

WINTER



1998

QUARTERLY MAGAZINE OF THE ALVIS CAR CLUB OF VICTORIA (INC)

THIS MAGAZINE  
is published quarterly, in March,  
June, September and December.

THE NEWSLETTER  
is published in February, April,  
May, July, August, October and  
November



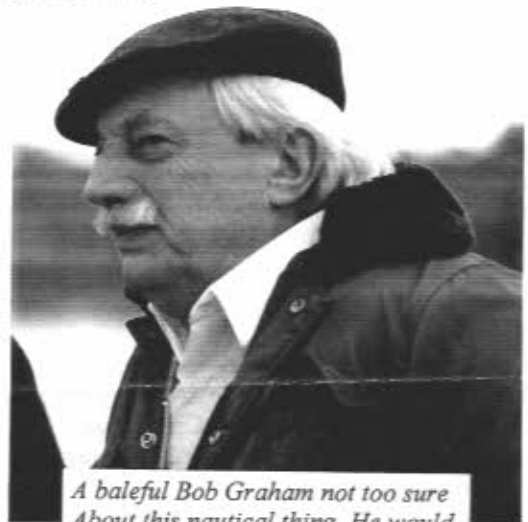
IN THIS ISSUE:-

- What's in a Name?
- For Sale & Wanted
- Plugs
- Coming Events
- Metung in Words & Pictures
- Hot in Hell

*Photos in this issue from Tonkins, Parsells, Balls,  
Langs and McDougalls. Thanks to all concerned.*



*Margaret Caldwell at the helm of "Spray" at  
Metung. Responsible for all those lives*



*A baleful Bob Graham not too sure  
About this nautical thing. He would  
rather be ashore in the TA 21 of  
Alan & Margaret Russell ( below)*



# TORQUE OF TONKIN

1. **The 1999 Alvis Calendar.** As mentioned in John Lang's article in the May newsletter, we are going ahead with producing a calendar for 1999. The NSW Club have agreed to come in with us, and we have invited the New Zealanders to join in as well, so we should have a nice selection of photos. Please note the photo requirements, set out in John's article, and get your pictures, together with details of you and your car, to John by **31st August**. Unused photos will be returned but those that are featured won't. We are looking at a sale price of \$20, which will return a small profit to each participating club. The calendar will be available from mid-October. So, send those favourite pictures of the Old Girl (you know what I mean) to **John Lang, P.O. Box 129, Gisborne, 3437**. John is happy to speak to you about any technical questions, on (03) 4526 2256.
2. **John White is Club Captain.** John has offered to take up the position of Club Captain. Debate on his offer lasted 3 nanoseconds at the May Club Meeting and he is now firmly in the seat. For reasons which I do not understand, the position has been vacant for some years and it is great to have John on board to supervise the organising of events. We still plan to have various events arranged by various people, but John will bring a fresh perspective to the position. John will welcome suggestions and offers of assistance and he can be contacted at **30 Lyndhurst Crescent, Box Hill, phone (03) 9890 7066**.
3. **Future Stuff.** Although it's a long way off, we should be aware that the **Australian Historic Motoring Federation** are planning a **2001 Tour** to Canberra to celebrate the Centenary of Federation. It will be along the lines of the 1988 Bi-centennial Rally. Victoria have been allocated 565 vehicles. The AOMC reports that, as of 23rd February, there were 90 Victorian entries, so it will fill up reasonably quickly. There is a \$50 deposit, refundable before 31/12/98, and entry forms are available at the clubrooms, or call me & I will send you one. I have paid my \$50, and I think it's worth considering.
4. **The Grand Executive European Tour.** By the time you read this, **Vice President John Ball & I, together with the Ladies Ball and Tonkin**, will be in England, representing the Club at the **International Alvis Weekend** at Brooklands (oh! the trials and burdens of office!). **Ron Wilson** has arranged, through his son, **Ian**, to have a very nice plaque made up which we will present to the Alvis Owners Club at the meeting. A video of the event will be screened at the July Club Meeting, so come along for a night of jollity.

Cheers,

RICHARD TONKIN.



## TO TOOBORAC AND BACK. (pub Run to Tooborac, Sunday April 5<sup>th</sup>.)

We had arranged to meet the Melbourne starters at Wandong at 10.00 am. Together with John and Margaret Hetherington in their Speed 20, we set off from Murchison in the 12/50 soon after 8.00 am. We motored down through Nagambie, past Mitchellstown and Puckapunyal, not on the Freeway but on lovely country roads, up hill and down dale and travelling well.

We had almost reached Broadford when the 12/50 emitted one HUGE backfire that sounded like a cannon-shot reverberating around the hills - and we rolled to a stop. Despite much consulting and muttering we could not find a spark. The magneto had failed!

John and Margaret continued to Wandong and after some time three beautiful Alvis cars returned to assist. As well as the Speed 20 there was Bob Graham in his Speed 20 SB and Richard and Pauline Tonkin in their Mrs. Simpson. After more discussion we all set off for Broadford, about 6 km away, with the 12/50 being towed by Bob Graham. Fortunately Richard and Pauline have friends in Broadford and we were able to leave the car in their care before going directly to Tooborac in Bob's car. We went directly, not via Kilmore and Lancefield as was originally planned.

There was a good roll-up at the Pub. Those present: John & Margaret Hetherington. Speed 20. Richard and Pauline Tonkin, with Sarah and Kate. Crested Eagle. Bob Graham. Speed 20. John & Margaret Lang. FWD. John Kent with Kieran and Edwina. Vauxhall 30/98. Maureen Adnam with Richard. TA 14. Roy & Joan Henderson with Merryl and Valda. Si and Aileen Ramsay. John & Kay Ball.

After lunch, John Kent kindly offered to return to Broadford with us to see what could be done about the 12/50. Fortunately he was carrying a spare magneto so after a quick change we were on our way again. Linkage problems prevented full advance and retard of the spark so, at reduced speed, we arrived back at Murchison safely that evening.

Apart from car problems it was a good day. Good weather, great company and a great run through lovely country. We would like to thank Bob Graham, John Kent and John Hetherington.

JOHN BALL.



**PRESIDENT**  
 Richard Tonkin  
 PO Box 280  
 Greensborough  
 Vic 3088  
 Tel 03 9710 1465  
 email  
 rtonkin@eisa.net.au

**V/PRESIDENT**  
 John Ball  
 PO Box 26  
 Murchison  
 Vic 3610  
 Tel/Fax 03 5826 2518

**SECRETARY**  
 Dale Parsell  
 14 Symons Road  
 Avonsleigh  
 Vic 3782  
 Tel 03 5968 5170  
 email  
 dparsell@ozemail.com.au

**TREASURER**  
 John Twomey  
 53 Park Street  
 Pascoe Vale  
 Vic 3044  
 Tel 03 9386 0439

**EDITOR**  
 John Hetherington  
 102 Balaclava Rd  
 Shepparton  
 Vic 3630  
 Tel 03 5821 6422  
 Fax 03 5831 1586  
 email  
 jfh@sheppnews.com.au

**NEWSLETTER  
 DISTRIBUTION**  
 John & Kay Ball  
 Address as above

**SPARES**

**VINTAGE**  
 Geoff Hood  
 37 Thomas Street  
 E. Doncaster  
 Vic 3109  
 Tel 03 9842 2181

**PVT**  
 Austin Tope  
 8 Wimba Avenue  
 Kew  
 Vic 3101  
 Tel 03 9817 5163

**TA 14**  
 Bob Graham  
 15 Clarke Avenue  
 Caulfield  
 Vic 3162  
 Tel 03 9571 3886

**THREE LITRE**  
 John Ball  
 Address as above

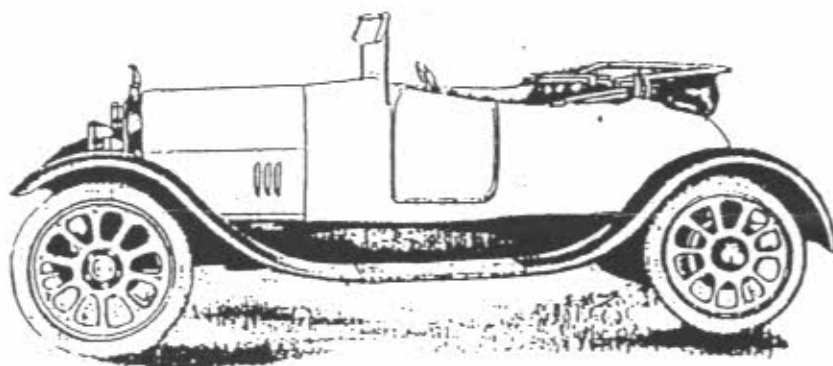
**LIBRARIAN**  
 Roy Henderson  
 47 Fountain Drive  
 Fountain Gate  
 Vic 3805  
 Tel 03 9704 7549

**CLUB CAPTAIN**  
 John White  
 30 Lyndhurst Cr  
 Box Hill  
 Vic 3129  
 Tel 03 9890 7066

**COMMITTEE**  
 Margaret Caldwell 6 The Outlook Heathmont Vic 3135  
 Tel 03 9729 5821  
 Ian Parkinson "Camelot" Yellingbo Vic 3139  
 Tel 03 5964 8307

General Meetings are held at 8.00 pm on the third Friday of every month (except December).

Club Rooms:- Rear of "Alvista", 21 Edgar Street, Glen Iris. (Melway p 59 F 8)



**COMING SOON**

<b>JUNE</b>	<p>Sunday 14<sup>th</sup> Vintage Hill Climb. Rob Roy</p> <p>Friday 19<sup>th</sup> Club General Meeting.          The President and Vice P.          Will both be away, so let the Mice play.....</p> <p>Sunday 21<sup>st</sup> Inaugural Run of the newly Reconstituted Light Car Section of the VSCC.          Contact Bernie Jacobson          03 9842 5808</p>
<b>JULY</b>	<p>Friday 17<sup>th</sup> Club General Meeting</p>

In a Rhodes tailor shop:

*Order your summer suit. Because is big rush we will execute customers in strict rotation.*

## ALVIS WEEKEND AWAY TO METUNG.

To set the scene: Metung is a small fishing/holiday village about 350 km east of Melbourne, situated on the picturesque Gippsland Lakes. These lakes are fairly large with four major rivers feeding into them and one outlet to the Southern Ocean at Lakes Entrance (about 40 km further East.)

Twelve Alvis, one Humberette (on its way back from a Veteran Rally in Canberra) and 38 people attended the two day Weekend. The majority of the cars came from around Melbourne with a couple coming from Central Victoria (probably an extra 200 km) and two from Sydney in New South Wales (also around 700km away). With the 4-5 hour trip (longer for some) to get to the venue very little motoring was included for the two day get together. The Friday evening was spent enjoying dinner at the home of local members Andre and Dorothy Chelayer. This was followed by a sailing trip in the historic twin masted "Spray" around the Lakes on Saturday. Sunday was spent having a short drive to Buchan Caves (about 80 km north east of Metung) and a tour of the Royal Cave, followed by lunch at Nowa Nowa (about 40km South of Buchan) before returning to our respective homes on Sunday afternoon.

I won't list the cars attending as I would probably miss some, however the oldest was Rex and Sue Roberts' 12/40 and the youngest would be the TA14's of David and Margaret Caldwell and Kendall and Joyce McSkimming or the TA21 belonging to the Russells (both these last two coming from Sydney), with most of the rest being from the 20's and 30's.

An excellent time was had by all and we look forward to visiting this wonderful area again in the near future.

DALE PARSELL.

*(This account was written by Dale for the AOC; thanks for the copy, Dale. At the May General Meeting the weekend was acclaimed a success and it was decided to have a country week-end away in 1999 - as well as the National Rally in May. ED)*

---

## MAGIC METUNG WEEKEND.

The peaceful charm of Metung was shattered over the weekend by the distinctive notes of Alvis engines as 35 members arrived in town for a relaxing weekend on the Gippsland Lakes. The weekend got off to a great start with dinner at the Chaleyers home where there was lots of chatter, jokes and wonderful food that kept appearing from the kitchen. It was great to welcome the McSkimmings and Russells from Sydney who had joined us for the weekend.

The following morning saw members assembling on the wharf, after a hearty breakfast, ready to board the sailing boat "The Spray". Once everyone was settled on deck both fore and aft we left for a day's sailing on the Lakes. Unfortunately, even with 35 people blowing, there was not enough wind around for us to proceed under sail. We made a couple of stops along the way to view the 90 Mile Beach with its array of shells and a wombat making its way among the dunes and to see the artificial entrance to the Lakes.

After a walk to the entrance and an explanation of the history of the area we had our lunch under the trees before heading home, ably skippered by Margaret Caldwell who kept us on the straight and narrow. There was time before dinner to see the delights of Metung from an Alvis, enjoy the vista from The Moorings and to do a bit of work on the cars.

Dinner was a great night at "The Little Mariner Restaurant" where again there was lots of chatter in between the wonderful food. Sunday saw a line up of a variety of Alvis ready for the trip up into the hills to Buchan to visit the caves. The countryside was very dry but the trees looked superb in their autumn colours. Unfortunately Rex and Sue Roberts had trouble with their radiator and returned home early after a temporary fix on the hole in the radiator.

The visit to the caves was excellent and it helped if you were small as the path through the caves was narrow and low. The formations were stunning and different to other limestone caves. Lunch at Nowa was the perfect end to a wonderful weekend. Many thanks to all the organisers for a truly great weekend.

FRANCES McDOUGALL.

## ALVIS AGNITIONS.

Welcome to the Committee, **JOHN WHITE** - as Club Captain. It seems to be a perpetual battle to arrange suitable activities. Hopefully, now that we have some-one to co-ordinate things as well as the arrangers themselves, the burdens will be less upon each individual. Don't forget, John, that it would be your duty to go down with your Club! Everyone who participated seems to have enjoyed the Metung weekend; **ANDRÉ & DOROTHY CHALEYER** did everything right except provide a sailor's wind. All that hot air that Club members generated must have obeyed the laws of physics and gone up rather than along! At the following general meeting it was decided that notwithstanding 1999 being a biennial National Rally year there will be a country weekend away during the year. **DALE PARSELL** met **DAVID ELDER** at a clearing sale recently. David bemoaned the absence of a hare from the front page of the Newsletter and Magazine, but he (the hare) has not hopped away altogether and for David's benefit he features in this issue. I suppose **ALBERT** will not read his copy while that dangerous bird is looking at him? The editorial Speed 20 had another episode recently of "failing to proceed". Nothing unusual in that and it only took about 20 minutes to get going again. Only problem was that the halt occurred just beside a very dead cat and the pong was nearly unbearable. Why do the gods so conspire? On a recent long trip the **PRESIDENTIAL** Crested Eagle was noticed, at a fuel stop, to have a very low oil level. Two gallons of Mr. Mobil's best was duly added but a few miles further the volume was again reduced and more of the sheik's delight was added. By now it was dark and they were nearly home so the car was garaged overnight. Inspection in the cold light of day revealed oil everywhere - in, under, over and on the car and in due course 30 litres of oil was drained from the sump. The float gauge had stuck.....**BOB GRAHAM** experienced a stuck or leaking float soon after he put the Speed 20 on the road. I have not had a careful look, so I still wonder whether it is a "sump off" job to fix a float that is really stuck or punctured. Presumably the Presidential float had the good manners to be afflicted by no more than some badly mannered sludge. **ROY HENDERSON** has told us that he no longer wishes to continue as librarian. He is finding night driving increasingly difficult, so attendance at general meetings in winter is not a good idea for him. More will be said later about Roy's club activities but in the meantime if anyone would like to take over as librarian, be not backward in coming forward. **ALISTER CANNON** organized the recent VSCC Day Trial. **DALE & MARITTA** competed but did not, according to Dale, do well. The ex **DES DONNAN** 12/50 was competing. Is it now owned by **MALCOLM BURNS**? **ROB SANDS** was navigating and other Alvisisti present included **STEVE DENNER** and **ANDREW GREEN**. **VIC ELLIOT** phoned the other day. He was on his way to Winton. Said that the 12/50 is running well. He had to get a wheel rim welded up after a following motorist bailed him up because something was not quite right with one of the rear wheels. Probably saved Vic's life.....At the recent general meeting the re-established idea of collecting cash for the provider of the supper was put into practice and seemed to work well. The provider can take some or all to cover disbursements and anything remaining goes into general funds. Thank you to all supper providers. Keep up the good work!

ED.

## ALVIC

is, as you can see, the name chosen for the Club's quarterly magazine. There were a dozen or more suggestions but very few were mentioned more than once or maybe twice.

"ALVIC" was used by David Muirden, in the sixties, when he was editing the Newsletter and many people suggested that it be used again. The ED even received a photocopy of the front of "ALVIC" from Julian Collins in Singapore. I don't know whether David coined the word but it seems suitable and a good title to use. Initially it will be published twice a year with colour pictures and twice with black and white.

## 1999 NATIONAL RALLY

**JOHN MITCHELL** says that at the end of April there were 54 entries, involving 104 people. That just about fills the Motel accommodation and the organizers are pleased with the way that their plans are developing.

**See you in the CLARE VALLEY  
in MAY 99!**

## AWOL

Your editor will be away from the end of June until early August. This means that he will "miss" both the July and August issues of the Newsletter. **Dale Parsell** has kindly said that he will edit the July issue and The Honourable **Tonkin, R.**, our revered President, the August issue. Please send all copy to the relevant edperson by the last Wednesday in each month. **COPY TO DALE BY 24<sup>th</sup> JUNE FOR JULY ISSUE & COPY TO RICHARD BY 29<sup>th</sup> JULY FOR THE AUGUST ISSUE.** Please be kind to them and don't ask them to spell difficult words or they might not do it again!





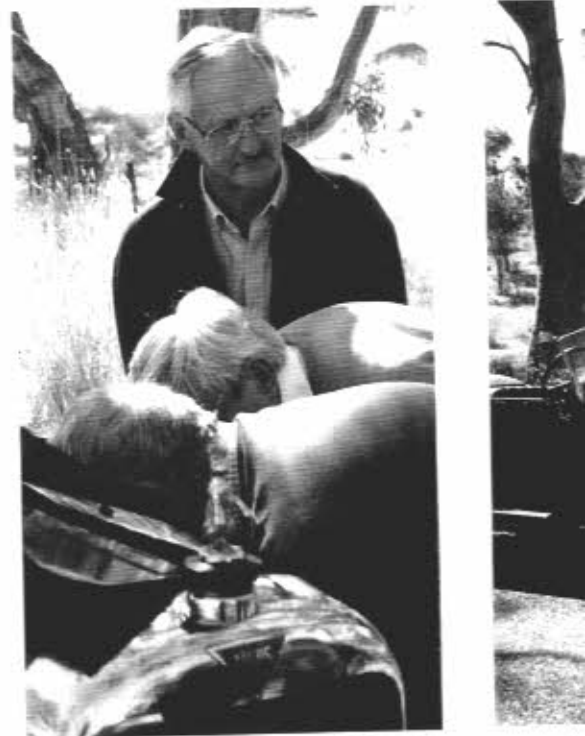
*Eric Nicholl's 14.75.*



*John & Mary  
In their FWL*



*Good to see the menfolk make their wives laugh!  
Mr. & Mrs. Ramsay (above) & Mr. & Mrs. Tonkin  
Below. At Tooborac.*



*↑ John Ball doubts his 12/50 will ever run again*





Lang



Peter Fleming and his Firebird Saloon.



... has other ideas. It's the handbag that does it.



↑ Rex & Sue Roberts' '12/40 at the VSCC "Wings & Wheels" event.

↓ Edwina Kent couldn't decide what she wanted for lunch but Kieran ↓ thought it was all pretty cool



Bob Graham (L) and the ED plan "The Great Ball Rescue" while Mrs. ED ← waits patiently.

## TROPHIES

The issue of how to award the Club's trophies appears to have been resolved without taking too many prisoners. We have had some input from interested members, and hopefully will provide a solution acceptable to all.

The Club's trophies (except for the Basil Bowes award) should all be awarded this year according to the guidelines outlined in recent Newsletters.

The Basil Bowes Trophy will be awarded next year for the first time in many years, and hopefully will continue to be awarded in subsequent years. This, of course, assumes that we get enough members competing for it.

Because of the difficulties for our Club of running a speed event, we have approached the Vintage Sports Car Club, and have been granted leave to compete at some of their events. This situation is to be reviewed on an ongoing basis.

The three events seen to be suitable for this trophy are: **Edington Sprints** (usually run in April), **The Day Trial** (in May) and **Rob Roy Hill Climb** (in June). Although we won't be awarding the trophy this year, those members who would like to "practice" at Rob Roy this year are more than welcome. This year's event will be held on 14 June 1998.

To be able to compete at these events members must hold a current CAMS licence. The provision of this licence by the Alvis Car Club would be very expensive for the club and is not considered viable. However there are a number of clubs who do provide CAMS basic licences and you may already belong to one of these. If you don't, you may approach the VSCC and join as an associate member (assuming you don't own a pre-war Alvis in which case you will become a full member). This will enable you to obtain a licence through them.

All members competing at these events in an Alvis will be eligible to win the Basil Bowes Trophy, however those members with post war cars will not be eligible to win VSCC trophies and may not be listed in the events results.

I look forward to Alvis Cars once more being seen in the competition arena in large numbers as we have done in the past.

If interested members have any queries concerning this or any other issue, please contact me.

DALE PARSELL

---

### ANDY HANNAM TROPHY - PROGRESSIVE TALLY

<b>Tooborac Pub Rub:</b>	Maureen Adnam, John Ball (well, they neally got to the pub), Bob Graham, John Hetherington, John Lang, Richard Tonkin.
<b>April Club Meeting:</b>	Peter Fleming, Andrew McDougall, Richard Tonkin.
<b>Metung Weekend:</b>	David Caldwell, Andre Chaleyey, Bob Graham, John Hetherington, Kendall McSkimming, Eric Nichol, Dale Parsell, Rex Roberts, Alan Russell, Richard Tonkin.
<b>May Club Meeting:</b>	David Caldwell, Bob Graham, John White.
<b>Progressive Tally:</b>	<b>BobGraham (9), Richard Tonkin (9), John White (7), John Hetherington (4),Dale Parsell (4), Rex Roberts (4), Maureen Adnam (2), John Ball (2), David Caldwell (2), Bill Barber (1), Andre Chaleyey (1), Peter Fleming (1),Geoff Hood (1), John Lang (1), Andrew McDougall (1), Alan McKinnon (1),Kendall McSkimming (1), Eric Nichol (1), Ian Parkinson (1), Alan Russell (1),John Twomey (1).</b>

RICHARD TONKIN.  
Keeper of Records.



## HOT AND FAST.

Dear John,

I believe that I have discovered the reason for the Speed 20 motor overheating. Gahhre and I took the transfer port off the rear of the block and found a large piece of gasket jammed in the main waterway in the head which would have greatly restricted flow and caused heat build-up. The radiator was also full of rubbish so that is being cleaned out at the moment. Hopefully that will fix the overheating problem. The fuel pumps have been reconditioned and the carbies cleaned out and adjusted. A teaspoonful of crud was found in each one. I am looking forward to giving it a big road test on a hot day.

Hope to get some shots of the recent VCCQ Sprint Day at the old Gold Coast Track. Bill Ewing ran his Speed 25, Graham Hesse and I sprinted our Speed 20s. My best time for the quarter was 24.6 seconds which was at least one second slower than the other two! I am now on a restricted diet! I will send the pictures when I can.

DEAN PRANGLEY.

*(Be not ashamed of being a second slower than a Speed 25, Dean. Remember, "there is no substitoot for coobes"! ED)*



## HOW HOT IS IT IN HELL? - A True Story

A thermodynamics professor had written a take home exam for his graduate students. It had one question: "Is Hell exothermic (gives off heat) or endothermic (absorbs heat)? Support your answer with a proof."

Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools off when it expands and heats up when it is compressed) or some variant. One student, however, wrote the following:

First, we need to know how the mass of Hell is changing in time. So, we need to know the rate that souls are moving into Hell and the rate they are leaving. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving. As for how many souls are entering Hell, let's look at the different religions that exist in the world today. Some of these religions state that if you are not a member of their religion, you will go to Hell. Since there are more than one of these religions and since people do not belong to more than one religion, we can project that all people and all souls go to Hell. With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially. Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand as souls are added. This gives two possibilities.

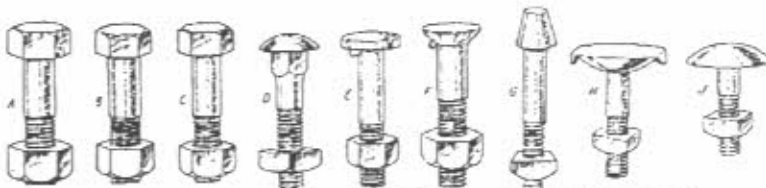
#1 If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.

#2 Of course, if Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over.

So which is it?

If we accept the postulate given to me by Ms. Therese Banyan during my Freshman year, "That it will be a cold night in Hell before I sleep with you," and take into account the fact that I still have not succeeded in having sexual relations with her, then #2 cannot be true, and so Hell is exothermic.

The student got the only A.



Bolt, A and C, Whitworth bolts; B, British Standard Fine (B.S.F.); D, coach-bolt; E, largely used on 180000 cycles; F, countersunk bolt; G, spring bolt; H, coach-bolt; J, mudguard bolt.

*Favourite Headlines No. 1*

**Something  
Went Wrong  
in Jet Crash,  
Expert Says.**

## 18 mm SPARK PLUGS ½ INCH REACH FLAT SEAT.....

These are the plugs that were originally fitted to our early cars and seem to be so hard to find now. The following numbers are from recent catalogues and I have found that they can be ordered and purchased through normal channels ( e.g. Autobarn )

I have included a column of the old KLG numbers because they are so systematically graded from cold to hot.

I have a 1955 KLG catalogue that specifies all of the early plugs for our cars and these are listed below.

### ALVIS

1935-37 SPEED 20, Crested Eagle, 12/70.....	M80
All other models requiring 18mm plugs.....	M60
1936-39 Crested Eagle, 12/70, requiring 14mm plugs.....	F70
1946-51 TA14 (14 hp.).....	F50
1946-54 All other 3 Litre Models.....	F50
1954 55 TC21-100.....	F70
All other models requiring 14mm Plugs .....	F70

This is obviously only up until 1955 because that is the date of the catalogue. The F50 and F70 numbers fall into the same heat range as the 18mm plugs so that F50 is a mid-range plug and the F70 is a bit cooler.

The F symbol simply denotes 14mm plug ½ inch reach with a flat seat.

The M80 plug is very cold ( I was told ) and very close to a racing plug.

These recommendations are for engines in good condition. Worn engines will require a plug one stage warmer to burn the oil off the electrodes.

I have just purchased a set of NGK. A8 plugs for the speed 20 and they look really good.

I hope this helps you find the plugs your looking for.

### 18 mm SPARK PLUGS FROM CATALOGUES OF THE 1990's

HOT	OLD KLG NUMBER	BOSCH NUMBER	BOSCH TYPE	CHAMP.	KLG	AC	MOTOR CRAFT	NGK	NIPPON DENSO
	M20	M12B	M45T1	-	-	-	BT15	-	-
	M30	M10ACO	M95T5	D16	M30	C87	BT10	AB2	L14-2
	M40	-	-	D21	-	-	-	-	-
	M50	M8ACO	M145TS	-	-M50	C86	BT8	AB6	- -
	M60	M8A	M145T	D14	-	-	-	-	-
	M70	M7AC	M175T1	D10	-	C85	BT6	-	M14
	-	M5AC	M225T1	D9	-	C83	BT3	A7	M22
	M80	M4AC	M240T1	D6	-	C82	BT2	A8	M24S
	M100	-	-	-	-	-	-	-	-
COLD									

The old KLG numbers all were available once, but there are only two of these left now. Apart from the M100 there is an equivalent for all of the others.

Paul Bamford

## CARS & PARTS FOR SALE AND WANTED

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.

Enquire about spares to the appropriate SPAREPERSON listed on p. 3.



### CLUB.

Handbooks, technical data etc. TA 21 Specification sheets. \$5.00 each plus p&p.

"Motor Trader" technical data sheets. Speed 25, 3½ Litre, 12/70 and TD 21. \$5.00 each plus p&p.

Spares catalogues. Silver Eagle 1930-1933. TD 16.95, TB-TC 19.82 and 12/70 SB 13.22. Price on application.

Owners Handbooks for several vintage, PVT and post-war models. Availability and prices on application.

All reproduced expertly by the world famous "ROYBOOKS" Press.

Tel: Roy Henderson 03 9704 7549

RADIATOR CAPS FOR PVT CARS. Unmachined Castings with machining instructions provided. \$30.00 each. Contact Dale Parsell.

HALOGEN GLOBES for your old headlamps, stop and tail lamps.. No rewiring needed. Dale Parsell says that they Are very good. "Classic & Vintage Bulbs" Tel/Fax 08 8278 4393.

## CALENDAR

The Club has decided to proceed with this project as detailed by John Lang in the May Newsletter.

Please send your contributions to John at P.O. Box 129 GISBORNE Vic 3437.

*(PLEASE NOTE THAT JOHN'S 'PHONE No. WAS INCORRECT IN MAY'S N/L*

*IT IS: 03 5426 2256.)*

There has already been interest from N.S.W. and New Zealand, so here's hoping for high quality pictures.

### PRIVATEERS.

WANTED All the bits for André Tele Shock Absorbers. Pipes, dial, knobs, connectors etc for Speed 20  
Geoff Hood. 03 9842 2181

WANTED Twenty inch "Jelly Mould" wheel. Any condition. Peter Fleming. 03 9729 3440 A/H.

WANTED CAV Bell-shaped headlights "e" pattern. Geoff Hood. Tel 03 9842 2181.

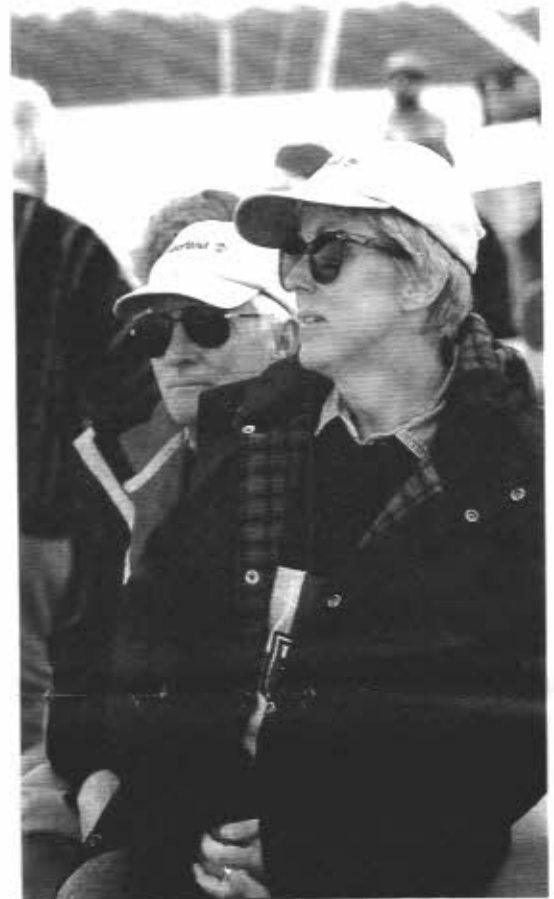
WANTED Vintage Instruments: Jaeger Oil Pressure Guage to 60 psi. White on black face. 2 3/8"  
English Clock. White on black face. 2 3/8".  
John Lang. Tel/Fax 03 5426 2256. Email: jdmelang@netcon.net.au

ADVERTISEMENT BY A HONG KONG DENTIST: Teeth extracted by the latest Methodists.

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (A.C.C.V.) its Officers or its Editor. While every care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any 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.



*It is not known why Joan wants to strangle RoyBoy at Tooborac, but Richard Kellock is no help.*



*↑ Noeline & Alan McKinnon are a bit worried by the rigging but Bev Graham & Claire Fitch are happy enough. ↓*



*John White takes Maritta Parsell for a ride in the Humberette.*



*↑ Happy diners Marcia & Bill Barber. Barry Gough reaches out. ↑  
↓ Dorothy & Andre Chaley, our hosts at Metung.  
Andre's 3½ litre. I think it is the only one in the Club on the road. →*

