



VICTORIA

NEWSLETTER

VOLUME 5 ISSUE No.6.

JULY 1967.

OFFICE-BEARERS:

- President: David Wischer, 1679 Malvern Rd, Glen Iris. 25.2391.
- Vice-President: David Bamford, 10 Ceilterre Ave, Ringwood. 87.7303.
- Secretary: Roy Henderson, 41 Kingsley Grove, Mt. Waverley. 544.5249.
- Treasurer: Andy Hannam, 54 Doveton Ave, Dandenong. 792.4403.
- Spares Registrar: David Muirden, Flat 6, 22 Tivoli Place, South Yarra. 26.2337.
- Captain: Alister Cannon, 23 Lemon Grove, Nunawading.
- Committee Members: Ken Bapty, 8 Kelso Street, Mentone.
- John Fowler, 1679 Malvern Rd, Glen Iris.
- Andre Chaley, 6 Flintoff Ave, Toorak. 24.4902.
- Derek Holyoake, 22 Glen St, Aspendale.

Editor Newsletter: David Caldwell, 6 The Outlook, Heathmont. 870.3751.

MORE ON THE COST OF INSURANCE THROUGH C.A.M.S. v. OUR OWN POLICY.

We should have headed our article in the last issue, dealing with this topic, "Editorial" as this did not reflect the views of all the Committee. Further, we should, and do, apologise for the incorrectness of our figures in that issue.

In summary, the cost of joining C.A.M.S. to gain insurance is as follows:-

C.A.M.S. Association Fee		\$10.00.
C.A.M.S. Capitation Fee @ 50c for (say) 60 members		30.00.
Gymkhanas (2)	\$2.63 premium for each	5.26.
Day Trial (1)	Organising permit	2.50.
	Insurance Premium	2.63.
Hill Climb	Organising Permit	7.50.
	Insurance Premium	15.00.
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Total Annual Cost		\$72.89.

The Hill Climb alone at Rob Roy at 1966 rates for track hire, assuming 15 entrants would cost \$26.25 plus C.A.M.S. charges of \$22.50 - a total of \$48.75.

Since the June Committee Meeting, David Wischer has done much good work negotiating an insurance policy for the Club with a private insurance company for a cover of up to \$100,000 protecting Committee and Club members against action by a third party insurer following a "payout" resulting from accidental injury to a spectator at one of our Club events. The company has granted this cover to the Club for an annual premium of \$44.86.

JULY EVENT SUNDAY JULY 30th (3rd LEG BASIL BOWES TROPHY).

The organisers of the event tell us it is to be in the form of a day Treasure Hunt with as many new twists as they can dream up (without being vicious, as one of them said). Alister Cannon, David Bamford and John Fowler are the organisers. More details concerning the starting time and location will be gleaned at the General Meeting Friday 21st July. The locale of the event will be within the metropolitan area. Entry fee will be \$1.00 per competitor.

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APPROXIMATE TALLY OF ALVIS CARS OWNED BY A.C.C.V. MEMBERS AT PRESENT.

VINTAGE (1920/1931) - 29. POST-VINTAGE (1932-1940) - 20.
POST-WAR (1945-1967) - 35.

The total numbers 84 cars. It should be noted that not all of these are in one piece and some are dismantled to a point where they may never see the road again.

Alister Cannon has done a lot of hard work in assembling this list, including a degree of detective work, where members have not been forthcoming with any data concerning their cars. If any member should be enraged by misinformation or no information concerning his car or cars, we suggest the remedy lies in their own hand i.e. writing to Alister Cannon, 23 Lemon Grove, Nunawading, telling him the vital statistics of your Alvis(es).

Member	Address	Car and Type
Robert ANGUS,	16 Alamein Ave, Ashburton.	T.A.14. 1949 (Tickford D.H.C.)
David BAMFORD,	10 Ceilterre Ave, Ringwood.	Speed 20 (S.B.) 1934 (Terdich Bros.)
Paul BAMFORD,	Flat 12, 36 Lillimur St, Ormond.	Speed 20 (S.C.) 1935 (Charlesworth.)
Brian BEESTON,	503 Armstrong St, Ballarat.	Silver Eagle 16-95. 1928 (? Drophead.)
Ron BLOYD,	1052 South Rd, Edwardstown, South Aust.	Speed 25. 1937. (Tourer.)
Ken BAPTY,	8 Kelso Street, Mentone.	T.A.21. 3-Litre 1951-2. (Tickford D.H.C.)
Greg BERKMAN,	57 Wattletree Rd, Armadale.	T.E.12/50. 1926. (Tourer)
Bill BARBER,	Main Road, Emerald.	F.W.D. 19 ? (?).
Alister CANNON,	23 Lemon Grove, Nunawading.	T.A.21. 3-Litre 1951 (Mulliner) T.C.21. 3-Litre 1953 (Not running) T.E.12/50. 1926. (Chassis).
David CALDWELL,	6 The Outlook, Heathmont.	T.A.14. 1948 (Mulliner saloon) T.A.14. 1946-7 (Martin & King saloon) T.A.14. 1949 (Mulliner saloon)
Lindsay COBB,	78 Victoria Rd, Hawthorn.	Speed 20 (S.B.) 1934 (Vanden Plas Tourer).
Frank COSSINS,	6 Manton Street, Burnley.	-

Member	Address	Car and Type
John COLE,	"Firbank", Flinders Road, Tyabb.	T.A.21. 3-Litre 1952 (Mulliner) Crested Eagle 19.82. 1936 (Holbrooks). F.W.D. F.D.12/50 1926-7 (chassis) F.W.D. F.D.12/50 1926-7 (Martin & King). S.C. 12/50 1926. (Duck's Back) T.C.21. 3-Litre 1953 (Mulliner)
Kerry CRAWFORD,	Flat 19, 13 Hawksburn Rd, South Yarra.	T.C.21/100. 1954. (Tickford).
Ralph CHIVERS,	55 Leopold St, South Yarra.	Silver Eagle T.A.1982. 1931. (Martin & King).
Andre CHALEYER,	6 Flintoff Ave, Toorak.	Silver Eagle S. G. 16.95. 1935 (? Saloon) S.B. 12/50. 1924.(? Tourer)
Paul CHALEYER,	As above.	
Charles CROTHERS,	299 Contingent Street, Warrnambool.	?
Mel CREATI,	48 Contingent St, Trafalgar.	Silver Eagle 19 ?.
G.N.S. (Nick) DAVIES,	C/o Coconut Products, Rabaul, New Guinea.	T.E.12/50. 1925.(Alvis C. & Eng. Tourer) F.W.D. F.D.12/50. 1928. (Cross & Ellis 2 seater tourer). F.W.D. G.P. St-8 1927-30 (Monoposto Alvis Car & Eng.)
Ted DROWLEY,	26 Kathleen Rd, Rosanna.	T.C.21. 3-litre 195 ? (Saloon)
Ray D'ALTON,	20 Frawley St, Frankston.	T.A.21. 3-litre 1951.(Mulliner)
Barry DANIEL,	11 Annesley Ave, Trinity Gardens, S.A.	T.A.21. 3-litre. 1951-3? (Mulliner)
Bob DRYSDALE,	122 East St, Glenroy.	F.W.D. 12/50. 192 ? (?).
Vic ELLIOT,	10 Brook Ave, Glen Osmond, S.A.	12/50. 192 ? (?).
William EWING,	109 Oceana Tce, Manley,Qld.	Speed 25 ? 19?
John FOWLER,	Flat 2, 1679 Malvern Rd, Glen Iris.	Silver Crest 19.82. 1939. (Saloon)
Joan FOWLER,	As above.	
Gordon FYSH,	12 Stewart St, Launceston, Tasmania.	T.E.12/50. 1926. (Alvis C. & E. Tourer.)
David FLETCHER,	247 Waverley Rd, East. Malvern.	?
Barry GOUGH,	23 Erskine Ave, East Reservoir.	Speed 20 (S.A. S.B?) 193? (Tourer). (More cars - no information available)

Member	Address	Car and Type
Alan GREENLEAS,	34 Boundary Rd, Yallourn Nth.	T.A.14. 194? (? Saloon)
Tim GOODE,	19 Willsden St, North Walkerville, S.A.	-
Alan GRIFFIN,	52 Tunks St, Northbridge, New South Wales.	T.A.21? 3-Litre 195? (Mulliner Sal.) T.A.21? 3-Litre 195? ? ? 12/50. 192? ?
Athol HAM,	8 Melrose St, Benalla.	T.A.21. 3-Litre 1950-1. (Mulliner)
Andy HANNAM,	54 Doveton Ave, Doveton, Dandenong.	Firebird S.A.13.22 1936 (Cross & Ellis Tourer) T.A.14. 1948? (Mulliner Sal.) T.A.14. 1949? (" ")
Tony HANNAM,	" " " "	Firefly, 1932-3 (Chassis)
Derek HOLYOAKE,	22 Glen St, Aspendale.	T.A.14. 19? (Chassis) T.A.14. 1949 (Shooting Brake) T.A.14. 19? (Tickford D.H.C)
Nat ITALIANO,	18 Tormey St, Nth Balwyn.	Silver Eagle 14.75 1928 (?)
Francis KING,	11 Hillside Pde, Glen Iris.	T.A.21. 3-Litre 195? (Saloon)
Bruce LESLIE,	6 Clitheroe Court, Burwood.	Speed 20 (S.B?) 19? (Chassis)
Sidney LEHNER,	46 Dover St, Richmond.	T.A.21. 1951? (Tickford DHC)
Graham MARTIN,	3 Valdoris Ave, Wangaratta.	T.A.14. 1948. (Mulliner Sal.)
Dr. J. MAYNE,	2 Essington Lewis Avenue, Whyalla, S.A.	T.C.21-100 Grey Lady 195? (Tickford D.H.C.) T.C.21. ? ?
Bill MENERE,	28 Paloma St, Sth Oakleigh.	?
Horry MORGAN,	12 Dunsterville St, Sandringham.	F.W.D. 12/50 192? (tourer) T.A.21. 3-Litre 195? (Mulliner Saloon)
Mrs. A.G.MORRIS,	St. John's Court, 576 Toorak Rd, Toorak.	T.C.21. 3-Litre (Mulliner Saloon)
Bob MORROW,	52 Moratai Ave, Ashburton.	No Alvis owned.
Capt. J.K. MARK,	H.Q. Western Command, Swan Barracks, Perth,W.A.	T.A.14.194? (Mulliner Sal.)
Andrew McDOUGALL,	1 Tulloch St, Launceston.	(ex Gordon Fysh 12/50).
Jack McLENNAN,	107 MacPherson St, Essendon.	T.A.21. 3-Litre 195 ? (Mulliner Saloon)
David MUIRDEN,	Flat 6, 22 Tivoli Place, South Yarra.	No Alvis owned (Presently).
John MURRAY,	C/o Oakbank P.O. Oakbank, South Australia.	12/70 S.C.13.22. 1939 (Mulliner coupe) Speed 25 S.C.25.63. 1939 (Charlesworth Saloon) 4.3. S.B. 31.48 1938 (Vanden Plas D.H.C.) T.A.14. 194?(Martin & King) T.A.14. 1948? (Mulliner)

Member	Address	Car and Type
Mark PAIN	66 Jenkin Rd, Carlingford, N.S.W.	4.3 31.48 1938 (Martin & King Saloon) 12/70 13.22 1938 (Mulliner Saloon)
Simon RAMSAY	14 Kenley Court, Toorak.	S.A.12/50 1924 (Chassis) T? 12/50 1927-8 (Chassis parts) ? 12/50 1928 Chassis, 1924 engine (Chassis)
Garry RIGG,	29 High Street, Glen Iris.	T.E.12/50 1926 (Beetleback) Silver Eagle 16.95 192? ("Boat-tail")
Geoffrey ROSS,	6 Baulderstone Place, Linden Park, S.A.	T.A.14. 1948 (Tickford D.H.C.)
Eric SEDDEN,	10 Higginbotham Street, Brighton.	Speed 25. 193? ?
Ross SHEPHERD,	6 Seaview St, Mt. Waverley.	No Alvis owned (presently).
Wesley SOUTHGATE,	13 Anzac Rd, Trafalgar.	No Alvis owned (presently).
Brian SMITH,	Lot 6, Ferntree Gully Rd, Glen Waverley.	?
Bob SLOAN,	Currently in U.K.	S.B.12/50 192? (Tourer)
George SPURLING,	7 Una St, Sunshine.	T.C.21. 1953 (Mulliner? Sal.)
Albert STONE,	68 Tope St, South Melbourne.	No Alvis owned.
John STEWART,	3 Fernhill Rd, Sandringham.	12/70 S.C.13.22 193? (? Saloon)
James THOMSON,	62 Alexandra Ave, Rose Park, S.A.	12/50 192? (Duck's back Big Port).
Austin WOOD,	10 Grosvenor Rd, Glen Iris.	T.A.21. 3-Lite 1951. (Mulliner Saloon).
Syd WARD,	110 Thompson's Rd, Bulleen.	Silver Eagle 192? (?).
Harold WELSH,	11 Wimmera St, Box Hill.	No Alvis owned.
Keith WELSH,	22 Wimmera St, Box Hill.	No Alvis owned.
David WISCHER,	1679 Malvern Rd, Glen Iris.	12/40 1924 (Chassis) 12/50 192? (Tourer - Kirkham body.)
Alistair WILKIE,	6 Churinga Ave, Mitcham.	No Alvis owned.
Prof. Harry WARDLAW,	2 Ormond College Grounds, Parkville.	T.C.21 ? 195? (Mulliner Saloon)
Rod WARRINER,	33 Munro St, Ringwood.	F.W.D. 12/50 192? (Tourer)

CONTINUING - 3000 MILES IN A DUCK'S BACK ALVIS 12/50 By Jim Thompson.

The first stage of the journey ended at Nhill in the Wimmera. It was with rather raised eyebrows that the locals watched the large variety of veteran and vintage cars enter the quiet town. At one motel the 1926 Bugatti, 1912 Napier, 1914 Minerva, 1926 Amilcar, 1926 Austin Twelve, 1927 Rolls Royce, 1936 Rolls Royce (unofficial entry), 1911 Renault and, of course, yours truly, were assembled side by side.

It should be pointed out that for some time mud had flown, figuratively speaking, between the owner of the type 40 Bug and the writer. You will have noted that in the last issue mention was made of the fact that the "blue tailed fly" as some discerning local had called it, had loped by the Alvis. Before the Bugatti owners can say "what else would you expect", it should be explained that the Bug was towed most of the way on an A frame, the Alvis was a different car with the larger main jet and it was being run in at this time. As a matter of interest, however, at a later stage when the Alvis engine had smoothed out to a good degree it was noticeable that the type 40 could just out accelerate the big port to about 45 m.p.h. probably due to the weight difference. From 45 m.p.h. on the Alvis was fleeter.

Next morning as luck would have it the date was April 1, 1967. Urgent message to Bugatti owner advising huge oil slick under tow car. Bugatti owner sprints to tow car amidst cheers of encouragement. But we all know the adage about "He who laughs etc....." As the Alvis set out on the next stage to Shepparton via Dimboola and Warracknabeal we were handed a map showing that most cars were going to Horsham. As the Alvis was doing a steady 40 m.p.h. to assist running the engine in gently, we left early and decided to follow the new map. Well there are some stupid people and it was April 1.

Realising at Horsham that the Bug was enjoying the joke, we decided to cross to St. Arnaud via the so-called Wimmera Highway. For two hours we motored steadily across the plain with the bitumen getting rougher and every few miles a sign announcing "Road Narrows". Eventually my passenger and I decided that should the Road Narrow again even the little Alvis would straddle it. In the whole length of the Wimmera Highway we saw one car - I think the driver's jaw is still on the road.

We eventually caught the main contingent at Bridgewater and enjoyed a barbecue on the banks of the Loddon. The rest of the journey to Shepparton passed without incident. At an earlier stage in the journey, however, just as we were nearing Nhill we saw a house moving towards us along the road. We had been some six hours in the car at this time and it was possible that our vision had been affected. It proved to be a house moving on a low loader and completely covering the width of the road. Having successfully avoided this obstacle it was with some alarm that a yellow object was sighted which also seemed to block the highway. This was a very large grader being towed by a tractor. Being a little weary it took a while to work out what the yellow monster was and it seemed that there would be no room to pass. However, fifty yards from the point of impact the Alvis was steered off the road along the dirt edge. At precisely the same moment the grader took to its side of the road and the two vehicles passed each other with the whole road between them bare. On reflection the tractor driver probably received as big a shock as we did because the sun was low and he probably could not identify the mysterious silver object careering at him.

From Shepparton the cars drove to a spot some 5 or 6 miles from Albury where the towed vehicles - mainly veterans - were unloaded. After a quick lunch and some hasty polishing the cars formed a convoy led by the 1904 de Dion Bouton of Percy Wien-Smith and we moved into Albury. It was quite a sight to see the cars moving slowly across the bridge into the main street. The Alvis did not like it one bit as it was fairly warm and crawling along in bottom gear for some 20 minutes did nothing to improve the cooling. It did not boil, however, well not much anyway.

3000 MILES IN A DUCK'S BACK (Continued)

The cars were stored in the Albury Wool Store and by the time we arrived most of the 200 cars had taken their allotted place. There were some fabulous machines present. Unfortunately, until later in the week, there was only one Alvis. However, it was most remarkable that vintage sports cars were very scarce indeed. From memory apart from a small number of very fine Bentleys and Vauxhalls, the Bugatti, Alvis and three Amilcars represented the vintage sports car section. Alan Fidler's Alvis appeared later in the week. My most vivid general impression was the large percentage of American cars present. Dodges, Buicks, Chryslers, Hudsons, Fords, Chevs, and even Packards and Duesenberg attended. More about these later.

Most readers will have probably heard details of the Albury activities so in the main I will confine my remarks to Alvis interests. The exhibition hall was open nightly to the public. In this way valuable "leads" to parts and such like were the entrants reward for displaying their cars. Simon Ramsay of Victoria probably has more information on this aspect. I am not sure what Simon found but I was given leads to a front axle and 21" wheels. I believe there was a 12/50 available in Albury also.

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JOTTINGS

By "Scribe"

Rod Warriner has the F.W.D. which he has been painstakingly restoring back on the road. So far it has only motored up and down the street in which he lives - not being registered as yet.

We have not seen it as yet, but our last sighting of it indicated it will be a sight for sore Alvist's eyes. It will be a credit to Rod and the Club wherever it goes (including 1968 Kalorama).

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Two people have done quite a lot of spadework concerning this insurance business. We feel we should record our thanks to them. They are David Wischer and Ken Bapty. David was ultimately successful, Ken drew a blank, though not for lack of trying!

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We fitted new tie-rod ends to the T.A.14 during a recent weekend. These were obtained from Machin's, Elizabeth Street, Melbourne, and labelled as suiting Austin A.40, and following models prior to the change-over to independent front suspension. One left-hand thread and one right-hand thread required. Price each \$2.80.

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FILM-NIGHT JULY 21st. GENERAL MEETING - DAVID FLETCHER.

David Fletcher has consented to show us film once more. We believe he even wants to do it! We understand he is making efforts to obtain 'The Titans' for us, the record of the between-wars Grand Prix machines. Failing this, we will have 'The Golden Years' once more - which we are sure you will agree bears re-viewing many times over. So don't forget it. Bring your wives.

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MARKET PLACE

FOR SALE

MG 'F' TYPE 1931-32 SPECIAL RACING CAR. Hydraulic brakes.
About 1300 c.c., O.H.C., TWIN S.U's., 6-cyl. motor, 17.9 sec.
standing $\frac{1}{4}$ mile. Complete with trailer. \$600.
Simon Ramsay, 24.3140, or at meetings.

1951 T.A.21 3-Litre. See April issue for details. \$500.
Francis King. 29.1586.

1953 (?) T.C.21. Mech. very good. Body needs attention. Good tyres.
E. Dromley, 26 Kathleen Road, Rosanna. 45.6847.

Silver Eagle 1928. Polished aluminium body. New upholstery very
good order. £250. Gary Rigg, 29 High St, Glen Iris. 25.1148.

T.A.21. Body and interior v. good. Motor using some oil Registered
and roadworthy. \$450. Jim Tuckerman, c/o Masonic Club, Melb;
or 18 Sharpe Street, Reservoir.

Crested Eagle 1933. Sedan v. original. Unregistered \$300.
Bruce Leslie, 29.3160.

SPARES FOR SALE.

Tyre Fit Speed 20. 6:00 x 19 tube to match. \$4.00.
Keith Welsh, 22 Wimmera St, Box Hill. 42.6707 (day).

T.A.14. Motor, gearbox and rear axle. Also M.L. 4-cyl. recond.
Magneto. Vintage 4-cyl. magneto. S. Eagle voltage regulator,
Vintage 8-day clock.
Derek Holyoake, 22 Glen Street, Aspendale.

CAR WANTED

Sports 12/50. John Beddie, Chemist, at Cootamundra, wants to buy
a sports 12/50 reasonably cheap, for restoration. Has already
restored a Model T, possibly other cars aswell, so this is an
inquiry to take seriously - J.N. Beddie, 105 Wallendoon Street,
COOTAMUNDRA.

SPARES WANTED.

1928 T.A.14. 75 Silver Eagle Steering wheel including centre-piece
with throttle and ignition controls to complete chassis.
Nat Italiano, 18 Tormay St, North Balwyn. 85.9716.

S.D.12/50. 21" or 19" open-hub wheels and/or tyres; 0-100 m.p.h.
speedo; switch panel; Hartford shock absorbers; any
original instruments to fit this model.
Graeme Quinn, Suzanne Court, Greensborough.
43.4849.