

A L V I S

C A R C L U B

VICTORIA

NEWSLETTER VOLUME 5 ISSUE NO.10. NOVEMBER 1967.

OFFICE-BEARERS:

- President: David Wischer, 1679 Malvern Rd, Glen Iris. 25.2391.
- Vice-President: David Bamford, 10 Ceilterre Ave, Ringwood. 870.7303.
- 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 Gr, 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.

LANGWARRIN GYMKHANA - SUNDAY NOVEMBER 19th.

THIS IS THE HAVE-FUN EVENT OF THE YEAR! It is the occasion to bring your family, keep your hand in for next year's gymkhana without any undue competitive stress, and if the weather remains as fine as it has been, to have a thoroughly enjoyable day out.

John Fowler and yours truly are arranging the events. These will be 4 in number and designed to cancel out power and speed differences between vintage and modern Alvises. In other words, they will be a test of driver skill rather than the cars' performance and power.

The map below shows how to get lost on the way to the Army Reserve Oval, Langwarrin.



Gymkhana (Continued)

All members taking part are asked to abide by the requests of the Safety Officer. Parents will oblige by ensuring that their children are kept away from the finishing line and cautioned against popping out from behind stationary cars.

The start will be at 11 a.m. with a break for lunch after the first event.

- * Entry fee \$1.00 - Payable at General Meeting, Friday, 17th November, or, if you can't get to the meeting, on the day at the Oval.
- * No water at the site - don't forget to bring a supply.
- * Bring Mum and the children.
- * Enjoy yourself.

CHRISTMAS BARBECUE - PLEASE NOTE - FRIDAY 13th DECEMBER.

There will be no formal meeting in December. Instead a barbecue to celebrate our Christmas break-up will be held at the home of Moira & David Wischer, 1679 Malvern Road, Glen Iris. Members are asked to bring their own supplies of alcohol and meat.

This occasion, by Moira and David's kindness, will mark the conclusion of activities in a very eventful year. There will be much to talk about with friends over a glass or two...or three.

JUMBLE SALE OF SPARES - BRING ALONG YOUR BITS TO THE GENERAL MEETING - FRIDAY 17th NOVEMBER - 8 p.m.

Be there for more information or questions on Langwarrin. Jumble sale of Alvis spare parts to raise funds to purchase new spares. The last impromptu effort raised \$22.00. This one could do better still.

JOTTINGS

By 'Scribe'

Derek Holyoake has acquired another T.A.14 (Saloon) from a place out in Burwood Road, Hawthorn. Gloria suggests he use it as a mobile dog-house. He explained at the last committee meeting that he can resist anything but another Alvis in good condition. Perhaps there is need for the formation of a society to resist this sort of thing? Alvi-holics Anonymous or some such.

Due to a communication failure, both Des Donnan and Kevin Bruce tendered for an Alvis T.A.14 being disposed of by the Melbourne City Council from its North Wharf Pound. Des could not bear to see the car go to a wrecker, so he put in a tender, although he didn't want the car himself. He was unaware that Roy Henderson had inspected the car and advised Kevin Bruce to put in a (lower) tender. Des' tender was successful. The story ended with Kevin in possession of the T.A.14.

JOTTINGS (Continued)

We note the formation of the Classic and Historic Automobile Club of Australia (founded 1966). The aim of the club is "to bring together persons with a common interest to encourage the use, maintenance and preservation of automobiles built from the 1st January 1931, to the 31st December 1942, without prejudice to make, model, method of manufacture or country of origin. Secretary is Jim Kerr, 18 Pittosporum Grove, Doveton, phone 792.0621(business).

GRAND GATEHOUSE GALA GAIETIES GIGGLE & GROG-ON, SATURDAY 9th DECEMBER. At "Newlands", Romsey. Tim Hewison's property is the first on left over cross-roads, heading west. Bring friends, glasses, money. Time 6.30. Donation of \$2 per head includes a steak and salads provided. Grog is not free but can be purchased at approx. ruling prices. Ticket Secretary Bill Kerr, 83.4833. Reservations before 3rd December. In aid of Vintage Sporting Car Club's Gatehouse buildings fund. Last year's Alvis attendance: Hendersons, Goughs and friends, Lehnars.

LETTERS DEPARTMENT

The following letter is a composite of two letters written by member Capt. John Mark, now with Headquarters 1st Australian Task Force in Vietnam.

"Dear Roy,

As you can see I have had an address change and regretfully could not come here 'accompanied'. The T.A.14 was railed to Adelaide from Perth and driven to Brisbane without too much trouble. Your last Newsletter (August 67) was sent on from Perth and it was a real pleasure to feel closer to home for a while.

I have been posted, for one year, to an Intelligence job on the H.Q. It is not the kind of posting one can enjoy, but it is interesting and keeps me busy and it is full of opportunities to meet with the South Vietnamese, civil and military, and with the Americans.

Haven't seen an Alvis since I arrived - plenty of vintage Citroen cars and other Continental cars and buses. Roads here are ruled by 3-wheeled 'Lambrettas' each with 15-20 passengers, driving all over the road, but generally on the right.

My reference to 'the right' was a reference to an old French legacy, reinforced by U.S. methods but still almost forgotten. Making a questionable pun one might say that 'roadwise' the South Vietnamese are drifting further and further to the left. This has its complications as far as we are concerned for all our vehicles are right hand drive and while the driver becomes relatively safe, the passenger (and I am one usually), sits nearest the scene of the action.

Most of the roads were built by the French in the days when vehicles were few and travel comparatively slow. Today we find them too narrow and full of turns one would hesitate to ride around on a bicycle.

Letter (Continued) Vehicles divide very roughly into two categories - Service and Civilian - Service vehicles on the whole are big and fast; civilian vehicles are pre-World War II with the exception of motor bikes and these three-wheeled scooter things, known en-bloc as "lambrettas". As far back as the rear of the driver's seat "lambrettas" are the same as any other motorcycle but immediately in rear of the driver is a large cage built over an axle about 6 feet in length and supported by two tiny wheels. The cage has a bench down either side and an opening at the back and a roof with a rack. These things are used as taxis, buses, stock transports, vegetable trucks and removalist's pantechnicons: I have seen pigs and baby water buffalo in them, firewood or pumpkins from top to bottom and one with two logs of wood, each of which must have weighed close on a ton, hung one either side - for balance I suppose.

People pack the things. Coming toward you, on a narrow and bumpy road, possibly tarred, it is quite a sight to see. A person either side of the driver (rider?), six heads down either side of the cage, a pyramid of people on top, legs dangling over the luggage rack and a block of them standing in the centre, all shouting and waving as you pass - a look at the rear of the thing is just as bad - packed tight, with 3 or 4 people strap hanging out the back and holding the rest in. The whole juggles precariously down the road and, somehow, never seems to come to harm. - Well, enough of Vietnam.

And the car! I thought that it would stay in Perth till I returned and (happy pessimist that I am) I signed it over to a young lady I wot of. Although it was her intention to stay in Perth, circumstances decided to move her to Brisbane, and, both of us being reluctant to lose the car, she quite courageously decided to ship it by rail to Adelaide and drive it to Brisbane. And having decided, she did! Her companions for the trip, besides luggage, were two dogs, one male, one female, (springer spaniel) on the back seat and a gigantic machette of mine on the front seat. The trip from Perth to Brisbane took exactly a week, driving time from Adelaide appears to have been $4\frac{1}{2}$ days, fuel consumption about 25 to the gal. (Route taken was by way Renmark, Mildura, Hay, Rankin Springs (Holl!) Dubbo, Tamworth, Armidale and on up) I was not aware of the route to be taken thank Heavens - more confidence in the car than even I. As far as I can determine major incidents were -

1. New battery at Adelaide;
2. Bonnet blew off first day out (I hesitate to imagine the speed necessary to do this effectively);
3. A shifting of gear-box housing (?) resulting in an inability to change gears (??) solved by bending the gear lever !!!
4. Lots of rattles and bangs, possibly the luggage, possibly the car;
5. A front end knock developed just outside Brisbane (undiagnosed as far as I know).

A mechanical relative (is that properly put?) has very kindly offered to look at the car and, starting at the back, is slowly working his way forward.

The car's address now is Miss F. Perkins, Box 5, Post Office, Munday, Queensland, 4012.

I understand it is out of the weather.

I shall write to the young lady and suggest that she join the Club.

Regards,

John Mark."

JOTTINGS (Continued)

Brian Beeston of Ballarat has written an article on his 1929 Silver Eagle 16.95 (blessings on him!!) which, rather than split it between two issues, we will publish in the December issue. Many thanks for the effort, Brian. (Ed.)

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MARKET PLACE (The source of many a sad tale.)

FOR SALE:

T.A.14. Mulliner-bodied saloon. Very good body. Requires very little work to become a desirable car. \$80.00.

Derek Holyoake, 22 Glen Street,
Aspendale, 3195.

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1936 Silver Eagle 16.95. 12 months registration. Roadworthy. Ex-Chaley car. 3 carbs. Gearbox synchro-mesh all four gears. Require more practicable car for transport to work. \$400.

Gary Rigg, 25.1148.

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SPARES FOR SALE:

T.A.14 spares. Gearbox, rear axles, tail-shaft, road wheels, carburettor, starter motor, generator, distributor, valves, guides, valve springs, road springs, various chassis parts.

Also vintage Magneto 4 cyl. M.L. suitable for 12/50 or 12/40.

Derek Holyoake, 22 Glen Street,
Aspendale, 3195.

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SPARES WANTED:

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, 38 Boundary Road,
Roseville, N.S.W.
419.2236.

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We will come to the

Leanne

Thank you for asking us to your party. We would like to come

Janine and CRAIG.

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