



VICTORIA
(INC.)

NEWSLETTER

VOLUME 33

ISSUE NO. 11

NOVEMBER 1994.

CLUB ROOMS:- at the rear of "ALVISTA", EDGAR ST., MALVERN. Near Harold Holt Memorial Swimming Pool.
MEETINGS:- THIRD FRIDAY OF EACH MONTH (EXCEPT DEC./JAN.) AT 8 pm.

****EVENTS****EVENTS****EVENTS****

NOVEMBER. FRIDAY 18TH. CLUB GENERAL MEETING.

DECEMBER. SUNDAY 4TH. ANNUAL BARBEQUE AT GEOFF AND HELEN HOODS. All welcome from 10.00 o'clock onwards. Oldies, kids, grannies, Alvis cars, modern cars. Come by bike or by boat or by bus. No dogs. No budgies. Bring everything including sunshine. No lies are to be told on the day. This rule will be strictly enforced. See elsewhere in this Newsletter for a map of how to get lost on the way there.

JANUARY 1995. SUNDAY 15TH. OPENING EVENT IN THE V.S.C.C. 50TH YEAR. A RALLY AND DISPLAY DAY AT FLEMINGTON RACE COURSE NURSERY LAWNS. See inside for entry form.

*A MERRY CHRISTMAS AND A HAPPY NEW YEAR
TO ALL*

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J. LEMAN-BATES



J. LEMAN-BATES

31 members and wives attended the Annual Dinner held on Saturday 22nd October at "The Anchor and Hope" Hotel in Richmond.. The meal was excellent and was served in the Memorabilia Room which provided an ideal and interesting back drop to the night with it's walls crowded with historic photographs, badges, mascots, a petrol pump and the 30 year old Volvo in which Lou Molina and Harry Firth competed in the Vintage Rally this year.

Rex Roberts opened the formal part of the night by thanking each member of the 1994 Committee for their work throughout the year and introduced the 1995 Office Bearers and Committee who had been elected the previous night at the Club's Annual General Meeting.

He then introduced the Guest Speaker..Ron Wilson, who gave an outline of his trip to the 1992 Australian Grand Prix in Adelaide in company with Geoff Hood. Ron brought out some facts of the benefits that the 1996 Albert Park Grand Prix will bring to Victoria to scotch the media projections of doom and gloom.

Then it was on to the Presentation of Trophies with The Andy Hannam Perpetual Trophy being awarded to Frank Mornane for using his 4.3 lite Tourer in all Club Events, and hill climbs and rallies organised by the VSCC. The David Muirden Clubman of the year went to Richard Tonkin who as Club Captain, and despite having to travel overseas and cope with a busy professional practice, carried out his duties organising Club events through the year.

A Special Award of Merit was given to Geoff Hood for his successes in competition with his 1923 12/50 S/C racing car in hill climbs and historic racing.

After the awards were finished Richard Tonkin took the floor and spoke of his last visit to the U.K.- in particular trying to find a book shop in Rothley, Leicestershire owned by a Mr Pooks who had been reported to have a large stock of literature on Alvis. Alas most of the information on the marque had gone but he did have a plasticised sheet depicting an Alvis and described thus....

ALVIS INDIVIDUALITY

"a striking combination of graceful lines, quiet effortless performance, the Alvis Fourteen has embodied in its design, all the famous qualities of the true Alvis tradition with it's reputation for the highest quality workmanship, high performance and utmost reliability under exacting conditions with a strikingly beautiful but practical body"

Everyone was more than surprised when Richard revealed this effusive, poetic, laudation was applied to a TB14 which was photographed in red and he then presented it to a grateful Rob Graham who stated that he agreed with every word! This rounded off a very pleasant night in good company which was enjoyed by all.

F.F.

Richard Tonkin acquired the laminated poster during his recent trip to Europe and presented it to me at the annual dinner. I don't think that I thanked him properly for it at the time. So I thank him now; it gives me a warm fuzzy feeling to be thought of. I appreciate the gift.

BOB GRAHAM.

ALVIS AGNITIONS.

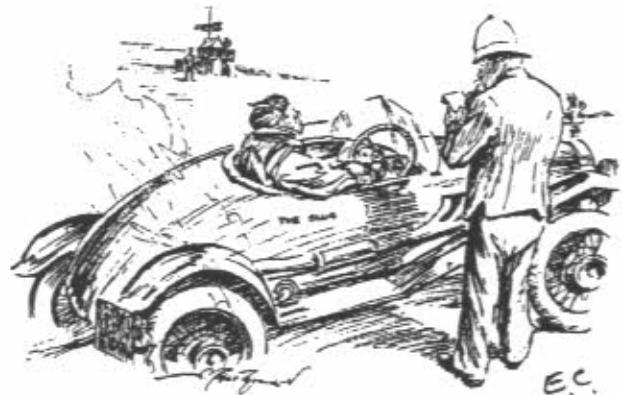
By all reports it seems to have been a very good Annual Dinner and Presentation night held by the Club recently. Members travel far and wide in the course of pleasure and or business but nearly everybody returns to Australia by about this time of year. **RICHARD** and **PAULINE TONKIN** have been to U.K. and to the U.S.A. - where they watched a satellite launch at Cape Canaveral. **ROY** and **JOAN HENDERSON** have returned from Queensland. **ALAN** and **NOELEEN McKINNON** have returned from the U.S.A. where they attended the Hershey Swap Meeting and Concours. I am not sure whether they returned in time for the dinner. **RON WILSON** and **BOB GRAHAM** put up a magnificent performance in the V.S.C.C. two day rally held in September. They were first P.V.T. Congratulations. A letter from **DAVID MANSON** published in the September Newsletter was fairly provocative but so far there has been little response. I would have thought that certain club members with one eye on history and another on design might have put pen to paper! Lovers of the Front Wheel Drive will surely rush to its defence upon reading Bob Graham's comments in this issueCongratulations to Club members who won awards and were presented with them at the recent Club dinner. Details elsewhere in this news letter. These days you don't get the service that you used to! The Club no longer publishes a Newsletter in December, but in days gone by there was one and the 1958 edition is reproduced on the back page of this Newsletter. **JOHN TWOMEY** is in for a busy year. Whilst maintaining the Treasurer's job he has taken on the Presidency. We have all benefitted from John's stewardship of our funds and we look forward to his leadership. Apologies for the typos in the last edition. My secretary was on holidays and the Ros free nature of the production was obvious! Remember to send in your entries for the "NAME THE NEW TONKIN CAR" competition (see page 5). The Editor will use total impartiality in making his judgement and will not be swayed by kickbacks or bribes. ED.

ANNUAL GENERAL MEETING.

At the Annual General Meeting held at the Club Rooms on Friday 21st October, Treasurer John Twomey presented the Balance Sheet for 1994 which showed the Club to be in a healthy state financially with 106 members.

The following were elected to Office for 1995:-

President	John Twomey
Vice President	David Caldwell
Secretary	Dale Parsell
Treasurer	John Twomey
Editor	John Hetherington
Club Captain	Richard Tonkin
Librarian	Roy Henderson
Vintage Spares	Geoff Hood
P.V.T. Spares	Austin Topc
3 Litre Spares	John Ball
TA 14 Spares	Bob Graham
Committee	John White
	Steve Denner
	Margaret Caldwell



Old Offender: 'I say, ain't you going to read the minutes of the last meeting?'



Dear John,

The V.S.C.C. two day rally was long - almost six hundred miles overall. It was hard and fast: our average speed was 40-42 mph. We covered the Otway Ranges and the Great Ocean Road and most of the roads inbetween. The Firefly ran beautifully, with no problems. Among the thirty nine starters was Frank Mornane with the 4.3 and Rob Sands in the 12/50. Also present was Keith Raper from Deniliquin in his newly acquired 4½ litre Bentley. He really pushed it hard despite have paid half a king's ransom for it. It was great to see a dirty Bentley.

RON WILSON.

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.

FROM OUR EUROPEAN CORRESPONDENT.

My good intentions of attending the third International Alvis Meeting in Provence from 10th September came to nothing, as I was in the foothills of the Alps at St. Martin Vesubie. We had originally gone to the south of France on 13th. May and stayed in the Village of Bagnols En Foret inland from Frejus and used it as a base.

There is no evidence of vintage motoring in France apart from several excellent museums (musee) i.e. Mulhouse, Antibes Reims. Whilst returning from staying in the swiss village of Evolene in June we were able to visit the car museum and garden of sculptures at Martigny. There were about 50 cars on display including examples of Swiss models made pre 1914. There was a Petit Royale Bugatti, Type 40 Bugatti, SSK Mercedes and best of all a magnificent 1930 1750 Alfa Romeo. A Silver Ghost R.R. & LG45 Lagonda were the only British cars there. A number of full size Bronzes by Rodin & Henry Moore were in the garden.

Due to Visa requirements I flew back to U.K. on 19th July to a very hot and humid London. During August I was able to attend a variety of motoring events with a lot of Alvis models being used. On the 6th. August my daughter and I drove to the "Mount in Stanton" - a delightful village, for the Alvis Register barbeque. Approximately 18 Alvis cars 1925 to 1932, good beer and excellent food. On the 7th. August we were off to Prescott to the V.S.C.C. Annual Hill Climb. It is generally said that this is the best event on the vintage calendar and I completely agree. Des Donnan was driving his Frazer Nash and Neville Webb his Lea Francis. There were also several Kiwis with suitable cars. The car parks at these events are really the highlights - apart from the competitor's paddock. There were 16 Alvis cars entered and many more in the car parks. A really great day.

On 13th. August I travelled by British rail to Weybridge and walked along Brooklands Road to the Gallaher Factory. The entrance to the track is beside their main office and this leads directly to the point where the Campbell Circuit joins the members banking. You walk down the hill to the entrance to the museum area which is near the start of the test hill. I will try and explain the differences that 20 years make by comparing the article in the August '94 Newsletter about Brooklands in 1974, with what I perceived during my visit.

To start with the entrance is now in a different place. The test hill complete with return road is still used. The Club House is now open with Clerk of the Courses office, Billiard Room, Ladies Reading Room and the Clerk of the Scale's Office by the weighbridge now fully restored. The two tallboy bombs were not in evidence. The Campbell sheds are fully restored and Mike Hawthorn's Riley "Imp", Lorraine Deitrich "Vieux Charles III" and Count Zobrowski Type 30 Bugatti single seater are on display inside. The worlds first Flight Ticket Office is now located behind the Club House. The Members' Bridge was replaced in 1988 to restore one of Brooklands most famous landmarks.

The museum site is bounded by the pit area, the river, the Members banking as far as the test hill return road, the entrance gate and the Campbell circuit. There are large post war airliners parked on the aerodrome but there is no access. The finishing straight from bottom of test hill to northern banking and the banking from river to test hill exit road are all that remains and is accessible. The finishing straight hanger is a "Bellman" type and was used for production and repair of Vickers "Wellington" bombers in W.W. II. It now contains some of the Brooklands Museum collection of aircraft including Wellington Mk. I "R. for Robert" rescued from Loch Ness in 1985. I was given a very extensive tour of this restoration by one of the project leaders. A wonderful day of nostalgia and a salute to very brave drivers as the surface of the outer circuit was very rough.

The following Saturday 20th. August my daughter and I attended the Bentley Drivers Club Race Meeting at Silverstone. There were Bentleys of all ages, shapes & sizes. As well, a very large vintage and PVT entry of other makes and Post War Sports Cars. A most interesting and enjoyable day and considerably warmer than the V.S.C.C. Meeting in April. The next day I attended the Austin Healey International at the Royal Agricultural College at Cirencester. Hundreds of Austin Healeys of all shapes and sizes including another Alvis Healey were there. These cars are quite distinctive. The car parks were full of Post War English Sports Cars and it is sad to reflect that only a handful are still in production. The trade stalls and restoration specialists took hours to visit. The International was spread over four days and the facilities were superb.

I then returned to France to start closing up the house for the winter and see more of the interesting places in that part of the Cote d'Azur. Driving through an ancient village in the foothills of the Alps I was amused to read the notice board outside a church "Restored in 1614". We had a most interesting trip back, eating and drinking with a fair amount of "degusting" (wine tasting). Many cases of the sampled vintage were loaded into the Citroen. I took the opportunity to visit the battle areas of W.W. I. Stayed at Peronne overnight and this town was all but destroyed as it was in the front line with German Army to the East, British Army to the West and French Army to the South. The next day I visited the Australian War Memorial at Villiers Bretonneaux - a truly moving and emotive experience.

The next visit will be to the National Alvis Autojumble at St. Albans on 16th. October and after that the International Motor Show in Birmingham. Other events will be attended as convenient. I return to Australia on 20th November and intend to attend the National Alvis Rally in Mudgee N.S.W. This has been a most interesting trip of which things Alvis have formed a significant part but many other interesting projects have been undertaken.

AN OBSERVATION.

While reading the 1953 "Wheels" magazine impression of the 3 Litre Alvis reprinted in the last issue of the Newsletter, some of the descriptive phrases seemed to conjure up pictures of a present-day owner (and Club Captain)!
 "...travels quietly and smoothly no matter what the road or circumstances docility at low speeds and zestful performance when driven fast, coupled with impeccable manners and a confidence inspiring steadiness.
 displays intelligence (and) capability for many years of reliable hard work".
 Like pets/dogs, do owners become like their cars (or is it the other way round)?

KAY & JOHN BALL.

I was pleased to read the last paragraph because until I got to it I thought the article was describing our revered Club Captain.

ED.

Richard Tonkin has revealed that his Alvis Collection is now 2 cars with his recent acquisition of a 1952 TA 21 Tickford DHC .. gold in colour ex Garry Penny, N.S.W. With his well known black TA 21 Saloon being affectionately known as "The Duchess" it would seem the new car would naturally be called "The Duke" but this is not favoured. What about some suggestions for a name or a competition for the most appropriate but please keep you ideas nice! Send them to the Editor for judging.

F.F.

THE ALVIS NATIONAL RALLY MUDGEES (N.S.W.) 1995

If you will be attending this Rally and be driving from points South and West, and require an overnight stop on the way to MUDGEES on the SATURDAY NIGHT 18th MARCH, I suggest the township of YOUNG. YOUNG is approximately 350 miles from Melbourne leaving a further 160 miles to be covered the next day into Mudgee.

I have asked TIM RYAN, the owner of THE TADLOCK MOTOR INN at YOUNG to hold 10 twin bedded units for us and he has agreed to hold them until 31st January 1995.

THE TADLOCK MOTOR INN is located on the OLYMPIC WAY about 2 kms south of YOUNG - is rated 3 ½ stars by the NRMA and has a fully licensed Dining Room and I have been quoted a special rate of \$65 per double twin share, room only. Now if you want to take up this offer you should phone TIM RYAN on 063 - 823300 and state that you are from The Alvis Car Club.

But be warned - you should do this early as the total Motel only has 14 units - 10 of which are being held for us so it is a case of first in best dressed. And I'd appreciate it if you would let me know when you have booked. As for travelling as a group to MUDGEES this can be arranged and details will be available later. RON WILSON.

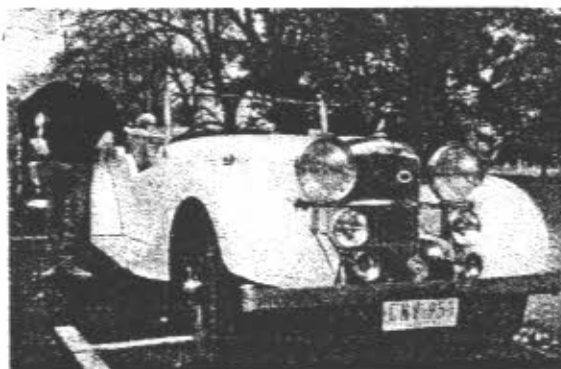
AWARDS MADE AT THE ANNUAL DINNER.



RICHARD TONKIN

*Winner of the
DAVID MURDEN
CLUBMAN OF THE YEAR
TROPHY.*

*For outstanding work toward
the betterment of the Club.*



FRANK MORNANE

*Winner of the
ANDY HANNAM TROPHY.*

*Awarded to the Club member who uses his Alvis on all
possible occasions.*



GEOFF HOOD

*Winner of a
SPECIAL AWARD OF
MERIT*

*for competition success in
Historic Racing and Hill
Climb events in his 1923
supercharged 12/50.*

THE FRONT WHEEL DRIVE CARS ARE AN ABERRATION.

From the commencement of motor car production, the Alvis car earned for itself a very good reputation in the sporting and competitive fields, winning numerous events. These successes of a standard car were no doubt due to light weight, good road-holding and a robust and powerful motor. However by 1925, other makes of car were being developed into specialised (almost racing) cars and the competition was becoming much tougher.

Success in sporting competitions was very good for promoting sales and with the possibility that success might become more difficult to achieve, the Alvis hierarchy looked around for a means to continue the sporting successes.

The Alvis design team was sufficiently self-confident in their abilities (can we say arrogant?) to turn to a revolutionary concept and adopt FWD and necessarily independent front suspension. For a racing car, this notion was brilliant and the cars should have enjoyed more success than they did (due to a couple of unfortunate happenings).

But as a car sold to the general public, the FWD was a failure. I can only conjecture that the thought of driver and passenger safety with such a revolutionary design was paramount and that this prevented full advantage being taken of the FWD principle to reduce chassis weight. The reliability of roller chains in those days was suspect and thus came about the straight-cut gear train to the camshaft. (It must be pointed out that no extra was charged for the noise generated.) To put my neck right on the chopping-block:- I don't believe Alvis ever really understood the principles of independent front suspension.

Only 152 FWD cars were manufactured (142 four cyl. and 10 eight cyl.) and they cannot be counted as a sales success. When the design philosophy of these cars is considered relative to that of the de Freville and the later six cylinder cars, it is obvious that the FWD cars were an aberration.

BOB GRAHAM.

PIG'S DRIBBLE.

David Manson's critique of Smith Clarke's cars from 1925 to 1936 forgets that that period was a very difficult one in which to sell cars. Not only was there the Great Depression but heaps (and that word is apt) of mass production American cars at cheap prices were flooding onto the world market. So the way to sell was with innovation - I.F.S., one shot greasing and new chassis designs. This parallels what is happening today in the industry. There are cheap cars from Korea and Spain so we have innovations such as Cruise Control, 4 wheel steering, and "black boxes" etc. Who knows but they may prove to be as troublesome as some of Smith Clarke's ideas. But to condemn that engineer's work as a whole is totally wrong. Perhaps David Manson feels "more at home with the first and last cars" because he has had little or no experience with the cars built from 1925 to 1936. And experience doesn't come from reading specifications or listening to what other people say - it comes from owning, rebuilding, and putting mile after mile in the car. Although "Albert" was and is a great car, my 1933 Firefly wins hands down for comfort and performance and in far too many other ways to list here. So, David - buy one, rebuild one, own one and drive one before you criticize.

RON WILSON.



Dear John,

Found among my souvenirs is what is probably the only December 1958 Newsletter in existence. John Twomey suggested that it be published again.

This would be one of the first printed, because in the early days we met by word of mouth and later I would post an agenda sheet with possibly an odd comment or two.

Later again old Baz (Bowes) would put out an occasional single sheet Newsletter of which this is an example. It was printed on a secondhand hand turned Gestetner - hence the A1 quality!

Cheers.

ROYBOY.



Dear John,

Thank you for the advert in the Newsletter for Telecontrol bladder - sadly no results! I have made a brass cylinder with piston lipseal which I have sweated into the original housing and this does the job admirably. So please delete the advertisement.

The Speed 20 is on the road now, just one or two details to sort out but I am very pleased with the results - now to enjoy the fruits of one's labours!

JOE MARSDEN.

Its great to hear of another car on the road. Especially a Speed 20 - the pinnacle of Alvis' achievement. Congratulations, Joe.ED.

**JANUARY NEWSLETTER
 COPY DEADLINE
 EARLY JANUARY
 NEWSLETTER WILL BE PUBLISHED
 MID JANUARY**

HOW TO GET TO or get lost on the way to GEOFF & HELEN HOOD'S FOR THE B.B.O.



SUNDAY 15 th JANUARY 1995. V.S.C.C. JUBILEE EVENT.

Bring out that old banger (the car that is) and have a laid back fun day, Celebrating the Club's 50th Year.

NOTE !! Your entry of \$10.00 a car includes 1 Bottle of Champagne for each car. So that we can arrange sufficient supplies ob bubbly, complete the Entry Form and return to me ASAP.

BERNIE JACOBSON

ENTRY VSCC OPENING RALLY & DISPLAY DAY
 Flemington Race Course Nursery Lawns
 January 15, 1995

NAME.....

ADDRESS.....

.....

POST CODE.....TEL (H).....(B).....

CAR.1.....

2.....

3.....



I enclose my Cheque for \$... .for . . .cars

MAKE CHEQUES PAYABLE TO VSCC - OPENING RALLY
 C/- Bernie Jacobson,
 11 Glendora Lane
 EAST DONCASTER 3109



ALVIS

ELEGANT

GRACEFUL

TRIUMPHANT

On Saturday, 2nd July, Mr. Henry Horstmann, personally driving his Alvis Sports, won outright the PETROL CONSUMPTION TEST arranged by the Royal Automobile Club of Queensland. Following so soon on his recent convincing win in the Gympie Reliability Trial, Mr. Horstmann and his Alvis are certainly showing the undoubted prowess of this excellent British car.

BRITISH DOMINION MOTORS LTD

(Subsidiary to Howard Motor Co. Ltd.)
ADELAIDE STREET, BRISBANE



FOR SALE & WANTED.**National Alvis Spares offers:-**

Vintage
Geoff Hood,
37, Thomas St.,
E. Doncaster.
Vic 3109.
Tel.03 842 2181.

P.V.T.
Austin Tope,
8, Wimba Ave.,
Kew, Vic. 3044.
Tel. 03 817 5163.

TA 14
Bob Graham,
15, Clarke Ave.,
Caulfield.
Vic. 3162.
Tel 03 571 3888.

THREE LITRE
John Ball,
P.O. Box 26,
Murchison.
Vic. 3610.
Tel 058 262 518.

HEAD GASKETS for all models are again in stock.

12/50	\$45.00 each
Speed 20	\$60.00 each
Speed 25	\$60.00 each
4.3 Litre	\$60.00 each
TA 14	\$45.00 each
3 Litre	\$60.00 each

RULES ABOUT SPARES.

SPARES ARE AVAILABLE TO FINANCIAL MEMBERS OF THE ALVIS CAR CLUB VICTORIA
AND THE ALVIS CAR CLUB OF N.S.W.

NON MEMBERS CAN BE SUPPLIED WITH ONLY REPRODUCTION SPARES AND A SURCHARGE WILL BE APPLIED.

PRIVATEERS:

WANTED. Three mount Speed 20 SA engine. To replace the four mount SC engine which is in the car now. Richard Williams, 8 Hamilton Pde., West Pymble. NSW 2073. Tel 02 498 2316 (AH) or 02 268 6985 (BH).

WANTED. Shaft, Impeller and Carbon Seal for Water Pump of Silver Crest. Garry Dalliston, 3 Nevada Place, Oxenford. Qld. 4210

WANTED. Clutch Transmission Spider coupling (part no. N 12377) required for 3½ Litre (also fits Speed 25). Dale Hanley, 62 Carrington Street, Rosalie, Brisbane. Tel. 07 369 7895

FOR SALE. Offers requested for an Alvis TB 14 Sports. Complete except for hood and seats. Needs complete restoration. Bob Ward Tel. (AH) 07 892 2070, (BH) 07 274 4308, (FAX) 07 274 5140

**THE LUCK OF ALVIS.**

On the way to the Healesville Rally on Sunday 31/7/94 in the Speed 25 something fell from under the instrument panel and hit my left foot. It was only a small item; when we reached the R.A.C.V. Country Club I checked the floor but found nothing. We drove home without incident or problem but two days later I was not happy about this and looked again on the floor, under the seat, through to the back but found nothing. However, along side the hand brake was a small grub screw about 6mm long. Where did it come from? It looked as though it came from electrical equipment because it had a BA thread. After lying on the floor with a torch to check connections on the rear of the instrument panel - wow! There it was! On the back of the ammeter the main battery lead was just sitting there on one side and the other side was loose! With great difficulty and two right angle screw drivers the terminals were tightened up. If this had come adrift on the road: dead stop! Not an easy thing to find or repair on the roadside.

THE ALVIS LUCK AGAIN.....

JOHN TWOMEY.



CLUB ROOMS
"ALVISTA"
21 Edgar Street,
Glen Iris, S.E.6

OF VICTORIA

DECEMBER NEWSLETTER 1958

Christmas Party, Friday December 19th - RIOTOUS ENTERTAINMENT WILL REPLACE THE USUAL SOBER MONTHLY MEETING for this festive month of December.

Respected officials of the club will be seen engaging in the wild abandon of the Can-Can and other sinful dances; there will be mouth-watering food and freely-flowing alcohol. Members are urged to bring their wives, children, girl-friends, odd hangers-on etc. - the more people there, the more scandalous the spectacle will be. B.Y.O.G.!!

New Office Bearers are :-

President	- Roy Henderson
Vice-President	- Barry Gough
Secretary	- Terry Plummer
Treasurer	- Sy Hilton
Social Secretary	- Peter Frazer
Spares Registrar	- Basil Bowes
Scribe	- David Axelsson
Club Captain	- Monthly appointment

- - - - -

Just returned from overseas is David Elder who is shortly to become a jackeroo on a property at Woori-Yallock. One of his jobs will be to drive an "agricultural Aston-Martin" (David Brown tractor to you).

- - - - -

Clarkefield Comments

The recent gymkhana was a gratifying success to both organisers and competitors. Ron Allan is to be congratulated on a really good show.

Results

1. Outright Winner - Neill Cuthbert MG TF (Vintage Drivers).
An outstanding performance he won every event!
2. Best performance for pre - 1930 car - 1928 Alvis 14/75 - Barry Gough.
Barry put up a surprising performance for "Emma".
3. Best performance for post - 1930 car - 1931 Alvis 19/82 - Roy Henderson.
Roy was concerned that he just misses the vintage class but this proved an advantage this time as R. Knight's Ford, whilst much quicker in the speed events was too low for the trial. Ian Soderberg's Hillman, although it put up a good performance in the trial and the speed events, did not have a suitable body to permit entry in the potato race.

The Moral of this Story - Vive Vintage Type cars!
Vive Alvises!
Vive MG (hey! what am I saying)

- - - - -

Believe it or not there is in Melbourne, an Italian Grand Prix driver who now sits behind the wheel of an Abbotsford Brewery truck. Francisco Piaggi is his name and his record includes an eighth place in the Mille Miglia driving a 3-litre Ferrari. So watch it, next time you pull out to pass that brewery truck!