



NEWSLETTER

VOLUME 36

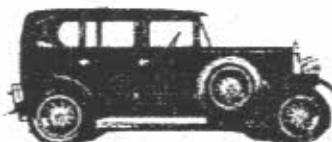
ISSUE NO.6

JUNE 1997

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.



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COMING EVENTS



JUNE FRIDAY 20TH

Club General Meeting.

JUNE SUNDAY 29TH

Tour the Dandenongs with Veteran, Vintage & Modern Fiats. See inside for details.
Dale Parsell has a foot in each club (or should that be a cheek on each seat?) so it should be an enjoyable day out.

JULY FRIDAY 18TH

Club General Meeting and Wine & Cheese Night.

AUGUST FRIDAY 15TH

Club General Meeting.

AUGUST 23RD -24TH

VSCC TEAM TRIAL 23-24th RALLY DIRECTOR: STEPHEN HANDS. SOME INFO INSIDE. CONTACT STEPHEN OR DALE PARSELL OR ALISTER CANNON.

AUGUST 31ST

ALVIS DAY to commemorate **THE LAST ALVIS** - made in 1967. Details to be decided. Watch this space.



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**WHAT IS DOUG GALLPEN DOING?
COMPETITION**

A prize worth real money is offered for the best caption.

Entries to the Editor in time for the next Newsletter - with a large cheque if you want to be sure of winning.



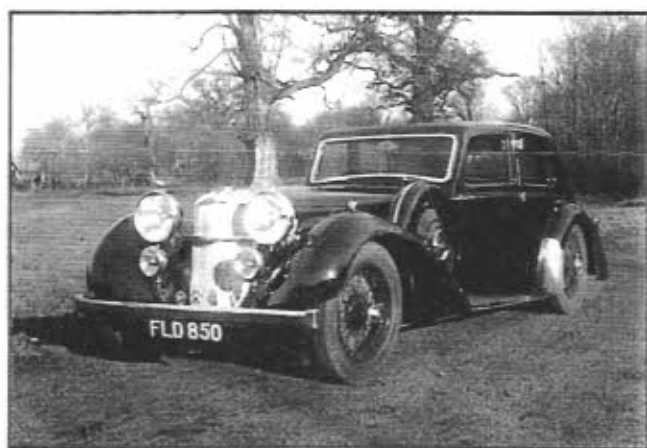
TC 21/100 DHC Grey Lady belonging to Andrew and Sally Bick. See Sally's letter.

The following two pictures and the back page are reproduced from "A Life with HWM - from Aston to Facel Vega" by Fred Hobbs. (Haynes Publishing Group.) Copyright Hilda Hobbs. My thanks to Mrs. Hobbs for permission to use the material from Fred's book; unfortunately Fred died in 1996.

I came across this book only recently, although it was published in 1990. Fred's involvement with motor cars started in 1913; he was apprenticed to a garage in 1928, raced at Brooklands before and after World War II and continued in the motor trade until the 1980s. He owned at least 75 cars including a couple of Alvises and remembered driving 130 different cars from Alta through the alphabet to Wolseley.

It is recommended reading for anybody interested in Historic Racing and pre and post war motoring.

ED.



I had a burning ambition to own a really high class car which led me to this Alvis Speed 25. It was wonderful for my ego but its 10mpg fuel consumption was hard on my pocket. It also had an appetite for oil but the high cost of operation was well worth it and faced with the choice I would always prefer to spend money on a good car than on riotous living.



George Dunham's Alvis (No. 35) despite its ungainly appearance was an extremely successful Brooklands car and at this point had caught me up at the end of Lavant Straight at the entry to Woodcote. In the early days there was no chicane at Goodwood and a fast entry to Woodcote was crucially important on the final lap. (1948 or 49 - Ed.)

TORQUE OF TONKIN ^{3.}

This is what I hope will be the first of a monthly column in which I can indulge myself and write at large about the Club, it's members and anything else which takes my fancy. After all, what's the use of being president if you can't do exactly what you want?

You will have read and heard by now that **John Twomey** stood down as president at the April meeting. Many others have already expressed their appreciation to John for a job very well done, and I add my thanks to him for his hard work, dedication and enthusiasm in his 3 years as president. John has agreed to stay on as Treasurer and the Club's finances will remain in good shape.

I said a few things at the May meeting, which bear repeating. I am going to write to past Club members, and to non-members who have Alvises, to ask them to join the Club. The Club is only as enjoyable and successful as it's members make it, and the more active members we have, the better the club.

I want us to think about how the annual awards and trophies should be allocated. When the Club had regular competitive events going, it was relatively easy. But how should we do it now? A trophy for the member who brings his Alvis to the monthly meetings most often, like the VSCC Nelson Trophy? (With **Dale Parsell** being given an appropriate handicap?). Think about it.

I mentioned at the May meeting that I had been gazing at the fading photos on the Clubroom walls for years. Few of them have captions and most members don't know whose cars they are. **David Caldwell** said he knew most of them - well, I don't, and I have been in the Club 14 1/2 years. I suggest we take them all down, give back those that have owners and put the rest in an album in the library. We can then replace them with more recent photos of members and their cars (including, of course, a wall-sized blowup of my Crested Eagle!).

We need some volunteers for the Garage Crawl on Sunday, 21st September. All you need is a car(s) under restoration, under the house or under a bushell, and the lucky last provides afternoon tea. There are plenty of Alvis projects going on (or lying about), so please put up your hand.

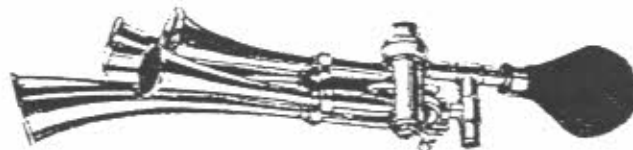
Congratulations to **John Hetherington** for the magnificent colour spread of the National Rally in the May Newsletter. John, my cheque for featuring the 3 litre drophead on the front page is in the mail.

OK, that will do for a start - see you at the June meeting, when I want to talk about the above and other stuff. We had 19 at the May meeting, not bad, but we can do a lot better!

RICHARD TONKIN

The cheque is in the mail eh? That's one of life's great lies. Another is "I'm from the government and I'm here to help you". And the most famous of them all: "Of course I'll still love you in the morning..."

ED



CARS OF TO-DAY

ALVIS FIREFLY

Specification:—number of cylinders, 4; size, 69 by 110 mm.; capacity, 1,496 cc.; nominal hp. 11.9; b.h.p., 48 at 4,250 r.p.m.; number of main bearings, 3; overall forward gear ratios, 5.2, 7.9, 11.9, and 18.35 to 1; petrol capacity, 14½ gallons; tires 30 by 5 in.; turning circle, 42 - 46 ft.; wheelbase, 9 ft. 10½ in.; track, 4 ft. 4 in.; ground clearance, 6¼ in.; weight of car, 27 cwt. Price £495.

The Alvis Firefly Twelve is very similar in general design and displays the same striking characteristics as the Speed Twenty, which made its name in a short time, but the Firefly is of the economical class of car so popular to-day.

The saloon has a comfortable four-seater four door, four-side window body. There are deep long wells for the feet of the back passengers and the seats in front are adjustable. Headroom is not in excess, but there is enough for an ordinary passenger. In front there are small cupboards and the four doors have slip pockets. Besides the usual instruments there is a revolution counter. The screen will open fully, and there is an electric wiper. The spare wheel is at the back, where there is a good-sized luggage compartment with a door on the top. A trap in the floor gives access to the back axle although the frame cross-member is rather above the level filler. There are no ventilators in the scuttle, but the engine is well forward under the bonnet. The front pillars are rather thick, and entrance by the forward doors is easiest with the seats slid back. The Firefly has thoroughly fashionable lines, with the front wings and running boards in one streamline, the screen sloped to meet the roof, deep doors, and outswept back.

The engine has overhead valves worked by pushrods, and the cover over the mechanism is not difficult to remove. The gasket of the head is not used to make the water joint, separate passages being provided between the cylinder and head. On the nearside there are the two-branch down-draught inlet manifold with a hot spot and the carburettor above and the three-branch exhaust with its accessible forward pipe. On this side, also, are fitted the petrol pump and glass bowl filter, the oil pressure filter, the relief valve, the filler, which has a gauze, and the float level indicator. All these parts are get-at-able, while the three-way petrol tap is workable from the front seat. Drainage of the honeycomb radiator, through which the water circulates naturally, and of the sump, might be made more convenient.

The timing is at the back of the engine (an arrangement conducive to steady running), and, on the off-side, there are the vertically driven make-and-break and distributor which are well to hand leading by a short shaft to the generator. The sparking-plugs can be quickly unscrewed, and the coil is on the dash. The starter must be got at from below. The cam steering-box and light connexions at the bottom of the column are very accessible, while the travel of the clutch pedal can be altered from under the bonnet. There is a vibration damper on the front end of the crankshaft, and the unit assembly of engine, single-plate dry clutch, and four-speed quiet-third gearbox, is held on Alvis rubber cones at three points—the two points aft of the clutch being to a dropped cross-member. Also under the bonnet are two batteries of grease nipples for the chassis. There is a remote control of the gears and a catch for reverse. Presumably a dipstick is used for

the gearbox; the filler plate, as also the universal joint greaser on the propeller shaft and the large hand wheels for the clutch stop and the four-wheel brake adjustment, can be got at from under the carpet without having to remove any boards. The propeller-shaft is open, has metal universal joints, and is given a safe speed of well over 5,000 r.p.m., to avoid any chance of whirling and consequent vibration. The spiral bevel-driven back axle is fully floating. There are just the four brakes, which are worked by cables and by pedal or off-side hand lever. There is half-servo action, individual adjustment can be made on the cables and the 14-inch diameter drums are air-cooled. The suspension is half-elliptical, with grease gaiters and frictional shock absorbers. The petrol tank at the back has the filler well up and to the nearside. The frame is double dropped.

ON THE ROAD

This Alvis engine is remarkable for its smooth power, for it is but of 1½ litres capacity. The acceleration is rapid, speed is soon reached and maintained, and the freedom from shake and vibration gives the driver the impression of having a six-cylinder engine in front of him. The car ran quietly, though there was a little overrun on the gears on the car tried, which had done a fair amount of work. The clutch took up the load well. I found the timing of the change-speed, especially with the dog clutches of third and top, rather tricky at first, but the speed lever is handy, as is the brake lever at the side. The spark is half automatically controlled, but clearly with an engine of this type the best results are obtainable with the proper movement of the spark lever and the use of third for quick acceleration and low speed. The car has a remarkable degree of firmness in control which makes fast driving a delight, and the saloon holds the road well while the steering is quite steady. For full comfort at the back the action of the springs or the shock-absorbers might be a little more elastic, and on the lock at low speed the steering could be lighter, though in the normal way it is all one wants, and the wheel is well placed. The brakes by hand or foot and in either direction were most effective. I had no opportunity to do more than about 63, but at 60 the engine runs quite easily and the car does not take long to attain this rate. Seventy or so should be possible, while about 35 and 50 can be done on second and third. At 30 miles an hour on top and third the revolution counter showed 1,800 and 2,900 r.p.m. respectively. There was rather more than the usual load, the roads were wet, and the slight wind was ahead. Fifty four miles an hour was attained on the stretch, the 30 at the foot of the 1 in 22½ hill was raised to 47 at the top, and with a good standing start on third at the foot of the old Dashwood Hill, the crest was passed at 33. All the above rates are unusually good for a four-cylinder 1½-litre engine and bespeak the Firefly's efficiency.

ALVIS AGNITIONS.

The Club general meeting held in May was a lively and happy one. The formalities were brief and then **JOHN WHITE** told us about the recent Veteran Car Rally at Victor Harbour. John took his Humberette and had a very enjoyable time. **STUART McDONALD & DUNCAN SCOTT** were part of the organising team. Some time had been spent in avoiding "Women's Business" on Hindmarsh Island and a day was spent enjoying the pleasures of steam on water and on the road. The discussion turned to steam cars, as you would expect, given John's surname. There don't seem to be many working ones around but **RON WILSON** recalled a car in New Zealand whose owner had got down to a fine art the process of raising steam first thing in the morning and knew to the second when there would be sufficient boiler pressure to provide forward motion. He was therefore able to take bets that his car would come to him when he whistled it! Having enjoyed his Veteran trip to South Australia John had experienced sudden loss of power in the TA 14. He brought the bits responsible to show us. The head of an exhaust valve had snapped off the stem and was embedded in the hole that it had made in the top of the piston. Old metal does break There was a spirited debate involving **BOB GRAHAM, DALE PARSELL** and several others as to whether or not a certain model of Alvis gearbox contains double herringbone or helical gears. I forget who else contributed to the debate and I can't remember which gearbox was being debated but I do know that no resolution was obtained! Bob suggested that the TB 14 might be for sale - but it is not yet listed in this Newsletter's FSW column! Our acting President, wearing his "Outer Space Hat" is, as this is written, in the USA furthering Australia's bid to have a satellite in orbit to mark the year 2000. **DAVID & MARGARET CALDWELL** recently stayed in Bright and David addressed a meeting of the local car club on the subject of Alvis cars. Surprisingly, David said that nothing was known among the members about the marque. Surprising that is, because our members and the marque have been well represented in the Bright area for several years. **BOB & JUNE ANDERSON** attended the meeting. They are members so were not guests but it was their first attendance ever. They were on their way back from Tasmania (where they went after the National Rally) to home in Western Australia. It is good to know that the West is so well represented in our club; we had the pleasure of meeting **MARGARET & PETER SCOTNEY** at Warrnambool. **IAN PARKINSON** has just acquired a TA 21. He tried to give it to his wife **PAT**, for a Valentine's Day present. She made a sign to him which he interpreted as meaning that she wanted to have two cars. **GEOFF HOOD** found out at Winton that metal breaks..... After a difficult Saturday with a blown head gasket on the supercharged 12/50 racer he suffered a broken hub on Sunday. Fortunately he was not hurt and no irreparable damage was done to the car. If Geoff wants to race three wheelers he should acquire a Morgan. The third wheel, being in the middle, creates a better balanced motor car! **MICHAEL LAVENDER** wrote from New Zealand. He has just acquired a supercharged Speed 25 so was put in touch with **DAVID RODD & ANDRE CHALEYER**. **ALISTER CANNON** is organising a team or two of Alvis for the VSCC 24 hour trial. It was good to hear from Alister again. As mentioned in last month's Newsletter his mother died recently but Alister is philosophical about that and told me about her enthusiastic response to motoring. Well into her 80's she still rode in the 12/50 from time to time. She had never driven a car in her life and rode silently as a passenger. However at the end of the journey she would give a blow by blow criticism of the driver's performance as well as that of other road users! At the meeting there was a letter from **KEVIN FIELD** in Adelaide enquiring about gearbox bits. It was suggested that **JOHN NEEDHAM** would be able to help and that prompted a Needham anecdote. A few years ago an unknown Vintage motorist fitted a new set of close ratio gears but then complained to John that the gear lever moved "just as far"!

ED

VISIT SOME OUT OF THE WAY PLACES IN THE DANDENONGS 29/6/97

We have been invited by the Veteran and Vintage Fiat Club to attend their tour of the Dandenongs and have decided to include it as one of our own club runs (Seeing as I'm the organiser I decided to get maximum return on my efforts.

It will be a light navigation rally (you won't need a compass) visiting some out of the way parts of the Dandenongs and finishing at Gembrook for lunch. (The Final point was visited on last years Dandy's run but the route is quite different.)

The start will be at Brandon Park Secondary College, Collegium Ave, Brandon Park (behind the Brandon Park Shopping Centre) at 9:30 am

The finish is near where the new extended Puffing Billy Railway will terminate (the track is nearly all laid) and also near a new museum dedicated to Australian Motoring (only fledgling at this time but should be promising in the future.)

The Modern Fiat Club, and Southern Peninsula Car Club have also been invited and anyone else is welcome to attend, so there should be a good variety of cars. Something for everyone we hope.

Please contact myself or Richard Tonkin so we can let the Hotel know numbers.

Dale Parsell

Dear Editor,

The Smith Silver Eagle performed creditably during the recent "Spirit of the Twenties" motor contest. (Ten days, a thousand plus miles - Vintage Drivers Club). Chatted to Mal and Tammy Fraser on the front lawn at "Nareen" while tucking into a fattening afternoon tea. Mal moaned about the drought and sure enough it bucketed down next day just when the Alvis was pulling 3½ thousand revs. in third gear up the Mt. Leura Hill Climb track. The Silver Eagle thrashed thirty or so cars, to be beaten only by three Specials. It then refused to start next morning after the electrics got an overnight soaking, so we missed the ¼ mile sprint. We still managed to finish in the first six.

We will have to miss the Fiat Club Tour as we will be busing along the Gunbarrel Highway, Broom, Derby etc in WA. We are looking forward to South Australia in 1999, Clare Valley etc.
GEORGE SMITH

Thanks for your letter, George. When I first read it I thought you were going up the Gunbarrel in the Silver Eagle. Pleased to realise that you are going by OKA.
ED



Dear John,

I wish to thank all those people for their cards, letters and phone calls since the Rally. It has been most encouraging to receive support. As I have said before it was a great Rally. Great selection of cars and great people. The car is the reason but it is the people who make the Rally a success.
JOHN TWOMEY.



Dear John,

It was lovely to see the coloured splendour of the special May edition. And what a shock to see my husband's car on the front page. On closer inspection I realised my error and have enclosed a photo of my husband with his "Grey Lady" for you to understand the confusion. Richard Tonkin was obviously impressed with it when he came down for the Tassie Rally. There is no better compliment than imitation!

SALLY BICK

Thanks for your compliments, Sally - and the great colour photograph. Sorry it is only in black and white here. (See the photo page)
ED



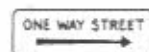
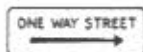
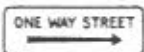
Dear John,

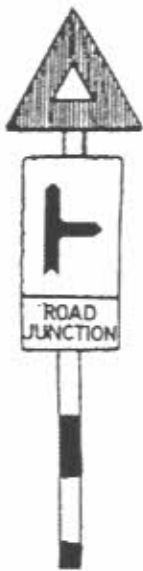
Maritta and I competed in the recent VSCC Day Trial. Andrew Green and Daryl Stanisich were also there in their 12/50s. We did get lost on the section prior to lunch but we were in good company as Andrew, Daryl, Graham Bennet, Felix Cappy and a few others made the same mistake. I am sure that Felix will make sure the organisers get a suitable chastising!

Anyway we had a great time and that's what is important.

The Firefly managed to do the whole trial (approximately 350 kilometres) on one tank of petrol which I was pretty impressed with. It was just about bone dry by the time we got to the finish but we were running late and didn't want to detour for juice, so took the gamble.

DALE PARSELL





Dear John,

Over the very long time that you have been in charge of our Newsletter you have strengthened its reputation for meticulous accuracy. Thus it is with a heavy heart that I must take issue with you for the caption attached to my old 12/70. It is not a "Drophead Coupe". It is in fact an open four seater tourer. The body was built for the London Alvis Agency, Hugh Anderson by I think, Whittingham & Mitchell (a small suburban London body builder who produced some of the better bodies for the Wolseley Hornet Special).

I might add that I am very pleased to see that it has been properly painted. When I was campaigning that car it was finished in "Australian racing grey" which John Murray had evidently applied with a straw broom!

By the way, John I did enjoy Anne Bate's article on the joys of a Morgnatic marriage.

Best wishes.

BILL BARBER.

Thanks for the correction and the compliment, Bill. In Doug's hands the car looks very fine indeed at the moment. ED

Dear John,

What a great Rally; new people and new cars. I feel that everyone is getting used to the format and knows what to expect. It was overshadowed of course by Shirley and John's misfortunes. John is to be thanked for his hard work and organising skills.

Unfortunately it was spoilt by the move to Ballarat. The excuse I was given was very weak. I was not the only one to think so. A short time in Ballarat did not give "first timers" a chance to see all the attractions in the town. I feel that if we had moved to Geelong, via the Ocean Road on the Friday morning everyone would have experienced one of the best drives in Australia.

I realise that in the future it may be necessary to move between towns but I feel this is not one of them. I am not writing this to belittle the work done by the Committee Members.

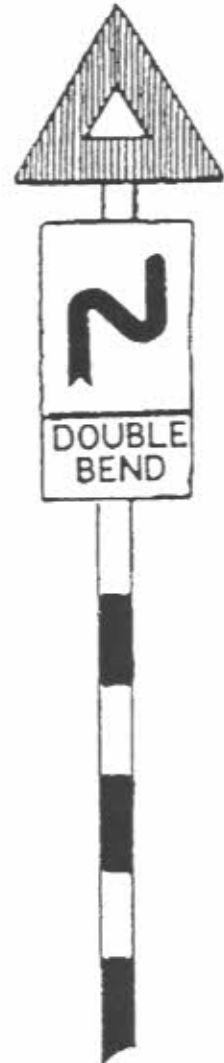
Numbers, of course was another sore point. I know what the problems are but there must be a solution. Perhaps another club has found the answer. What has made the last four Rallies is that everyone was in one dining room each evening but we may have to compromise in future.

Since returning to the West I have again spent time on my 3 Litre. I fitted an electric fuel pump in the line near the tank to fill the carburettor for starting only. It worked well until the fuel level in the tank fell below half when both pumps could not supply enough fuel.

I removed the electric pump but several months later I suffered fuel starvation so I removed the tank and checked the whole system. On checking the fuel reserve port I noticed that the hole through the port onto which the pipe is attached was about 1/8 of an inch. I drilled it out to 1/4 of an inch and now the motor takes very little time to start.

Owners of pre-war cars with fuel problems may find this to be an answer.

BOB ANDERSON



NEW MEMBERS

The Club welcomes Ian and Pat Parkinson who recently acquired a TA 21 and have attended the last two general meetings. We look forward to seeing you "on the road".

BETWEEN THE LINES

8.

(via Dale Parsell via Fiat via Lancia from "Open Topics", the magazine of the Riverina Sportscar Assoc. Inc.)

We all read the papers don't we? Not the boring bits like the headlines or who's on strike or who has been murdered recently. No! We turn to the real news, which cars are for sale and for how much. And there's an art to it isn't there? What the ad. says and what it really means. For beginners and those who need a refresher course, the following may be of some help.....

Fully restored	= has had a re-spray
Professional restoration	= we didn't use house paint
Real head turner	= it's that bad
Must sell	= car is overpriced
No reasonable offer refused	= car is overpriced
Must sell this week-end	= car is overpriced
Must sell due to family, etc.	= owner is pregnant
Owner going overseas	= owner's girlfriend is pregnant
Sacrificed due to wedding plans	= ho-hum
One lady owner	= car has never had an oil change
Executive driven	= car has never had a wash
Our manager's own car	= car has never had an oil change or a wash
Needs a tidy up	= car is drivable but stuffed
Suit restoration	= car is undrivable and stuffed
Collectable classic	= much of the car is missing
Spare car for parts	= much of both cars is missing
Good straight car	= needs restoration
Some minor rust	= needs total restoration
Very rare car	= they couldn't sell them when they were new
Original interior	= needs a re-trim
Sound condition	= it's not good
Mechanically sound	= it's bad
Nothing to spend	= you must be easily pleased
Needs minor cosmetics	= you will need lots of money
A true collector's item	= I can't sell it to anyone else
No faults, totally reliable	= it's not a British car
Just arrived from the U.S.	= it has been around the world as deck cargo
Concours winner	= The Tibooburra Back-to, 1963
Spent \$60,000. Sell for \$15,000	= I'm an idiot
1947 Prefect. Bargain \$5,000	= You're an idiot
Full history	= I have the original sales docket
Original books	= I've been to the Bendigo Swap Meet

24 HOUR TEAM TRIAL August 23-24.

The trial is fast approaching so contact Stephen Hands or Kevin Clarence with your entry. I am reliably informed that there will be at least two and possibly three or even four Alvis teams (+ one from Castlemaine of course) so you Vauxhall, Bentley and Delage (not to mention Lancia Bugatti and all the other very important marques) had better get your acts together.

The event will be centred around Warburton and we have organised some spectacular roads. Unfortunately in this area it is difficult to avoid dirt roads but we are endeavouring to keep these to a minimum. The other problem we have is that it may SNOW and make some of the roads impassable (even for Vintage cars and drivers) so we will be organising some alternative events and routes just in case.

So get your entry's in and make this an even more memorable event than last time.

DALE PARSELL

CARS & PARTS FOR SALE AND WANTED

9.

JULY NEWSLETTER

COPY DEADLINE

WEDNESDAY
25th JUNE 1997

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
03 5826 2518



CLUB

TA 14 Head Gaskets in stock. \$50.00 each. Bob Graham.

Head Gaskets for early six cylinder engines. At least three engines known to the Club have unusual stud pattern. Gaskets are available.

12/50 cylinder head gaskets for engines with o/s bores. Geoff Hood.

Water pumps for PVT cars have been delayed. The pattern has gone astray. Hopefully it will turn up soon and some progress made. Watch this space.

TA 14 wiring loom available for a pattern. David Caldwell. 03 9729 5821.

Bumper bars for 3 litre cars. What is the need? The Club will investigate remanufacture. Contact John Ball.

PRIVATEERS.

NUTS & BOLTS. Most BA and BSF sizes of nuts and bolts as well as taps and dies. Other threads and thread repair kits as well. Mail Order. "Classic Fasteners", P. O. Box 257, Koorngal, NSW. 2650. Tel 069 263 757. Fax. 069 263 760.

FOR SALE. Alvis Speed 20. 1934. Genuine honeycomb radiator. Needs recoring. Lacks filler neck. Offers invited
Bob Graham. Tel. 03 9571 3886.

CLUB PLATES & STAMP DUTY.

The following is a reply from Vicroads to an enquiry from the AOMC:

Regarding the issue of whether stamp duty is payable when a vehicle is transferred from the Club Permit Scheme to standard registration, discussions have been held with the State Revenue Office.

In these cases, stamp duty is payable because when the vehicle was operating under the Club Permit Scheme, stamp duty was not paid. In cases where vehicles may have previously been registered with standard registration, and proof can be provided that stamp duty was paid, stamp duty will be exempted.

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This Alvis TD21 was a genuine 46,000 mile car, a little heavy on the steering but otherwise in every respect a lovely car to drive in the vintage tradition. Possibly this was one of the last cars made "like they used to be". As with the Bentley, the Alvis seems to generate a certain respect from other road users whereas with my E-Type I find that I am carved up by every Sierra, Cavalier, BMW and Saab in the South of England.

This is the view given to other road users with the foot down in the Alvis. Both pictures of this car were taken at Claremont Lake, Esher.

