



VICTORIA,
(INC.)

NEWSLETTER

VOLUME 32

ISSUE NO. 1

JANUARY 1993.

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****

JANUARY. 31.1.93. AUSTRALIA DAY CAVALCADE. Entries were due in in November. Members who have entered and intend driving in with the Club should contact Richard Tonkin for details. Tel. 03 710 1465.

FEBRUARY. SUNDAY 14.2.93. SIXTH ANNUAL PICNIC AT HANGING ROCK, WOODEND. Richard Tonkin attended this event last year and his letter in the March 1992 Newsletter describes the day. Details from Richard.

FEBRUARY. SATURDAY & SUNDAY 20-21.2.93. CLUB GENERAL MEETING IN SHEPPARTON. Entries for this weekend should have been in to Ron Wilson before Christmas. Those who are coming will be treated to pleasant scenery, a Club Dinner, a General Meeting, an historical venue and a C.W.A. luncheon. Good weather guaranteed. (Ed. has ordered it!)

MARCH. SUNDAY 14.3.93. KALORAMA VINTAGE CAR RALLY. A fun event held at a scenic place in the Dandenong Hills. Proceeds go to the "Yarra Me" Quadriplegic Centre. Details and entry forms from John Reis, 27 Blanche Street, Elsternwick. 3185. Tel. 03 528 6480.

MARCH. FRIDAY 19.3.93. CLUB GENERAL MEETING.

MARCH. SATURDAY 27.3.93. EDDINGTON SPRINTS. Details in the February Newsletter.

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Tel. 03 842 2181



J. LEHMAN-BATES



J. LEHMAN-BATES

A NEW YEAR MESSAGE

A very Happy New Year to everyone from the little white racing car.

Now, having done the nice bit, we have to get down to the not-so-nice things which may affect us, our cars and our Club.

There are some very well organised bodies out there in the world saying dreadful things about our sort of cars. They use hi-tech words such as "tropospheric ozone", "polycyclic aromatic hydrocarbons", and "sustainable healthy transport". There is information from the U.S.A. that a move is afoot to get our type of cars completely off the face of the earth - no museums, no backyard garages - just completely destroyed!

But the message is not all bad. Professor Stedman and his "sniffer" has been conducting tests for some years and was in Australia during 1992. These tests show that it is not necessarily pre-emission cars which contribute most pollution. We, the ACCV and the AOMC need data to support our case so that any formal government program will be based on correct information, and not on emotional language and guesses.

The Club urges that you have your car tested for the four gases tested at the following sites and send a photocopy of the results to me.

| | | | |
|-------------------------|---------------------------|-----------|---------|
| DFT Motors | 58 May St Macleod | 459 7894 | \$25-00 |
| K-MART Auto | Suburban and Country | | |
| Reynolds Holden, | cnr Learmonth & Henty Hwy | Portland | \$30-00 |
| Lester's Automotive, | 129 Baille St | Horsham | 30-00 |
| Bendigo LPG Conversions | 150 Strickland Rd | E Bendigo | |
| New Gippsland Auto | 104-106 Buckley St | Morwell | 25-00 |
| Bruce Motors | 278 Townsend St | Albury | 20-00 |

R.Graham.

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 AGNITIONS.

ALAN McKINNON gave a very interesting talk at the November general meeting of the Club. He told us a bit about how he runs his company "Vintage Tyre Supplies" and the problems of maintaining supplies from so few manufacturers. Aussie's who complain about high prices should, by now, be resigned to the fact that the major factor is the exchange rate! Thank you Alan. **GEOFF HOOD** and **RON WILSON** enjoyed their trip to Adelaide for the Grand Prix. They reported that driving around the track was great fun but the full potential of the blown 12/50 has not yet been realised because of problems with the supercharger. **DON FRASER** was a great help and they enjoyed their stay with **DUNCAN MCDONALD**. **BARRY TURNER** has been in touch with **WAYNE BROOKS** in the U.S.A. who wants information on the Alvis scene in Australia. I think it was decided to provide him with some copies of this Newsletter. **PAT ROGERS** has written asking for more information on modern Alvises to be put in the Newsletter. The Editor will do his best. **JOE MARSDEN** will be crossing the Tasman to Tasmania for the International Rally in March. Unfortunately he will miss the March Club Meeting but will be in Melbourne about the 4th of April. Does anyone remember **PETER GRAHAM**? He had a 1927 12/50 which he sold in 1957 to Adelaide. It may be possible to entice Peter to attend the February meeting. Greetings have been sent from **DEAN PRANGLEY** who is enjoying Speed 20 motoring and looking forward to the Queensland Rally. The Editor was unable to attend the Club Barbecue at the beginning of December and has not, as yet, heard any reports. He has heard that **ANDREW MCDUGALL** has driven his TE 12/50 to Perth and back. Does anyone have details?

ED.

Dear John,

A few lines on Alvis activity in Queensland. Three intrepid 12/50's are on their way this weekend (early November) to the Alvis Day at Max Houston's Vintage garage at Central Mangrove near Newcastle. Bruce Jorss has finally got his car mobile and it is sounding superb. Paul Reed and Warwick Barnett are taking theirs and a couple of brave passengers. They leave at 4.00 a.m. on Friday to cover the 500 miles.

Iain Mathewson of Mackay has written to me seeking help for the repair of his 4.3 litre cylinder head. Despite pressure testing and Magnaflux the crack cannot be found and the car boils merrily every time it is taken out. Iain has had the head off four times now and does not want to remove it again unless real hope of repair is evident. Any ideas from members will be gratefully received. Print them in the Newsletter and I will see that Iain receives a copy.

Max Kennedy is coming to the 1993 Alvis Rally. He has the ex. Cole Brooklands 1928 FWD with Le Mans style body and cycle guards. None of us in Queensland have seen this car and it will be a real drawcard.

Sorry for gloating but the Prangley Speed 20 won the supreme exhibit as well as the pre-war trophy at the Sanctuary Cove Concours a couple of Sundays ago. Not only that, but it drove from Brisbane to the Gold Coast and back and did not miss a beat. It is now ageing gracefully with a couple of scratches here and there and I put a couple of good dents in the rear passenger side woodwork last week by accidentally dropping part of the hood on it. I also dropped the front of the car off a hydraulic jack and crushed the bottom of the radiator one day before the Concours. That "Stop Leak" works marvels! I have been told that after a few more scratches and dents I will lose my protective attitude and start to enjoy driving my car. Maybe a couple of more Concours yet. The Speed 20 is a lovely thing to drive and I look forward to the day when it is well run in and able to achieve its potential. Think hard about the rally up here next year. We would love to see you all.

Regards.

DEAN PRANGLEY

Early the next morning I boarded a British Airways plane for the 3 hour flight to Moscow. Moscow is much as you see it on television - huge streets, imposing 1930's and 40's style buildings, the odd food queue and I counted 17 broken down cars on the trip into the city from the airport. There were a lot more cars than I expected to see (there were no Alvis'), but most of them were fairly old, battered and in need of some TLC, or at least a good service. There was a genuine poverty in Moscow with beggars (even children) on the streets. The currency, the rùble, is nearly worthless and the U.S. dollar is used as the main form of money. In fact, when I was leaving Moscow the next week to return home, I could not get the taxi driver who took me to the airport to accept rubles - he insisted on being paid in American dollars.

After a couple of days looking at the sights, including air and space facilities in and around Moscow, the group of space enthusiasts that I was with, comprising mainly Americans, but also 2 Canadians and 2 Belgians, boarded an Aeroflot chartered jet to the space launching site at Baikonur, in Kazakhstan, a 3 hour flight south east of Moscow. Although it was a charter flight, I was somewhat surprised that we had to load our own baggage into the hold at the rear of the plane by walking up some little steps and tossing our bags into the interior of the aircraft. The plane was about the same size as a DC9, but the pilot was apparently unconcerned about any problems of weight distribution, and we took off for a smooth and uneventful flight.

Baikonur is a huge, military complex in the middle of a desert which is very similar to the interior of Australia - flat, with salt bush and sparse grasses growing out of sandy soil.

We stayed in what the Russians called a hotel but which was more like an army barracks, although comfortable enough with, thankfully, air conditioning, as it was 41 degrees in the shade the day we arrived.

The Russians have become remarkably open in the last few years about their space programme, which had been previously surrounded by total secrecy. They are anxious to sell their launching rockets, spacecraft and know-how to the West and they now welcome visitors and show them everything. They even admitted to us that they did have a plan to try to land men on the moon before the Americans, but that 4 launch failures of unmanned test rockets had convinced them that they were not in the race and they turned, instead, to their very successful earth-orbiting space stations.

The day after our arrival in Baikonur, we went to witness the launching of the Soyuz spacecraft, carrying 2 Russians and a French cosmonaut. The American leader of our tour had said that we would be about 3 km away from the launch, which I thought was fairly close. However, when we got there, we were clearly a lot nearer to the 90 foot tall launch rocket than that. In fact, only about 950 metres across the desert from the viewing area stood the gleaming white Russian rocket, wisps of liquid oxygen floating up from its vents and its huge, crane-like service arms clinging around it. As the launch time of 12.10 in the afternoon ticked around, the service arms fell back, there was a cloud of desert dust, steam rose up from the water sprayed onto the flame deflectors, there was a loud, crackling roar, a flash of red and white flame and the rocket lifted gracefully into the desert sky. The several hundred onlookers, including the families of the cosmonauts, a delegation of French school children, the French science minister, space officials and our group of enthusiasts stretched their necks upwards as the huge rocket disappeared into the blue desert sky. It was an incredible, awesome sight. After a minute or so, the rocket, now a dot in the sky, dipped over to the north east, across the Steppes of northern Russia, over the Arctic Ocean and into orbit.

The day after the launch, we flew back to Mission Control in Moscow to view the docking of the Soyuz spacecraft carrying the three cosmonauts with the MIR space station which has been in orbit for the last 6 years. We saw excellent pictures of the docking taken by television cameras in both spacecraft and there were cheers as the two cosmonauts in MIR shook hands with the three who were joining them.

I returned to Australia after 12 days, to find the TA 21 still safely tucked up in the garage at home. It had been a brief but fascinating trip and I had, indeed, been from Red Triangle to Red Square and lived to tell the tale.

RICHARD TONKIN

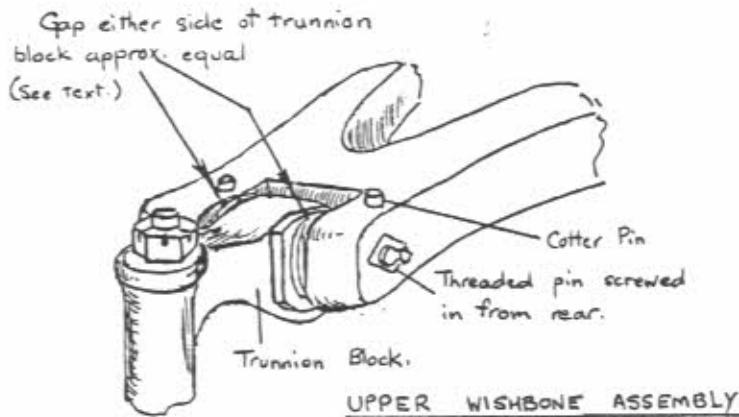
FEBRUARY NEWSLETTER

COPY DEADLINE

WEDNESDAY 27TH JANUARY 1993

Apologies for the small print. I'm sure Alister would be happy to help any member requiring further details with a larger scale copy. A full-size copy of this article is being placed in the Club library. Apply to Royboy if you want to borrow it.

ED.

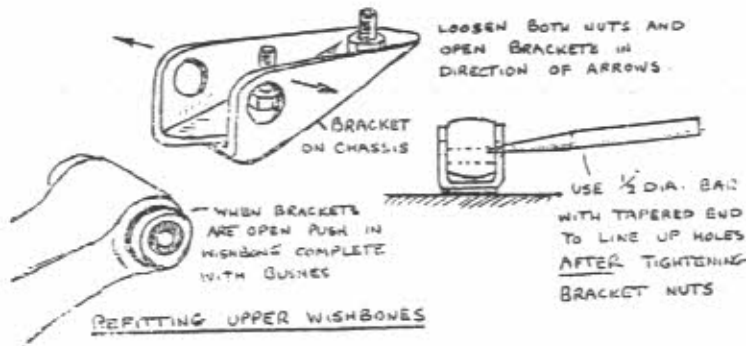


through the holes intended for the anti-dive bar. Once the lower wishbone is off, the spring compressor can be released if the spring is to be taken off.

The king pin assembly is quite straight-forward if one can borrow the correct tools. The old bushes should be hammered out using a stepped drift and the new ones replaced in a similar manner to avoid damage. When replacing the lower trunnion block use a thrust washer which gives about .002" nip on the thrust race. This can be checked by first assembling with the old thrust washer and checking the gap with feeler gauges. Alvis supply thrust washers of varying thicknesses. The roller thrust races will almost certainly be us as the rollers make depressions in the thrust faces—particularly if the car has been laid up. Although theoretically excellent, this roller thrust bearing idea is to my mind inferior to the more simple pre-war idea of a bronze thrust pad.

From now on replacement is mostly a straight-forward

reversal of dismantling procedure. First compress the spring until the lower wishbone can just be replaced and refit it with new rubber bushes in place. The pins will slide in new bushes quite easily, especially if lubricated freely with neat washing-up liquid. Before tightening the main nuts replace the locking bolts loosely to keep the holes in line. Jack up the wishbone until it touches the spring—no more—and lever the spring into its correct position as shown in the diagram. Hold in this position and jack the wishbone until it is up against the spring preventing it from jumping out of position. To replace the upper wishbones (preferably before the lower ones) it may be necessary to slacken the brackets off, remove the distance piece and replace as shown in the diagram. The nuts on the brackets must be tightened as soon as the wishbone is entered—if pushed fully home it is impossible to get a spanner on them. Use a tapered bar to line up the hole—as shown in the diagram. It



should now be possible to replace the threaded pins and cotter pins, with a rubber seal either side of the trunnion block. When the suspension moves up and down the blocks will move back and forth along the pins, hence it is important to see that there is a gap either side of the block to allow for this.

The compressor can now be released, but first of all remove the jack from under the wishbone as the car may be lifted off the blocks, shock absorbers replaced, and the back-plates, hubs, etc., refitted. The whole operation is reasonably straight-forward if carried out in this way, but it's a fairly lengthy, tedious and very dirty operation. Before I'd been working on it a couple of hours I regretted not having taken the trouble to clean and degrease the whole truck mess before I started—it played havoc with the garage floor.

Postscript

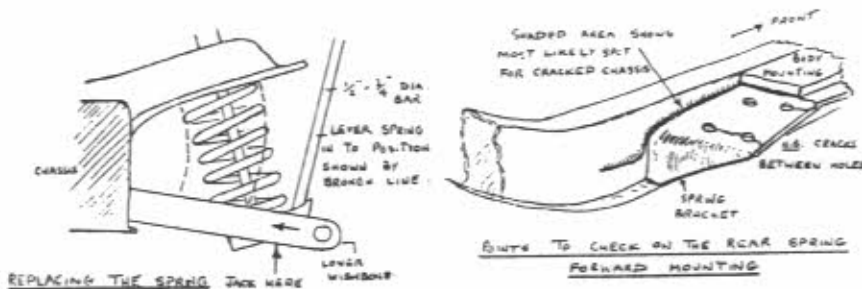
While carrying out the work on the front and rear suspension it became very evident that there are several weak points on the chassis. On this car the lower bolts which pass through the chassis, holding the steering box and filler box, had cut deeply into it on the inner side. This was remedied by fitting very large thick washers under the heads.

The chassis area immediately above the rear spring shackles is liable to be cutted badly on the inside—

possibly due to a water trap at this point. I managed to make a large hole merely by digging at it with a screw-driver—cured by welding on a large patch.

The weakest point of all I found by accident while taking off the rear spring forward mounting bracket, this became obstinate and while wrestling with it I imagined I saw the platform on the chassis moving. Unfortunately it wasn't imagination—the whole mounting was beginning to break away from the chassis (that due to rust but fatigue and—dare I mention it—bad design). On inspection the other side was even worse so it would appear that this is a point members should watch for, be it a 2. I can see the only remedy is fairly extensive welding and strengthening. I've sketched the bracket showing where to look for cracks. Although I've made several criticisms of the three litre, on balance it compares very favourably in my estimation with the pre-war models—it's a fine car to drive, has a much better body, although of thinner metal, and is probably the nearest one can get to 'vintage' in a modern car. My remark re the 'better body' probably needs qualifying—scope for a later article no doubt.

(The *Service Manual*, David Nichol, comments that the spring mounting failure, is confined to the cars F.1.2). Lower models had the chassis internally strengthened. The source is an car is 2494. Ed.)

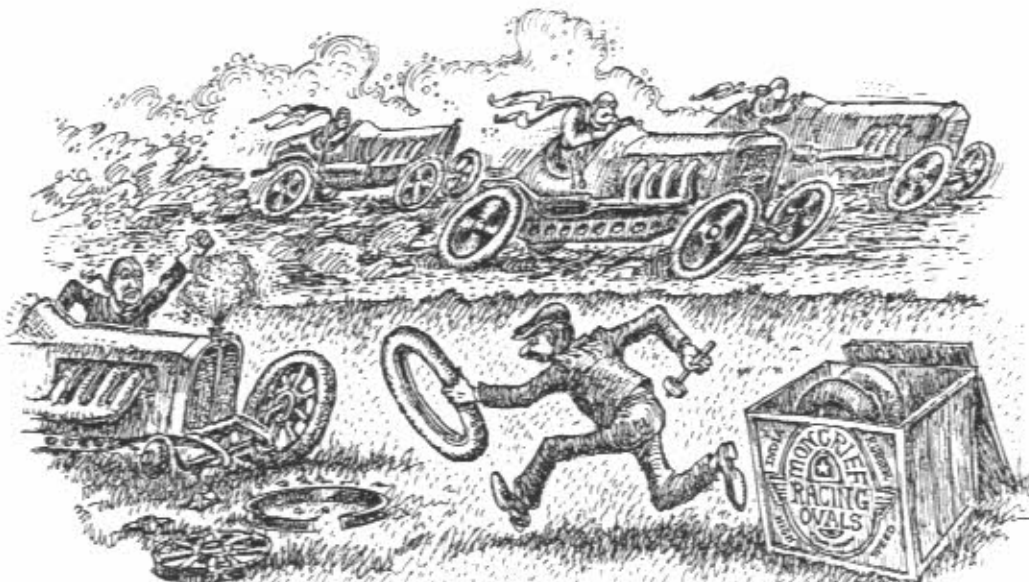


CHRISTMAS PUZZLE

Four entries were received and the Editor was delighted to find that no one achieved 26 out of 26. Where alternatives are equally correct a mark as been credited even when the answer differs from the Editor's original list - e.g. Aston Martin/Frazer Nash. Roesch Talbot in the thirties had a "Ninety" and so did the Rootes Group with their "Sunbeam Talbot" in the fifties. "Carrington" was a bit below the belt but, surprisingly, "Wizard" and "Leda" did not trap anybody. Thanks to those who participated; results are as follows:-

| | R.W. | E.C. | R.G. | ELDER D & M | ED. |
|------------|-------------|--------------|----------------|----------------|--------------|
| ATLANTIC | Austin | Austin | Austin | Austin | Austin |
| BRIGAND | Bristol | Bristol | | Bristol | Bristol |
| CARRINGTON | Crossley | Railton | | LBC | Railton |
| DART | Daimler | Daimler | Daimler | Daimler | Daimler |
| ECLAT | Lotus | Lotus | Lotus | Lotus | Lotus |
| FIREFLY | Alvis | Alvis | Alvis | Alvis | Alvis |
| GAZELLE | Singer | Singer | Singer | Singer | Singer |
| HYPER | Lea Francis | Lea Francis | Lea Francis | Lea Francis | Lea Francis |
| IMPERIAL | Humber | Humber | Humber | Humber | Humber |
| JAVELIN | Jowett | Jowett | Jowett | Jowett | Jowett |
| KESTREL | Riley | Riley | Riley | Riley | Riley |
| LEDA | Lanchester | Lanchester | Lanchester | Lanchester | Lanchester |
| MULSANNE | Bentley | Bentley | Bentley | Bentley | Bentley |
| NINETY | Napier | Rover | Sunbeam Talbot | Sunbeam Talbot | Talbot |
| OXFORD | Morris | Morris | Morris | Morris | Morris |
| PHANTOM | Rolls Royce | Rolls Royce | Rolls Royce | Rolls Royce | Rolls Royce |
| QUINTET | Rover | Sunbeam | Rover | Rover | Rover |
| RAPIER | Lagonda | Lagonda | Lagonda | Lagonda | Lagonda |
| SCOUT | BSA | BSA | Talbot | BSA | BSA |
| TYPHOON | Arm/Sid | Arm/Sid | Arm/Sid | Arm/Sid | Arm/Sid |
| ULSTER | Frazer Nash | Aston Martin | Aston Martin | Aston Martin | Aston Martin |
| VELOX | Vauxhall | Vauxhall | Vauxhall | Vauxhall | Vauxhall |
| WIZARD | Hillman | Hillman | Hillman | Hillman | Hillman |
| XK | Jaguar | Jaguar | Jaguar | Jaguar | Jaguar |
| YA | MG | MG | MG | MG | MG |
| ZEPHYR | Ford | Ford | Ford | Ford | Ford |

The Editor would like to be able to declare R.W. the winner because he did pay the expected \$100 envelope opening fee. However, the Elders and Eric scored more points and you cannot argue with numbers! On the other hand, Ron was the only one who kindly sent in a description of open car body styles. Thanks for that, Ron. It appears elsewhere in this Newsletter. ED



Dear John Twomey,

An esteemed and honourable senior member of the Club attempted to influence my decision by payment with a large denomination bank-note. I enclose a copy of that note and ask that you accept it in payment of my 1993 A.C.C.V. Subscription. Please send the change in used ten dollar notes to my Swiss bank account.

Yours sincerely, ED.



FIVE WAY TESTING.

"Thoroughbred and Classic Cars" magazine frequently publishes comparison tests between five or six elderly cars. The owner drivers of each car drives each of the other cars over the same 20 mile course, makes comments and then they select a "favourite car". The January '93 issue compares a 1938 short chassis Alvis 4.3, a 1937 Lagonda LG 45 Rapide, a 1939 Bentley 4¼ litre, a 1937 Bugatti Type 57 SC and a 1935 Hispano Suiza J 12 (11.5 litres). It was an interesting article marred by the silly error of describing the 4.3 as having front wheel drive. Buy the mag. and enjoy reading the article. I won't steal their thunder by announcing the winner!

ED.

Said of G, by B: "he is a man of few words but he uses them remarkably often."

FROM THE SUBLIME TO THE RIDICULOUS.

The November 1992 edition of the "12/50 Register Circular" states that the site of the Alvis car factory in Hollyhead Road, Coventry is going to be redeveloped as a "Retail Park". Oh Dear.....



BODY STYLES.

DROP HEAD COUPE. A 2 Door car with wind up side windows and a soft top.

THREE POSITION HOOD. Similar to Drop Head Coupe but with removable side windows

SEDANCA DE VILLE. Usually 4 doors with the rear seats covered with a fixed hood but the front seats either open or having a folding hood.
Normally chaffuer driven.

DOCTORS COUPE. Fixed hard top with 2 doors and wind up windows but with a large storage boot instead of a dickey seat.

LANDAULETTE Normally chaffuer driven. A four seater with the rear seats fully enclosed. The full roof, but the front seats open at the sides.

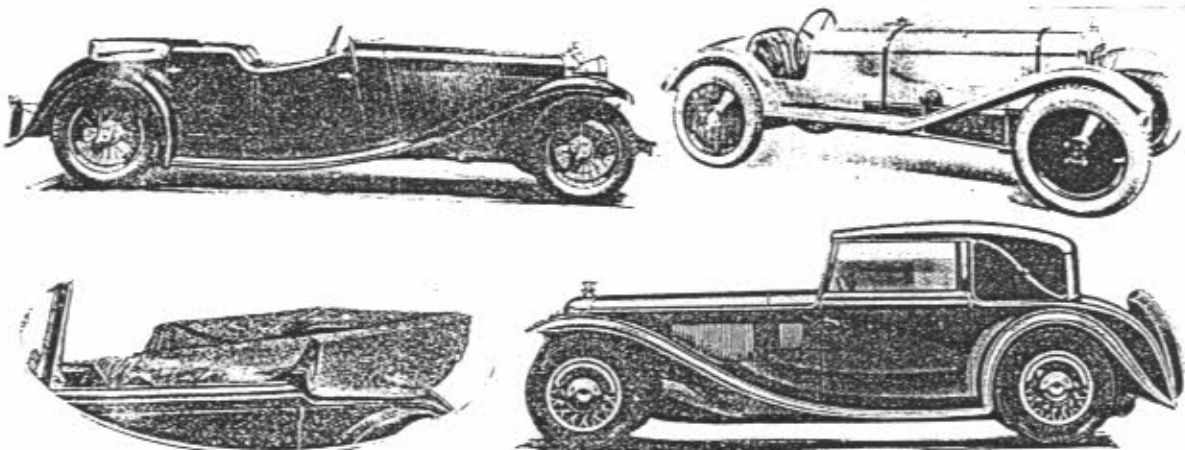
ROI DES BELGES. This was a title bestowed by King Leopold II of Belgium to honour Belgian Coach Builders such as Van den Plas and D'Ieteren Freres in 1901.
Generally a very large 4 seat Tourer having folding top and side curtains. The name was dropped after 1910 as cars got smaller being then called Torpedo or just Tourer.

CABRIOLET No difference to Drop Head Coupe but usually had dummy pram irons either side of the hood.
This was a name invented by the Spaniards to honour a famous Bull fighter named "CABRI"

NOTE I have been assured that "THREE POSITION HOOD" has no reference to the sexual prowess of the Club's Vintage Spares Registrar.

RON WILSON.

(Thank-you, Ron. Yours has been the only reply to my request for info. But I do recognize bull when I find it! ED.)



National Alvis Spares offers this month:-Vintage

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

P.V.I.

Austin Tape,
8, Wimba Ave.,
Kew Vic. 3044.
Tel. 03 817 5163.

TA 14

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

THREE LITRE

John Ball,
P.O. Box 26,
Murchison.
Vic. 3610.
Tel 058 262 518.

| | | |
|----------------------|--|--------------|
| 12/50 | Spring - Oil Pressure Relief Valve | \$6.50 each |
| 12/50 & Silver Eagle | Skew Gears - Oil Pump Drive | \$70.00 each |
| Speed 25 & 4.3 | Water Pump Castings | \$70.00 each |
| TA 14 | Speedo Cable - Inner and Outer | \$50.00 each |
| | Pedal Pads | \$25.00 pr. |
| 3 Litre | Speedo cable - Inner and Outer | \$50.00 each |
| | Pedal Pads - Bond On | \$23.00 pr. |

INTERCHANGEABLE PARTS.

| | |
|-----------------|-----------------------------|
| TA 14 and 12/70 | (from Spare Parts Manuals) |
| N 17353 | Oil Pump Pipe - Suction |
| N 17355 | Oil Pump Pipe Top Collar |
| N 17356 | Oil Pump Pipe Bottom Collar |
| N 17354 | Oil Pump Pipe Spring |
| N 17320 | Crankshaft |
| N 15563 | Crankshaft Oil Thrower |
| N 15564 | Crankshaft Oil Thrower Disc |



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 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 David Wischer. Telephone 059 89 7235. Fax. 059 89 6343.

FOR SALE DAIMLER. Light 20 or Model E20 four light saloon. Club Reg. Recent engine rebuild. In excellent condition inside and out. A good reliable rally car. \$15,000. David Wischer. Tel. 059 89 7235. Fax 059 89 6343

FOR SALE. TYRES. 500 x 20. Five new tyres. 3 Goodyear 6 ply diamond pattern and 2 Dunlop 4 ply plus tubes. \$100. each. Max Kennedy. Tel. 07 268 6608 or 018 876 1642 or 074 944 575.

FOR SALE. TA 21 Spare parts. Engine block. Crank shaft. Overhead cam assembly. Conrod. Pistons. Clutch parts. Rear axle assembly. Various engine spare parts. Assorted other parts. \$500.00 the lot. Available in Bright. Dudley A House, 54 St. Pauls Street, Randwick 2031. Tel. 02 314 6869. Spare parts available c/- Russell Stapleton, 40 Showers Ave., Bright. 3741. Tel. 057 55 1581.

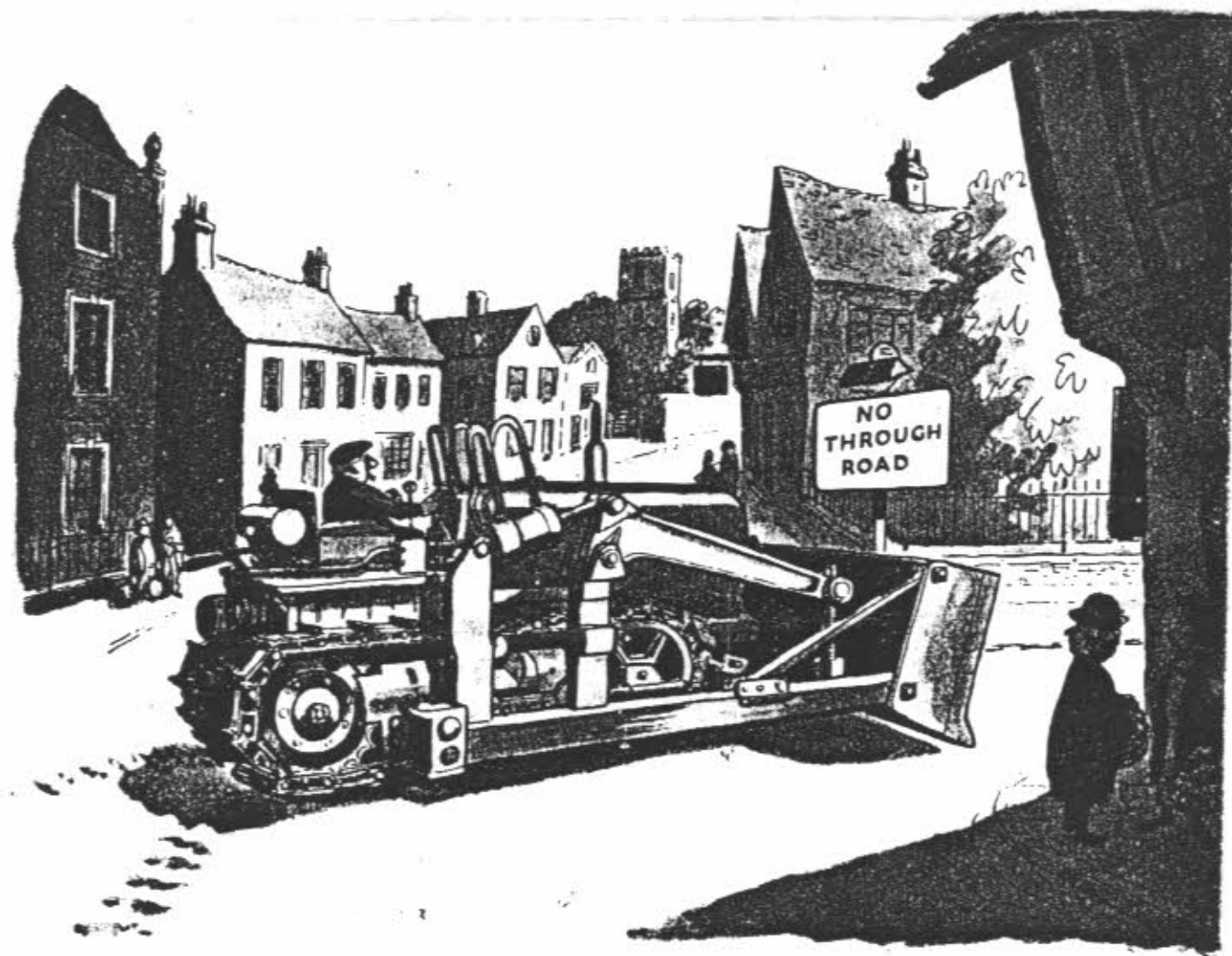
FOR SALE. 3 Litre saloon spares. A host of bits including body panels - guards, complete doors, boot lid, bonnet etc. Many mechanical parts - gear box, steering and suspension. Complete chromed radiator - inner and outer cowl. Radiator core. Some instruments and side lamps. Headlamps. Tel. Tom Maltby 052 215110 Fax 052 21 8783 for details and full list.

WANTED. Information re: 3 litre engine. The whereabouts of engine no. 24056 (or part thereof) from 1952 DHC. Please contact Tom Maltby as above.

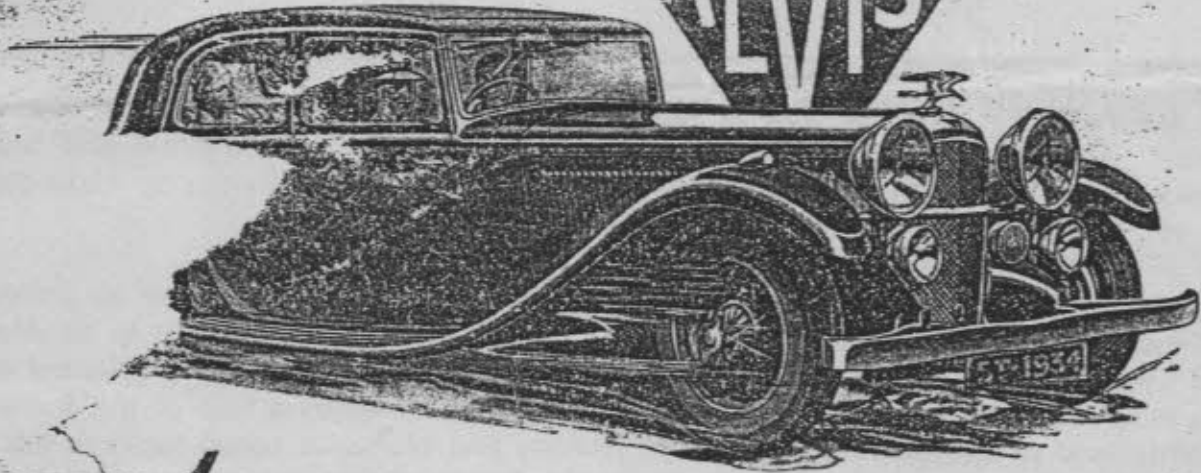
WANTED Windscreen surround and posts suitable for 1930 Silver Eagle. George Smith 17, Gladstone St., Coburg, 3058. Tel. 03 354 6236.

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

WANTED. For Speed 20/25/4.3. Marles Steering Box. If not a complete box, then top and bottom roller thrust races therefrom. David Caldwell. Tel. 03.729 5821.



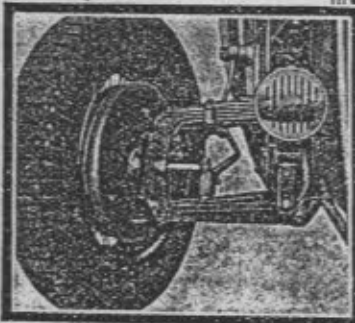
INDEPENDENT FRONT-WHEEL SPRINGING



Alvis suspension eliminates all driving fatigue

INDEPENDENT FRONT-WHEEL SPRINGING AND STEERING

as incorporated in ALVIS "Speed Twenty" and "Crested Eagle" Models was first developed in ALVIS racing cars as long ago as 1925. It has thus been thoroughly tested and proved under the most severe conditions. In this unique system road shocks cannot be communicated from one wheel to another or affect the steering, and gyroscopic reactions are entirely eliminated. Directional stability, road-holding and riding comfort are enhanced to a degree quite unattainable in conventional designs.



H.P.

WITH one master stroke of engineering, ALVIS put into the motor car a new system of superb suspension hitherto unknown on the road. For the past six years this system of independent front-wheel springing and steering has been in production on ALVIS cars. What ALVIS did years ago, Continental and American motor car manufacturers are now claiming as "the greatest advance since the horseless carriage." The ALL-BRITISH ALVIS has always led the world in automobile practice, and continues to do so. The 1934 "Speed Twenty" and "Sixteen" Models also incorporate the only all-synchro-mesh four speed gear-box in production. To keep abreast of the times invest in an ALVIS. Full details from ALVIS CAR & ENGINEERING CO. LTD., COVENTRY.

London Service Station:— Jubilee Place, King's Road, London, S.W.3.

The finest system of suspension yet devised



NEWS FROM THE NORTH

Entries are rolling in for this year's Alvis National Rally and arrangements are well underway. The organising committee has haggled, wangled, twisted arms and beaten down all sorts of people to put together a great series of varied activities to make this a holiday you will be glad to remember.

Included in the six days, from August 29th to September 4th, is a visit to some of Toowoomba's renowned gardens, a look at some vintage aircraft, a flight in an Alvis - engined Twin Pioneer aircraft (for those who are more adventurous), and a splendid drive through magnificent timber country to Noosa. You will also enjoy a tour of the Sunshine Coast hinterland which includes picturesque Maleny and Montville noted for their art and craft industries, a visit to Lake Cootharaba in the Noosa everglades and plenty of spare time to investigate Noosa's beaches and National Park headlands at your leisure. For the more energetic a quick dash to Hervey Bay to see the whales is a possibility (an additional cost would apply).

You get all this for \$395.00 per person which also includes all breakfasts, four lunches, three dinners, two nights accommodation in Toowoomba and four nights in a motel right on the beach at Noosa - roll out of bed onto the beach and into the surf.

To help achieve this price the motel in Noosa has been booked on a conference rather than a per head rate. Two couples will share a suite. Some suites have two separate double bedrooms and a lounge while others have one double bedroom and a fold-down double bed in the lounge. For those couples not wishing to share a suite in Noosa a total surcharge of \$140 per person will apply.

Although the rally officially ends on Friday night with a traditional rally dinner, for those interested a weekend on Fraser Island can be arranged.

If you haven't already entered and don't want to miss out fill in the entry form, attach \$30 and mail to 20 Castle St., Fairfield, Brisbane 4103.

Bruce Jorss



1993 ALVIS NATIONAL RALLY ENTRY FORM



Name of Entrant:

Address:

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Phone No:

Please make cheques payable to "Alvis National Rally" and forward to Bruce Jorss, 20 Castle Street, Fairfield, Qld 4103.