



VICTORIA

NEWSLETTER

Volume No. 4, Issue No. 9

September, 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. Secretary: Roy Henderson, 41 Kingsley Gr., Mt. Waverley.	544.5249
Hon. Treasurer: Andy Hannam, Doveton Avenue, Dandenong	792.2403
Hon. Spares Registrar: David Muirden, Flat 6, 22 Tivoli Place, South Yarra.	26.2337
Club Captain: David Bamford, 10 Ceilterre Ave., Ringwood	87.7303
Committee Members: Ken Bapthey, 8 Kelso Street, Mentone.	
John Fowler, 34 Iluka Cres., Mt. Waverley.	
Keith Welsh, 22 Wimmera St., Box Hill.	
Derek Holyoake, 22 Glen St., Aspendale.	
Hon. Editor Newsletter: David Caldwell, 6 The Outlook, Heathmont.	870.3751

ALVIS CAR CLUB OF VICTORIA ANNUAL PRESENTATION DINNER - SEPTEMBER 30th

It's on once more! Our own unassuming but very knowledgeable and entertaining Horrie Morgan is the guest speaker, and the trophies for the year's events will be presented to the winners by Horrie. Each winner in the Alvis Section of each event will receive an engraved pewter mug. Each winner in the Non-Alvis section of each event will receive an engraved silver medallion. The winner of the Basil Bowes Memorial Challenge Trophy 1966 will receive the trophy to be retained till it is time to hand it to the 1967 winner, plus a small replica as a perpetual memento.

The winners of the various events in the 1965-66 Competition Year may be recapitulated briefly here :-

Langwarrin Gymkhana November 1965

1. David Wischer - Alvis 12/50.

Day Trial - February 1966

- Alvis Section - 1. D. Caldwell - Alvis T.A.14
 Non-Alvis Section - 1. K. Welch - Jaguar Mark V.

Langwarrin Gymkhana May 1966

- Alvis Section - 1. A. Hannam - Alvis "Firebird"
 Non-Alvis Section - 1. R. Henderson - F.J. Holden.

Rob Roy Hill Climb - July 1966

- Handicap Section Alvis - 1. R. Angas - Alvis T.A.14.
 " " Non " 1. A. Chaleyser - Riley "Imp"

Fastest Time of the Day - Alvis

1. Ted Dromley - Alvis T.C.21
- F.T.D. - Non Alvis
1. B. Leslie - Chrysler "Valiant"

Basil Bowes Memorial Challenge Trophy 1966

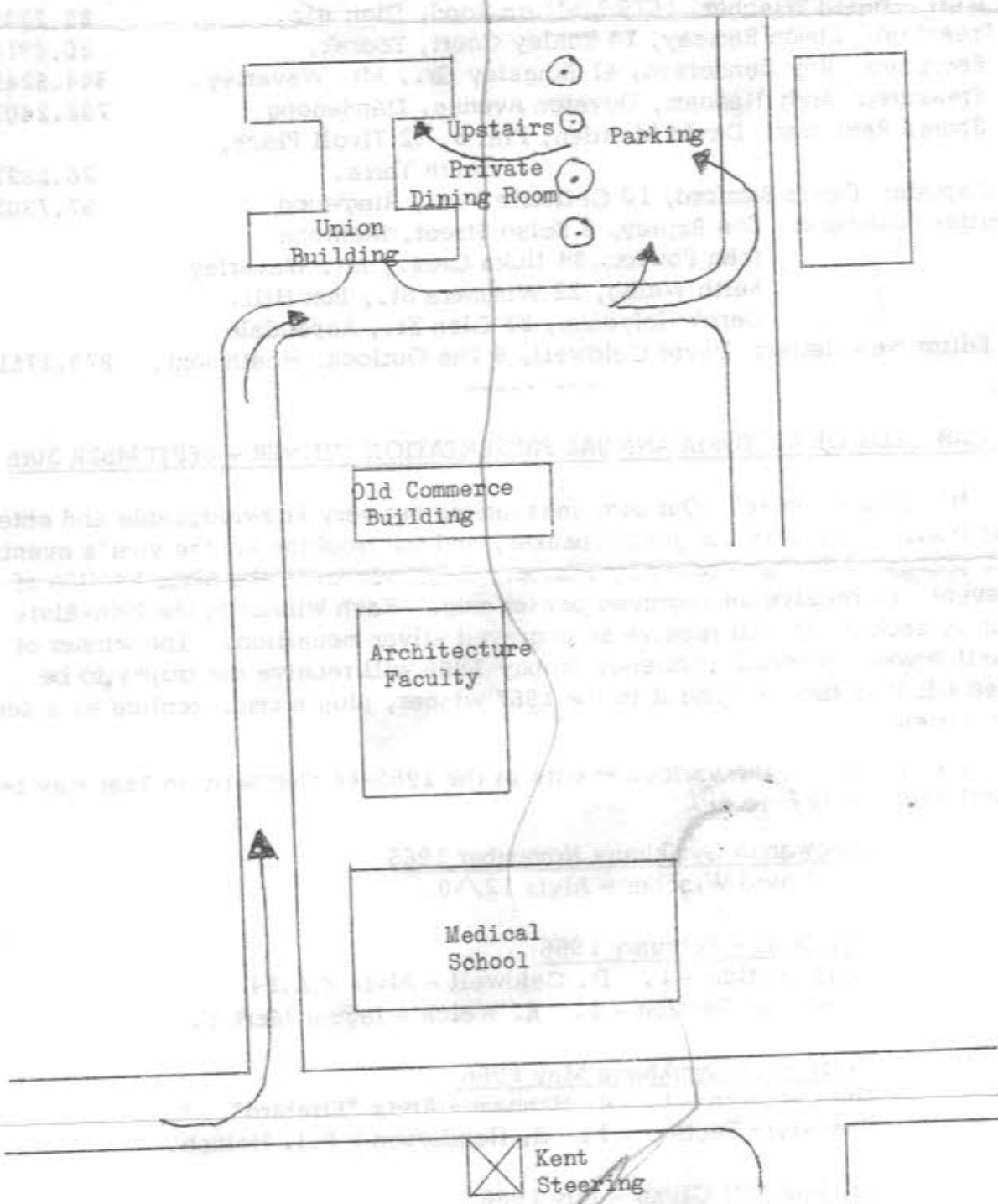
1. D. Caldwell - Alvis T.A. 14.

TICKETS AND HOW TO GET THEM.

Tickets will be available at the General Meeting Friday, September 16th. at the Clubrooms from Ticket Secretary Margaret Caldwell, or by telephoning Margaret at 870.3751 when tickets will be forwarded on receipt of cheque or money order. The tickets are very reasonably priced at £2.2.0 (or \$4.20 if you like) per head. The dinner is delicious, the drinks divine and the surroundings sumptuous. It is in short, an occasion not to be missed!!

HOW TO GET THERE

7.30.



And don't forget your wife (as if you would) for this is the night when long-suffering Alvis wives come into their own.
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A GREAT BIG APOLOGY.

By some incredible mis-reading of tabulated results published as provisional in the August issue, we omitted to state that Andre Chaleyser in the Riley "Imp" won outright the Rob Roy Hill Climb Handicap in July. We hope Andre will continue to speak to us and tender our sincere apology.
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MEETING NOTES - AUGUST 19th.

New members welcomed to the Club at this meeting were: Greg Birkman, 57 Wattletree Road, Armadale (ex Des Donnan 12/50); Brian Smith, Lot 6 Ferntree Gully Road, Glen Waverley (3 litre); Syd Ward, 103 Thompson Road, Bulleen. Syd does not own an Alvis as yet.

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Apologies were received from Keith Welsh, David Caldwell, Alister Cannon, Ken Baptey and David Muirden (sunning himself on the Gold Coast).

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Correspondence . From M.G. Club. Concours planned for December 1966. General idea is for each club to hold its own concours and then nominate the winner for the December event. A.C.C.V. decided not to participate officially but individual members may participate to represent Club if desired. Approx. 20 Vintage and Modern Clubs have been invited. Full details on notice-board in Clubrooms.

From Mrs. Jane Styles of Surrey, England notifying us of the death of her husband Mr. J.W. Styles. Mr. Styles was a co-founder of the Alvis Owner's Club, U.K.

From several Vintage Clubs - their Newsletters. These are, as ever, displayed on the Club Notice Board. From these you can learn what goes on in other Vintage Clubs!!

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Financial. General A/c. \$355.65 Credit; Spares A/c. \$114.04 Debit. \$164.00 sent to Alvis Ltd. All accounts paid to 31.7.66. Credit with Alvis Ltd. £9 Sterling. Balance in hand \$241.61.

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General Business. Ken Day's book "The Alvis Car : 1920-1966" is available for \$6 Aust. including return postage. Cheque drawn on any Australian bank and forwarded to Mr. K.R. Day at 26, Thetford Road, New Maldon, Surrey, England with a slip bearing your name and address in block capitals is sufficient. Some application forms available at next meeting.

John Stewart reported that Bill Manere, 28 Malona Street, Oakleigh has acquired dismantled 12/40 and would welcome information pertaining to restoration etc.

John also reported Clark Rubber Co. has square felt-covered window rubbers (slotted for glass). Catalogue No. he thinks is WS.10.

A query was raised by John as to why the Club did not have a stand at the Motor Show as did V.D.C., V.S.C.C., Riley etc. President pointed out this had been investigated but not enough quality cars available for the period required.

Jack McLennan reported an SB 19.82 (or was it a 1934 Speed 20?) found in poor shape - carburettors and manifold missing. More information awaited from John on this.

Ralph Chivers reported David Wischer's (ex) T.A.14 drophead coupe is now residing in his street (Leopold St., Sth. Yarra). It was owned by Kek Li Chin. Is it still?

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JOTTINGS.

By "Scribe"

We spotted 3 Alvises in the city on September 5th and 6th. On the 5th we saw Gary Rigg's Silver Eagle motoring past in fine style along Exhibition Street in the afternoon peak traffic. The following morning a grey 3-litre with a GEH number passed us in Latrobe St. (Austin Wood, perhaps?) and the same evening in Exhibition Street a black 3-litre which may have been that belonging to a Mr. Wardlaw, 2 Ormond College Grounds, Parkville, passed us by.

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LURKMAN FOR SEPTEMBER. John Stewart is having synchro-mesh drums for his 12/70 made by BRYANT & HUNTER, Precision Engineers of 28, Guildford Lane, City (Mr. Whitehouse). Price \$11.00 per drum including moulding, machining and fitting. Quality not known as yet as the job is not yet finished.

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Roy Henderson has pointed out that we mentioned him incorrectly in the last issue as clocking the competitors at Rob Roy. We quote him, "seems that someone is determined to make me a martyr to the cause, even when I'm loafing." Fact was that John Fowler was the timekeeper - and only left his post to eat - all credit to him. "All I did was to wildly flap coloured flags and look important." Thanks John for a job well done!" To which we add our own. Sorry John! How we do slip up.

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It is a while since we heard from Graham Martin in Wangaratta, a champion of the T.A.14. We hesitate to sing its praises too loudly or too often, as editors should not inflict their own enthusiasms on their readers too much, but Graham may weigh in without being accused of editorial bias. It seems to us that the T.A.14 is becoming a rarer bird than it deserves to be, and fairly quickly at that.

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From the V.S.C.C.

The Australia Day Weekend Vintage Rally conducted over the past 2-3 years at Mt. Gambier, South Australia will be held in Horsham in January, 1967. An entirely suitable programme of activities for the weekend is guaranteed, details of which will be forwarded to our Club with progress reports of arrangements.

Organisers for Victoria are:

Mr. R. Ellis, "Illangi", Bradley's Road, Warrandyte.
Mr. R.J. House, 21 Damon Road, Mt. Waverley.

They are anxious to receive entries from our Club.

Suitable motel accommodation has been arranged by them and deposits lodged to secure same. In view of this, the organisers would appreciate interested members enclosing a minimum of \$2 per head with their entry.

It may be pointed out that although the events are restricted to Vintage cars, owners of later model cars are welcome to go along to enjoy the fun.

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John Stewart's 12/70 is being worked over to judge by the purchase of spares and repairs being carried out lately. This is a nice example of the breed and should join before long the increasing variety of types of the breed which have graced Club events in the last 2-3 years.

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Wes. Southgate indicated the other day that he may have to sell the very nice Silver Eagle which originally brought him into our midst a little over 2 years ago. Shrinking garage space brought about by the recent purchase of a Lagonda is the reason for the decision. Regardless of whether Wes reconsiders or not, we hope still to enjoy the company of both he and Jill as we have since first meeting. We don't know what the asking price for the Silver Eagle is at this stage.

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Andy and Tony Hannam have been working steadily away at the "Firefly" during the school holidays. The motor has been sent to Repco for remounting of the bearings recently and much of the work on the chassis and running gear is complete. As this is the only example of this model extant, in Victoria at least, to our knowledge, it should be interesting when it finally makes its debut in Club events.

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Alister Cannon has the 3-litre motor with Jack Godbehear undergoing reconditioning - mains and big ends mainly. A long process with Alister doing much of the work himself. Courage, lad! You will have it done in less time than it takes to learn the Russian alphabet backwards!

Andy Hannam would like to commend Mr. Frank Woodcock and his two sons of the Moss Vale Auto Centre (Ampol), Moss Vale, N.S.W. Andy and son Tony had gone to Sydney to bring home their newly-acquired T.A.14 when an unfortunate engine failure brought them to a halt near Moss Vale. The Woodcocks arrived in response to their call and towed them to the garage. As it was obvious after a quick look that this was a case of tow home or abandon the car; it was decided to tow. The Woodcocks adapted their A-bar to fit the T.A.14. by drilling the jacking tubes and a minor welding job. One of the sons then towed Andy and Tony behind an ageing Holden Utility back to Melbourne at speeds up to 70 m.p.h. in weather so filthy that Andy and Tony could not see the back of the ute - only 3 feet or so in front of their bonnet - for the mud on the windscreen. The tow was performed on a Sunday for a very reasonable price.

Both father and sons were most obliging and helpful, according to Andy. Andy noted that one of the boys had worked on a Morris Minor 1000 (old bulbous outline type) porting and polishing it and fitting a 4-branch exhaust pipe which he had bent and welded himself very neatly, bumping the car's peak up to over the ton.

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BOOKLET REVIEW

Simon Ramsay handed us a 12-page booklet or pamphlet at the last meeting. This is published in black-and-white and colour by Profile Publications Ltd., England. The title reads: "The Alvis Speed Twenty and Twenty-five, 3½ and 4.3 litre Models". Under it is a side view of the most handsome Alvis ever (in our own personal view), the 4.3 litre Tourer with Vandon Plas body.

Although only of 12 pages, the publication is most comprehensive. Within those 12 pages are packed 23 photographs, full-page drawings in colour of the 4.3 litre Tourer and Speed 25 drop-head coupe (each page bearing plan, 2 side elevations, front and rear elevations of the car), a wealth of information on the 4 models described in the title and the specification of each.

The price on the cover is two shillings (sterling) and will probably be a little more here, but at this money the value is outstanding and the pamphlet would be a valuable addition to the Alvist's library. Copy from Technical Book and Magazine Co., 295-299 Swanston Street, Melbourne.

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THE STATE OF THE MARKET (ALVIS MARKET)

FOR SALE: "Gentlemen! What am I bid for this fine example..."

12/50, 1926, Beetleback body, upholstery new, recently restored, aluminium body. \$400.00 o.n.o. David Muirden, Flat 6, 22 Tivoli Place, Sth. Yarra. 26.2337.

Silver Eagle 19.82 H.P., 1932. Body removed but chassis complete with all mech. parts, 'guards, radiator, lamps, bonnet, scuttle and 6 wheels. Price \$100.00. David Wischer, 1679 Malvern Road, Glen Iris. 25.2391.

12/70 Saloon. Mr. Roy Watts, Cr. Finlayson & Ferguson Streets, Rosanna.

T.A.14. D.H.C. Damaged in smash, bent front axle, offside front 'guard wiped off. Insurance Company write-off. Enquiries through Paul Morrow, 31 Lee Street, Carlton. Paul will accept £25.0.0. Car may be seen at Blackburn Motor Body Service, 99 Whitechapel Rd., Blackburn.

1939 Austin 14 Saloon. Very good body, tyres and interior. Motor poor. £25.0.0 D. Holyoake, 22 Glen Street, Aspendale, S.13.

Silver Eagle TC.19.82. Complete and going. Requires body. Bonnet, scuttle and radiator all intact. Triple S.U. carburettors. \$100.00.
David Wischer, 1679 Malvern Rd., Glen Iris. 25.2391.

CARS SOLD:

T.A.14 Saloon advertised last issue by Mr. Paul Dunks. To person or persons unknown. At Healesville.

T.A.14 Saloon. Discovered at Healesville by Derek Holyoake 4 days after it had been sold by unknown vendor to unknown buyer. Painted Victorian Railways brown (of all colours!!).

SPARES FOR SALE:

M.L. Magneto, 4 cyl., reconditioned. To suit 12/50 Alvis. \$15.00. Also 1 pair T.A.14 head lamps, Vintage. 4 cyl., distributor reconditioned. Silver Eagle voltage regulator. Derek Holyoake, 22 Glen Street, Aspendale.

3-litre and 12/50 Valve Guides. Albert Broad, 68 Tope St., Sth. Melbourne.

T.A.21 3 litre. Wrecking. Hawthorn Auto Wreckers 81 5689.

SPARES WANTED:

3-carb. Manifold. Suit Silver Eagle 19.82. Ralph Chivers. 26.2010.

Silver Eagle Spares including Crank Handle, Original type Alvis S.E. instruments, Vintage S.U.'s to fit Silver Eagle. Gary Rigg, 29 High Street, Glen Iris. 25.1148.

1928 T.A.14.75 Silver Eagle. Wanted Generator and magneto 6 cyl. B.T.H., steering wheel including centre piece with throttle and ignition controls, to complete chassis. Mr. Italiano, 18 Torway Street, Nth. Balwyn. 85.9716.

T.A.14. Pair genuine Alvis front springs. Also 4.3 litre, speed 20, 25 etc., 4-way or 3-way Luvax-Bijur lubrication system connections. John Murray, "Kuwinda", Crafors, South Australia.

By E.A. Sitwell

"THE RED TRIANGLE"

Continuing our serialisation of this article taken from a report from "The Motor" May 30th, 1951:

"Alvis sporting successes in 1927 included a handicap win with a 12/50 in the Essex M.C.'s six-hour endurance test at Brooklands. The next year (1928) two new Alvis f.w.d. sports cars, with o.h.c. four-cylinder engines and independent suspension all round, finished first and second in the 1½-litre class of the Le Mans 24-hour race. Fitted with a light, semi-racing body and a supercharger, an otherwise similar car finished second in the R.A.C. Tourist Trophy race held in Ulster in August of the same year. Further speed records were broken by Alvis both in 1928 and 1929.

For the Ulster T.T. of 1930, a team of four f.w.d. sports cars, with supercharged o.h.c. eight-cylinder engines, was produced; and a specially big effort was made to win the race. Alvis did, in fact, achieve first, second and third places in the 1½-litre class and were the first British cars to finish in the whole race. However, three 1,750-c.c. Alfa Romeos finished in front of them and on handicap were acclaimed the victors. Then came what was in sporting circles the bombshell; Alvis would officially race