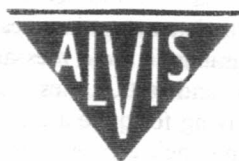


# THE ALVIS CAR CLUB OF VICTORIA (Inc)

A0017202F



VOLUME 42

## NEWSLETTER

NOVEMBER 2003

### ISSUE 10

#### PRESIDENT

John Hetherington  
71 Hawkins St,  
Shepparton,  
Vic 3630  
Tel 03 58216 422  
Fax 03 5831 1586  
jfh@mcmmedia.com.au

#### VICE PRESIDENT

Andrew McDougall  
424 Wellington St,  
Clifton Hill,  
Vic 3068  
Tel 03 9486 4221  
macily@tenex.com.au

#### SECRETARY

Dale Parsell  
14 Symons Rd,  
Avonsleigh,  
Vic 3782  
Tel 03 5968 5170  
dparcell@ozemail.com.au

#### TREASURER & PUBLIC OFFICER

Ian Parkinson,  
38 Nobelius St,  
Emerald,  
Vic 3782  
Tel/fax 03 5968 2927  
inpparky@outeast.cyberspace.net.au

#### CLUB CAPTAIN

Alan McKinnon,  
195 Lower Heidelberg Rd,  
Ivanhoe,  
Vic 3079  
Tel 03 9497 3414  
alan@antiquetyres.com.au

#### NEWSLETTER EDITOR & DISTRIBUTION

John Lang  
P.O.Box 129,  
Gisborne,  
Vic 3437  
Tel/fax 03 5426 2256  
jdmelang@netcon.net.au

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8. Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

### SUPPER—the NEWELLS

Nov 21 General Meeting

#### The November 23 "Total Anakie Run"

The November club run will explore the Brisbane Ranges to the north of Geelong. An 85km route has been selected to take in the best of the sealed roads in the area. It traverses secluded scenic rolling country roads and includes one short but steep ascent that will cause many to use first gear. We will finish near Anakie for a 1pm Italian menu lunch at a new winery with an outstanding location and ambience.

The general meeting point will be at the **Melton Reservoir Picnic Ground at 10:30am**. This is just west of the dam wall. Enter from Exford Road near the Eynesbury Rd intersection (Just off the bottom of Melways Map 116 – refer Key Map at the front of your Melways). Call Bob & Lesley on 0408 778 883 if lost! Note that there are no petrol stations on the route.

For those coming from Melbourne, to go in convoy meet at the **West Gate Bridge Shell Service Station car park for a 9:45 departure**. Route instructions that avoid much of the Western Highway will be provided.

**Bring a thermos of tea/coffee. Suitable sustenance will be provided at Melton Reservoir.**

RSVP: Bob & Lesley Northey on 9528 6767 by 21/11/03 (for winery restaurant reservations).

Dec 7 Christmas Party  
(details inside)

Jan 16 2004

Opening BBQ on the banks of the Yarra.  
Details in December newsletter

#### SPARES REGISTRAR , 3 LITRE SPARES & Committee

Bob Northey,  
2 Orrong Rd,  
Elsternwick,  
Vic 3185  
Tel 03 9528 6767  
rnorthey@melbpc.org.au

#### TA14 SPARES & Committee

John White  
30 Lyndhurst Cres,  
Box Hill,  
Vic 3129  
Tel 03 9890 7066

#### PVT SPARES & Committee

Eric Nicholl,  
17 Ternes Rd,  
Upwey,  
Vic 3158  
Tel 03 9754 5412

#### VINTAGE SPARES

Geoff Hood,  
37 Thomas St,  
E.Doncaster  
Vic 3109  
Tel 03 9842 2181

#### LIBRARIAN & Committee

Frances McDougall,  
424 Wellington St,  
Clifton Hill,  
Vic 3068  
Tel 03 9486 4221  
macily@tenex.com.au

#### COMMITTEE PERSONS

Richard Tonkin,  
P.O.Box 280,  
Greensborough,  
Vic 3088  
Tel 03 9710 1465  
rtonkin@eisa.net.au

Chester McKaige,  
129 Tucker Rd,  
Bentleigh,  
Vic 3204

# **ALVELOCITY**

Thanks to the VP for filling in last month whilst Margaret and I were away in England and Ireland. We enjoyed our "hire-a-car-and-B&B-around-Ireland. We were blessed with excellent weather so the sightseeing was good. So much early and WW II transatlantic aviation involved Shannon that we went to the airport but found not a mention of anything historic. Just a modern busy regional airport. But on the nearby Connemara coast we did see where Alcock and Brown landed after the very first transatlantic flight - in a Vickers Vimy - and lost their undercarriage in a peat bog! Near to that is the tumbledown remains of a shed from which Giovanni Marconi sent his first transatlantic radio message. No much to report on the motoring scene. We expected to find quaint little lanes blocked by donkeys and carts. Lanes, yes. Quaint, yes. Blocked, yes. But by Daewoos, not donkeys. Soon after returning I had the pleasure of driving for quite a distance, the newly acquired TE 21 of Richard Tonkin. Richard and Pauline are among those families who name their cars and this one has been named "Claudia". I assume it is after the Roman Emperor Claudius who obtained fame by invading England and notoriety by marrying his niece who subsequently murdered him. I suppose such gross family dysfunction appeals to one who specializes in family law. Never mind the name. What about the car? It presents beautifully. The interior has a lovely patina and the seats are comfortable in the leather armchair idiom. There is a radio which works and a heater which does also. It has a clock which keeps time but then so does my 12/50. The doors are huge which means when they are open, they are very long. As John Mitchell will attest, that means that when one swings open while the car is sideways on a fork-lift, the moment is sufficient to bring the whole thing tumbling down. In everyday terms though, the problem is steep gutters. They cause the lower outer corner of the door to dig into the pavement before the door is open widely enough. Come to think of it, there seem to be more steep gutters in Oz than in UK. The car drives well. The suspension is tight and rattle free. It tracks straight and the steering is responsive and light when travelling in a straight line. There is oodles of power and good torque, making third gear (in the 5 speed ZF box) an absolute delight for overtaking. And the gear change is delightful. Early in the drive I asked Richard if it was OK to exceed 3000 rpm because at around that point engine noise was definitely rising. I was given the all clear (there is no red line on the tacho) but after several miles Richard pointed out that I had never used more than 3000 revs. anyway, even while enjoying third gear. There is no power steering but even at parking speeds that is not a problem; certainly not for one with 12/50 arm muscles. Handling is something else. Massive understeer and when the grubby bits underneath do finally answer the helm the body lean is acute and you suddenly realize, especially as a passenger, that the seat you thought was comfortable is giving you as much support as a milking stool. I thoroughly enjoyed the car and reckon it is a great addition to the "Victorian fleet". Congratulations, Richard and thank you. Upon reflection afterwards I realized that the car was manufactured 39 years ago, near the end of a spell which started 82 years ago with the 10/30. I have a 12/50 made 77 years ago and we all have access to cars of today. In round terms we can look at an 80 year old, a 40 year old and a new-born. What of progress? Enormous progress was made during the first 40 years; driving one after the other can hardly be recognized as the same activity. But between the uppercrust car of 40 years ago and today's offering there is little sensory difference and little truly usable power difference. Safety, handling and economy/efficiency have all improved but character has been lost. If we cleared off the roads all Daewoos, Hyundais and Kenworths the cars of 40 years ago would be safe enough; there would be enough petrol for them and a decent set of Konis each would prop them up nicely for only a moderate sum. How's that for lateral thinking.....?

JOHN HETHERINGTON

## EVENTS CALENDAR 2004

The Committee has decided to change the emphasis of Club Monthly Motoring Outings. Instead of the Club Captain or a member endeavouring to find a venue every month we are going to look at what events are being held by other clubs and arrange a ACCV outing to attend that. Commonly the "other club" will be the VSCC in which case ACCV members can support other members competing and/or just attend. On the way to the event we can have a common meeting place and perhaps a navigational challenge to get to our destination. In other words we will be substituting as a destination for our run something of interest which another club has created rather than a venue of our own from an increasingly shorter list. There will be other car clubs with whom we can join as we have been doing in the past and once or twice a year we will organize a Sunday outing to which we invite such clubs. Examples of what we intend are as follows: Philip Island Historic Races Feb 28 - 29th. Edington Sprints ? March 21st. Winton Historic Races 29 - 30th May. Vintage Rob Roy Hill Climb in June. In past years many of our members have tended to go to some or all of these events as spectators and now we are suggesting that such random attendances be sort of formalized. It is most important that, as Club members we continue to meet in the Club Rooms and also on the road. Hopefully this is a way to help achieve that. But if anyone has a bright idea for a purely ACCV event please PUT YOUR HAND UP! And please keep an eye on the Newsletter. The Queen's Birthday Country Weekend Away is on again and don't forget that the Annual Lunch & Trophy Presentation will be in July, so another short year, but then it stays in July.

PREZ



## VALE BILL BARBER

Bill died on 13/10/03 at the ripe young age of 73. He had been very ill for the last couple of years but he would not have had those two years had he not put up such a monumental fight against the disease which finally took its toll. With the tireless loving help of Marcia much was achieved at the end of Bill's life that was far beyond merely fighting illness. He travelled. He read. He laughed. He made us laugh. He found the energy and optimism to encourage others. Bill lived. He always had a wonderful way with words, spoken and written. The "Age" crossword was solved frequently in twenty

minutes and many an editor, especially of a motoring newsletter, would regard a contribution from Bill with absolute delight.

It was not so much that he told a lot of jokes, which he did - but essentially he was a warm funny and well informed conversationalist; the pearls would come in an irregular stream with the bon mot at the end sometimes being delayed by a microsecond - just to keep you attentive and guessing!

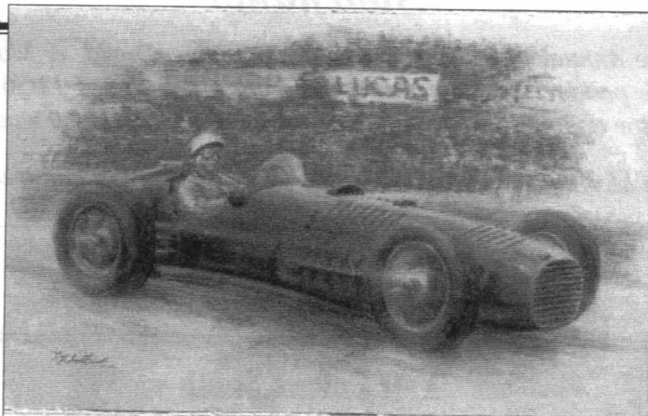
His Alvis 12/50 which he drove for many years as "his every other day car" was much loved by Bill, as was the turn of phrase by those who heard it. His father, he reported, had "an Austin Heavy 12 which was and a Swift which wasn't". Bill's working life was as a pharmacist and he joined with gusto into the community life of Emerald, where the business was and with similar enthusiasm into the vintage motoring to be had with the Vintage Sports Car Club of Victoria and the Alvis Car Club of Victoria.

I never had the pleasure of motoring with Bill - one of life's losses, I guess. But the stories of what happened amongst driver, navigator, control marshal and scrutineer would fill a book. As well he found time to share with Marcia a family of four. He was a Freemason who, we are told, not only attended but was a leader.

In retirement Bill went to live on the coast at Somers. There he maintained all his old interests as well as finding new friends both in and outside Probus. That he was popular and held in high esteem by friends and colleagues in all of the different streams of his life was brought home by the large crowd which attended the funeral held in a little country church on a glorious spring day filled with sunshine, on 17th October. Just the sort of day that all of us, especially Bill, would have preferred to have spent driving an open car and reminiscing about something - anything.

Members of the Alvis Car Club of Victoria extend their condolences to Marcia, Ian, Anne, Stuart and David.

John Hetherington.



Somers.

Dear John,  
Please thank all the members of the Alvis car club for their wonderful support during the very sad time with the passing of my dear Bill. Also to the members who come in their Alvis cars, just great. Kind regards  
Marcia

# Smile a While?

A blonde calls her boyfriend and says, "Please come over here and help me... I have a killer jigsaw puzzle, and I can't figure out how to get it started."

Her boyfriend asks, "What is it supposed to be when it's finished?"  
The blonde says, "According to the picture on the box, it's a rooster."

Her boyfriend decides to go over and help with the puzzle. She lets him in and shows him where she has the puzzle spread all over the table. He studies the pieces for a moment, then looks at the box, then turns to her and says,

"First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster."

He held her hand and said, "Second, I'd advise you to relax. Let's have a cup of coffee, then ....." he sighed, "let's put all the Corn Flakes back in the box."

## **Noteworthy!**

*Bob Northey noted that outside the clubrooms at the October meeting, there was a representative car from every decade that Alvis made cars!*

## **Addendum**

*Missing from the report on the Annual Luncheon, and with apologies, David & Moira Wischer were asked to pick the best presented Alvis in the paddock at Healesville and from a handful of 12/50s, a Silver Eagle, two TA14s, a TA21, a Firefly, a 12/50 radiator and a SP25, Alan & Noeline McKinnon's 12/50 was chosen.*

*David Wischer presented Alan McKinnon with an Alvis tie that he had owned and treasured for many years.*

## **Vale Colleen Smith**

It was with sadness that the South Australian "Alvis Community" note the death of Colleen on the 15<sup>th</sup> August.

Frank married Colleen in 1957 and till their retirement she worked tirelessly with him coping with all the paperwork involved in running their business. Whilst never enjoying the best of health, she was unfailingly cheerful and a wonderful impromptu hostess always ready to provide a morning or afternoon tea.

Our sympathies go to Frank, their daughter Merrienne, sister Norma and to her mother Daisy.

Frank as many of you would know is the owner of the ex Ron Bloyd Speed 25

Don Bosanquet

# Filling Up With Petrol on no Particular Day

Goodbye, can weese have a gander at yah car mate?

"Hey, check out the rabbit on the radiator. Its got a scarf round its neck".

"Its not a rabbit it's a hare (extracting oneself out of the car)

What's the diff?

"Well for a start its from the genus lepus whereas a rabbit is from the family Leporidae.

Secondly it has tawny fur, long ears, short tail, and hind legs longer than the forelegs as you can see (looking at the mascot).....a rabbit is slightly different".

Kinda looks a bit grumpy.

I guess you would too if your arse was sitting on top of a hot radiator all day.

Is that stainless steel (putting grubby fingers all over the bonnet)?

No, it is made of aluminum or if your American aluminum (undoing bonnet strap and lifting bonnet)

Geez, got no bog in it then eh!

No, what you see is what you get. Don't touch the exhaust

Shit, (touches the exhaust pipe and

Hey, is that the f

Many e

That the

Yes the

What do

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Yes, some

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A ducksba

Funny lool

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Well, we can s

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No that is the n

in hot pursuit)

Oh yeah, when

In 1923 in Engl

Pommy is it, wh

As much as som

"You want three

## No thanks

You got Fly-Buys

No says I

Nice car mate

## Thanks says I (p

Thinks I'll stick to

That's not a bad id

Can I give it a cran

No thanks I have a

Starts alright then

Yes, it's a reliable c

Yeah have fun. Hey

duck down the othe

.....cut here.....

Please send me .....copies of the 2004 Alvis Calendar at \$22 each, postage paid. I enclose my remittance payable to the ACCV for \$.....

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**ALVIS CALENDAR**  
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12 Colour Pages with an accent on 80 years of the  
 12/50.

**A MUST FOR THE WORKSHOP OR THE  
 TOILET DOOR**

**\$22 each, postage paid**

Ron Wilson was approached some time ago to write of his and other's exploits in Alvis sporting circles and this is one of those epistles that make very enjoyable reading. However before you get to read of those exploits I must comment on the method of submission. My normal acceptance of articles for publication is of course by the acceptance of a note of suitable denomination to grease my palm. On this occasion the note consisted of an appeal to my sympathies along the lines that the article took four days to type, two and a half reams of paper, ten corrector tapes and two tubes of Voltarin to ease the arthritis. So there goes my beer money for this month!

Thanks Ron.....ed

## ALVISTORY

I purchased "Albert" in 1968, arguably the best 12/50 ever, and after a full overhaul hit the road determined to take on all the competitive events that were available and of course slaughter the opposition. After all a smattering on Rallies over a few years on and mostly off, forestry tracks had given me some experience and had taught me two important things. The first was to have a good reliable vehicle and the second was to have an equally reliable navigator.

Now I had the car all set to go, so I scanned the Clubs for a first class navigator. I selected a likely looking volunteer and entered the VSCC Alpine Rally which wound its way from Healesville via Omeo to the finish at Bright. And that's a long and tiring trip which requires a deal of concentration. I was shattered when the Control Official said "Where are all the answers to the route questions?"

A few weeks later I had a different volunteer in the left hand seat on a Day Trial, but he bailed out looking a whiter shade of pale at the lunch stop ( 2 hours late) and I have never sighted him again. Then a very good friend of mine said "I'll give it a go" and off we went on the VSCC 2 Day Rally. My navigator was fascinated by the bed in our overnight Motel in Ballarat which had a coin in the slot massager built in. I think it affected his sense of direction for we never figured in the results.

I tried 4 or 5 more who were willing and did their best to point us in the correct path but success was not within our grasp. Then enter "The Fruit Cake" who while on a Club Night Trial in pitch darkness, miles away from anywhere, differed strongly when I didn't accept his directions. I did my best to explain but he stacked on a "wobbly" and emphasised his objection by throwing all the maps, route directions, clipboard etc out of the car. After walking back with a torch picking up all the gear from towering blackberry bushes, I decided to have a spell from competition. (The name of the Fruit Cake will be divulged upon payment of a small fee to protect the innocent).

I then got involved with "Albert" over in the Land of the Long White Shroud and National Rallies and Tasmania Trips but little competition until I got my hands on THE FIREFLY. Now "Albert" was a terrific Alvis and I was sad to see it go but the Firefly was a car I had always admired. A general overhaul and a change to the gear ratios and I was ready to hit the road again and this time take out a few trophies. But the passenger seat was still empty until I thought of my good friend Rob Graham. Reliable, steady, and engineer by profession and with enough of the ready to share expenses. He could fold a map properly ... a very important adjunct.... was proficient with a calculator and slide rule .... what more could one want.

Our first go as a team was on a 2 day rally overnight at Castlemaine and we finished in the top ten.... very encouraging!. So we entered the next 2 Day Rally in 1987 and some 2 hours after the start found us floundering around sand roads in the Deans Marsh area looking for a Control. It was fairly difficult but we climbed up a short steep hill and there it was. The only thing wrong was that there was half a dozen other competitors cars facing us. "You have W.D'd, you congenial idiot and lost us 100 points" I said in a mild roar. Then the Control Official walked over to check us in and said "Thank heavens someone has come in the right way!" Rob showed great control by not saying a word but just pointing to the sky with a finger. We were overnight in Warnambool and it was a pretty hard and fast Rally and we were overjoyed to get the results and to see that we had won it outright as well as 1st PVT with a loss of only 16 points. Buoyed by this success we entered the next year 1988 and after a very long Rally with the overnight in Hamilton, we were very happy to again get 1st PVT. This result was all the more acceptable since we had come upon a bike race on a back road and everyone knows they own the road. It's amazing how many times you come on bike riders when you are trying to make up time in an event.

1989 saw us again trying hard in the 2 Day Rally with an overnight in Shepparton, but the weekend was spoilt by an overflow of hard to find answers to too many questions. 1992 saw us on another Alpine Trial and this was a real Trial for it was by far the longest and toughest of all. Starting from Albury-overnight in Adaminiby and finishing in Gundagai. That was a long way to get there and even longer to get home, but it was very enjoyable and the only sour note was when we found some local lowlife in Adaminiby had stolen all the mascots from the radiators. The Firefly went superbly and didn't miss a beat.

The next year we were on a 2 day rally again which this time was held in the Latrobe Valley but we failed to score. The 2 Day Rally for 1992 was centred around the fruit growing areas of Kyabram and Merrigum with the overnight stop in Echuca. It had rained heavily for the week previous and a cloudburst on the Saturday night forced the organisers to cancel one section and reroute some others. There was water lying everywhere and it was impossible to pull off the roads, so it became a pressing problem when the call of nature had to be answered. Things were getting rather acute when in the distance we saw a church high and dry on small rise next to the road. Not a soul was in sight so Rob and I shot around the back and Ah..... what bliss!! On returning to the Firefly we were amazed

to see four other competing cars pulled up with the navigators searching around the church for clues to a question We tried to explain why we had stopped there and that the church had nothing to do with the rally, but they wouldn't believe us, so we left them to it.

We had a rest in 1993, but the next year we competed again in the 2 Day Rally which was centred around and in the Otway Ranges. All dirt roads with great scenery. On the Sunday morning we found that the field had been divided into two parts for one mountainous section, with half driving down and the other half driving up but on the same road at the same time. Very hair raising stuff, as we found out on a very acute bend. As we were ascending, Jack Mayes in the hot Essex was descending and that was where we met. But we took it in our stride after the shock wore off. A few days later we were overjoyed to find that we had taken out .... 1st PVT. Then it was on to another Alpine Trial with a long haul from Healesville via Omeo into Bright then up Mt Buffalo to finish the first days run. Down the mountain on the Sunday to finish at Bonnie Doon where we were really pleased to find we had taken out 1st PVT. This was surprising as on one stage we lost the plot and we found ourselves driving along a dry creek bed but we must have made up the time after that.

The total results over the 10 years of competitive were far more than we had hoped for, for the VSCC Alex Bryce Memorial 2 day rallies are no pushover as you are up against faster cars with heaps of extra litres as well as the cunning of the organisers. And that goes for the Alpine Trials with the exception that the Alpines cover loads more kilometers and with both, you enjoy wonderful scenery with great companionship. We would have liked to have kept going but enforced retirement was closing in but we had a ball and did remarkably well. The Firefly was a great car that gave absolutely no trouble and Rob Graham an ace navigator who didn't give much trouble either although occasionally I had to pick a few pieces of finger nail from the top of the passenger door.

So if your Alvis is 100% reliable, then enter the competitive rallies while there is still time, because that's a precious commodity that runs out far too quickly. Of course you will have to find an excellent navigator so search around. There just may be another Rob Graham out there, but I don't rate your chances.

Ron Wilson



## CHRISTMAS PARTY SUNDAY 7th DECEMBER BRIMBANK PARK (Melways 14 K9)



BYO everything for BBQ or picnic (gas BBQs on site)

There will be someone on site from about 9.00am to reserve a suitable spot.

Come and make a day of it!

If you have trouble locating the Alvis contingent, ring John Hetherington on 0419 319339  
or Bob Northey 0408 778 883

## MACEDON RANGES GRAND TOUR

SATURDAY 7th February 2004

There are presently about 7 cars entered. Would like at least 10 to maximise our presence as "Featured Marque." Please give it some thought, it will be a most enjoyable day. Contact John Lang (03)5426 2256 or [jdmelang@netcon.net.au](mailto:jdmelang@netcon.net.au) or view the Macedon Ranges Grand Tour website [mrgt.com.au](http://mrgt.com.au)

## PARTS FOR 3 LITRE CARS

It was good to see Gharre Dalliston from Queensland, at the last meeting. Gharre is restoring a 3 litre car and provides the following information for 3 litre owners:

FUEL PUMP KIT  
TA21-TD21 SERIES 2  
PERKINS 6354 DIESEL  
KIT # ULPR 0004  
NO LINKAGE KIT  
COMPLETE PUMP COSTS  
AROUND \$130  
PARALLEL HOLES 2 BOLTS

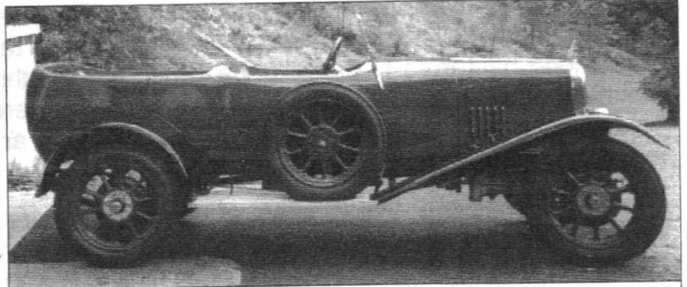
FRONT SHOCK ABSORBERS  
HOLDEN RODEO  
PART # Monroe gas 15-0329

REAR SPRING SHACKLE  
BUSHES  
FORD FALCON  
(Shorten to suit spring eye)  
Part # NOLTEC N71440 (47038  
SPF135k)

# SWAP, BEG, BORROW or STEAL

## FOR SALE:

1926 12/50 TE. Chassis # 4229, engine # 4583. The car has been extensively restored from a basket case. Engine rebuild completed by Wilson Engine Reconditioners. Starter & generator overhauled. New radiator core. Clutch relined. Gearbox inspected and cleaned. Windscreen, sidelights, instruments etc renicked. Chassis straightened & repaired. New front brake cables. Wheels stripped, repainted & new tyres fitted. New aluminium body constructed to Cross & Ellis, 4 seater, narrow bodied sports tourer configuration and painted. Seats constructed. New kangaroo hide to seats & side trims, new carpet. New wiring. Needs new hood. Bows from another car—not fitted.



Price \$AD55,000 Contact Des Donnan (07) 5445 9981, fax (07) 5478 8375 .  
See website [www.alvis1250.com](http://www.alvis1250.com)

## FOR FREE:

TA14 back axle complete with differential, half shafts & brake backing plates. Wrapped in plastic & stored outside. If no takers, it will end up at the tip. R.Graham (03) 9571 3886 (after 10.00am)

## FOR SALE:

1934 Derby Bentley, 3.5 litre, B91 BL. A rare & stylish 2 door fixed head sports 4 seater. One of 2 coupes by coach builder Arthur Mulliner. All alloy body finished in 2 tone navy blue with Connolly interior. Recently fully restored. A very pretty car, a delight to drive. Two owners in 42 years. Sale due to eye problem. \$95,000 or sensible offer.  
Norman Webster phone (02) 9418 4280

## WANTED:

Differential centre/ carrier or any parts for a mid 30's six cylinder car. Crown wheel and pinion condition not important.

Dale Parsell Tel (03) 5968 5170  
or [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

## FOR SALE:

1951 TA21 Saloon. Black with tan sunroof, period radio. Excellent interior. Previously owned by Richard Tonkin for 20 years. \$19,000. Phone John Willey (07) 5543 3929

## WANTED: 12/50 PARTS

Set of valve rockers  
2 push rods  
2 Pushrod springs  
Pair of oil pump gears  
Bob Anderson (08) 9275 3494

## WANTED:

AIR CLEANER to suit 1936 Crested Eagle. Mounts on top of tappet cover as shown on page 92 of the Brooklands Gold Portfolio Book.  
Tel Richard Tonkin (03) 9710 1465

## FOR SALE:

1951 ALVIS TA21 Saloon. Complete and quite original. Ex Harry Wardlaw. Requires full restoration. Also TA21 rolling chassis with engine, gearbox & steering box.  
Kevin Bruce, PO Box 187, Maffra, Victoria, 3860 or tel 5147 1896 or 0409 859 260

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*John Lang .....ed*

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