



VICTORIA
(INC.)

NEWSLETTER

VOLUME 32

ISSUE NO. 4

APRIL 1993.

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****

APRIL. FRIDAY 16TH. CLUB GENERAL MEETING.

APRIL. SUNDAY 18TH. ALVIS DAY at Waverley Park. Full details inside.

MAY. FRIDAY 21ST. CLUB GENERAL MEETING.

MAY. SUNDAY 23RD. PUB RUN. Full details inside.

MAY. SUNDAY 30TH. WINTON HISTORIC CAR RACING.

JUNE. FRIDAY 18TH. CLUB GENERAL MEETING. Guest speaker John Manns, of Nostalgic Wireless Company, will talk on the history and restoration of car radios.

JUNE. SUNDAY 20TH. V.S.C.C. EARLY MORNING RUN.

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J. LEMAN-BATES



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PRESIDENT'S MESSAGE.

It is pleasing to note the amount of enthusiasm within the Club of late. We have had exceptionally good attendances at both Club nights and events. It is amazing what a few successful events can have on club moral. Events which have been well attended recently being:-

Shepparton Country meeting, Rob Roy, Phillip Island, Kalorama and the most recent event being The Eddington Sprints where we had the 12/50's of Steve Denner and Rob Sands and my 12/40. Simon Ramsay was there spectating with the TE 3 litre.

Keep in mind Alvis Day is coming up and we are hoping for a good roll up at this event.

REX ROBERTS.

KALORAMA

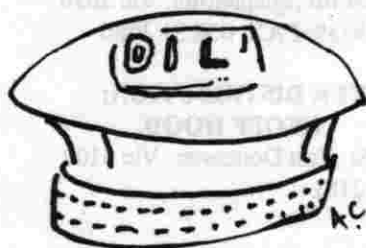
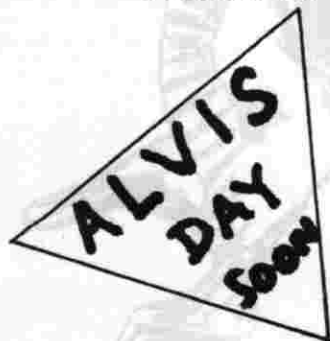
Kalorama - what magic that word conjures up for me. The grace, the style, the flair and the elegance of those beautiful cars built before the war really gladdens my heart and takes my breath away. And the engineering concepts displayed on those pre-war cars, (when building a car was an artform rather than the science it has become today), sets my mind reeling in awe at the brilliance of those early car designers and builders.

I think this year was my 25th Kalorama without missing one year. And this Kalorama was one of the best! Even though the cars on the oval were down in numbers and the spectators car park was only half full, this was a very enjoyable event, everyone was there to enjoy themselves, everyone was so friendly and as I said before, this Kalorama was one of the best.

The events were the usual style of thing, acceleration & braking, slow race, a lancing event and a slalom event. The ACCV manned the events, moving witches hats, replacing the lancing rings, operating the stop watches etc and I think every one of our members present contributed their little bit to the day.

I haven't any idea who won any of the events, but I reckon it was a GREAT DAY.

BOB GRAHAM.



ALVIS AGNITIONS.

ERIC NICHOLL brought some very interesting pictures of his 14.75 restoration along to the last general meeting. It will not be long before we see the car running. **STEVE DENNER** was able to report a rewound generator armature and commutator for \$175.00. He and **ROB SANDS** competed in the recent Eddington Sprints in their 12/50s. Also competing was **REX ROBERTS** in the 12/40 and also attending was **SI RAMSAY** in the TE 21. There is no formal report of activities but apparently a good time was had by all. Neither has there been a formal report about the recent Rob Roy Hill Climb which several Alvisti attended. **GEOFF HOOD** competed and the supercharged 12/50 ran well. Many Alvisti also attended the Phillip Island Historic Racing event but again no details are available. **DES DONNAN** competed in the ex Paul Conrad 12/50 and Geoff Hood's car was in fine song on the day. We are pleased to welcome **BILL DREVER** and **ANGELA** as new members of the Club. I cannot remember what type of Alvis they have but look forward to being corrected/informed. Thanks are long overdue to many ladies of the Club for providing salads at last years Alvis Day. Although they were not thanked at the time perhaps they could be prevailed upon to do their best again on the 18th of April? We all hope so. **PETER MACAULEY** attended Kalorama in the Crested Eagle and was prevailed upon to remain ashore for long enough to attend Alvis Day with that rare car. There was a good turn out of A.C.C.V. members to "man" (person?) the events at Kalorama. The weather was great and the day very enjoyable. I bumped into **DAVID WISCHER**. He looked very chirpy as a competitor and sounded very chirpy as an official. Perhaps it wasn't Kalorama - perhaps it was the recent arrival of grandchild number three for he and **MOIRA**. Comgratulations. **ERIC CUNNINGHAM** has told me that a current series on A.B.C. television called "House of Eliott" is a period piece set in the 20's. A new series is about to start and in it are motoring scenes involving the old Brooklands track and an Alvis racing car owned now by **ERIC BENSTEAD**. This is reported to be a dinky di racing ex works car which has been restored so that it can now compete in races at Oulton Park under the aegis of the V.S.C.C. So keep you eyes glued to A.B.C. television on Sunday evenings!

ED.

Paul Conrad died recently. Paul was well known to those who attended Kalorama and to A.C.C.V. members. His one time 12/50 is now owned by Des Donnan and his 14.75 by Eric Nicholls. An obituary will appear in the May Newsletter.

THE VINTAGE ALVIS by Hull and Johnson.

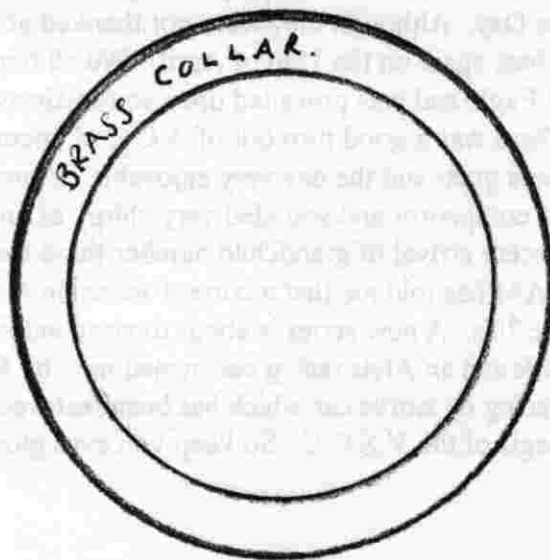
A new edition of this "Bible" of the Vintage Alvis Cars is promised soon. Alister Cannon has been in correspondence with Norman Johnson and it is hoped that an "Australian supplement" will appear in the forthcoming edition. Obviously, for that supplement to be as realistic as possible information must be gathered about "Australian" cars. Please send details of your vintage Alvis to Dale Parsell, 14 Symons Road, Avonsleigh, 3782 as soon as possible. The sort of details required are car number, chassis number, engine number, body type, body manufacture and any details of significant history.

ED.

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.

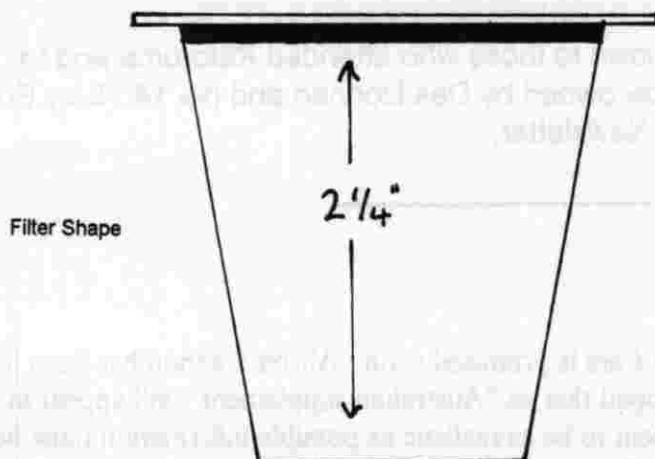
12/50 B14 Oil Filler Strainer (N4674).

At Kalorama the ED was so impressed with the lack of oil on the rear driver's side mudguard of Alister Cannon's 12/50 that he asked "how come?" Alister demonstrated the oil filler strainer and promised a working drawing of how to make one. At the following club general meeting it was discovered that such beasts were in stock, so the ED bought one for \$7.00. However, there may be those who live out of town who would find Alister's drawings useful, so they are reproduced here. A simple thing but it should save a lot of mess at the blunt end of the car. Thanks, Alister. **ED.**

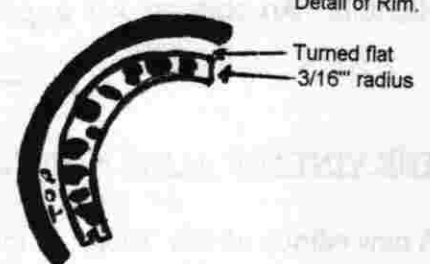


Outside Diameter $2\frac{3}{4}"$
Inside Diameter $2\frac{5}{32}"$

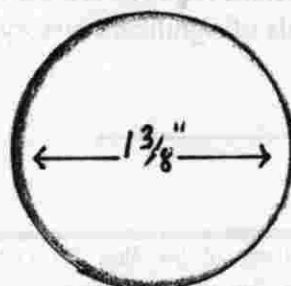
Brass collar needs to be turned up from stock to allow a firm base to solder on the bronze gauze sides



Filter Shape



Detail of Rim.



Gauze Filter Base

Brass collar $\frac{1}{16}"$ thick but with additional $\frac{3}{16}"$ radiused inner edge.

THE MAY NEWSLETTER.

The Editor will be away for a month from mid April so John Ball has kindly agreed to edit the May Newsletter.

Yes, **THE JOHN BALL**.....

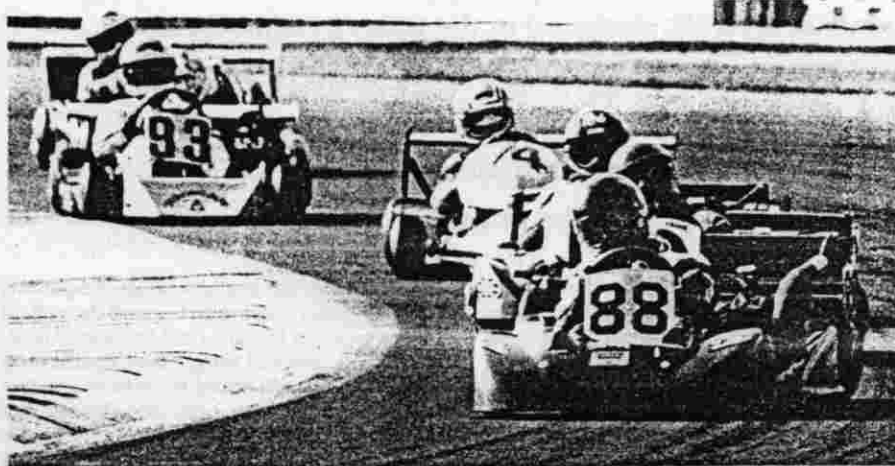
MOTERING NEWS, THURSDAY, AUGUST 27, 1981

11

**BRITISH
KART
GRAND
PRIX**



The annual Ball . . .



LEANING IN: John Ball (also pictured left) leading the frantic leaders' dice from Reg Gange, Rob Kerkhoven, Calvin Fish, Owen Jones, and Steve Styrin, all lapping at averages or more than 110 mph.

John Ball takes the Grand Prix . . . 114 mph lap record
established . . . six-way dice for the Superkart win . . .

Please send your copy to my address (mark the envelope "ALVIS") or Fax Machine. Or you can telephone John on 058 262 518 (A/H). My secretary will open all the mail and John will be using my office and the services of Ros, my secretary for the job. I'm sure that she and John will turn out an excellent issue. Please remember to keep the copy coming - I will need all you can give me for the June issue!

**COPY DEADLINE
MAY ISSUE
WEDNESDAY 28th APRIL 1993**

Dear John,

Thank-you for the 14.75 advert in the February Newsletter. With Eric Nicholls on board we 14.75 owners can be counted in the plural not the singular!

The long lost head and side lights from my Alvis have turned up but I have already found and restored mine. The Italiano family will make the long lost ones available to someone who is in need of similar to complete a car, but won't sell to a "hoarder".

I also have a couple of items for sale, which I would like you to publish.

Kind Regards,

RICHARD UNKLES.

Thank you Richard. Please see F.S.W. ED.

Alvis V8: the true story

Few cars have exerted a more powerful fascination than the legendary Alvis V8, designed in the fifties by Mini creator Alec Issigonis. Only one car was built, and it disappeared after the project was cancelled. Worse, no photographic records survive. Jon Pressnell pieces together the compelling story of the project

There was blood all over the corporate carpets at BMC in 1952. Austin and Morris had just merged to form the new enterprise, and the Austin will was being imposed on a reluctant and predictably unco-operative Nuffield team. The resultant bad atmosphere can only have been deeply uncongenial to Nuffield's brilliant leading engineer, Alec Issigonis, the designer of the Morris Minor.

In such circumstances, he doubtless needed little prodding to accept a five-year contract with Alvis, in June 1952, to be chief engineer for a special passenger car project, with a blank-paper brief to come up with a new Alvis.

The Coventry firm was thinking big. Although it then only had the capacity to build 2000 cars a year, the new model was intended to have an annual production of 5000 units, or maybe even double that, if the comments of one of the more bullish directors are to be taken seriously. To achieve this there was talk — at one stage — of a new 75,000 sq ft factory being built, possibly outside Coventry.

The Issigonis team at Alvis was small: the company's chief body engineer, Harry Barber, was seconded to the project, and the designer of the 3-litre engine, Chris Kingham, was given responsibility for the new car's power unit. This trio initiated the design, and they were subsequently joined by Bill Cassels, to work on the car's transmission, John Sheppard and Freddie Boobyer to do the bodywork, and Harry Harris to look after the chassis engineering.

"Everything was Issigonis's idea. We just had to make the ideas work," recalls Cassels. "We used to dread him coming back from holiday, as he always brought with him a caseful of ideas. He was a fantastic man — he just wore you out, constantly changing things, suggesting things."

This small 'cell' (a favourite Issigonis term) was kept separate from the main Alvis engineering team, and operated in conditions of some secrecy. It did however have full help and support from all the key parts of the firm

— the foundry, the machine shop, the pattern shop. Kingham continues: "One of the virtues of Alvis was that it was an old-fashioned firm, still using universal rather than specialised machinery, so you could muscle in and get things machined on ordinary lathes. You could take a little hand-drawn sketch to the toolroom or the production machine shop and have a machined part back in hours rather than days."

The car on which the Issigonis team was working was a four-door saloon with a unitary steel bodyshell. Known as the TA 350, it was to be powered by a V8 engine of 3.5 litres driving the rear wheels, and was characterised by its compact size and low weight: it was 14ft 6in long and its intended weight was around 23cwt; a four-cylinder 1750cc version was envisaged, but no work was ever carried out on this.

The all-aluminium engine in its original form had one particularly unusual feature, later admitted by Issigonis to have been a "ghastly mistake": it had a barrel crankcase, as used on Miller racing cars.

"We had monumental problems," says Kingham. "The basic flaw of a barrel crankcase is an inherent lack of rigidity. On a barrel-crank V8 you have in essence three rather fragile boxes — one for the crank and one for each bank of cylinders — and these have to be held in alignment by the crank and its bearing housings. Then you have to have a hole in the crankcase large enough to pass the crank assembly through."

"To keep tolerances acceptable we ended up heating the crankcase and freezing the crankshaft assembly, but we still had problems, due to differential rates of expansion: when the engine got really warm the crank rattled, because the crankcase was expanding more rapidly than the bearing housings were, causing the bearings to move. In a last-ditch attempt to salvage the design we sawed a slot in the crankcase, put great big pinch-bolts through, and literally wound the whole lot tightly together."

It was not until the beginning of 1955 that the barrel crankcase was abandoned in

favour of a conventionally-constructed engine that Kingham recalls as "very reliable and fairly civilised."

By this time another design failing had been eliminated: in its first form, says Cassels, the V8 had its camshafts (one per bank) fed into closed tunnels, with no means of tappet adjustment. Issigonis conceded this was unwise, and a more orthodox arrangement with bucket tappets was adopted.

Drive to the camshafts was by skew gears, copied from the Wolseley arrangement, according to Kingham: "I would probably have gone for chain drive, but Alec insisted on skew gears. To avoid rattles you have to split the gears and spring-load one half. That involves certain manufacturing problems, but the arrangement makes the engine easier to assemble, as the gears slide on with the head. And I have to say that we had complete reliability from the set-up. It wasn't always silent, but we solved that."

Carburation was initially novel, using a single 2in SU on an eight-branch manifold known as the 'Octopus': "It took quite a bit of designing, but was surprisingly successful — it's amazing how economical an inefficient fuel-distribution system can be! The secret was feeding from a central carb and having exactly equal lengths of inlet tract to each port," says Kingham.

Output was disappointing, however, with a bare 100bhp delivered, so a more conventional twin-SU system was installed, pushing this figure up to 125bhp — without an economy penalty. More power would have been

forthcoming, according to Kingham, had Issigonis not insisted on smallish valves in the interests of fuel economy and low stressing of the engine.

The car's transmission was notably quirky, and details of it are not totally clear. At its heart was a two-speed gearbox mounted in unit with the Salisbury differential, an arrangement intended to improve weight distribution and maximise interior space. The gearbox worked in conjunction with a Laycock overdrive on both gears, and the basic idea was both to save on weight and complication and to give a degree of automaticity — this last aim apparently achieved with the help of a Smiths electro-magnetic clutch, mounted in unit with the gearbox.

There was a right-hand floor-mounted gear lever, a separate switch for the throttle-sensitive overdrive...and a lot of head-scratching as drivers tried to remember which gear they had last engaged. It seems that the system was gradually simplified in operation and modified to

include a normal clutch, actuation of which was necessary to engage or disengage the overdrive. In what may well have been its final evolution, Chris Kingham describes the set-up as being operated entirely by the gearlever: this had a conventional 'H' gate, he says, and movement across the gate to third

and fourth gear positions brought into operation the overdrive on, respectively, first and second gears.

"It looked impossible, but it did work," says Kingham, who remembers "a good deal of argument and heart-searching" over the transmission. He recalls another detail: the original single-piece propshaft — with Layrub-type rubber UJs — was so long that it suffered vibration problems, and so was replaced by a shorter unit supported by a centre bearing, from which a torque-tube of sorts led forward to the engine.

The Alvis packed its real punch in its chassis design, though. This was no surprise, bearing in mind Issigonis's reputation and given his close friendship with Alex Moulton: "The two of them sparked genius off each other — I don't think either of them would have been so fruitful mentally without the other," reckons Kingham.

The basic suspension hardware was simple enough: a twin-wishbone front end with an anti-roll bar and rack-and-pinion steering, and an independent rear using semi-trailing arms (with the admittedly unusual feature of Moulton rubber UJs for the driveshafts). The springing, however, was a Moulton conception of great historical importance.

Originally it used conical rubber springs of the basic type later used in the Mini. The springs were high-mounted, above and concentric with the telescopic dampers. The next stage was to investigate putting two of the springs back to back, and from this germinated the notion of adding a hydraulic element, by filling the cones with water and linking them by water-carrying tube from front to rear of the car: Hydrolastic suspension was being born.

"We put a piece of inner tube round the join between the two cones, and used a specially-made Jubilee clip to squeeze them together and form a seal, just as a makeshift way of getting us mobile quickly," remembers Kingham. "It was part of Alec's genius that he didn't let time stand in his way. He always had ideas about how you could move forward without first having to wait for a lot of special equipment."

"From these containers we had a separate bleed to what we called an 'appendix'. It was a rubber sausage about 18in long and had a diameter of around 2in. It was bound with Jubilee clips and you could tune its ability to expand and contract by adding or subtracting Jubilees, and thus alter the rate of the suspension."

"The interconnection itself was of 5/16in-bore copper tubing. We put a conventional central-heating tap in the middle of the pipe run, with the idea that we'd be able to control the interconnection through this."

Kingham's notebook has an entry saying that the production car would have conventional brakes and wheels, but what was really needed was discs; interestingly, these were being considered by Harry Harris in the chassis department as early as 1952.

Turning to the body of the car, this was constructed according to orthodox Pressed Steel practice. Two unusual features were the use of curved side-glass and the way in which the rounded sill and wheelarch mouldings were bolted on rather than part of the main pressings. The idea here, says John Sheppard, was that there would be a service benefit, given that these parts of the car were traditionally prone to rust and accident damage.

The style was emphatically the work of Issigonis, interpreted by Freddie Boobyer and with the under-skin structure laid out by John Sheppard.

"The shape of everything was determined by Alec Issigonis. You can honestly say that it was 'his' car," says Harry Barber. "but he wasn't really interested in styling as such. It was more a question of achieving the best utilisation of space."

The result was a plain wheel-at-each-corner design with a great deal of the Issigonis Oxford Series II about it, but also with a slight Lancia Aurelia saloon flavour — Issigonis and Moulton were great admirers of these. Original thoughts included a bold two-slat grille or — more outlandishly — a combined 'bone-in-mouth' grille and bumper, but the full-sized model presented to management didn't go down too well, as Chris Kingham recalls: "The sales side were quite vitriolic. The sales director went purple in the face, and said it wasn't an Alvis at all."

A proper radiator grille was required, with a filler cap on top, said the gentleman concerned, but — in the true spirit of compromise — when John Sheppard remodelled the front to take a grille, he quietly left out the filler cap; the grille lifted with the bonnet, Mercedes-style.

The interior was again characteristically Issigonis, and unsurprisingly its austere design evoked that of the Series II Oxford — with shades of the later 1800 about the distance of the dash from the driver! The bare dash was evidently a bit difficult for the less spartan-minded to accept, as by 1954 there was talk of adding lidded cubbyholes. As it was, though, the only touch of frippery was a smart laminated-wood wheel. An interesting detail remembered by John Sheppard is that the bench seat was made of plywood.

Testing the Alvis V8 took the form of manic all-night sessions at the MIRA track — with the aim, never achieved by drivers Issigonis, Kingham and Barber, of covering 1000 miles in a single night.

"To keep awake we'd give the chaps in the control-tower a flash of our lights and from then on they'd time us round the circuit. We gave the car a hell of a beating. If the tyres lasted a couple of nights we considered ourselves satisfied. We had the time of our lives, but it makes my hair curl just to think about it," says Barber.

"We did a day's work and then drove the car over to MIRA, and just drove all night — two hours on, four hours off, two hours on, four hours off — from 6pm until 6 o'clock in the morning, and then went back and did another day's work. The best we ever managed was 895 miles," remembers Kingham, who says that despite the inevitable breakages, the car acquitted itself most impressively.

"The roadholding and handling were absolutely marvellous, and it was certainly exhilarating driving round MIRA flat-out — which was 110mph. That was only with the second engine, though, on twin carbs; the original engine, with its single SU, wouldn't really pull 100mph. The ride was pretty good, too — it was firm but not harsh, and didn't pitch. You could drift corners rather than roll through them. It was a car of great promise, although its full promise was never completely realised."

Harry Barber recalls the performance as being well ahead of the Alvis 3-litre's, although the engine tended to be quite noisy. His favourable memories are confirmed by Bill Cassels: "It was very good, and ahead of

its time. We all had great confidence in it. I was left to get on with it. We could do exactly what we wanted, when we wanted, with no interference."

Chris Kingham has no doubts about the venture's genuineness: "It was a toss-up for the Alvis board. They had a certain amount of cash and they had two contenders for it — the Issigonis V8 and a new radial aircraft engine. The known market potential of this was backed in preference to the uncertain market for the car. Alvis was experiencing considerable difficulties, and the prime factor was the cost of tooling up for an entirely new body/chassis structure, as opposed to a chassis with a bit of coachwork on top. Alvis could not possibly have fished in both waters."

The cost of a monocoque shell from Pressed Steel was indeed a major stumbling block — especially after the estimated annual production of the car was scaled down to 2000 units. With the large amount of hand-assembly necessitated by such low volumes, such a contract would hardly have been attractive to Pressed Steel. All the same, it quoted a price of £118 for a body-in-white, which was cheaper than the coachbuilt Mulliner body of the 3-litre. But as the Alvis board hesitated over whether they could sell even 2000 of the new car each year, in June 1955 Pressed Steel revised its figures: tooling costs rose from the original £350,000-£375,000 to £620,000, and the body price jumped to £233 per unit. Worse, the company wouldn't consider an annual run of fewer than 5000 shells.

Alvis couldn't contemplate continuing with the car. Its bankers had already refused to lend any money for the project, and at that stage it had been calculated that an extra £700,000 was needed to get the venture off the ground — unless the car were to be produced at a rate of only 500 a year, and sold at double the planned price.

The new Pressed Steel costings scuppered the car irretrievably. A last-ditch attempt to find an alternative body supplier was however made. Singer — of all firms — was approached, and quoted £300,000 for tooling, on the basis of 40 shells a week. But the ailing Coventry company couldn't give a costing for the body itself, other than pointing out that its own SM1500 shell (not even a monocoque) cost £365. It wasn't a starter, and so the plug was pulled on the car.

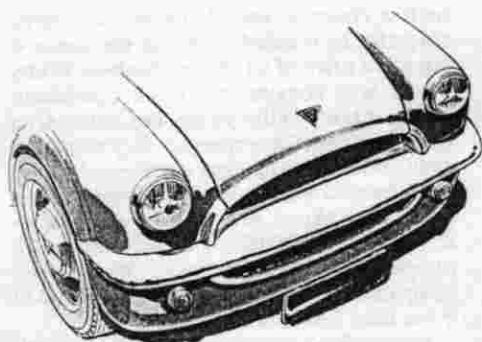
Issigonis briefly toyed with redesigning it as a laminated-plywood monocoque, while Alvis in turn looked at selling the entire project to another manufacturer. Discussions on collaboration with Aston Martin had already taken place, and AM boss David Brown said he was ready to take over development of the car, or — failing that — to consider co-operating on tooling and body supplies. But nothing came of this, and the Alvis board decided against selling the project, as it would give the unwanted impression that the company was leaving the motor business. Nor were they impressed by BMC's offer to buy the car, as Len Lord was notably reluctant to pay the full £76,000 the enterprise had cost. So what became of the development car?

"One of the saddest days of my life was when I drove the beautiful maroon prototype over to the Alvis service department, drove it into a room without windows, and dumped it there," remembers Chris Kingham.

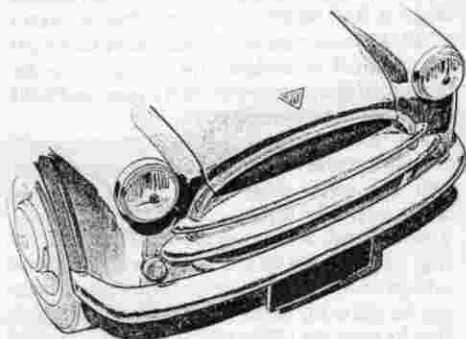
"The body jigs were thrown on the roof, which then caved in, and the whole thing was walled up. Nobody has ever been able to find a trace of that bricked-up room."

Others confirm this story: John Sheppard recalls putting part-assembled panelwork for a second car inside the room, while Alex Moulton rescued the suspension parts — which he still has — so he could continue development of the system. As for the mechanicals, one of the two 'Mk II' engines (the actual unit from the car?) was acquired by JJ Parkes' son Mike, the racing driver and co-designer of the Hillman Imp. It was used in a plywood monocoque mid-engined racer he began building with his friend and collaborator Tim Fry, and is thought to have eventually been scrapped.

Apparently all that remained of the Alvis V8 was subsequently removed from the mystery room and cut up with a torch. But there are tales of it being spirited away to the Alvis subsidiary Alvaire, at Coventry's Baginton airport, and of it being there into the sixties.



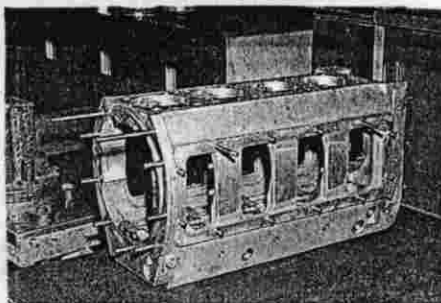
Controversial grille was quickly rejected



More tame front also failed to find favour

This article draws in part on research carried out by John Williams for his forthcoming book *Alvis - The Post war Years* to be published shortly by Motor Racing Publications; tel 081 681 3363.

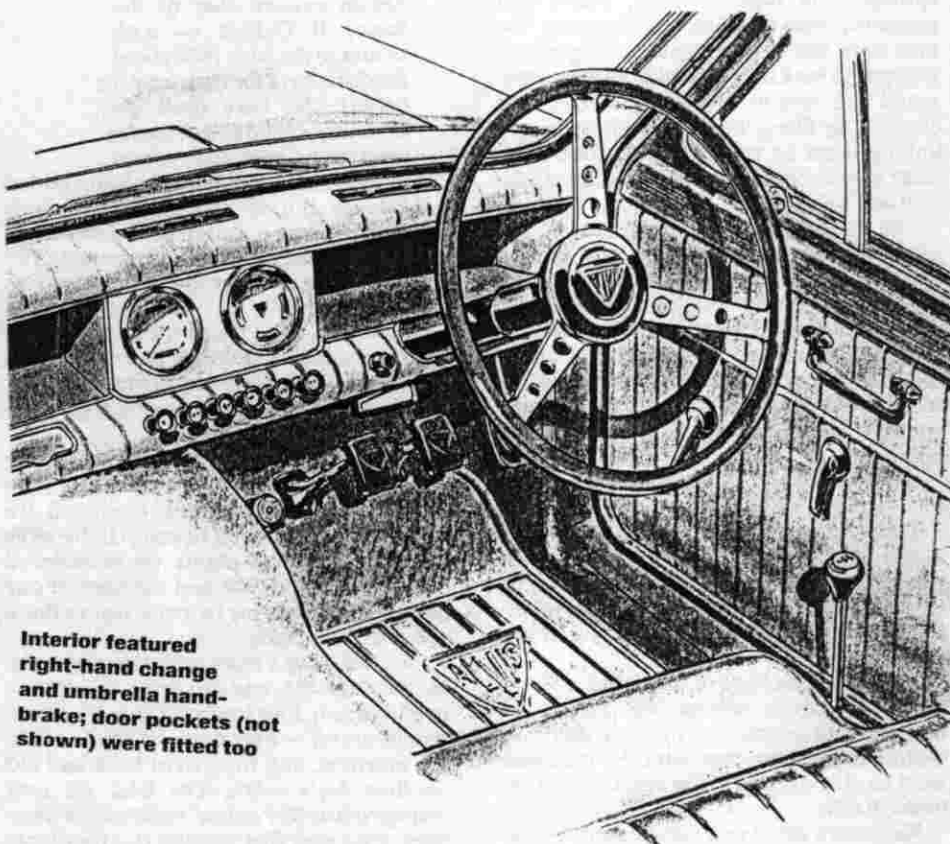
The Editor, ACCV is pleased to thank Richard Tonkin for seeking permission and Mr Ian Bond, Editor *Classic & Sportscar* for granting permission for the publication of one of the great "might have been" articles.



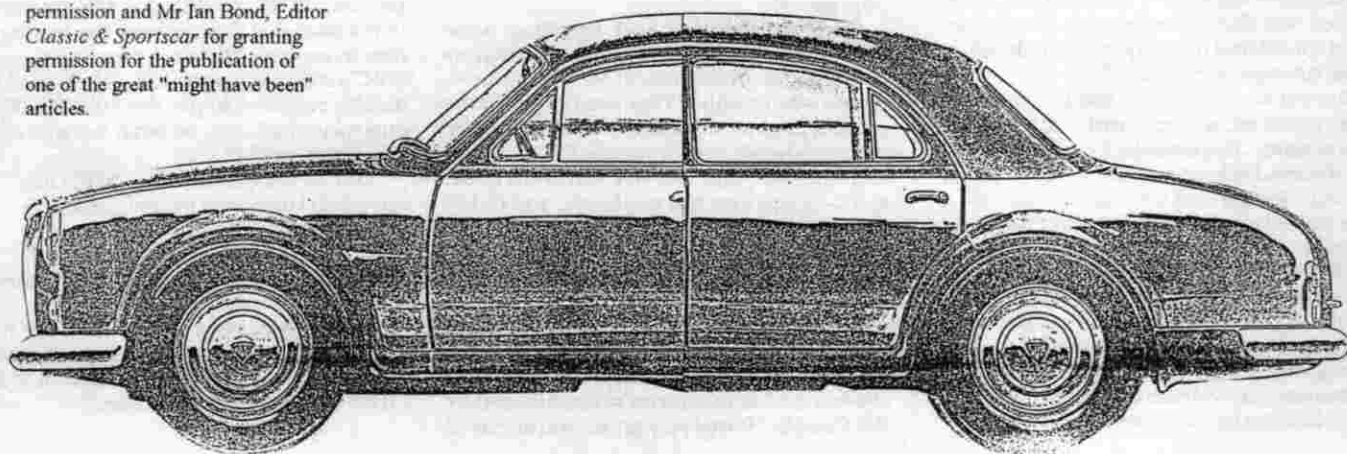
**Top left: barrel crankcase of four cylinder
Offenhauser race engine shows how this form of block construction looks**



Alvis shape echoes SII Oxford (top rt); XC9001 (left) drew on suspension of Alvis and engine was half its V8



Interior featured right-hand change and umbrella hand-brake; door pockets (not shown) were fitted too



FULL OF BEANS.

I would like to thank the Club for the presentation of the *HARICOT AWARD* given to me at the recent Shepparton Meeting and Rally. It was most unexpected but appreciated and I will make use of it to provide regular reports at Committee and General Meetings so that all may share in its benefits.

RON WILSON.

Below are some photos taken on that Rally. ED.



Andre disdainfully looks like Enzo as two six cylinder Alvises share the street (Hood S.E. & Ramsay TD21) Forty years of sixes!



There are few line-ups of Alvis without a 12/50



There are fewer bridges with bends in them and fewer still graced by a procession of Alvises (Kirwan's Bridge)

THE STORY BEGINS with the family car and a husband's desire to replace the oil pan gasket—messily—rather than have the garage do it—expensively. We aren't saying who it happened to in suburban Washington because of what happened.

Properly dressed in old pants and armed with assorted tools, the husband crawled under the car to do battle with the worn oil pan; his wife called a taxi and went shopping.

Returning, she was greeted by much the same tableau: A pair of legs protruding from beneath the car and strained words, not all of them polite, indicating the struggle between man and machine had not yet been entirely resolved.

Perhaps out of wifely concern, perhaps overcome by a wave of tender emotion, she reached down as she passed and caressed his leg.

Then she breezed into the house, a slight smile creasing her features, and saw her husband standing there holding a couple of cans of beer.

"Who," shrieked the wife, "who is under our car and why?"

The next-door neighbor, replied the husband. The neighbor had taken note of the sluggish work pace and volunteered his services. The husband accepted, countered with an offer of beer, and while he went to get it the neighbor went right to work. Why are you shrieking?

Well, said the wife, here's what I just did . . .

Blushes. Confusion. Rush out to explain . . .

The legs still stick out from under the car. They do because the astonishment engendered by the wifely gesture caused the good neighbor to jerk his head, rapping it a good one against the oil pan. He is out cold.

A quick call brings the rescue squad, but trouble is not yet over. Squad members momentarily lose their expertise as they trundle the unconscious neighbor to the ambulance and drop him, breaking his arm.

by Tom Wilkinson,

Washington Post.

Quoted in "Eoad &

Track" Jan. 1970.

Sent in by E.C.

DOING IT IN STYLE.

Dear John,

I have been searching for many years for someone who owned a Doctors Coupe in their youth, and is now honest enough to admit that during their ownership, they proudly suffered from that non medical malady known as "COUPE CRAMP".

This affliction came about while gardening one's wild oats in the car with the suddenness of a member of the Constabulary knocking on the misted up side window causing the male member to inadvertently slip a button into the wrong button hole (eg. fly to shirt) thereby reducing the hapless person to forcibly assume a crouching position on alighting from the vehicle.

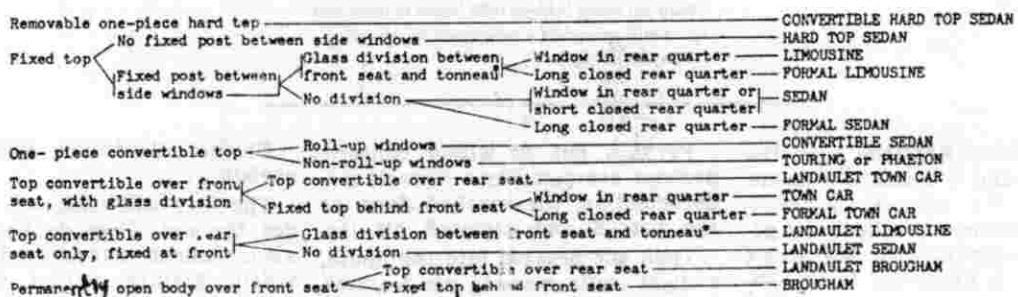
In my youth I heard many of my friends confess with great pride that this happened to them...did it ever happen to you?

RON WILSON.

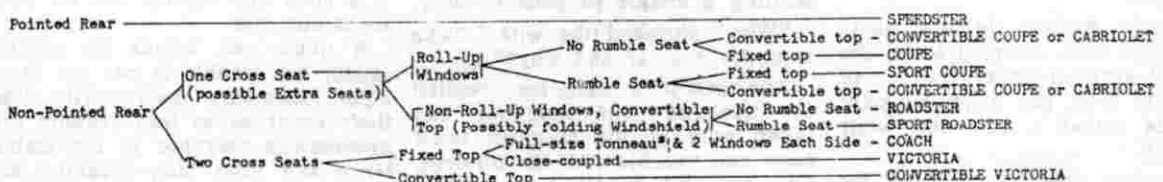
I admit to it without shame - ownership, that is; nothing else. In the sixties, when I was a young man, I was intrigued by stories of what used to go on at "The Drive-in". Left foot stuck in VW glove-box, needing outside help to extricate etc.... Ah! the Drive-in Cinema. That spelt California or Australia, sunshine, care-free lifestyle.... No wonder a young man wanted to emigrate to Australia. I would have swapped the Doctors' Coupe for a VW in Oz anyday. I did get rid of the Morris. I did move to Australia. There the fairy story ends!

Back to the prosaic. Eric Cunningham has sent a couple of pages describing and illustrating body styles, which should have more or less settled all the arguments but in reality it adds more confusion because it originates from Canada. It seems that with North American black iron goes a wholly new system of describing body styles. I have omitted the illustrations but the examples of descriptions given here will show what I mean. ED.

THREE - or FOUR - DOOR BODIES



TWO - DOOR BODIES



STATION WAGON (Illustrated at top of opposite page) - Like sedan or coach but with body extended rearward to the full roof height with wooden sides and back.

RUNABOUT (Illustrated on page 36) - Short high body with not more than one full cross seat and no doors or low doors, and frequently no windshield.

*Tonneau - Part of motor car that contains the back seats.

PUB RUN SUNDAY 23rd MAY 1993.

Time slips by and now we would remind you to make an entry in you diary for the Pub Run on Sunday 23/5/93.

A three course luncheon amid elegant surroundings in a picturesque rural area has been organized. A pleasant run back to Melbourne later in the day should round off a great outing..



Try to come in the Alvis - or at least choose the right car for the job

Cost is \$22.50 per head - plus bar drinks. Joint organizers are Alister Cannon and Richard Tonkin.

REMEMBER - IT WON'T BE SO GOOD WITHOUT YOU!

If you can't come in the Alvis, come in a modern car and if you cant come in your modern car, join with some friends and come in a party:-



Fleet rationalisation - one car for all !



DRIVER	No. OF PASS'GRS	ALVIS	NON ALVIS

Do not enclose money - just mail this slip NOW to Alister Cannon, 66, Torry Hill Rd., Upwey, Vic.3158.

ALVIS DAY - SUNDAY 18TH APRIL

All who attended, or read about (see October and November, 1992 newsletters), the inaugural Alvis Day on the 27th of September, last year, will be delighted to learn that, following extensive negotiations by Rex Roberts with the authorities at AFL Park, Waverley, the 2nd Annual Alvis Day has been arranged for Sunday, 18th of April, commencing at 10.00a.m. Although Rex organised a perfect day (weatherwise and generally) for last year, ordering another fine day this September may be pushing our luck, so the date has been brought forward to April.

Last year there was a spectacular turnout of some 16 Alvises, ranging in age from Rex Roberts' 12/40 to Chris Thevathasan's TD21 drophead. This year let's see if we can top the 20 mark!

The format for Alvis Day will be similar to last year, with the emphasis on both cars and the social side of the Club. There will be events, including a standing 1/4 mile run, with consistency rather than speed, being important, and the winner will be presented with the Bob Morrow Perpetual Shield, won last year by John Hetherington. The social side will include AN extraordinarily delicious spit roast, as well as an amazing amount of social intercourse, looking under bonnets, up exhaust pipes and so on.

All this for only \$10.00 per head. Please bring your own drinks and a salad.

So, remove the dust covers, fill up the radiator, load up the family and come along at about 10.00a.m. on Sunday the 18th of April, to the car park at AFL Park, off Wellington Road, Mulgrave - Melways Map 80 ref J.2. If the Alvis refuses to start, is "under restoration", is a box of bolts or does not exist, just bring yourself, but come!

For further details, queries, etc, ring Richard Tonkin on 434 1677 during working hours or 710 1465 after hours.

SEE WHAT YOU MIGHT SEE! SCENES FROM ALVIS DAY 1992.



Ross and Leona Altken's TA 21 DHC

Line-up lead by Bill and Marcia Barber's Silver Eagle Special



June Twomey tries on the Vintage Style (Alister Cannon's 12/50) - admired by many

SPAREPERSONS.

FOR SALE & WANTED.Vintage

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

TA 14

National Alvis Spares offers this month:-

Gasket - Oil Filler	\$1.00 each
Valve Collets	\$4.00 pr.
Rocker Shaft End Plug	\$3.00 each
Gasket - Water Outlet Pipe	\$2.00 each
Rocker cover Nut	\$5.00 each
Main Bearing Shells - std	P.O.A.

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 3886.

INTERCHANGEABLE PARTS.

TA 14 and 12/70

(from Spare Parts Manuals)

N 18377	Flywheel & Starter Ring Assembly
N 18378	Starter Ring
N 18796	Camshaft
N 15504	Camshaft Front Bearing
N 17543	Camshaft Rear Bearing
N 16904	Camshaft Bearing Stud - Front

THREE LITRE

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

ENGINE RUBBERS. 12/50 and Silver Eagle mounting rubbers are nearly ready. Geoff Hood will advise details when they are available.

FOR SALE. Instruction Manual for 12/50 TG & H, 12/50 SD and TA 14.75. Courtesy of Alf Wilson - detective work by R. Graham. \$20.00 each. Contact Roy Henderson telephone 03 704 7549.

FOR SALE. TYRES. 500 x 20. Five new tyres. 3 Goodyear 6 ply diamond pattern and 2 Dunlop 4 ply plus tubes. \$100. each. Max Kennedy. Tel. 07 268 6608 or 018 876 1642 or 074 944 575.

FOR SALE. TA 21 Spare parts. Engine block. Crank shaft. Overhead cam assembly. Conrod. Pistons. Clutch parts. Rear axle assembly. Various engine spare parts. Assorted other parts. \$500.00 the lot. Available in Bright. Dudley A House, 54 St. Pauls Street, Randwick 2031. Tel. 02 314 6869.
Spare parts available c/- Russell Stapleton, 40 Showers Ave., Bright. 3741. Tel. 057 55 1581.

FOR SALE. 3 Litre saloon spares. A host of bits including body panels - guards, complete doors, boot lid, bonnet etc. Many mechanical parts - gear box, steering and suspension. Complete chromed radiator - inner and outer cowl. Radiator core. Some instruments and side lamps. Headlamps. Tel. Tom Maltby 052 215110
Fax 052 21 8783 for details and full list.

FOR SALE. Lucas Spotlight. Very nice item. Larger in size. Suit 4.3 or similar. \$125.00. Pair of Lucas spot/fog lights. Suit late 40's or 50's car. \$135.00. Lucas driving light. Same or similar to Mark IV Jaguar. \$85.00. Set of 4 brake linings for 3 litre. Made in England. \$25.00. Richard Unkles. Tel. 03 857 9417.

FOR SALE. Pair of restored Lucas R67B headlights and restored Lucas K515 sidelights. Suit 14.75, 16.95 or late 12/50. \$500.00. Tel. Frank Italiano 03 857 7321

WANTED. Information re: 3 litre engine. The whereabouts of engine no. 24056 (or part thereof) from 1952 DHC. Please contact Tom Maltby as above.

WANTED. For Speed 20/25/4.3. Marles Steering Box. If not a complete box, then top and bottom roller thrust races therefrom. David Caldwell. Tel. 03.729 5821.

WANTED. Starter Pinion gear for Firefly. Rotax Starter Model R M O 418 Gear has 10 teeth. The same starter was used from Firefly through Silver Eagle and Sp 20 to Crested Eagle. Ron Wilson. Tel. 03 8742450.

WANTED. Gearbox. 4 leg type for 12/50. Silver Eagle block. Geoff Hood. Tel. 03 842 2181.

Dear John,

Members may be interested in a recommendation for generator rewinds. I recently had an armature rewind and a new commutator made by:-

Berge Tachedjian,
Factory 1. 22, Yiannis Ct.,
Springvale 3171.

for a total cost of \$175.00. I was pleased with this as I had expected the commutator to be a difficult problem because the third brush type has a different number of segments to the more common two brush type.

He says that more than 5 amps. for long periods of time will result in overheating of this type. Since I have lived with 0 amps. for the past 15 years, I find I can think of a lowly 5 amps. as a "de-luxe" accessory in the 12/50 specification!

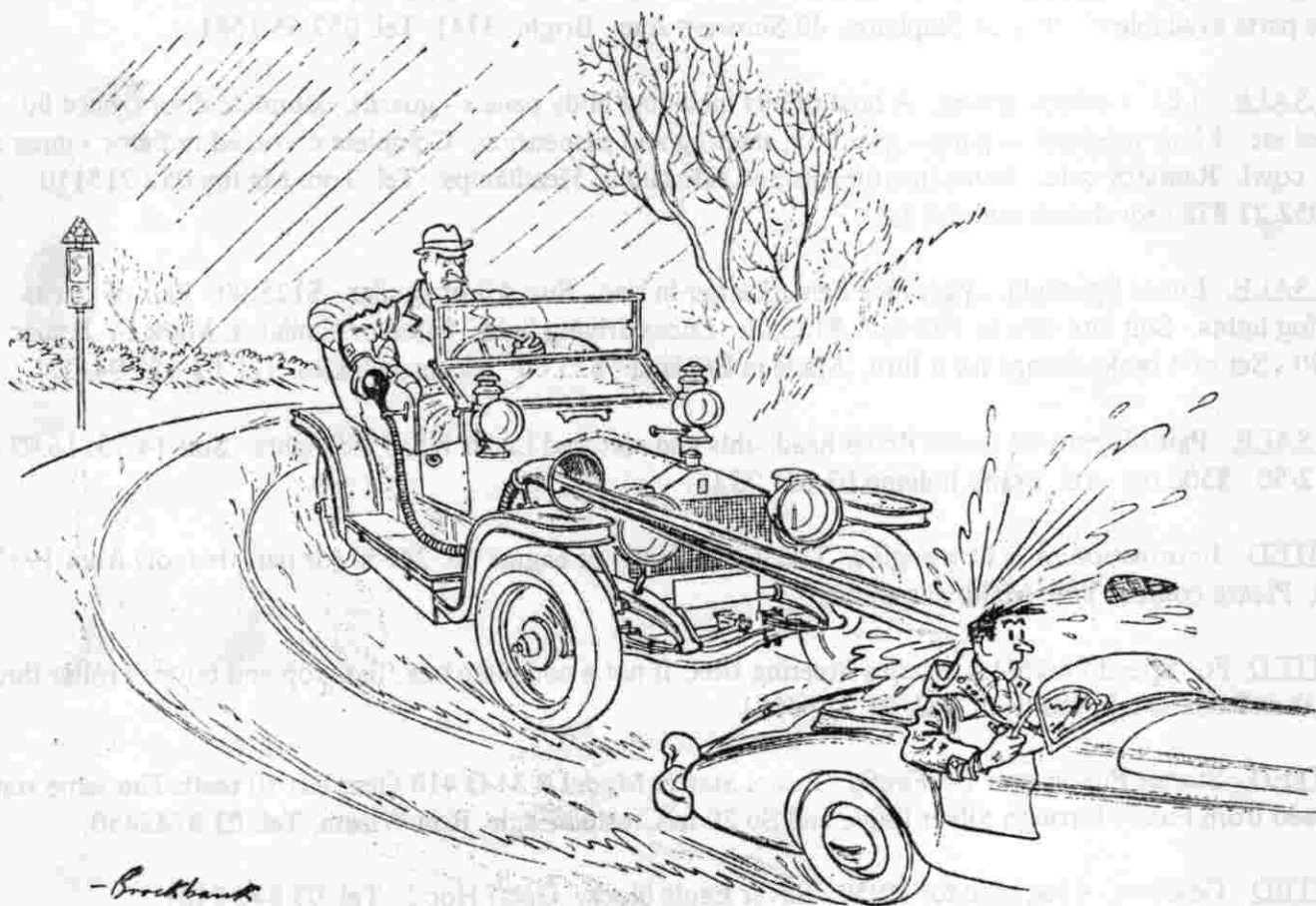


STEVE DENNER.

TWIN TRUMPET 21/-
2-NOTE Suction-Operated HORNS
Give compelling and "out-of-the-ordinary" warning note. Complete with all necessary fittings. THICO make, 30/-. Single note Horns, 7/6. Genuine ISMAY, 21/-. All post free.



John Ball has looked after the technical side of the photographs in this N/L.
Thanks, John. ED.



Please state clearly make, year of Car, H. P. and Model when ordering.

