



VICTORIA  
(INC.)

# NEWSLETTER

KALORAMA RALLY.

THE EVENT FOR MARCH.



SUNDAY MARCH 19th.

**KALORAMA MEMORIAL OVAL - IN THE BEAUTIFUL DANDENONGS.**

Those of you who have entered the event itself will have received your instructions by now, but for those not in the event itself it is still a Club outing - to enjoy yourself and to give a bit of your time to man the gate. This is a traditional Alvis Car Club activity. The more who turn up the less time will each member have to spend actually on the gate and the more time will each be able to spend doing what everyone goes to Kalorama for. That is to watch the events, look at some magnificent machinery, chat to your friends, lie in the sun and lie about your car. **DAVID CALDWELL** will be at Kalorama from 10.00am, getting organized, and would appreciate help from as many as possible, to work in relays.

MAY DAY RALLY. An event yet to be organized. Watch this space.

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J. LEMAN-BATES



J. LEMAN-BATES

VOLUME 28      ISSUE No.3

BOB GRAHAM HAS 1/3 OF THE POINTS NECESSARY TO WIN THE BAS. BOWES TROPHY IN 1989  
- (WITHOUT EVEN TRYING).

The Rhododendron Rally was attended by the Club Captain and his wife and by Bob & Bev. Graham. We waited 30 minutes after the due starting time, at the start. No-one else turned up so Bob and Bev. were declared the winners by default. I intend to recommend consideration by the committee of retiring the Basil Bowes Memorial Trophy after this year.

Bev. expressed a desire to go up to Austraflora Nursery at Montrose to have a look at the recently opened Gumnut Village Gallery. This we did and saw a collection of very high standard art and craft work, all Australian. So we had a ball and then concluded by having our lunch in very pleasant surroundings.

The Jerry Hat Trick factor seems to have caught up with us and the members presumably prefer to drive their rocking-chairs or wheel-chairs rather than their Alvises?

Treasure hunts seem to have had their day, perhaps, while non-competitive touring events seem to bring out the numbers. Well, April will provide the touring event par excellence to the Blue Mountains via the hard work and good offices of the N.S.W. fraternity in organising the Alvis Car Club Interstate Rally 1989.

The Rob Roy Picnic and prior working bee were both well attended last year and no doubt will be again this year. Apart from Tarrengower this is the last historic Hill Climb site extant. A working bee may be required again but it should be much more light-hearted as the over-growth should be less.

A Garage Crawl will be attempted later in the year. Your Alvis may have been long since restored and you may have forgotten the tears and the pain. Bear in mind that your presence on the garage crawl can provide a solution to a knotty problem for the restorer simply because you met and overcame it years before, etc., etc..

If you imagine you know it all, you're wrong: you can also learn something from somebody else's project.

DAVID CALDWELL.

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Sorry to hear, David, that we stayed away in our droves, after all the work you put into organizing the rally. It is to be hoped that everyone else was flat chat in their garage, getting the Alvis ready for the Interstate. ED.

THE INTERSTATE RALLY - FINAL INSTRUCTIONS.

Well there's not much more to say about this prestigious event before the show gets on the road. You have made your arrangements at BLACKHEATH and for your overnight stay at YOUNG and have checked your Alvis for the journey. It's a pretty long way to go so a careful preparation will make for a care free Rally. So on Saturday 8th April, it will be all systems go. There is no organised Rally on that day up to YOUNG but some of us are going to leave and travel together so if you would like to join us you will be most welcome. We will leave early at 6:00 am and plan to be at the FORD MOTOR COMPANY on the Hume Highway at 7:15 am (Melway Map 7 - E3) so you can pick us up there. We won't wait but will go on to WANGARATTA and plan to arrive 10:45 - 11:00 am to pick up our friends from Central Victoria at John and Wendy Kent's home - 87 Templeton Street. Then its through to HOWLONG and on to CULCAIRN where a Counter Lunch has been arranged at THE CULCAIRN HOTEL opposite the Railway Station to arrive there around 1:30 pm.

My "Bushy Pub" at WALBUNDRIE couldn't oblige with that service because our arrival would double the town's population and after all - the only accomodation offering in that hostelry is "shearers quarters" - but they pull a good beer! After lunch there's another 160 miles to YOUNG so we should be at our Motel around 5:30 - 6:00 pm.

All the information about the actual Rally that you have received has come through hard work and close co-operation from Eric Cunningham. Eric doesn't wear the mantle of Rally Director but has put in his effort first to make the event more interesting and easier for all the entrants and I reckon he deserves a big pat on the back and a 2.2 or 3 when you meet him.

I do however seriously doubt his sense of humour for in a letter I asked him if he would like me to 'phone him from LITHGOW with an E.T.A. BLACKHEATH for the convoy so that he could advise the respective Councils to erect their barricades and get the crowd control people on their toes. Because it will be a stirring sight to see the sparkling Victorian and South Australian Alvises blasting up Mt. Victoria and into the town.

His reply was "Yes - to please 'phone him so that he can have the Marching Girls Team assembled to escort the convoy from Lithgow to Blackheath - but in case any of the Victorian cars couldn't keep up with the marching girls, he will arrange to have maps available so they don't get lost". After that remark - let me go first to throw him in the pool!

At the bottom of your Rally Itinerary you will have noticed a composition from the Blue Mountains Poet Laureate - Bill Chapple - which said "Come up for air at an Alvis Autumn Affair".

To pass the time on your journey let's make up one for the Victorian Interstate Rally in two years time. I came up with "For Alvis fun - go South in '91" but this was thrown out so see what you can do. Write your slogan down and let me have it and I will read out the best at Blackheath.

But remember there's only one word that rhymes with "ALVIS" so keep it clean.

See you on the road.

RON WILSON.

P.S. Anyone interested in a mild thrash around Bathurst on the Sunday?

R.W.

MAUREEN ADNAM'S TA 14.

In the December 1988 issue of "Sports and Classic Cars" there were short articles about Alister Cannon's 12/50 and Maureen's cars. The 12/50 article was reprinted last month; here is the TA 14 story:-

This Alvis TA14 originally saw the light of day in 1949. The motor, a four cylinder 1892cc OHV unit is a basic design first used in the 1937-39 12/70 Alvis, which returns around 25mpg and propels the 28cwt TA14 at a maximum speed of 74mph. The car has rarely been idle since 1949 - in 1958 its owner, a school teacher, was transferred to Benalla in North-East Victoria and the TA14 travelled to and from Melbourne each weekend. At least twice each week, the Alvis stood duty as a shooting brake when the owner and friends indulged in "spotlighting" rabbits. The hood was folded down, side-curtains removed and the windscreen folded flat to allow the shooters to take aim from the passenger's seat!

Later years saw the Alvis return to Belgrave in Melbourne where the car was refurbished, afterwards competing successfully in many events conducted by the Alvis Car Club. In 1964 the car was purchased by a lady Alvis enthusiast, and over the next four years her husband restored the Alvis to its original splendour. The dashboard was completely re-constructed with new gauges, the interior was re-upholstered and the body re-painted. The original radiator was re-chromed.

The current owner uses the TA14 as a shopping jeep to transport four children to school each day, as well as using it to collect wood. It is in beautiful running order and still gives a good account of itself in Alvis Car Club events.

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KEVIN CASS PROPOSAL.

In 1937, as a lad of nearly ten years, I went to live in Sydney after being brought up in the Mallee and then a few years in Melbourne. I was surprised to be continually chiaked (R.G. asks if this is the correct spelling. I don't know - I couldn't find it in my dictionary. What does it mean, anyway? ED) by the Sydney boys as "coming from Melbourne" as being somehow inferior. Opposite our house lived a T.P.I. pensioner who had been gassed in France during the First World War. He said to me on many occasions - "Don't worry about Sydney or Melbourne, lad, just be an Australian!"

It was in this spirit that a discussion was held at the last Club meeting regarding the Kevin Cass proposal.

The consensus, in general terms, was that the ACCV would be pleased to become the central source of spares and that one National Newsletter is well worth a try - for 12 months at least. The other points could be resolved at a later date, possibly the meeting at the Interstate Rally.

BOB GRAHAM.

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HARPIC-OR AROUND THE BEND SAFELY.

Ron Wilson's steering problem was similar to that experienced on my 12/50. When purchased it had a piece of spring steel bolted to the front axle, extending rearwards and where it crossed the tie rod, a piece of brake lining was riveted. It looked so crude that it was removed, only to cause the most horrendous of wheel wobbles that could not be cured by any adjustment, so the device was replaced. However it was noticed that the bow in the tie rod through the spring pressure resulted in toe out, so it was adjusted to toe in only to find steering cornering effort increased and stability decreased, so toe out was restored and cornering came back to what I, through lack of comparison, considered normal for a 12/50.

I had been raised on the theory that R.W.D. caused the front wheel to splay apart and toe in was required, and F.W.D. made the wheels pull together, so toe out was required. These explanations left no room to explain why the 12/50 cornered better with toe out except mental aberration.

Some explanations are too simple, but remember early motor mechanics were born again blacksmiths and some of them handed on lore, reeking of the horse and wagon era. I can remember asking, why on a car the front wheels were further apart at the top than at the bottom (positive camber) and was told:

- (1) So that when loaded they would straighten up.
- (2) As most roads were heavily cambered and having the wheels at that angle reduced wear on the tyres.

Some of the explanations in modern books are just as bad, and a half truth is sometimes hard to disprove. Ron's query reminded me of the unexplained 12/50 behavior so some research was undertaken and I have visited libraries for miles around and handled hundreds of books in an endeavour to find out why certain adjustments are made, unfortunately 99.9% of manuals only explain how to proceed of which the simplest is "adjust to manufacturers specifications".

Most authors agree that if the steering was set up with zero camber, caster and toe so that the tyre was at right angles to the surface of the surface and in line with the direction of travel, it would have minimum rolling resistance and wear, but when the car is asked to have low steering effort in slow speed manouevres, stability in high speed cornering and in a straight line, it is necessary to depart from the zero concept, but preferably in small increments.

Of the books that were very helpful were:

"Ancient Engineers". This showed where a lot of modern inventions originated, and why they were invented.

"The Automobile". "A Practical Treatise on the construction of Modern Motor Cars, Steam, Petrol, Electric & Petrol-Electric." Published in 1902. It was handy because the problems associated with steering were recognised and because potted definitions like "positive scrub angle" had not been invented, the author had to commit himself with wordy definitions or explanations.

"Tune to Win" and "Engineer to Win" are volumes by an engineer whose hobby is car racing and is very informative and down to earth. I procured one volume from a library but had to wait for a birthday to fork out \$50 for the other book. The second book was necessary as between the release of the books he had been converted from parallel steering to Ackerman steering.

"Foreign Cars" by Glenn. An American publication, no explanations, but a wealth of tabulated data on cars from Alpha's to Volkswagens. The steering geometry of practically every model from sports cars to clunkers was itemised and the

reasons for given settings could be traced based on known handling characteristics.

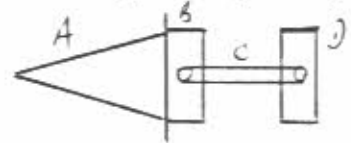
The first principle to be accepted is that no single adjustment is a law unto itself. Adjust A and you have altered B, C and D. A very handy model to convince yourself that certain things are happening is a T hinge. Hereafter termed a thinge.

"A" is the beam axle or suspension, but is the part holding onto during manipulation.

"B" is the king pin.

"C" is the stub axle and the bolt to the butt requires to be a loose fit as in many configurations as the stub axle is not at right angle to the king pin.

"D" is the wheel and can be a tight fit as the wheel is normally at right angles to the stub axle.



#### Glossary of Technical Terms used in Article:

Ackerman System. Method used by <sup>c</sup>Aker Bilk to obtain a wide range of notes from his Clarinet.

Camber. Abbreviation of the name of a continental cheese. Positive camber is when it is fragrant and juicy. Negative camber is when expiry date has passed. Zero camber means the shelves have not been restocked.

Caster. A type of sugar produced by C.S.R..

Con Brio. Now an Athenian cheese maker. Was a successful potter until investigated by Taxation Office. The case became known as "How much does a Grecian Urn"?

Anti Roll Bar. A hotel with counter lunch where they refuse to serve croissant s.

Independent Suspension. Car goes where it likes regardless of position of steering wheel.

Steer as in under or over. Relates to the vertical movements of individuals in a herd of cattle.

Suspension Travel. Depends on elasticity of ones underpants when travelling over a rough road..

Toe as in or out. A measurement used by steering specialists and is a subdivision of the Imperial Foot. Is about the same or near enough to the Rule of Thumb used by motor mechanics.

Slip Angle. A line drawn from where the car left the road to where it finished in the ditch, then back to the road. This is a left angle.

Tyre Contact Patch. A do it yourself type of tube repair material.

Power Steering. A method of guiding a lot of bull.

Yaws. The answer you get when enquiring about who's turn it is to shout.

HORRIE MORGAN.

AN AUSTRALIA DAY CELEBRATION.

With prices for selectable cars going through the ceiling and the understandable inability of most people to afford those prices there is a reason to restore cars of the early and late 50's. Well, the Federation Rally to Werribee Park on Sunday 29th January saw a proliferation of those machines and never have I been on a more uninspiring and boring Rally. I know I'm going to be called a "snob" and if so then I'll wear it, but don't think I'm knocking the cars just because they are not British and Sporting. There were a few superb Vintage and Post Vintage American sedans and tourers, although the requirement to have all hoods up and all side screens securely buttoned on a day of 38 degrees Celsius escapes me!

There were two or three beautiful veterans and a couple of 14/40 Vauxhalls as well as a most delightful little SCAP, but apart from the Military Vehicle Club turnout which was a credit to them, there was little else to inspire - although my vote went to a West Coast designed 1937 Diamond T Truck.

What really put me - and others - into a state of despair were the obvious thousands and thousands of dollars spent on vehicles that were almost unroadworthy the day they first hit the road.

Productions that were disasters in design as well as tragedies in engineering and could never be classified as worthy of keeping - let alone restoring although its' to their owners credit that they can actually stay mobile in this day and age.

Now the Kalorama Rally always produces a mixture of different vehicles too - but compared with Werribee - vehicles that are interesting rather than mundane and awful.

Thankfully only two or three owners had donned period costume which I feel is more suitable to Silvers' Circus than a Car Show and the Federation expressed their thanks for coming by presenting each entrant with a badge, which if worn would block off half the air supply to the engine and absorb 10% of the available torque to carry it along. For reasons of personal safety I would not single out any one car to criticise although the 1926 Chevrolet painted in putrid purple all over, offset with bright yellow rims would come close. Don't get the idea I didn't enjoy the day - apart from the heat. The Firefly performed splendidly along with the Twomey Speed 25 and I'll probably go along next year because it's interesting to see the passing parade - and to try and count the number of badges some people wear on their caps - but for some of the cars - well!!!

RON WILSON.

Those are the words of a brave man! I hesitated to publish, bearing in mind the ire of the Ayatollah at Salman Rushtie. Beware of the Standard Ensign Hit Squad, Ron! Seriously, though we should all be thankful the old - or "hobby cars" have such a wide following. The bigger the interest, the more services and spares are available. All cars, irrespective of age, design, shape or colour require tyres, rubber mouldings, glass, electrical fittings, upholstery and mechanical parts and expertise. So I say "welcome to all and lets keep rolling". Don't forget, either, that there are a lot of beaurocrats who would like to see old cars off the road on the grounds that they "don't conform". (To some beaurocrats, having us all "conform" would be the ultimate orgasm.) The more old car owners there are, the less likely is repressive legislation to be enacted. ED.

SO I BOUGHT THIS ALVIS.....

(Continuing Brian Creer's tale of woe with "Algy" Alvis.....)

Luck was with me, however, for as I drew abreast I noticed something amiss with his vehicle. In my best "I've-been-trying-to-catch-up-to-tell-you" voice I called: "Your back door is undone" and sped brazenly on.

In the rear-view mirror the law drew to the kerb and walked around to the rear of his vehicle to inspect the offending door. Then I was around a bend in the highway and swung off on to a side road. Just to be safe I reduced speed to a more sensibly unlawful 55 mph. This was one of the very rare occasions when the law did not ignore everything else in order to maintain scrutiny of the Alvis.

In the security of our back yard I examined the Alvis more thoroughly, and it was obvious that - bodily - it was in poor shape. However, it ran like a charm and I could not bring myself to pull it down until we had notched up a few miles together.

The first mile we notched up together ended rather embarrassingly when the gearbox torque-tube detached itself and left me stranded in the centre of a peak-hour intersection. That night a small metal "fence" was erected around the tube's attachment point to prevent any early repetition of that problem.

For the next three weeks the Alvis startled motorists twice daily on our journeys to and from the city. Twice weekly "Algy" Alvis startled me as I dipped into my wallet to pay his feed bill at a petrol pump. Obviously he was running rich. One expects a healthy appetite from a rare beast....but 11 miles per gallon?

Two weeks of bus travel later the mixture problem appeared resolved and the Alvis was returning a steady 24 mpg around the city and showed a healthy 28½ mpg on a 90-mile run at a fairly constant 60 mph.

To drive a F.W.D. Alvis on the open road is a joy as rare as the car itself.

Because the Alvis was independently suspended all round it was a remarkably comfortable vintage machine. Two massive swing-arms (like king-size VW arms in reverse) and one hefty leaf spring either side, comprised the rear suspension. Up front each wheel was hung on no fewer than four semi-elliptic leaf springs - arranged in superimposed pairs. Front brakes were inboard, mounted beside the differential.

The wheelbase (from memory) was 9 ft. and the centre of gravity was exceptionally low. This, coupled with usual FWD cornering virtues made the Alvis superbly comfortable and enjoyable for rapid (if noisy) transport over reasonable distances. It was, however, occasionally temperamental when travelling in other than a straight line.

On a sharp bend one could find the front wheels moved by some unseen force, to the full lock position, where they could set solid. If one was fortunate, car and driver would halt on the verge in a swirl of dust and adjectives. I experienced this interesting phenomenon only twice, the first time at low speed. No sweat. On the second occasion I was motoring rather enthusiastically and, in next to no time, found myself blackberrying some 40 ft. from the roadway.

To corner a F.W.D. Alvis is to be often amazed.... sometimes surprised.

(To be continued.)



NEWSLETTER NEWS OR TOPICAL TAPPETS.

Alf and Maya Wilson have sold their home at Park Orchards and have purchased a Hotel at TINTALDRA which is the tower at the junction of the top road and the Murray Valley Highway on the way to Corryong from Albury.

David Elder who lives in a Rural Mail Box at Benalla is enjoying his ownership of the renowned 12/50 "ALBERT" and exercised the car with some pleasant motoring over Christmas.

Heard a most remarkable story just before the end of 1988. The well known racing Alvis - The Mac Job Special - was put up for sale in New South Wales at a Sotheby Auction about the middle of the year. Bidding was steady and the car was finally sold to an agent acting on behalf of an American buyer in the States. The story goes that this buyer after paying out mega bucks found out he had bought an "ALVIS" and not as he thought an "ELVIS" - meaning PRESLEY. Sadly disappointed, he didn't take delivery but instructed the agent to get rid of it and later sold it to a buyer in the U.K. where it now rests! Now I've heard some tall ones - but if it's true - well it could not have happened to a nicer type of investor. Has anyone heard this one?

Ron Wilson will be going to Launceston after the Alvis Interstate Rally in April to take over - for a period of about 8 weeks - as Curator, Guide and Manager of the National Automobile Museum of Tasmania. The museum was opened in March 1988 and is proving very popular with an average attendance of 1,000 tourists per week over the holiday period. It is situated on Waverley Road, Launceston next to the Waverley Woollen Mills and contains a fine selection of cars ranging from an SS100 and an AC Bristol. Jack Brabham's first Formula 1 car is there and there are Rolls Royce Wraiths and a Phantom 3 - all of which have been meticulously restored.

If any members of the Alvis Club visit the museum while Ron is in charge they will be admitted at the normal rate!

(Although the above is written in the third person 'e wrote it ! -ED.)

RON WILSON.

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CROSSWORD.

The entries to the "Summer Edition" Crossword competition are in and the prizewinner has been decided. Announcement and award at the Blue Mountains Rally.

There were not all that many entries, so in case some of you just did not get around to sending in an entry there will be second round - first correct entry opened on April 1st will receive a booby prize. (Existing entrants ineligible.)

ED.

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DAVID MANSON provided the list of Victorian registrations of Vintage Alvises, of which this is the extract for 1927:-

<u>1927</u>				
43.	105860	January	K.MacMeakin, 322 Glenferrie Rd, Malvern	
44.	108459	January	Jessie Landells, 6 Hall St., Coburg	
45.	8510	February	E.H.Kinnear, 10 Aberfeldie St, Essendon	21,47,94,117
46.	111942	March	A.S.Franklin, 21 Wallace Ave, Toorak	
47.	111987	March	H.Kinnear, 545 St.Kilda Road, Melbourne	21,45,94,117
48.	113063	March	W.G.L.Sear, 605 St.Kilda Road, Melbourne	23
49.	120097	April	J.D.W.Whitehead, 52 Bendigo Ave, Elwood	
50.	123037	May	F.V.Ternes, 33 Imperial Ave, Caulfield	
51.	756	May	J.C.Hutton, Miller Grove, Kew	
52.	123745	May	F.Morsby, 148 Prospect Hill Rd, Canterbury	
53.	127134	June	J.S.Penrose, 45 Epsom Rd, Kensington	122
54.	127269	June	S.King, 81 Bridge St,Port Melbourne	
55.	4798	July	C.Steele, 20 Glyndebourne Ave, Toorak	70,125
56.	126954	July	Miss V.I.Moore, c/o Post Office, Sebastian	
57.	7138	July	Miss E.M.Wragge, 7 Coleridge St., St.Kilda	
58.	15017	August	R.Gardner, 12 Coppins St., Hawthorn	
59.	19788	August	Capt.R.King, 12 Mulgoa St., Brighton	
60.	39126	October	W.J.Horne, 46 Prospect Hill Rd, Camberwell	
61.	10632	November	A.McHenry, 145 Geelong Rd., Footscray	
62.	19900	December	Mrs.S.S.Farrow, 701 Lygon St., Carlton	
63.	30638	December	Miss A.Chamberlain, 35 Walker St., Clifton Hill	15
64.	80224	December	Regent Motor Co., 407 St.Kilda Road, Melbourne	

THATS NOT MY JOB.

This is the story about four people named Everybody, Somebody, Anybody and Nobody. There was an important job to be done in the Club and Everybody was sure that Somebody would do it, but Nobody did it. Somebody got angry about that because it was Eveybody's job. Everybody thought Anybody could do it, but Nobody realised that Everybody wouldn't do it. It ended up that Everbody blamed Somebody when Nobody did what Anybody could have.

THE FOUR STROKE CYCLE can be summarised in four words:- Suck, Squeeze, Bang, Blow.

Dear John,

At present the 12/50 is having a new camshaft timing gear manufactured, following the refurbishing of the two rear springs and a generator overhaul.

That should get me ready for some Club events that I have missed. I am looking forward to the Katoomba Rally.

ALISTER CANNON.

As well as sending in the above information, Alister kindly sent me a page from a 1936 "Autocar" showing a magnificent "Derby" Bentley against a background of rustic charm. At least I think that was the purpose of Alister's gift, but the other side of the page has a full page ad. for Gordon's Gin, so I'm not quite certain.....!

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THE FRENCH CONNECTION.

A little known piece of Alvis history was made in 1964 when as a result of negotiations between Alvis Ltd. Coventry and Automobiles M. Berliet of France, selected vehicles were to be made and marketed in Europe as AUROCH and in the U.K. as ALVIS BERLIET. Only two vehicles were made - these being a 6 ton 6 X 6 truck using the Berliet 15 CLD. chassis and the Alvis "Stalwart" engine and drive train.

The agreement between the two companies ended with the take-over of Alvis by British Leyland.

RON WILSON.

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FOR SALE AND WANTED FOR SALE AND WANTED.FOR SALE.

HEAD GASKETS for 3 litre and Speed 20 cars.

ENGINE MOUNTING BUSHES for 12/50 and 3 litre cars.

These items may be manufactured if there is sufficient interest. Please contact the appropriate registrar if you are interested.

WANTED.

Alvis TA 14 Saloon or Drophead, preferably in good condition. Would consider a TA 21 as an alternative.

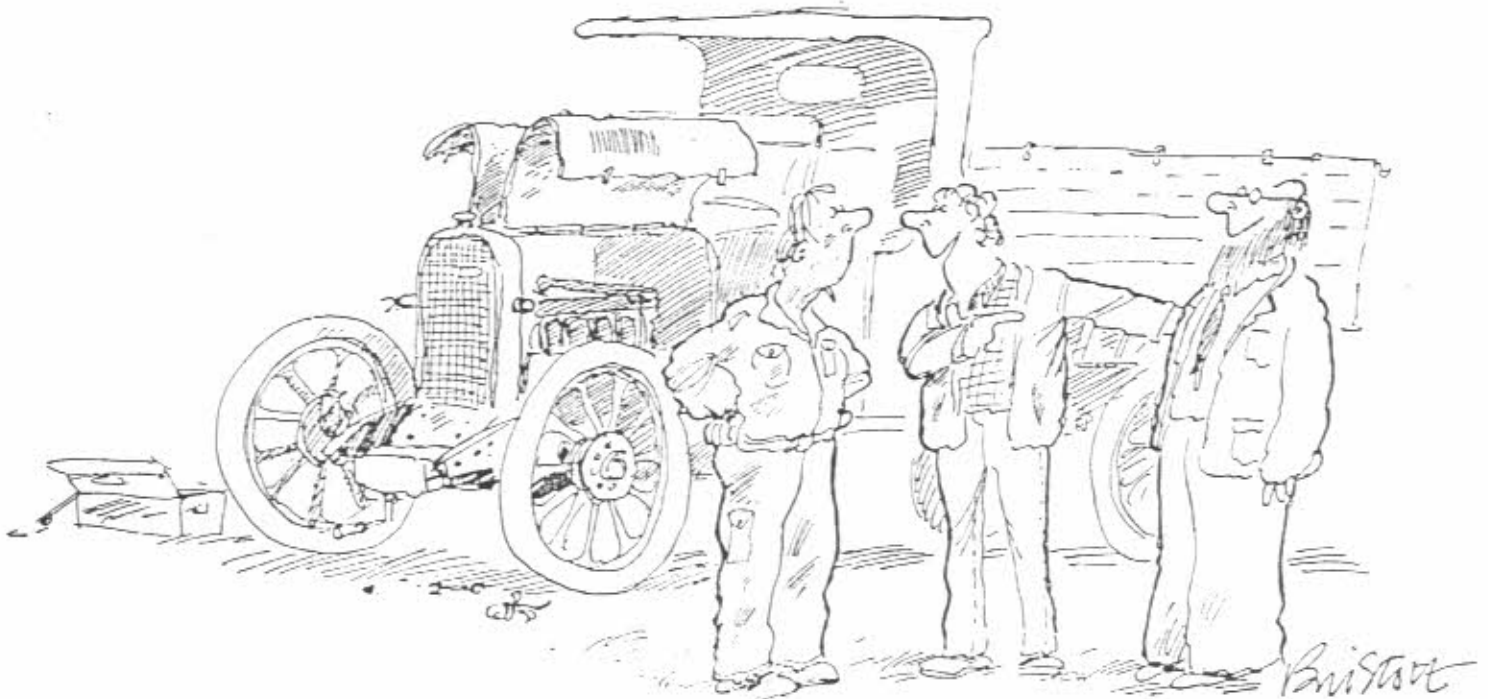
Dudley House,  
5, Showers Ave.,  
BRIGHT. 3741.  
(new member.)

Speed 20 Door-lock bits. The fixed plate about 1½" wide and 4" long, with a Silentbloc bush in the middle. This is the fixed part of the door lock and is called "Silent Travel". I want one of these, or preferably two - or information as to where to procure them. Otherwise I will have to make them.

BOB GRAHAM.  
(03 211 3886)

ALVIS 3 LITRE STEERING BOX wanted. Or assistance to find any parts to repair my demolished box

TOM MALBY.  
(052 21 5110)  
Fax.(052 21 8783)



"I met this gentleman down at the pub and he says he might be able to help with our spares problem. He's an archaeologist."