

-3-

A L V I S

C A R C L U B

VICTORIA

NEWSLETTER VOLUME 5 ISSUE No.11. DECEMBER 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: Committee Members:	Alister Cannon, 23 Lemon Grove, Nunawading.	
	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.

- - - - -

CHRISTMAS BARBECUE - FRIDAY 15th DECEMBER (REPLACES DECEMBER MEETING)

The venue, by their kindness, is Moira and David Wischers' home, located at 1679 Malvern Road, Glen Iris. The hour is from 7 pm. onwards. Fire and salads will be provided. Your job is to provide your own meat, drink and cheerful selves.

This is our last get-together prior to Christmas in lieu of the usual monthly meeting. It is a cheerful gathering round the barbecue fire on the lawn behind the Wischer den, providing the occasion for swapping reminiscences of the year (and/or years) past over a glass or two or ..... of whatever your fancy dictates.

Wives and girl friends are mandatory, of course, dress and choice of meat cuts optional. Don't miss a lot of fun! Be there!

- - - - -

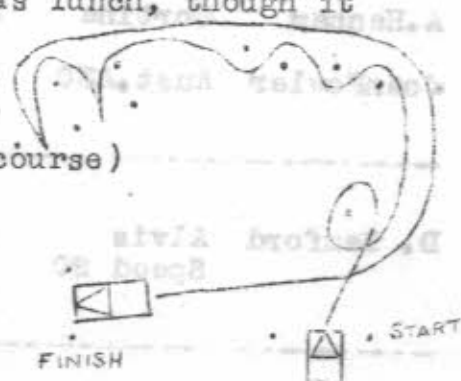
RESULTS OF LANGWARRIN GYMKHANA - SUNDAY, 19th NOVEMBER.

The weather was fine, after clearing showers in the morning. This may have accounted for the lateness of arrival of most members (will it lift, or not?). So the first event was lunch, though it wasn't planned that way.

The events were these :-

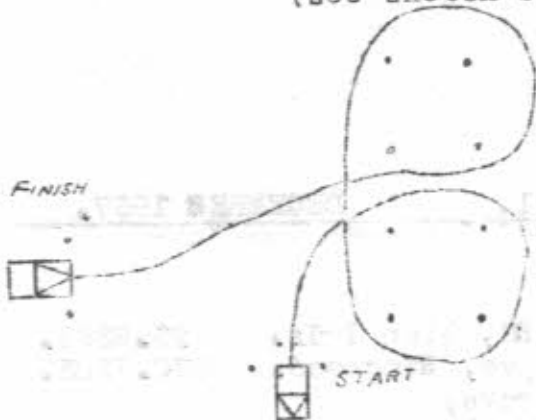
Event 1. Bending race (on a circular course)

Event 2. Garage-bending.

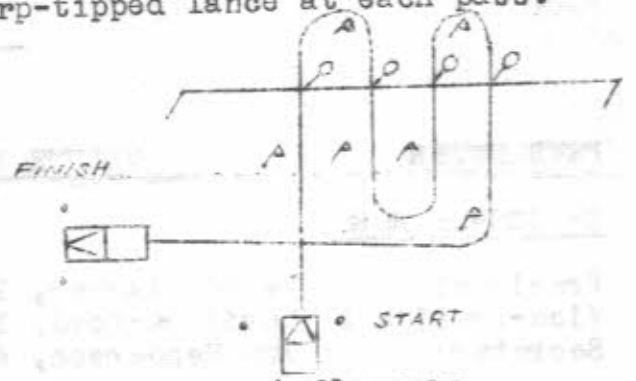


Langwarrin Gymkhana (continued)

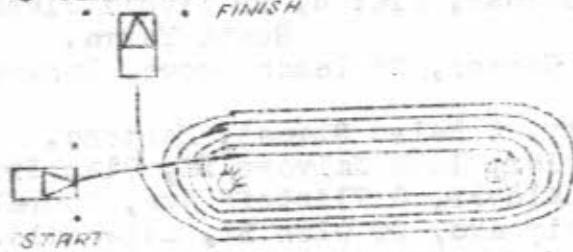
Event 3. Reversing Race.  
(see sketch below)



Event 4. Balloon-lancing, wherein a balloon suspended from an overhead line had to be burst with a sharp-tipped lance at each pass.



Event 5. (Optional only) Flag and Barrel Race. A flag was picked up from the near barrel and deposited in the far barrel at each pass, 5 times in all.



The Results:

Alvis Section 1st. D. Bamford (Speed 20) 32 points.  
No other Alvis-mounted competitors!!  
(for shame)

Non-Alvis Section  
1st. R. Henderson (FX Holden) 26 points.  
2nd. D. Wischer (Peugeot) 21 points.  
Equal (R. Warriner (Holden) 19 points.  
3rd. (D. Muirden (Austin 1800) 19 points.

Tabulated Results (8 points 1st; 7 points 2nd; 6 points 3rd; etc.)

Entrant	Car	Event 1	Event 2	Event 3	Event 4	Evt 5	Pts.
R.Henderson	FX Holden	30.6(3rd)	40.0(2nd)	33.0(4th)	39.8(1st)	1.05.3	26
D.Wischer	Peugeot	30.5(2nd)	38.2(1st)	32.3(3rd)	D.N.R.	D.N.R.	21
D.Muirden	Aust.1800	31.0(5th)	42.2(5th)	32.1(2nd)	52.1(5th)	D.N.R.	19
R.Warriner	Holden	32.1(6th)	45.2(6th)	30.4(1st)	51.0(4th)	D.N.R.	19
JohnFowler	Aust.A30	30.0(1st)	46.0(7th)	40.2(7th)	1.43.5. (7th)	1.27.6	18
T.Hannam	Consul	33.1(8th)	42.0(4th)	33.7(5th)	41.4(2nd)	1.03.3	17
A.Hannam	Cortina	30.7(4th)	41.2(3rd)	47.7(8th)	58.9(6th)	1.01.5	15
JoanFowler	Aust.A30	32.8(7th)	50.6(8th)	38.1(6th)	1.43.5. (7th)	D.N.R.	8
D. Bamford	Alvis Speed 20	36.4(1st)	1.01.0. (1st)	32.3(1st)	52.3(1st)	1.06.3	32

Langwarrin (continued)

Congratulations to David Bamford for spirited competition against himself in the Alvis Section. In the Speed 20. This was the only proper motor car there. But what about the rest of us? Fie!! Shame!! Out on you all!! (as Shakespeare would have put it). Admittedly David Wischer has the 12/50 being re-assembled, Andre Chaleyzer hasn't completed the Speed 20 chassis, Hon. Ed's T.A.14 has a bunch of dangling spaghetti internally; Paul Bamford's (Speed 20) is in camp, BUT! Where have all the Alvi gone? Gone to graveyards everyone? When will they ever yearn? When wi-i-ll they e-ev-e-er yearn?

-----

NOVEMBER GENERAL MEETING - THE JUMBLE SALE.

The November meeting was conducted with suitable decorum but nevertheless slightly indecent haste to allow the floor to be cleared for the jumble sale. In this, parts donated from the private bins of members were auctioned off at bargain rates by the doyen of all (con-men) auctioneers - Derek Holyoake.

Several bargains were had, the new owners gleefully clutching them to bosom as they departed; the former owners trying (ever so unsuccessfully) to conceal their relief.

Highlight of the evening was the donation by Syd Ward of one dozen bottles of vintage wines which Syd (a non-drinker) had won (as part of a large consignment) in a well-known T.V. programme. These sold at slightly inflated prices and helped measurably to swell the proceeds.

In all \$36.00 was raised toward the purchase of new Alvis spares for stock.

Memo. During the Christmas holidays rake through your spare spares in readiness for the next one, scheduled for March 1968. Great fun!

-----

Letters cum Articles.

During a recent conversation with Brian Beeston from Ballarat (Alvis 16.95 1929) Roy Henderson asked him for an article on his beloved (car) and here it is. (Ed.)

"Alvis and I" (with apologies to "The egg and ... ?")

Having been bitten by the vintage bug and being particularly keen on vintage sports cars, I did not take long to talk business with one Dick Beechey, when I heard through my brother, who knows Dick rather well (and who doesn't?) that he was getting sick of that (Pommy adjective) Alvis, crummy gear-box and all.

Well, one look and I said "That's the car for me!" And while on this point, it is my personal opinion that no-one should buy a vintage car just for the sake of owning one - it should be a case of 'love at first sight'. I looked at a few different cars, a Morris Cowley, a Studebaker, and an old Star, and none appealed to me as much as the Alvis, this as I say is a 'must', as the long road of restoration is hard enough without not really liking the car you are working on; and now Gentlemen, off my soap box!

"Alvis and I" (continued)

As always, the problem of getting the car home. At the time it was going and brakes were good, but no registration, no headlights, no horn, and many other small defects would soon have me foul of the Law. I decided to tow it home, so a 17-year old friend was enlisted to steer it. We used an iron tow pole and, believe it or not, a Ford 10/10 panel van (a more honest vehicle was never made) (? Ed.) was used for the tow.

Setting off from Melbourne about 1.30 p.m. into the teeth of a gale with heavy rain thrown in, we took 6 hours to make Ballarat, second and low gear being very popular to say the least.

If ever a lad earned lifelong friendship this one did! He was frozen stiff and wet through at the end of the journey. We plonked him straight into a hot bath and prayed that he wouldn't catch pneumonia.

So much for getting the Alvis home. As is usually the case, there was no garage to welcome my new friend, so one had to be built, and I must say for Alvis' sake, I made a good big one, power supplied and all mod-cons, nothing too good for Alvis!

Now the hard part. Where to start? I could not get it into gear so that meant clutch work, then the magneto was useless and while fiddling about with it the motor packed up - the rings were rusted into the pistons, the bore was rusty - and need I say more? In the end Alvis herself told me where to start and now it is stripped down completely. If anyone has a camera which can take 500 photographs in one garage at once, the A.C.C.V. will have a piece-by-piece record of the innards of one Alvis 16.95.

Although this may sound bad, I have now reached the stage where the engine, magneto, starter, generator, wheels, and believe it or not, the water pump, plus dozens of other small parts are all finished and ready to go, my only regret is that I don't have as much time as I would like to work on it, but what a marvellous piece of machinery it is, built like a battleship. (I've heard it called other things. R.H.)

My next job is to clean the chassis, and then we will start on the way up again.

I only hope that Alvis knows where some of the parts go, because I may not, so if ever an advertisement reading "Spares for Sale" appears in the papers, you will know we had some left over.

I estimate that it will take me another 4 years to finish it, but when I do, I shall be the happiest bloke for miles around - That is the story of "Alvis and I" to date.

(Brian continues) We have a Vintage and Classic Car Club here now, it was formed last December and has about 40 regular members at meetings. There are some very keen members and all types of cars, but as far as I can see, Alvis will be the fastest, also at this stage, it is the only sports car.

If any member is ever in Ballarat, I would be only too happy to knock off work and talk Alvises to them. My address 503 Armstrong Street North, (home) and 502 Lydiard Street North (bakery).

You mentioned in your letter Roy, that David Caldwell would probably kiss me on the forehead if I wrote an article for the Newsletter, well all I can say, is that I sure hope he is not a "sloppy kisser".

Sincerely, Brian Beeston.

...kiss me on the forehead ready when we meet! (Ed.)

A HAPPY CHRISTMAS AND A SATISFYING NEW YEAR TO YOU ALL !!

MARKET-PLACE

FOR SALE

1929 T.B.14.75 Silver Eagle Tourer extremely rare model,  
good appearance, mechanically good, ready for trials, etc.  
36 Boundary Road, Roseville, N.S.W.  
Phone 419.2236 and 90.7672 (work)

- - - - -

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

Crested Eagle 19.82 Not reg. Complete and in nearly going  
condition. Hagglng 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 Ave, Toorak. 24.4902.

- - - - -

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 Ri, Surrey Hills. 83.9884  
(after 6 pm.)

- - - - -

T.C. 21. 1953 (?) Mech. v. good. Body needs attention.  
Good tyres.

E. Drowley, 26 Kathleen Road, Rosanna. 45.6847.

- - - - -

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

- - - - -

Advertised in the Melbourne 'Age' 25.11.67.

Alvis Sedan 1953. Unreg. Best offer. 83.9884.

- - - - -

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 Ct, Greensborough. 43.4849.

- - - - -

