



NEWSLETTER

VOLUME 36

ISSUE NO.10

OCTOBER 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.



S. LINDAU-BATES



COMING EVENTS

- OCTOBER SUNDAY 5TH** CLUB ANNUAL LUNCH & CELEBRATION OF THE 30th ANNIVERSARY OF THE LAST ALVIS. See "Torque of Tonkin" July Newsletter and inside for **FULL DETAILS**. To be held at "CAMELOT CASTLE".
- OCTOBER. 4th & 5th.** Historic Car Racing at Sandown.
- OCTOBER. SUNDAY 12th** Silver Service Breakfast. RACV Knox travelling to the RACV Country Club Healesville Starts at 8am. Come along and join with the VSCC for a delightful mornings feasting. Contact Peter Fleming 9729 3440, for details. Then later in the day travel on to **Puffing Billy Olde Time Festival**.
- OCTOBER. SATURDAY 25th}** Mount Tarrengower Hillclimb. Social day based on the sights & pleasures of Maldon
SUNDAY 26th} Town on Saturday. Fast Mountain Climbing on Sunday.
- November 29/30 Historic Rob Roy.

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RICHARD TONKIN was observed exploring the mechanical wonders of the Crested Ea on the recent VSCC Murray Valley Tour.

(If the photo's are a little less than perfect it is the photographers fault, not the printers. (Ed and))



Now, where is
that Jack.



What's it doing
under there
Stephen?



It must go on, the
other one
came off

TORQUE OF TONKIN

I want to say a bit about **THE NEWSLETTER**. The newsletter is a vital part of any club. It is the bloodstream that carries news of the club's activities to its members, the means by which we keep in touch with what we and our cars are doing. Our club can be proud of its newsletter and of the editors, distributors and contributors who have kept it an informative publication over the decades.

While the newsletter, under its present editor, John Hetherington, has reached new heights of excellence in content and photographic quality, its format it is, to be brutally frank, dated, uninteresting, lifeless and boring. About as exciting as a 1958 Skoda. So far as I know, we haven't basically changed the format in the 40 plus years that it has been produced. It may have looked great in 1957 - in 1997, it looks its age.

"I hope there are no owners of 1958 Skoda's out there Richard" Ed

Well, you might say, so what? If it was good enough for Bas. Bowes and his mates, it's good enough for us. But is it? For such a vitally important part of the club, is it good enough to just let the poor old thing lumber along, year after year, decade after decade, without putting any time or effort into upgrading it? It's like asking your wife to keep wearing a 1957 frock - she, literally, wouldn't wear it.

Another problem is whether anybody in the club except the diehards actually reads the thing. I continually come across members who don't know that events are on and, when asked whether they have read their newsletter, express surprise that I expected that they had. If the format was more in line with the end of the 20th century, rather than the middle of it, perhaps they would be interested in reading it.

No doubt by now, some of the older members will be cursing me and muttering under their breath, "the lad's gone too far, fiddling around with the newsletter!" But what I am proposing is not fiddling around with it. What I am proposing is radical change. What I am proposing is a magazine, not a newsletter. Something along the lines of the VSCC magazine, only smaller. I can already hear the howls of protest - "it will cost a fortune to produce - we can't afford it", "it will take an army of people to put it together every month - nobody will want to be involved," etc, etc.

"What I am Proposing... was getting overworked but I couldn't come up with a clever alternative ED

What I am proposing is to start a dialogue, a debate, about the newsletter and its future. If we change it, how should we change it? Cosmetically or radically? What will it cost? Can we afford it? What would it look like? Would it be monthly or bi-monthly? Should we have our meetings bi-monthly? As Chairman Mao said, "let the hundred flowers bloom" - let's have a spirited debate about it. And, as President Kennedy said, "All this will not be achieved in the first one hundred days.....but let us begin!"

Richard Tonkin, Acting President.

"Why did he get so contentious when the Real Editor was away visiting a Turkey. Stand in Ed"

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WIVES' WAFFLE
An Occasional Contribution
(This one by Kay Ball and Pauline Tonkin)
THE GARAGE CRAWL.

Well may you ask what would interest the wives (and included in that expression are lovers, mothers, grandmothers, aunts, sisters, etc) on a garage crawl ? Kay and Pauline are here to tell you.

The first garage we visited on The Crawl on Sunday, 21st September was Peter Fleming and Maree Polworth's. As we alighted from "our" cars (driven expertly by our lovers, fathers, grandfathers, etc, etc), delicious aromas wafted from the open garage - fresh baked muffins. This hit the spot - particularly for those of us in open cars. This is definitely a 5 star garage - totally organised, neat as a pin, certainly a pleasant place to retreat. We spent our time munching, and admiring the ultimate in garages (and, of course, restoration projects).

Then on to David and Margaret Caldwell's. What a beautiful, leafy environment ! We duly admired the restoration projects, but were totally intrigued by their interesting and unusual house which David, an architect, had created. Margaret took us on a tour of this unique home, featuring innovative shapes, and with furniture and cupboards also designed by David, to complement the house.

Next, we went to Lois and John White's garage. We were greeted by a little Humberette. We fell in love immediately, and wanted to take it home with us - a pet of a car. We honked the air horn, admired the baby battery and wondered whether a Fred Flintstone approach would be more effective than the handbrake ! Lois' garden was a delight, with a most interesting variety of plants, which she very willingly snipped off and dug up for us. We had to be dragged away by the menfolk.

The outing concluded at Sue and Nick Langford's restoration business in Blackburn. We were very hungry by this time and really appreciated the sausage sizzle, tea and coffee which they kindly provided. We actually looked at the cars here ! An interesting and varied collection. Kay wanted the pretty little green MG and Pauline was torn between the Lagonda and the Bentley (obviously, Alvises are not good enough for them - sub-Ed.) *(This note was inserted prior to getting to the editor (A Tonkin Gremlin I suspect "Stand in ED").*

We didn't know what to expect when we set out, but all agreed that it was a top day.

WINE AND CHEESE NIGHT - FRIDAY, 21st NOVEMBER.
(OR, would you taste an old cheese from this doctor ?)

The Club's Monthly Meeting for November is being turned into a gourmet event with the presentation by Newsletter Editor John ("I do have other talents, you know") Hetherington of a wine and cheese night. This is the perfect opportunity for you Philistines who (like me) don't know a Yarra Valley Chardonnay from a Hunter Valley Cab. Sav. or a Tasmanian Blue Vein from Kraft Cheddar to wise up in the relative privacy of the clubrooms. The formal part of the evening will be kept as short as constitutionally possible to enable the remainder to be thoroughly enjoyed. Tea and coffee will be served to wash down the tastings.

As this will be the first meeting after the start of daylight saving, bring along the Alvis for some engineering conviviality before the meeting.

Richard Tonkin Acting President

The Garage Crawl on Sunday, 21st September has already been covered by Mesdames Ball and Tonkin ("Wive's Waffle") elsewhere in this issue. It seems to them that the event was just a good excuse to have a sticky at other people's houses and pinch stuff from their gardens !

Peter Fleming showed us, as well as his most interesting Firebird with the shiny wheels, an MG Morris Cowley chassis, another pre-war MG sports and a large array of interesting motoring memorabilia and parts.

As the girls said in their article, the garage was a picture - it looked the way we would all like ours' to be - neat, clean, organised, everything in it's place. And thanks for the coffee and muffins, Peter and Maree.

The Caldwelles are coming along well with the 3 1/2 litre and David is aiming to have it ready for the 1999 Rally in the Claire Valley. The running gear looks excellent and the new dashboard is installed, complete with instruments. Son Fraser has declined my offer of \$10 if he photographs David driving around the back streets of Heathmont in the rolling chassis. Perhaps \$20, Fraser ? The saloon body is also progressing and, when that car is finished, the Speed 25 awaits.

John White seems to be starting a production line of Humberettes at home, with one running, a chassis being assembled and another in the pipeline - Henry Ford, watch out ! The TA 14 drophead was in a state of some disassembly, with piston problems but, knowing John, it won't be off the road for long.

Lunch at Nick Langford's restoration business at Blackburn was most enjoyable and thank you Sue and Nick for your hospitality, especially as Nick was feeling poorly on the day. We were able to inspect, amongst others, a huge Phantom I Roller, a Derby Bentley, a number of Sunbeams and Delages, a handsome Lagonda and a Speed 20, which Nick is restoring for sale.

Thanks to Dale and Maritta for organising the day, and to those who opened up their garages. I was pleasantly surprised that the girls seemed to thoroughly enjoy themselves - garages obviously aren't just for blokes.

Richard Tonkin.

ANNUAL GENERAL MEETING

Friday, 17th October.

The Club's Annual General Meeting will be held at the clubrooms at the rear of "Alvista", 21 Edgar Street, Glen Iris, at 8.00pm on Friday, 17th October. All executive and committee positions will be vacated and nominations called for President, Vice-President, Secretary, Treasurer, Newsletter Editor, Newsletter Distribution, Librarian and 6 committee members, to include Vintage Spares, PVT Spares, TA & B-14 Spares and 3 Litre Spares.

Election to the Committee is open to all club members and all members can vote. Unfortunately, as with most clubs, the number of positions to be filled tends to be greater than the number of people coming forward, with the result that we keep getting the same old (although handsome) faces each year. In my dreams, I see the day when we have an actual election !
(Not so old if you don't mind (probably not so handsome either Ed)

Please come along and participate in the process, even if you don't want to stand for office - it really is a fun evening.

Richard Tonkin
Acting President.

THE GREAT ALVIS - BRISTOL RUN TO MERRICKS
SUNDAY, 23rd NOVEMBER.

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The Alvis and Bristol clubs are again joining forces for a Sunday outing, this time spiced with a Bocce Challenge Match at our destination, the delightful property of David and Moira Wischer at Merricks, on the Mornington Peninsula.

We are meeting at 9.30am, for a start at 10.00am, at the Brandon Park Secondary College Car Park. This is behind the Brandon Park Shopping Centre. The Melway reference is map 71 ref C9 - enter from Ferntree Gully Rd.

Stolen my starting venue, can't trust anyone anymore (stand in Ed)

The route is along the South Eastern Arterial to the Dandenong-Hastings Rd (Route 65) (96 B 9). Follow that to Bungower Rd (149 D 4). Turn R. on Bungower Rd and then L. on the Frankston-Flinders Rd (Route 67), (148 H 4). Proceed into Tyabb, where we tarry for 1 1/2 hours. It's about a 50 minute run from Brandon Park to Tyabb.

Tyabb boasts a number of interesting antique shops in the main street, as well as a huge collection of antiques, old wares, collectables and junk at the Old Packing Sheds, across the railway line in Railway Crescent (148 H 10). There are a number of tea rooms in the town, or bring your thermos and a biscuit or two.

At about 12.30 we move off, heading south along the Frankston-Flinders Rd to Hastings. At the intersection as you approach Hastings (154 H 5), do not turn R. on Route 67, but follow the Frankston-Flinders Rd through the town as it becomes Marine Pde, Skinner St and Salmon St. At the intersection of Salmon St and Reid Pde (164 J 1), turn R. into Reid Pde and proceed West to rejoin the Frankston-Flinders Rd (Route 67).

Proceed south-east to the Bittern-Dromana Rd (164 A 11) and turn R. Motor through Melway 163 and 162 and turn R. at Craig Avon Lane (161 J 11), an unsealed road. The Wischers are at number 2, about 50 metres up on the R. The run from Tyabb to the Wischers is about 50 minutes.

Bring your own meat and drinks for lunch, the clubs are providing salads and the Wischers the barbeques and the ambience.

After lunch, there will be a Bocce Challenge match between the two clubs. Bocce is a bit like lawn bowls, except you can learn to play in a couple of minutes and you don't have to wear whites !

Have a fun day.

Richard Tonkin (ACCV)
Steven Rosten (BOCA).

START PLANNING NOW FOR 2001

In August, there was a meeting in Tasmania of all the respective State Federations of the Movement. The meeting confirmed that the Federation will run a major Rally here in 2001. The Rally is hoped to be for some 2001 vehicles in our Centenary Year of Federation and it will be broadly based on the 1988 Bicentennial Rally except that all vehicles over 25 years old will be eligible. It is very early days but it seems that Victoria will be allocated 550 entries. The destination will be Canberra with entries coming from every state and territory. There is hope for some funding from Canberra and the expected timing is late February to mid March.

Ref: ca-474 Date 23-8-1997

Dear Sir,

We have the privilege and the honour in inviting you and your company to participate in the 3rd motor show Ever held in Yemen- Sanaa .from the period of 20-2-1998 to 26-2-1998.

The aim of this exhibition is to strengthen the bilateral relations between Cars companies located in the region and the Yemeni media .

If you are encouraged in participating please do get in touch with us as soon as possible as to include your company's name among the participants for advertising purposes.

Knowing that the exhibition will be with the cooperation of the United General Chamber & under the supervision of the Ministry of Trade & Supply.

With Best Regards

General Manager Mohamad Mohamad

E-Mail: AL-RADA@Y.NET.YE Internet website: <http://www.y.net.ye/AL-RADA>

"POLITICS"

"Dad, what is Politics?"

"Politics! Well consider our home. I am the wage earner, so call me Capitalism. Your Mother is the administrator of the money, so we'll call her the Government. We take care of you and your needs, so we'll call you the People. We'll call the maid the Working Class, and your baby brother the Future. Do you understand so far?"

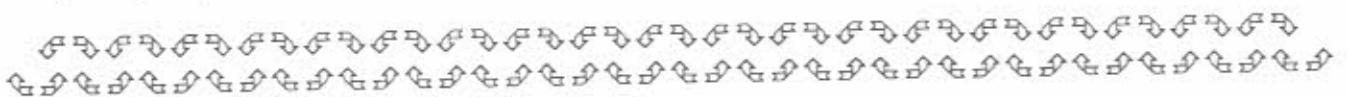
"I'm not really sure Dad, I'll have to think about it."

Late that night, the boy's sleep was disturbed by the crying of his baby brother; he got up and found that the baby had soiled his nappy. He went to his parents' room and found his Mother fast asleep, and then discovered that his Father was bonking the maid so vigorously that they didn't hear his knocks on the door. He returned to his bed and went to sleep.

Next morning he reported to his Father, "Dad, I now think I understand what Politics is."

"Good my boy, explain it to me in your own words."

"Well, while Capitalism is screwing the Working Class and the Government is sound asleep, the People are being completely ignored and the Future is full of shit"

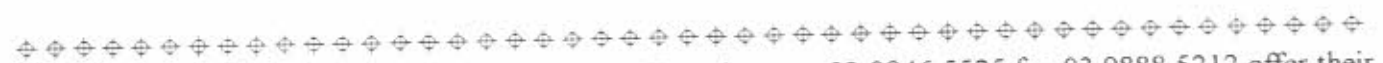


Found while reading about "The European Veteran Rally Holland- Denmark-Holland".

Veteran in this rally applies to anything over 25 years old by the way) in the "Alvis Owners Bulletin" that an additive known as Ersatzblei Liquid (Fake lead) is used in Germany to add to their "Bleufrie Benzin" (Lead free petrol).

Another article completely unrelated said that most of the additives available in Europe are either Sodium or Potassium based and where not particularly worthwhile. The Plot Thickens.

Castrol have also launched a Lead substitute (reported in Practical Classics September 1997) called Castrol TBE Fuel Additive.. This is expected to be on sale in the UK before 2000.



CUSTOM ENGINEERING, 77 Fitsimons Lane Templestowe 03 9846 5525 fax 03 9888 5212 offer their services for Light Precision Engineering and Fabrication. Modifications. Adapters. Parts reconditioned and repaired. Contact them if you have a problem.

(The following is an edited copy of a letter sent by Wayne Brooks in the USA to Peter Black in Provence. The letter was published in Peter's "World Alvis News" in March 1997. It is published here a) to give members a glimpse of Alvis activities in the New World and b) to remind us of the horrors of ice and snow for motoring folk. You thought that it was only ice on the road that matters! ED)

Dear Peter,

Sorry to have been such a poor correspondent of late. Last year was rather hectic. We had the most severe winter on record for this region. In mid January 1996, after the second record snowfall in less than a week, officially 46", more by my yardstick, the roof of my antique shop collapsed. It's a late 1700s stone building, an active blacksmith shop until 1936, restored by my father and blacksmith shop, museum and antique shop in the mid 1960's. When the roof went it kicked out the top of the stone walls and took out the brick chimney, down to the top of the forge. Much of the contents was damaged in the collapse and those things not damaged were covered with snow, then water damaged before I could remove them. Removing and storing the contents, clearing the debris and getting ready for reconstruction, between snowstorms, in frigid conditions, took most of the rest of the winter. Record rainfall in the spring slowed reconstruction. Had a contractor rebuild the walls and replace the roof. Did whatever I could myself as the insurance company, in their infinite wisdom, declared the weight of ice and snow is not storm damage and denied my claim! I put insurance types in the same low class with lawyers, politicians, con men and other petty thieves. I hate insurance companies and winter. Finished reconstruction in mid summer. Took until just before the big AACA Hershey meet in October to repair those things that were repairable and clean up all the rusted tools.

I live just half an hour from Hershey. Had David and Peggy Van Schaick as houseguests for the meet and others dropping in. Tony and Gillian Hayes were at a nearby bed & breakfast. Then I got on with catching up with all that been put off during the roof collapse episode.

My only old car activity for the year was to accompany Jim Sprague on the New England 1000 in his 4.3 engined Speed 25 Offord 2 seater. Took a break from the blacksmith shop while a contractor was plastering the interior walls. By chance the rally started and finished at a resort on Lake Champlain about twenty minutes from my cousin's farm in Middlebury, Vermont. So, I had a chance to visit relatives as well as play with old cars. I transported the Speed 25 on my trailer, Jim flew to Vermont and back. Jim has written the rally up for the AOC Bulletin, so I won't go into details.

Also had water damage to second floor ceilings in my house from ice backing up in the eaves. The house has been in my family since 1945 and this was a first. More damage that had to be repaired. At least there were no hurricanes, tornados, earthquakes, floods or wars.

The same day the roof of the blacksmith shop collapsed David Van Schaick's car barn collapsed on the 4.3 Whittingham & Mitchel - DVB 1, 12/60 Beetleback TM 8, Type 44 Bugatti, Barson Special, Aston Martin V8 Volante, young David's Triumph and much valuable automobilia. Most of the cars were flat to the cowls with additional damage from water and roof removal. The 4.3 and 12/60 incurred the most damage.

Guess you know GRF 88 (a 4.3 litre - Ed.) went from Doug Pound to David Van Schaick via Nick Simpson and Richard Procter with a bit of input from myself. Fortunately, because of the weather, GRF 88 could not be delivered to David's farm that January or it would have been in the building that collapsed..

I've made great strides on my Register of All Alvis cars. Now have all the cars entered from chassis 6500 through the last TF21. Obviously it is not complete, but all those chassis numbers are entered. Between the data from my Register of AOC Members and their Cars, the North American Register, info from some of the Model Secretaries, some of Dave Culshaw's Master Register pages, info on Register cars from John Burnell and what seems reasonable to trust from the published AOC Registers I've got a lot of information. The worst of the tedious, time consuming and exceedingly boring task of data entry is over. When more up to date information is available I'll check for errors and fill in the blanks. Now for the cars prior to chassis 6500 when I can come up with the information.

Spent the weekend after the New Year at David Van Schaick's. His new car barn is finally finished. So, GRF 88 was home at last. Midday temperatures were in the mid 60's, pleasant for hood down motoring. Had a nice venison dinner and a great bottle of wine. Put about 50 miles on GRF, which is really quite nice. Thought the car ran fine on Saturday. Then I decided to check it over a bit. Adjusted the points, set the timing, cleaned the plugs, adjusted the valves (not a trace of sludge under the valve cover), set the float levels, synchronized the carbs, set the mixture and adjusted the throttle linkage. Nothing was far off, but everything was a bit off. Now it idles fine, sounds great, takes off like a scalded cat and pulls like a tractor. I'm impressed, best 4.3 I've driven so far. I think the car has been little used since restoration (not even dirty underneath, no dirt under the carpets). Nice to work on a car like this, might get a bit of oil on your hands, but no chance of getting dirty. The Alvis went south for the winter with David. Guess that means he likes it.

David loaned me a video entitled "Bentleys Racing in the late 1920s" available from the Bentley Drivers Club. Interesting footage from Brooklands, Le Mans and the Irish Grand Prix. Some Alvis cars are shown, including a couple 8 cylinder FWD's.

We've had a relatively mild winter so far. No really cold weather until mid January and I'm pleased to report it didn't last long. The first snow, only a few inches, was on January 9th. Last year we had over four feet at that time, the roof of the blacksmith shop had collapsed and the thermometer was in free fall. Only one three inch snowfall since the one on 9th January. Lucky so far, think we deserve the break.

When Punxsutawney Phil, the groundhog weather prognosticator, emerged from his Gobbler's Knob lair on the morning of February 2nd he failed to see his shadow. According to legend, this means we will have an early spring. So far his prediction is holding. Many days, like today, with cloudless skies and bright sunshine.

All snippets of arcane 4.3 Litre intelligence, no matter how obscure, are solicited and will be gratefully received.

Yours for longer bonnets and an early spring

WAYNE BROOKS.

This is a collection of hotel notices which deserve publication: Collected by Carl Nielsen in Geneva.

IN A BUCHAREST HOTEL LOBBY: The lift is being fixed for the next day. During that time we regret that you will be unbearable.

IN A LEIPZIG ELEVATOR: Do not enter the lift backwards. and only when lit up.

IN A BELGRADE HOTEL ELEVATOR: To move the cabin, push button for wishing floor. If the cabin should enter more persons, each one should press a number of wishing floor. Driving is then going.

IN A PARIS HOTEL ELEVATOR: Please leave your values at the front desk.

IN A HOTEL IN ATHENS: Visitors are expected to complain at the office between the hours of 9 and 11am. daily.

IN A YUGOSLAVIAN HOTEL: The flattening of underwear with pleasure is the job of the chambermaid.

IN A JAPANESE HOTEL: You are invited to take advantage of the chambermaid.

IN THE LOBBY OF A MOSCOW HOTEL ACROSS FROM A RUSSIAN ORTHODOX MONASTERY: You are welcome to visit the cemetery where famous Russian and Soviet composers, artists, and writers which are buried daily except Thursday.

IN AN AUSTRIAN HOTEL CATERING TO SKIERS: Not to perambulate the corridors in the hours of repose in the boots of ascension.

ON THE MENU OF A SWISS RESTAURANT: Our wines leave you nothing to hope for.

ON THE MENU OF A POLISH HOTEL: Salad a firm's own make. limpid red beet soup with cheesy dumplings in the form of a finger, roasted duck let loose, beef rashers beaten up in the country people's fashion.

IN A HONG KONG SUPERMARKET: For your convenience, we recommend courteous, efficient selfservice.

IN A BANGKOK DRY CLEANERS: Drop your trousers here for best results.

OUTSIDE A PARIS DRESS SHOP: Dresses for street walking.

OUTSIDE A HONG KONG DRESS SHOP: Ladies have fits upstairs.

IN A RHODES TAILOR SHOP: Order your summer suit. Because is big rush we will execute customers in strict rotation.

FROM A SOVIET WEEKLY: There will be a Moscow Exhibition of Arts by 15000 Soviet Republic painters and sculptors. These were executed over the past two years.

IN AN EAST AFRICAN NEWSPAPER: A new swimming pool is rapidly taking shape since the contractor have thrown in the bulk of their workers.

CARS & PARTS FOR SALE AND WANTED

OCTOBER NEWSLETTER

COPY DEADLINE

WEDNESDAY

22th October 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

Head Gaskets for 14.75 and Silver Eagle in stock. Contact Geoff Hood.
How many low-wing Eagle mascots for PVT cars do members need? About six are spoken for already and there will be a couple for Club Spares but how many members who were not at the July Meeting also want one? The more we order, the lower the unit price. Who needs a radiator cap as well? Comments to Austin Tope, please.

 = see photo. on p2.

PRIVATEERS.

FOR SALE. 1936 Speed 25 Charlesworth Saloon. Six wheel equipment. Some spares.
Price on application. [Mid 40s.] John Twomey. Tel 03 9386 0439.



FOR SALE. TA 21 Sedan. Restored. Motor has done approx 3000 miles. Blue & Silver.
Full licence. Need to make room for my Grey Lady. \$15,000 ono.
Bob Anderson. Tel. 08 9275 3494.



FOR SALE. Alvis TB 14. It is with reluctance that I offer my "little white car", the TB 14 for sale. It is an eye-catching car which cries out to be driven by an enthusiast, who would be rewarded by the experience. (it is not fair that it should be just sitting in the garage, neglected and forlorn). Offers are invited -- and even tyre-kickers welcome.

Alvis Speed 20. 1934. Genuine honeycomb radiator. Needs recoring. Lacks filler neck. Offers invited.

It is well known that the gear box in a TA 14 never fails. However, when one is used in a 3 litre, breakages have been known to occur. I have a complete gear box in dismantled condition for a 3 litre owner to acquire some insurance. Not cheap.

Bob Graham. Tel. 03 9571 3886.

FOR SALE. 1951 TA 21 saloon, number 24314. "The Duchess". Black with red upholstery.
Mulliner body number M2456. 78,000 miles. Excellent condition throughout.

A very original car which has been well maintained and cared for by its 3 owners. Engine rebuilt 5 years (5,000 miles) ago with TD parts, as recommended by Red Triangle. Presently on Club Plates, but original Victorian plates available.
RWC. \$22,500.]
Richard Tonkin. Tel. 03 9710 1465.



WANTED - BRAKE CLEVISES. Up to half a dozen of those "Y" shaped bits that connect the brake rod to the brake lever on 12/40s & 1250s. Frank Corbett, P O Box 218, Kenmore. 4069. Tel 07 3378 7280.

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. Acknowledgment will be appreciated.