, P.	Montrose Rd., Montrose, Vic.	(14/75)	SEDDON, E.	30 Durrant St., Brighton	(Speed 20)
DALE, P.M.	26 Logan Street, Canterbury		SPRAGG, J.	77 Talbot Cres., Kooyong	(Speed 20 and 16/95)
DARRAGE, P.J.	12 O'Hara St., Blackburn		THORLEY, G.	"Miyako", Olinda, Vic.	
DONAN, Dr. L.F.	Mont Park Mental Hospital, Mont Park	(Speed 20)	DOWNEY, DR. J.	HONORARY MEMBER.	
DONNELLON, B.	584 Plenty Rd., East Preston	(12/50)	ELLIOT, V.	30 Carlisle St., St. Kilda.	
ELDER, D.M.G.	689 Toorak Rd., Kooyong	(12/50)		SOUTH AUST. MEMBER	
GRAHAM, DR. P.	Cohuna, Vic.			18 Elizabeth St., Norwood, Adelaide, S.A.	(12/50)
GOOBY, R.	18 Glen Morgan St., E. Brunswick				
GOUGE, R.B.	118 Williams Rd., Prahran	(14/75 (2))			
GOVE, DR. W.	51 Munn St., Benalla	(3-litre)			



'A perfect example. I'd say of the money getting in the wrong hands' EC.

AN EDITOR'S LOT.

Peter Black is the proprietor, owner, editor, sub-editor, photographer, printer, collator and distributor of "WORLD ALVIS NEWS". Some recent editions of W.A.N. have arrived without the pages being numbered or stapled together. A correspondent wrote to Peter and complained that he was reading his copy on the dunny when he dropped it on the floor and was unable to put it together again. Here is Peter's reply:-

Yes Adam. Well - this page must follow your letter.... and not be on the back of it.

1. In the situation you describe (which, evidently, is not uncommon) page-numbering would be a great help. The pages of my first effort were in fact numbered: 0-42. But I soon stopped that because it cramped my style no end....
2. Each magazine has 15 sheets (30 sides - weight limit) and there are three editions.
3. Every Frenchman speaks 3 languages: French, French and French. As I must please them, only 20 per cent of the French Edition (3 sheets) is not in French.
4. Elsewhere on the continent most have reasonable English, and there the magazine contains about equal French, German and English.
5. The rest-of-the-world-edition contains about 95 per cent English because those people also speak 3 languages....
6. So I have to prepare:

15 sheets in English	
12 " " French	
5 " " German.	
32	(64 sides.)



And make a choice for each edition.

7. However: not all sheets in English are suitable for all destinations, e.g. I would not include this explanation in the French edition.... Hence I must be able to substitute one sheet for another and I would be unable to do this were the sheets numbered. The absence of numbers also enables me to slip in new sheets as they become available - as well as making possible adjustments to juxtaposition/balance. (I could of course number them and then alter the numbers with the composition. Or leave them out; or out of order....)
8. In certain cases (e.g. an article occupying two consecutive pages) the page order decides itself but apart from that - and the need to avoid, say, all the German getting lumped together - the order in which the member receives the pages is arbitrary. Disregarding appearance that is.
9. Suggestion: On receipt of the Magazine (and before starting to read it!) number the pages before going into the bogs and then staple them together.
10. The pages are left unstapled expressly

(a)	to save time
(b)	" " weight (OK, OK...)
(c)	to enable the member to change the order.

And I thought my job was difficult! I promise not to grumble again (until the next time)

ED.

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.

"SPAREPERSONS".Vintage.

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

P.V.T.

Austin Tope,
8, Wimba 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:-

HEAD GASKETS.

12/50	\$35.00
TA 14	\$35.00
Speed 20	\$55.00
Speed 25	\$55.00
TA 21	\$55.00

INTERCHANGEABLE PARTS.

For TA 14 and 12/70 (from Spare Parts manuals)

N 18888	Oil Pressure Release Valve Spring
N 17607	Oil Pressure Release Valve Adjuster
N 17608	Oil Pressure Release Valve Lock Nut
N 17348	Oil Pump Body
N 17345	Oil Pump Cover
N 17350	Oil Pump Stud - shouldered

THE STORY OF THE RED TRIANGLE by Ken Day. First Edition. Only two copies remain. \$35.00 plus P & P. R. Graham. 03 571 3886.

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

WANTED. TA 14.75 six cylinder handbook. Roy Henderson would dearly love a member to lend him a copy for reproduction for the Club library. The quality of these ROYBOOKS (for those who have not seen one) is extremely high. This is an excellent service to members so if anybody can help Roy with this one please telephone him on 03 704 7549.

PRIVATEERS.

FOR SALE. Alvis TD 21 Auto saloon. 1960. Extensively restored and refurbished. (body off) Exceptional result. 12 months reg. R.W.C. \$32,500. Might consider restorable TA/TC 21 part exchange. Tom Maltby. Telephone 052 21 5110. Fax. 052 21 8783.

FOR SALE. Alvis 12/50 Engine stand. It was built for Albert's engine when it was having a little surgery. It should be appropriate for other 12/50 engines as well. The engine carrier turns in the frame. \$50.00

&

FOR SALE. Alvis Speed 25 Air silencer, including the manifolding to the three carburettors. \$50.00. David Wischer. Telephone 059 89 7235. Fax. 059 89 6343.

FOR SALE. "THE ALVIS 12/50 ENGINE" by Michael Radford. Limited Edition, hard cover. No 312 of 500 copies produced. Excellent condition except for some loose pages due to poor binding. Best offer from 12/50 owner.

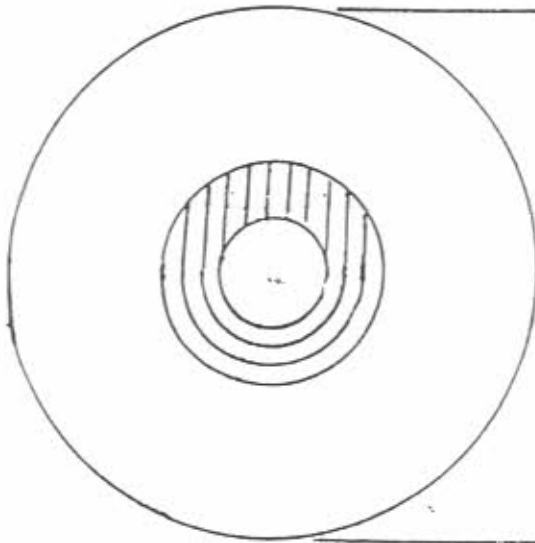
&

FOR SALE. 2 Gallon Running board Petrol Can. "Golden Fleece". Good condition. \$45.00. Ron Wilson. 22 Park Close, Vermont. 3113. Telephone 03 874 2450.

Don't Let Old Cars Be Banned
Through Political Ignorance

✓ Older cars are not dangerous. Cars are only as safe as the driver and the vast majority of older cars are driven skillfully, responsibly and carefully.

WANTED. For Speed 20 Model SB 1934.



HEAD LAMP GLASS FOR LUCAS P100
No. 1015 M1
(as per sketch)

This is the last item required
for a full ground-up restoration

10 ⁷/₈"
OUTSIDE DIAMETER.

Telephone R. Graham
03 571 3886.

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. Two sets of castings off an original set if possible. Michael Curry, 3 Alleyne Court, Brown Owl, Upper Hutt 6401, New Zealand.

WANTED. Early 12/50 non braked axle. Pitman arm. Driver's side. Geoff Hood. Telephone 03 842 2181.



ALVIS CAR CLUB ANNUAL DINNER

THE CLUB 1992 ANNUAL DINNER WILL ONCE AGAIN BE HELD AT THE MALVERN VALLEY GOLF CLUB ON OCTOBER 17TH AT 7.00 PM.

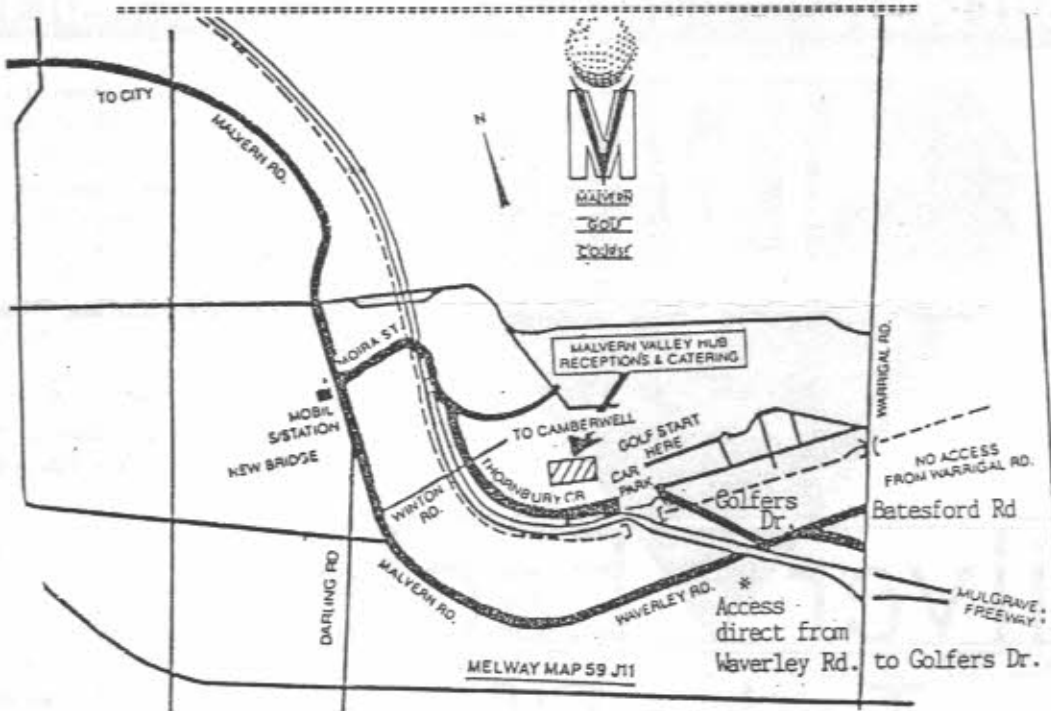
THE PRICE OF \$28.00 PER HEAD REPRESENTS EXCEPTIONALLY GOOD VALUE FOR MONEY WITH DRINKS AVAILABLE AT BAR PRICES.

SEE ATTACHED MAP FOR DIRECTIONS. PLEASE MAKE A NOTE OF THE DATE AS THIS YEAR WE DO NOT WANT ANY MEMBERS TURNING UP ON THE WRONG NIGHT.

PLEASE FILL IN THE SECTION BELOW AND FORWARD COMPLETE WITH CHEQUE TO:-

REX ROBERTS
7 JOAN AVENUE
FERNTREE GULLY 3156

NO LATER THAN 2ND OCTOBER



ALVIS CAR CLUB ANNUAL DINNER

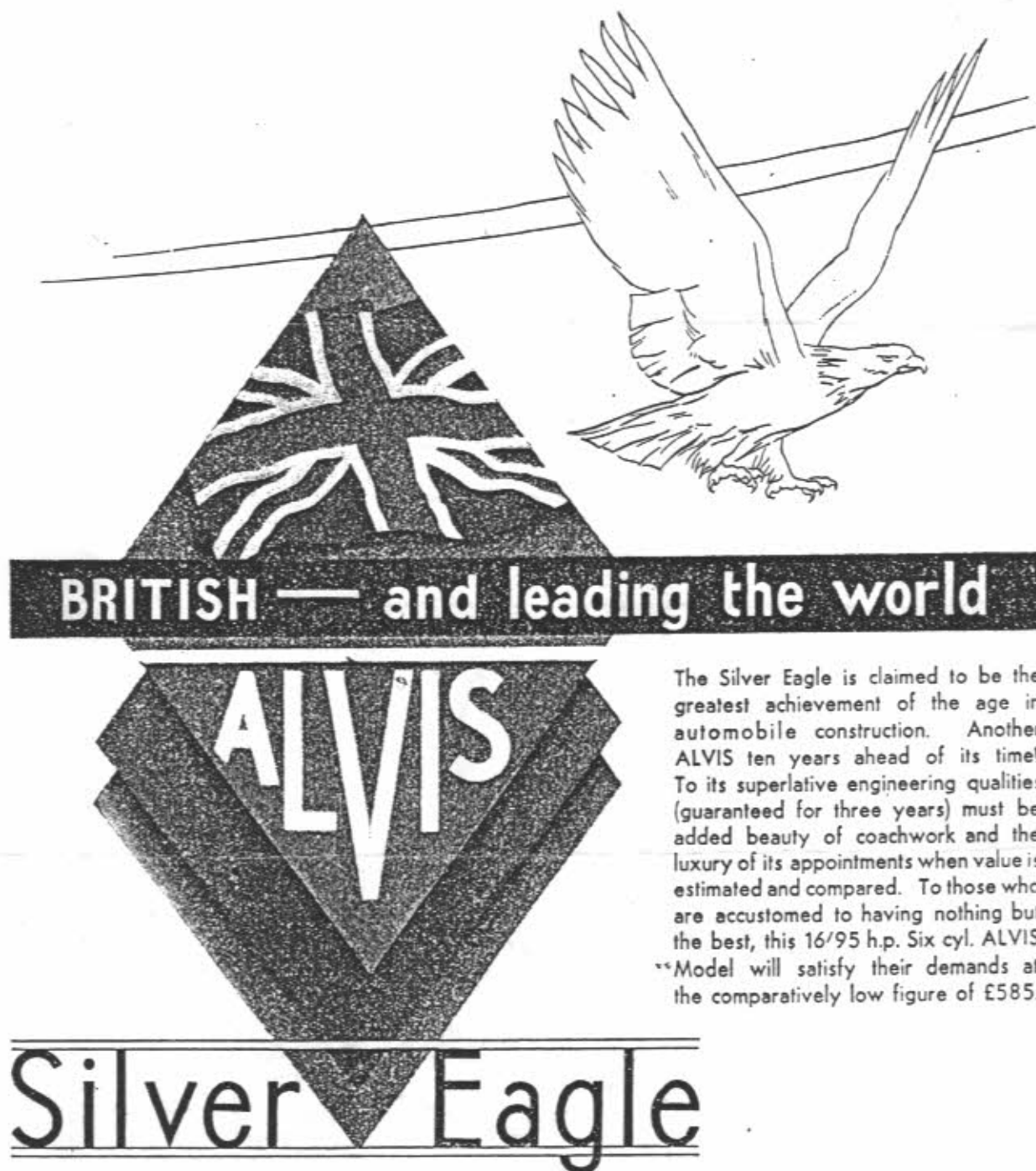
REMITTENCE FORM

NAME.....

NUMBER ATTENDING.....

CHEQUE ENCLOSED \$.....





BRITISH — and leading the world

ALVIS

Silver Eagle or Twelve Fifty

The Silver Eagle is claimed to be the greatest achievement of the age in automobile construction. Another ALVIS ten years ahead of its time! To its superlative engineering qualities (guaranteed for three years) must be added beauty of coachwork and the luxury of its appointments when value is estimated and compared. To those who are accustomed to having nothing but the best, this 16/95 h.p. Six cyl. ALVIS Model will satisfy their demands at the comparatively low figure of £585.

The 12/50 h.p. ALVIS is an alternative choice at £395. This Model has a four-cylinder engine which is definitely better in performance than any six-cylinder engine near its rating and price. Running and maintenance costs are actually lower, and the chassis is built as only Alvis can build it. Never before has ALVIS QUALITY been available at so moderate a price. If you want the BEST, choose the "Silver Eagle." If you must be satisfied with the NEXT BEST choose the "Twelve-Fifty" ALVIS. No other car is "just as good."

Full particulars and demonstrations from
ALVIS CAR & ENGINEERING CO. LTD., COVENTRY.
London Showrooms - - - 18, Berkeley Street, W.1.
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