

President's Report - As this was totally unprepared it can be summarised briefly as follows:-

The membership has grown in 1964 so that we now have an all-time record financial membership of 54. We are thus beginning to grow into a club which has the necessary strength to conduct competitive events.

The annual Club Gymkhana was held on the Langwarrin Army Reserve oval last November.

The Basil Bowes Memorial Trophy Rally was instituted this year and was won by Alister Cannon at San Remo.

The Alvis Car Club Annual Presentation Dinner was instituted this year and thoroughly enjoyed by the 25 people who attended.

A combined Victorian/South Australian Alvis Rally was held at Mount Gambier on Queen's Birthday weekend.

Thanks were tendered to Andy Hannam for his work in organising the San Remo Rally, to David Wischor for his work in organising the Queen's Birthday Rally and to all who attended to make these events enjoyable.

The spares account handled something like £200 worth of spare parts during the year as against £60 odd last year. David Muirden and Andy Hannam deserve our heartfelt thanks for unravelling the mystery which the spares service presented following Basil's death in 1963, and for building it into the excellent service to members which it has become. However, with the increasing turnover, more capital is required to maintain us in credit with Alvis Ltd. while spares are in transit and therefore not paid for in full by members. This money had to be borrowed from the General Account. This is not sound practice and the Committee has proposed to remedy this. By devoting the difference between the invoiced cost of the spare parts and the price paid by the member (after all handling charges have been met), the necessary capital to keep the Spares Account buoyant will be provided and the necessity to borrow from the General Account minimised.

Lastly, the President's thanks are extended to David Wischor, Roy Hederson, David Muirden, Andy Hannam, David Bamford and Keith Welsh for their loyal committee service during the past year. As I wish to concentrate on the Newsletter I do not wish to stand for the office of President in 1965.

David Caldwell.

<u>Treasurer's Report</u>		1. <u>General Account</u>		<u>Revenue Statement</u>	
<u>1962-3</u>	<u>Income from:</u>	<u>1963-64</u>	<u>1962-63</u>	<u>Expenditure by:</u>	<u>1963-64</u>
£		£	£		£
87.13.9.	1964 Subscriptions	108. 2.0.	24. 2.2.	Alvic, News Letters and A.O.C. Bulletins	66. 0.0.
73.11.0.	Events	82.11.0.			
18.10.2.	Refreshments and Suppers	9.16.0.	50.12.3.	Events	122.12.0.
3. 0.0.	Sale of A.C.C.V. Badges etc.	7.10.0.	11. 7.6.	Refreshments and Suppers	8.14.7.
1. 0.0.	Donations	11. 0.0.	-	Cost of A.C.C.V. Badges	16.17.6.
2. 2.0.	Rent received from Club Room	2.10.0.	5.0.0.	Repairs to C. Room	6. 4.2.
1. 0.11.	Bank Interest	1. 2.4.	2	Seat Cushions	3.19.5.
-	1965 Subscriptions paid in advance	2.10.0.	-	Stat. & Printing	10. 7.0.
			2.2.0.	Rent of C. Rooms	8. 8.0.
			-	Minute and Cheque Books	3. 8.4.
			-	Postages etc.	3.16.10.
			9.1.0.	Other Sundries	-
	Total Income -	£225.11.4.		Total Expend. -	£250. 7.10.
21. 9.4.	Credit Balance from 1 963	100.14.8.	100.14.8.	Credit Balance to 1965	75.18.2.
208.7.2.		326. 6.0.	208. 7.2.		326. 6. 0.

Treasurer's Report (contd.)

The above statement shows an excess of expenditure over income of £24.16.6. This is due to the provision of 40 copies per month for a year of the A.O.C. Bulletin, which are provided free to financial members, at a cost of £40.5.3, and to the cost of the Basil Bowes Memorial Trophy at £20.5.0, which is a challenge trophy held by the annual winner but which remains the property of the Club.

W.A. Hannam,
Hon. Treasurer.

2. Spare Parts Account -

It has not been possible in the few days since the last committee meeting on 6th October for the treasurer to prepare both the statements for the general account and deal with the much more complex problems of the Spare Parts Accounts. To present a true picture of the latter involves the stock taking and valuation of all spares held in stock, plus the analysis of all Alvis Invoices for the year to determine, (i) how much material has been received, delivered to members and for which full payment has been received; (ii) how much material is in transit, not received; and how much of the members' payments to the Club represent full payment as against deposit.

The financial figures presented below are therefore only a summary of the book entries in the ledger and do not take into account stocks or spares in transit for which payment has been made to Alvis Ltd. On the basis of their August statement we were in credit with them to the extent of £7.7.3 sterling, equivalent to £9.6.2 Australian. This credit is not shown in the statement below as it was considered as a deferred asset against future orders. As agents for Alvis Ltd. in Australia it is necessary for the Club to maintain its account on the credit side and it will be the policy of the committee, as now constituted, to build up a reserve of this nature to a considerable amount, to preserve our standing with Alvis Ltd. and to cover the urgent delivery of spares required in the case of emergency action. It is anticipated that it will be possible to prepare and publish a full statement of the Club's trading account by the end of the year, to be presented at the first meeting of the 1965 year.

Spare Parts Account - Revenue Statement

<u>1962-63</u>	<u>Income from</u>	<u>1963-64</u>	<u>1962-63</u>	<u>Expenditure by</u>	<u>1963-64</u>
£		£	£		£
27.13.2	Payments from members	176. 7.10.	18.18.9	Sterling drafts to Alvis Ltd.	177. 4.1.
2. 3.8.	Credit balance from 1963	<u>1.19. 8.</u>	1.19.8	Credit balance to 1965	-
		178. 7. 6.	-	Spares obtained locally	9. 0.0.
			-	Customs dues paid for members	3. 5.5.
			-	Refunds on spares deposits	5. 0.0.
			1. 0.3	Administrative costs	2.12.3.
	Debit balance to 1965	<u>18.14. 3.</u>	5.14.6	Agents fees	-
		£197. 1. 9.		Total expenditure	<u>197. 1.9.</u>

Treasurer's Report (contd.)

3. Balance Sheet as at 15.10.1964:

<u>Income</u>	<u>1963-64</u>	<u>Expenditure</u>	<u>1963-64</u>
	£		£
From General Account	225.11. 4.	From General Account	250. 7.10.
From Spares Account	176. 7.10.	From Spares Account	197. 1. 9.
Balances at E.S.& A. Bank 19.10.63:-		Balances at E.S.& A. Bank at 15.10.64:-	
General Account	100.14. 8.	General Account	57. 3.11.
Spares Account	<u>1.19. 8.</u>	Spares Account	<u>-</u>
	£504.13. 6.		£504.13. 6.

The accounts therefore show that the Spares Account is in debit to the General Account for an amount of £18.14.3, being the difference between the bank balance and the general account book balance of £75.18.2. For banking purposes the two accounts have always been combined since the present treasurer's term of office.

W.A. Hannam,
Hon. Treasurer.

The meeting resolved that the Club Financial Year be brought into line with the subscription year (calendar year). The balance sheet to be presented at the first meeting in the next calendar year.

The meeting concluded at 10.30p.m., followed by supper and a talkfast.

Our congratulations to those elected. We have no doubt that members will give them every support in the coming year.

A Strange But Very Welcome Visitor Drops In.

Graham Martin, from Wangaratta, was present at the meeting. He was most welcome. He began by warming the hearts of all T.A.14 owners by singing the praises of the "Taffy" as he affectionately calls it. But, all partisanship aside, Graham bore news of great import.

The Lions' Club of Wangaratta has organised a Motor and Caravan Show at the Wangaratta Showgrounds in February 1965. To relieve it of the monotony of the modern production car they approached Graham to organise a section for Vintage cars, P.V.T. and Post-War Classic Cars.

This Graham responded to very readily and has organised a cavalcade to proceed through the town to the Showgrounds, a four-event Gymkhana and a Concours. The panel of judges has been well chosen and includes Alvis Car Club member John Murray. The Total service station in Wangaratta has generously agreed to provide washing facilities for all competing vehicles on arrival in Wangaratta.

The Lions' Club of Wangaratta has invited all participants to be their guests at a barbecue on the Saturday night. They have also provided substantial trophies, each to the value of £20 for the winners of the events.

The Committee had previously discussed the possibility of making this weekend the occasion of the Basil Bowes Memorial Trophy Rally for 1965. Arrangements with Graham are proceeding to hold the Trial section of the Rally from Seymour to South Wangaratta with controls along the way and finishing marshals provided at the Wangaratta end. The results of the Alvis cars competing in the Gymkhana will then be extracted to determine the winner of the Gymkhana section of the Basil Bowes Memorial Trophy. The Alvis Car Club member scoring the highest aggregate points in the Rally and Gymkhana will of course be the winner of the Basil Bowes Memorial Challenge Trophy for 1965, complete with replica.

This rather hasty account is due to the need to get this month's Newsletter out this month. More precise details in the November issue.

JOTTINGS

By Scribes Various.

Apology - David Wischer's address is 1679 Malvern Road, Glen Iris. Phone 25.2391. Incorrectly noted last issue.

Combined Vintage Clubs Meeting of the Council of the Combined Vintage Car Clubs held in our Clubrooms October 30th. Our delegates D. Wischer (Pres.), R. Henderson (Sec.), D. Bamford (Club Captain).

The Foley 12/50. While in Albury recently David Wischer located Max Foley. The ex-Mildura 12/50 was on blocks in Max's backyard minus radiator, carburettor, head, etc. The recent awful weather in Albury accounted for the plastic sheet covering the 12/50. Same weather ruined David's fishing by flooding all the local streams. Max, a keen Alvis man, has brought the head to a high state of perfection and is about to do likewise with the original 30 mm. Solex updraught carburettor. (David expressed envy, thinking of the twin Amals on his own 12/50). Much work is needed on the unusual tourer-type body. Virtually no instruments are extant, but Max has a good source of supply. He does, however, badly need a 12/50 radiator. Willing to pay a reasonable price and only needs indication where one can be found.

Bloyd Speed 25. Ron Bloyd very kindly took David Wischer for a run in his Speed 25 while David was in Adelaide. Offered the driving seat David went through the usual polite hesitation, then seized the wheel before Ron could retract. Followed an enjoyable run through the Adelaide hills. Many members saw Ron's car at Mt. Gambier of course. He is to be greatly complimented on his restoration work. He also has a delightful Darracq (Genevieve variety).

The Adelaide T.B.14. John Murray took David to see this car (one of the four imported into Australia). A Mr. Howell owns it at present. (Address obtainable from John Murray, C/o Craters P.O. South Australia). His son has owned the car for a year. The brakes have been relined. That is the only work known to have been done on it recently. Bodily it is in very good order. The head does leak though, but as it is a very small one it would require very little work or material to reinstato.

The Ewing Speed 25. David Wischer was visited by Bill Ewing of Queensland, on his way home from Perth, recently. His car is 300 cars younger than Ron Bloyd's. It came out from Scotland with Bill. Keith and Meryl Welsh and daughter Janice were present at the time. Keith is supervising the rewiring of the Wischer 12/50. David managed to persuade Bill to rejoin the Club, making 54 financial members.

JOTTINGS (Contd)

Derek Holyoake has written to us. He wishes to encourage prospective purchasers of the Brunswick 12/40 owned by Mr. Abbott by making available to the buyer, for a token amount (£5), his entire collection of 12/40 spares which includes an almost complete chassis, motor, gearbox, front and rear end assembly, wheels, reconditioned magneto, good radiator, set new king pins and bushes (now from Alvis Ltd.), four new inlet valves (from Alvis Ltd.), 8 valve guides (now from Alvis), reconditioned speedo head and drive. This spare motor has the cast bronze water take-off on the cylinder block which could replace the fabricated steel arrangement on the Brunswick 12/40.

This is a generous offer by Derek to encourage someone to buy the 12/40 and restore it. He is offering what is virtually a spare car.

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David Wischer has brought a Silver Eagle which he located in Croydon recently. It is now safely installed in his garage alongside "Albert", the 12/50 on which he is working at the moment. The body is in rather a sad state and will probably have to be removed in favour of a more simplified touring body. John Fowler helped him tow it home recently, doing the honours in aiming the Silver Eagle on the way home.

David says the 179 Holden almost balked at the load behind it on some stretches.

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It was a pleasure to welcome Ken Jones again at the last meeting. We hope we will see Ken more frequently at the meetings.

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A pleasure was it also to welcome to our ranks now member Bruce Leslie, who is newly possessed of the ex-Graemo Quinn 3-litre. We wish him many happy hours with the car and in the company of our members.

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Noticed John Cole ruefully exhibiting a separated upper half of one of the F.W.D. pistons the other night. Bad luck, John. Here's wishing you a speedy replacement. Fortunately, the 3-litre is in a superlative state of restoration.

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CARS WANTED, UNWANTED, FOR SALE, EXCHANGE OR OUTRIGHT PURCHASE.

T.A.21 (ex-Graham Martin grey saloon). Complete car, mechanically O.K. Needs some touching-up of paintwork. Price asked £450 o.n.o. Contact Peter Lane - weekdays to 9 p.m. Phone 94-3665. Flat 3, 13 Fulten Street, East St. Kilda.

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Tyres for Sale. 2 only 6.00 x 20 6 ply tyres with tubes. Good condition. £2.10.0 each complete with tube. Also 1 only 5.50 x 20 now 4-ply tyre for £6.0.0. Contact Keith Welsh. Phone 42.6707.

CARS WANTED, ETC. (Contd.)

For Sale. 1954 T.A.21 drophead coupe, fitted with radio, windscreen washers. Bodily and mechanically good. Colour grey. Tyres O.K. Contact Mr. Carlson, 20 Brock Crescent, Box Hill South. Phone 28.2186. Price asked £300.

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For Sale. S.C. Speed 20 drophead coupe. David Muirton, Flat 15, 37 Domain Street, South Yarra. Phone 26.2337. Price asked £400.

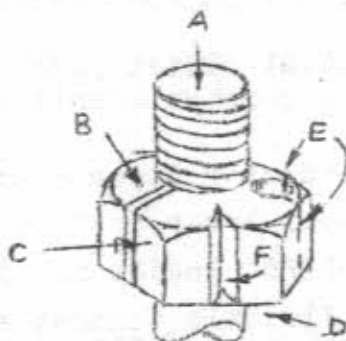
Wanted. Ken Heath of Sunny Ridge Turkey Farm Pty. L td., W a 4 N., N.S.W. is working on restoration of a sub-frame 12/50. He is willing to buy any spares which members may have for sale. Can anyone oblige, please? David Muirton has already offered him from stock Top Water pipes (18/6 each), rear water transfer port (9/- each), Bronze Simms couplings (3/6 each), fabric couplings small and large size, Sankoy wheels, rubber engine and gearbox mounting cones (4/- each).

SPARES SERVICE PARTS IN STOCK.

The following parts are held in stock and may be obtained from the Hon. Spares Registrar, David Muirton, at the monthly general meetings:-

* 1 set Gearbox mounting rubbers (6) suit SB, SC 19.82, SA. SB, SC 25.63 and 4.3 litre	£1. 4. 0 set.
* C.6066. TA. TC 21 Jack Bracket Grommet	3. 0 ea.
C.625 Stewart Seal Rubbers (T.A.14 water pump)	6. 0 ea.
C.1642 " Water Pump Gland Carbon. (T.A.14 water pump)	6. 0 ea.
B.10391 Alvis Badge (flat)	1.10. 0 ea.
Bondix starter springs suit 12/50, 16.95	4. 0 ea.
C.5999 T.A.21 Clutch pedal pads.	4. 6 ea.
Set gearbox mounts (6) suit late 12.50, Silver Eagle	1. 2. 0 set
1 Set (2) Radiator lower mounting rubbers	8. 0 set
1 C.7268. Gear lever knob (3 litre)	8. 0 set
1 set (12) 12/50 Engine mounting rubbers	2. 2. 0 set
V.8000/217 Flexible Connector Luuax-Bijin suit S.C. Speed 20 on to 4.3 litre (Radius arm to king pins)	9. 6.
C.2997 Front Jack Bracket Plugs	4. 6 ea.
N.4191 L ignum Vitae Bearings Vintage and P.V.T.	3. 6 ea.
C.5778 Exhaust Pipe Joint Washer (3-litre)	4. 0 ea.
C.2053 Alvis Radiator Dadge	1.10. 0 ea.
1 T.A.21 Oil Pump (Reconditioned)	10. 0. 0
N.11835 L.H. Hub Grease Cap SA, SB 19.82	
12/50 Bronze Water Transfer Rear	8. 0 ea.
12/50 Top water Transfer Aluminium	16. 0 ea.

2. (b) Mark pieces, as necessary for later identification. This can be done quite simply by using white surgical plaster with the details written on it in black chinograph, crayon, ink or biro. Nearly all chassis components have an Albis part number embossed on them starting with the letter 'N'. This does NOT mean however that parts bearing the same N number are identical. All conrods for instance, are N.2881, but ones with some weight differences are to be found due to variations in the H section.
- (c) Smear all machined parts uncovered by the dismantling with grease to prevent rusting.
- (d) Stubborn nuts/etc. and belt removal - Never get angry with a nut that will not respond to spanner treatment as some other inoffensive component invariably gets an undeserved share of punishment and bears the marks of careless hammer blows or the slipped chisel all its life. Adopt a deliberate plan of campaign; here are some solutions to such problems:-
- (i) Split pins. Grab the top leg of the pin with pliers and waggle it about so that the leg fatigue fractures at the point of exit from the bolt split pin hole. Now straighten the lower leg and the pin will be easy to remove with the pliers or by the tap of a drift on the remaining leg or on the upper hump of the split pin eye.
- (ii) Rotating coach bolts. Centre punch the rounded head and drill through the head to the shank with a twist drill through the head to the shank with a twist drill 1/16th in. greater in diam. than the coach bolt shank until the head comes off. Alternatively chisel or hacksaw a screwdriver slot in the rounded head.
- (iii) Stubborn nuts. If an overnight soaking of penetrating oil does not succeed together with a bit of heat treatment from a blowlamp try one of the following six methods:-



- A. Hacksaw down bolt and through nut in direction A in the diagram until nut parts in two.
- B. Cut through nut with hammer and chisel as at B and then use spanner.
- C. Start nut turning with a sharp hammer and chisel blow as at C.
- D. Hacksaw through bolt shank where spring washer is fitted.
- E. Drill down one of the nut corners with a suitable drill and then use a chisel to split the nut.
- F. Split nut with chisel on one flank of the nut with a support block on the opposite flat to take impact shock.