



VICTORIA
(INC.)

NEWSLETTER

VOLUME 30

ISSUE No.4

APRIL 1991.

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 8.00 pm.

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

APRIL. FRIDAY 19.4.91. Club General Meeting. The main business of the meeting will be an explanation and preview of arrangements for the National Rally. Come along and hear all about it. Melbourne Metropolitan members will be organising travel from Melbourne to Echuca/Moama.

***** FIRST ALVIS NATIONAL RALLY *****

SUNDAY APRIL 28TH TO FRIDAY MAY 3RD.

Please direct any late inquiries to Ron Wilson Tel. 03. 874 2450.

MAY. FRIDAY 17.5.91. Club General Meeting.

ECONOMY RUN. This has been postponed until spring time - because of the National Rally.



J. LEHMAN-BATES

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J. LEHMAN-BATES

PRESIDENT'S MESSAGE

The most important event of the year for the Australian Alvis movement is drawing closer, with the Welcoming Dinner of the First National Alvis Rally being held on Sunday, the 28th of April. The Rally starts in earnest on Monday, 29-4-91, and closes on Friday evening, the 3rd of May. This timing allows entrants to the Rally the whole weekend prior to the event to indulge in a leisurely drive to the Rally venue, and the weekend following to drive home, again in a leisurely fashion.

The planning for the Rally has been most extensive and comprehensive and is now complete with all the final arrangements having been made.

It is planned to devote most of the April Monthly Meeting to discussion of the Rally. So, come along to the meeting, learn about the Rally and have any questions answered.

BOB GRAHAM.

KALORAMA

The annual Kalorama Rally on Sunday the 17th of March was the usual great day. The weather was perfect, the events good, the company marvellous and the lies enormous. Seen on the day -

John Twomey	Speed 25
Ron Wilson	Firefly
Rex Roberts	12/40
Bob Graham	TB 14
David Caldwell	TA 14
David Wischer	
Richard Tonkin	
Bill Barber	

Errors in the March Newsletter

- 1) Roy Henderson's Telephone No is 704 7549
- 2) The correct spelling is "dependent"

R.G.

ALVIS AGNITIONS.

If there are too many spelling mistakes in this Newsletter it is because your **EDITOR** was dazzled at his last visit to the Club Rooms. The painting gang did a magnificent job at their working bee in February. Congratulations - it looks great. We missed **RON WILSON** at the last meeting - not because his words mean so much to us but he is very useful in keeping the President to the point and putting him on reasonably good behaviour. Don't stay away too often Ron, we need you to keep in him order! I hear that **RICHARD TONKIN** has the engine out of the TA 21 and is working to get it ready for the National Rally. **BRUCE JORSS** is also working hard to get the 12/50 ready for its journey to the National Rally - from its new home in Queensland. He is having a new crank shaft made. Also from Queensland **PAUL REED** will be bringing the 12/50. He has been working hard on his steering. **GEOFF HOOD** has fitted three carburettors to the Silver Eagle, having made up a new inlet manifold and altered the exhaust manifold. He is now working on the interior trim. **MURRAY AND CLAIRE FITCH** have just moved from Oakleigh to Glenrowan - presumably to be closer to the true heart of Alvis in Victoria! **BOB GRAHAM** has finished the wooden framing of the Speed 20 and has got the TB 14 back on the road and run-in in time for the Echuca Rally. **KEVIN BRUCE** denies having an MG. I don't know where that mis-information came from. Perhaps if he has a careful look in the corner of his shed there may be something he has failed to notice. **DAVID CALDWELL** reported that **GARY RIGG** died two years ago. Unfortunately, this information has not reached the Club until now. David has found badge enamellers able to work on curved ones. (see FSW, this issue.) **JOHN TWOMEY** reports that forty-seven members are financial. This is good for this time of year but please don't sit back. If you haven't paid please send your cheque to John as soon as possible.

ED.



"Perhaps you should change your subscription from ACCV, to stationary engine."

Courtesy
E.C.

4.
Dear Sir,

Reference February 1991 issue page 3, I quote:- "that Neway Wheels of Preston are about the only firm in Australia still prepared to make and refurbish wire wheels". Surely you mean Melbourne? All the Jaguar, Morgan, MG, Triumph, Austin Healey, Alvis, Vauxhall and Bentley owners here in Sydney have no trouble in having all their wheel problems solved locally.

Same issue page 10, I quote:- "The prototype was later dismantled and its engine placed in a rear drive chassis (No. 2929) racer and shipped to Australia. This was the car which Phil Garlick drove so well and eventually crashed". I am now into my forty seventh year of Alvis ownership and am always hoping and willing to learn of vintage Alvis lore. However, the facts of the above statement are new to me and I would like to hear from Alvis 12/50 Historians as to whether it is correct or not.

We all enjoy your views in the Newsletter, without necessarily agreeing with them.

Regards.

ALAN GRIFFIN.

Details of who fixes wheels, who to ring, where to go and comments on quality of work is just the sort of detail that this Newsletter wishes to publish.

ED.

INCOME TAX.

I think it must be due to a different interpretation of the Taxation Laws by the Australian Tax Office and I am sure the all important "Incorporation" comes into it as well. The painful fact is that the Club is now liable to pay income tax at 55% on any income to the Club deriving from interest on its investments which exceeds \$416.00 per annum. John Twomey reported this fact at the last general meeting. During most recent years this would not create much of a problem because the Club's investment income is not usually much in excess of that figure. However an important part of the Club's function is the provision of spare parts for members. Bob Graham reported that our spares do sell well so we should make an effort to place as much of the Club's capital in spare parts rather than allow it to accumulate in interest bearing deposits. There was general agreement about this and all those remanufacturing activities which are being advertised continue and, hopefully, be expanded.

ED.

"RED PLATE PERMITS" - VICTORIA.

The new rules regarding driving your car on a "Classic/Historic Permit" have been better defined and it looks as though the new scheme should be fair to the owner and reasonably easy to administer. If you want further details and/or to avail yourself of the service the A.C.C.V. offers please contact Rex Roberts Tel. 03 758 5365.

GOING STRAIGHT.

I almost changed my mind about buying my 12/50 three years ago because of the steering. That favourite road-tester's cliché, "light and sensitive" definitely didn't apply to this car. It was heavy and dead, had no feel, and although it was fairly directionally stable on smooth roads, it jumped around alarmingly on bumps. Also, the ride was very harsh and it suffered from severe axle wind-up under heavy braking. It also suffered from the occasional low speed wobble. It now steers tolerably well, not brilliant, but acceptable, but it has taken a lot longer than I thought.

First I cured the low speed wobble by tightening the Pitman arm on the steering box shaft. I widened the slot in the arm with a double width hacksaw, then clamped it shut in a vice and warmed it with oxy. I had to wedge it apart to refit it to the squared shaft, but it's never come loose again.

Next I had the springs reset. This rather crude procedure involved briefly heating each leaf and belting the hell out of it with a sledgehammer on a worn out (concave) anvil. There didn't seem to be much science involved and nothing was measured. By the way, resetting a spring like this doesn't alter its spring rate, but only its shape and hence its pre-load. I oiled each leaf with moly paste before assembling the spring. The car sat higher, but the ride was still very harsh, so I removed one leaf from each front spring, shortened it, and put it back on top of the spring pile upside down to act as a buffer. This gave a softer ride and almost completely eliminated the wind-up.

I experimented for months with caster wedges and toe-in adjustment. I was prepared to sacrifice some stability to get lighter steering, by using two degree caster wedges, then tried to get some stability back by increasing the toe-in one turn to $\frac{3}{8}$ inch. Then I made a big mistake. I drove Warwick Barnett's 12/50. His steering was so much lighter and more sensitive than mine that I nearly wept. It also had more self-centering and directional stability. I could make mine steer light, or I could make it steer straight, but not both.

I was in the dark as to the actual measurements of caster and camber, because I could not find anyone who had an aligner that would cope with 23 inch wheels. Then Alan Telfer told me that he had his Lotus 7 set up by a chap named Ian Peters at Chapel Hill who races a Formula Ford. Ian has beautiful little levels and gauges that attach to the hub instead of the rim, so the wheel diameter doesn't matter. He adjusts the settings on his Ford to suit each circuit.

The correct settings for my 12/50 are $2\frac{1}{2}$ degrees camber, $2\frac{9}{10}$ deg caster, $7\frac{1}{2}$ deg king pin inclination, and $\frac{1}{8}$ inch toe-in. My left front wheel had $1\frac{1}{8}$ camber and $1\frac{1}{4}$ caster, while the right had 1 degree camber and $\frac{1}{2}$ degree caster. I wasn't really surprised, as normal road shocks cause a gradual reduction in camber, and John Kent had told me he thought that the axle was slightly twisted.

Ian also told me that he thought the bump-steer could be caused by uneven spring settings. He checks the pre-load on his Formula Ford by weighing the car at each wheel, and trims the suspension pre-load on each spring-shocker unit with a fine-threaded screw ring until both sides of the car weigh the same. Translating this to the Alvis, if the two front springs don't have the same amount of set, (pre-load) it will cause one side to dip more than the other on bumps, making it steer in that direction. If diagonal wheels are light, the car gets a diagonal pitching motion. That's what mine felt like. I couldn't weigh each wheel, Ian's scales are too light, so I measured the height of the chassis above a concrete floor, with the dampers slackened right off. The rear was OK, but at the front, one side measured 18 inches and the other side $18\frac{1}{4}$. Off came the springs again, and sure enough there was a $\frac{1}{4}$ inch difference in the camber of the spring. I should have had them reset at a more competent place, but instead, I mixed and matched the leaves until they were equal. This made a surprising difference to its behaviour on rough roads.

6.
Next, I had the axle straightened at Fortuna Engineering. It only cost 70 dollars, but with the correct factory settings, the steering was unacceptably heavy again, so back went the 2 degree wedges. I can't explain why this should be.

There had always been about one inch play at the rim of the steering wheel. My car has an Alvis steering box, with a worm and wheel; The Marles box, with it's worm and roller, is a much better principle. I even bought one, off a 20/60 Vauxhall, with the intention of modifying it to fit the 12/50, but have changed my mind, so it's available to anyone who wants to try. Instead, I moved the Pitman arm 90 degrees on the squared shaft, presenting a virtually unworn part of the wheel to the worm. The play is now less than $\frac{1}{2}$ inch, and the wander further reduced.

Next, I found that one front wheel had been spoked up with considerably more offset than the other, which alters the "scrub radius", i.e., the distance between the centre of the contact patch and the point where the king pin axis meets the ground. I selected two wheels with equal offset for the front. The rear is not as critical.

Finally, I swapped my 23 inch wheels with Graham Singer for his 21 inch wheels. I can't detect any difference in the steering, but the car feels more stable, and is more predictable in rough bends, as the back end doesn't let go as easily, probably due to better quality tyres. Perhaps I should try 5.00 X 21s on the back ?

With all these "improvements", you'd expect it to handle like a Lotus, or at least an MG. It doesn't, but it's much more enjoyable to drive than before. It was worth the effort.

Paul Reed.

Dear Ed,

I worship the ground on which he walks.
I walk on my hands so as not to sully his footprints.
I swoon every time I see his tobacco stained moustache wiggle -
And what do I get? My name left off the list of lazy layabouts at the working bee - Shame!

But sweet revenge - when we are dining on roast pork at the Annual bash - his lot will be bread (stale) and water.

Roy Boy.

P.S. Regarding Parts & Instruction Books -
my correct phone No. is (03) 704 7549
and postcode 3805.

Oh, Ye Gods, Mr. Pres. You've been and gone and done it now! Take your second with you!

The ideal car that didn't make the motor show



OUR EXPENSIVE Japanese car has a white lolly, front and rear, jokingly known as a bumper bar.

The damn thing is made of plastic. Even the old Dinky Toys we enjoyed as kids offered better protection.

In recent times we have had two gentle altercations in car parks. One cost \$1200, the other \$1800. You wouldn't want to lean too hard against this combination of tin and plastic. It couldn't stand it. It would bend.

It has so much glass you would think it was for raising tomatoes. On a nice day it goes up to 55 degrees celsius.

Melbourne right now is staging a motor show so I went along there seeking a replacement. You know, an ideal vehicle one could use in a city where the traffic moves at slightly more than walking pace and the citizens spend most of their time shouting kindly things at each other.

Honestly, it was weird. Most of the vehicles there were created for people indulging in weird fantasies, as if they were driving a space vehicle in search of one of the moons off Uranus.

For example, there was the Ford TX5 Hatchback which actually boasted a "NASA style bonnet air scoop". This thing, which costs \$23,877, had a raised object on the back like a dining room table, presumably to keep it under control at speeds around 160 kmh.

Spoilers are absolutely all the go this year. Even little cars like the Mazda 323 and the Holden Astra have them, for God's sake.

Would you believe that they have a Nissan with wings and things that come out automatically fore and aft when the speed gets over 120. They would be better if they had a clenched fist which came out automatically when you actually achieved a speed of 30 kmh anywhere in the Golden Mile.

There used to be a time when they would be a little bit coy at how fast their machines would go. Not any more. They had an object there called a Testa Rossa, made, I think, by Ferrari, which boasted a speed of 291 kmh. They had a Lotus too, a nasty looking thing. One didn't go too close to it just in case it might bite. That goes 241 kmh.

Oh I tell you, the cars were all made as tempting as walnut creams, set amongst flowers and ferns, arranged on sensuous thick carpet. There was sweet music and radio voices cooed in loving terms.

For the sexually inclined one had a photograph with a naked female placed on the long phallic bonnet. Funnily enough they didn't have any with naked males placed on the bonnet.

Frankly, I didn't see one automobile which was faintly useful under our modern conditions. Therefore, in an ultristic frame of mind, your correspondent sat down with pencil and paper and did some designing for Messrs GMH, Ford, Toyota and Nissan:

First, this car should be impervious to attack. It should have a massive rubber bumper all



around. It should be of tough iridescent metal that does not require paint. Therefore, it does not scratch.

Second, it is easy to park. It can go forwards, sideways and spin on its axis. Surely this is not beyond the technical skills of our engineers?

Rather than long and low, my car is short and high. They design cars now in wind tunnels. What for? My car is going to be elegant like a vintage telephone box. You don't have to cringe to get into it. It has a hook on top so that you could hoist it up for easy storage in parking areas. Tuck it away like a coat on a hanger.

Third, it is actually made of real metal. You could stand on the roof at picnic race meetings.

Fourth, the windows provide good visibility. But in a country that already has too much sun and heat, the rest of the damn thing provides a bit of protection.

Fifth, the engine is in the middle and underneath. It is economic and, in an age where the automobile is more dangerous than heart disease, cancer and AIDS combined, my machine will be designed for a top speed of 80 kmh.

Sixth, rear lights and turning indicators will be recessed so that they are not the first items smashed in the car lot. No longer will the gutters be filled with the red and orange cadavers of destroyed cars.

Seventh, it will have superb locking arrangements, including a lock on the steering wheel actually provided by the manufacturer. There will be other comforts such as built-in Breathalyzer, carry-away chimer clock for use with parking meters and slide-out shopping basket. There will be a panel on the side to push your basket in. No awkward leaning or bending.

Eighth, cars weren't always awful. I remember my father's dear, old 1928 Essex. Lofty as a living room, it had bumpers like railway girders and marvellous running boards. I think I would like running boards for sitting on at picnics.

Ninth, what's more, my car will be superbly insulated, for several reasons ... To keep out violent temperatures, and the noise, both vocal and rock, emanating from other cars.

And you know how cars are given names to inspire awe and even terrify ... Jaguar, Scimitar, Spitfire, Mustang. There's one at the motor show called the Spyder, presumably poisonous. Holden has the Director, designed to increase the sense of pomposity.

No, my car will have a name to inspire gentleness, kindness. How about the Koala? Utterly Australian and never hurt anybody.

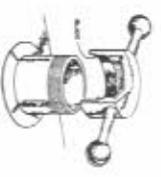
— KEITH DUNSTAN

FILLER CAPS How Quick-acting Types Have Been Evolved: No Excuse for Screw Filler Caps Even on Touring Cars

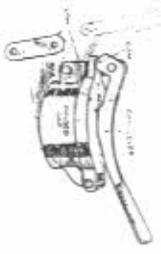
Of all the internal things that have ever plagued the owner of a motor car, almost driving him to desperation, the old-type filler cap, either for the radiator or for the tank on the oil filter is the worst. There seemed at one time to be a conspiracy to discover how fine a screw thread could be used for these caps, with the result that even a makeshift display of impudence would lead to ten minutes' hard fumbling and expostulation on opinion that were not altogether complimentary.

True, we have progressed from the days when three-quarters of an inch was considered ample diameter through which the unfortunate owner of a car had to pour the motor spirit of the period, through the fine flow of kerosene due to the small-diameter filler cap will be found every year when the crimson cars are being prepared for their annual trip to Brighton.

It is not surprising, therefore, taking it as a whole, that when cars were used for racing dissatisfaction, to put it mildly, was displayed with the ordinary or commercial filler caps, as anyone who has watched a racing mechanic or driver endeavoring to put the radiator cap on a hot filter in a hurry cannot but remember. As a result, a great number of ingenious filler caps have now been evolved and are useful not only for the racing car but for the touring one, and once steel would never willfully be exchanged for the screw filler.



Screw-type filler cap with nut and bolt-like structure.



Cam and lever filler cap used when there is no pressure in the tank.

An usual, it took some time to obtain a satisfactory filler, for the first step, which was to use a coarse thread, did not provide a cure, and it was obvious that a screw thread in any form was not meant to be handled in a hurry. However, investigations of the possibilities of the screw thread did at least result in a cap having only a few turns of thread but a very long guide as one of the accompanying sketches shows. The driver had then only to drop the cap on to the filler for it to be screwed home easily. An obvious further step was to fit the cap to the fitting hole, which in turn became part of the cap itself and was provided at each end with a heavy knob so that the cap could be spun more easily.

For racing machines the evolution of the cap for the fuel tank was greatly affected by the fact that there were some three or four pounds' air pressure in the tank, for which reason the weighted screw-on cap was used for a long time after a satisfactory quick-acting filler cap had been evolved for the radiator and the oil filter, about the screw cap was automatically slow in action.

For the oil filter, which is a long way above the level of the lubricant, it suffered to make a cap consisting of a flat disc hinged at the back and held down by coil springs at either side, arranged so that when the cap was opened wide the springs crossed a certain centre and held the cap open. This contrivance, naturally, was soon copied to the top setting of the level, so that the driver had only to open the cap instead of opening the level cap and closing it again by additional movement.

For the radiator the cam-type of cap soon proved itself efficient. This consists, as a drawing shows, of a hinged disc coming down on the filler with an extended tongue opposite the hinge. On this tongue pressed a cam which could be rotated by a lever, and the cam was held in position by links from a boss machined on the filler. The shape of the cam is a little difficult to form, and it exerts pressure more on one side of the cap than on the other, but given a good washer on which the cap can bed, and allowing the cap itself a certain amount of spring, the whole device can be effective.

Be it noted that two actions are necessary: the first to swing the lever from right to left, thus freeing the cam, and letting the lever swing right over on pivot A, and the second to open the cap itself, but it does not seem impossible to combine the two movements. Since the pressure on the cap is uneven, this type is not good for pressure fuel tanks, though it acts perfectly where electric or mechanical fuel pumps are installed. To make it suitable for a pressure tank, a circular cap is joined to a lever at its centre, as shown in another sketch. One end of the lever is hinged to the filler; the other end is formed to take the cam which is operated by a lever as before.

Unless care is taken this type is liable to become unduly heavy, but it works perfectly even for the filter five or six inches in diameter. In both the cam-operated caps it is easy to fit a locking device which, for races in which the filters have to be jacked, can be the actual official sealing wire itself, and on all of them it is wise to provide outlets for a padlock. If the cap is to be used for racing, the appearance of the cap can be quite attractive, the more so if the handle is contrived with wooden or fibre sides. There is no necessity whatever for the amount of metal which has been employed in these devices in the past.

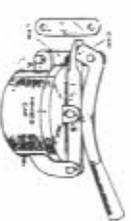
The simplest form of cap, always provided that the fuel tank is not under pressure, has an ordinary bayonet socket, the spring being up inside the cap retaining the disc which actually seats the filler, while the springs for the catch are placed on either side of the filler itself.

The latest Bugattis have a good cap, a riddle on the heavy side and not overlarge in diameter, but nevertheless easy and quick to operate. The mechanism is fairly plain from the sketch, but a disc inside the cap seats the filter and has behind it a strong coil spring. The cap is shut against this spring, but retained in position by a small trigger at one side. If therefore, the trigger is struck a blow by the mechanic's hand, the cap flies open. As a matter of fact, I think the trigger would be better if it could be pulled or pushed rather than hit.

The Maserati Cap

Maseratis have a most interesting variation of the cam lever mechanism, the cam being formed as a ridge on top of the cap and the lever being really a strong spring steel rod pressing the cap down at the centre. Over the cam is a guide, so that when the lever is moved to one side it first releases the cap and then opens it on a hinge, thus doing in one action what usually entails two.

Yet another type of filler is the Kosterham, which consists of a light cap having on the underside, a spring steel spider. The arms of the spider engage with small cans of wedge shape formed inside the filler, turning the cap causes each arm to travel down its cam.



Cam and lever filler cap designed as a pressure feed tank.



Maserati filler cap of cam and lever type opening in one movement.



increasing the pressure on the cap until each arm falls into a locking notch. If the spider is not kept ground, rust corrodes the arms, which are then liable to break, and the cap would be better with a permanent locking bar. On the other hand, it opens and shuts with a single action and is very neat. The innate consciousness of human nature also seems to make people scandalously mismanage this type of cap, generally under the excuse that they thought it "pulled off".

There remain two further types, the tobacco jar and the pickle bottle, the tobacco jar cap being a disc with a centre screw, rising on top of the filler but inside it and pressed down by a threaded screw in the centre of a three- or four-armed spider, of which the extremities are in a groove run, hinged inside the filler. The cap is removed by slaking off the screw, turning the spider until its arms come out through special notches, then raising the spider, which brings with it the cap. The device is slow because of the screw thread, and can be jammed by bungling, but it is better than the ordinary screw cap. As a matter of fact, it is exactly the same as the lid fitted to ordinary tobacco jars, which bearing the arms of one of the Universities or Public Schools are much in demand by people who have been to neither.

In the pickle-bottle cap a lever in the centre of the cap expands or contracts a rim which pressed a soft washer against the internal diameter of the filler; a type which suffers if roughly handled, and is often too flimsy to be effective.

A Dealer That Lost A Race

One other type, rarely used for racing machines, however, is a simple adaptation of the bayonet socket catch, the pressed steel cap being pushed over the filler, then partly rotated, whereupon studs inside the filler engage with grooves inside the cap. It was a device somewhat of this kind, but of very large diameter, that once lost a driver a race, for in his hurry he tried to force the cap in the wrong direction. As a result, he bent the studs and jammed the whole contraption beyond remedy.

Ingenuity will undoubtedly evolve a quick-acting filler cap effective up to six inches diameter, opened or shut by one movement, but simpler and therefore less expensive to make than most of the devices described and illustrated, and it certainly would be worth someone's while to evolve a series of various sizes, remembering that the average filler cap one is able to buy is considerably too small.

There really is little excuse for the adoption of the screw filler cap for the touring car, and none at all for a screw cap with a very fine thread. As I said earlier on, those who have once had experience of a properly designed filler cap are loth indeed to return to the old-fashioned type.

S. C. H. DAVIS

"Autocar" 25/3/32.

This article appeared in "The Magazine" of the Malaysia & Singapore Vintage Car Register, January 1988 and is reproduced here by kind permission of Julian Collins, Editor.

RED TRIANGLE LTD SPARES:-

<u>Spares now back in stock</u>		<u>Price Each</u>	<u>P & P</u>
-	TD/TE/TF Chassis Frame	£ 2950.00	
-	Above with hot dip zinc galvanised rust protection	3250.00	
-	TA/TC Front wings	765.00	18.00 pr
-	TA/TC 21 Rear wings (with spats)	585.00	15.00 pr
B10664	TC Bootlid Motif	p.o.a.	1.50
B10490	TC Headlamp Motif	p.o.a.	2.00 pr
	(the above two items are original type brass pressings with soldered studs)		
C7284	TC Front Bumper	385.00	10.00 ea
C7288	TC Rear Bumper	385.00	10.00 ea
C7285/6/9/0	TC Bumper Overriders	65.00	3.00 pr
N15242/3	Speed 25 Oil Pump Gears	23.40	
N17763	TA 14 Engine Mtgs Front	p.o.a.	
N18795	TA 14 Engine Mtgs Rear	p.o.a.	
N15605/6	Speed 20/25 Rear Engine Mtg Rubbers (moulded in oil resistant rubber)	19.50 pr	2.00 pr

We are currently investigating the re-manufacture of the 10 toothed starter motor pinions used on a number of the pre-war models i.e. Speed 20/25. To keep costs down, we would like prospective purchasers to register their interest with us and then we hope to make reasonable sized batch.

Red Triangle Ltd., Common Lane, Kenilworth, Warwickshire, CV8 2EL, U.K.
Tel. 0926 57303. Fax. 0926 57305.

INSURANCE FOR THE CLUB.

Incorporation of the Club and changes in litigation have brought about a need for more insurance. John Twomey has been able to greatly improve our protection with only a minimal increase in premium. That's good news John.

ED.

Remember the Auction Night on Friday 16th August 1991.
Start collecting your, hopefully useful, spares NOW!

MAY NEWSLETTER.
COPY DEADLINE
WEDNESDAY 8th MAY 1991.

This is a week later than usual, because of the National Rally. The May Newsletter will therefore be later than usual and will probably not arrive in time to remind you of the May General Meeting.

So remember, May General Meeting: Friday 17.5.91.

FOR SALE & WANTED.National Alvis Spares offers this month:-

TA 21

Flexible Oil Line - Engine to Gauge	\$15.00 each
Universal Joint 1 pair only	\$30.00 each
Wheel Nuts	\$3.00 each
Exhaust Valves 1 set only	\$30.00 each
Inlet Valves 2 sets	\$30.00 each
Rear Oil Seal - Crankshaft	\$15.00 each

Battery Isolating Switches. These have a removable knob which cuts all electrical power so you can walk away with the knob in your pocket knowing that your car cannot be started. \$18.00 each

ENGINE MOUNT RUBBERS.

The Club is arranging production of the following:-

3 Litre Front & Rear
TA 14 Front & Rear.

New Engine Mounts are dependent on members forwarding old engine mount rubbers and steel plates to R. Graham as soon as possible.

THE STORY OF THE RED TRIANGLE by Ken Day. One copy is still for sale. Bob Graham will take it to the National Rally where it will undoubtedly sell. If you want it, be quick. \$67.50.

MANUALS & SPARE PARTS LISTS.

TC 12/40, SA 12/40, SA 12/50, SB 12/50	Instruction Book & Spare Parts List
TE 12/50, TF 12/50	Spare Parts.
TA 14/75	Spare Parts.
TD 16/95, TB 19.82, TC 19.82	Spare Parts.
SB 12/70	Spare Parts & Instruction Book.(Separate)
TF 16.95 Silver Crest	Spare Parts & Instruction Book.(Separate)
19.82 Silver Crest	Instruction Book
19.82 Speed 20 SA & SB	Spare Parts
25.63 3½ Litre SA & SB	Spare Parts
31.48 4.3 Litre SA	Spare Parts & Instruction Book.(Separate)
TA 14	Spare Parts & Instruction Book

.....contd.

TA 21, TC 21, TC 21/100 Spare Parts
TD 21 Series II, TE 21 Spare Parts
TD 21 Series II Instruction Book

Roy Henderson,
47 Fountain Drive, Narre Warren. Vic 3804
Tel. 03 704 7549

(Roy will take your order to the National Rally)

SPARE PARTS AT THE NATIONAL RALLY

Geoff Hood has kindly offered to transport your order to the National Rally, but please be kind to him and do not ask him to carry a rear axle or complete chassis!

12/50 Gears are on the way. The head gaskets are finished. Pedal rubbers are not ready yet.

Badge enamelling , including compound curve badges.

Keith and Glad Gray, "The Horse", badge enamellers and engravers, 26 Dickens Street, Ascot Vale. Vic. Tel. 03 370 1091.

PRIVATEERS.

FOR SALE. TA 14 Chassis with front and rear axles and wheels. Whole motor in bits. \$1,500.00. O.N.O. David Caldwell. Tel. 03 729 5821.

WANTED. C.A.V. starter motor for 12/50 TE. Alister Cannon. Tel. 059 683 796.

WANTED. Set of hood frames and bows for 12/50. Rex Roberts.

WANTED TO SWAP. One perfectly good flange frame 12/50 crank case complete with bearing caps. No sump or timing case. Swap for sub-frame crank case. Rex Roberts. Tel. 03 758 5365.

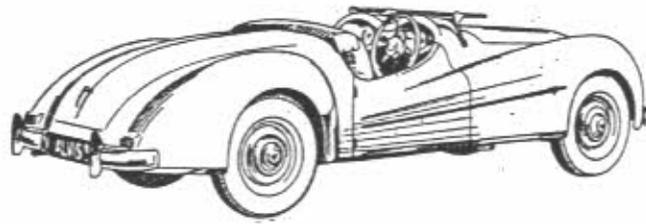
WANTED. Flange frame 12/50 chassis. Can exchange for narrow Silver Eagle 14.75 chassis if required. Steve Denner. Tel. 03 885 4290.

WANTED. Distributor cap for CE 4 Magneto. Robert Sands.
Tel. (After hours.) 03 534 5957.

WANTED. For 12/50 flange frame engine: a) timing cover b) oil filler cap. Can swap oil filler body and cap for sub frame engine.
Frank Corbett, P.O. Box 218, Kenmore 4069 Brisbane. Tel. 07 378 7280.

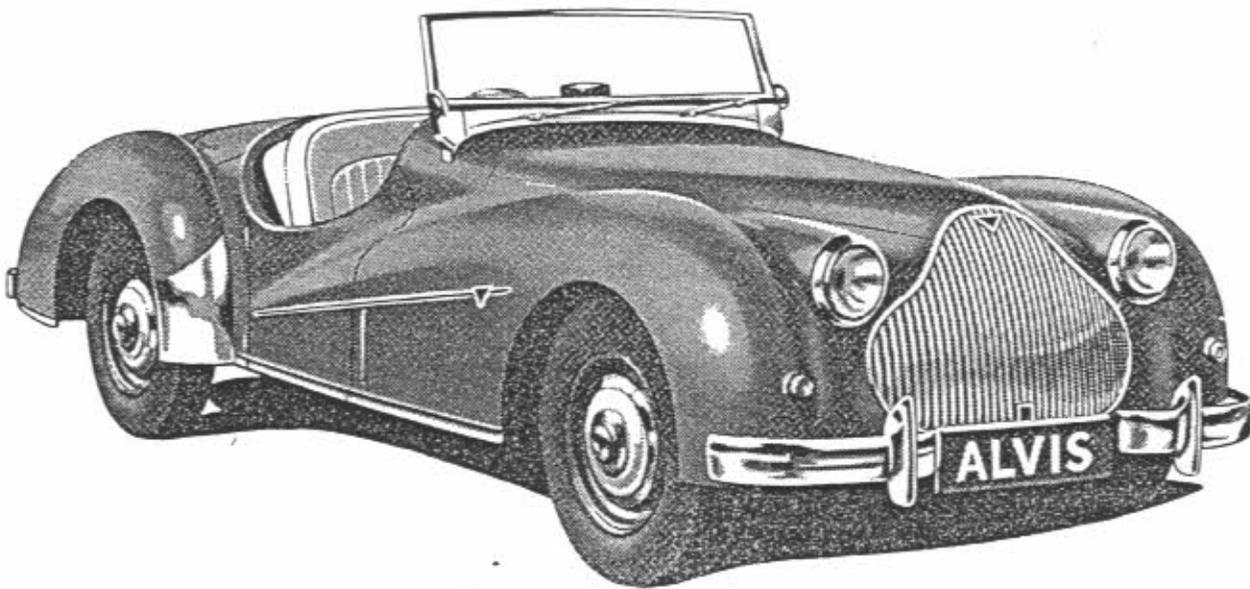
WANTED. Protective Cover from front of rear mudguard (passenger side) to suit TB 14. R. Graham. Tel. 03 571 3886.

WANTED. Interest in remanufacturing Hartford Shock Absorbers for 12/50's. Contact Richard Unkles. Tel. 03 857 9417.



Individuality

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



(One of these "Individual" Motor Cars is in captivity and will be appearing live at the First National Alvis Rally - hopefully accompanied by one of it's "senior" brothers.)