



VICTORIA  
(INC.)

# NEWSLETTER

EVENTS EVENTS EVENTS EVENTS

EVENTS EVENTS EVENTS EVENTS

## OPEN HOUSE DINNER

JOHN AND JENNY STEWART. 17, FROMER STREET, MOORABBIN.  
Tel.557 3936.

SATURDAY MAY 20th 6.30pm.  
B.Y.O. everything. B.B.Q. facilities.

NO DETAILS YET OF THE JUNE 18th DAY RUN. WATCH THIS SPACE. WATCH THIS SPACE.

N.B. THE JUNE GENERAL MEETING OF THE CLUB IS ON THE 16th, NOT THE DATE PREVIOUSLY PUBLISHED IN THE N.L. THE REASON AN INCORRECT DATE WAS GIVEN IS SIMPLE. THE EDITOR MUCKED IT UP.

JUNE 16th G.N.O.  
See inside for details.

PRESIDENT: Bob Graham.  
03 211 3886.

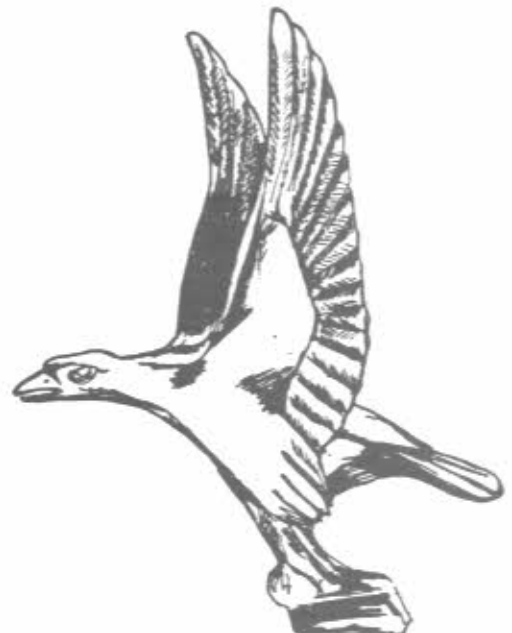
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J. LEMAN-BATES



J. LEMAN-BATES

VOLUME 28      ISSUE No.5

SUPREMO'S SAYINGS.

The 1989 Interstate Rally is now over and I think it can be fairly said that it was the best since the re-inauguration of the event in 1970. Certainly it was the best attended. I understand that 110 people sat down to the Final Rally Dinner on Saturday evening. Entrants came from all over Australia: Queensland, N.S.W., Victoria, South Australia and Western Australia - and a representative of almost all the different models that bear the name "Alvis" was seen. This gathering of fine cars made the heart sing, apart from the friendliness of all the entrants. The comprehensive participation in the event advanced the solidarity of the Red Triangle movement and engendered a spirit of co-operation that could almost be felt!

During that final Rally Dinner a cheque for \$220.00 was presented by the Organizing Committee to the President of the ACCV, to be used as working capital for the next Interstate Rally due to be held in 1991. This most generous gesture is deeply appreciated by the ACCV.

At the April Committee Meeting of the ACCV the resignation of **RON WILSON** from the position of Vice President and from the Committee was accepted with much regret. Ron has been involved in Committee affairs since 1967 - my arithmetic says 22 years- and has been an outstanding contributor during that time. Club Captain, Newsletter Editor, Secretary, President - and an exceptional Rally Director - are some of the Offices that Ron has held on the Committee. Let it be added that these were carried out in a very competent fashion. It is disappointing that Ron's counsels will no longer be available to assist the Committee in it's deliberations. A massive vote of thanks is extended to Ron for his past efforts. We look forward to him continuing as a Club member and being a very active competitor in Club events.

GNO

GNO

GNO

A CORDIAL INVITATION is extended to all the ladies to our third annual GNO to be held on June 16th 1989.

GNO means **GIRLS NIGHT OUT** - when the ladies can let their hair down, loosen their inhibitions (just a bit), enjoy themselves and be even more especially catered for. This year the GNO will be held at the Graham Residence (15, Clarke Avenue, Caulfield) for a:-

STUDIO VISIT AND SALE  
No Obligation to purchase.  
Twenty-five percent to Club funds.  
Supper Provided.

Ladies, bring your male companions, enjoy yourselves and help us to enjoy ourselves.

BOB GRAHAM.

EDITORIAL ERUPTIONS.

Many good things came out of the Interstate Rally. Meeting old friends. Making new ones. Seeing magnificent and interesting Alvises (from 1924 12/40 to 1962 TD 21). Seeing fascinating sights - with interesting and interested local knowledge to guide us. Hearing about the difficulties experienced by Alvis owners in States where there is no Club. Being part of what might turn out to be the conception (that portion of the reproductive process over which the Obstetrician has no control what-so-ever) of a National Alvis Club. One has read, recently, with dismay the suggestion from U.K. that the difficulties currently being experienced by some Club Members in Australia could be met by those members winding up their Clubs and joining the A.O.C. The A.O.C. is a valuable and much respected part of the Alvis scene, but what the perception of any of its U.K. Members is of life in an Alvis in Australia is, is anybody's guess. Thankfully, the Blue Mountains air brought saner opinions to the fore. As a result of earlier "homework" and with the co-operative spirit so obvious during the Rally we now have the N.S.W. and Victorian Spares coming together under one roof. When the spares are all together a proper stock-take can be performed. When that is complete it is hoped that what is available can be published in this Newsletter. However, Blue Mountain talk went further than that. Hopefully, it will not be this N.L. - but a new, National Newsletter that will carry such a valuable list. The idea is to work towards a National publication, put out monthly with two main components a) background technical info., travel news, historical data etc. and b) sections devoted to State or Regional news, events etc. Obviously, such news will have to be topical. The initial suggestion is that Eric Cunningham take on the job of Editor. If that happens (and there is a lot of planning to be done before anything actually happens) it is important to realize that the National Newsletter (or whatever it may be called) is something entirely separate from Eric's "Alvis Action" - which is his baby and altogether a personal rather than a Club venture. Good Luck, Eric and all those who plan to launch you!

Members from States without their own Clubs were obviously fed up with having to be members of the two Clubs within Australia if they want to keep up with what is happening and what is available - and yet still be the "ugly sisters" (and some of them are not too pretty to behold, either - but we must forgive them that, for they came a long way and are nuts about Alvises). So it was quickly realized that not only is the "new" and "new-old-stock" spares availability information important, but "who has what" is just as important. In other words a "Spares Register" is just as important as a Spares Stock. A letter in this N.L. is a good example of that concept. Who should keep a register but a "Registrar"? We already have such beasts in harness so should make more use of them, both by providing them with information about what is known to be available and by ringing them to ask when we need help.

If we can build on the twin foundations of the largest collection of Alvis Spares outside U.K. and considerable goodwill we may be able to achieve a National Alvis Interest and a National Alvis Voice. If the spares arrangements are successful the National Newsletter may well be a success. If that happens the prospects for a National Club are good and our Alvises will roll more easily. Hard work lies ahead for already busy people; we wish them wise counsel and God Speed.

ED.

Dear John,

I am glad to report that I now have a replacement steering box, thanks to the newsletter. A generous member was prepared to donate - yes donate - a spare he had. This is club mateship in the ultimate degree - makes you feel good. We settled the deal by exchanging wine for iron and everyone's happy. I'll be back on the road after four months and hopefully the Alvis withdrawal symptoms will disappear.

I also had an offer of help from a chap in Queensland, so if anyone else is in steering box strife, I can pass on a phone number.

Thanks again to Newsletter.

Regards,

Tom Maltby.

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Dear John,

I wish to pass on, through your Newsletter, my appreciation to the Organizing Committee of the recent Alvis Interstate Rally for their effort put into getting all us Alvis people together for a very enjoyable week.

It makes one think, when you consider that it will be at least eight years before it is held again in N.S.W., that there might be many new (and young?) Alvis drivers attending the next N.S.W. Rally. Perhaps we should be considering the "East to West" more, now? Hire a train for half the trip?

Anyhow, it is probably a pipe-dream - like getting a single Alvis movement in Australia!

Regards,

Kevin Cass.

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Déar John,

We are moving North to the Sunshine State on the 29th of June. After 26 years in the Club (14 for Jenny) we shall miss all the old and new friends that we have made in the Club, but we will remain members.

It is because time is short that we invite Club members to the open- house dinner on the 20th May. (see front sheet for details - Ed.) Hope to see you all there.

Regards,

John Stewart.

TO BACKHEATH BY DUCKSBLACK.

Saturday the 8th April at the early time of 6 a.m. saw me motoring in the 12/50 through the northern Melbourne suburbs heading towards the assembly point outside the Ford plant at Broadmeadows. 7.15 a.m. and I stopped near Ian Blackwell's red Valiant. The McKinnon's in their 12/50 were just behind the Twomeys in their Speed 25.

I travelled along at a steady 50 m.p.h. and eventually arrived at a wayside stop near Euroa where I was served a welcome cup of coffee by the proprietor. I heard about all the Norton motorcycles and vintage cars that his family had owned or wanted to own and dreamt of owning etc.

On then to Benalla for a short stop in the shopping area which now boasts parking meters and lots of vintage car onlookers with greasy fingers!

John and Wendy Kent's home at Wangaratta was reached by 11.10. a.m., only to find everybody moving off towards the main street. The cars looked and sounded great and the locals gave sporadic rounds of applause and brief words of encouragement to the convoy - for Wilson seemed to radiate an aura of authority, purpose and a fine use of mechanical control over his too shiny Firebird. Enough. Culcairn in N.S.W. was finally reached in time for lunch at (you've guessed it) the Culcairn Hotel opposite the railway yards and a good spot for John Twomey to remedy tyre trouble on his Speed 25. June, as always, was present offering seemingly logical advice to John. Mike Creagh looked decidedly bent but warm after his pleasant drive in the M.G.B.G.T.C. He soon responded to the hot meal and kept the conversation level at his end of the table most proper. David and Moira Wischer also arrived in their cosy M.G. hardtop (B.C., I think). Bob Graham was pointing out the virtue of the T.B. 14 to everybody except Beverley while at the same time John Hetherington missed out on a generous helping of steak and kidney pie to a fellow 12/50 driver who was more deserving and much colder than him - although keen observers noted that Alan and Noelene McKinnon, Darryl Stanisich, John and Margaret Hetherington and Alister Cannon were all sporting the famous 12/50 numb bum that only prolonged riding in a 12/50 can promote with such deadening accuracy. Perhaps Horrie and Nola Morgan would, between, devise an ergonometical seat for all drivers and passengers suffering from this malady. Ron Wilson sat there beaming. It was really happening at last. Geoff and Helen Hood were happy that their non original radiator core was holding its water and its temperature to an acceptable level.

Roy Henderson with Joan nearby insisted on lowering the level of beer in every glass in his vicinity whilst unleashing a store of Alvi-anecdotes on the hapless participants nearby. Murray Fitch realised that Roy was drawing a long bow and took Claire off in the white Volvo in the direction of the motel at Young. We all followed suit and after a reasonable drive stopped at the Highway Motel and prepared for dinner and a convivial night spiced with lie telling sessions about our cars.

Sunday saw us all safely transported to Blackheath and the Redleaf Motel which was to be our comfortable home for the duration of the rally.

A red Valiant drove in and parked in the courtyard and out stepped Ian Blackwell a most effective "tail end Charlie". Our thanks Ian for a job well done again!

ALISTER CANNON.



So there was this National Alvis Rally.....

Spurred on by the apparently large number of Queenslanders prepared to risk life, limb and Alvises to make the trip to Blackheath, I decided to enter the Grey Lady as the Speed 20 was still in intensive care. My surgeon-mechanic/body builder, Gary Dalliston was consulted as to the ability of the Grey Lady to attend this function and agreed, albeit reluctantly, to bring the Lady back to due form (he is always as busy as a Beirut bricklayer!).

I drove down to his place near the Gold Coast and left thinking that it would be only a few days to tighten up a few things, change plugs, etc. but oh how wrong I was! The radiator was clogged irrevocably and must be recored, the front suspension was dreadful and needed new pins and bushes and so the list went on.

A complete front end was located in Albury and provided all bits and pieces (following an urgent search throughout the inhabited globe). The front wings were bolted securely to the chassis and stopped flapping all over the place and endless man hours spent on horrors too numerous to mention. QUOTE "You could have been killed - those front brake cylinders were frozen!" UNQUOTE.

Finally, a wiser and poorer man, I picked up the beast from Gary on 8th April and drove what felt to be a totally different car home. The engine hummed, the gearbox was quiet, the steering precise, the mudguards stood at attention and the engine temperature did not exceed 45o. Here indeed was a worthy steed to take to the mountains.

Tuesday night David Vann arrived to co-pilot - he is a PP of the Rolls Royce Owners Club of Queensland and owns a splendid Sl Bentley. Believing as all RR owners do that Alvis and their owners are common and unclean things, David reluctantly joined me as we roared out of the Pranglely front gate, "Never make it to the border" said he with glee. Three hours later at an average of 56 MPH we were in Tenterfield and bedded down for the big run the next day. I had miscalculated the distance and we spent 10 hours getting to Blackheath on the Wednesday arriving in the rain with the sunroof just begining to drip.

We were able at last to meet our fellow travellers and what a pleasure to put a face at last to all those names and voices - the Grahams, Hetheringtons, Caldwells, Morgans, Wischers, Ron Wilson and Alister Cannon. The N.S.W. crew and those stalwarts from S.A. who took three days to make the trip. And the cars - 12/50's in abundance, two Fireflies, a Silver Eagle, two Speed 20's - one belonging to Max Houston has to be identical to mine in all respects. I am sure now mine has a Charlesworth body - not Lancefield. Three Speed 25's in three different styles, a 4.3 Saloon, a couple of TA 14's and a white two seater which brought back memories of when I was a poor young stock salesman working for MacTaggart's PPCA during the early sixties. At that time I was sent by my boss to the town of Ogmoo in the St. Laurence area of the central coast of Queensland. It has been said that if ever the earth becomes constipated that Ogmoo will be the epicentre of the location where the enema will be inserted. I rolled my swag into the bar of the Ogmoo Pub and was directed to a dark room occupied by two antique iron beds and a shaky dresser. Seeking relief from the dust and flies, I headed for a galvanised iron structure at the end of the verandah and it was here that I saw this Alvis - it had been inverted and gutted and fitted with claw and ball feet - at the bottom I observed a large green frog which kept disappearing and re-emerging from a large hole which must have been where the radiator cap had been. The idea was that one plugged up the hole and threw a couple of buckets of hot water collected from the combustion stove in the kitchen (the frog by this time had shot through) and attempt to bathe. Not many people in history have bathed in an Alvis, however I cannot recommend it, so perhaps it is better to keep driving it. Later that night there was a gun fight in the main street of Ogmoo which I shall not go into at this time - it had nothing to do with Alvises.

.....(cont.)

(So there was this National Alvis Rally....(cont.)

Two other three litres joined mine and also the lovely, restored TD21 of John and Roma Mitchell from South Australia. The most interesting car for me was Rob Gunnell's FWD - it sounded like 12 forty-four gallon drums full of false teeth rolling down Queen Street on a Thursday afternoon and turned heads everywhere. A lovely restoration job - one to be proud of.

The Grey Lady loved roaring around Catalina Park chasing or being chased by Chris Higgins in the TA21 - thanks to Bill Baldiston. Vann and I loved getting lost on the way to Sofala and loved pulling off all the wheels the next day to tighten the brake drums which had rattled loose (thanks Alister for the loctite).

We loved the venue, the sights and the ZIG ZAG and we did not want to say goodbye to all our friends on Saturday. I am very proud of my Grey Lady for her excellent performance (we travelled 1550 miles in total) and grateful to Gary for his patience and expertise. David Vann is looking to buy an Alvis now and agrees with me that Alvis people are the friendliest and happiest on earth - thank you for your company and we will be with you in 1991.

DEAN PRANGLEY.

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#### WHO'S DOING WHAT?

There is not a lot of info. in this month, apart from matters to do with the rally, but that was splendid opportunity to see a lot and hear a lot more. DAVID WISCHER really does seem to be keeping an eye open for another Alvis. JOHN TWOMEY experienced petrol starvation all the way up to N.S.W., where he made some modifications. He reports a safe journey home - but suffered carburettor flooding on the way! BOB GRAHAM says that he and BEVERLEY had an interesting leisurely touring journey home. They stopped off to see the new Pollie Palace in Canberra, where they met the "South Australian Mob". He didn't specify whom he met, but some of that lot look much closer to the Mob than others.... JOHN KENT and family attended the rally in the Bedford 30/98. John was seen with note-book, camera and tape measure pouring over ARTHUR BROWN'S 12/60. So we look forward to the finished Kent 12/60. Likewise we look forward to seeing GEOFF LANE'S pre-selector Firefly, when it is finished. It was very bad luck that it did not make it to this rally. RON WILSON, having guided we Victorians northwards and had a good rally has now retired to Tasmania to locum-curate a Motor Museum. Like the publican drinking away his profits I suspect that Ron will spend so much time driving the exhibits that he won't have time to open the doors to the paying public! ROB GUNNELL is soon to embark on some minor adjustments to the FWD gearbox, but will have to take the car in two, to get at it. DARYL STANISICH kindly offered the A.C.C.V considerable financial help, should that be necessary to acquire the new stock of spares. A very helpful gesture. ALAN MCKINNON said he would soon have to do some engine work on the 12/50, but the thing went up and down Blue Mountains, Brown ones and Green ones too, like a scalded feral cat

ED.

PAST PRESIDENT'S REPORT

The President's report and thoughts of the same after three years in the chair.

I will echo Bob Grahams words in regretting lack of younger people to take over official duties of our Club. This is, thank heavens, not entirely correct as we observe some new faces coming into executive positions.

The year past has been some very happy times, and a very sad one at the passing of Keith Welsh. Doubtless an obituary will be written for him but I must put on record Moira's and my gratitude for our more than happy association with Keith and Merrill and their family.

We first met in the 1960s when we, Keith and Merrill, and Moira and I, joined the ACCV Car Club of Victoria. I think we became members in the same year. Keith and Harold, his brother, had bought the SP25 saloon from John Murray, Moira's brother-in-law. They did all sorts of wonderous things to it, like rebuild the front end for a start. Having done that job on the SP20 I know what they took on.

Keith loved cars, but more than that he loved people. Thus, though he and Merrill had not had an Alvis for years they were active members of the Club.

Many of us asked Keith for help, and were never refused. In the early years of our Alvis motoring it became evident that our 12/50, Albert, had a severe case of wiring confusion. Thus the operation of the starter motor always caused a small fire. This could be extinguished quickly, but it became rather a bore to do so on a repeat basis.

Keith was asked to rewire Albert in his business premises in Richmond. Keith said it was not a practicable proposition from a cost angle. Being the man he was he said he would show Moira and I how to rewire the car ourselves! This he did, calling round on Tuesday nights with comments, advice and help. This continued until we finished the car. And how many other people have received the same treatment from Keith?

In sum, we among many, have been privileged to know Keith and his family, and are thankful for this blessing.

The final year of three term presidency has been a year of maintenance of the Club status. We have been unable to increase members attending the monthly meetings at the Club Rooms. They have not dwindled though. Some suggestions that we have committee meetings prior to these monthly gatherings were tried. They proved difficult for some to attend and were scrapped.

Guest speakers were planned, and given a source of able and interesting people could well bring good numbers to the Club.

A slide night was held with various members bringing 10 slides each of some interest. This was most successful and worth doing again. The film night was also excellent and well enjoyed by those who attended.

Other outside competitive events were attended by the usual members, usually the old hard core being seen at all the gatherings.

The new committee led by Bob Graham has a hard task to maintain and advance the cause of the Club, keep the spare service going and provide interesting functions and events for members to attend.

.....(cont.)



.....cont.

The committee is a group of enthusiasts who will certainly do their best and I wish them well in their endeavours.

That publication, the famous Newsletter, holds the Club together and we all owe much to John Hetherington for his excellent production. Though John would probably welcome more contributions to the Newsletter than thanks from me!

One matter has arisen that will perhaps advance the cause and unity between the New South Wales and Victorian Clubs is the offer to buy the spares collection of the New South Wales Club by the Victorians. We have an efficient spares service now run by Bob Graham, Geoff Hood and Austin Tope. The addition of the Northern collection will make the service more comprehensive. Thus I trust that the two Clubs can soon come to an agreement.

As a "recycled" president, I thank the Committee members for their support during the last three years. My resignation from the chair and committee was caused by almost incessant travels. After a change of occupation later this year I will offer to help the Club as the Committee requires.

The proposal by Eric Cunningham for a National Newsletter certainly has merit. The Committee will doubtless consider this matter seriously. The unity of a relatively small number of one make car enthusiasts is all important to the continuation of the organisation they support. An eventual national body of Alvis enthusiasts must be a consideration for all owners to think on. In what form this will be will take time and effort to conceive. Again, survival of the marque and the organisation for it will depend upon this unity.

DAVID WISCHER.

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KEITH WELSH

Keith never owned an Alvis, but joined the club many years ago when his brother had an Alvis and encouraged Keith to join because the Club had a particularly friendly and helpful membership. Certainly he never regretted joining and was always willing to assist any member with their electrical problems. Keith quickly sorted out the problem with my 14.75 magneto, recognising that it had been reconditioned with gears from a 4 cylinder unit.

As for many members, Keith did more than one job for me, and they all finished with the same comment "I'll catch up with you next time". Definitely a difficult man to give money to!

Well next time hasn't come around for Keith, who presumably has gone to that great garage in the sky. However I hope that his style of friendly, helpful Clubmanship lives on.

His wife Meryl has many friends amongst our membership so no doubt we will still be graced with her company on Club runs. Our sincere condolences go to Meryl, Geoff and Jan.

RICHARD UNKLES.

THE VICTORIAN RED PLATE AFFAIR.

Don't the bureaucrats love to drag a thing on? John Twomey sends the following information:-



Contact 345 4700  
Reference 96-NR-3  
Date 10 4.89

560 Lygon Street  
Carlton Victoria  
Address mail to:  
Road Traffic Authority  
Box 1644N G.P.O.  
Melbourne Victoria 3001

The Secretary  
Alvis Car Club (Vic) Inc  
53 Park St.  
PASCOE VALL 3044

Phone Direct To:  
Driver Licences  
345 6922  
Vehicle Registrations  
345 6811  
Vehicle Transfers  
345 6789

Dear Sir/Madam

At a recent review of the "Vehicle Inspection" component of the Club Permit Scheme, the Authority directed that all new applications for the issue of permits must be supported by a current Certificate of Roadworthiness or a letter from the respective club confirming the vehicle is safe for use on a public highway. The confirmation must be signed by an official of the club.

Thereafter it would be the responsibility of the person to whom the permit is issued to ensure that the vehicle is maintained at a safety level which would not pose a threat to persons or property when driven on a public highway in accordance with Regulation 506(5) of the Road Safety (Vehicles) Regulations 1988.

The administration of this directive is to take immediate effect.

Yours sincerely

N REIMERS  
REGISTRATION ADMINISTRATION

The Committee of the A.C.C.V. has decided that all applications for Club Permits should be accompanied by a current Roadworthy Certificate in thre first instance.

CANNON SHOT.

In a police court case concerning a "Halt" sign a witness stated that "the Commer came to a full-stop." Nothing was mentioned about the driver's colon I am pleased to say.

1930

90.	122565	January	H.McGregor, Foam St., Elwood	
91.	162338	February	F.Wilde, Nicholson St., Fitzroy	
92.	53219	February	A.Edwards, Mooran Road, Glenhuntly	
93.	92240	March	H.Fleming, Mitford St., St.Kilda	
94.	164212	March	E.Kinnear, Byron St., Elwood	21,45,47,117
95.	164925	March	G.Robinson, R.A.A.F. Laverton	
96.	166062	March	Dr.F.Aird, Montclair Ave, Brighton	
97.	32440	June	L.Plant, Foilacleugh Ave, Brighton	
98.	45841	June	W.Bardsley, Marine Pde, St.Kilda	72,107
99.	48869	July	H.Joy, Brodribb River, Orbost	
100.	103370	October	L.Cadby, 279 High St., Prahran	

1931

101.	11297	February	J.Thornton, Camperdown	
102.	18663	March	S.Victor, Yarrawonga	83
103.	23992	April	J.Little, Free Rd., Hamilton	
104.	1152	April	J.Drury, 114 King St., Melbourne	
105.	73549	June	C.Lillie, Gaynor Court Park, Malvern	
106.	109022	August	Dr.N.Homewood, "Avalon", Shelley St., Elwood	
107.	40841	August	A.Bardsley, Major St., Northcote	72,98
108.	113660	October	Mrs.L.Court, 9 Broadway, Elwood	79
109.	126050	November	G.Pennicott, 14 Acland St., St.Kilda	114
110.	135498	December	Mrs.E.Charles, 16 Staniland Grove, Elsternwick	
111.	139756	December	A.Flew, 52 Stephen St., Yarraville	

This is the penultimate listing of Vintage Alvises from the Victorian Motor Registry - as kindly supplied by David Manson. The final installment, listing the 1932 cars will appear next month. I have tried making enquiries about a couple of "local" cars which have appeared in the listings over recent months. So far, nothing useful has turned up. One gentleman of 77 years does vaguely remember a 1926 car coming into his family but about two years later it was traded in on a Buick - about which he remembers plenty! Work it out: he would have been 16 when the Buick was acquired - about the most impressionable age as far as the family car is concerned. That just proves that we are about to loose for all time that vital first-hand experience of what Vintage motoring was all about

FOR SALE & WANTED.

WANTED.

Alvis TA 14 Saloon or Drop-Head, preferably in good condition. Would consider TA 21 as an alternative.

Dudley House,  
5, Showers Ave.,  
BRIGHT. 3741.

Alvis 12/50. Ducksback, Beetleback or tourer. Any condition considered, but prefer complete car.

Robert Sands.  
03 534 5957.

FOR SALE.

Alvis 12/70 Saloon. Black. One owner 25 years. Motor and gearbox reconditioned and brakes relined. Wiring loom and exhaust require attention.

John Berry,  
4, Kalang Ct.,  
Patterson Lakes. 3197.  
(03 772 8631)

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There is more to come with Horrie Morgan going round the bend and Barry Creer's problems with his FWD. Alvis. Further installments next month. Watch this space!

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