

A L V I S

ALVIS CAR CLUB

VICTORIA

NEWSLETTER VOLUME 5 ISSUE No.7. AUGUST, 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. 792.4403.
Treasurer:	Andy Hannam, 54 Doveton Ave, Dandenong.	
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, Mentoro. John Fowler, 1679 Malvern Rd, Glen Iris. Andre Chaley, 6 Flintoff Ave, Toorak. Derek Holyoake, 22 Glen St, Aspendale.	24.4902.
Editor Newsletter:	David Caldwell, 6 The Outlook, Heathmont.	870.3751.

ALVIS CAR CLUB ANNUAL PRESENTATION DINNER FRIDAY SEPTEMBER 29th 7.30pm.

The Dinner is on again! The occasion, as you know, is the presentation of the Basil Bowes Memorial Challenge Trophy to the 1967 winner (who will be announced at the Dinner) and the prizes for winners and place-getters of the individual events during the past year. Guest speaker will be Bob Morrow, Foundation Member and Life Member of our Club. An invitation has also been extended to Mrs. Bowes to be our guest for the evening.

The venue for the dinner is the same as previous years, namely the Private Dining Room, 1st Floor, Union House, Melbourne University, entered from the Car Park behind the Union Theatre.

The menu is a good one, refreshments are provided (choice wines or beer, as you wish). Tickets will be available at the General Meeting Friday evening 18th August, or from Mrs. Evelyn Muirden, Flat 6, 22 Tivoli Place, South Yarra. Tel. 26.2337. A modest increase in the price of the tickets to \$10.00 a double or \$5.00 a head has been necessitated by the fact that the Dinner returned a slight loss in 1966. At this price it remains a lower-priced occasion than comparable social occasions in other clubs. We will be delighted to join with you on the night.

TREASURE HUNT HELD SUNDAY JULY 30th - PROVISIONAL RESULTS.

Alvis Section: Barry Gough - Speed 20) Equal First.
David Caldwell - T.A.14)

Other Make Section: Roy Henderson - Holden First.

The occasion saw beautiful weather, amazing for this time of year. A well-organised motor through the inner suburbs and city, prepared by John Fowler and David Bamford provided fun for all involved. A disappointing entry, unfortunately. Don't you like Treasure Hunts? The event finished at the Flat of John and Joan Fowler where the hospitality of John, Joan and Mrs. Harper (and the cheerful blaze in the fireplace) was much enjoyed.

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MEETING NOTES - JULY GENERAL MEETING - MOTORING FILM NIGHT.

The event of the evening was of course David Fletcher's showing of motoring films including 'The Titans' (Grand Prix of the '30's); 'The Heroic Days (Motor racing up to 1914); 'Moulding Plastics'; 'Green For Glory'; 'The V.S.C.C. Horsham Rally, Jan. '67; film of David's trip through the area of the Snowy Mountains Authority Project. Showing ceased at 12.30 a.m., but three talkative committee members did not release David till somewhere about 2.30 a.m! Thanks to David for his company (and the films) once again.

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The A.C.C.V. decision not to use Rob Roy to save embarrassment to (some) C.A.M.S. Clubs was appreciatively noted in the S.C.C.V. Newsletter recently.

A.C.C.V. has notified C.A.M.S. of its decision not to join that body, noting high costs, and objections voiced by A.C.C.V. members.

It was also noted that the Vintage Drivers' Club, third largest club in C.A.M.S. has tendered its resignation from the organisation because of the high financial burden, and restrictive regulations hardly applicable to Vintage motoring.

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We are in contact with the Langwarrin Progress Association. The new Secretary, Mrs. J.B. Turner, informs us we are welcome there for the Gymkhana on November 19th.

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C.C.V.C.C. News. Roy Henderson was empowered to purchase a fire extinguisher which will be added to the loud hailer, First Aid kit, stretcher and 2 Stop watches, of which we are able to make use as a member Club.

Discussion is under way on proposed Perpetual Trophy.

Also discussion on Vintage Car Parade for Moomba, 1968.

COMBINED VINTAGE CAR RALLY MT. GAMBIER JAN. 27, 28, 29th 1968.

The event is being organised by the V.S.C.C.(S.A.) for next January. All vintage members of our Club more than welcome.

The Programme: Saturday. Possible simple trial to Mt. Gambier or proceed there in own time and manner. Dinner at Jen's in the evening.

Sunday. Tour to Nelson, 80-90 miles over excellent sealed roads. Dinner at Jen's.

Monday. Return home at leisure.

Cost - for Motels - \$3 per head must be paid by end of August 1967 to ensure accommodation. Send to Mr. Bill Byfield, 3 Vansittart Place, Beaumont, South Australia. More information will be available later. To ensure a bed the deposit must be sent. The alternative? Pot luck.

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RILEY CAR CLUB INVITATION - GRAMPPIANS TOUR OCTOBER 21st and 22nd.

The Secretary, Mr. Mick Livy has invited members of our Club to join them in their tour.

Itinerary: Friday Night Departure - motel accommodation at Ararat arranged.

Saturday Assembly at motel in Stawell at noon. Picnic lunch at Moyston. Gymkhana or conducted Grampians tour. Dinner at Stawell Hotel.

Sunday Morning Grampians excursion. Afternoon return to Melbourne, with lunch stop at Dunkeld.

Bookings - Close 31st August with John Hall at 67.7002 or Mick Livy at 60.0281, Ext. 396, or 29 The Boulevard, Pascoe Vale South.

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JOTTINGS

By "Scribe"

Two new members join our ranks this month, Alan Fidler, of 28 Boundary Road, Roseville, N.S.W. (Phone 419.2236) and Evan ~~Walker~~ ^{Muir} of 8 Bride Place, ~~Maitson~~, A.C.T.

Alan has a T.E. 14.75 Tourer, 12/50 Special, Silver Eagle Saloon (under restoration), Big 6 Citroen for everyday use, and a 12/50 tourer which he wishes to sell (no wonder!) - see under Market Place.

Evan has a 3-litre which he bought from Prof. King of Monash University, and a F.W.D. which he bought from a Tony Hutchinson. It came from Adelaide 3 or 4 years ago. (This would be the one which John Cole and Simon Ramsay reported there at about that time). Welcome to our midst, Alan and Evan.

JOTTINGS (Continued)

Alan Fidler's letter goes on to say he and Gary Coxon intend entering the Vintage Race at Sandown in November. Gary in the duck's back 12/50 (1925) and Alan in his 1926 12/50 Special. All Alvisists this side of the black stump please note. We hope to hear more of the arrangements nearer the event.

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You will be pleased to hear Alister Cannon is again well. He and Rosalie departed earlier this week for a short holiday.

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Ken Bapty has not been well. We hope you will be back in harness by the time this reaches you, Ken.

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Andre Chaleyzer is out of hospital and buying Alvises like a man with no arms. He is also selling them like a man with no arms. See Market Place.

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Noted Jim Thomson's change of address, to 2 Wooltana Avenue, Myrtle Bank 5064, South Australia, in a letter with his contribution (3000 Miles in a duck's back) below.

3000 Miles in a Duck's Back 12/50 (Continued)

Jim Thomson.

Each day at the Albury National rally tours were organised to various centres and the veteran and vintage cars would assemble by 9.30 and proceed in a glittering, spluttering convoy several miles long to the day's destination. Pottering speed in top gear in any Alvis is about 30 m.p.h. which was a fraction faster than the convoy speed. This being so the Alvis used to leave the assembly ground near the end of the convoy and slowly pass it in this way seeing most of the other cars. Probably some of the veterans thought the Alvis driver should stay in position but to do this meant staying in third gear for many miles.

On the first day an incident occurred which showed the value of fire extinguishers. The generator on the duck's back had stopped charging the day before so I took the car to the nearest auto electrician. This person diagnosed faulty brushes and after I did all the dismantling and reassembling charged me \$4.50 for the brushes and his skilled assistance. This was the only repair required on the journey and as the generator again stopped working two hundred miles later I feel I own part of the repairer's business. Whilst obtaining the "repairs" the Alvis was parked in a service station next to a large truck (not a Bentley). An apprentice mechanic had crawled under the bonnet into the engine and had spread spanners, etc., on the garage floor. After the generator had been dismantled from the Alvis and pieces carefully laid out on the floor a cry of "Fire" came from under the truck bonnet. Further shouts and yells followed by a crash as one frightened apprentice landed on his back on the spanners lying on the floor. Meanwhile smoke and crackling noises came from the truck. Everyone was shouting but no one had an extinguisher. I thrust the CTC extinguisher I carried in the Alvis into the hands of the chief screamer and he doused the flames. But in the process he inhaled some of the fumes. I was handed an empty extinguisher with the remark "Thank goodness that's out" and everyone returned to work. The chief screamer by the way was the repairer-auto-electrical-type and

3000 Miles in a Duck's Back (Continued)

I cannot help wondering whether he had to use the \$4.50 for doctor's fees as he was in quite a bad way after swallowing the fumes. I will always use dry powder extinguishers from now on.

Meanwhile the national rally continued. Several times the Alvis went on an unofficial run. On one occasion my friend and I travelled to a small settlement in search of a rumoured Rolls Royce engine. We found it plus genuine gearbox but the owner told us a local had bought the unit a few days before. Returning to Albury we burred along the Kiewa Valley Highway. With hood down and long flat open road, clear sunshine and no other traffic this was vintage motoring at its very best. It reminded me of vintage era drawings and pictures featured in the good books. The crackle of the exhaust seemed to echo around the valley and it was a rewarding experience.

The last experience I wish to make about Albury concerned the tour on the last day. The convoy visited an old race track and after lunch Bentleys, Vauxhalls, Alvis, Bugatti, Duesenberg, etc., trundled gently around the track and what a sight this was. The setting was very Australian but the cars were representative of the best from most countries.

Following this gathering the Alvis was heading back to Albury, with Ken Winch, an Adelaide Amilcar enthusiast as passenger, when some cars were spotted in the rear vision mirror. The road was very good with slight undulations at intervals. Ken said he thought the cars wanted to pass. I said I doubted this as they appeared to be an American car contingent quietly motoring. In fact it was the 1930 Cadillac cabriolet (2 seater), the similar age Chrysler roadster and one other American giant. As they closed in like Spanish galleons descending on a rowing eight the Alvis quietly moved to 60 m.p.h. By this time it was evident that the Americans intended to pass. The road was straight wide and clear for two miles at this point so with foot flat for the first time since the engine overhaul the Alvis went thundering down the highway. Inch by inch the big Americans closed the gap 100 yards, 75, 50, 30 - then an amazing sight. The beautiful grey Cadillac probably four times the capacity of the Alvis pulled out to pass but on the outside of the Cadillac the immaculate orange Chrysler roadster moved to the extreme right of the highway. Still the tiny silver Alvis with passenger and boot loaded with spare parts refused to be passed. Almost abreast the two giants breathed the Alvis exhaust fumes. Meanwhile the third American had retired in the distance. After two miles the road began to rise very slightly and the Alvis slowed. The bigger capacity began to pay dividends. But just as the two roadsters drew level with the rear of the Alvis a glorious vision appeared on the downtrack - a semi trailer. The Alvis was saved and the roadsters pulled back. By the time the semi passed the crest of the hill was reached and on the down slope the roadsters could not gain much. However, more undulations appeared. Once more the roadsters loomed up. This time the Alvis must be passed. Further along the road there was a tourist coach travelling to Albury. It was starting up the next rise. Some two hundred yards in front of it the double line began. By a stroke of luck the Alvis passed the bus but the roadsters could not do so before the double line. By this time some four or five miles perhaps more had been covered flat out. My enthusiasm began to turn to apprehension as I still had 1800 miles to go so reluctantly the Alvis was throttled back after passing the coach and a more leisurely pace resumed. The roadsters burred by - the faster cars in fact but made to work very hard by the irritating little silver car which emitted a rather cheeky roar.

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MARKET PLACE - For those who can't resist Alvises.

Chaley's Bazaar wherein all the whims of Alvimania may be indulged.

FOR SALE

Silver Eagle S.G.16.95 Saloon. Reg. Steaming 5000 miles since record. \$400.00.

Crested Eagle 19.82. Not reg. Complete and in nearly going condition. Haggling at £150.0.0.

"Mr. Smith" 12/50 complete but in component parts £75 or bid. Free advice from jig-saw experts.

Reason for selling - purchase of Bruce Leslie's Speed 20.

Andre Chaley, 6 Flintoff Avenue,
Toorak. 24.4902.

Alvis 12/50 1926 Tourer

Body - Cross and Ellis 3 Door, spare at rear. Aluminium and Steel.

Wheels - 500 x 20. Sanky or 500 x 19 wire available.

Colour - B.R.G. and Black.

Interior - Black.

Engine - 4000 miles since complete rebuild - new mains and big ends, GUD's Pistons and Rings, Valves and Guide Crankshaft balanced, rebore Gen. and Starter and Mag. overhauled. Clutch springs check. Oil pressure 60lbs (Yes) 60lbs cold. Oil pump overhauled. Running oil pressure 1lb per m.p.h. ect. 30 at 30 m.p.h. and so on. The engine has extremely good torque.

Brakes - Good - relined 2000 miles.

Tailshaft - New H/Spicer Universals and balanced.

Diff - K.G. Miller Conversion. New C/Pinion.

Tonneau - Yes - no hood.

Ready for Rally - nothing to spend.

Reason for Sale - (T.B.14/75 Tourer 12/50 Special) - Silver Eagle Saloon (under restoration) - big 6 Citroen everyday car, deserves attention.

Photographs available.

Alan Fidler, 38 Boundary Road,
Roseville, New South Wales.
419.2236.

1953 3-Litre Saloon (ex-Gawith's the bakers) Unregistered.

Body - cream and black - condition fair to good.

Interior - good. Tyres - 2 new, others good.

Mechanics - Car has not run for approximately 12 months but was O.K. at the time except for generator which requires attention.

Car generally complete except for heater system.

A.M. Wood, 10 Banool Road,
Surrey Hills. 83.9884 (After
6 p.m.)

MARKET PLACE (Continued)

For Sale

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

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T.C.21. 1953 (?) Mech. v. good. Body needs attention. Good
tyres. E. Drowley, 26 Kathleen Rd, Rosanna. 45.6847.

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

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

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

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SPARES FOR SALE.

Tyre Fit Speed 20. 6.00 x 19. \$4.00. Keith Welsh, 22 Wimmera
Street Box Hill, 42.6707 (day).

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

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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 Street, North Balwyn. 85.9716.

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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.

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Silver Eagle 19.82. 6-cyl. magneto and generator for this
vehicle. Alan Fidler. See address under For Sale.

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LURKMANSHIP NOTE David Bamford reports that renewal of points
spring in vintage and post-vintage polar-induction magnetos can be
replaced with a length of clock mainspring cut to length required
with a hole of appropriate size drilled in each end. David's
source of supply was the watch-repairing section of Stoney's
Electrical Services almost opposite Station in the main shopping
centre, Maroondah Highway, Ringwood.

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Alvis report that the .040" oversize 3-litre bearing shells will all
be dearer henceforth as original stock has been exhausted.

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