



# owner club bulletin

*No. 342*

*September 1985*



# alvis owner club

Associated with the Royal Automobile Club  
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Cover: Headline—

"Chairman's infatuation with Grey Lady at Midland Alvis Day"

(dhc of course)

## Information

- Car Registrar:** D.J. Culshaw, 27 Whiteside Avenue, Hall Lane, nr. Wigan, Lancs. WN2 2SB  
**(Pre - War and Post - War)**  
**Delegates to the COMCC:** Competition Secretary and L. Merriott, 'Maycroft, 51 Chestnut Avenue, Wokingham, Berks RG11 2UT.  
**Club Insurance Brokers:** Andrew & Booth, City Wall Insurance Brokers Ltd., 11/12 Railway Street, Chelmsford, Essex (0245 56121).  
**Bankers:** Barclays Bank Ltd., Cherry Hinton, Cambridge.  
**RAC Associated Membership:** A. Sanders, Beresford, Llanwrtyd Wells, Powys LD5 4RD (05913 562).  
**Bulletin - back numbers:** General Secretary (see opposite).

**Badges, etc.:** Car Badges £8.00. Lapel Brooches 70p. Miniature Brooches (clip fitting) 70p. Cloth Badges 60p. Ties (multi motif) £3.80 (state whether navy blue or racing green). Coachwork Transfers 30p (for external or internal fixing - please state which). Key Rings £1.25. Cuff Links (gilt and enamel) £3.25. Tie Tacks (gilt and enamel) £1.25. All prices inclusive of postage from A. Sanders, Beresford, Llanwrtyd Wells, Powys, LD5 4RD (05913 562).

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**Instruction Manuals:** These may be borrowed by UK MEMBERS ONLY against a deposit, by cheque payable to the AOC, which will be returned when the manual is returned to the Treasurer. Please send separate cheque or PO to cover postage payable to the custodian.

**Manuals (deposit £3, postage 16p):** N. Whitton, 102 Henwood Green Road, Pembury, Kent.

**Cordex Binders:** These will each accommodate 12 Bulletin's at a cost of £2.25, including p + p in the U.K. Available from Editor (see opposite). Cheques to AOC.

## IMPORTANT NOTICES

All material must be double - spaced typewritten or clearly printed and should be in the Editor's hands six weeks before the month of intended publication.

All enquiries about delivery of the Bulletin should be addressed to the General Secretary.

All changes of address should be notified at once to the Club Registrar.

Please quote your MEMBERSHIP NUMBER in ALL correspondence.

*Advertisements should be accompanied by remittances and be sent to the Editor of 'Direct Transmission,' B. T. Lenthall, Wykham Farm, Banbury, Oxon.*

**NOVEMBER 1985**

**All material for the next Bulletin should be in the Editor's hands by 20th September 1985.**



# Editorial

We are delighted to learn that Brian Chant is making a good recovery from his accident at Oulton Park. He has appointed Mr. R. M. L. Biles, 164, Lonnen Road, Pilford, Wimborne, Dorset as Assistant Competition Secretary. The appointment is to assist with end-of-season Concours/Driving Test results from Alvis Days, and to calculate points positions and Master Class competitors therefrom.

Our Technical Editor, Dr. Brian Agnew, has been hard at work researching information on Alvis cars from early Bulletins and other sources which should prove most useful to readers. He asks for further contributions to this collection in the shape of original articles or indications of published material which is relevant to our needs.

*Eric Stapleton*

## The Chairman's Column

### CLUB OUTDOOR EVENTS

In spite of attempts by the weather to upset International Alvis Day, the attendance at Alvis Days so far has been very good, with an excellent model range, and particular interest being shown in pre-war cars.

### DUXFORD

In spite of the morning rain, was a great success. Frank Kay and his team kept the programme moving, Concours standards were high, the Driving tests lively, and obviously enjoyed by competitors and spectators. The highlight of the afternoon was the Cavalcade, which created so much interest.

### SOUTH WEST DAY

Again at Sherborne, and this year the weather was kind — fine and sunny — no lightning strikes! S.W. members must have been very pleased at the attendance, and the almost full field of Alvis created a great deal of interest. The range of models from the FWD to the TF and the very high standard of the majority was a joy to see. The highlight for me was the "10 Year" Cavalcade. Was it really ten years ago when we met at Newton Abbot racecourse—the first S.W. Day for a very long time.

COVENTRY—the home of our cars, and the Midland Event, once again at the Works. Another fine day too! Here again it was pleasing to see such a good turn out, plus a number of Alvis out for the first time in years, some after much hard work restoring boxes of parts into new cars. Congratulations are due to all concerned, and it was pleasing to see these excellent examples featuring in the awards.

I was unable to visit the Northern and Scottish events. I was in the S.W. on June 2nd and on holiday in Scotland on June 9th getting just as wet as members did at Northern Alvis Day!

### SPARES

#### TA 14 Rear Springs

We are going ahead with this project and members who earlier requested New Springs have been advised. If anyone is in need, please let me know.

#### TA 14 Brake Galters

I have a limited quantity of these items available in sets of FOUR—£10.50 post paid.

### HEREFORD

There is just time to book for our weekend event at The Green Dragon—25-27 October 1985 including a Jazz Club session on Friday evening (we hope), a delightful drive into Wales on Saturday morning, and a Dance on Saturday evening. A fresh air drive before lunch on Sunday!

There are a few places for Dinner only on Saturday, followed by our Dance.

Please BOOK direct with the hotel and state if Sunday lunch is NOT required.

### CAR INSURANCE SCHEME

Please note, Graham Perry is handling this for us, NOT A. P. Knight. I will however be pleased to assist if necessary.

QUOTE of all time—"I owned an Alvis for 20 minutes, wrote off a Sierra, which demolished a wall, damaged a van which tried to knock down the entrance to a pub.

The Club Brokers were most helpful".

*Eric Oakman*

## Said in Sport

### VSCC MENDIP NIGHT NAVIGATION RALLY—14th February

Take a handful of hardy souls, a bitterly cold night in the midst of winter, some desolate ice and snow-bound countryside and a few pre-war motor cars and you have the recipe for this highly enjoyable (?) event!

The sole representative of PVT Alvis was the writer's well known Mayfair saloon brought up to night rally standards by the fitting of a map light. Even without heating this seemed luxurious compared to one or two real hardies in open two seaters!

The start was at midnight from Abel's Boatyard in Bristol where we were made very welcome with heat, light and coffee. From there the course meandered for some 140 miles through the Mendip Hills to finish at about six in the morning at Burrington Restaurant in the Cheddar Gorge.

With a distinctly unpromising weather forecast there were a number of non-starters and, due to attritions of one sort or another, not a few retirements—amongst the latter being Jane Arnold-Forster in her 12/50. The only



other Alvis entered, Lou Wickham's well known 12/50, as one might expect of this combination, stayed the course to finish eighth in the Vintage class. The writer and his crew made what seemed to be a good start, the big Alvis picking her way delicately over some atrocious roads, when about two o'clock in the morning a hill was breasted to reveal a 1 in 6 down gradient, no vestige of grip, and a Riley neatly wedged bank to bank half way down. Stopping the Alvis was an exercise in slow motion panic! Alas, by the time we had dug the Riley out—and there was no possibility of going back up the hill—we were hopelessly out on time, but worse still the driver had contrived to fall over on the ice and sustain a suspected fractured wrist. From that point on things got steadily worse as gear changing became near impossible and steering with one hand in those conditions was less than an ideal arrangement!

Then, already very late, we met a Marshal afflicted by the cold who was convinced that he was **Time Control 7** (which in fact we should not have reached for a further two hours) when in fact he was Route Check 7 and just closing.

We got back more or less on time by missing out one or two time controls and from there on quite a few passage controls—concentrating mainly on time. The result at the end of the day (or rather night), apart from a well earned very welcome breakfast, was a respectable fifth in the PVT class. By then the driver was quite incapable of functioning further and, much to his glee, co-navigator Brian Stoner, was put in charge for the 200 mile drive home. Light relief was provided on the way home when at an M4 service area attempts to buy an elastic bandage resulted in the retired driver having his wrist and arm injury rigged by the staff with what appeared to be an elephant's foot bandage—to the great delight of a crowd of customers who failed to appreciate that the real excitement had been over for some hours.

Do it again, did you ask? — of course we will.

David Rouse

## V.S.C.C. FIRST SILVERSTONE RACE MEETING—13th April 1985

*"Quips and Cranks and Wanton Wiles"*

JOHN MILTON 1608-1674

The 'cranks' part of John Milton's quote was to prove prophetic to two Alvis owners; for the rest of the plot read on. The fact that the V.S.C.C. were not superstitious by holding the meeting on the 13th might have dismayed some people. Your scribe's appearance at work was not necessary that week so was thus allowed to attend practice on Friday, the weather being sunny but with a cold wind. Practice was notable because the Hulbert 12/70

broke its crank and your scribe and his "oppo" known to all and sundry as 'Fat Mick', were intimately poking a F1/2 Ferrari of 1952/4 when they were accosted by a Scottish voice attached to one J. C. Stephen, who had ventured south again to dispense wise and timely advice to competitively minded Alvis owners.

Saturday dawned dry but not so sunny and windy. There was a record entry of over 200 cars and with the prospect of a 'Good' Alvis race your reporter noted on an early visit to the paddock, there were "Alvises in all directions": wherever you stepped in the paddock it seemed you fell over an Alvis. Whilst walking round the paddock during scrutineering your scribe observed that Baddiley's Speed 25 had had much winter work expended on it and looked much smarter. This was the ex-Stan Hicken car. I believe Rod Jolley's Giron had also lots of midnight oil spent on it over the winter and the blower has been repositioned on the nearside right under the head to get rid of those troublesome long inlet pipes and flap valves and things. It sounded fine in practice, but suffered a slipping clutch in later practice which eventually precluded it from racing. It's trying to put all those galloping horses through Mr. Ferodo's plate that does it.

I was also saddened to hear of the death of Arthur Hardy the week before. Arthur rarely missed supporting Alvis owners at V.S.C.C. Silverstone over many years and was usually accompanied by his close friend Tony Sanders—he will be sorely missed.

Humphrey Collis in the Speed 20 suffered from increasingly worse misfire in practice. Eventually there was a complete loss of sparks so he rebuilt the mag, only for the sudden increase in power to break the crank in his last race which was foul luck for Humphrey. There was a good selection of Alvises in the car parks but a lack of P.V.T's for which your reporter is unable to offer an explanation.

So to the racing proper. The first event was the customary 40 minute Blind (Bind!) in which there were five Alvises entered, two 12/50's, one 12/60, one 12/70 and the A. P. Smith 4.3 with the engine bored out to the odd size of 4,410cc. This was observed at the end of the pits early on missing badly. Could this have anything to do with the compulsory plug change for this event? Race 2 was the Fox and Nicholl Trophy over 8 laps and had a goodly sprinkling of Alvises but none were in the money as the faster ones were handicapped out of it. The Brydon 4.3 retired after 5 laps, perhaps he was saving the car for the Alvis race and Graham Burrows in the Speed 25 finished a good fifth.

The next race was the 10 lap **ITALA AND LANCHESTER TROPHIES** Race, the only Alvis entered being Eric Benfield's 200 mile



race car in its usual pristine condition with Eric having as ever a steady race.

Race 5 was the 10 lap Pre War Allcomers and there were just two Alvises, the Dunham Brooklands car and Albert Sparrowhawk in the ex Harold Barr 4.3, both in amongst the might of the E.R.A.'s, Alfa Tipo B Maserati's, Bugatti's and 24 litres of Napier Bentley. H. R. Dunham retired on lap 1 and Albert finished 15th with a best lap of 1 min. 16.2 secs. which is very quick for a 4.3. The next race was a 5 lap handicap with Tony Cox's F.W.D. driven by Gerry Michelmores and Frank Spencer's well known Persil White 12/50 but both were out-handicapped.

Race 8 was a traditional 5 lap handicap and had five Alvis cars in it; Laurie Merriott drove a nicely judged race to come through to 2nd place in the 12/70. Poor Humphrey Collis' crank cried enough in this race. I'm sure we will see Humphrey competing again before too long. The last race of the day, the Survivors' Handicap had only one Alvis in, that being Peter Woodley's Firefly 4.3, which although it went like there was no tomorrow the handicap was really too stiff for it to overcome.

So ended another April Silverstone, the recuperative effects of which do your scribe no end of good after a hard winter. There was, alas, a fairly high rate of attrition amongst the Alvis cars, but I'm sure they will be out to play later in the year, so roll on July Silverstone.

Mike Pratt

#### V.S.C.C. SILVERSTONE, Saturday 13 April Event 4. Five Lap Alvis Handicap Race

For the April Silverstone meeting the V.S.C.C. attracted over 200 entries, of which Alvis cars accounted for ten per cent. The weather was bitterly cold, but fortunately dry.

Event 4, a handicap for Alvis and Alvis engined cars was it seems the first all-Alvis race since the 'twenties when Henly's, the Alvis distributors, organized events for Alvis owners. The entry consisted of six 4.3 litres, three Speed 25's, four Speed 20's, six 12/50's, two 12/60's, five 12/70's, Dick Gilbert's Firefly Special, Dean's Silver Eagle, Benfield's 200 mile racer, Cox's Front Wheel Drive Car and one Frazer Nash TT replica. Sadly there were a number of non-starters, which included Hulbert's Alvis 12/70, which suffered serious engine maladies earlier on during the meeting.

With the fall of the flag and the release of the first batch of cars it was Smith's 4.3 first into Copse followed by Merriott, Walder's 12/50, Crabtree 12/70 and Spencer in his 12/50. There then followed Humphrey Collis in his trusty Speed 20 and Gilbert all on his own in the Firefly Special.

Brydon ("Speed King"—Comp. Sec.) appeared to be going very quickly in contrast to the sensibly driven 12/50 of Newby. Next into

Copse were Clinkard (Speed 20), Burrows in the ex-Ridley Speed 25, Wickham, Roscoe 4.3, Ealand and Morgan 12/50. Sadly as the Competition Secretary endeavoured to blast off the line the diff on Brutus disintegrated leaving him stranded in the middle of the track. Those completing their first lap had to pass as best they could until the race was finally stopped. Brutus very nearly had an even shorter wheel-base!

With the track cleared the race re-started. First into Copse once again was Smith followed by Baddiley, Crabtree, Collis, Walder and Benfield. Woodley and Dunham in the famous Brooklands 12/70 made a fine sight as they battled for the best racing line.

Second lap and Gilbert retired the Firefly to be followed by Shapland with the Frazer Nash TT Rep. Baddiley meanwhile, in the ex-Stan Hicken Speed 25, was pressing on ahead of Smith and Benfield. By lap three Sparrowhawk was beginning to make an impression on his handicap carving his way through the field and in the process setting fastest lap for the race in 1 minute 16.8 seconds (75.38 m.p.h.). Lap four and Cox in the F.W.D. car retired. Merriott meanwhile whilst going very well seemed to have an aversion to using both hands when taking Copse.

By lap 5 it was clear that Baddiley, barring disasters, would win, which he did in style followed by Sparrowhawk some 10 seconds later, then Merriott closely pursued by Clinkard, Burrows and Brydon.

G. Spollen

#### FIVE LAP ALVIS HANDICAP RACE

Place	Driver	Car	Best Lap
1	R. Baddiley	Speed 25	1.27.5
2	A. Sparrowhawk	4.3	1.16.8
3	L. J. J. Merriott	12/70	1.28.9
4	A. C. R. Clinkard	Speed 20	1.20.6
5	G. Burrows	Speed 25 Special	1.19.9
6	J. Brydon	4.3	1.24.0
7	D. Roscoe	4.3 Sports	1.19.9
8	A. P. Smith	4.3	1.31.2
9	C. G. Taylor	12/70	1.29.2
10	E. J. Benfield	200 Mile	1.31.8
11	H. R. Dunham	12/70 Brooklands	1.17.8
12	P. D. Woodley	Firefly Special	1.18.3
13	H. S. T. Walker	Speed 20	1.32.9
14	L. T. Wickham	SP 12/50	1.44.7
15	N. T. Walder	12/50	1.33.8
16	R. Dean	Silver Eagle	1.36.1
17	R. Ealand	Speed 25	1.25.6
18	D. Crabtree	12/70	1.36.5
19	E. Ash	TJ 12/50	1.52.1
20	F. Spencer	12/50	1.40.5
21	H. Collis	Speed 20	1.45.4
22	J. Morgan	12/50	1.59.8
23	C. J. Newby	12/50	1.10.8
	R. A. Cox	F.W.D.	Retired 1.48.2
	R. S. C. Shapland	Frazer Nash TT Rep.	Ret. 1.41.0
	R. P. Gilbert	Firefly Special	Ret. 1.39.7

Winner's speed: 64.32 m.p.h.



*The Silverstone Alvis Handicap Race (Photograph by Ian Parker)*

## **VSCC VINTAGE & HISTORIC TROPHY MEETING AT DONINGTON** **Sunday, 28th April**

Having left Surrey early Sunday morning the paddock at Donington was a welcome sight. Arriving just before scrutineering really got under way, we were greeted by a north westerly wind which whipped up clouds of dust across the paddock area. Quite surprising really when the rest of the Donington facilities are on a par or above the other national circuits, in the country. Maybe Mr. Wheatcroft is waiting to be allocated the Grand Prix before he spends on scalings or a good quality tarmac for the paddock area. The Alvis contingent was present again in some force and for Albert Sparrowhawk it was his first visit to Donington and looked forward with great anticipation to exercising the 4.3 in the practice period. As far as I am aware all other Alvis competitors had raced at Donington before this meeting.

The first race of the day, the Brooklands Society Trophy Handicap 5 lap race had four Alvis competitors, namely in numerical order:

H. R. Dunham 12/70 Brooklands.

Albert Sparrowhawk Alvis 4.3.

Graham Burrows Speed 25 Special.

David Roscoe Alvis 4.3 Sports.

From the start the earliest Alvis away was 1 min. 15 sec. behind the small Austin Ulsters. Up to 1 min. 30 secs. for Dunham in the 12/70 Brooklands. It was quite interesting to see the effort put in by the drivers of these smaller vehicles and the rapidity with which the larger cars start to gobble up the smaller fish as they made tracks through the field. Certainly everybody was trying and it was interesting to see that at the end of the race the first Alvis home was Albert Sparrowhawk finishing in third place behind the Bugatti Riley Special to which he had conceded 1 min. 20 secs. at the start and in second place the 1930 Riley driven by M. W. Green who had a 55 sec. advantage. As it transpired the fastest lap in the race was put up by Albert Sparrowhawk, 1 min. 39.6 secs. equal to 70.73 miles per hour, not bad for a first time visit.

The next Alvis home was H. R. Dunham in 5th place with a fastest lap of 1 min. 40 secs.

Sixth place went to David Roscoe with a fastest lap of 1 min. 43.4 secs. and 11th place was awarded to Graham Burrows in the Speed 25 Special with a fastest lap of 1 min. 40.8 secs.

The next race with Alvis competitors, was race 3 in which four Alvis competitors took part, namely E. Ash 12/50, R. Baddiley Alvis Speed 25, A. P. Smith Alvis 4.3, and Frank Spencer Alvis 12/50. Although I did not see this race personally, looking at the results again the Alvis contingent did rather well. R. Baddiley finished in third place after five laps, narrowly beating A. Daulton at the finish.

Other competitors who completed the race were A. P. Smith in sixth place, B. Ash in 10th place and a notable absentee Frank Spencer who had to retire after one lap.

The next race was deemed to be the best of the day and no-one was disappointed with the standard of competition. The Shuttleworth and Nuffield Trophies race was hotly contested by Patrick Lindsay ERA. David Black Alfa Romeo Tipo, B and Martin Morris ERA R11B.

We were watching at the exit of the chicane just prior to the main straight start/finish area. On the 5th lap David Black and Martin Morris entered the chicane side by side and although David Black made a quicker exit from the chicane Martin Morris was right on his offside rear wheel and giving him a nudge to wake him up. To hear these cars in full cry along the top straight is something that cannot be easily described and the best way to understand what I am talking about is to attend the next VSCC meeting.

As the race results showed the first place was given to Patrick Lindsay after 10 laps who managed to pull out a 4.7 second lead after only 10 laps. The grid consisted of 8 ERA's, 2 Maseratis, David Black's Alfa Romeo and various other single make cars. The fastest lap was put up by Patrick Lindsay at 1 min. 27.1 secs. equalling 80.88 miles per hour. Considering the standard of preparation for the ERA's without precedent, the times put up by Alvis competitors look very healthy indeed. In between some of the races the meeting was treated to the historic sounds of the BRM P25 car being exercised by both Neil Corner and also Bruce Halford. The high shrill sound for me was reminiscent of the Honda Fours raced by Hailwood in the late 60's, and although the day was rather cold it still put shivers up my spine and brought back memories of my competitive days in the late '60's. A car worth looking at is the Vanwall GP car at further race meetings driven by Tony Merrick, I understand that this car in fact caught fire later on in this meeting and considerable damage has been sustained. Whether it will be at the next meeting at Oulton Park is doubtful but the standard of preparation was second to none.

In race 8, the John Goddard trophy handicap race, H. R. Dunham put up a very creditable performance in giving a 1 min. 35 sec. start to the winner R. Toone in an Alfa Romeo 1750, finishing in fourth place, only 23 secs. behind the winner's time.

In the final race No. 9, a five lap handicap, of the six Alvis cars entered for the race three managed to get into results. Highest place went to Graham Burrows who finished third in the Speed 25 Special and also set up the fastest lap of 1 min. 58.8 secs. equivalent to



59.30 miles per hour, only being narrowly beaten by an AC in second place and a Morgan 4/4 which won by 8 secs. with Graham in third place. John Brydon in the 4.3 managed to finish in 15th place and Peter Woodley in 19th place driving his Firefly

Special.

All in all the day provided quite a few interesting results and put a new meaning into the saying "Where there's a will there's a way".

*Clive Taylor*

## The Resurrection of PDU29 (cont.)

### Alvis TC21/100 Grey Lady DHC

Having met John Leek for the first time, it transpired that he was the brother of James Leek, to whom I had sold my MG TD, some twenty years previously, I was told that, much to my astonishment and disbelief, many of the spares sold with the MG at the time, were still stored in an upstairs room; John kindly offered them to me.

I accepted the offer gratefully, and these have since been delivered to the MG's delighted present owner who is a friend of mine.

Having bought the Alvis for near enough what it cost new in 1954, I had a number of possible alternatives to consider, viz:

1) To transport the car to my home in Surrey.

2) To transport the car to a friend's workshop in Brighton.

3) To transport the car to Red Triangle in Kenilworth.

4) To allow All Electric Garage to carry out just sufficient work on the car for it to pass the MOT test, so that it could be driven south. The fourth alternative was finally selected partly for financial reasons and partly for geographical reasons since:

1) All Electric Garage's engine fitter John Perkins had just rebuilt the engine of John Leek's TD21 saloon, which John had retained for himself;

2) John Leek agreed very generously to a mutually acceptable fixed labour rate for the necessary work, and to pass on Red Triangle's trade discount for the spares required.

3) To have moved the car even to Red Triangle at Kenilworth would still have involved a transportation charge anyway, in addition to the greater price that Red Triangle would have charged for labour and parts.

All Electric Garage started work on the car therefore almost immediately after Easter in April 1983. The engine was removed, stripped and rebuilt with reground crankshaft, new bearing shells, pistons, rings, gudgeon pins, camshaft, pushrods and water pump.

After the engine had been stripped subsequent inspection revealed that the tappets had

become rusted to the cam lobes, and not as had been suspected; the pistons seized in the cylinder bores. The car was fitted with a new clutch, brake shoes, brake pipes, wheel cylinders and radiator. Before the new radiator was fitted, the opportunity was taken to have the radiator grille re-chromed, which apart from the VAT, proved to be the most expensive item up to that point.

After a new exhaust system, battery and starter motor had been fitted, the engine was run again for the first time for nearly twenty years.

The Michelin SDS cross-ply tyres, on which the car had stood all that time, were inflated, and after attention to the semaphore trafficators, windscreen washers and lights, an MOT certificate was issued, following a road test.

The Alvis was then driven south, to Surrey, the only cause for concern being the twenty year old tyres! Although the tread was good, they had developed a set, as a result of being flat for so long, this causing a vibration at about forty mph, which wheel balancing had failed to eliminate.

My first taste of Alvis motoring, a trouble-free run south down the A35 on the 15 July, in the open 'Grey Lady', in scorching hot weather, will long live in my memory.

-Alas, the 'Grey Lady's' second outing to have the tyres changed to Pirelli radials was less illustrious, since after a trip of only ten miles, the brakes seized on, necessitating the Alvis being brought home piggy-back by courtesy of the RAC. A new brake master cylinder — Lockheed Part No. 88840 — was obtained from Edmunds Walker for £35, and fitted, although the original had not appeared to be faulty. On the third outing, the brakes were still binding, so the free play both on the brake rod and the brake shoes themselves was re-adjusted. A brake-fluid leak was then discovered, necessitating new copper washers either side of the banjo couplings. New copper-filled plug leads were also fitted, these having been obtained from the local Lucas

Depot, and with the brake problems apparently overcome, the Alvis was taken on a few short runs, before being taken off the road at the end of September, for the winter restoration programme. This was to include re-chroming the bumpers, re-varnishing the woodwork, re-carpeting the interior, and restoration of the rear seat leatherwork. Although this in itself, is in remarkably good condition, the interior of the rear seat became the home of mice, and unfortunately, through either hunger or boredom, a hole had been chewed in the front squab. The seat was therefore re-sprung and re-upholstered by the craftsmen of Connolly Bros. Renovation Dept. at South Wimbledon, who supplied the original leather.

The work which took three months to complete (instead of the quoted three weeks) because of the difficulty in obtaining springs of the correct compression rate, cost under £200. In all fairness to Connolly's, I did make it quite clear that I was in no hurry. The wait was certainly worth it, for the seat now appears like new.

The bumpers were then removed, for replating. The rear bumper proved to be more difficult to remove, one of the four securing bolts refusing to move as expected despite the use of penetrating oil, and 5/16 BSW ring and open ended spanners. In the end I had to hacksaw through the offending bolt in order to free it. The bumpers were taken to Colonnade Plating at Wembley for replating, the cost being £60 (plus VAT) per bumper. This work took three weeks. Colonnade Plating run by the Dormers, father and son, do not advertise—and judging by the quantity of work in hand, including Rolls Royce and Daimler radiators, they have no need to do so. They appear to have done an excellent job.

I had hoped to use the Alvis as much as possible in 1984, particularly on fine weekends, and as PDU 29's 30th birthday fell on 4th June, I had planned to visit several Alvis regional meetings, including one that was to be held at the Alvis works in Coventry.

Alas, things did not work out as planned, for having presented the car to my local garage in May, much to my surprise it failed the annual MOT test. The reason for this was that quite simply the wear on the front suspension trunnion bearings was not within acceptable limits. As a result the car was taken up to Red Triangle's works at Kenilworth for the necessary parts to be replaced. Whilst there, Red Triangle carried out one or two other minor jobs that required attention, before a new MOT certificate was issued. The renewal of the front suspension, which took approximately two and a half days, cost just over £500. I collected the car from Kenilworth on Friday 10th August, and had another open

air drive down to Surrey via Oxford, High Wycombe, Maidenhead etc. However, towards the end of the M25 the engines started to miss periodically, which began to grow worse. I detected what I thought was fuel starvation, and concluded that as I had allowed the fuel to become rather low, possibly sediment had found its way from the petrol tank into the carburettor jets. Despite stopping to take on fuel, the problem persisted the rest of the way home.

The following day, I removed the glass bowl from the fuel pump, and dismantled the carburettor float chambers, finding sediment as anticipated. After cleaning and re-assembly, the problem appeared to have been overcome. A short test run however revealed that the problem still persisted.

The Alvis was taken off the road again at the end of September 1984, and when time permits, the petrol tank will be drained, before the float chambers are cleaned out again. It is thought that condensation inside the petrol tank may have caused minute particles of rust to form, this sediment finding its way into the fuel tank outlet.

The restoration cost so far, is such that the intended re-spray and the re-carpeting will have to be postponed until next year. To date the restoration work has cost me about £1000 more than I had estimated, and whilst I do not regret the considerable expenditure, obviously it would have been a more viable proposition had I been able either to purchase the car more inexpensively than I did in the first place, or alternatively to carry out all the necessary work myself.

Although I did not require much time to think about whether to buy the car or not, certainly careful thought should be given, before deciding how much to pay for a car in need of restoration, since having once bought the car, you feel committed. There's no turning back!

Over the winter I hope to re-varnish the woodwork and have the sixty-spoke wire wheels rebuilt with seventy-two spokes.

In the meantime I would like to express my appreciation to John Leek, Ken Tout and John Perkins of the All Electric Garage Group, to David Michie and Roland Simmons of Red Triangle Autoservices and Holder of PXR 138 for their assistance, advice, and encouragement, not to mention Tony Dron of Thoroughbred and Classic Cars, for I feel sure that had I not been lucky enough to see PDU 29 featured in the 'Discovered' column, I might still be looking for one now, two years later!

*John H. Carlton*

# SPARKING PLUGS

from Brian Agnew

Sparking plugs are in general the most neglected component of the internal combustion engine. Since the operation of the plug is in principle very easy to visualise it is a simple matter to overlook the arduous conditions under which it works and the tremendous amount of development work that has been devoted to this area. The great thermal, mechanical and electrical stresses to which the spark plugs of highly developed engines are subjected, used to present difficult problems, limit performance, and were the cause of most of the operational snags. Today most of the drawbacks of the older plugs have been eliminated by the use of better materials (especially insulation material) and better constructional techniques.

During the combustion process carbon residues can build up on the plug electrodes and on the inside of the insulator causing a breakdown in insulation. A drop in electrode temperature is also produced and the two effects result in intermittent sparking and/or an increase in the ignition delay period. On the other hand too high an electrode temperature can cause preignition. It is clear, therefore, that ideal operating conditions can only be obtained with plugs whose characteristics are matched to the particular engine size, the higher the thermic level of the engine the colder must be the plug used, that is to say the plug must be more capable of dissipating the heat of combustion.

To meet the needs of all engines plugs are made which differ in size, the placing of the electrodes and in the shape of the insulator through which the heat of combustion is dissipated to the cylinder head. The accompanying figure indicates the difference between a hot and a cold plug. The cold plug is typified by short heat transfer paths to allow rapid heat transfer from the electrode to the head and shielded electrodes, is placed in an internal space of low volume. The hot plug on the other hand has long heat transfer paths and the electrodes are exposed to the combustion flame thus being more effected by the radiant heat transfer than the cold plug.

The ability to dissipate internal heat is the thermic grade of the plug indicated by the manufacturers by numbers and letters or according to the accepted Bosch scale in which the classification refers to the number of seconds taken by the plug to go from cold to the level of auto-ignition in a standard engine. According to this system the coldest plugs have the highest numbers, up to 400 or over, whilst the hot plugs have numbers below 200.

For an engine that is not intended exclusively for competition work the constructor will recommend a plug to suit the planned use or better to suit the average use, above and below which the thermic grade is inevitably inadequate. The use of a high thermic grade plug is indispensable when the engine is required to produce maximum power continuously and also after modifications which increase the thermic level to a greater or lesser extent. Hot plugs facilitate starting from cold which may not be easy with plugs of high thermic grade. With some racing engines it is necessary to start and warm up the engine with plugs of low thermic grade which are then replaced with cold plugs before running at high performance.

During running deposits of an oily or ash like nature will accumulate on the plug surface. Deposits on the inner surface of the plug are due mainly to oil but also to solids produced by combustion. The oil deposits can be reduced by the use of a plug of a lower thermic grade within limits of cause so as not to produce problems at full load. The solids of combustion, however, sometimes increase with the use of hot plugs especially if the fuel has a high content of tetra-ethyl lead which in certain conditions leaves metallic deposits between the electrodes thus short circuiting them. It would seem best to use high octane fuel only in high compression engines or at any rate, where detonation occurs with normal fuel.

The colour of the parts of the plug exposed to the combustion flame gives valuable indications as to the suitability of the grade of plug and the mixture ratio. Sometimes, however, because both factors can cause the same condition it is necessary to observe other factors before deciding which to modify. The following indications concerning the colour of the plug after use in a fully loaded engine until the relative thermic level is reached will serve as a general rule. If these tests are carried out on a power brake, they must be repeated at different rotational speeds as this can affect the plug behaviour.

A plug whose thermic grade is too low can easily be spotted because of its very light colour and the porous, calcified appearance of the electrodes, the inside of the insulator and sometimes the exposed part of the plug threads—unmistakably signs of overheating. As for the running of the engine, this seems normal at low loads but deteriorates rapidly as running temperature increases with increased load. The overheating of the plug electrodes leads to irregular ignition, preignition and detonation which is accompanied by a progres-



sive reduction in engine performance and a further increase in temperature principally of the piston which can be holed in the area nearest to the plug by melting of the material. A plug which is too cold is dark and smokey on the inside and is not capable of producing maximum power because the combustion will be abnormal and late.

(to be continued)

## Regional Round-up

### Scottish Section

Scottish Alvis Day was held on 2nd June 1985 within the Mellerstain event of the Borders Vintage Automobile Club. (The hottest day of the year so far.)

We were very well represented with thirteen entries ranging from a 1930 TJ 12/50 to a 1964 TE 21 Saloon.

The Concours was judged by Tom McIlwraith of Edinburgh and the result was a win for R. Martin with his very fine 1939 12/70 D.H.C. (Mulliner) and second place to A. Fairburn with the 1952 TA21 Saloon (this car was last year's winner).

The standard of the Alvis cars, and indeed, the entries to the Mellerstain event, seems to increase as the years go by with the result that judging becomes more difficult.

The Scottish Section Committee wishes to thank all who entered and our judge (called upon at very short notice) who together helped to make the event so worthwhile.

J.S.T.

### Northern Section

#### NORTHERN ALVIS DAY HAREWOOD HOUSE, June 9th

I am not sure whether it was the fear of being upstaged by the Armstrong Siddeley Owners' Club or the timely arrival of Chris Holt's "threatening" letter but this was the best turnout of Alvis cars at a Northern Alvis Day since I took over as Section secretary in 1973. Whatever the reason it was very encouraging. The direction that members had driven to Harewood didn't seem to matter, they had nearly all come through heavy rain. Apart from one light shower in the morning we had a dry day with sunny periods. Alvis cars arrived at regular intervals during the morning and thanks to the marshals we had a well organised circular carpark.

This year's proceedings were recorded on video by Jack Osborne who filmed nearly all the cars arriving as well as in the carpark, concours, driving tests and the prizegiving. I

understand that the video will be between 2½ and 3 hours long after editing and it will be available to members at around £12.50 each copy. These should be available by the time you read this article and if you would like a copy please get in touch with Mick Fletcher (tel. 0254 - 60999) as soon as possible.

We were fortunate to have Peter Cameron-Clarke as one of the Concours Judges. Peter was a frequent winner of the Four Cylinder Trophy in the late fifties and early sixties. He was ably assisted by John Chambers but unfortunately put under pressure by our late start. The driving tests were interrupted to allow the hardworking ladies to have the raffle draw. The raffle tickets were a saga on their own; our members were infiltrated by ladies from the A—S—Owners' Club who did not declare their affiliation. When this was discovered a deputation descended on their camp to demand money back. Folklore has it that one of our members won their first prize which was reputed to be an Armstrong Siddeley car but he or she demanded their money back and let them have a redraw. It is not significant that we may change our date to September next year to avoid a clash of dates!

After all this our own raffle seemed quite tame and well organised. Geof Anderson won the large Spitfire print which presented me with the problem of getting it home without cutting it in half. I did manage to get it in the boot but this was achieved at the discomfort of Doug Richardson who travelled home with most of the driving test gear on his knees. Driving tests recommenced after the raffle and we pushed in a couple more tests before dark. Prizegiving followed reasonably quickly afterwards and my thanks to all those patient members who were able to stay for it. By the time the tents and gear were loaded into the remaining few cars the main gates were all locked and it looked odds on that we were going to have to scrounge a bed from the Earl for the night—fortunately someone discovered that the tradesman's entrance (and exit) was still open so we all headed for home.

Terry Poppelwell

#### PRIZEWINNERS

##### Concours:

- MASTER CLASS 1st J. Betterton  
2nd B. Simpkin  
NOVICE CLASS 1st J. Taylor  
2nd M. Fletcher/O. Ingam

##### Driving Tests:

- PRE-WAR 1st J. Wiggins (12/70)  
2nd P. Warrenner  
POST WAR 1st J. Chambers  
2nd J. Blacow (Miss)

Award for longest distance travelled to event:

- C. Metters TF21 Saloon (275 miles)  
SHERBURN TROPHY: P. Warrenner  
HINDLEY WAKES TROPHY: M. Fletcher  
FOUR CYLINDER TROPHY: J. Blacow (Miss)  
Best Car in the Carpark (not entered):  
D. White, 4.3 Sports Coupe



*Dan White's Carlton-bodied 4.3 (Photograph by Doug Richardson)*

#### **NORTH BY NOR'WEST**

The 1985 Northern Alvis Day video tape is now available from Mick Fletcher, free to meetings and only £10.00 if you want one yourself; 2½ hours of mobile Alvis. Julie's had her starter motor rebuilt for her 14. M418G, £20.00 at Magnum Associates, Brinksway, Stockport. It seems they still carry all parts for starters and dynamos, satisfaction guaranteed. Noel Broadgate was spotted at the Royal Oak Meeting Houghton, in his 12/50. He used to be in the A.O.C. up to some years ago. Perhaps he's looking for some real action. Midland Alvis Day was well attended by the Northern Section, which is more than can be said of the Midland Section attending Northern Alvis Day. I counted ten cars and twenty people that I know of, and many thanks to Alf Harvey, John Fox and Phil Warren for making our numbers up. Also Colin Metters from Devon and the Green 14 from Basildon, Essex whose name escapes me.

Brian Alvis is getting his brain in gear to get himself suitably clad. Ron Nicholson's "Cat Food Special" has been reported doing the Blackburn run. Irish John is getting fibre glass rear wings for his 14. He reckons no one will know the difference 'cos no one reads this column anyway. Chris Holt should be up to his neck in T.V. cameras in readiness for the Belle Vue Classic Car Show, Sept. 28th/29th. He's keeping the theme very secret, to prevent

the competition from using it (or perhaps he hasn't thought of one!) Still, Alvis to the fore!

There seems to be a lot going on in the North West this year; can I suggest you get on your Committee's back to organize something in the North East, or if not, how about moving to the North West, and save a lot of petrol? Dave Culshaw has got the bit between his teeth, and promised to excavate some history or "articles of interest" soon. Chris Taylor's rebuilding a 3.8 Diff with modern, equivalent, obtainable, bearings in a slightly different configuration. Jim Betterton should be interested in his forthcoming technical offering, as should anyone with a big nose piece (axle that is). Chris Holt (again!) tells me the response to "Rally Research" has been very interesting, the Northern humour was quite evident, but would like some more replies to "get better perspective on our internal problems". The results should be announced at the Northern A.G.M.

Finally, this month's centrefold dropout of the month. A TC21 languishing in a stately motor home, comforted by central heating, gazing sadly out at the big wide world, through sliding doors, with one eye, itching to have a bag of spanners rattled round her; while her elder sister, gracefully glides out into the sun, nearly every day. It's enough to make you weep. Isn't it Ian!

*Flat Cap*

## **SOUTH WESTERN ALVIS DAY, 2nd June**

Well after 6 p.m. on Sunday evening a number of Alvises still lingered at Sherborne Castle long after the formal events of the day had concluded. Amongst the Section Committee Members a modest degree of satisfaction may have been detected at the successful conclusion of the weekend's events.

It all started on Friday when fifteen of the early arrivals met for dinner at the Four Acres Hotel, West Coker. Whilst the motor cars became sticky under the lime trees, their owners' conversation grew more animated in the elegant surroundings of the Hotel dining room.

On Saturday there was a noticeable increase in the number of Alvises on the roads of Somerset and Dorset, most of which were heading to the Helyer Arms at East Coker for lunch and an afternoon drive. Some cars were noted travelling in directions which, to the casual observer, would suggest that the drivers did not wish to meet their fellow owners, but in the event, however circuitous the route, the assembly was complete, lunch taken and the run commenced. In unbroken sunshine the Dorset countryside looked at its best and was indeed enhanced by the phalanx of immaculate motor cars winding through the lanes. At Cerne Abbas appropriate respect and wonder was accorded to the Cerne giant whose pre-historic attributes may have been responsible for the number of cooling ice creams sold to our members. Raised temperatures were also experienced in a few cooling systems but as we all know spare water bottles are part of the Alvis Owner survival kit (to be marketed next year under the name of Sayer Water).

The torments and vicissitudes which can be visited upon the organiser of any function requiring the housing and feeding of a large number of highly individual people are so legion as to be utterly terrifying. We do, however, appear to have "holed in one" in our choice of Hotel with its high standard of accommodation and cuisine. When the Comp. Sec. suggested we should follow the dinner with a jazz group we did not realise that there was a whiff of nepotism in the air but Brian's brother and his colleagues (trade name The Seven Deadly Sins) joined by Dick Gilbert (trade name Dick the Stick) treated us to the very best of jazz until well after 1 a.m. I am reliably informed by the gentleman concerned that the bar finally emptied at about 2.30 a.m. but I was not there to witness the event.

And so to Sunday. Early arrivals were awaiting the Committee at Sherborne Castle but systems were very soon "all go" and the event lifted off on time. There appeared to be some reluctance on the part of the caretaker to open the Castle toilets but otherwise the day follow-

ed the traditional South Western format with all cars being judged in the concours and many participating in the timed and untimed driving tests.

In the eight years we have held our event at Sherborne Castle the grounds have never looked better than they did on 2nd June, the sun shone, the cars, all seventy of them, were simply magnificent and the Section ladies produced about one hundred and fifty luncheons to their usual high standard.

The afternoon cavalcade was composed of cars and drivers who participated in the first South Western event and it was a happy coincidence that the line-up represented the development of the Alvis car from the 12/70 to the TF21. When the cavalcade dispersed, all the drivers having been interviewed by Section Chairman Ted Halliday, our guest of honour was driven onto the Castle forecourt by Derek Bradbury in his early SP20. Simon Winsfield-Digby, the owner of Sherborne Castle, was presented with a photograph of the Castle hiding behind two Alvises and a large banner. In thanking us for the presentation he admitted to having owned a number of DB Astons but never an Alvis. The draw was made and the awards were presented with due ceremony to conclude the day.

### **RESULTS**

#### **Pre-War Concours**

##### **Master Class Vintage and PVT**

1. M. Lock (Firebird)
2. P. Osmond (SP25)

##### **Novice Class**

- 1st Vintage J. Strugnall (12/50)
- 2nd Vintage J. Moore (12/50)
- 1st PVT R. Buck (1939 SP25)
- 2nd PVT D. Fynn (1936 SP20)

##### **Best All Round Silver Eagle**

Mac Hulbert (S/Eagle)

#### **Post-War Concours**

##### **Master Class**

1. M. Baker (1963 TD21)
2. C. Sayer (1963 TD21)

##### **Novice Class**

1. Mrs. K. Grant-Watson (1964 TE21)
2. P. J. Owen (1954 TC21/100)

##### **Best Restored Graber**

B. Musk (1962 TD21)

##### **Most Original Post-War Alvis**

Mrs. K. Grant-Watson (1964 TE21)

##### **The Best All-Round TA14/TB14**

J. Chamberlain (TA14)

##### **Pre-War Driving Tests**

- 1st Vintage D. Davis (12/50)
- 2nd Vintage J. Moore (12/50)
- 1st PVT D. Fish (12/70)
- 2nd PVT R. Buck (SP25)

##### **Post-War Driving Tests**

1. D. Ward (TE21)
2. N. Maconochie (TA21)
3. M. Baker (TA21)

##### **Ladies Award Driving Tests**

###### **Pre-War:**

Mrs. Hulbert (S/Eagle)

###### **Post War:**

Mrs. Maconochie (TA21)



**Special Class Driving Tests**

1. A. Sparrowhawk (4.3)
2. B. Chant (4.3 Brutus)

**Untimed Driving Tests**

- 1st Clark (TA14.75)

## **East Anglian Section**

### **'THIRTIES "SIX" NIGHT, WHITE HORSE, PLESHEY, June 27th**

It has to be admitted that prewar sixes did not materialise in the hoped for numbers. In fact my grateful thanks are due to Maurice and Wendy Gallaher (SB Sp 20 DHC) and Colin Bennett (Sp 20 Spl) for saving the 3½ litre from a solitary distinction. Recognition also to Eric and Mary Stapleton, Steve Tillyer and Mary and family from Leigh on Sea who supported with Park Ward 3 litres, the last also with most interesting photographs and literature. As a result a Castrol Sp 20 lubrication chart plopped through my letter box a few days later:

many thanks. Lots of people though (with not much to look at!); Colin's Invicta and vintage motor cycle enthusiast friends, Peter Saunders and family (with Jensen-Morris 8), David Harbour (on vintage Matchless) as well as all our regulars. Talk and drink flowed freely, and the weather relented sufficiently to allow car park viewing.

Congratulations to Brian Smith for well deserved Duxford and Stowlangtoft awards, and to Buster and Josie Tutton for undertaking their own re-leathering of the Sp 20 seats, pleats, piping and all; a stout effort. Also to the intrepid Editor last seen swaying gently in the gloom at the top of a long ladder in search of a photographic viewpoint worthy of the 'Bulletin'.

Sadly, a farewell meeting for Stewart and Avril Robinson who are moving, permanently, but less far than they usually do. To Birmingham in fact, and I understand that they just happen to have bought a house within stones-throw of the Midland Secretary. Our loss is



*A wooden — and a metal-bodied TA14 estate at Stowlangtoft*

Hyde's gain. The rest of us will still be at the White Horse (just North of Chelmsford, ring me on Bishops Stortford 850348 if you don't know how to get there) on fourth Thursdays (watch October, it's got five): come and join us.

*John Oliveira*

### **EAST ANGLIAN ALVIS DAY, STOWLANGTOFT, July 14th**

After over-night thunderstorms, and with an unpromising forecast, members of the East Anglian Committee viewed the prospect of an event on soft ground and with no shelter bar the refreshment tent, with some trepidation. However the luck of the Good Ol' Boys held and our sixth anniversary followed its predecessors in being hot and dry, if at times oppressive. Cars drifted in from mid-morning and joined a line of 17 concours and about 13 non-concours participants. Home-grown judges David Rouse, Maurice Gallaher, and Malcolm Davey (Honorary East Anglian and bar) climbed over, under and through the former while John Champion and team set up the afternoon's driving tests.

Meanwhile all the family could enjoy Stowlangtoft Parish Fete (star attraction the AOC), an absolutely traditional bowling-for-the-pig, welly-throwing, hoop-la, coconut-shy, tea tent, beer tent, village event. They always have a particularly good bookstall, and I'm told the plant stall is exceptional, while an additional attraction this year was a car boot sale, or junk roundabout as they are unkindly known. The fete was opened by Richard Seabrook, familiar to many from TV for his sheepdogs and farming generally, whose claim to be a little ol' country boy was quite disproved by a speech of wit and point. I mention all this because a lot who manage to find our rural location remark on this peaceful yet busy background as somehow highly appropriate to the Alvis car, and a really nice day out for the family.

A number of well known faces were absent, and one reflects as always on the interesting cars known to be in the Section but unseen from one year to the next. All the more welcome therefore to friends from outwith the Section (should it be THE Section?)—David Michie (our Patron and most faithful attendee), two carloads of Oakmans, the Davey, McMullen and Harrison entourages, John and Nadine Fox. I enjoyed making the acquaintance of Mr. Williamson and his mother whose metal-panelled TA14 brake contrasted nicely with Malcolm Davey's 'Woody'. His serious accident in such a car was reported recently in the Bulletin: how good to see that this experience has not diminished his enjoyment of this recondite corner of Alvis ownership. I also had the pleasant experience of meeting the Willis family whose Speed 25 Special I had known in Chester. Mrs. Willis appears prominently

among the prize winners and her experience is an inspiration to fainthearts. Driving the car to the entrance, she declined all attempts by the foolish fellow there to enlist her in the driving tests, though concours was agreed to. With Old Silver-tongue Wheeley at the entry desk however, all thought of a quiet day with a picnic flew out of the window and she was next seen winding wool with the Sp 25 wheel to such good effect that our regular Boadiceas, Wendy Gallaher and Miriam Clover, were entirely trounced. As you see, she ended the day loaded with silver, including the Peter Black Trophy for Best Overall. Moral: always have a go!

Mention of the driving tests must single out No. 4—the Breakfast Special. This involved the hurried consumption of tea and toast, entering the motor on the run, posting a letter en route to the 'parking bay' whence a final dash had to be made on foot to the 'office'. Since the toast had been made some hours previously and driven halfway round East Anglia its texture may best be left to the imagination. For most competitors it far outlasted the test. In addition the 'post box' developed delirium tremens at the sight of the Austin Seven Special surreptitiously introduced by the Champion family, while Wendy finished her test by driving the car right into the 'office'. A most imaginative affair.

The day concluded with prizes, given by David Michie. The appended list shows them to be widely distributed—it does not include the tug-o-war booby prize. A scratch AOC team, though impressive on the first pull, was unceremoniously disqualified for having nine men to everyone else's eight. (We thought it was a handicap event). With congratulations to all prizewinners, thanks to all competitors, participants, organisers, and Stowlangtofters who offer us their hospitality, the gathering dispersed. I'm sorry there isn't the space to mention each of you—see you next year.

*John Oliveira*

### **RESULTS**

#### **Driving Tests**

- 1st prewar: David Rouse, Sp 20
- 2nd prewar: Maurice Gallaher, Sp 20
- 1st postwar: Jim Oakman, Alvis-Healey
- 2nd postwar: Bill Frver, TD21
- Ladies' Cup: Mrs. Willis, Sp 25 Spl

#### **Concours**

- 1st master prewar: Chris Turner, Firebird
- 2nd master prewar: David Rouse, Sp 20
- 1st master postwar: Tony Bunton, TD21 sal
- 2nd master postwar: Jim Oakman, Alvis-Healey
- 1st novice prewar: David Backhouse, 12/50
- 2nd novice prewar: Mrs. Willis, Sp 25 Spl
- 1st novice postwar: Brian Smith, TA14 Sal/ Joe Deer, TF21 DHC
- 2nd novice postwar: A. Harvey, TE21 Sal.
- Best in car park: Peter Allen, SC Sp 20
- PETER BLACK TROPHY (Best Overall):**  
Jim Oakman
- PETER BLACK TROPHY (Ladies' Award):**  
Mrs. Willis.



*The ultimate persuader of "Old Silver-tongue Wheeley"*  
(Photograph from the Vintage Hammer House of Horror)

## Readers Write

8310 Regents Road #2F  
San Diego, CA 92122

Dear Editor,

In November 1984, I became the proud owner of an Alvis TA 21, purchased sight-unseen in England. Upon taking delivery of my new found pleasure, (in San Diego, California U.S.A.) I found a number of serious problems not represented during the original purchase. After trying a number of motor repair establishments in San Diego (one of which did more damage than repair) I found British Motor Sports Ltd.

British Motor Sports have treated my Alvis with the utmost respect and have brought it back to its almost original condition. Not only do they perform first class work, they also show great consideration to their customer.

*They take great pride in their work.*

I felt that this company deserved recognition for its quality work, and should any Alvis owner in this part of the world need help, I strongly recommend this company.

Yours etc.

*Martin McMahon*

14.6.85

1, Johnson Square  
Oldham Road  
Manchester M10 7PS

Dear Editor,

**Daily Express Silverstone  
"Motor Hundred" Show**

Some time ago in the Bulletin a request was made for anybody with an Alvis to make application for it to be shown at the above Meeting. As I own a working TE21 drophead and as I



was attending the show with my Vintage Racing Motor Cycle, I telephoned the Organiser offering my vehicle. I was told they had plenty of TD Graber models. If I had a nice TA14, however, it would be a different matter. I left the matter there.

At the Show I obviously could not resist visiting the Alvis Stand and in fact found the nearest to mine being a TD.21 drophead in admittedly far better condition than mine but everybody to their choice. I believe a vehicle should be used. The best Bentley I saw was one that just looked as though it had finished the "Le Mans"! !

To add further to my dismay I found on the Parade of vehicles on the actual Silverstone circuit that not one Graber Alvis appeared. I would with pleasure have driven my car with the hood down, rain or no rain, and feel that I could have given a rather sedately driven Aston Martin a run for its money. (I fully realise it is only a Parade and not a race! !)

The point of this letter is to say that I am disappointed with the Organiser of the Alvis Stand. Is it a Club within a Club? Why was my telephone offer refused so curtly without any further ado? It hardly encourages me to participate in any of the Club's activities, does it? Yours etc.

J. L. Hargreaves

30.5.85

#### Competition Secretary replies:

I undertook to organise the Club stand at 'Motor 100'. Notification of which was made in D.T. as far back as January, and I took the trouble to personally write to some sixty owners of interesting cars.

The object was to have a good cross section of Alvis cars from the earliest models to the latest, and to include some current competition cars. The Club was allocated space for twenty cars and at the time when Mr. Hargreaves telephoned me I had already secured five Graber styled cars. It is correct I did mention that I was desperate for a TA14 to display.

Regarding the Parade, I cannot understand how Mr. Hargreaves failed to see an Alvis. The Organisers requested one only TD21 for the opening ceremony cavalcade. Therefore I provided Mike Baker's superb example, which like the other cars on our stand is regularly used and well maintained, which is representative of the A.O.C.

The other parades consisted of Vintage & P.V.T. and Marque Car Clubs in alphabetical groups, Alvis falling into the A-F section. I should like to make it clear that virtually all the cars on our stand paraded, some taking advantage of both categories.

I can only conclude that it is certainly not a 'Club within a Club', and should Mr. Hargreaves wish to enter any events in the future, my advice is to apply early to avoid disappointment.

B. R. Chant

4 Elgy Road  
Gosforth  
Newcastle upon Tyne

#### From the Technical Editor

Dear Editor,

Enclosed is a list of references of Alvis cars in technical literature that may be of interest to club members. The articles in the Engineer are mostly motor show reports in which Alvis cars are mentioned. Those in the Automobile Engineer are more general. The patent specifications are short articles describing the patent thus illustrating the expertise at Alvis during this period. The article on front wheel drives April 1929 is a review of the then state of the art and illustrates the interest in this area at the time. An appreciation of the Alvis contribution to this area can be obtained from this report.

Yours etc.

Brian Agnew

11.6.85

#### ENGINEER

14-75 horsepower Alvis Oct. 1927 pp 432-433

Alvis 12-50 HP 4 cylinder FWD Oct. 1926 pp 464-465

Alvis front suspension Oct. 1935 p 400

Alvis 3.5 litre chassis Oct. 1935 p 424

Multi-valvespring arrangement Alvis Oct. 1936 p 428

Four cylinder 12-70 HP engine Oct. 1937 p 443

#### THE AUTOMOBILE ENGINEER

The 12-40 HP Alvis Chassis July 1923 pp 194-202

Patent 216825-24 Suspension Feb. 1925 p 62

Patent 225749-24 Universal joints Apr. 1925 p 124

Patent 228023-24 Engine suspension July 1925 p 234

Patent 241006 Brakes Feb. 1926 p 77

Patent 254414 FWD suspension Mar. 1927 p 115

Front wheel drives Anr. 1929 pp 127-133

May 1929 pp 167-172

Patent 312760-28 Front wheel drive improvements

Apr. 1930 p 157

The Alvis works—A self contained works for the

production of a specialised car Jan. 1931 pp 13-

Alvis Speed 20 Body Building Drawings July 1932

pp 345-347

Patent 349215 Gearbox July 1932 p 472

Alvis Crested Eagle Body Building Drawings

Aug. 1933 pp 307-309

Alvis Four Speed Gear Box Nov. 1933 p 452

Alvis Sp25 Body Building Drawings Apr. 1935

pp 149-150

Alvis Silver Eagle Body Building Drawings Oct. 1935

pp 391-393

Alvis 12-70 Nov. 1939 p 406

20 Buttermere Road  
Gatley  
Cheshire

Dear Editor,

Down at S.W. Alvis Day we nearly got caught up with the mob at Stonehenge and chatting about it with Austin Fryer we thought of all the catastrophies that had happened in 1985 and we were only half way through the year!

The A.O.C. seemed to have escaped any untoward happenings so we thought we would invent a few.

Yours etc.

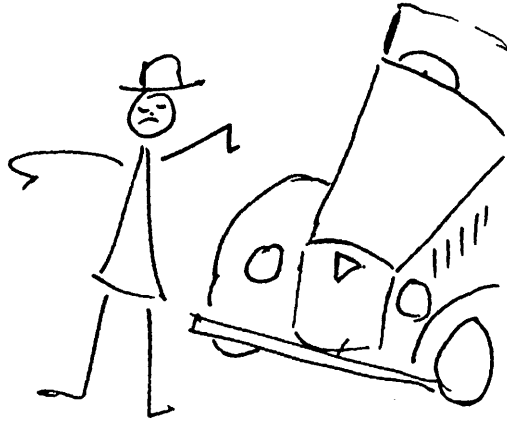
Andrew Blacow

12.6.85

## THE 1985 RIOTS



A SPOKESMAN FOR THE A.O.C  
SAID "THE TROUBLE STARTED  
WHEN THE NEWEST DRIVING  
TEST ENTRANT RAN OVER  
THE CHIEF MARSHALL'S WIFE'S  
FOOT."



## THE 1985 RIOTS



A SPOKESMAN FOR THE A.O.C SAID "THE  
TROUBLE STARTED WHEN AUSTIN BLOCKED THE  
ENTRANCE TO THE BEER TENT WITH HIS  
FIREFLY".

Winchester Cottage  
Long Load  
Langport TA10 9JX

Dear Editor,

I wish to congratulate all those concerned in producing the registers of various Alvis models which are of great interest and especially the recent issue of the fourteen, which is of great nostalgic value to me, having owned in 1951/2 KUL 98 (23330) listed in this issue. Who owns and where is this car now? I would very much like to know.

Yours etc.

Cyril M. Sayer

7.6.85

Kilgeddin House  
Abergavenny  
Gwent

Dear Editor,

Just a short note to enclose a photo or two showing some of the goings-on Alvis-wise at Motor 100 at Silverstone. We had a super 3 days there despite the rain and managed a number of high-speed circulations of the Grand Prix circuit in the 20! As you can see, Duckham's borrowed her for some publicity photos at the show!

Yours etc.

Nick Simpson

15.6.85



*Lubricates the parts photographers cannot reach*



## New Members

We welcome the following new members :

Wilde, C. R., Spinneycroft, 76 Malthouse Lane, Kenilworth, Warwickshire CV8 1AD	7051 M
1964 TE21 saloon (27055) 340 VYD	
Brierley, I., Little Dorweeke, Silverton, Exeter, Devon EX5 4BZ	7052 SW
1949 TA14 saloon (22720) KTT 668	
Magnon, S. R., 30 Acorn Road, York YO2 4EW	7053 N
1948 TA14 Duncan saloon (20549) HVF 2	
Hallett, M., 14 Leicester Street, Worcester WR1 3HU	7054 M
1933 Firefly C & E Dhc (15068) BG 1277	
Sherwood, C. H., Lydiate Ash House, Bromsgrove, Worcs. B61 0QL	7055 M
1939 4.3 Charlesworth saloon (19500)	
Willson, J., Devils Dream Cottage, Colthill Capel, Tonbridge, Kent	5620 SE
1933 Firefly C & E Dhc (15234) XJ 6786	
Reynolds, T., 62 Syston Road, Queniborough, Leicester	7056 M
1960 TD Special (26322) 400 LKE	
Robson, A. W., Orchard House, Main Street, Ulleathorpe, Leics. LE17 5I	6434 M
1981 TD21 Dhc (26655) 29 EVE	
Willmott, R. G. A., Mill Farm, Mill Lane, Skipsea, Driffield, E. Yorks.	7057 N
1960 TD21 Dhc (26295) 553 AXB	
Herrmann, Dr. A., Seestrape 57/2, D-7250 Leogberg, Deutschland	7058 D
1960 TD21 Dhc (26384) BB TD 88	
Cox, P. B. W., 67 High Street, Heytesbury, Warminster, Wilts. BA12 0ED	7059 SW
1959 TD21 Dhc (26150) 34 MPF	
Simpson, N. G., The New Inn, Shalfleet, Isle of Wight	7060 SE
1962 TD21 Dhc (26733) OJC 428	
Usher, M. J. D., 6 Meridan Road, Redland, Bristol, Avon	7061 SW Associate
Rother, A. P., Preston House, Preston, Canterbury, Kent CT3 1DZ	7062 SE
1961 TD21 saloon (26374) 600 FPY	
Fuchs, H., The Former Factory, Pauderspur, Northants. NN12 7NA	7063 M Associate
Williams, K., 60 Church Road, Rumney, Cardiff	7064 Wa
1960 TD21 saloon (26209) VWN 897	
Garwood, J. D., 12 Penn Road, Stevenage, Herts. SG1 1HX	7065 SE
1949 TA14 saloon (21637) LHY 772	
Moseley, G. F., 58 Wakeham Hill, Pinner, Middlesex HA5 3BQ	7066 SE
1951 TA21 saloon (24420) TPU 585	
Jackson, I. R., Meadowview, Tylers Lane, Bucklebury, Berks. RG7 6TN	7067 SE
1950 TA14 saloon (23638) FMO 467	
Kock, P., Davidshallsgatan 11, 211 45 Malmö	7068 SW
1950 TB14 sports (23563)	
Kroon, R., Marknadsvagen 6A 36071 Nottabäck	7069 SW
1950 TB14 sports (23522)	
Nilsson, J., Ulrikadalagatom 6A 571 00 Nässjö	7070 SW
1954 TC21/100 saloon (25464)	
Parsons, I. H., 44 Howard Agne Close, Bovington, Hemel Hempstead, Herts. HP3 0EQ	7071 SE
1924 12/50 SC d/back (8427) XW 5448	
Laklin, J. P., Lea Green Hall, Church Minshull, Nantwich, Cheshire CW5 6ED	7072 N
1933 Firefly tourer (15093) JJ 8761	
Cooper, R. O., 44 Nightingale Road, Rickmansworth, Herts. WD3 2DB	7073 SE Associate
Hicks, H. E., Boxwood Cottage, Shaw Lane, Nether Kellet, Carnforth, Lancaster LA1 1HA	7074 N
1961 TD21 saloon (26503) VCJ 887	
Hull, J., Standalone Farm, Rushyford, Ferryhill, Co. Durham DL17 0PY	7075 N
1962 TD21 saloon (26719) 1626 UX	
Bagworth, M. D., 43 Middleton Road, Whittington, Lichfield, Staffs.	7076 M
1930 TB16 95 saloon (13059) GJ 2196	
Mowat-Brown, G. A., High Point, 13 Borough Road, Isleworth, Middlesex TW7 5DY	7077 SE
1954 TC21/100 saloon DS 3809	
Pryer, J. B. A., 8 Pangbourne Road, Henley Green, Coventry, West Midlands CV2 1RQ	7078 M
1935 Speed 20 SC Charlesworth saloon (17275) ARV 291	
Giles, B. T., Little East Street Farm, East Street, Ash, Canterbury CT3 2DH	7079 SE
1948 TA14 shooting brake (22049) JYV 678	
Mills, G. A., 16 Thompson Avenue, Holt, Norfolk	7080 EA
1958 TD21 saloon (26084) XLE 41	
Evans, R. H. G., Haygates, Fleet Hill, Finchampstead, Berks.	7081 SE
1935 Firebird C & E Dhc (17213) BLX 276	
Grimes, G. J., 11 Beach Road, Cleveleys, Blackpool FY5 1EF	7082 N
1954 TE21 saloon (27198) CGJ 774 B	
Brigg, K. L., Gwynnydy, Llanfair Caereinion, Welshpool, Powys SY21 0HS	7083 Wa
1948 TA14 saloon LGK 55	
Hackett, E., Hill View, Lovesomehill, Northallerton, N. Yorks.	7084 N
1939 12/70 Dhc Mulliner (ch 15882) DGD 520	
Ridge, A. J., 20 Potton Road, Everton, Sandy, Beds. SG19 2LE	7085 SE
1937 12/70 Mulliner saloon (19171) SY 6382	
King, M. J. C., Michaelchurch Court, St Owen's Cross, Herefordshire HR2 8LD	7086 SE Associate
Mitchell, P. R., 1 Forest View, New Ollerton, Newark, Notts. NG22 9RE	7087 M
1947 TA14 Mulliner saloon (20727) HBY 650	
Snyder, L. E., 3226 Russ Ranch N.W., Massillon, Ohio 44846, USA	7088 US
1952 Tickford Dhc	
Rich, M., 42 Dolamere Drive, Mansfield, Notts. NG18 4DF	7089 M
1953 TA21 saloon (25064) FVG 895	
Sumner, Dr. D. W., 7 Grove Lane, Leeds LS6 4AB	7090 N
1935 Speed 20 tourer (18158) CFY 222	
Chatenau, G. L., P.O. Box 965, 6855 Stabio, Switzerland	7091 CH
1960 TD21 Graber Dhc (26179) NE 26123	

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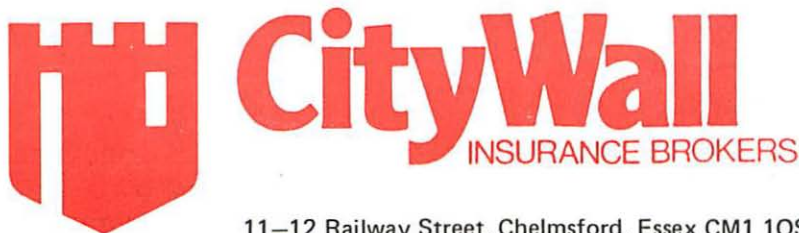
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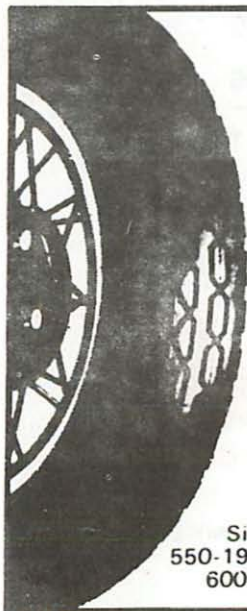
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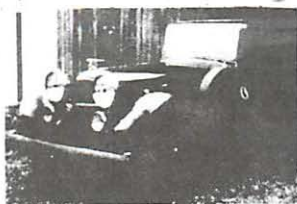
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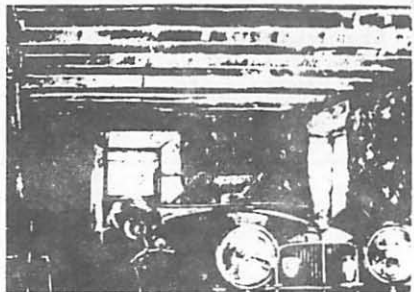
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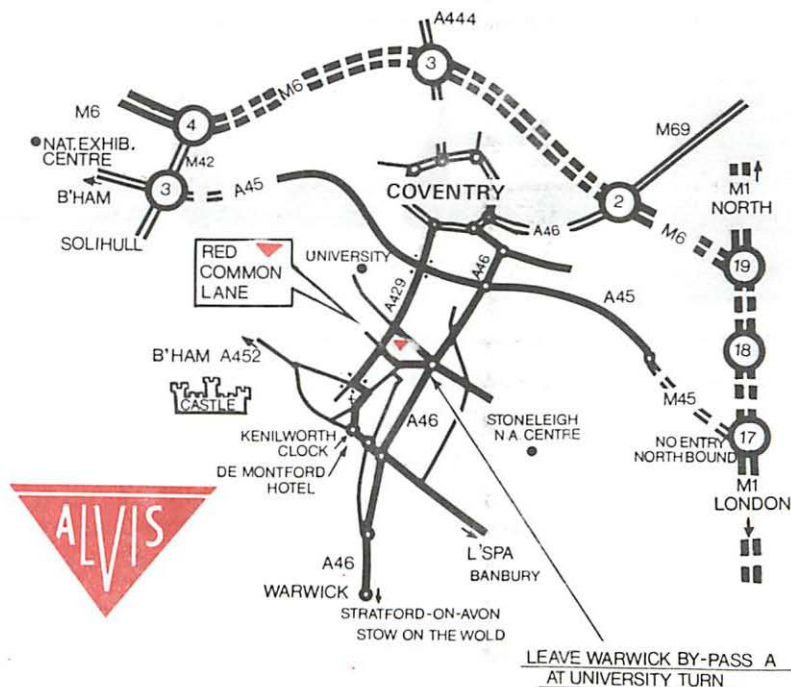
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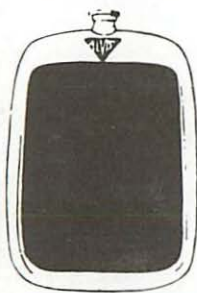
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