



ALVIS CAR CLUB VICTORIA (INC.)

NEWSLETTER

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 8.00pm (PROMPTLY!...)

EVENTS EVENTS EVENTS.

FRIDAY AUGUST 18th. 8.00pm CLUBROOMS. AUCTION NIGHT.

AUCTION NIGHT.

Come along and buy all those bits and pieces that you have always wanted for your Alvis, at bargain prices.
Support your Club by bringing merchandise.
Support your Club by bringing along a big fat wallet.
Support your Club by spending money on those valuable parts.
Support your Club by spending money on those useless items - you might use 'em.
Support your Club by spending money on those broken items - you might fix it!

GENUINE BARGAINS AVAILABLE!

HONEST JOHN (Rex Roberts) will be the Auctioneer.

STOP PRESS - LATE EVENT - SEE P.8.

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SECRETARY: Rex Roberts.
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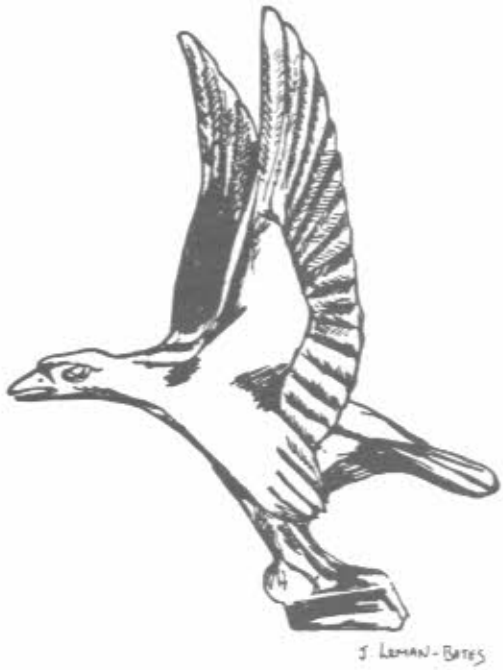

VOLUME 28 ISSUE No.8

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PRESIDENT'S MESSAGE

A small section of the Newsletter and Alvibatics advertises monthly a selection of half a dozen spare parts in stock and their cost.

These spares are held at the Clubrooms where the Spares Registrars attend on the first Monday and the third Friday of each month. Obviously these days are the most convenient for the Spares Registrars to collect spare parts for sending to people requesting them.

It is strongly recommended that these spares be purchased when they are advertised. Firstly it is very handy to have a spare in the garage when an emergency arises, and don't forget, they are cheaper today than they will be next year, and further, they may not be an off-the-shelf item when that emergency does arise.

Just imagine the problems when you have promised your beautiful Alvis as a bridal conveyance for next weekend and you suddenly discover a blown head gasket! Like the Boy Scouts - "Be Prepared".

BOB GRAHAM.

PATSY & ANDY HANNAM

It was with great pleasure that we received and read a letter from Patsy Hannam regarding the happenings on Magnetic Island of Andy and Patsy, ~~and~~ extending good wishes to the Club and all members with a welcome to any Club members in the Townsville area.

Unfortunately Andy is now "chair fixed" as the muscles in his legs have deteriorated and he will shortly go into a nursing home. Members will recall that Andy was our Treasurer for a record number of 21 years and we wish him well for the future. All our best wishes go to Patsy also.

Their addresses are ---

Leuralla 30 Armand Way, Alma Bay, Arcadie, Magnetic Island

077 78 5285

OR

8/15 Stanton Crest 1, Hale St, North Ward, Townsville, 4810

077 72 1863

R.G.

HAVE YOU HEARD.....?

I haven't got a lot of gossip to impart, this month, having been overseas, trying to make the Monopoly Aussie Dollar do those things for which it was designed, but for which it is no longer equipped. I hear that **ROY HENDERSON** has been unwell lately. Good wishes for a speedy recovery, Roy. After locking up antique cars and looking up pregnant ladies **RON WILSON** has returned from Tasmania and has been dragged kicking and screaming out of retirement to be Rally Director for the 1991 Intersate. Good, Ron - it couldn't be in better hands. He and **BOB GRAHAM** have entered for the V.S.C.C. Two Day Rally in September. Watch it, you V.S.C.C. P.V.T. entrants, the Geriatric Alvisti are out to win again! Ron tells me that he and **GWEN** are also going to enter the "Rally of the (Goulburn) Valley" put on by the G.V.M.V.C.C. in November. The two latter gentlemen and **GEOFF HOOD** were heard to be about Country Victoria on a recent week-end, doing a recce. for the next Interstate Rally. Nice to know that planning has already started; these pages will keep you informed. **AUSTIN TOPE** is, I hear, still busy cataloguing the spares received from N.S.W. Mindful of the desires and requests expressed by Club members and Alvis owners during April this year, the Victorians have been doing their best to further the idea of a National Newsletter. The A.C.C.V. President has written to his N.S.W. counterpart with detailed suggestions for a National Magazine including possible costings, editorial responsibilities, plan of content and even lay-out. Unfortunately no reply has been received to date and that letter was sent two months ago! The wheels of Alvis are not renowned for turning slowly, so what has gone wrong? Some of that East coast water must have got into the ignition, but it will take more than a can of WD 40, at this stage, to get a "National" started by the New Year. Would those Alvisti in S.A.,Q,LD. and W.A. who want more involvement and news please write and tell us what more we can do? If it's printable send it to me, if it's not, send it to our President. Bob Graham reports that the **FILM NIGHT** held at the last Club meeting on 21st July was a great success. A record number of members attended to watch films supplied by **DAVID CALDWELL** and screened by **DAVID FLETCHER**.Our grateful thanks to both.

ED.

VALE

Peter Shue was a keen and popular member of the Club for quite a few years and it is with regret that we learn of his passing on Sunday the 23rd of July.

Our condolences to Pam and the family.

R.G.

THE DYNAMO.

The following is the first part of an article written by Peter Black (Technical Editor, A.O.C. Bulletin) and kindly sent on to me by Eric Cunningham. I am grateful to both for the opportunity to publish. The quality of reproduction causes me some concern, so if I receive complaints about that I will endeavour to improve the format when the article is concluded, next month.

ED.

Beginners' Overhaul: The Dynamo

General. The d.c. generator (for which 'dynamo' is the kitchen name) is a machine for transforming mechanical energy (kitchen name 'work') into electrical energy. Since the demise of gas lighting – in 1912 or thereabouts – until fairly recently, every model of every make of motorcar has been equipped with one. However, the dynamo was in fairly common use long before the end of the nineteenth century. For example the twin-screw iron-turret battleship, HMS Devastation, launched at Portsmouth in 1871 (Captain Frederick Richards RN) was converted to electric lighting in 1879, the generat[or] being supplied by Wild's Electromagnetic Lighting Apparatus,Ltd. To supply a crew of 250 on a ship of 9188 tons, propelled at 13 knots (24 km/h) by 5600 hp must have required a generator of respectable proportions and prov[en] design.....

There are two great things about the generator. The first is its simplicit[y]; mechanically it has only one moving part and this is mounted in generous bearings, runs (on a Speed 20) at only 2/3 engine revolutions and is subjected to a non-fluctuating load. The rotating assembly is therefore inherently reliable. On the debit side however, the fact that reliability is expected does not encourage preventive maintenance. Neither, on this model, does the need to move the magneto before doing any....
The simplicity extends to the electrical side: there are only two wires. The thick one (marked 'D' on the cutout) and the thin one, marked 'F' and denoting 'Field' – of which more in a minute.

The second great thing about the generator is its efficiency; this approac[hes] 80%. Here I will put in a few figures.... A 12V generator will deliver (to coil, accessories, light bulbs and charge) some 20A at 2500 rev/m so that its output is 12x20 or 240W approx. Assuming an efficiency of 0.8 (eighty per cent) the power needed to drive it (the input) is 240/0.8 or 300W – say 0.4 hp. The difference, 60W, is the loss i.e. that portion of the inpu[t] converted to (waste) heat. This is not a world-shaking amount; during her tea break a 12-stone air hostess radiates no more. Hence, because the loss is relatively low (it is 50% on a 3/8" drill) the generator may be totally enclosed i.e. unventilated. Thus on this account too the generator is long-lived. Such dirt as accumulates inside consists, mostly, of carbon dust from the brushes.

NB. The more efficient an appliance, the smaller the energy loss and the cooler it runs. This applies to petrol engines as well so that raising the efficiency by increasing, say, the compression ratio, will, (other things being equal – e.g. right foot in same position) make it run cooler than it did.

A.U.U.V. Z/L 8/89 l.4

Basic (very) Theory

If you suspect that you know most of what is coming, remember that you belong to a very (disgracefully?) small minority. Spare a thought therefore for those unfortunates who have studied the laws of nature only in the pub carpark: bookmakers, travel agents, musicians, railway guards – the list of those doomed to reliance on sport and astrology for entertainment is endle[ss]. As the bread and butter (cannon fodder?) of the Consumers' Association all they can do is pray that Baker will benefit their children....

Electromagnetic Induction is the grandiose name given to a simple fact of life (natural phenomenon if you prefer) namely, that a length of wire movi[ng] across a magnetic field has a voltage induced in it. (This phenomenon was brought to notice by Michael Faraday (1791–1867) on 29 August, 1831. It is quite a long time ago: Wellington was only 62 and had another 21 years to live.) Back to the piece of wire.

If the ends (2) are connected in some way while the wire is moving across the magnetic field the circuit will be completed and a current will flow. From a knowledge of the orientation and strength of the magnet and the direction of motion and characteristics of the wire, the size and directio[n] of the current can be predicted. Conversely the various components and materials can be manipulated, within limits – natural and financial – to give any current at any voltage in any environment and for any length of time. Fig.1a shews a rudimentary machine in which two wires are formed into a loo[p] or coil and are made, by rotation, to cut the magnetic field between two opposite poles. The two ends are led to slip-rings on the shaft and thence, by sliding contacts, to an external connection, or 'load'.

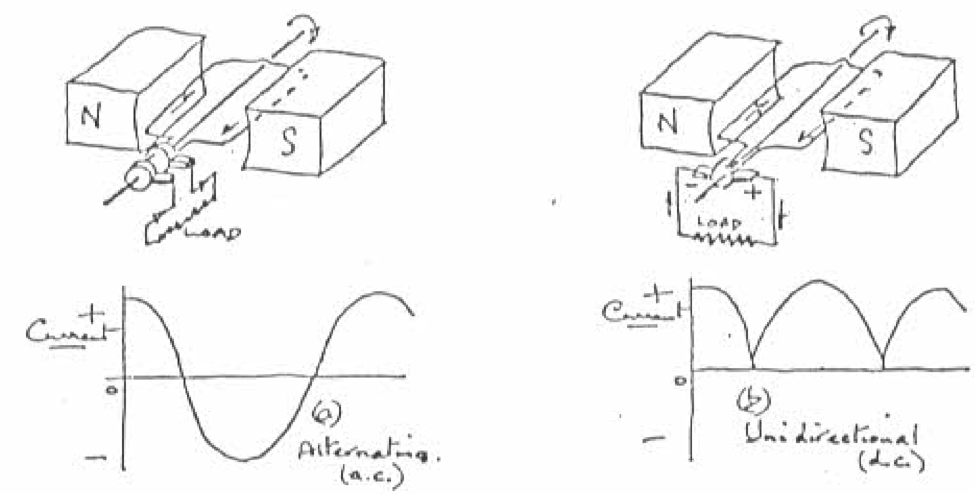


Fig.1

① Mrs. Thatcher's

Referring to Fig.1a the current is evidently zero when the coil is vertical and reverses as the next (different) pole is approached. In other words, alternating poles produce alternating current.

In a practical machine the wires (called 'conductors') are placed two at a time and one above the other in slots in the periphery of a rotor (called an 'armature'); the ends are bent into coils and the coils are connected so that the conductors are in series and the circuit is complete. Fig.2 (a) and (b) shews one simple arrangement:

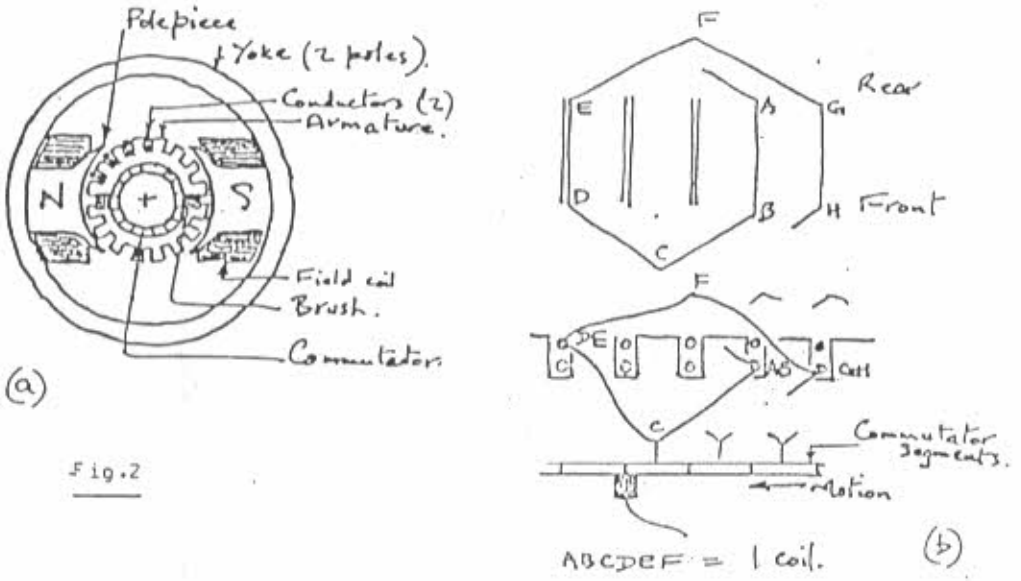


Fig.2

The armature in which the slots are formed is rotated (supplied with mechanical energy) between pairs of electromagnets called 'poles', North (N) and South (S) alternating as shewn in Fig.3; this is necessary in order to produce a continuous magnetic field.

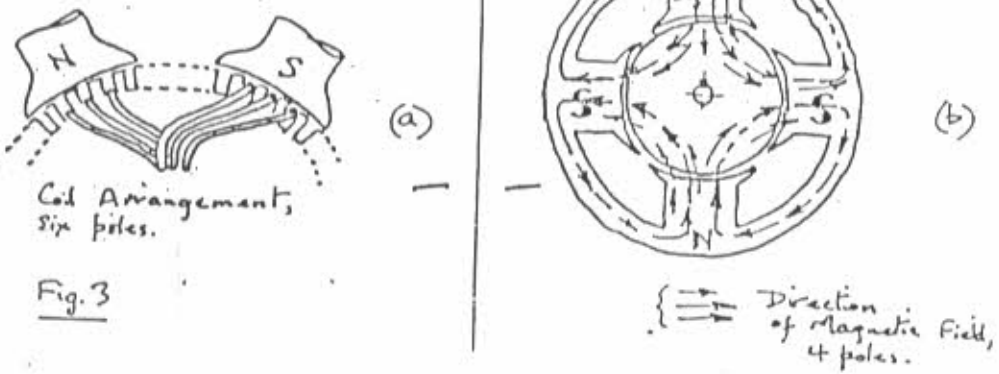


Fig.3

(4)

Now because a.c. is not what is wanted for battery-charging the current is reversed by an external and diabolically clever device called a 'commutator' as depicted in Fig.1b. The rectified a.c. ('direct' current) is then collected from the copper segments forming the commutator (one per coil) by a block of carbon (called a 'brush') which can slide radially in a guide (brush-holder) and is pressed against the segment ring by a spring.

The magnetic field due to each pole (small 'p') is produced by a winding called, not surprisingly, a field coil, North and South poles being obtained by winding in opposite directions. The current for the field coils (field current for short) is supplied, usually, by the generator itself, field and armature windings being connected in parallel. Such a machine is said to be 'shunt-wound' and may be represented conventionally as in Fig.4:

I = load current (20A max)
I_f = field current (2A max)
I_a = armature current = $I + I_f$

F = field terminal (thin wire)
D+ = dynamo ditto (thick wire.)

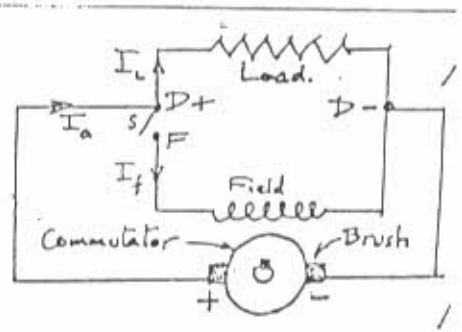


Fig.4

At starting the (small) voltage induced is due to the residual magnetism of the pole pieces i.e. to the weak, permanent field left over from the last time the machine ran. If the terminal F is connected to the terminal D+, this small voltage will send a small current through the field coils, so increasing the magnetic strength, raising the voltage induced, increasing thereby the field current still further and with it the magnetic strength.

This continues until there is 12V or so across the two brushes.

After that longwinded explanation I now reveal that your dynamo is a Lucas CSA (S is the diameter in inches) and is not at all like that depicted in Fig.4..... It is like that shewn in Fig.5 which is what you will see when you have extracted the armature. Fig.6 is a conventional representation of this. On the Lucas CSA-1 3U-C machine there are four field coils and three brushes, one of which is smaller than the other two and adjustable for angular position through about 30 degrees. If the two large brushes

The lead from one is connected to the yoke (i.e. is earthed) and that from the other is led outside to the terminal D+. (As mounted on the engine the negative brush is at the bottom.) The four field coils, in series, connect the small, third brush to the external terminal F. (Thin wire.) With the third brush in any given position the lighting lever on the steering wheel boss provides three options by means of switchgear situated on the steering box. These are:

(a) Off. F not connected to D+.
(b) Half charge. F connected to D+ via a resistor of about 2 ohms.
(c) Full charge. F connected directly to D+.

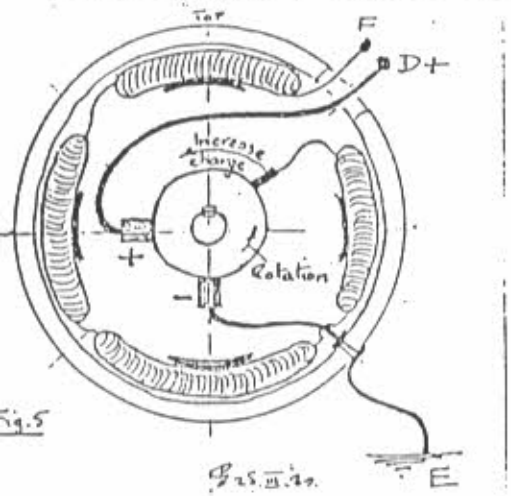


Fig.5

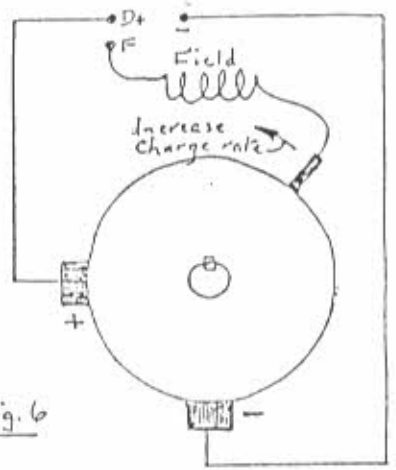


Fig.6

The voltage generated at any speed (and hence the rate of charge, other things being equal) may be increased by moving the third brush in the direction of rotation i.e. nearer to the positive brush, or ACW in Figs.5 and 6. This is upwards and backwards when viewed through the hole in the yoke.

Preliminaries to dismantling

To separate the generator from the rest of the engine it has to be moved to the right in order to clear the strap. To permit this the magneto must first be moved in the same direction. This is a fag and it means that the ignition has to be re-set afterwards - which is another fag. In the hope of avoiding the second fag, each of half a dozen previous owners has already made a punch mark (or equivalent) on each half of the coupling, the idea being that, should someone - including himself - interfere with the timing by turning, inadvertently, either the crank or the rotor arm while the magneto is disconnected, the status quo ante could be restored by matching up the punch marks. Some hope!

Dismantling

1. Disconnect the operating rod (a tube in fact) which connects the changeover switch (on top of the magneto) to the panel switch. (I use a split pin for this and remove it when I leave the car.)

2. Disconnect the plug leads and the other external wires. If you are doing this for the first time, label each wire and make a sketch.

3. Undo the two 5/16" BSF nuts holding the changeover switch bracket in position and lift off the bracket.

4. Slide the magneto to the right and transfer it to the bench, preferably without dropping it. As, probably, it is only functioning on "coil", now is a good time to find out why....

5. Remove the rusty chain at the waterpump end. Just like that.

6. Remove the cover of the junction box on the rear of the generator and disconnect the two wires - one thicker than the other. Tape the ends out of the way.

7. Slack off the locknut on the 1/4" BSF setscrew which connects (and tensions) the two half-straps, slide the generator to the right and place on the bench so that it cannot roll off.

8. Slack off the 3/16" BSF screw and remove the inspection band. It will be black inside so you won't see anything much.

9. Remove the half-coupling at the magneto end: one 3/16" BSF bolt and nut, one No.2 Woodruff. Put the lot in a tin and do the same with other small items as they come off.

10. Remove the split pin, (you know what to do with it by now) castle nut, washer and half chain coupling from the waterpump end. Remove the No.3 Woodruff and the spacer behind.

11. Extract the two long (seven and a half inches) cheese-headed bolts which connect the endplates. Clean off the carbon dust.

12. Place the generator in the vise if the jaws will separate sufficiently. If not, get your aunt to hold it. Clean the two, bare, shaft extensions with fine emery cloth, wipe off the dust and squirt on penetrant. (The last-named will facilitate the passage of the ball races.)

13. With a soft hammer hit the magneto end of the shaft until the endplate at the waterpump end separates; it will take with it the armature and the smaller bearing.

14. Look along the axis of the empty stator towards the front. You will, if it is not dark, see something like Fig.3.

SATURDAY OCTOBER 21st 1989

THANK-YOU FOR MARKING THIS DATE ON YOUR CALENDER

YOU HAVEN'T?

THEN HOW CAN YOU POSSIBLY REMEMBER THE DATE OF

THE ALVIS CAR CLUB OF VICTORIA INC'S

ANNUAL DINNER AND AWARD (IF ANY) NIGHT?

AT

THE ANZAC ROOM, CLAYTON R.S.L. CLUB, CORNISH RD., CLAYTON.
(MELWAY 79 D3.)
Cost to be ascertained, but will be kept as low as possible-
somewhere between pie & sauce and "peasant on toast".

DRINKS ARE "BUY AS YOU GO" AT R.S.L. PRICES.

The tucker will probably be choice-of-two, each course and swap with your spouse/someone else's spouse/your secretary/someone else's secretary/me.
Or put up with the sandwiches you probably sneaked in, just in case.

KEEP WATCHING THIS SPACE

R.H.

Dear John,

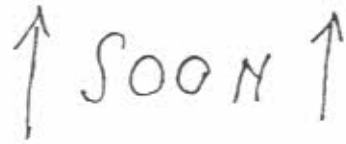
Many years ago I actually attended a meeting at Alvista (June 18, 1983). I remember that meeting well, as I was late arriving in pouring rain, had a mental block as to the address, (my previous attendance had been in 1955 when we discussed the original constitution from the comfort (?) of a seat in an enormous ITALA), and knew not a soul there other than Andy Hannam.
I suggested that the Clubrooms address be permanently printed on the front of the newsletter, to enable strangers in town to find their way to meetings (once in every thirty years or so). This suggestion was taken up and continued up until the November 1984 issue, the address then disappeared. I would respectfully suggest that it was a good idea to have it there and it certainly did not take up much room. If it is considered unessential to have the address there all the time, my I request that it be put back in time for my next visit circa 2013? * (see page 1-ED).

Please find enclosed my cheque for $25.00 to cover my annual subscription. I realise that I should send it to John Twomey but, Shepparton is a nicer place than Pascoe Vale and I have a great affection for any cheque that I write, and anyway it will take longer to travel and will not be presented as quickly.
Thanks for reading this far, if indeed you do.

CHRIS MAYNE.

ROB ROY HILL CLIMB.

DAVID CALDWELL says that he intends to organise an event on Sunday 17th September 1989 - commencing in the morning. Details to be published in the September N.L. That issue of the N.L. will be in your mail-box only about a week before hand, so keep the date free and watch out for details. Meantime.....
WORKING BEE - to clear the track of blackberries, etc.
SUNDAY 20th AUGUST 1989. 11.00 am.
Meet at the track, or ring David on 03 729 5821 for details of either or both.



INVITATION RALLY.

The G.V.M.V.C.C. has issued an invitation to a Rally to be based in Shepparton - to be known as "The Rally of the Valley" and held from 4th to 7th November, 1989 That is the weekend of the Melbourne Cup and I will shortly have Entry Forms available.

The programme looks very interesting with a visit to an historic home as well as the D.E.C.A. Driving School - a tour to Euroa and the Strathbogie Ranges and to cater to the inner man - a Spit Roast - country morning and afternoon teas - a Chinese dinner plus a Country Dinner Dance.

The Rally Entry Fee is $25.00 and entries close on 18th September, 1989.

If you would like to be a part of this Rally and part of Team Alvis send me a 9" X 4" stamped envelope and I will forward an Entry Form plus a list of Motels so that you can make your own accommodation arrangements.

RON WILSON,
22 Park Close,
Vermont. 3133.

CANNON SHOT.

A motorist saw his doctor about an internal disorder. "You must give up horseriding" he was told. But the patient had never been on a horse in his life. He did, however, drive an Alvis 12/50.

-with apologies to "Motor Sport" & Alister.

AN ALVIS THAT NEVER WAS.

The following article is reprinted from "The Magazine of the Malaysia and Singpore Vintage Car Register", July/August 1988. My thanks to **JULIAN COLLINS**, Editor, for permission to publish and to **CHRIS THEVATHASAN** for spotting such a fascinating article.

E.D.

THE 1930 ALVIS SUPER SPORTS 'BROOKLANDS' TWO SEATER

In 1930, I was working in the drawing office of the Alvis Car and Engineering Co. Ltd., in Coventry and had reached a fairly senior position, having been with the company for five years. I had worked on all the Alvis designs during that period, including the 12/50 and the front wheel drive models, as well as having had a hand in the design of the front wheel drive racing cars. In charge of all design were Captain Smith-Clarke and W.M. Dunn, although I was allowed some freedom under their supervision, my specialities being engines and chassis.

It was in January 1930, that Smith-Clarke went on a trip to the United States of America, to study I believe, Cord and Miller front wheel drive developments. Unfortunately, at the same time, Dunn fell ill with pneumonia and I was, to all intents and purposes, left in charge of the design office. As I was wondering how on earth I could live up to the responsibility, I was called in to T.G. John's office (T.G. John was the Founder and Managing Director of the company) Now T.G. John was a somewhat aloof man, and although we often saw him in the Works, he seldom spoke to me. He now quite took my breath away by telling that he wanted me to design an entirely new car for the company. He went on to explain that whilst he supported the F.W.D. programme, he had doubts as to whether this was in the best interests of the Company. He also explained that he wanted Alvis to move into the larger capacity class of sporting cars, but felt that the Silver Eagle was not powerful enough. He went on to say that I was to be given a completely free hand, his only specification was that my design should have a 2½ litre engine, and that the car was to be modern in design with a very high performance. It was also to be recognisably an Alvis and built to the company's normal high standards. This last comment was the most amazing thing of all. This was to be no paper exercise, a prototype was to to be constructed as well. T.G. John went on to tell me that he was putting at my disposal all the facilities of the company, so that the car could be designed and built as quickly as possible.

When T.G. John asked me to design this car it was not a particularly difficult task as I had already planned a similar vehicle in my mind, drawing upon all the latest developments both at home and abroad. I drew up the requirements and soon the whole drawing office was hard at work. By burning much midnight oil, all the drawings were completed in two weeks. Manufacture of the prototype vehicle now began.

My design was straight forward and apart from the engine, which was quite complicated, somewhat of a relief after the complexity of front wheel drive. The chassis was of channel section, upswept over the rear axle, with semi elliptic springs all round. I used tubular braces front and rear and cruciform centre bracing, as I already knew that the chassis should be stiff, which would help to ensure good steering and road holding. In actual fact with the tyres available at the time and the hard springs I did encounter some problems, as my chassis was a bit too stiff.

Transmission consisted of a single plate clutch and four speed gearbox in unit with the engine, with centre change. The reason for this is that I wanted to do away with the complicated linkage for a righthand change, and in any case I always felt that the righthand gear lever got in the way. The rear axle was a standard Silver Eagle unit, driven by an open propeller shaft.

The front axle was the normal forged I beam. Brake drums were 14" ribbed cast iron all round, each with two shoes. The handbrake of course acted on all four wheels. The axles were fitted with Rudge hubs. The designed tyre size was 5.00 x 20".

The engine was a straight six of 2½ litres capacity, with twin overhead camshafts, supercharged, with cylinder dimensions 69 x 100 mm. (At this time Alvis had all the necessary expertise with six cylinder engines, twin overhead camshafts and supercharging, so I was not attempting anything too difficult). The four bearing crankshaft ran in a cast aluminium crankcase, in plain white metal bearings. The block was of cast iron as was the detachable head. The camshafts were chain driven from the back of the engine. The camshafts themselves ran in white metal bearings run into bronze shells. There were two valves per cylinder. The cast aluminium camboxes had "Alvis Super Sports" cast into them.

A double capacity gear type oil pump was fitted. Feed to the overhead valve gear was by cast-in galleries, although later we had to arrange for additional oil supply by external copper pipes. The cast aluminium sump was ribbed for both strength and cooling. It was also baffled internally. I had originally intended to fit dry sump lubrication, but decided in the end, that there was no need for this.

The supercharger was of the Roots type with two lobes, driven by chain from the front of the crankshaft. The inlet manifold was of cast aluminium, ribbed, with two pressure relcase valves. The exhaust mainfold was specially welded from steel tube. An SU carburettor was used and fuel provided from an Autovac, mounted on the cast aluminium bulkhead.

Dual ignition by magneto (BTH) and coil (Lucas) was fitted.

Cooling was achieved with a standard Silver Eagle radiator and bronze water pump.

Alvis had very comprehensive manufacturing facilities including their own foundry, so that construction posed few difficulties. The foundry already had experience of the complicated twin overhead camshaft straight eight engines for example, so preparing patterns and the castings for my larger unit proved to be easy for them. There were naturally enough a few problems with assembly, but six weeks from the drawings being completed, the car was ready.

A very smart beetleback two seat body had been fitted by Carbodies, and on the morning of the 1st May 1930, I was able to introduce T.G. John to the new Alvis Super Sports 'Brooklands' two seater. T.G. John took the wheel and we went for a short drive around the streets of Coventry. We had of course run the car before, so there were no problems, and John expressed his satisfaction and told me that we could proceed with testing.

After careful running in, I was allowed to drive to Brooklands with C.M. Harvey, for some high speed testing. Actually Harvey did all the driving, including the journey down to Brooklands. The car went superbly and on several occasions, we clocked over 100 mph on the road, with ease. In every way the car performed perfectly, although the suspension was admittedly harsh and the prototype engine noisy. Oil consumption was also a worry as it was so high, but I did not doubt that this was a problem which could be solved.

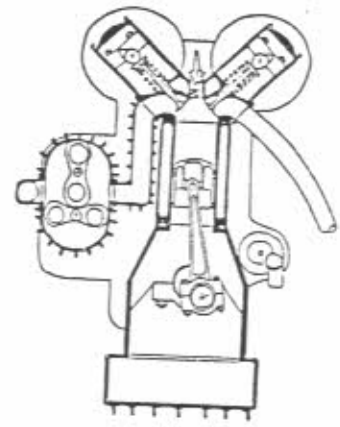
At Brooklands, the car caused great interest although no one really knew what it was, as we had removed the Alvis badge from the radiator but the presence of C.M. Harvey rather gave the game away! Without any special tuning, Harvey lapped at 114 mph, which we regarded as highly satisfactory. Harvey felt that with higher axle ratio, he could achieve 120 mph and so we returned to Coventry in an optimistic frame of mind and I wrote a long report to T.G. John, giving all the details of the design and the performance achieved so far.

With the success of the prototype and its obvious superiority over existing Alvis models, you may be surprised that the car did not go into production. I now come to the sad finale of my little account. No sooner had my report been issued to T.G. John, then Smith-Clarke re-appeared from this trip to America. Almost the first thing that he heard about on entering his office, was of the new car. I was called for by the great man, who asked to see the car. I was thrilled to do so and took him down to the experimental shop, where it was housed. Smith-Clarke walked round the car, lifted the bonnet, put it down again and walked away, all in complete silence. That afternoon he issued instructions that the car was to be dismantled, and all components reduced to scrap. The drawings were to be burnt.

I was very upset at the time, and left the company, but later I realized that he had been correct. My design would have been far too expensive for Alvis to manufacture economically and to some extent, was just as complicated as the front wheel drive cars which had to be dropped. Also, I did not know that Smith-Clarke had already planned in his mind, his new large sports car, the Speed Twenty. The later success of this range of six cylinder pushrod overhead valve cars, showed that he was correct.

As I say, all the drawings of my design were burnt, but I have from memory produced a couple of drawings showing what the car was like. Now that I am over eighty years old, it is difficult for me to recall all the details of my design and I hope I will be excused for being rather sketchy over some aspects. It all happened a long time ago.

NIGEL FERGUSON-WALKER



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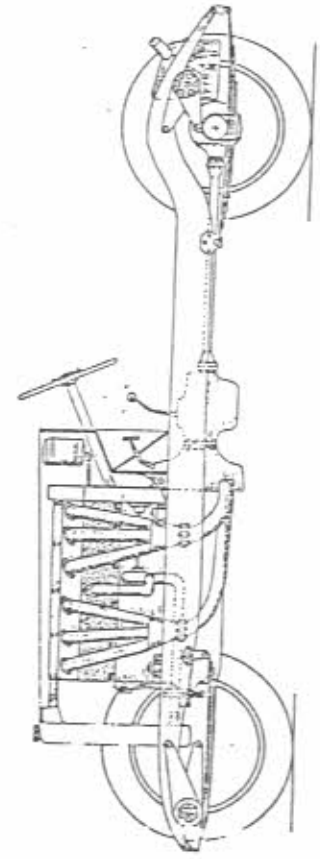

ALVIS SUPER SPORTS BROOKLANDS TWO SEATER

GENERAL ARRANGEMENT

SUPERB

Dear John,

I am able to report that the Club has received some very substantial donations to the "Spares Account". **Darryl Stanisich** has donated $500.00 towards the purchase of spares from N.S.W.. **Bev. Graham** made a donation of $200.00 as result of commission of sales at the G.N.O. at the **Graham** residence. Also **Murray & Claire Fitch** donated $100.00 to "Spares Account". The Committee and members wish to thank these members for their generous gestures. I am sure with members like this the future of our Club is assured.

GREAT NEWS

JOHN TWOMEY
Treasurer.

WELCOME

A couple of years ago, Rob Graham suggested that one meeting night in the Club Calendar be set aside when we could recognize our Ladies with a night out for them and that night be known as a **G.N.O.** or **"Girls Night Out".**

Our G.N.O. this year replaced our General Meeting for June and was held at the home of **Rob** and **Bev Graham** and it really was an excellent night.

It was very well attended and everyone enjoyed the relaxed atmosphere where one could move around at leisure, as well as inspect **Bev's** skill in design and fine painting.

Naturally some discussion went to Alvis Cars - as usual - no doubt influenced by the apparent nonchalant placing of magazines bearing photos of Alvis TB14's, plus the 7 Bas. Bowes Awards and countless engraved cups in the "Trophy Room".

Mostly though the talk was on current topics and of good times enjoyed in the past and a most pleasant night was had by all which concluded with a varied and bountiful supper.

While the initials **"G.N.O."** still stand for the **Girls Night Out** everyone agreed that that night they meant a **Great Night Out.**

Many thanks, **Bev and Rob**, we really enjoyed the Meeting.

RON WILSON.

TB OR NOT TB 14 (AGAIN).

Only Alvisti of Melbourne who are deaf and blind will have failed, by now, to realize that the April 1989 issue of "Thoroughbred & Classic Cars" featured an Alvis TB 14 with a full frontal on its front cover and a substantial article inside. Naturally, such treatment provoked correspondence from readers in the next couple of issues. The original article and most of the printed memories were quite favourable, extolling its torque and pleasant ride. However, some criticism did creep in. Apparently a Welsh milkman was so alarmed by what he saw that he drove his float into one and a L.H.D. one was described as a "Chinese Car". Reasons not clear. Another description was that "it is a silly car - it's got a lot at the front, a lot at the back but nothing in the middle where it matters". It was not stated whether or not the driver was in situ when the observation was made.

ED.

FOR SALE & WANTED.

Fresh from **THE ALVIS SPEED SHOP** - on special this month only:-

Key Fobs		$7.50
Radiator Badges (new and re-enamelled)	from	$50.00
Three litre Front Engine Mounts		$30.00
Three litre Suspension Rubber Bushes		various
TA 14 & 21 Tie Rod Ends. L & R		$30.00
TA 21 Water Pump Shafts incl. bearings		$30.00

Apply to Registrars:- Vintage: Geoff Hood, 03 842 2181. P.V.T.: Austin Tope, 03 817 5163. TA 14 & 31: Bob Graham, 03 571 3886.

FOR SALE. Alvis TA 21 saloon.1950. Very good condition. Burgundy & Silver. New tyres. Well known in the Club. I would prefer to sell it to a member of the Club. For sale because I am going overseas.
Robert Gramegna, 130A, Parkhill Rd., Kew. 3101. Tel. 03 817 2349.

FOR SALE: "The Story of the Red Triangle " (Second Edition) I bought all of the copies in stock for $20.00 each. I would estimate that postage and packaging would add about $5.00 so I need $25.00 to cover costs.
C.J. Mayne, 2 Browns Road, Kingston 7050 Tasmania. Ph: (002) 294410

FOR SALE: "The Story of the Red Triangle" by Ken Day, (Third Edition). New, improved edition of enlarged size with many new photos. The Club has managed to obtain 20 copies and they should be available at the next Club meeting - Auction Night, 18th August 1989. Price $67.50.

FOR SALE: Pair of Universal Joints for Tail Shaft - THREE LITRE. Purchased new from Red Triangle in 1987 and still in sealed packets. $180.00 or best offer.
Jennifer Snook. 03 822 1739 or 03 20 3186.

WANTED: 3 litre Chassis Prefer rolling, but accept anything from "bare" upwards. I have the only known chassis-less TD (due to rust) and would like to slip something more substantial into place. TA, TC or TD will do.
Tom Maltby Ph: (052) 215110 anytime. FAX (052) 218783.