

SPRING



1998

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

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THIS MAGAZINE
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is published separately in February,
April, May, July, August, October
and November



IN THIS ISSUE:-

Comments on Spares

For Sale & Wanted

Brooklands

Other Memories of Empire

Restoring a 14.75. Words and pix.

Lunch. And again I say, lunch....



*Mark Burns' newly acquired 12.50 (ex Des Donnan) at the VSCC
Frost Bite Run 16.8.1998.*

TORQUE OF TONKIN

THE GREAT BROOKLANDS ADVENTURE - PART 2

Readers will recall that last month we left the intrepid adventurers, **John and Kay Ball** and **Richard and Pauline Tonkin**, back at the Hilton Hotel in Cobham, somewhat sodden, but cheerful as always, after a pub run to Reading, in Berkshire, and having jointly (after a little subterfuge, with two other entrants, won the navigational trial on the way back to the pub at which we were staying, from the pub where we had lunch. I know it sounds like it, but the whole weekend really wasn't one long pub crawl.

One little incident occurred when we got back to the hotel on the Saturday afternoon. Your President and his lady had been allocated a room about as far as it was possible to get from the Balls, without leaving the county and with single beds! The plot (for it was obviously a plot) was apparently to divide the hierarchy of the ACCV and so prevent any attempted takeover of the U.K Alvis Owners Club (AOC), though what they hoped to achieve by giving the Tonkins twin beds, one can only speculate about. Anyway, Mesdames Ball and Tonkin fronted up to the reception desk, assertively described the quality of their Antipodean guests (while John and I cowered in his room and hoped the girls wouldn't go too far and get us kicked out) and returned triumphant - not only were the Tonkins relocated in a room next to the Balls, but we got a double bed. That is the end of that part of this story.

The Saturday evening was given over to a big dinner at the hotel, with Peter Hull (co-author of "The Vintage Alvis") giving the after dinner speech, reminiscing about his early days. John Ball and I met Kenneth Day ("Alvis - The Story of the Red Triangle"), who remembered fondly a visit to Australia, and the evening came to a close with my presenting the AOC with a plaque, beautifully crafted by **Ron Wilson's son, Ian**, commemorating the weekend and we were given a commemorative tankard, which is now in our Clubrooms.

On Sunday morning it was off to the historic Brooklands race track for a day of soaking up the European Alvis scene. The AOC were a little disappointed that there were "only" 210 cars there. They had been hoping for 300, but the Goodwood Festival of Speed was on the same day and the weather was a bit drippy. To we Aussies, who had only ever seen about 45 Alvises together at the same time, 210 was truly spectacular. For me, some of the highlights were the 10/30, the oldest living Alvis, a TB 21, which I had never seen before, some delightful 12/50s with magnificent bodies, the Swiss Grabers and a stunning variety of PVTs.

We walked around part of the famous banked track, had a run up the Test Hill in an Alvis and visited the museum. At the end of the day, I re-presented the plaque to the AOC, for the cameras, and we four wended our way off on the rest of our holiday - a leisurely meander down the south of England to Dartmouth, whence the Balls went off to explore Scotland and the Tonkins, Italy. It was a great trip, only whetting the appetite for future Alvis Adventures.

RICHARD TONKIN.

FAVOURITE HEADLINES.No.2

NUDIST ARRESTED:

**Charged with carrying
concealed weapon.**

I have a spelling chequer
It came with my PC
It plainly marques four my revue
Mistakes I cannot sea.
I've run this poem threw it
I'm shore yaw pleased two no
It's letter perfect in its weigh
My chequer tolled me sew.

(From the "Tarrengower Times".)



Lady (held up for scorching) "I say, this is a ridiculous waste of time. I gave all the facts to a policeman ten minutes ago".

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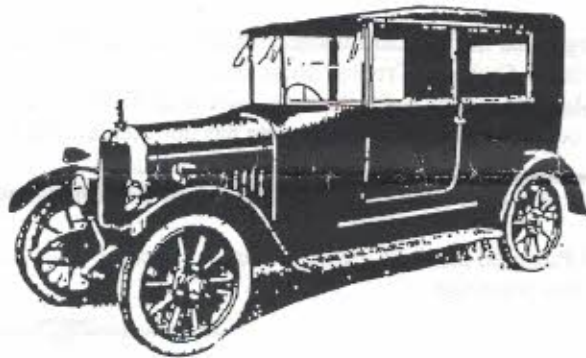
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COMMITTEE

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**

SEPTEMBER	Sunday 13 th	Sailing on the "Alma Doepple" Details in August N/L.
	Friday 18 th	Club General Meeting. Including "Pictures from Brooklands" Part II.
OCTOBER	Friday 16 th	ANNUAL GENERAL MEETING Come along and put in place a dynamic team to lead your Club for the next year. Nomination form in this issue. CLUB GENERAL MEETING.
	Sunday 18 th	Club Run to Simon & Aileen Ramsay's for BBQ lunch. Details in this issue.

4.

ANNUAL LUNCHEON & PRESENTATION of AWARDS
Sunday, 1st November at "Camelot Castle"

This year we are again having our Annual Luncheon at Ian and Pat Parkinson's "Camelot Castle" Reception Rooms, 2605 Healesville/Koo Wee Rup Road, Yellingbo, Melway Map 410 Ref. R3, phone 5964 8307. The date is Sunday, 1st November.

Ian and Pat have created a sumptuous repast for us, with three courses and a choice of two mains and two desserts. A vegetarian meal is available. The cost is \$25 per head with drinks extra.

For those wishing to travel "en convoy", we will be meeting at the same place as last year, in the service road on the Healesville side of the railway line at Lilydale, Melway Map 38 Ref.D4, at 11.30am. We will then follow a picturesque route to "Camelot Castle." Directions will be distributed at Lilydale. For those travelling direct to the Castle, aim to get there by 12.30. And yes, there will be another limerick to complete, with a prize for the best one.

Don't forget that the Annual Luncheon is also the venue for the presentation of trophies for the year. The David Muirden Award is the Clubman Trophy, presented to the Club Member who has provided service above and beyond the call of duty. The Bob Morrow Trophy is for the most improved Alvis for the year. The Basil Bowes Trophy is for the Alvis which is most successful in competition. The Bas Bowes has not been awarded for several years, because of the lack of competitive events in the Club. However, we are planning to reintroduce the award next year. Then there is the Andy Hannam Trophy, for the member who takes their Alvis to the most Club events during the year. See elsewhere in this ALVIC for the current score.

Ian and Pat need numbers a week before the event. Please call me on 9710 1465 evenings, or see me at the September or October Monthly Meetings.



LUNCH RUN TO SIMON AND AILEEN RAMSAY'S. SUNDAY 18th OCTOBER

The Ramsays have invited the Club to their home at Castlemaine on the 18th of October, for lunch, to view their significant collection of fine motors including the re-purchased Speed 25 saloon (a rival for Mrs. Simpson ?) from Bill and Angela Drever. It joins a Diatto Tipo 20, Lancias Flaminia GTL and Aprilia, Triumph TR 3A and a Series 2 Land Rover, some of which are for sale.

For those wishing to travel together, meet in that lay-by (as the Brits. say), where we usually gather for Northern Runs, near the Zoo - on the left side of Elliott Avenue, going towards Flemington Road, just over the tram line - Melway Map 2A Ref. J2, at 10.00am. Directions will be distributed for the run to the Ramsays.

If you are going direct, the run from Melbourne takes 1 3/4 to 2 hours. Aim to arrive about 12-ish. Turn right at the traffic lights in Castlemaine into Barker Street, towards Harcourt. Go through the main part of the town, under the railway bridge and past the 80 and 100kph signs. About 1 km past the 100kph sign, turn left into McManus Road. Number 72 is nearly a kilometre along on the right. Look for the drystone wall and Simon Says (sorry) he will put an Alvis sign outside.

There is a gas BBQ. Please bring food, including salads, drinks and glasses. And look forward to fine weather.

RICHARD TONKIN

ANNUAL GENERAL MEETING

The Club AGM will be held on FRIDAY 16th OCTOBER at 8.00pm.
Nominations for positions on the Committee should be lodged in writing, with the Secretary no later than 7 days
beforehand.

THE ANDY HANNAM TROPHY

Bob Graham braved a cold, damp Melbourne winter night to attend the August Club Meeting in the Green Machine. That courageous act takes Bob's total points to 12, two clear of Richard Tonkin (10 points) and John White (9 points). The last three eligible events will be the September and October Club Meetings and the run to Simon and Aileen Ramsay's ranch at Castlemaine on Sunday, 18th October. If you aren't going to make it this year, why not have a go in 1999 ?

RICHARD TONKIN.

Thirty members and spouses were present at the last club general meeting. It was a very lively occasion, brightened up by "Pies and Rough Red". **JOHN & KAY BALL** organised the Pies and the President, the rough red. The general meeting was kept fairly short but with such a large "house" present a lot of two bobs worths were added. Before the general meeting there had been a committee meeting which lasted for two hours but did result in several decisions being made. Sustenance for the 6 to 8 pm. time slot was provided by **IAN & PAT PARKINSON**. **JOHN WHITE** provided supper after the Pies. The whole lot cost each person who attended \$3.00. Well done everyone. Elsewhere in this Newsletter you will see a notice about cataloguing the spare parts that the club does hold. This will entail a lot of work by several people and we look forward to its completion. It will be good to know what is on the shelves. The recent death in violent circumstances, of **PETER BLACK** in Provence was mentioned and there is on the club notice board a reasonably full press report from the London "Sunday Times" of 21.6.98, of Peter's life and death. Nearer to home we heard that **GEOFF HOPKINS** has died. He was a stalwart member of our club for many years. An obituary has been prepared by **DAVID CALDWELL** and **ALISTER CANNON**. The death a couple of months ago of **BILL ALMENT** was also reported. Alister Cannon is also organising a club Sunday afternoon outing to sail on Port Phillip Bay on the "Alma Doeppel". The voyage is to be followed by lunch (back on terra firma). Unfortunately that event clashes with the VSCC Two Day Rally which, given the present spring weather, will prove very popular. On the 9th of August there was a combined lunch at "Marylands" in Marysville for members of the ACCV, Bristol Owners Club of Australia and Daimler Club. I believe there were about five Alvis families in attendance but the plans of some had been upset by a late change of date. **REX ROBERTS** is in the unusual position of not having a mobile 12/40. Major engine work is necessary. **DALE HANLEY'S** Speed 25 is receiving some mechanical attention but **BOB GRAHAM'S** Speed 20 is currently enjoying a good run - to such an extent that the poor little TB 14 is having little use. **DEAN PRANGLEY** seems to have overcome Speed 20 overheating problems and only little things are causing annoyance at the moment. The Editorial Speed 20 is presently minus head and sump after a top welsh plug gave way. No great damage was done but the opportunity is being taken of remedying a few facets of old age. (Car, that is, not man!) **DALE PARSELL** has recently had the head off because of valve troubles with the Firefly but now everything is back together and the Fly is Firing very Fast. **JOHN LANG** reports that he has had a reasonable contribution of photographs for the calendar that he is producing. A meeting is to be held soon to decide which ones to use. In the interests of democracy and for protection of backs, an outside umpire - one with impeccable motoring credentials - has been invited to attend. Our learned President drove "Mrs. Simpson" (Crested Eagle 6 light saloon) on the recent VSCC Frostbite Run. It must have been a bit like persuading a mermaid to ride a bicycle but it got there. Unfortunately he was the only competitor to complain of "hairpin" bends. Everyone else just thought it was a winding road! Welcome to **MARK BURNS** who has recently joined the club. He has acquired the ex **DES DONNAN'S** 12/50. It is good to have that car back in Victoria - and especially to find that it is already competing in VSCC events. We look forward to seeing Mark at the club meetings. Please take a good look at the full list of Alvis handbooks and spare parts lists which **ROY HENDERSON** has published in this N/L. There must be something there for just about everyone, so make sure that you have what you need.

ED

VALE - GEOFF. HOPKINS

Club members and friends were saddened by the recent death of Geoff. Hopkins after a long battle with cancer. He left behind a wide circle of friends and fellow enthusiasts often associated with Vintage and Thoroughbred cars involved with Motor Sport.

During the 1980's Si. Ramsay and Geoff. ran the popular Ramsay/Hopkins Sporting Car & Engineering Co. at Ringwood. Together they were responsible for some fine restoration work.

Tony Hannam, son of the erstwhile ACCV Treasurer, Andy Hannam, entrusted the family Firebird four seater tourer to Geoff. for a total mechanical and body restoration. This was nearly completed when illness caused the project to be curtailed.

Geoff's 1925 12/50 Special was also nearing completion and is another finely detailed restoration being built for competition.

Club members and friends extend their condolences to Sue Hopkins and their family circle in their recent loss.

DAVID CALDWELL & ALISTER CANNON



**ERIC NICHOLL RESTORED THIS
14.75 HP BEETLEBACK.
1992-1994**

*On the right. (#1-See text) As the car was bought
complete except for the clock.*



*#2. On the left. The stage of restoration that
Eric describes as "the pits".*

#3. Below. The new Triple S.U. setup.



*#4. Left. The new body, painted and ready to
be fitted.*

#5. Bottom left. The finished product.

Below. The man himself rests after his labours.

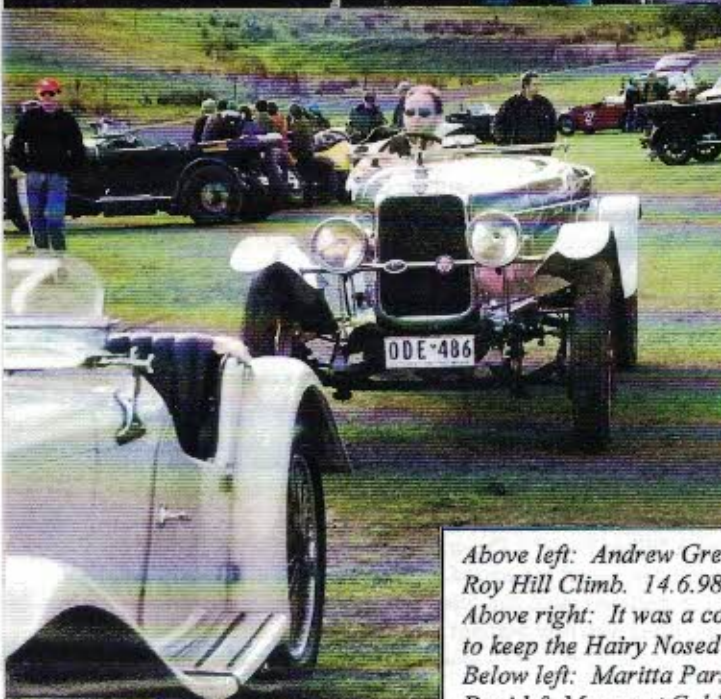
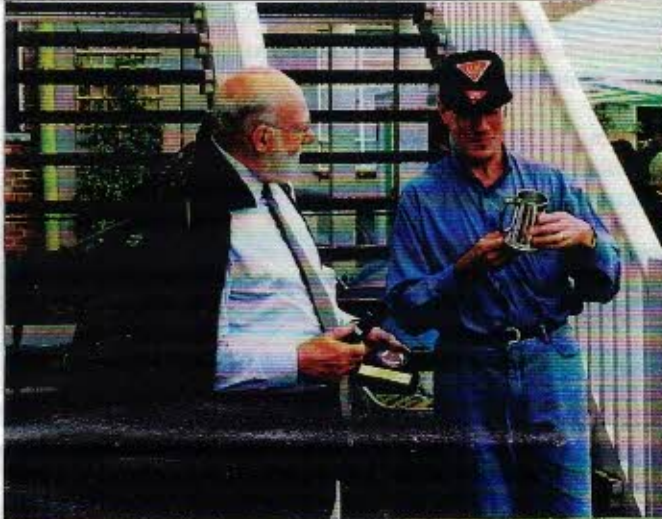


**INTERNATION ALVIS DAY
BROOKLANDS 14TH JUNE 1998**

Right: Alvis 10/30. Owned by the Company.

The oldest running Alvis in existence.

*Below: Norman Whitton, President AOC (left)
and Richard Tonkin, President ACCV, exchange
mementos.*



*Above left: Andrew Green. 12/50. Vintage Rob
Roy Hill Climb. 14.6.98.*

*Above right: It was a cold day. Steve Denner tries
to keep the Hairy Nosed Alvis warm.*

*Below left: Maritta Parsell on the starting line.
David & Margaret Caldwell's TA 14 in its new
livery - in a sylvan setting.*



One day in April 1992 I drove my 1926 Oakland out to Monbulk to our family doctor's surgery. One of the receptionists, named Judy, asked if I would be interested in buying an Alvis. When I said "yes", she told me that her father was Paul Conrad and the car was a 1928 14.75hp Beetleback. This didn't mean much to me because at that time, I had never seen one.

However a visit and inspection was arranged so off to Healesville I went to Paul's home and then on to his son's small farm nearby. I was introduced to the family and taken to an open sided shed and after removing lots of debris, discovered "The Alvis".

Well, except to the initiated, it was the saddest looking thing you have ever seen. The hood was a piece of canvas bag sewn onto the frame and extended to cover a large hole which had virtually been chopped out to accommodate two growing kids. Another piece of canvas was sewn over seat springs: that was the trim.

Everything and I mean everything, except the radiator and wheels had been brush painted blue. But the car was complete except for the speedo drive and time clock. There was a crank handle, but as Paul said, it had not run for 25 years, so I thought the engine might be solid, but it turned over on the handle, although with no compression. By now I had decided to buy it so money changed hands and it was mine.

With it came a log book showing that the first Australian owner was a Mrs. Sophia Farrow of Bon Beach in November 1932, then Mr. Thomas H. Roche of Bon Beach from 19th of March 1945, then it was owned by Mr. Morice Verdun of Thornbury from the 16th of September 1946, William George Hudson, of Albert Park, from 1st of July 1947. Then Ken Pengally of Bayswater (6th June 1950), until Paul Conrad of Montrose bought it on the 13th December 1954. Paul had it for approx 40 years and then sold it to me in 1992. The first Australian registration number was 142753, engine number 6775, chassis number was 6508. Body by "Carbodies" number 4050. Re-registered as GF 483 in 1945 but it was unregistered when I acquired it.

A friend of mine, David Couper came with me bringing a trailer and hand pump for the tyres. After a lot of effort, they all stayed up! Next we pushed it out of the shed, then Paul said he would like to drive it once more so we put some petrol in, tied it to a tractor and Paul and Pat, his wife, got in. Would you believe that after 25 years, it fired up and ran for 200 - 300 yards!

Then it was on to the trailer. I was told there were some spares. The original engine was unearthed, then the family started bringing extra road wheels plus quite a few other useful and unuseful parts they wanted rid of. Finally we were all loaded up and we headed for Upwey and home. Upon arrival we unloaded and thoroughly hosed the car inside and out. Then we took photos. *(See photo #1.)*

I was soon able to start stripping it down. The frame was pretty rotten so I lifted it off the chassis, set it upon trestles and started a complete new base on the chassis. Some parts were salvaged and are in the car. The new frame is Tasmanian Oak; half-inch ply was used for the floor, fire wall and bulk head, etc. The frame was completed off the chassis and new side panels fitted. The top panels were repaired and retained. Photo #2 is the "pits"; it gets better after this! The chassis and all old panels were chemically stripped. Then those components and the wheels were powder-coated. While this was being done the body shell was finished.

Around this time I made enquiries about the Alvis Car Club and met Geoff Hood, Alister Cannon, Richard Tonkin and many others who made me very welcome. At the end of this article, I will hopefully mention all the people who assisted me in various ways.

Back to work on the original engine (the engine fitted in the car was a "Silver Eagle".) The crank case was line bored to take metal bronze main bearing shells. Alloy rods were X-rayed by Ansett at Essendon, tested and passed. Bronze big end shells were fitted, all cam followers and rockers were stellite and resurfaced. A new rocker shaft was made and fitted. An aluminium fly wheel made and fitted and the clutch splines were re-made. The gear box was stripped, fitted with new bearings and re-assembled. The diff. was dealt with in the same way.

The carburation didn't look up to the job, so I manufactured a new manifold with extractors and fitted triple 1 3/8" SU. carburetors. *(See photo # 3.)* A full flow oil system was fitted. The magneto was rewound with a modern coil then magnetised, etc. The water pump was re-vaned and a new shaft made and fitted. The timing chain and clutch were replaced with new parts. All the steering joints were re-made at Village Engineering, Echuca. A new honeycomb radiator core came from "Vintage Radiators", England.

In the meantime, new tyres were fitted, the body painted, *(See photo #4.)* a new dashboard made and chrome plating re-furbished. Then it was all re-assembled and made to run. Finally, to the trimmers. ("Design Auto", Bayswater) who trimmed it fully in leather plus carpet throughout, with new hood and side curtains.

The day came when it was ready for the road, about two and a half years after the start. *(See photo. #5.)*

It has been on quite a few rallies and as Club members will know, it performs well and reliably.

The following people gave me assistance when it was needed and the help was much appreciated:

Geoff Hood (advice and castings, David Couper (wiring etc.), Terry Ingram, "Riverlec", Echuca (magneto), Peter Braven, Berwick (hood bows), "Nunawading Plating", "Design Auto Trimming", Joe Slater (machining), Tom Foreman, "Dandy Rebores" (engine reconditioning), "Village Engineering" Echuca(ball joints etc.). My thanks to all.

ERIC NICHOLL.

(The photos that this article mentions are on the left half of the centre-spread. Thanks Eric for not only doing it but writing about it as well! ED.)

MALAYSIAN MEMORIES

(In the March 1998 edition of "Asterisk", precursor of "ALVIC", a reminiscence by Henry Stonor was reprinted. Henry Stonor's article concerned ownership of Silver Eagle and TA 21 Alvises, in what is now Malaysia, thirty-odd years ago. That article evoked memories for David Caldwell who set an account to paper. Richard Tonkin has prepared a precis of what David wrote and typed it out. The first part of that precis appears on this page. The final episode will appear in the next issue of "ALVIC". My thanks to David and to Richard. Read on.....! ED.)

Henry Stonor's article in "Asterisk", March, 1998, brought memories flooding back. At the very end of the piece, Henry says that his buying a Speed 20, 2 years after selling his unreliable 3 Litre, restored his faith in the marque. That Speed 20 is the focus of my tale.

In 1970, my family and I were in Malaysia, where I was working for the Australian Department of Works as an architect. In my travels in the country, I had noticed many older cars, in good order. On the lookout for an Alvis, I heard of a Speed 20, known as the "Boiler-plate Special." Because the tropical humidity caused timber coachwork to rot fairly quickly and leather upholstery to be devoured by tiny insects, the body, so the story went, had been removed and replaced with a superstructure made of boiler plate. Despite my interest in the car, it was sold to a plantation manager, Henry Stonor. Although disappointed at the time, in hindsight, I'm not sorry I failed to buy it as, having junked the "body", I'd have been left with a driveable chassis only, and the problem of building a body from scratch.

Some months after this episode, I went to the 1971 Singapore Grand Prix (Formula 2, as all the Asian Grands Prix were in the 70s). Henry Stonor was in the Vintage Race (handicap), driving his Speed 20 DHC, which he had bought from Marianne Robinson on her return to England. There was no trace of any "Boiler-plate Special" about this car, nor any mention of a major re-work, such as re-bodying it, in the Malaysian & Singapore Vintage Car Register Bulletin. So I was left to wonder whether Henry had bought it to save it or for a later rebuild, or whether the "Boiler-plate Special" had never existed. I still don't know.

With the disappointment of losing the chase for the Speed 20, I decided to aim higher. Alan East, an Alvist in the RAF, sent me an ad. for a Speed 25, asking 275 pounds - location Dorset. I wrote to the owner, offering him the asked price, providing he drove it up to Cheltenham, where Alan was then living, for him to inspect and approve. Otherwise, my offer was 200 pounds, sight unseen. The owner replied that, due to the high cost of petrol (it was then the Fuel Crisis), he could not drive it to Cheltenham and would accept 200 pounds.

I sent off the Bank Draft post-haste, but a 6 week postal strike in the U.K. meant it languished in some mail exchange for that time. Eventually, the car was shipped, the voyage taking about another 6 weeks. We went down to the dock and watched the unloading of the car. But we were unable to take delivery as the customs clearance allowing the car in duty-free had not come back from Kuala Lumpur, a process which took about a further 6 weeks.

Eventually, the permit came through and we were able to collect the car from the bond store. No demand for demurrage, which by then had amounted to M\$12,000, was made. I'm not sure how we got it home to Tanjong Bungah, a distance of about 5 miles. I think we towed it. Finally, it stood in our car port under the concrete terrace and restoration could begin of the car which the engine plate revealed was an SA 25.63, 3 1/2 litre and not a Speed 25. But that is another story....

DAVID CALDWELL.

SPARE A THOUGHT

As time slips by it is easy for Alvis car owners to forget the task of building a up a small supply of spares suited to their vehicle.

I put forward the suggestion that each car owner purchases a Spares Book reprint, (Royboys), and keeps it in the glovebox where detailed notes on spares can be written without defacing the original Alvis publication. Components such as distributors - caps, rotor buttons, drive gears, etc., are getting increasingly difficult to track down and purchase. Have you spare ones?

Gasket sets could be on hand - head, inlet, exhaust manifold sets. Exhaust flange gaskets, especially for Three Litre cars. Water pump kits and bearings. Replacement oil pumps, (new or rebuilt). Generator and starter motor brushes. Vacuum advance suction units to suit the car's distributor. These are hard to find new, and therefore expensive.

.....So Spare - A - Thought!

Why not contact your particular Spares Co-Ordinator now?

ALISTER CANNON.

MANUALS & SPARES CATALOGUES

AUGUST 1993

		B.T.H. Magneto CE 4, CE 6, CE 8, Instruction Book.		Incl. P&P	\$5
		Carburettors- Solex BF Side-draft.		" "	\$5
		" 26 AIC, FAI, Downdraft.		" "	\$1.50
		" 'Your Carburettor' Operation.		" "	\$1.50
		Lockheed Hydraulic Brakes ('52) Servicing. Marles Steering Gear (462)		(L-95)	\$2.95
		Motor Trader Service Data= 12/70, Sp.25 & 4.3, TA & TB 21, TD 21		(M-21)	\$1.50
					\$3
	12/40	TC, SA, 12/50 SA, SB, Combined Manual & Spares Cat.			\$20
	12/50	TE, TF, Spares Catalogue.			\$15
	12/50	TE, TF, Instruction Manual.			\$20
	14/75	TA, (Incl. 12/50 TG, TH, SD,) Instruction Manual.			\$20
	14/75	(Incl. 16.95 S.Eagle Chassis, Silencer, Steering) Spares Cat.			\$15
	F.W.D.	FA, FB, FD, PE. Instruction Manual.			\$20
	'Fire-Fly Twelve'	Instruction Manual.			\$20
	'Fire-Bird' 13.22 SB 12/70	Instruction Manual.			\$20
	Silver Eagle 'Sixteen' (16.95)	Running & Maintenance Manual.			\$20
	" " TA 16.95	Instruction Manual.			\$20
	" " TD, SD, SE, (16.95)	Standard & Sports, Instn. Manual			\$20
	" " TD 19.82 TB, TC,	Spares Catalogue.			\$12.50
	" " SG 16.95 'Sixteen'	Spares Catalogue.			\$15
	'Speed 20'	Instruction Manual.			\$20
	" SA 19.82	Spares Catalogue.			\$15
	" SB 19.82	Spares Catalogue.			\$15
	" SC 19.82	Instruction Manual.			\$20
	'3 1/2 Litre' SA 25.63	Spares Catalogue.			\$15
	'Speed 25' SB 25.63 (Incl. SC Supp.t)	Spares Catalogue.			\$15
	'Silver Crest' 16.95, 19.82	Instruction Manual.			\$25
	" TF 16.95	Spares Catalogue.			\$15
	'Crested Eagle' TF, & TG,	Spares Catalogue.			\$15
	12/70 13.22	Instruction Manual.			\$20
	" SB 13.22	Spares Manual.			\$12.50
	'4.3' 31.48	Instruction Manual.			\$25
	" SA 31.48	Spares Catalogue.			\$15
	TA 14 'Fourteen'	Instruction Manual.			\$20
	" "	Spares Catalogue.			\$15
	'3 Litre' TA 21, TC 21,	Instruction Manual.			\$20
	" TA 21, TC 21, TC 21/100	Spares Catalogue.			\$20
	" TD 21	Instruction Manual.			\$30
	" TD 21 (Series 2), TE 21	Spares Catalogue.			\$35

All of these are available from "ROYBOOKS"
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 Enquiries: Tel. 03 9704 7549

CARS & PARTS FOR SALE AND WANTED

THE CLUB CARRIES A 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. See full listing elsewhere in this issue.

PRIVATEERS:

WANTED URGENTLY. Valve spring top (the cap that retains the spring) for Firefly Probably a Speed 20 one is the same. Also, information concerning differentials, 12/50 (non sub-frame) crank-case and gear box top. Derek Dixon. New Zealand. 0011 64 631 5957

SPARE PARTS CATALOGUE

The Presidential TA 21 Drophead recently suffered an attack of enuresis and needed a new manifold between the bottom radiator hose and the engine block. I rang **John Ball**, the 3 litre Sparesperson. "I think there may be one in the spares room at the Clubrooms," John said. "As you walk in the door, look on the right, near the back wall.

Well, it's about an hour's drive from the Presidential Palace to the Clubrooms in Malvern, with no guarantee that the wanted part will be there or, if it is, that I will be able to find it. If John isn't sure whether we have the part, what about the rest of our Members - how are they supposed to know?

At the Committee Meeting in August, it was decided to produce a **SPARES CATALOGUE**, listing all the Vintage, PVT and Post War spares held by the Club. The Catalogue will be prepared by the relevant Sparespersons, assisted by other knowledgeable Members. **Geoff Hood**, assisted by **Dale Parsell**, will do Vintage, **Austin Tope**, also helped by **Dale**, will do PVT, **Bob Graham**, with **David Caldwell** and **John White** will cover TA (and, of course, TB)14 while **John Ball**, ably assisted by **Alister Cannon** and **John White**, will look after 3 litre spares.

I understand that **John Ball** and **Alister Cannon** plan to start work on the 3 litres spares on the afternoon of the Club Meeting in September. The idea is to have the Catalogue ready before the end of the year, for distribution to all Members early in the New Year. I believe that this will provide a valuable service to Members and it will enable fresh supplies of parts to be obtained as needed - The Drophead may even get His waterworks fixed and get back on the road!

RICHARD TONKIN

**** NEW ADVERTISING REQUIREMENTS *** FOR PRIVATE SALE OF USED CARS**

From 1 July 1998 advertisements for the private sale of used motor cars which are published in newspapers and specialist magazines will be required to contain the following information -

- 1) the cash price of the motor car
- 2) if the motor car is registered, the registration number, and
- 3) if the motor car is unregistered, the engine number of the vehicle.

The purpose of the new advertising requirements is to promote fair trading practices in the private market. They will protect private buyers by providing them with essential basic information about the motor car which is being offered for sale and will assist the Office in the prosecution of unlicensed traders. These requirements are set out in regulation 22(4) of the Motor Car Traders Regulations 1998.

For further information please contact: The Inquiries Desk of the Office of Fair Trading and Business Affairs on 9627 6001 (metropolitan Melbourne,), or toll free on 1800 678 329 (country Victoria).

OCTOBER NEWSLETTER

COPY DEADLINE

WEDNESDAY

30th SEPTEMBER 1998



Alister Cannon



Marcia Barber



Bill Barber

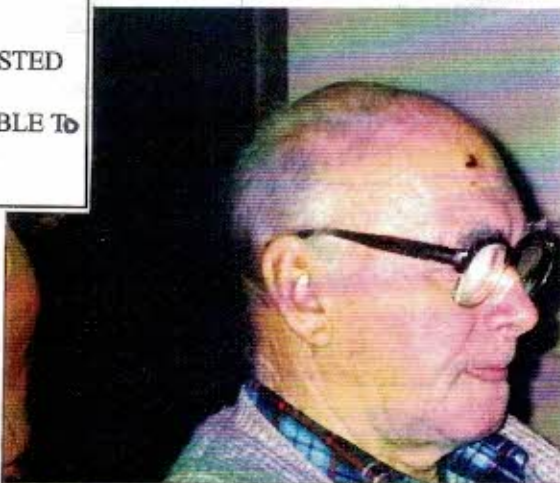
ROGUES GALLERY.
DISTANT MEMBERS MAY BE INTERESTED
MUG SHOTS.
IT IS SOMETIMES HELPFUL TO BE ABLE TO
PUT FACES TO NAMES.



Frances McDougall



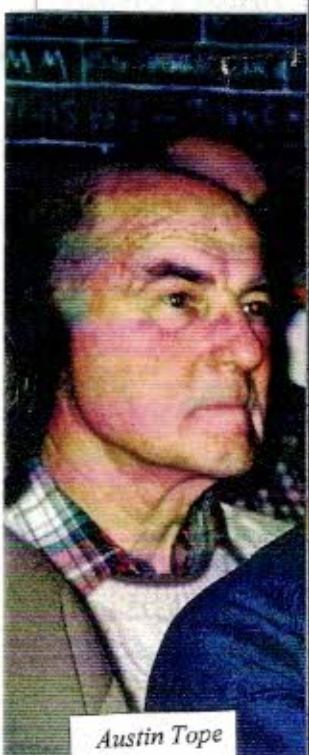
Dale Parsell



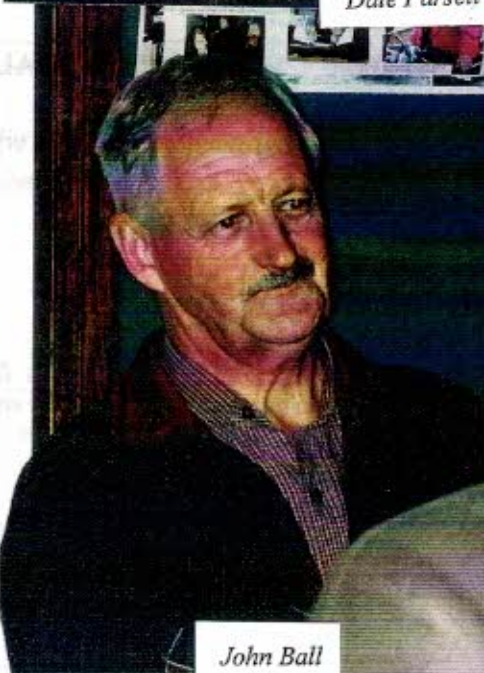
John White



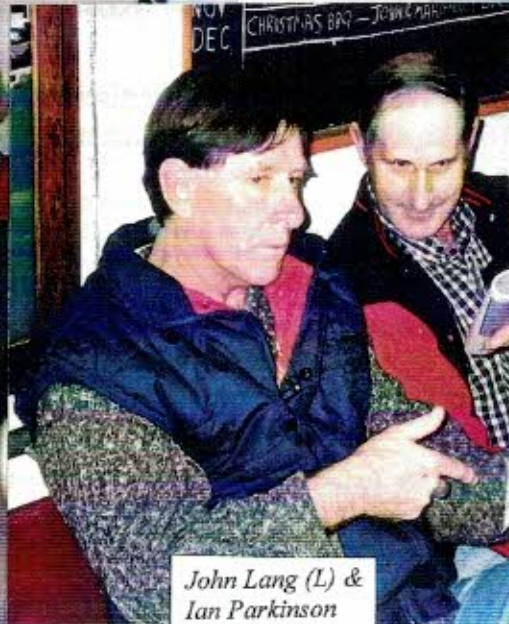
Richard Tonkin



Austin Tope



John Ball



John Lang (L) & Ian Parkinson