



VICTORIA

NEWSLETTER

VOLUME 4. ISSUE NO. 4

APRIL, 1966.

CLUB OFFICE BEARERS

President: David Wischer, 1679 Malvern Road, Glen Iris. 25.2391
 Vice-President: Simon Ramsay, 14 Kenley Court, Toorak. 20.4810
 Hon. Sec. Roy Henderson, 41 Kingsley Grove, Mt. Waverley 544.5249
 Hon. Treas. Andy Hannam, Doveton Ave., Dandenong
 Hon. Spares Registrar: David Muirden, Flat 15, 37 Domain Street, South Yarra 26.2337

Committee Members:

Ken Bapthey, 8 Kelso Street, Mentone.
 John Fowler, 34 Iluka Cres., Mt. Waverley
 Keith Welsh, 22 Wimmera Street, Box Hill
 Derek Holyoake, 22 Glen Street, Aspendale.
 Hon. Editor Newsletter: David Caldwell, 6 The Outlook, Heathmont.

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DAY TRIAL - February 27th - OFFICIAL RESULT

We stand corrected. We should have said the results published in the March issue were provisional only. The Official place-getters were :-

		<u>Points Lost</u>
1st	David Caldwell	110
2nd	Wes. Southgate	120
3rd	Keith Welsh	270
4th	Roy Henderson	390
5th	Andy Hannam	410
6th	David Wischer	450
7th	Alister Cannon	110

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AN EXCITING, SUCCESSFUL KALORAMA: A.C.C.V. AMAZES ITSELF

The day dawned full of promise with a clear sunny sky this 3rd of April. We washed and polished the car, prepared our picnic lunch and set off down Canterbury Road to attend Morning Service. We passed Sid. and Kath Lehner in the 3 litre followed shortly after by Lindsay Cobb and family in the Sunbeam, hot-footing it in the opposite direction for Kalorama. Excitement was in the air!

Duty done, we fled home, flung the victuals and the children into the car and set off post-haste for the Oval at Kalorama, arriving shortly before the commencement of the first event.

Numerous Alvis Enthusiasts were to be seen standing to in the centre of the ground, which was marked-out with flags and white rope ready for the first event. For this was the occasion on which the Alvis Car Club of Victoria was to cover itself in glory by organising and running the gymkhana events for a field numbering over 100 entrants. And this they proceeded to do, one may say in all due modesty, very successfully.

The Alvis representation was good, numbering David Muirden's T.E. 12/50 Beetle-back 2-seater, David Wischer's 12/50 4-seater tourer, Des. Donnan's 12/50 4-seater Tourer, Horrie Morgan's F.W.D. Saloon and Andy Hannam's Firebird Tourer. Regrettably, there was no Alvis representation in the post-vintage thoroughbred range, as David and Paul Bamford's Speed 20's have troubles at the moment which prevented their attendance on the day.

David Bamford acted as Chief Marshall and Starter, relieved at intervals by Roy Henderson. Alister Cannon and John Fowler operated the stop watches and recorded the results. David Muirden collated these for announcement.

Assisting David Bamford as course officials were Derek Holyoake, Keith Welsh, Simon Ramsay, Andre Cheleyer and yours truly. David Wischer, as Treasurer of the Council of Combined Vintage Car Clubs of Victoria, was kept busy raking in money by the armful, the "gate" being one of the best yet.

The events were run with such commendable smoothness that it was made to seem easy. However, this was made possible only by a lot of very hard work put in by the members of the A.C.C.V. Committee in preparing marker flags, rings, standards and quintains for the lancing event, rope, sacks for the Sack Race, etc. Unqualified praise is due to them, for, as a direct result of their efforts the good name of the Alvis Car Club stands higher than for many years.

Members may not be aware that the Alvis Car Club numbers among its ranks the Treasurer (David Wischer) and Secretary (Roy Henderson) of the C.C.V.C.C. and a third and very active delegate in David Muirden. We also have the President of the Vintage Drivers' Club, Lindsay Cobb among our number. Lindsay shared the broadcast commentary at Kalorama.

The events of the day were:

Event 1. Lancing Event. Members will be familiar with this one from our own Gymkhanas.

Event 2. Acceleration & Braking Test. Likewise.

Event 3. Bending & Flag Race. An "out and back" course, the "out" leg being a normal bending race, stop to pick up flags, these being placed in barrels on the "back" leg.

Originality Coucours. This was held concurrently with the gymkhana events in a roped-off section of the main oval. It was judged under the Vintage Drivers' Club Concours Rules.

Results were:

1st	Dennis Shepherd	- Hispano Suiza B 7.2
2nd	N. McCubbin	- Ford T Tourer
3rd	David Jones	- Rolls Royce Silver Ghost (Ex. Nareeb)

Event 4. Sack Race. From a Le Mans start, competitors ran to their cars, drove to a marker flag alongside which lay their sack. They then leapt out of the car into the sack and jumped, hopped or tumbled to the finishing line.

Altogether a most exciting, enjoyable day. Members who for one reason or another missed the pleasure of attending might ponder the fact and decide to make the (slight) effort to be there in 1967.

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LANGWARRIN GYMKHANA SET DOWN FOR MAY 22ND. DON'T MISS IT.

This is probably one of the most popular of the A.C.C.V. events for it provides a modicum of competition for the drivers as well as a pleasurable day out in bush surroundings for their families. On this occasion it also constitutes the second "leg" of the competition for the Basil Bowes Memorial Challenge Trophy.

The events will be described in diagrammatic form, together with the usual "how to get there" map in the May issue of Newsletter. Entry fee is 10/-. These will be received at the General Meeting, 8 p.m. Friday, May 20th, or on the day, if you are unable to attend the meeting.

Put it down in your diary and cancel all other social engagements this day.

PRESIDENT'S REPORT

Ladies and Gentlemen,

Firstly, I wish to record my thanks to the Committee and to Vice-President Simon Ramsay for filling in for me so often during my absences on business. To Roy Henderson for his unfailing attention to duty; to Andy Hannam for keeping us on the track financially and to David Muirden for his time and effort in organising the spares service, the importance of which I need not stress any further.

My thanks are also due to David Bamford, Alister Cannon, Keith Welsh and John Fowler for their efforts, apart from Committee duties, in helping other members. Having missed out our friend David Caldwell, we must look to him as being partly responsible for holding the Club together. His Newsletter is, and I say this without exaggeration, acclaimed among the interstate members of the Club as an interesting and useful periodical. Amongst our local members, many belong to the Club with the sole purpose of receiving the Newsletter.

The Basil Bowes Memorial Challenge Trophy was contested in 1965 for the second year and was deservedly won by Andy Hannam. This is the main trophy around which the sporting programme of the Club is built. It represents a focal point on which to build a solid Club, at the same time perpetuating the memory of the Club founder, the late Basil Bowes. The events contested for the trophy comprised a gymkhana, day trial and a hill climb. These were well-organised, well-run and were, I feel, a great success. Andy does too!

Concerning spare parts, the Club stocks are much improved in quantity and variety since last year, our successful take-over bid for the remnants of Devon Motors stocks at a low price assisting greatly.

Membership has again grown from 54 in the previous year to a record 65 at the moment. The new Constitution provides for various membership categories, one of which, the Junior membership, has already brought 3 new members into the Club.

It has been encouraging to note the large number of vintage and P.V.T. Alvises at the recent Langwarrin Gymkhana. Though we want and need both pre-war and post-war Alvises in the Club, it is a great satisfaction to see so many of the elder cars being maintained and used.

The Alvis-Rover merger - no changes appear to have been made to the services rendered by Alvis Limited following this event. Let us hope the status quo will be maintained, though one must expect changes of some sort eventually.

The long-awaited Constitution - At long last, after much hard work by a sub-committee comprising Roy Henderson, Andy Hannam and David Caldwell, a pro forma was produced, discussed, changed and reprinted, ready for ratification at this meeting. As we have all had a chance to suggest changes and additions I ask for a motion that the new Constitution be adopted wholly as it stands and for a seconder of that motion. (The proposed constitution was adopted without amendment. Ed.)

Finally, I wish to thank the Committee and members for the support which they have all in their separate ways given to the Alvis Car Club of Victoria.

Thank you.

David Wischer, President.

* * *

by "SCRIBE"

JOTTINGS

We were delighted to see Kath and Syd. Lehner at Kalorama, though we personally didn't get the opportunity for a chat. Syd. has been unable to get to the General Meetings for some time now as he has been working down at Werribee.

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Wes and Jill Southgate made the journey up from Trafalgar on the day to be present at Kalorama. This indicates, we feel, an enthusiasm all members might well resolve to emulate.

ALVIS CAR CLUB OF VICTORIA

TREASURER'S REPORT AND PRESENTATION OF ACCOUNTS FOR 1965.

1. Report:

I have pleasure in presenting the following accounts covering the operations of the club for 1965. The Treasurer is, possibly, in the best position of any officer of the club to gauge the effectiveness of the Committee's organisation and rulings, and the response of the members to this control, as these are shown directly by their influence on the financial position of the Club. This is the first year in which the financial year has been brought into line with the subscription year and this makes it much easier to present a true and accurate report on the financial position of the Club. A few points are worthy of special mention in relation to the overall, very satisfactory position as shown in the financial position; these are :-

1. Membership increased from 47 in 1963-64 (the last previous full year) to 61 in 1965. Most of the new members joined in the latter half of the year, and we were able to retain the membership of most of the earlier stalwarts.

2. The response of members to the events organised for 1965 was much greater than in any other year and reflects great credit on the organisers of these events, in introducing attractive competition events and in their ground control on the day.

3. The value of the News-letter cannot be over-emphasised in its effectiveness in disseminating Club news and in holding the members interest in Club matters. Congratulations to our Editor for a magnificent job, well done under frequently difficult circumstances.

4. The spares service is making steady growth and under the able direction of our Spares Registrar is undoubtedly offering a unique service to Alvis owners in Australia. A great leap forward was made by the acquisition of the Devon Motors stocks. That the service has shown a trading balance in the red for the last two years is insignificant when looking at the figures shown in the final balance sheet. Four years ago our assets, in cash and spares, would not have exceeded E30.0.0.

My heartfelt thanks go to our President and Hon. Secretary in particular and all the other members of the committee for having helped me to perform the office of Hon. Treasurer, without their co-operation the Treasurer's work would be doubly difficult.

W. A. HANNAM,
Hon. Treasurer.

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ALVIS CAR CLUB OF VICTORIA

ACCOUNTS FOR YEAR 1965

1. GENERAL ACCOUNT

<u>Income</u>	E. s. d.	<u>Expenditure</u>	E. s. d.
Subscriptions	126.17. 6	Newsletters	26. 8. 5
Car Badges etc.	6.10. 5	Postages & Admin.Sundries	3. 5. 3
Club Room Rent (CCVCCV)	4. 4. 0	Refreshments	7.18. 7
Donation	2.10. 0	Club Room - Rent	12.12. 0
Refreshments	18. 2. 9	" " - El.Wiring	10.10. 0
Events	87.15. 0	Printing, Stationery	29.16. 6
Bank Interest	2.17. 7	"Age" Advertising	4. 1. 8
		Events	91. 7. 6
Total Income for 1965	248.17. 3	Cheque Book	1.10. 0
		Petty Cash Account	5. 0. 0
		<u>Total</u>	<u>192. 9.11</u>
Book Balance at 1.1.65	78. 6. 1	Book Balance at 31.12.65	134.13. 5
	<u>327. 3. 4</u>		<u>327. 3. 4</u>

2. SPARES ACCOUNT

Sales ex local purchases	42.14. 3	Cost of local purchases	6.10. 0
" " stock from		" " stock ex	
Alvis Ltd.	121.16. 4	Alvis Ltd.	138.16. 7
" " stock from		" " stock ex	
Devon Motors	24.19. 0	Devon Motors	54.13. 4
Loan from General A/c. (1964)	14. 8. 7	Refunds	3. 0. 0
	<u>203.18. 2</u>		<u>202.19.11</u>
Deficit for year 1965	13.10. 4	Deficit c/f. from 31.12.64	14. 8. 7
	<u>217. 8. 6</u>		<u>217. 8. 6</u>

3. COMBINED ACCOUNTS

General Account - Book Balance at 31.12.64	£78. 6. 1		
Less Deficit from Spares Account	14. 8. 7		
Bank Balance at 31.12.64			£63.17. 6
General Account - Book Balance at 31.12.65	134.13. 5		
<u>Less</u>			
General Account Book Balance at 31.12.64	78. 6. 1		
Excess Income over Expenditure, 1965	56. 7. 4		
<u>Less</u>			
Deficit from Spares Account 1965	13.10. 4		
Nett Excess from Combined Accounts 1965			<u>42.17. 0</u>
Bank Balance at 31.12.65			<u>£106.14. 6</u>

BALANCE SHEET 1965

4.

<u>ASSETS</u>			<u>LIABILITIES</u>	
Cash at Bank 31.12.65	£106.14. 6		Outstanding Accounts: (b)	
Petty Cash in Hand 31.12.65	5. 0. 0		Alvis Ltd.	£44. 0. 0
Spares Stocks (estimated):-			Newsletter Duplic.	26. 0. 0
Local Purchase	10. 0. 0		Spares Service	10. 0. 0
Ex Alvis Ltd.	90. 0. 0			<u>80. 0. 0</u>
Ex Devon Motors(a)	250. 0. 0			
	<u>350. 0. 0</u>		Excess Assets over	
Sundry Debtors	13.16. 0		Liabilities	395.10. 6
	<u>£475.10. 6</u>			<u>£475.10. 6</u>

NOTES:

- (a) Devon Motors stocks valuation is placed at approximately half retail value.
- (b) Outstanding accounts are those appertaining to 1965 but received too late for inclusion in 1965 accounts.
- (c) Club Room Furnishings, fittings, office equipment etc., written down to nil value.
- (d) Second-hand spares in stock provisionally valued at £50 if saleable, written down to nil value.

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CARS AND PARTS TO FLOG, FLOGGED, FLOGGABLE, UNFLOGGABLE OR UNMENTIONABLE, ETC.

SILVER EAGLE Simon Ramsay has for sale his 2-seater aluminium-bodied Silver Eagle £140 (\$280.00). 14 Kenley Court, Toorak. Phone 20-4810

T.A.14 Mr. Paul Dunks (former owner of the Wischer/Fowler Silver Eagle) has a T.A.14 Saloon, body, interior and motor reputed good, for sale at £100. Reason for selling: Mr. Dunks is buying his uncle's Grey Lady from S.A. The car is unregistered and stands at Healesville. Mr. Dunks' address is 12 Bailey Grove, Ripponlea. Phone 63-7565.

12/70 We believe that Mr. Roy Watts, corner of Finlayson and Ferguson Streets, Rosanna, still has his 12/70 saloon for sale, as we have not heard to the contrary.

12/50 1926. T.E.12/50 BEETLEBACK in excellent condition. Recently overhauled engine, brakes, suspension, new upholstery. Body sound, requiring very little for full restoration. Sporty and unique. Selling only because of addition to family requiring move to new dwelling without parking vfacilities. Reg. to October 1966. £200 o.n.o. David Muirden, Flat 15, Domain Street, South Yarra (until end of March) Phone 26.2337.

TA.21 The T.A.21 advertised as being for sale (in last issue) at McLaughlin Motors, 444 Elizabeth St., turns out to be "Victoria" formerly owned by David Wischer. David has had a look at it and reports that it has had a (probably not major) prang up front followed by a quick "beat and spray" job.

SILVER CREST(S) 1937 Alvis Silver Crest and spare car for parts for sale. This is a fairly rare Alvis. Price unknown. Contact Bruce Czynski, Briar Hill. Phone 43-3662.

SPARES FOR SALE
1 excellent 12/50 gearbox complete (3 point mounting, but innards are fully interchangeable with 4 point mounting boxes) - £5.0.0
1 reconditioned 12/50 starter motor complete - £5.0.0
1 very good 30 MOV Solex carburetter (barrel throttle) - £4.0.0
1 T.A. 16.95 Autovac Unit - excellent - 10/-

(David Muirien (address above).

3-LITRE VALVE GUIDES Albert Broad, 68 Tope Street, South Melbourne, has 3 sets of 3-litre valve guides for sale at 15/- per guide. He is currently turning up some 12/50 valve guides and members wishing a set should contact Albert or the Spares Registrar immediately. The same service is offered to our Sydney friends.

T.A.14 'GUARDS & BONNET Newly panel-beaten and sprayed mudguards and matching bonnet (not resprayed) for sale. (£15 o.n.o.) David Caldwell, 6 The Outlook, Heathmont. 63-2906 (day).

SPARES WANTED

3 - carburettor manifold suitable for Silver Eagle 19.82 required by Ralph Chivers. 26-2010.

Ralph Chivers has storage space available for Club members who want same.

A pair of genuine Alvis manufacture T.A.14 front springs are required by John Murray, "Kuminda", Crafers, South Australia.

John Murray, having by stages acquired a 4.3 litre (see letter below) wants some of the 4-way and 3-way pipe connections for the Luvax-Bijur lubrication systems (of the speed 20, Speed 25 and 4.3 litre cars). He writes: "They are little brass fittings with lugs to attach them to the chassis frame. If anybody has any could they let me know? (I believe D. Muirden had some once ..".

One left-hand rear mudguard for T.A.14 wanted by Mr. Paul H. Morrow. The existing mudguard and one wheel were wiped off by a motorist who hit him from behind. Mr. Morrow has notified the Club of his intention to join. He is from Queensland and has a 1949 T.A.14 drophead coupe Car No.22053, engine No.22053. His address is 31 Lee Street, Carlton.

Hawthorn Auto Wreckers, 49 Burwood Road, Hawthorn, advertised an "Alvis TA Saloon" among their current wreckings. Their phone No. is 81-5689.

T.A. 14 SALOON. Marc Pain, 66 Carlingford Road has a two-tone 1948 T.A. 14 Saloon for sale. Price £50 (\$100). Mechanically sound. One piston has slight piston slap. Roy Henderson has a letter from Marc (with Photographs) detailing the work which has been done on the car and which needs doing. The car has been offered to A.C.C.V. members first, and will be offered in Sydney if no one is interested.

Supercharged F.W.D. ALVIS advertised as 45,000 miles from new on the "clock" . Price \$1200. Enquiries to be made through Graeme Quinn.

3-Litre Spares. Ken Baptey has 3-litre engine spares for sale, including spare Crankshaft. 8 Kelso Street, Mentone.

JOTTINGS (Contd).

Ralph Chivers was in evidence at Kalorama in the role of onlooker. We look forward to the day when Ralph will have his (ex-Roy Henderson) Silver Eagle in the arena at Kalorama as a competitor.

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Heathmont is, of course, on the route to Kalorama. We had been home some little time and had begun making preparations for tea when there came a knock at the door. Who should happen to be there but David Wischer. The 12/50 had been showing unmistakable signs of diff. trouble and had stopped just short of the Bedford Rd. - Canterbury Rd. intersection near Heathmont. A kind resident nearby drove David around to our place while Moira and the boys stayed with the car. So, out came the T.A.14 once more, the tow rope was removed from the children's swing and back we drove to the stationary 12/50. The half-shafts were swiftly removed and, showing no signs of damage, the 12/50 was towed very slowly in 1st gear back to No.6 The Outlook.

We left him (Albert) rest in the drive while we all had tea. After tea we returned the Wischers to their home in the T.A.14.

So for a day we enjoyed the sight of two Alvises in the drive until David and Moira returned at 6 a.m. on the Tuesday morning and towed Albert home to Glen Iris.

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It transpired that the crownwheel had lost a couple of teeth. The studs holding the crownwheel to its cage had not had their ends peened over to prevent them coming loose and creating havoc (which they did). The teeth are currently being built up by stainless steel welding and being ground to correct shape by VIRIK of Burwood Road, Hawthorn. This man does an excellent job, reasonably. First reported by Ken Baptey last October, you recall.

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Bruce Czynski's F.W.D. tourer was bought by Rod Warriner of Ringwood. Rod apparently approached David Wischer at Kalorama about re-joining the A.C.C.V. Rod had belonged some years back now as the owner of the F.W.D. restored by Les Lee and currently owned by John Cole. We welcome Rod back to the Club and wish him well with restoration of the ex-Czynski, (ex G.N.S. Davies) F.W.D.

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Examples of early vintage motoring indoctrination? Present at Kalorama were the Cannon baby (1 year old), Southgate baby (6 months), and Bamford baby (3 weeks), with their mothers of course.

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Mrs. June Trim has sold her T.B.14 we understand in a letter from John Murray, who hopes to dragoon the new owner into joining the A.C.C.V. when he catches up with him (or her). Him - It is a Mr. Ross.

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WHEN DID YOU LAST RECEIVE SERVICE LIKE THIS?

Andy Hannam had the unnerving experience in the Cresta en route to the boat races at Geelong, of a continual bumpity-bump underneath the car. He called in at Winter & Taylor, G.M.H. Dealers in Geelong. Although being a Saturday morning mark you) they were very busy, they checked the propellor shaft and all tyres and eventually discovered the tread had lifted on the inside of one tyre for more than a third of the circumference of the tyre. They then changed the tyre. This completed, they resolutely refused any payment whatsoever. We thought them days was gone for ever! Seriously, though, such an instance deserves commendation.

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DAY TRIAL CLIPBOARDS. Would those competitors in the Day Trial who have not yet returned their clipboards, please do so? These represented quite a bit of work by the organisers who intended that these should be held as Club property for use in Trials to come. Thank you.

We continue the account in last issue dealing with the Speed 20 Series.

PERFORMANCE

Speeds in the gears were as follows - second, 45 m.p.h., third 63 m.p.h. and top 86 m.p.h.

Acceleration - from a standstill through the gears to 50 m.p.h. took 13-4/5 seconds, whilst 70 m.p.h. was reached in 28-2/5 seconds. Petrol consumption for the test on Brooklands track was recorded at 16.7 miles per gallon.

Braking Efficiencies - Using pedal only, 90% from 20 m.p.h. and 84% from 40 m.p.h. Stopping distance from 20 m.p.h. equalled 14'; from 30 m.p.h. 35' and from 50 m.p.h. 107 feet.

The sporting motorist could not fail to be impressed by the first all-synchromesh gearbox to be put into production by a car manufacturer. It comprised an oval shaped casing which was split horizontally at the centre line. This was necessary in order to facilitate assembly, for all four gears were fitted with synchronizing clutches and any other form of construction would have made assembly of the gearbox "problematical".

The gearbox layout of four pairs of constant mesh helical gears and two (double) synchromesh units was used for easy engagement. When either of these units were moved by means of the gear lever, friction cones were brought into contact so synchronizing the speeds of the rotating parts. Further movement then engaged the dogs.

Another feature of this gearbox was its special lubricating system embodying an oil pump!

Quietness on all speeds was a prominent characteristic of this gearbox which remained in use on all the more expensive Alvis cars up to 1940. After the war it was discontinued as being too costly to produce.

This Speed Twenty also possessed independent front wheel suspension with the massive transverse spring, using 11 leaves in all, a rigid cruciform braced chassis frame, permanent D.W.S. built in jacks, Alvis self-servo brakes, one-shot lubrication, Lucas P.100 headlights, and pilot lights, and needle roller universal joints.

The Speed Twenty was certainly a refined high speed car possessing many unique features, fine top gear performance and acceleration. (The last Speed Twenty (S.D.19.82 was manufactured in 1936).

At this stage we pause to note the achievements of the Alvis engineers who, during the 15 years from 1920 to 1935 produced -

1. The first and only British Car to win the J.C.C. 200 Miles Race.
2. The first British car with flexible engine and gearbox mountings.
3. The first British car with independent front wheel springing and steering.
4. The first British car with an all-synchro-mesh four speed gearbox.

Next issue "The Speed Twenty-Five".

LETTERS TO THE EDITOR

John Murray writes:- Having collected a 4.3 litre, in numerous pieces, here are the details. Car No.19501 (S.E.Series) Chassis No.14799. Present engine No.15318. Original engine No.15284 (information from Alvis Ltd.). Completed 14th May, 1938. Engine probably changed before it came to Australia? 10'7" wheel base. This car originally had a 2-door drophead coupe body by Vanden Plas with the spare wheel on the boot lid (not on the running board). Most of the body has gone but I have mudguards, doors, boot lid of scuttle. It came from England (probably after the war?) and John Bateman had it and took it to bits. He has now finished with it, and I have collected most of it. Ron Bloyd had the chassis frame and somebody else had the body bits. It has no radiator !! If anybody has a 4.3 litre radiator please let me know ! I am also after a 4.3 litre bonnet and 4.3 litre tailshaft.

KALORAMA - A "THANK YOU" TO ALL CONCERNED

A personal letter to all members of clubs within the Council of Combined Vintage Car Clubs.

Kalorama '66 is over, and what a day! Even the weather, (which I had forgotten to organise) held good, except for one small fall from grace.

I make no comment on the change of date, except to thank all club members for their tolerance, and to mention that the official entry list of 105 cars was a near record, thus knocking the pessimists who assured me that the change would kill the whole business.

Whom shall I congratulate?

The Committee bods, for the vast amount of energy expended before and during the day?

Or the club members, whose enthusiastic support, and words of praise at the finish, made the whole business worthwhile?

I think both - for without both groups, one to make the Rally possible, and the other to make it successful, there would be no Kalorama to look forward to year after year.

Many thanks to ----

The member club delegates, who set the wheels in motion.

The many assistants, who performed their tasks efficiently and without fuss.

The members of my own club, who conjured up an amazing array of props for the events.

The concours judges, who were press ganged into office, and spent the whole afternoon attempting to separate the 5 immaculate finalists.

The members of a well known club, who attempted the impossible (I think the Council should award them a special trophy - one used thunder box!)

And all the other odd bods, who manned the mike, flogged programmes, painted numbers, held the gate and quietly handled many other chores.

As for competitors and spectators, my thanks to you, too, for the obvious hours of work put into preparation of vehicles, for obedience to official requests (some of which probably seemed a bit weird at the time, but still, there was madness in our methods or something.)

For keeping speed down to reasonable limits.

For tolerance when official tempers became a little jaded toward the end of the day.

And especially for the amazing lack of litter on the grounds. Considering the lack of receptacles, this was very much appreciated by those officials who stayed back for a quick clean up after the show.

Finally, many thanks to Pat and Paul Conrad who honoured us with their hospitality for the evening's barbecue, which finished up with an ear bash over the coffee cups close on midnight.

If next year's Kalorama Rally is as good it'll be a beaut!

(Roy Henderson)

Hon. Secretary -

Council of Combined Vintage Car Clubs.