



# NEWSLETTER

VOLUME 36

ISSUE NO.11

NOVEMBER 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.



J. Linnell - BATES



## COMING EVENTS

**NOVEMBER, FRIDAY 21st**

Club General Meeting.  
Wine & Cheese Tasting.

**NOVEMBER SUNDAY 23rd**

Run with BOCA to BOCCE  
at Merricks. Details inside.

**NOVEMBER SAT/SUN. 29/30th**

Historic Rob Roy Hill Climb. Details from Dale Parsell.

**DECEMBER SUNDAY 7th**

Annual Club Barbeque at Rancho el Presidente. Deatils inside.

**JANUARY FRIDAY 16th**

Sausage sizzle on the lawn behind the Club Rooms. The Club will provide the cooking heat and the red hot company. You provide everything else including the lies and the mossie killer. 7.30 pm

A young lady from Yellingbo North  
Spied some Alvi as she sallied forth.  
A question I find  
Is puzzling my mind -  
"Who was it TORT Tonkin to TORQUE?"  
(George Smith.)

## A MERRY CHRISTMAS & A HAPPY NEW YEAR

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## TORQUE OF TONKIN

**The Annual General Meeting** - The AGM was held on Friday, 17th October. I was honoured to be elected President. With your help, I will try to carry on the fine work done by past presidents. I will be ably assisted by **John Ball**, who was elected Vice President. Remember, John, you are only a heartbeat away! Otherwise, it was the mixture as before, except that **Andrew Twomey** has agreed to assist father **John** with the Treasurer's duties and **Ian Parkinson** was elected to the committee. Welcome to the two new faces.

**The Club Annual Lunch** - This was held at **Ian and Pat Parkinson's Camelot Castle** Reception Rooms at Yellingbo on Sunday, 5th October. **Ian and Pat** put on a fine spread and we had a good turnout of about 45 members and friends and some dozen Alvises. **John Twomey** was presented with his Life Membership for long and meritorious service to the Club and **John** picked up the David Muirden Clubman of the Year Award, primarily for his work in organising the 1997 Interstate Rally, in which he was greatly assisted by **June Twomey** and by **David and Margaret Caldwell**. **Dale Parsell** won the Andy Hannam Trophy for The Most Campaigned Alvis and **Bob Graham** took the Bob Morrow Trophy for The Most Improved Alvis of the Year. **John and Kay Ball** won a prize for correctly answering 11 of the 12 en route observation questions and **Peter Fleming and Maree Polworth** won the limerick competition (see elsewhere for samples). There seemed to be general agreement that an annual lunch on Sunday is a good idea, and we will probably do it again next year.

**Photos in the Clubroom** - To paraphrase the words of the late lamented John Fitzgerald Kennedy :- "I believe that this car club should commit itself to achieving the goal, before this decade is out, of removing those old photos from the clubrooms and replacing them with ones taken somewhat more recently." Well, JFK would be delighted to know that this project is about to be accomplished, not only under budget, but within the first 100 days! **David Caldwell** and I will, before Christmas, undertake the task. All old photos not collected from the clubrooms will be put in an album in the library. Please bring along your new photos of cars and people to decorate the rooms.

**Don't Forget** - **Wine & Cheese Night on Friday, 21st November**, at the Clubrooms, presented by **John (Old Cheese) Hetherington**, complete with free grog. If you never bring your partner to the Friday meetings, this is the night to do it. And **Bring your Alvis** - daylight saving has started! **Alvis-Bristol Run to Merricks on Sunday, 23rd November**, with Bocce Challenge Match. **Annual BBQ on Sunday, 7th December** at the Presidential Palace, 15 Rob Roy Road, Smiths Gully. **January Barbeque on Friday, 16th** at the Club Lawns.

Merry Christmas and a Happy New Year to all.

RICHARD TONKIN PRESIDENT.



Hi John, Thought you might like to warn A.A.C.V. members about the carrying of spare fuses:

[from the "Arkansas Democrat Gazette", July 25, 1996]

### Two Local Men Injured in Freak Truck Accident, Cotton Patch, Ark.

Two local men were seriously injured when their pick-up truck left the road and struck a tree near Cotton Patch on State Highway 38 early Monday morning. Woodruff County deputy Dovey Snyder reported the accident shortly after midnight Monday. Thurston Poole, 33, of Des Arc and Billy Ray Wallis, 38, of Little Rock are listed in serious condition at Baptist Medical Center.

The accident occurred as the two men were returning to Des Arc after a frog gigging trip. On an overcast Sunday night, Poole's pick-up truck headlights malfunctioned. The two men concluded that the headlight fuse on the older model truck had burned out. As a replacement fuse was not available, Wallis noticed that the .22 caliber bullet from his pistol fit perfectly into the fuse box next to the steering wheel column. Upon inserting the bullet, the headlights again began to operate properly and the two men proceeded on east-bound toward the White River bridge.

After traveling approximately twenty miles and just before crossing the river, the bullet apparently overheated, discharged and struck Poole in the right testicle. The vehicle swerved sharply to the right mounting the pavement and striking a tree. Poole suffered only minor cuts and abrasions from the accident, but will require surgery to repair the other wound. Wallis sustained a broken clavicle and was treated and released.

"Thank God we weren't on that bridge when Thurston shot his nuts off or we might both be dead" stated Wallis. "I've been a trooper for ten years in this part of the world, but this is a first for me. I can't believe that those two would admit how this accident happened", said Snyder.

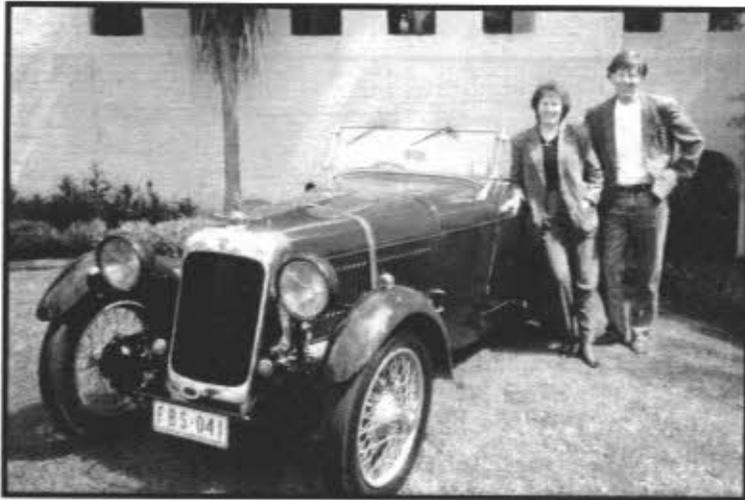
.....And the moral of the story is.....

PAUL BAMFORD



During the 1920's Major C.M. Harvey drove his Alvis works cars with great success and did much to bring fame to the marque. He died by his own hand in 1936 and the site of his grave was forgotten. Capt. Peter Black of the A C deF. among others, wondered where the grave is. After much sleuthing Douglas Pound found it in the parish church yard at St. Keverne in south Cornwall (not far from Lizard Point) in England. The simple gravestone is in good repair and the whole cemetery well cared for. In August 1997 Peter Black and friends laid a tribute at the grave. The Editor was able to visit and take this photo in October. (Further information is available in WAN, the AOC Bulletin and Hull & Johnson).

### ACCV ANNUAL LUNCHEON. "CAMELOT CASTLE", YELLINGBO



JOHN & MARGARET HANN with their newly acquired FWD. #



AUSTIN & MARGARET TOPE. \*



The Bobby Twins -  
MERYL & VALDA. \*



#



JOHN LANG & (mine host)  
IAN PARKINSON (standing). \*

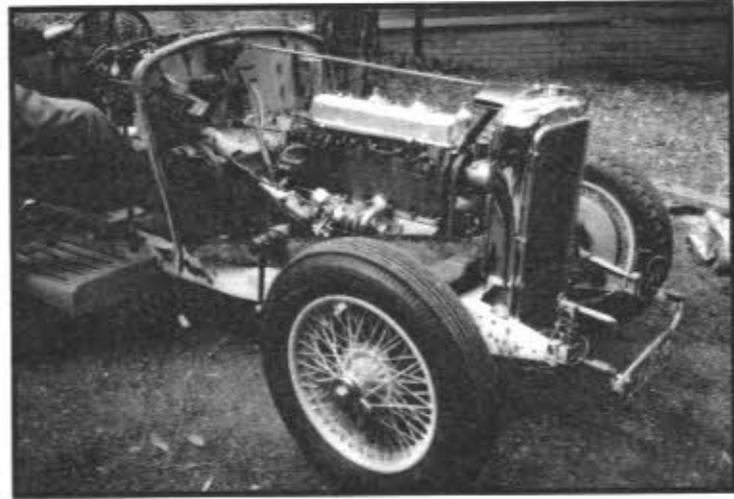
\* photos by the Langs.  
# photos by the Tonkins.

## ACCV GARAGE CRAWL

21ST SEPTEMBER 1997.



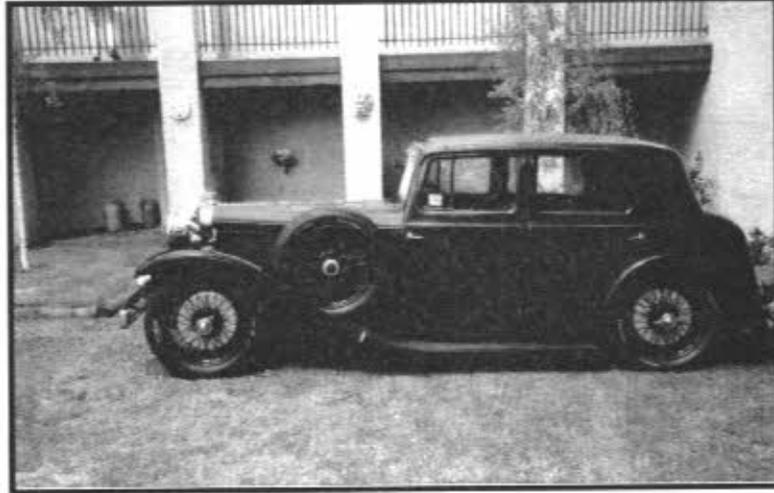
DALE PARSELL with MARITTA receiving the Alvis sign given to him by PETER FLEMING upon his birthday. #



DAVID CALDWELL'S 3 1/2 Litre. #



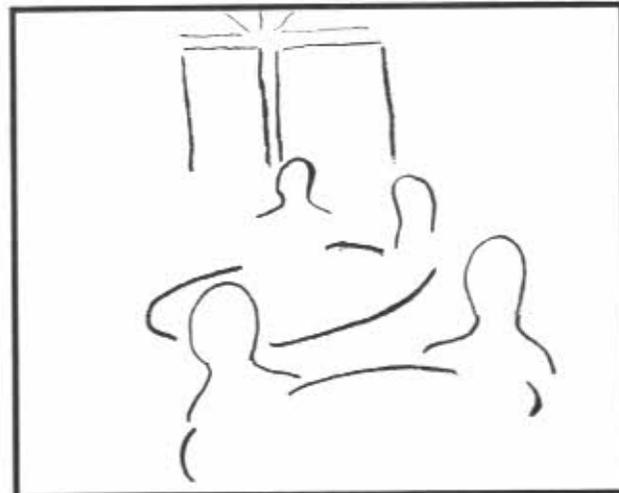
MARGARET CALDWELL looks as though she would like to own JOHN WHITE'S Humberette. #



PETER FLEMING'S Firebird. #



ANDREW GREEN'S 12/50 photographed at the Annual Lunch. \*



These outlines are from a photograph showing four eminent club members obviously soundly asleep at the club lunch. Charity suggests that it was after lunch. Who was speaking at the time is uncertain....

ALVIS AGNITIONS

First of all, my thanks to **DALE PARSELL** for editing the October issue. Dale already campaigns the Firefly hard and edits another car club magazine. Whilst away your Editor visited England but unfortunately did not have time to indulge in Alvis activities - other than being able to pay a visit to the grave of **MAJOR CYRIL HARVEY**. The grave is in good repair and the tribute from **PETER BLACK** and the Alvis Club of France in place. In Turkey there was no evidence of vintage cars at all. Plenty of old ones dating back to perhaps the sixties but between donkey cart and 1960 there seems to be a gap! The Turks do produce their own car - derived from a Fiat. So it is back in Australia to some really fine spring weather and the prospect of some fine motoring. It was a pleasure to see, at the September Meeting, **PETER McCAULEY**. He and our President are the only living owners of living Crested Eagles in our Club. The Mount Tarrengower Hill Climb has just happened and a report on the considerable Alvis activity at that event is in this Newsletter\*. Coming up before the end of the year is the Rob Roy Historic Hill Climb and a couple of Alvis Car Club social events. The wine and cheese night will provide an opportunity for tasting different styles from different wine makers rather than the products of a single vigneron. A couple of days later is the joint outing with the Bristol Car Club to **DAVID & MOIRA WISCHER'S** home at Merricks North for lunch and BOCCE. (or is it BOULE? - at last hearing David and **STEVE ROSTEN** were undecided. As none of us have more than an elementary knowledge of the rules of either game it doesn't seem to matter so much which it is - and certainly it will matter less after a glass or two of red!) And then there is the Club Barbecue at **RICHARD & PAULINE TONKIN'S**. Richard has promised fine weather this year and we can know that we can always trust the word of a lawyer..... In his notice he exhorts us to bring our "own" partner. I put it to you M'Lud that you have no right to direct us as to which of our maybe several partners we may bring. Your statement is an example of anti-something-on-the-side-ism! **BOB GRAHAM** heard an unpleasant noise coming from the rear end of the Green Machine but is well on the way to remedying that - hopefully in time for the trip to Bocce. If not we might even see the fastest Alvis of them all, again. Alvises are not selling quickly in Australia. **JOHN TWOMEY** has sold his Speed 25 but Bob's TB 14 languishes unwanted as does Richard Tonkin's TA 21. I believe that **BOB ANDERSON'S** TA 21 is also unsold but rumour has it that **DAVID RODD'S** supercharged 3½ Litre sold well in Sydney recently. Prices and values are not always the same thing and unless one is personally involved in a sale one does not always know the price involved but the prices asked in Australia recently seem to be reasonable yet sales few. In the UK glossy magazines asking prices are high and some of the cars do drop out of the advertisements after only a short while. This suggests that sales are in fact taking place and a quick sale suggests that an advertised price was probably approached. If this is a true situation, we should, in Australia, beware of the loss of "our" cars to England. As **DES DONNAN** will tell you, the cost of shipping a car is not all that high - especially if it would be valued highly on arrival. You will have read that there are moves afoot to alter the style of this Newsletter and the comments in this issue from **ERIC CUNNINGHAM** are particularly valuable. So far his are the only ones sent in to the Editor for publication but more are needed. Early in the New Year a few of us will be meeting to discuss our options so please express your likes, dislikes or wish list to the President or myself as soon as possible. As usual there will be no December issue of the Newsletter. This being the last issue for the year the Editor and Mrs. (my own) Editor will all our readers a Merry Christmas and a Happy safe motoring 1998.

\* January issue ED.

"There was a young lady from Yellingbo....."

As mentioned in "Torque of Tonkin," there was a Limerick competition. **Peter Fleming and Maree Polworth** won. Some of the Honourable Mentions appear as well:-

"There was a young lady from Yellingbo,  
Who wondered how fast an Alvis could go.  
So she went for a spin,  
And her heart it did win,  
A new member ? Well, you never know !"  
(Peter Fleming & Maree Polworth)

"There was a young lady from Yellingbo,  
Who always answered with "No."  
Her boyfriend was lively,  
But she said "not likely,"  
He replied, "Hey, give us a go."  
(Ron & Gwen Wilson)

"There was a young lady from Yellingbo,  
She wasn't quite sure where to go.  
To find the Castle,  
Was quite a hassle,  
And with RT's instructions,  
She may never know."  
(Dale & Maritta Parsell)

"There was a young lady from Yellingbo,  
Who in her Alvis did rallying-go.  
She went out for lunch,  
With a congenial bunch,  
And she thought the day was just jolly-ho !"  
(John and Kay Ball)

The Andy Hannam Trophy

This trophy in memory of Andy has in the past, been awarded to the owner of the most campaigned or used Alvis in the previous year. (How I managed to win it in 1992 remains a mystery to me - it must have been a very quiet year).

Your Committee has decided to make it's task in awarding the trophy easier and the means of winning it more certain, by adopting some guidelines. Thus, in future (and indeed, starting at the November Wine & Cheese meeting) the member who brings their Alvis to the most club events during the year will be awarded the trophy. Those will include the monthly club meetings as well as Sunday runs, weekend rallies, interstate rallies and any other event or function arranged by the club (but not VSCC or other club events like Rob Roy or Mt. Tarrangower).

In the event of a tie, two trophies will be awarded. The Committee will have some discretion in the awarding of the trophy so that country members who cannot bring their Alvises to monthly meetings will receive due consideration. So brush off your Alvises and bring them along to the monthly meetings (especially now that daylight saving is here), and let's give Dale Parsell a run for his money.

RICHARD TONKIN

DIFFERENTIALS

I believe that Mr. Timken invented his taper roller bearings about 1906 or 1907. These bearings are highly efficient at taking both radial and thrust loads.

In order to expand the market for these bearings, he then proceeded to develop the differential mechanisation used on cars and trucks so that the crown wheel and carrier were mounted on a facing pair of taper roller bearings. Similarly the pinion was mounted on another pair of taper roller bearings.

I know that Timken was associated in business before the first World War with Rockwell Axles, which firm today is the largest manufacturer in the world of truck axles.

I believe that the first crown wheels and pinions were of the straight cut type.

Spiral bevel gears are used to transmit power between shafts with intersecting axes, and mesh with a rolling action and as a result of their overlapping tooth action, transmit motion smoothly with a reduction in noise and vibration.

Hypoid gears are similar to spiral bevel gears but the shafts do not intersect and this allows the pinion centreline to be below that of the axle shafts and thus a lower floor is achieved.

Also, the tooth of a spiral bevel pinion is stronger than that of a straight cut pinion and similarly the hypoid pinion tooth is stronger again.

Now, there are five questions for our historians:

- 1) When were taper roller bearings invented?
- 2.) Involute tooth form goes back to the early 1700s, but when was the spiral bevel gear invented?
- 3) When was its first application for an automotive diff.?
- 4) I think hypoid gears were first used in trucks in the 1930/40s because of the improvement in strength. Is this correct?
- 5) When were they first used in cars?

BOB GRAHAM

The Annual Barbeque - Sunday, 7th December

Yes, it's that time of the year again ! This year, as last, it will be held at **The Tonkin's**, "Mooryky!" ("Mortgage on the Hill"), at 15 Rob Roy Road, Smiths Gully - now called "The Presidential Retreat."

The whole thing is completely informal - bring your own partner, food and drinks - the club will supply salads and bread. And please bring your Alvis - there is plenty of parking and they did look splendid on the front "lawn" last year.

The chances of it raining like it did last year are about 3 trillion to 1 - ask El Nino ! So, let's see you there (here).

RICHARD TONKIN

ALVIS CAR CLUB TROPHIES.

It has become apparent over the last few years that the "REAL" reason for awarding the trophies has become lost in the mists of time. This is not meant to detract from those who have won trophies, but to suggest that it is time to formally redefine the aims of the awards.

To this end, the preceding committee looked into the issue and has sought to restore the trophy status to its former position.

Firstly, it should be pointed out that in the future, if it is deemed by the relevant committee (or sub committee) that a suitable level has not been attained, then the trophy should not be awarded. As has been the case of the Basil Bowes Trophy for some years (see later).

The DAVID MUIRDEN award is the Clubman Trophy, awarded to the club member who has provided service above and beyond the call of duty (This year awarded to John Twomey for his huge effort in organising the National Rally).

The BOB MORROW trophy was first awarded for Alvis Day and then for other reasons. The trophy will be awarded to the most improved Alvis in the year. This year awarded to Bob Graham for his recently restored Speed Twenty.

The ANDY HANNAM trophy is awarded to the member who uses his Alvis as much as possible in the club runs and other events. This year awarded to Dale Parsell for trying to wear out the Firefly in any event that comes along.

It has also been suggested we should have a VSCC NELSON type trophy for attendance at meetings in your Alvis. This is still being looked at and is open to suggestion from the members. I'm not sure what we can give it the name that Richard suggested. The "RICHARD TONKIN MEMORIAL AWARD" has a nice ring about it but Pauline may be upset if we do away with him so we can have a memorial.

The BAS BOWES trophy is to be awarded to the Alvis which is most successful in competition. It has not been awarded of late because for insurance and other reasons it is almost impossible for the Alvis Club to hold competitive events. Economy events, and un-timed navigation events can quite safely be run by us but they do not seem to fit with the intent of the trophy. We could join CAMS but that would cause a huge financial burden on the whole club but only a relatively small number of its members could compete for the award. A more viable alternative appears to be that we run an Alvis competition within selected Vintage Sports Car Club events. This would mean that those members wishing to compete for the Bas Bowes trophy would have to join the VSCC, but those not wishing to compete would not have to suffer from increased subs. Preliminary discussion with the VSCC have indicated that they would accept this idea. The post-war cars would not be eligible for VSCC trophies but can still compete in VSCC events and thereby gain points toward the Bas Bowes Trophy. One member, Bob Graham, has already competed for a number of years at events such as the Geelong Speed Trials and various hill climbs in his TB14, so this suggestion is considered to have merit, (even if it was recalled as "that awful white Alvis" by one prominent VSCC member, at least it was memorable!).

The idea is in its infancy at the moment, but as the new competition year is about to start we should think seriously and quickly about it so we will be able to award the trophy next year.

PLEASE get back to me with your ideas before I structure the rules in such a way that I will win the trophy, as I believe it is a great pity that the Bas Bowes Trophy sits gathering dust while a number of members are out there actively campaigning their cars in a way in which I am sure Bas would have been proud of.

DALE PARSELL

THE NEWSLETTER

Dear John,

I was most interested to read Richard Tonkin's remarks in the October Newsletter concerning the format and contents of the Club's Newsletter.

Being the current editor of ALVIBATICS I am acutely conscious of the restrictions and advantages of format, style and contents of the ALVIBATICS magazine and have been making comparisons between the two Australian Alvis media for some time.

I would like to say first that I always feel the A4 page size used in the Newsletter makes for easier reading and (I feel) easier editing, than does the cramped lay-out of ALVIBATICS. Also, the uniformly clear type-face employed in the Newsletter is not only more attractive but, in combination with more spacious page size, enables easier reading, especially for older readers.

The quality of photos in the Newsletter is excellent and is the envy of anyone able to contrast the true half tone effect in the Newsletter with that of Alvibatics wherein the detail is blocked out in the reproduction process. My curiosity with Newsletter photos is that I can't understand why you don't employ more of them.

My only criticism of the Newsletter is the mis-use of the apostrophe which I find irritating. "It's" is a truncation of "it is" and when used as a possessive pronoun it slows one's comprehension of the text. It may seem a trifling and pedantic complaint but if you are trying to cram in quite a lot of reading into what little spare time is available, it is important to read as fast as one's comprehension allows.

Richard Tonkin is not strictly correct when he says that the Newsletter has had its format unchanged "in the 40 plus years that it has been produced". The Newsletter has been in existence for much less than 40 years as it was preceded by "The Austral Alvist's Aide" in mid-1960 after the formation of the Alvis Car Club Victoria. Prior to that date the Melbourne Alvisists contributed to ALVIBATICS. "The AAA" was a magazine in similar format to ALVIBATICS and it remained in that size for nearly a year before switching to quarto sized page (stapled to one side so as to retain the magazine format) in April 1961, when the masthead was changed to a simpler "Alvic" (with the subtle connotations which that title implied.) It remained the sub-title of "The Austral Alvist's Aide" but included now a half tone photo on each month's cover to replace the rather primitive line drawings previously used. This progressive step mirrored that used (for a time) by ALVIBATICS.

The photos used were, ironically, supplied by a New South Wales member of the ACCV, C. M. Pain. Marc Pain was a founder member of the Alvis Car Club in Sydney but resigned a few years later. Incidentally he celebrated his 81st birthday on the 18th of October this year. The April '61 cover picture was of Jim Whitehead's 4.3 litre Vanden Plas drophead coupe which is still in Jim's stable of fine cars. The May '61 cover pic was of my 12/70 drophead coupe. The next issue (undated) - probably June '61- was of an SD series Beetleback 12/50 which still exists but in a new Beetleback body with briefer mudguards.

Then photos disappeared from "Alvic's" front covers which had changed from paper to a stiffer card cover. I don't know how long that format (using a Roneo-type text) survived but "Alvic" existed well into 1966 with the May '66 issue mainly consisting of a reprint from "The Autocar", of 2/5/41, of an article on Speed 25 and 4.3 litre Alvises.

David Muirden was the editor of "Alvic" for its whole existence, I think, but was assisted by Derek Holyoake for some issues.

The January '62 issue did have a front cover picture, which showed Rob Gunnell (who had just driven to England from Australia in his 12/50) emerging from a drive of a new Alvis at the works where he and his wife were feted by J.J. Parkes and other Alvis Works identities.

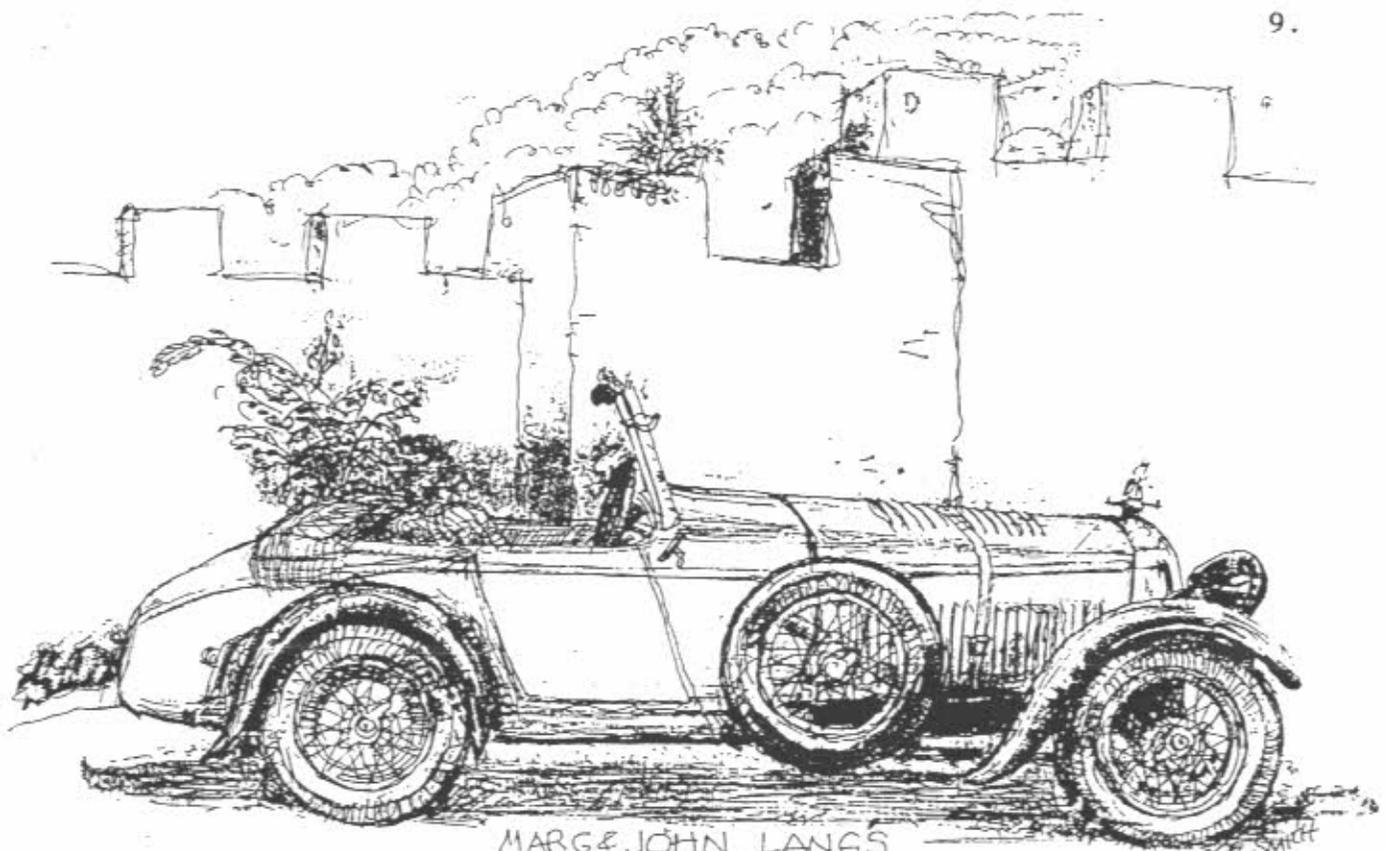
The present Newsletter is around 30 years old, so that gives more lead time in which to make a change in style of the Newsletter if it is desired for the change to coincide with its 40 year birthday.

The VSCC Bulletin in England is a good model upon which to base a change. It would cost more to produce but its improved appearance would help to attract advertising revenue by which to defray production costs. As for the effort and logistics in its production, one has the excellent example of the Alvis Owner Club's Bulletin, edited by Julian Collins in Singapore who sends copy back to England for printing and distribution. It was necessary to reduce the frequency from a monthly to a bi-monthly issue but the contents have been more than doubled by way of compensation and the coverage of Alvis articles, photos and news is being extended to embrace Alvis activities around the world (including Australia, which gets a good exposure.) Previously the AOC Bulletin was pretty much confined to reporting on Alvis events in the United Kingdom, but it now has European, occasional United States and, as previously stated, Australian material (on a regular basis for our country.)

As I said at the beginning, I'm critical of ALVIBATICS and am looking at ways of improving its quality, especially in respect of photographic reproduction

I look forward with interest to any new developments in the Newsletter but should add a note of caution: by the time of the new millennium in 2001 we may all be using the Internet and so perhaps we should be looking at designing for ourselves a Web site. I believe the Alvis Car Club of New Zealand has done just that.

ERIC CUNNINGHAM



MARG & JOHN LANGS  
 28' MODEL F.D.  
 ALVIS FRONT WHEEL DRIVE  
 30<sup>TH</sup> ANNIV. DINNER CAVELOT CASTLE SUN 5<sup>TH</sup> OCT 97!

A.G.M. 1997.

Nineteen members attended the Annual General Meeting held on Friday 17th October 1997. This high number caused a flurry of speculation that an **ELECTION** might be necessary. But it was only a flurry and that soon passed. The following positions were filled by acclaim:-

- |                   |  |
|-------------------|--|
| PRESIDENT.        | Richard Tonkin                         |
| VICE PRESIDENT    | John Ball                              |
| SECRETARY         | Dale Parsell                           |
| TREASURER         | John Twomey, assisted by Andrew Twomey |
| LIBRARIAN         | Roy Henderson                          |
| NEWSLETTER EDITOR | John Hetherington                      |
| NEWSLETTER DISTBn | John & Kay Ball                        |
| COMMITTEE PERSONS | Margaret Caldwell                      |
|                   | Ian Parkinson                          |

Few are chosen but those listed above will bring a high grey index to the committee which will lead the way in managing the affairs of the Club for the next twelve months.



In this issue's FOR SALE & WANTED page is advertised Des Donnan's 12/50 Hill Climb car. A picture of this car, with Des at the wheel appears on the front page of the September issue of the VCCQ's "The Vintage Car". Thanks to Frank Corbett for sending a copy - it will be available in our Club rooms. The pictures are looking good, Frank.

## CARS & PARTS FOR SALE AND WANTED

JANUARY NEWSLETTER

COPY DEADLINE

WEDNESDAY

31st DECEMBER 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

**EAGLE RADIATOR CAP MASCOTS.** Bob Graham reports good progress. A batch has been cast and polished. They are about to be plated.

**BUMPER BARS FOR THREE LITRE CARS.** What is the need? Should a batch be made? Contact Richard Tonkin.

### PRIVATEERS.

**FOR SALE.** 1925 Alvis 12/50 currently arranged as a race/hillclimb car. This car was built up by Paul Conrad in the 60s as a hillclimb special. The engine has been rebuilt with new main bearing shells, new valves and big end bearings, all professionally reassembled. It is fitted with a 4.3:1 CWP (Willys) but the original 4.77 one is included. The gearbox is fitted with a Needham set of close ratio gears. The car has a Shorrocks blower installed which is on loan from a friend and which is not included in the sale, however it may be negotiated. All the original Alvis inlet system is there and included. Offers are invited at current market value.

1924 Alvis 12/50 Ducksback SC model. This car is original except for a new body made in 1971 by Rod Warriner to the original dimensions. It is a most useful and practical car and has completed many major events including the Darwin to Canberra run in 88, and the FIVA event Edinburgh to Stratford in the UK last year. It is all in excellent order and includes new tyres. Offers are invited at current market value.

1928 Sunbeam 16.9 HP. This car has an Australian 4 seat tourer body fitted with new leather upholstery. Recently finished with less than 1000 miles up on a new engine rebuild; it is a pleasure to drive, good brakes, steering and a willing engine which cruises about 55 mph. Recently fitted with quartz halogen lights, night driving is fun. A new 4.5: 1 CWP (versus the original 5.5: 1 ratio) allows this car to keep up with modern traffic. Realistic offers about \$35,000.

Des Donnan. 07-5445 9981 Ph or FAX or email: donnan@m140.aone.net.au

**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.

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