



NEWSLETTER

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CLUB ROOMS	Edgar Street, Malvern (rear Harold Holt Memorial Pool)
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Treasurer	John Twomey, 53 Park Street, Pascoe Vale, 3044. 306 9364.
Club Captain	Ron Wilson, 22 Park Close, Vermont, 3133. 874 2450.
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Committee	Horrie Morgan, 12 Dunsterville Street, Sandringham, 3191. 598 7360. David Muirden, 9 Sorrett Avenue, Malvern, 3144. David Caldwell, 6 Outlook Drive, Heathmont.
Soc Secretary	John Stewart, 17 Fromer Street, Moorabbin.

EDITORIAL

Well, this is my last Newsletter. I have enjoyed preparing the Newsletter for the last twelve months and hope a successor can be found as soon as possible. I wish to thank all those who have contributed by way of articles, particularly those who have contributed on a regular basis because, as you know, unless an editor is given material, the job becomes very difficult.

I would also like to extend my thanks to our printer, Acme Duplicating of Grange Road, Fairfield, who have been most helpful to me in the production of the Newsletter and I trust that the Committee will see fit to continue the Club's association with them.

Happy motoring ...

IAN McLENNAN

PRESIDENT'S PRATTLE

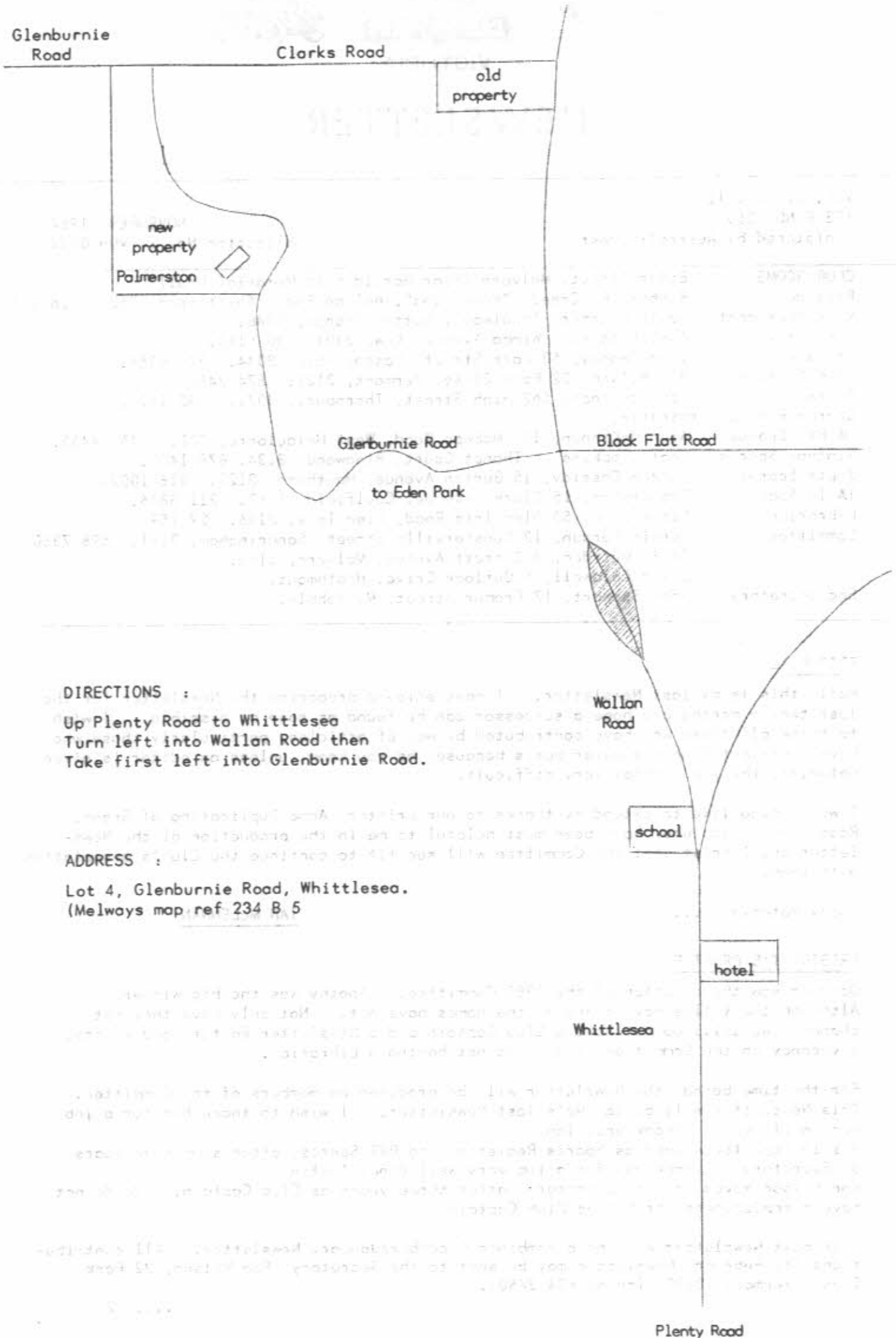
October saw the election of the 1985 Committee. Apathy was the big winner. Although the titles have changed, the names have not. Not only have they not changed, we still do not have a Club Captain and a Newsletter Editor, and we have a vacancy on the Committee as well as not having a Librarian.

For the time being, the Newsletter will be produced by members of the Committee. This Newsletter will be Ian Mc's last Newsletter. I wish to thank him for a job very well done. Thank you, Ian.

Austin Tope takes over as Spares Registrar and PVT Spares, after some five years as Secretary. Thank you for a job very well done, Austin.

Ron Wilson moves back to Secretary, after three years as Club Captain. We do not have a replacement for him as Club Captain.

Your next Newsletter will be a combined December/January Newsletter. All contributions for February Newsletter may be sent to the Secretary, Ron Wilson, 22 Park Close, Vermont, 3133 (phone 874 2450).



DIRECTIONS :

- Up Plenty Road to Whittlesea
- Turn left into Wallon Road then
- Take first left into Glenburnie Road.

ADDRESS :

Lot 4, Glenburnie Road, Whittlesea.
 (Melways map ref 234 B 5)

PRESIDENT'S PRATTLE (continued)

Please consider your Club for 1985. Most members of the Committee have now served between 5-10 years non-stop and would appreciate a rest and would like to enjoy the Club. The November Meeting will have an extraordinary meeting to discuss the new fees for 1985 - Notice of Motion was in the October meeting Newsletter. Also at this meeting Ron Wilson has proposed we hold a special discussion on the Basil Bowes Trophy and related matters. This is a most important discussion - please attend.

At this stage we have a record Club Membership of 112 financial members, but we still have some tardy unfinancial members.

RICHARD

30th ANNUAL DINNER

DATE Saturday, 17th November
 VENUE Mount Erica Hotel, cnr High Street and Williams Road, Prahran
 PRICE \$34.00 per double; \$17.00 per single
 ENTRIES John Stewart, 17 Fromer Street, Moorabbin
 Phone no. 633 645 (bus) 557 3936 (home)

CHRISTMAS BARBEQUE

DATE December 2nd - Sunday
 TIME Noon onwards
 VENUE Ginny and Richard Creed's "Palmerston", Lot 4, Glenburnie Road, Whittlesea (see enclosed map).

INTERSTATE '85

At this stage we have 35 entries for this important event. This will be a record entry for this event and promises to be another Ron Wilson Masterpiece.

Anyone interested in attending the Cavalcade of Transport Celebrations on the 28th January, 1985, should contact John Twomey on 306 9364.

THE 1985 ALVIS INTERSTATE RALLY

The HOUSE FULL sign is out for this important Rally. Not only have we filled the AQUATIC LODGE MOTEL at LAKE BOGA with 32 units but also the LAKESIDE MOTEL with 8 units, so that makes a total of 40 entries. Now that means some 80 adults and 15 children and the thought of organising and satisfying a mob of that size makes me shudder. Surely this must be some sort of a record - if not in actual numbers, then certainly to have an overfull entry list for a Rally still six months away.

Now, if all the Alvis cars listed fire up and make it to Swan Hill, it certainly will be a record for, out of the 40 entries, I have 32 Alvis cars, which include 14 12/50's and the remainder covering most of the range up to a TD 21, so what a sight that is going to be.

I'd like to keep the entry list open as no doubt we could find some beds handy in nearby Swan Hill, but the programme that I have mapped out certainly cannot cope with any more. But I am compiling a Stand By list in case of cancellations so, if you have not entered and have a mobile Alvis, why not let me have your entry and we'll wait on developments. But, be quick, as this can only be on 'first come first served' basis. Record or not, I think it's going to be a good Rally, but I feel I'll have to enlist the aid of the Army to control such a crowd.

RON WILSON
 Rally Director

LETTERS TO THE EDITOR

Dear Ian,

REPORT ON ALVIS DEVOTEE'S TRIP TO THE HOLY GROUND, VIZ
ENGLAND - THE PLACE FROM WHICH ALL ALVIS DERIVED THEIR BIRTH AND
INFANT NURTURE!!

On arriving at Gatwick Airport I looked anxiously around the multi-storey carpark expecting to see at least one Alvis, but alas I did not observe one single Alvis on the roads of England, Scotland or Wales for the entire trip except one 12/50 tourer cruising along near Banbury. It can be taken therefore that all Alvis are hidden away in collector's hands or in dealer's showrooms.

My big thrill was to take the pilgrimage to Holyhead Road and since we were staying at Bicester (pronounced Bisster not Byesester!!) near Oxford, it was only an hour's drive to Coventry, we soon found Holyhead road and saw a railway overbridge with a large Red Triangle emblazoned upon it. Passing under the bridge the vast Alvis works spread before us on the left hand side.

In true Alvis enthusiasts fashion I leapt from the car, transfixed myself in spread eagle fashion in front of the GREAT RED TRIANGLE and gave grand honours nine times. This unfortunately did not impress various passers by, my father (he is an RR man and thinks Alvis are common and unclean) and most importantly, the gate man. I crossed over to the gatehouse and opening my wallet with a flourish pulled out my ACCV card and said "G'day, I am an Alvis man from Australia and would like to have a look at the place." The gateman observed the proffered card and in as many words said "So Wot?" In truth it appears that the Alvis company has grown away from cars completely so that only one or two employees still work there who were pre 1967. The company has been taken over and all records, memorabilia and of course parts are now with Red Triangle at Kenilworth.

So I was not admitted and had to be satisfied with a photograph of the Holyhead road facade. So a warning to all Alvis pilgrims, don't bother to see the place, drive by and give a wave. I do believe that once a year the company allows a visit by the Alvis Owners Club and only that after great washing and purifications!!

Next stop - Kenilworth and Red Triangle Services. They, in the manner of most small British Companies had hidden themselves down behind a narrow lane and we drove around in circles for a while. On arriving we were met and given a tour of the place. They have an excellent workshop and at the time were servicing a TA 14 convertible, TC 21/100 ditto, TD 21 Ditto and TE 21. Out in the backyard were several parts, cars, mainly wrecked TD and TE's and one TC 21/100. Their spare parts area was upstairs and featured original LHD, TC and TD dashboards and row after row of bins of parts for most Alvis.

They were very friendly fellows and were able to give me the original work sheet of my Grey Lady and the manifest of loading for delivery to George Lee Motors of Singapore in March, 1954.

They also looked up the records and were able to tell me that the total production of Grey Ladies (Lady's??) was only 488. This was never clear in the information of production in "The Story of The Red Triangle". We bought a few bits and pieces and said farewell.

Best part of the trip was a visit to Ben Lenthall's place near Banbury. Ben is a publisher and also prints an Alvis Club publication called "Direct Transmission" in his business in Oxford. He lives with his wife Lydia and three children in a 17th Century house on 500 acres called Wykham farm. Also on the farm are ducks, geese, horses and two Alvis.

The first Alvis is a Grey Lady coupe with Tickford body and wire wheels. Lydia drives this and it is in excellent condition. I was granted permission to drive it and began to wish it was mine. It has a rev counter on the RHS of the steering wheel - where the radio usually goes. Ben said this was fairly common for the DHC's but I have not seen it on any others. Best thrill of all was the Speed 25. A big black tourer in perfect condition which has just done its first 100,000 miles.

LETTERS TO THE EDITOR (continued)

Ben took me for a drive to show how perfect the gearbox is and the servo assisted brakes. The speed of course is in front of the passenger and I sat there transfixed as it crept past 75 mph on a 'B' road. I was glad Ben knew where he was going and also for those wonderful brakes. Low down the torque was missing, however, the car weighs two tons so can be forgiven. I was sad to part with both those cars. Ben informed me that the Alvis register has 1100 members owning 1300 cars. By the way, he also owns a LHD Citroen truck of 1934 vintage. He paid £50 for it in France some years ago and it is in great demand for use in film and TV work. It was used in that series on Channel 2 about the French Resistance and the SS Colonel - I can't think of its name. So, any time you see an old Citroen truck in a pre-war, or wartime series - it's Ben's. It has earned him £1,300 since he bought it.

Well, that was my trip to the mother country. My hand is sore from writing, so will tell you of more things Alvis next time.

Regards,

DEAN
(Indooroopilly, Queensland)

Dear Ian,

I would appreciate it if you would pass this on to your successor as Editor of the 'Newsletter' please.

The response to the Alvis Register questionnaires is most encouraging; however, some respondents are enclosing additional information which should properly be directed to the Secretary or Treasurer of the respective Alvis Club.

While I do not mind posting this extra-curricular material on to the relevant officer, this additional work is complicated in some cases by these people failing to indicate to me whether they belong to the Sydney-based or the Melbourne-based Alvis Club.

I am quite happy to facilitate Alvis owners' requests but ask, through your columns, that they help me to help them by at least indicating to which Alvis Car Club they belong so that their cheques (especially) are not mis-directed.

ERIC CUNNINGHAM
Alvis, Campbelltown, N.S.W.

Dear Ian,

I have received another letter from Ron Wilson re the accommodation for the May '85 Rally to be held here at the "Sunshine City" of Lake Boga. Lady Luck has smiled on us again in the form of new owners of another motel.

I hope the members REALISE the work involved to organise this weekend. If anybody can help RON I feel sure their efforts will be appreciated. I am, as always, available to help out at this end in any way that I can to make the Rally a success.

COL WINSLADE S.M.Y.P.
(Misery Farm, Lake Boga)

PS This is written by kero lamplight as a storm has blocked out the area.)

PPS RUN RABBIT RUN! Shooters welcome as they are again in pest proportions.

SHIRLEY WINSLADE.

TRADING POST

- WANTED ALVIS PVT open car or Drophead - Speed 20 - 12/70 -
TA 14 or similar
Must be in good reliable condition.
- RON WILSON
22 Park Close, Vermont 3133.
Phone: 874 2450 AH.
- Pedal Car previously advertised will be at B/O Swap,
Site 8.
- De Dion - Somebody asked at Tarrengower for parts.
Yes, I have the remains of one here with the four
hub caps still on.
- WANTED 3 Litre Alvis parts.
- WANTED FROM a lawyer friend!! The photocopies of the
technical info urgently needed.
- WANTED One panel that fits inside left front guard to which
is attached the large heater hose.
- WANTED One left front bumper section.
- WANTED One main frame work to which the radiator and front
panels are bolted.
- WANTED Any 51 TA 21 parts in good condition.
- SELL or SWAP One TC 21 bumper overrider. It has been replated
and is about 95% and fits the right front.

COL WINSLADE
P.O. Lake Bogo, 3584.
050 37 2244 (evenings)
