



NEWSLETTER

VOLUME 35

ISSUE NO. 9

SEPTEMBER '96

CLUB ROOMS:- Rear of "ALVISTA", 21 EDGAR ST., GLEN IRIS. Melway p59 F 8.

MEETINGS:- THIRD FRIDAY OF EACH MONTH

(EXCEPT DEC./JAN.) AT 8 pm.



COMING SOON



SEPTEMBER SATURDAY 21st & SUNDAY 22nd Club Country Weekend at Euroa. Details and entry form were in the July N/L. Contact John and Kay Ball (058 262 518) if you require information NB. The Club General Meeting will be held at Euroa.
No General Meeting in Melbourne in September.

OCTOBER, FRIDAY 18th Club General Meeting AND ANNUAL GENERAL MEETING.
Nomination form for the Committee in this issue. Please have a go on the committee and help the Club.

OCTOBER SUNDAY 20TH Club Annual Dinner and Presentation Night **DETAILS IN THIS NEWSLETTER**>
It is time to book. Ring John Twomey.

NOVEMBER SUNDAY 17th DENDIES IN THE DANDIES
With the Bristol Owners Club of Australia.
Some details were in the last issue.
More to come in the October Newsletter



DECEMBER, SUNDAY 1st. Annual Barbeque. Venue to be decided.
Details in October and/or November N/L.

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Tel. 03 9386 0439

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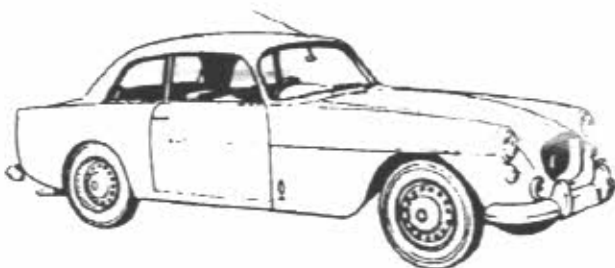
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LEONIDES - OLYMPUS?

Hatched in Shepparton - Matched in Fairfield -and despatched in Ferntree Gully, our Club's monthly missive is always eagerly awaited. So it was that when the August issue arrived, I read it with the interest that all self respecting members show. Then I read it through again because I sensed something was different and this worried me. I pored over Rob Graham's eclectic point of view then the exhortation to join that "other Club's" early morning parade - the details of a proposed joint admiration outing with the Bristol Club - a Sales promotion for Franklin Mint Models as well reports of past and future activities right down to the unpaid ads. It wasn't that anything appeared missing except for the customary Presidents Prattle, but I didn't feel happy about it. I felt there was an undertone, but eventually I gave up, went to bed and directed my mind to that earth shaking menace to life currently on the World News the Hawthorn was likely to merge with Melbourne and the sadness that would bring. Man and boy for nigh on 60 years, I drooled over my heroes who played Aussie Rules for the Hawks only now to see them swallowed up. Suddenly I was wide awake ! MERGER?....SHOCK..HORROR ..could that be it? That the moguls who assemble an hour before the Meetings for their candle light suppers be planning a merger ???? It certainly could be for didn't they say some months ago that members should support other Club's efforts so was this the "between the lines" in the Newsletter? But if so who with.. it woudn't be that "other Club" as few of our members have the necessary competitive edge and no one in their right minds would comtemplate Franklin Mint. But it just could be Bristol and if that happened it would really be an Unprecedented Situation. But if there are indeed any thoughts along those lines, heed this warning for mergers have been tried and backfired. We had an excellent alliance with the Vikings of the Rover Club for a time until some clot in our Club referred to their Raeboks as Running Shoes, and similarly we enjoyed company with the A/Siddeley gang until they got fed up with us reminding them of the A/S slogan - "the car that made walking a pleasure". While our shares can't be all that high with the Vintage Drivers Club since we shortened that title to The VD Club so just pause and think what would happen if a chance remark was overheard about someone owning a "really terrific pair of Bristols" NO...please...NO MERGERS whatever you do and please can we have an official assurance to that effect.

RON WILSON.

As the paranoid knew all along: that light at the end of the tunnel was on the train which was coming! ED



ALVIS AGNITIONS

Unfortunately the Auction Night was poorly attended. Most people who did attend brought with them something to auction but we contented ourselves with a general meeting followed by a natter. The correspondence which had appeared in this Newsletter and in Alvibatics concerning next year's Alvis National Rally provoked some discussion. Most members felt that any dissent should be behind us now. Anyone and everyone is welcome to attend but those above the numbers that can be accommodated at the dinners etc. will have to make their own arrangements. The Queenscliff outing which had occurred in July was favourably commented upon. The weather certainly was awful. On the way back the **EDITOR & MARGARET** were snug enough in a modern car with the heater going but even so it was an unpleasant experience being caught in a severe thunderstorm in the western suburbs. It was therefore not surprising to hear that **REX & SUE ROBERTS** had driven up behind **BOB & BEVERLEY GRAHAM** at a filling station. apparently Rex offered Bob "a considerable sum" for the loan of the TA 14 hood! **ROY BOY** was crook at the meeting. I hope he has recovered. There were several reports of mechanical trouble in 3 litre engines. Apparently some sets of skew gears and camshaft/oil pump drives have not been meshing correctly. It is uncertain whether all the problems have arisen in parts supplied by "Red Triangle" or whether other parts are involved. In any case, both **JOHN FORBES PROCTOR & ROSS AITKEN** have experienced multiple failures after renewing these bits and have effectively had to rebuild their engines several times. **DALE PARSELL** has also had mechanical problems - of his own making. He dropped a small screwdriver through a hole in the top of the bell housing and had to remove the gearbox from the Firefly in order to retrieve the screwdriver. (I don't know why he bothered, small screwdrivers are cheap enough to buy!) Some good came of the exercise because the realignment which went with the reinstallation of the gearbox has led to much less vibration. **RON WILSON & BOB GRAHAM** will again be taking part in the forthcoming VSCC Two Day Rally. On this occasion, as marshalls rather than competitors. Have pity for anyone who "wrong directions"! The Graham's Speed 20 is being painted. Great progress. The Club had been included in the distribution of an advertising flyer for a house for sale in Wheelers Hill. Seventy squares. Six bedrooms. Four bathrooms. Carport. Garage for ten cars! I don't think I know anybody with 11 Alvises! But there was a TA 21 advertised for sale in the Melbourne Age on 31/8/96. The account by **DES & EDNA DONNAN** (printed elsewhere in this issue) sound fun. An interesting observation was the number of vintage cars seen on the roads. In the summer of 1995, when the weather was particularly good, there were remarkably few cars out and about. So Des is probably right in assuming that the removal of the registration fee has encouraged their use. Long may it continue. Wouldn't it be great if we had a bit of sympathetic governance in this country - instead of the gloom and doom portrayed by Bob Graham's contribution to this issue?

ED.

ALVIS CAR CLUB VICTORIA (INC.)

The Annual General meeting for 1996 will take place in the Club Rooms on Friday 18th October at 8.00 pm.

Nominations of candidates for election as officers of the Club or as ordinary members of it's committee are invited. Please use the form below. Nominations completed on this form are to be handed to the Hon. Sec. prior to the Annual General Meeting.

DALE PARSELL, HON SEC.

OFFICE	NOMINEE	PROPOSER	SECONDER
<i>PRESIDENT</i>			
<i>VICE PRES.</i>			
<i>SECRETARY</i>			
<i>TREASURER</i>			
<i>EDITOR</i>			
<i>CLUB CAPTAIN</i>			
<i>LIBRARIAN</i>			
<i>VINTAGE SPARES</i>			
<i>P.V.T. SPARES</i>			
<i>3 LITRE SPARES</i>			
<i>TA 14 SPARES</i>			
<i>COMMITTEE 1</i>			
<i>COMMITTEE 2</i>			
<i>COMMITTEE 3</i>			

ONCE MORE UNTO THE BREACH.....

Shakespeare started it by putting words into the mouth of Henry V and the expression has been used frequently ever since. W.S. was talking about walls which sustain breaches when they break open but breaches also happen to promises, friendships, contracts, faiths, privileges, prisons, trust and retirement. Oddly, when a gun is broken open it reveals its breech, not its breach. And when you look at the back end of a cannon, which isn't open because it can't be opened, you are looking at its breech. Boys used to wear breeches and a buoy can be shaped like a pair. A breech birth occurs when the child is born bottom first instead of head first. In the movie "Maverick" Mel Gibson has an argument with the lovely Jodie Foster. After the row he tells his companion that the "poor girl was born a breech and nobody noticed the difference"!

What has all this got to do with the business of this Newsletter? Well, your editor's so-called retirement has been well and truly breached. There have been several weeks of breech births in Tasmania and in Shepparton. And more to come in both places. No Jodie Fosters though! Between all these breechings there is a short trip to England at the end of September, so it looked like no October Newsletter. That was until:-

**DALE PARSELL
STEPPED INTO THE BREACH.
DALE WILL (AGAIN) TAKE OVER & EDIT THE
OCTOBER ISSUE.
COPY TO DALE BY 25/9/96 PLEASE
14 Symons Rd., Avonsleigh. 3782. Tel. 059 685 170**

I hope he finds Jodie Foster while I am on the beach.

ED



Any Excuse to Celebrate

THE ANNUAL DINNER AND PRESENTATION



Sunday 20th October

Drinks 6 pm
Dinner 7 pm

'GEORGIA COURT' RESTAURANT

21 George Street
EAST MELBOURNE

Cost \$25 Per Head

BOOKINGS ESSENTIAL RING JOHN TWOMEY (03) 9386 0439 or 9306 9364

SOME OFF STREET PARKING CAN BE ARRANGED

CONCERNS

As members of the ACCV there are three matters of concern which may affect us and are likely to be of more concern in the future.

The first item of concern is leaded petrol. Very few Alvis cars can run safely on unleaded petrol without fitting hardened valve seats in the cylinder head. I understand that leaded petrol is not available in Japan, California and New Zealand. A newspaper article the other day claimed that only 50% of petrol sold is leaded now and so it is obvious that one day that leaded petrol will no longer be available here and that day may not be too far away.

The second item of concern is your Local Council and its By-Laws. The Municipal Association of Victoria framed the initial Model Local Law which includes -- "No person may, without a permit, use any land in the Municipal District for the storage of machinery or second-hand goods of any kind for the assembly or dismantling of such machinery or goods." So if you are restoring an Alvis in your garage, your Local Council may step in and say "Verboten."

The third item can be called "Ban the Bomb" or "Cash for Clunkers." The Federal Chamber of Automotive Industries is promoting the sale of new cars and to assist this aim is advocating scrapping old cars. There are claims that --

- a) new cars are safer than old cars and that lives could be saved if older cars were scrapped in favour of new cars
- b) most of the smog problems in cities like Melbourne can now be traced to vehicles more than 10 years old and that half the pollution is now caused by just 12% of the cars, even if well maintained
- c) Newer cars are more economical and extra fuel to the value of \$1.2 billion is used by old cars than would be used if the cars were newer. The extra fuel burned adds substantially to greenhouse gases.

No doubt some of the statements above have been made only because of their sensation value so we can read them and think "Golly Gee" and then sink back into our apathetic state and say "But what can I do"?

It behoves us to be aware of the many and powerful forces arraigned against the Old Car Movement and to act like Thinking, Responsible members of the Alvis Car Club.

BOB GRAHAM.

MOTORING HIGHLIGHTS OF THE FIVA RALLY 1996

6

The Rally started from Edinburgh in very hot conditions with scrutineering and signing-on carried out by the local VSCC. Our first two days involved runs to the Doune Motor Museum and also to a local Aviation Museum. Our Rally route was Red and there were 3 others to accommodate the higher speeds of the PVT and Postwar cars. In fact our average suited the Veteran cars at about 22/23 mph but sadly too slow for a 12/50 Alvis so after the first day when we decided we wouldn't win, we speeded up and enjoyed the event.

Each morning we were issued with a Results sheet which gave all the placings, points lost for either WD or being too fast, or missing secret controls. As there were 400 cars from 21 different nations, the instruction book used pointers at each intersection for guidance. I pointed out that the Japanese read their books from the back page!

After a few days, one could tell who was trying to win and we would watch the battle for the lead. Some competitors would lose say 1 sec during the day - real pro stuff and not suitable for our poor efforts. Nevertheless I think we actually enjoyed the event more than the "triers".

After departure at 1 min. intervals, we would drive to morning tea usually at a stately home, often with a tour of the house, then on to lunch at another, usually with a superb lunch then battle on to afternoon tea at yet another pile! Someone said that Lord Montague called up all his chums to provide this.

Come evening, we would arrive at, say, York and our cars would be stabled at a local racecourse watched by guards while we would be taken by one of the 13 buses to our hotel, often picked up later to go to a formal dinner, back to the cars next morning and into it again! Three baggage trucks took all our luggage each day.

The route after Edinburgh went to the Lake District, then to York with a rest day at which we did a regularity hill climb and a visit to the National Railway Museum. The only traffic hassle was trying to arrive at the start in time at the Minster in peak hour. All roads were on minor roads with little or no traffic - tractor and trailers were common sights.

From York it was down to Nottingham via the MIRA testing ground where we had driving tests and a flying lap of that famous banked circuit. The terminal velocity of the 12/50 only allowed us to climb to the middle lane but it was fun. A broken half shaft slowed us up and we were grateful for the help of the AA and various Alvis Register members in replacing it.

Next day was the final run to Gaydon, home of the Heritage Museum, via the Rover Testing Facility where Malcolm Elder had arranged driving tests to sort the men from the boys. These 12 tests required a great deal of concentration to complete them correctly and full marks to two other Queensland entrants who each won a trophy here.

A final dinner, speeches, much talking and it was all over. A great Rally which could be used as a textbook for future ones.

After this was over, we used the 12/50 for various events. First we had a tour of Brittany, staying at B and Bs and enjoying quiet French roads and good food and wine. The local people gave us a great welcome and we had to learn the French for "72 years old" as we were asked so often.


The Bugatti Garden Party was a lovely day to drool over some of Ettore's creations in the setting of Prescott. Ewe Huckle's Type 29/30 racing car with its exhaust terminating at the apex of the cone shaped tail was innovative as was the front body shape with oval access engine panels.

To gain an entry at Prescott it is easiest if one brings one's car from Australia as this event is so oversubscribed that there were 70 turned away with 240 competing. The 12/50's time of 67 sec was slow but not disgraceful and all the fun is trying to beat one's practice time. The entry was filled with the best competition and road cars that the VSCC have and the public come in their thousands. Our walk through the car park showed that many brought their proper cars, probably in response to the recent decision of the UK Govt. to remove all registration fees from 25+ year old cars. We saw many vintage cars being used on public roads in our travels.

Finally, we used our car to go to the monthly Pub Meets which attract many members. The long English evenings allow one to drive quite a distance, enjoy a few pints, talk cars and be home before lighting up time which in midsummer is almost 11 pm.

The Alvis was an ideal car, modest in fuel (which costs twice the Qld. rate), able to keep up with traffic, be adequate in comfort and elbow room, and have enough baggage room for a week's travel. Lighter steering would be my only request. Weather conditions were so good that we only needed the hood up once.

DES and EDNA DONNAN.



NEXT DOOR
TO
DUTTONS

PUBLISHED
FOR
INFORMATION.
(Not visited)

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ACN 003 196 450 TEL. 03 9421 0070 FAX 03 9428 9686

WARM AS TOAST.

Just a short note to report on the VSCC Frost Bite Run. This was an invitation event for the Alvis Car Club.

Unfortunately, the forecast was for snow, and it would appear that this kept away a number of Alvis. As it happens, although cold, the snow kept away, at least from the areas we went to.

Two Alvis attended, Myself and Maritta (together with friends Jean & Peter Ter Keurs) in the Firefly, and Richard Tonkin & Stephen Mayer in the TA21. In fact the weather was so good that Richard was able to open the sun roof later in the day.

I have to take this opportunity to humbly apologise for criticising the pilots of these later machines for their tardiness. In the earlier part of the event I found it almost impossible to loose the said Mr Tonkin as he made a valiant attempt to prove that TA21 could motor along at the fierce pace set by the VSCC. It would appear, however that opening the Sun roof slows these cars down (possibly turbulence in the cabin) as after morning tea (at Tarago Reservoir) we found that the TA was left far behind.

The route started in Lillydale, and was a pleasant tour through Wandin, Yellingbo, then towards Healesville, Don Valley, Yarra Junction, skirting Mt Baw Baw, Poweltown, Neerim, Druin West, Pakenham, then Gembrook for lunch and finish. An event that started and finished near home was quite memorable.

All in all a great day was had without about 15 cars ranging from A7 to 6 litre Bentley. Bye for Now.

DALE.



GUNS AND CARS.

I read "The Age" recently that Daewoo, the Korean car manufacturer also makes guns.

David Fletcher rang recently to explain that when he was in the RAAF in the 1950s one of his jobs involved the proofing of 20 mm calibre cannon shells. The gun in use had "Hispano" on the breech (*there goes that word again, Ed.!*) block.

Any more?

ED.



"Haven't the foggiest idea what's wrong - but George says lifts this thing"

WOODIES.

Mention last month of John Murray changing from Morris Minor Saloon to M.M. Estate brought to mind the subject of wooden bodies. Other countries have done it but the habit did seem to be a particularly English one. Only recently did I read that the flurry of them appearing in the late forties and early fifties was because of the shortage of steel in Britain at that time. That's when the penny dropped. Anything that could be bought from the manufacturer, capable of rolling but without a body could have any sort of body fitted to it. And that presumably brought a profit to the car manufacturer while at the same time conserving precious steel. Some woodies may have been created by the repair of cars that had received rear end crash damage during those post-war years. My own first experience of a woody was a car based on a post-war Dodge, but in Scotland. It does seem unlikely that such a car would have been sold as a rolling chassis and given a wooden body on day one. It is more likely that it was imported into UK, from Canada or the US by a GI, crashed, sold off as a wreck and rebuilt with the only available material. I remember the back seat ride as being very bumpy and the whole thing being noisy and draughty - and very cold draughts they were, in a Scottish winter!

There was not really much alternative to wood. Aluminium seems to have been easier to obtain, though more expensive to buy and to work. And it is more difficult to work than steel - requiring factory processes or skilled metal work. Fibreglass was only just becoming available in the late forties. The boom in its use by manufacturers and back yard operators was still to come.

Wood, of course had been used throughout the whole motor car era up to World War II, for framing bodies and was still used a bit after the war, for instance in the Riley RM series and in Alvis cars. Did that persist until the end in 1967 or had wood been deleted before the TF? Morgan still use wooden frames! The problems and manufacturing expenses caused by wooden frames was probably one of the many reasons for the demise of the drop-head car in the late fifties and sixties.

Wooden frames into the sixties, yes but wooden panelling seems to have gone with the mid fifties. Obviously it was heavy, difficult to make waterproof, squeak- proof and sag proof. it *could* be worked by the amateur and could be repaired by him. But as in most things, excellent results came from experts with real skills. Obviously in the forties there were still tradesmen working who had learned their trade in the carriage business but curiously I can't find much information about which of the major motor car coach builders specialised in wooden bodies. Perhaps any of them could and would make one for you if you ordered it. Many wooden bodies on lesser cars, seem to have been made by quite small firms in English country towns. Railway carriages continued to be made of wooden frames and wooden panels until a much later era. The construction may have been good but when some of those railway carriage builders turned their hand to the motor car, the results could be less than elegant, as those of us familiar with the efforts of a well known Melbourne coachbuilder well know! By the end of the sixties there were some awful tatty plywood bodies trundling along the roads of England, delaminating as you watched!

Why "Station Wagons" rather than saloons? I don't think that I have ever seen a wooden saloon. Making the curves for the boot would be tedious and therefore more expensive. The finished job would probably be inherently weaker than a wagon, where the roof rails can be straight, or nearly straight and carried right through to the back of the vehicle. The English called them "Estate Cars", or alternatively "Shooting Brakes" and perhaps

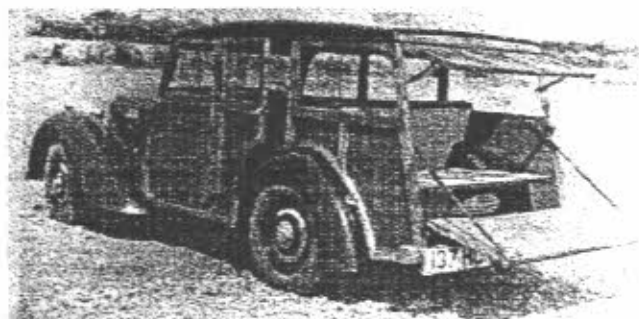
the latter name reveals the use for which the cars were intended and therefore the reason for their shape. It would be difficult to get four guns and a dog or two into the boot of any English saloon of the post-war era. Having mentioned their intended use you wonder how many were actually put to such use. It is likely that many of them were never driven even to the edge of a grouse moor but that being seen driving one might suggest ownership of square miles of heather covered moorland full of grouse or acres of beech forest crawling with pheasant and partridge. Factors other than practicality are so important in the choice of a motor car. Witness the Range Rovers in Toorak and Double Bay and Ferraris anywhere in 100kph limited Australia!

Obviously the wood was really a liability as far as manufacturing costs were concerned and its longevity was a bit suspect as well. Why, therefore, did manufacturers go on using it long after steel became readily available again? The wooden Morris Minor "Traveller" was probably the last woody to have its wood structurally necessary - probably the last in the world. The wooden Mini Minor "Traveller" was a Mini Van with holes cut in its sides for windows and a few battens of wood screwed to its sides to make it look part of the family. Or to trade on nostalgia? Or to suggest ownership of a grouse moor - albeit a very small one? Other manufacturers were in it too: Rootes, Ford of Dagenham and of Belgium fixed wooden battens to the outside of Station Wagons. When the shaping of wood got too expensive and maintenance of a tidy varnished appearance became too onerous several manufacturers changed to plastic look- alike wood. Trivial extra cost, no extra maintenance but still the suggestion of ownership of land! The Americans were fond of their wooden and later plastic wooden battens on the sides of their "Ranch Wagons" - again suggesting that the owner of the car owned a ranch the size of Texas where the buffalo roam.....Reality suggests a frame house around the corner from the supermarket car park where the Ranch Wagon was seen!

Australians seem to have been more honest in their use of wood - keeping it on the inside of their cars and there only until stronger manufacturing methods were developed. But there is still hype in the use of the phrase "Station Wagon". How many of them in the car park belong to people who also own a sheep station? Indeed, how many station owners from way out beyond the black stump own Station Wagons? Probably not very many. Nearly all will own a ute and maybe a four wheel drive. I haven't yet seen a FWD with wooden or plastic battens on its sides, but Ford have come close with the paintwork on some of their F100s *suggesting* wood.

Sometimes you do see a woody Alvis advertised for sale in English magazines. For obvious reasons it is usually a TA 14 and I believe there is a living example in New Zealand. If anyone knows anything about its origins - or the origins of wooden bodies in general, please write in. Meanwhile, John Murray, feel free to revisit your grouse moor!

ED.



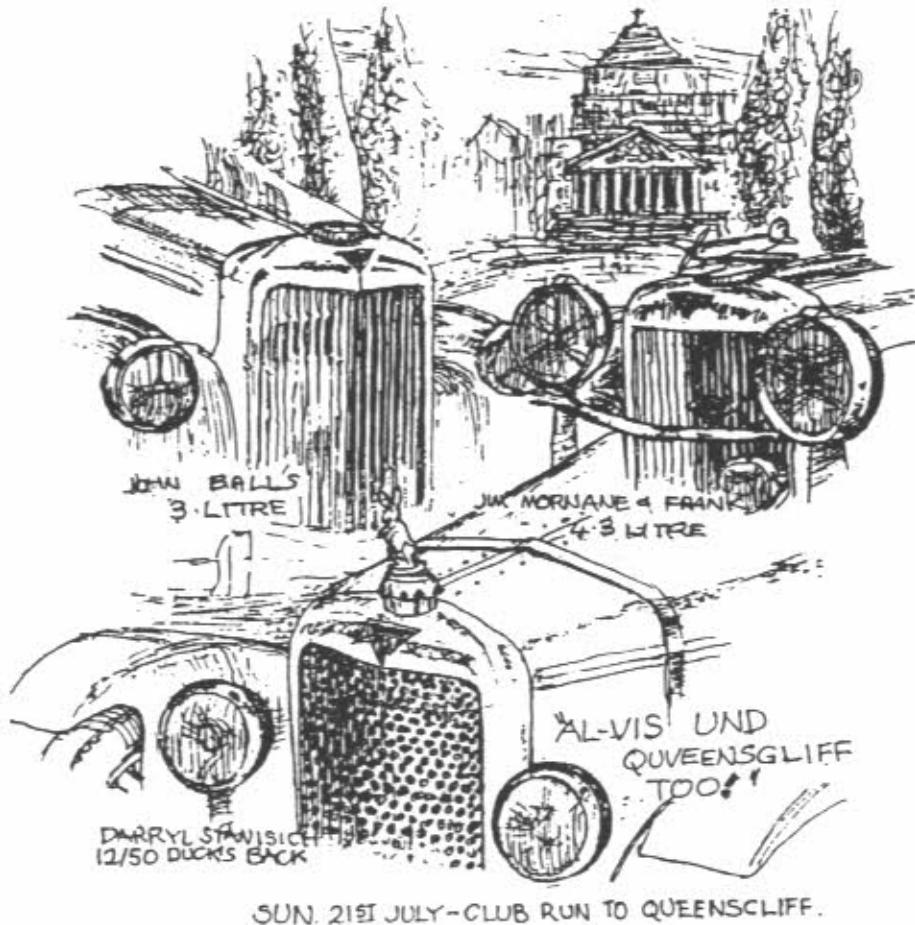
Dear Editor,

The Smith Silver Eagle has completed 1000 miles since a complete re-build but its owner has only just discovered the location of the oil pressure relief valve. The valve as now been dis-assembled, cleaned and adjusted to bring the oil pressure up to specification.

The 1930 Silver Eagle handbook I have fooled me completely. My 1930 19.8 hp has the Sp. 20 motor (original) with a different relief valve location. I would appreciate the loan or copy of an early Sp. 20 handbook in case I have committed any other mistakes!

GEORGE SMITH.

See below: George's illustration of Alvis business ends and a horrible pun. Thank-you, George. ED.



MINI

A chap approached a leading barrister and said "what would you charge to answer a couple of questions?" The barrister replied "\$5,000.00 - now what is the second question?"

HA HA

Two psychologists walking down the street came upon a chap lying in the gutter, unconscious and bleeding profusely. Obviously, he had been beaten up. After a time one psychologist turns to the other and says "I think we can help the chap who did this".

R.W.

You are doing well Ron. In this issue you have mortally offended barristers, psychologists, Armstrong Sidley owners, Bristol owners, Rover owners and members of the Vintage Drivers Club!

ED.

CARS & PARTS FOR SALE AND WANTED

OCTOBER NEWSETTER

COPY DEADLINE

WEDNESDAY
25TH SEPTEMBER 1996
TO DALE PARSELL
PLEASE

THE CLUB CARRIES A LARGE SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

To enquire about spares please contact the appropriate SPAREPERSON listed below:-

VINTAGE

Geoff Hood
37 Thomas St.,
E. Doncaster
Vic 3109
03 9842 2181

PVT

Austin Tope
8 Wimba Ave.,
Kew
Vic 3101
03 9817 5163

TA14

Bob Graham
15 Clarke Ave.,
Caulfield
Vic 3162
03 9571 3886

3 LITRE

John Ball
P O Box 26
Murchison
Vic 3610
058 262518

CLUB

TA 21 Specification Sheets. As published recently in the N/L. \$5.00 plus p&p.

Club Permit Books. Latest edition. \$5.00 ex. Club Room's. \$6.20 posted.

"Motor Trader" Technical data Sheets. Reprints available for Speed 25, 3½ litre, 12/70 & TD21 \$5.00 plus p&p.

Handbooks & Spares Lists for most Alvis models. Expertly reproduce by the renowned "ROYBOOKS" method.
Roy Boy. Tel. 03 97047549

Fire Extinguishers. Chubb 1 kilogram. \$25.00 ex. Club Rooms. Some stock remains.

PRIVATEERS

FOR SALE Alvis Silver Crest Four Light Saloon (1938 or 1939.) \$45,000. Peter Rau, 32 Midshipman Ct., Paradise Waters, Qld.4217

FOR SALE TA 21 Road wheels. Four at \$10.00 each ex Club Rooms. Tel. Andrew Twomey. 03 9306 9364 before meeting night.

FOR SALE Suitable for TA 21. Michelin Radial Ply Tyres. 6.40 x 15. Good tread. NOT White Wall. There are four of them cluttering up the shed. Offers. The Balls. (058) 262 518.

FOR SALE Rudge 90 wheels.? ex USA. 4 x 21" well-based. 1 x 21" split rim. John White. Tel 03 9890 7066.

FOR SALE Handbooks. All original & in excellent condition. 12/70, 4.3 litre, Silver Crest, TD 21. "The Alvis Car" by K.R. Day. Good condition. \$50.00 each. David Wischer. Tel/Fax. 059 897 235.

WANTED For Speed 20 SB. Trim for the 2 front guard mounted spare wheels. Chrome plated covers for the hole in the centre of the spare wheel together with the plate which fits inside the hole, long stud and wing nut. Real money offered. Bob Graham. Tel 03 9571 3886.

WANTED Speed 20 Dashboard. The metal plate in which the instruments are mounted and which is engraved with the switch functions. Also: Rudge 42 spoke Wire Wheels. Geoff Hood. Tel.03 9842 2181

WANTED Loan of or a copy of Speed 20 SA Handbook. George Smith. Tel 03 9354 6236.

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