



The Bulletin

No. 439 September 1996



THE ALVIS OWNER CLUB

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- Parts Location:** Eric Oakman, White Oak Ct, 28 Slave Hill, Haddenham, Aylesbury, HP17 8AZ
- Subscriptions:** Lorraine Smith, 5 Winston Way, Old Woking, Surrey. GU22 9HR. 01483-766408

MODEL SECRETARIES

- Silver Eagle:** Reg Gross, Snapes Farm, Storrington Rd, Thakeham, Pulborough, W. Sussex RH20 3ED. 01903-745423
- Firefly:** Simon Fisher, PO Box 41500, Nairobi, Kenya.
- Firebird:** Chris Taylor, 28 The Ridgeway, Disley, Stockport, Cheshire. SK12 2JQ
- SA Speed 20:** Nick Simpson - Technical editor.
- SB Speed 20:** Nick Walker, Campden Close, Campden Hill, Ilmington, Shipston on Stour, CV36 4JF. 01608-682589
- SC/SD Sp20:** Tony Phillips-Smith, Calendar Editor
- 3.5 litre:** John Oliveira, The Cottage, Brick End, Broxted, Dunmow, Essex, CM6 2BL. 01570-23225
- Crested Eagle:** Bob Merrill, 950 Parkhill Drive, Boise, Idaho 83702 USA.
- Speed 25:** Mike Newman, Papillon, Armstrong Road, Brockenhurst, Hants. SO 42 7TA. 01590-622824
- 4.3 litre:** Wayne Brooks. See TB21 below.
- Silver Crest:** Andrew Wisdom, 3 Goosefoot Close, Salmesbury, Preston. PR5 0SS. 01254-853476
- 12/70:** Barry Lown, Bidston, Robin Hood Lane, Wrightington, Wigan, WN6 9QQ. 01257-252180
- TA14:** Rob Smith, 5 Winston Way, Old Woking, Surrey, GU22 9HR. 01483-766408

TA21: Malcolm Kindell, 7 Broadhurst Gardens, Eastcote, Ruislip, Midx. HA4 9JQ 0181-868 9706
TB21: Wayne Brooks, 140 Race Street, Bainbridge, PA 17502 USA. tel & fax 717-426 3842
TC21/100: Colin Newby, Northern secretary.

TC108/G-Grabers & TD/TE/TF: John Fox, Graber Lodge, Craypool Lane, Scothern, Lincoln LN2 2UU
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Technical Advice: Firefly/Firebird/12/70: Jack Clover, The Old Rectory, Woodton, Bungay, Suffolk NR35 2LP. 01508-482291. **TA14:** John Wheeley, Chairman.

Pre and post-war sixes Nick Simpson, Technical Editor.
Please quote membership number in any correspondence with officials and enclose an SAE.

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Insurance brokers: Footman James & Co.Ltd., Waterfall Lane, Cradley Heath, Warley, West Midlands B64 6BR 0121-561 4196. Fax: 0121-559 9203.

RAC Membership: Malcolm Kindell. TA 21 Secretary.

Club Regalia: Ray McMullen - see below under Owner's Handbooks.

Prices including postage (cheques payable to the Alvis Owner Club): Badges - car £15.00, sew-on £2.50, brooch £2.00, Tax disc holders £1, Internal or external car stickers badge on white background (state which) £1 Blue cuff links £4, Black cuff links £6, Ties (green, blue, grey) £6, Parker ball pen with Alvis motif in presentation box £5, Enamel dash board plaques £150, Key rings, black or brown leather £2.50,

Alvis "Bootique" John Wheeley (chairman) address opposite. Sweatshirts, grey, blue or white £13.50. Pullovers, grey or blue, V or round neck, £16 size 32" to 42" - £17 size 44" to 46". Zipper jackets, blue or grey, £16. Body warmers blue or red £19.50. Umbrellas £17.50. Prices incl U.K.postage.

Owner's handbooks: can be borrowed by UK members only against a refundable deposit of £25 by cheque payable to AOC. Please send a separate cheque payable to R J McMullen for £1 p&p to R J McMullen, 56 Wickham St., Welling, Kent DA16 6BZ. 0181-854 1257.

Cordex binders: These will accommodate 10 Bulletins at a cost of £3.25 including p&p in the UK. Cheques payable to the AOC. Available from Eric Stapleton, Willow Cottage, Little Dunmow, Essex CM6 3HP.

Silver Eagle mascots: UK £50 inc P&P. EU add £3. US and Far East add £6. Cheques UK banks or EU or sterling, payable AOC. Eric Oakman. See parts location.

Changes of address: should be notified to the Membership Secretary.

BULLETIN INFORMATION

Publication day is the first week of the month for ten months of the year. Copy and pictures to the Editor, John Price Williams. All contributions must be received by the 1st of the month prior to that of publication - that is, at least a month ahead. **Pictures** should be captioned and dated and are returned if SAE is enclosed. **Copy** on floppy disc, preferable in WordPerfect 5.2 or earlier, or typed double-spaced; legible handwriting acceptable. Please state if disc is to be returned, The Editor deals with display ads, but not small ads (see below).

Bulletin back numbers and delivery enquiries: to the General Secretary.

Display Ads: available on a per issue or annual (ten issue) basis. Annual rates: £450 per full page; £275 per half page and £150 per quarter page. Per issue rates are £75 per page; £40 per half page and £25 per quarter page except for quarter page ads for personal car sales for which a special rate of £7.50 applies. Artwork costs extra if not supplied.

Small ads: should be sent to the Calendar editor Nick Walker. Deadline is the 15th of the month preceding publication. Ads from members are free but must relate to Alvis cars or parts. Non-members and traders pay a flat rate of £12 incl VAT.

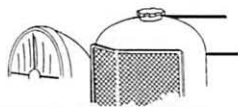
Cover picture: Open wide! TB14 at this year's International at Bowood House



When TV personality Nicholas Parsons was asked to take part in a cable television programme called *My Favourite Car* he had no difficulty in deciding - he has owned two Alvises in his time and would have one or other back tomorrow if he could.

All that remained was to find a suitable example in his part of the world. AOC member Bill McLelland of Moreton-in-Marsh offered his TE21 drophead. Our picture shows Nicholas being driven by his wife Annie in Bill's car during filming.

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So much for crumple zones and drivers' air bags! writes TA14 secretary Rob Smith. This Gaze-bodied TA14 shooting brake, was written off in 1961 when it was hit by a Senior Service delivery lorry in Parliament Square. (I knew that smoking was bad for you).

The owner, Mr. Roger Nation, walked away largely unscathed. The car was chassis 21905, registration JYF 58 and despatched 27/02/48.

Details of a previous owner can be just made out on the bottom of the driver's door where the words Ambulance Service (7D) can be seen. The first TA14 ambulance ?

TOWING TRAILERS IN GREAT BRITAIN

Members are advised that new regulations regarding the towing of trailers are being introduced into the UK with effect from the 1st July, 1996 following directives from the EC.

The DVLA has published a fact sheet, INF30, available from Vehicle Registration Offices or DVLA's Customer Enquiry Office, tel: 01792 772151.

This legislation is important and members who tow trailers, whether regularly or not, are strongly urged to take this matter seriously. Ignorance of the law is no excuse!

JMW

Countdown

(to the AOC's 50th anniversary)

'Hind-Sight' leafs through the Bulletins of 40, 30, 20 and 10 years ago....

SEP 1956

The Alvis Car Club of Australia has presented us with a plaque as a token of friendship, which takes the form of a beautifully-made wooden map of Australia.

It will be recalled that member Harbin presented an A.O.C. plaque to the A.C.C.A. when visiting Australia.

Work in hand on a club tie.

Article on Rallying for Beginners - H.F. Stevens.

M. W. Jude succeeds L.N Stagg as Publicity Officer.

Cars for sale include:-
1939 4.3 saloon with twin sliding roof - £325.

SEP 1976

Report Silver Jubilee Tour days 3,4.

Alvis adage from 'Alvibatics' - Scotsman selling TA14 - "If you find anything on the car that doesn't rattle, then throw it away, because it doesn't belong to it."

Car wanted: Firefly or Firebird Tourer - any condition - even in jigsaw form.

SEP 1966

TB14 AND TB21 Model Review and Register.

New members include:
Malcolm Brydson (No. 3308) with Speed 25 14574/DHP 551
[Well-known Special now, much raced]

Cars for sale include:
1938 Speed 25 SC DHC, needs new hood £80 (Doncaster)

SEP 1986

New members include:

John Hill (No. 7185)
TA14 estate 20816 MRB 602
[Midland section stalwart]
and Roy Spiers no. 7195)
Speed 25 Special 13384/EPJ 457
now ESU 749
[This highly successful VSCC racer was to earn Roy the 'Rocket' title]

DT 79 - cars for sale include:
1939 12/70 Special, much-admired 2 seater - TAX, M.O.T. £4250.

The Fourteen - then and now

The first time I set eyes on an Alvis Fourteen was in late 1944; it was the prototype built at Holyhead Road in the latter part of the war and was being used by Arthur Varney as his works transport.

I was at that time employed for a year at the Alvis dispersal factory at Stratford-upon-Avon, which was part of his wartime management responsibilities. There is a vague picture in my mind of this black car parked alongside the factory building. My memory was always of a car with headlamps faired into the wings, and when many years later I saw a photograph of the Vanden Plas 1/4 scale model of their proposed body for the Fourteen I thought it very similar.

Having since read John Price Williams' book I am sure he is right and it must have been a Charlesworth body.

At this point perhaps I should explain my presence at Alvis Ltd at Stratford. During the war the career choices for a school-leaver were limited. On achieving 16, I offered my services to the Royal Navy - the sole reason was to wear a navy blue uniform with an RNVR thin wavy gold ring on the cuff.

As one was allowed to reach the age of 17½ before dying for one's country, and having passed the necessary entrance examinations, I saw no point in staying at school. After the Navy anything technical or scientific interested me, so I looked around and found Alvis up the Birmingham Road, just past Flowers Brewery, overhauling Rolls-Royce Merlin power plants for Lancaster bombers.

George Webley (later car service manager and co-founder of Red Triangle) offered me the job of technical assistant to the technical assistant! During the next twelve months my interest in engineering grew and the war in Europe ended. I wrote to the Admiralty asking if they would release me from my offer and they replied saying that they thought they could finish off the war in the

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Mr. R.T. Walton,
1, Main Road,
Birmingham.

Dear Sir,

Further to your interview with the undersigned and your letter of the 8th instant we confirm the appointment which you have accepted in our Technical Department at the commencing rate of 25/- plus 1/6 war bonus. If convenient to you we would like you to commence your duties on Monday, 21st August.

Yours faithfully,
For and on behalf of ALVIS LIMITED
For G.T. Smith-Clarke, Director
Chief Engineer, Works Manager

R. S. Webley
Engineer & Manager
Lower Plant Service Department



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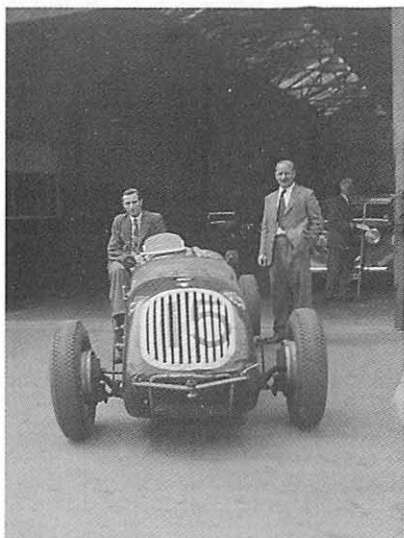
Telephone:
Stratford on Avon 5237-8

10th August, 1944.

Far East without me, or something like that. So in the summer of 1945 I transferred to Coventry to start a five year student apprenticeship in mechanical engineering - a decision I have never regretted.

Reading John Price Williams' account of Arthur Varney's involvement in building the prototype caused me to wonder why and how Varney did it. After the bombing of the original car factory W B Dunn was transferred to a dispersal factory. Varney, who stayed at Holyhead Road, had obviously been heavily involved in car design since his youth and had since the mid-thirties been engrossed in aero engine development.

Did he collaborate with Dunn in this venture, or did he go it alone, thinking that by showing a positive interest in a post-war car it would place him in a strong position to get the chief engineer's job when the Captain retired? Ivor Cole (ex Pembroke Dock) and Fred Lenton were in car service and aero service, respectively, when I knew them, and it is most likely they were given the opportunity of earning some extra overtime if they built the prototype in the evenings after their normal day job.



Ron Walton (l) with the Dunham 12/70 outside the Service Dept

They would have to get casting, machining, and fabrication done in the factory, and some components would have to be bought-out, so it was probably a well-known secret.

This prototype probably started off in life with a standard 12/70 engine drawn from the service stores. I have always assumed that the 12/70 had a downdraught carburettor due to the limited bonnet width and the extra 2" enabled the horizontal carburettor to be fitted to the Fourteen.

It seems to be a fault with some downdraught carburettors that they "dribble" when hot and stationary and then refuse to start on a "wet" mixture, a fault on the early Three-litres with a downdraught Solex.

I have a pre-war SU chart of needles, which most likely belonged to Trevor Roberts, who ran the experimental engine test section; he must have lent it to a road tester in the service dept., and it then fell into my hands. From the notes it appears that he was testing a 12/70 engine with a horizontal carburettor in

September 1945 to determine which needle to use and eventually settled on the CT. Later, in May 1947, he was looking at weak needles, presumably to improve petrol consumption.

Another interesting point is that a needle for South Africa seems to have been selected. It was a No. 4, and must have been in anticipation of a large order from that country which did not materialise.

The origins of the Fourteen are well-documented, the 12/70 chassis and engine, the 12/70 body derived from the body designed at Mulliners for their chairman's Bentley.

It is difficult to believe that George Lanchester had any significant influence on the design of the 12/70. Kenneth Day, in his book, implies that Lanchester joined Alvis in 1936 as assistant chief engineer, cars - confirmed by Chris Clarke, in *The Lanchester Legacy*. Even if he arrived in early 1936 and deliveries of the 12/70 started in the autumn of 1937 it seems unlikely that he had influence on the major design features. My guess is that by 1936, the company, concerned about the future level of specialist car sales, had moved



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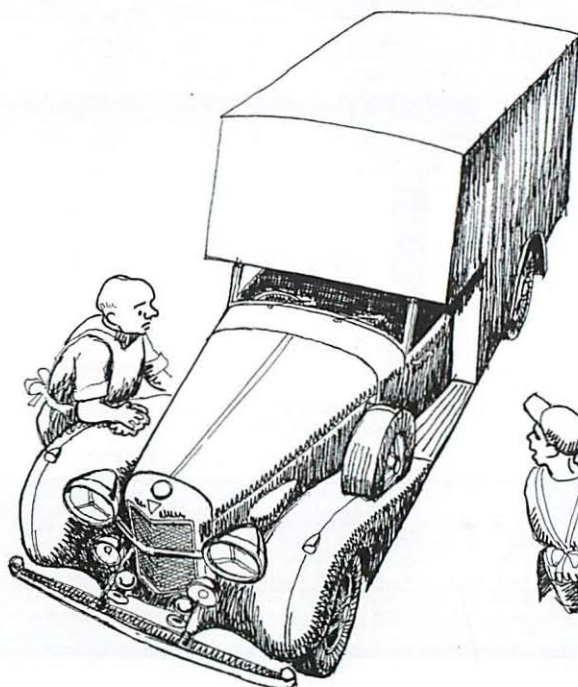
towards diversifying into armoured vehicles and aero engines, and made the bright young Varney and the experienced Dunn responsible for these activities.

This left a vacant slot to be filled by someone to look after the design and development of cars under Smith-Clarke. George Lanchester would have been well-known to TG John and Smith-Clarke, having been responsible for the design of Lanchester cars for some years prior to the acquisition of the Lanchester car company by BSA in 1931.

I would have thought that the principal features of the design of the 12/70 would have been finalised by the existing team of Smith-Clarke, Dunn and Kemp by the time Lanchester joined the company, and that his role was to supervise the plans already made. Apparently he fulfilled a three-year contract, the last 18 months on armoured vehicles.

Certainly the aluminium castings used in the Fourteen engine have a particularly pre-war Alvis look about them, which is not surprising as many of the draughtsmen and pattern makers of the twenties were still there in the forties, and the 12/50 ancestry of the cylinder head is not difficult to recognise.

To be continued



"The customer has just found the complete factory record sheet. It says Vanden Plas body!"

Tony Phillips-Smith



TB or not TB

If I had received a pound for every time I've been asked the question: "Whatever happened to that Earl's Court Alvis with the cocktail cabinets in the doors?", my club subscription would have been subsidised for many years. Indeed, for many years it has been thought that the exhibition car was the first of the designated chassis numbers of the breed - 23500. Comparatively recently, a wholly-different hypothesis has begun to emerge - as a device actually designated a TA14 Sports enters into the reckoning.

The original Belgian roots of the model are fairly well-documented - the Brussels agent, S.I.N.C.A.U. took about 100 TA14 chassis, as well as a selection of standard saloons and drop-heads. The *patron* of this operation, one Goldschmidt, had the chassis passed on to a variety of Benelux coachbuilders.

We do not yet know exactly how many of these chassis proceeded to the workshops of F.J. Bidée, to be clothed in the aerodynamic style, but in a number of subtly-different versions - some with helmet-type front wings - others swept into the doors, some with extensive bonnet louvres - others not.

In the spring of 1948 the definitive version of this car had been exhibited at the Brussels Show, to acclaim, and it must have been at this stage that the Belgian project must have attracted increased interest from Alvis, who were in the position of being able to build more chassis than coachbuilders were able to complete. However, the idea of a British version appears to have taken root. So during the early summer of 1948, the chassis (22568) was despatched to

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UNIT 3, SOUGH BRIDGE MILL, COLNE ROAD, EARBY, VIA COLNE, LANCASHIRE

King and Taylor Ltd., in Surrey, to be bodied as the car record says, as a TA14 Sports. We do not know whether King and Taylor were supplied with a Belgian car as a pattern, or built it from drawings, or both, or neither. Suffice to say it was ready for the Earl's Court show in October, where despite being resplendent on the stand in its red finish, its thunder was stolen by the XK120.

The Alvis show exhibit was deemed not yet ready for production, and was to be extensively re-worked especially round the front end. What is not yet clear is whether King and Taylor re-worked it, or the firm who got the contract to build the production version - A.P. Metalcraft, of Coventry.

The result however was one of the few cars which have been exhibited twice at Earls Court, for it went back in 1949, this time in ivory, re-upholstered, and headlights now sealed beam, up top.

After a year of development work, it was sold as shop-soiled, to Parkers, the Manchester agents, and registered as LND 702 around 4th October 1950. It was then well over two years old. Soon afterwards passing the Parkers showroom, happened to be Geoff Godber-Ford, vintage car enthusiast, and Norton trials team rider.

I was lucky enough to trace Mr Godber-Ford. He was glowing in his praise of the car and its reliability, which he used to trail the Norton bikes around the country, at a goodly rate of knots. It is he we must thank for the only surviving pictures of an Alvis prototype (*opposite*).

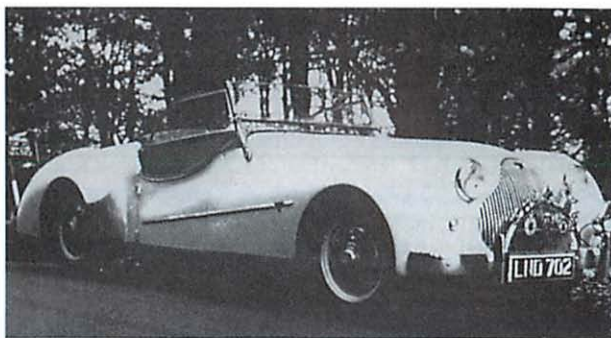
The points which distinguish it from a standard TB14 are few, but significant.



The TB14 as it first appeared at the Earl's Court Show in 1948.

Main item is that the boot lid is some 10ins longer (the production metal tonneau, being absent). The base of the windscreen pillars are more bulbous and the tail light lenses are horizontal rather than vertical. I would be delighted to hear from anyone who can shed any light upon the fate of the TA14 Sports.

With the majority of the 100 Belgian chassis deliveries unaccounted for in coachbuilding terms, research into the TA14 Sports is in its infancy. It is known that one of the Belgian chassis (20565), coachwork unknown, was re-imported in the sixties, and registered 6933 CR.



There is one Belgian TA 14 Sports, the L Eggen car which ran at Le Mans in 1949. We now know the chassis to have been 20528. I also have the address of a subsequent owner in a Brussels suburb. Would any Belgian member care to investigate further?

Bibliography

Tested:

Autocar Used Cars on the Road LFJ 212 (ch 23570) 20/2/53 p252

Photographs and/or brief descriptions:

Prototype by F J Bidée of Brussels

Autocar 20/2/48 p179

Motor 18/2/48 p67

Subsequent versions

Motor 27/10/48 p351

Motor 3/11/48 p406

Autocar 29/10/48 p1046

Motor 5/10/49 p307

Motor 16/11/49 p532

LXA 451 (ch 23565) in an advert

Motor Sport 12/53 p676

(This is a revised version of an article by Dave Culshaw which appeared in Bulletin 422)

Visiting T.G.'s birthplace

A dry but windy car park of the Cleddau Bridge Hotel, overlooking Milford Haven harbour greeted 13 Alvises and two Austin Heavy 12/4s. However, owners, passengers and special guests were also greeted with a glass of sherry from the organiser of the TA14 picture's round-Britain relay, Andrew Robison.

An Alvis from every decade of production had turned out including so appropriately, the latest acquisition of Alvis Vehicles Ltd, the ex-factory demonstrator Speed 25 Charlesworth Saloon carrying Mr & Mrs Martin Wickham. This car, known to have been driven regularly by T.G. John certainly impressed the founder's great-nephew William Rees and his son, as they were driven around Pembroke Dock.

The Alvis Register was represented by Alan East with his Silver Eagle four-seater tourer and Mr A K Frazer's 12/50 two seater from St Dogmaels. Alan East brought along Mr O C Stokes whom he had met only two weeks earlier, who had worked in the Alvis drawing office during the Fourteen production run and admitted to having 3-litre engine drawings from the factory still at home. He wondered if this admission would get him into any trouble.

Brian Carlisle's 12/50 TG Sportsman saloon had a shorter journey than Brian's usual drives to attend Alvis events. From the post-war era came Derek Lyon's TA14 Mulliners and Andrew Robison's similar car, Ivor & Holly Davies in their TB14 and John Hay's Duncan TA14 bringing the Fourteen anniversary picture to the event.

Your correspondent and wife Shirley arrived hood up in the rare TB21 roadster, Tom Richards in a very clean TC21/100 Saloon. Park Ward era cars were represented by local member Geoff Dawber in 300 KLG and Brian Jenkins in his TE 21 Series III dhc.

The local press were awaiting our arrival at 6 Church Street, to record a T G John car outside the founder's birthplace with two of his surviving relatives.

Here, the Fourteen picture passed to Derek Lyon for the day. Church Street had been closed for the occasion and a leisurely session of photographs and interviews ensued. The cavalcade passed two more John family homes before arriving at a special parking area around the Celtic Cross at Carew Castle, directly opposite the Carew Arms Inn. Here we were joined



In front of T G John's birthplace, with his last car, are (from right) Cllr William Rees his great-nephew, Andrew Robison and the Lady Mayor holding the picture which John Hay had brought from Coventry

by a 1925 Morris Cowley bullnose owned by local enthusiast David Mathias. Ivor Davies' waistline refused to leave Pembrokeshire without a cream tea, while most of the rest of us adjourned to Brian Carlisle's farm for tea and to examine the remaining Alvis contents of one of his barns. The only casualties *en route* to Pembrokeshire were Gwyn Stevens' Speed 25 Charlesworth and Rod Yeend whose TC 21/100 had refused to start that morning.

The following day, organiser Andrew Robison, Ivor Davies and their wives took the Fourteen picture to the old Severn Bridge to meet Tony Moore to continue the relay around the UK.

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International Alvis Day

Saturday morning produced a few heavy showers during the setting-up at Bowood. Fortunately they had the good manners to avoid the morning's scenic run - the Wroughton Wander. Twenty or so cars left the De Vere Hotel in Swindon around 10:30. Swindon is infamous for 'interesting' roundabouts and, once these had been negotiated, we were into the lovely countryside along the escarpments of the Marlborough Downs.

A coffee stop at the White Horse in Woolstone was followed by visit to the prehistoric monument after which the pub is named - the Uffington White Horse. The run looped through the 'Vale of the Racehorse' via Lambourn and Aldbourne to lunch at the Parklands Hotel in Ogbourne St George.

More Alvises appeared, bringing the number of cars to around 30. After some good food and beer we set forth to the Science Museum at RAF Wroughton where preservation of all things mechanical from aeroplanes, satellites, engines, trucks to bicycles are stored in aircraft hangers awaiting display in London or elsewhere when required.

The Leonides-powered SRN1 Hovercraft was one Alvis connection. The curator and assistant were very interested and helpful and said that in two and a half hours we had seen only a fraction of what was stored!

Back at the hotel the patrolled parking spaces were filling up with Alvis cars and all looked good as dinner was enjoyed by some 80 members.

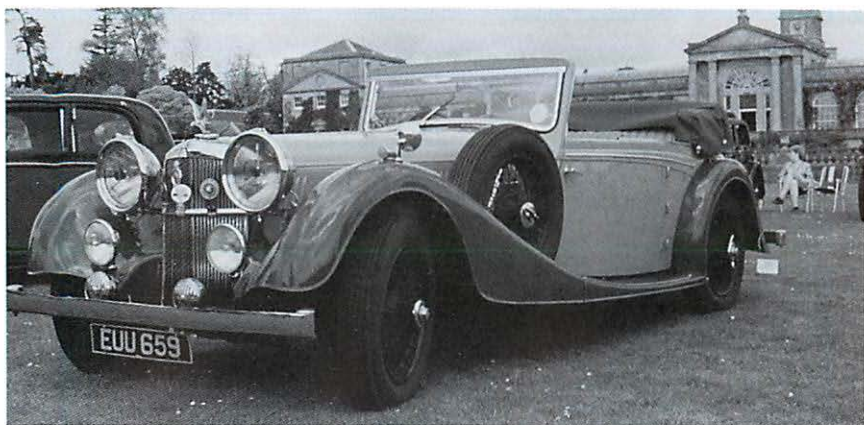
Sunday morning brought blue skies and plenty of sunshine so after a gourmet breakfast (the De Vere is very good value), the advance party arrived at Bowood with hoods down to find several early arrivals keen to get started.

Signing on continued throughout the morning with an excellent turnout of Alvis cars. The trade stands had a steady flow of visitors and the concours judges inspected, peered and poked around the 50 or so entries. The standard seems to improve from year-to-year.

Why is it the driving test entrants take so long to come forward? Someone had to be first! The tests certainly gave cars and drivers some exercise this year. Did anyone hear the commentary broadcast on BBC Wiltshire Sound of Duncan Fish's 12/70 weaving in and out of the cones?

The cavalcade was ably conducted by South West chairman Derek Bradbury. This year's cavalcade celebrated the 50th anniversary of the TA14 and we were heard some interesting experiences from retired Alvis employee, Ron Walton.

Awards were presented by club president, Norman Whitton.



Tim Walker's 1937 Charlesworth Speed 25 SB

It was pleasing to see Manfred Fleischmann with his Duncan-bodied TA14 from Germany and also Bill & Joan Borden from the United States. Many interesting cars were present, including the front-wheel drive car owned by Alvis and the 'Alvis Hares' team of two 12/50s & a 12/60 which were so successful on the Lands End to John O'Groats trial (LeJog) in December.

Friendly company, a beautiful location and good weather made for a very enjoyable weekend. Looking forward to seeing you next year.

Chris Podger

Vintage Masters' Class

1st Place	John Moore	14/75 Beetleback	1928 HL 3834
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Vintage Novice Class

1st Place	Michael Setter	12/50 SD Beetleback	1928 YV 9835
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PVT Masters Class

1st Place	George Butlin	Speed 25 SC DHC	1938 EYU 7
2nd Place	Jim Betterton	Speed 25 SB Tourer	1937 BSC 308

PVT Novice Class

1st Place	Ian Anderson	Firefly Tourer	1928 AYV 918
2nd Place	Robin Everall	Speed 20 SA Sports	1932 RH 4986

Post-War Masters' Class

1st Place	Jim Wilson	TC21/100 Saloon	1954 ECN 59
2nd Place	Roger Pulham	TF21 Saloon	1966 CAD 460E

Post-War Novice Class

1st Place	John Holder	TE21 DHC	1964 AYT 607B
2nd Place	Nicholas Plunket	TE21 Saloon	1965 AKV645C

Driving Test Awards**Vintage Class**

1st Place	Martin Wickham	FWD FA Sports	1928 UL 2046
2nd Place	Vic Allen	12/60 TL Beetleback	1932 OY 2659

PVT Class

1st Place	John Oliveira	3.5 Litre DHC	1935 CXM 98
2nd Place	D Lowe	Silver Eagle SG DHC	1936 DHK 916

Post-War Class

1st Place	Jim Oakman	TA21 Saloon	1951 MGC 502
2nd Place	E H Shiles	TD21 DHC	1962 5642 XJ

Perpetual Awards**The Madam Graber Award (Swiss Trophy) for Supreme Elegance**

E H Shiles	TD21 DHC	1962 5642 XJ
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Graber Memorial Trophy (presented by Red Triangle)

John Holder	TE21 DHC	1964 AYT 607B
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J J Parks Shield (for best overall performance of the day)

Jim Betterton	Speed 25 SB Tourer	1937 BSC 308
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Chairman's Challenge Trophy (presented by E Oakman for best overall performance in a 3litre)

Roger Pulham	TF21 Saloon	1966 CAD 460E
--------------	-------------	---------------

John Herbert Trophy (for the best Speed 20)

John Brading	Speed 20 SC Tourer	1934 BYL 926
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Award for the Best Non-Competing Car in the car park

Mr Dyas	TD21 DHC	USK 553
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FIVA World Rally

Ken Forbes and the TA14 win a crystal goblet

The 1996 FIVA World Rally took place in the UK for the first time for 23 years, particularly to commemorate the centenary of the British motor industry and efforts had been made to attract a range of cars from all over the world.

This was principally achieved by the generous offer of free shipping by Rover Cars, the main sponsor, from any port they use in the world and back again after the rally! Even UK-based cars were shipped to Edinburgh. With 200 cars from abroad, 100 from the UK and good Alvis representation, a memorable event was in prospect.

Having had six months to get ready for the event, there was the usual panic as the shipping date grew near to finish off all those jobs I had been promising to do for ages. Car safely delivered to Coventry on the hottest day of the year without problem; car ready for collection on Friday from Bathgate.

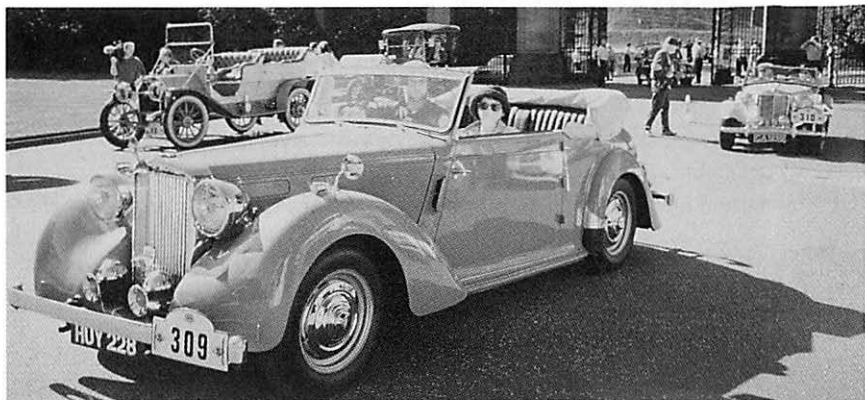
With 500 marshals, three rallies going on at once, a fleet of courtesy buses, a team of security guards at night, a baggage truck to transport the luggage and a hospitality desk at each hotel, this was quite an organisation. The first task was to reunite drivers with cars and this proved to be quite an event in itself, with containers lined up as far as the eye could see, and as each was opened the most magnificent vehicles from all over the world emerged.

I am quite certain that my TA14 has never before nestled between an Isotta-Fraschini and a Type 57 Bugatti in a car park!

Then off to Ingliston outside Edinburgh for scrutineering and registration. Only now was it beginning to dawn on me what a great event this was going to be, with wonderful cars wherever you looked. However, the logistic nightmare of 300 old cars moving through city centres was soon upon us, when we had to move the cars to the first overnight secure parking at Hollyrood House at the bottom of the Royal Mile, at 6pm on a Friday night!

This appeared to be the first experience of driving on the wrong side of the road for some of the foreign visitors, but fortunately there's no arguing with a 14 litre Mercedes with the driver three foot above the traffic!

The rally proper started at 9am on Saturday. Lord Montague wished each driver well and off we went, setting watches and trying to get the hang of the road book. Yes, this was our very first historic regularity event and we were learning as we went along. Our first day was a 200 mile tour of the Borders, stopping at the Jim Clark Museum in Duns and lunch at Floors Castle. Bright sunshine, top down and trying to work out whether we were ahead or behind.



Ken and June Forbes at the start at Hollywood House

With two Italians in a pair of 1948 Alfa Romeos, a German in a Triumph Roadster in front and some keen South African rallyists playing a cagey game in an MG TD and Bristol 401 behind, it was difficult to know who to trust!

Averaging, say, 28.2 mph over 70 miles sounds easy enough, but on B roads full of competitors of all ages and local traffic admiring the view, it can suddenly become a nightmare when you are held up and desperately hoping there is no secret time control on that section! At the end of the first day we returned to Edinburgh with over 12 minutes of penalties and regretting not calibrating the oedometer, which was evidently a good 10% out. However, I had replaced the speedo cable, off the shelf at Red Triangle, so at least I had a steady speedo reading after years of 20 mph swings!

Sunday dawned brighter than the competitors after a champagne reception and dinner at the Assembly Rooms the night before. An early start for a 250 mile run almost to Aviemore through some of Scotland's finest scenery. More coffee and lunch stops at superb castles. No penalties through seven time controls, including one secret, but two minutes on the two regularity sections which are time to the second. Surprisingly good fun, but we thought we had blown any chance of doing well with our first day, until we re-read the regulations, to find that you could dismiss your worst day. Time to get serious.

Now the run down to the Lake District - glorious weather which was to last the whole rally. First stop the motor museum at New Lanark and then straight into a regularity on narrow roads - just managed to overtake a 1911 Unic at the start and now relying only on stopwatch and bedtime calculations with the road book, we managed only four secs. late, and similarly in the afternoon just one sec early. However, having got stuck behind a line of traffic, we were one min late at the secret control.

A lake cruise on Windermere and a chance to chat with new friends and compare notes; keen types had spotted that we are doing rather well and were withdrawing helpful advice. Off to York in the morning through the Dales to a well-earned rest day.

With just over three minutes of penalties after dismissing the first day, the pressure is on and then disaster - we miss a turn and end up on the motorway! Do we retrace our steps and end up half an hour behind, or try and get ahead and pray there is no secret control in between? Then we spot a sign for a village we know is on the route - three miles down a country lane at high speed and up to the T junction and slot in behind the Triumph Roadster! Look at the clock - bang on time and within half a mile of the rally mileage! We wandered left while the rally wandered right, but was there a secret control?

Next morning's results show us with just three secs penalty on the regularity, so we are in the clear. We are within seconds on the remaining regularities of the rally and manage not to drop any time at all the other time controls. Total

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rally penalties to count - 4 minutes and 5th overall at the end of the rally section. Other highlights along the way were a drive round the Grand Prix circuit at Donnington and MIRA's banked speed test circuit, chasing a Silver Ghost with enormous formal bodywork doing 70mph!

Now it's just down to the special test, driving tests and concours to decide the final ranking. The whole Gaydon facility is given over to the rally.

Final result, Alvis TA14, 50 years old, third in class and 7th overall, with a certificate and crystal goblets to remind us of a spectacular event. One litre of oil, one litre of water, 25 mpg and no spanners required over a total distance of over 1200 miles, impeccable behaviour from the Fourteen, as usual.

The final Sunday is a grand parade to Coventry and then a quick wash and brush up before joining Colin Newby and Mick Fletcher at the Alvis works to commence the 50th Anniversary celebrations - quite a fortnight!

AOC ATTITUDE TO RACING

The Council was asked at the AGM, by a venerable member, what its attitude was to competition and racing as it appeared, from the lack of any mention in the *Bulletin*, that this form of activity no longer had the interest of the club. Personally I was glad this issue was raised as it is a matter that has concerned me for some time.

Alvis used racing in the twenties to promote its name and highlight the quality and reliability of its cars and very successful it was too. Even into the fifties the Company was giving its backing to private entrants in rallies in the knowledge that success would bring much valuable free publicity.

We forget at our peril that Alvis has a great competition history and VSCC racing, sprints and hill climbs of today give us an excellent opportunity to keep the Alvis name in the public eye and remind people of the competitiveness and quality of our cars. The VSCC events, which are published in our *Calendar*, will give a good day's entertainment and you do not have to be a member of the VSCC to attend. The only reason these events do not appear in our *Bulletin* is that none of the racing brigade submit reports! I implore you to send the Editor a few snippets of information and action pictures: I promise you they will be published because we want to know what you are up to!

Charles Mackonochie, our membership secretary, is at present compiling post-war Alvis racing history and we hope, before too long, to publish some archive reports on races and the cars involved.

J M W

The 25th annual Graber Treffen

NADINE FOX REPORTS

In October 1973, my first experience of continental motoring was in a drophead TE21 Alvis in the company of one other Alvis TE21 drophead, the purpose of which was join in with the second Graber Treffen in Interlaken.

In June 1996, my umpteenth experience of continental motoring was in a 1959 Graber Alvis Special, the purpose of which was to join in the 25th Graber Treffen. Times have changed only slightly - same driver, a few more miles to get to the coast, a lot more motorway, under the channel instead of over, again in the company of one other Alvis, but a lot more other traffic on the roads.

After braving the torrential rain around Rheims we started a gentle journey across France which brought us to Bains les Bains where we spent the second night. For dinner we got a taxi five miles to join the Italian Job lot!

There were 11 Alvises, 22 people who had had superb weather since they left England nearly two weeks before and of course it rained. A very noisy and enjoyable meal followed. Thank you for allowing us to participate in your tour. We left them to continue their journey home, and we continued to Switzerland.

It was cold, became wet and got even wetter as we entered Switzerland. We found our hotel for the next two night, the Bad Muntelier, easily. We were met by Kurt Holzner who gave us some more details as to the planned events ahead, but most details were to be a surprise. Bert Kramer and Christo van Zweeden from Holland arrived in Bert's TE Graber, as did Lutz and Christine



Bugatti and Hotchkiss came to Witrach as well as Alvis

in the Willowbrook special, making seven for dinner. Still it rained. The morning dawned to further torrential rain and exceedingly wet cars, inside and out. We set off to Wichtrach expecting very few Grabers. What a surprise - 33 cars were parked in Herman Graber's back yard, now Sportgarage Graber AG run by Mr Guggisberg, a Ferrari dealer and Oldtimer restorer!

Thirty-one were genuine Grabers of which 25 were Alvis and there wreronly 128 made! Never before had so many cars, designed and built by Graber been together like that. We set off in convoy in age of car order in three lots and all managed to arrive at the Moosegg hotel for lunch.

Two more Alvis arrived one being a Graber, so even with the rain and mountain mist the sight was one to behold. Due to the weather the next arranged Surprise was cancelled (we never did find out what it was).

Sunday morning we could actually see across the lake; hoods were coming down in the car park, though it was still rather cold and we set off again in three groups, in numerical order to re-group about a mile away. Again we had no idea where we were going, but dutifully followed to arrive at a lovely village, Wohlen, for our lunch stop. An excellent meal was followed by sad farewells.

One extraordinary point is that while John and I are still married (though we were not for our first Graber Treffen and did not have a Swiss Graber) many of the cars we saw in 1973 still belong to the same owners or their family.

Thank you Kurt for putting in so much effort; thank you Ken, Pat and Lauren Cameron for being such good company; thank you Piasio (our Graber) for a serene and comfortable run. The Graber Freunde are planning a trip to Scotland in 1997 so look out Scottish section!

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Colour supplement

Ben Lenthall muses on the preference for black

I suppose there are broadly four main reasons why we enjoy our Alvis cars; for thrills and spills; as a satisfying rebuild project, to be a bit different out on the road; or to help to conserve a part of our heritage. There are probably many other reasons, including the 'investor' but these have rather declined as a species recently.

Since I've always counted myself primarily in the last category, I always think it important for the majority of our cars to look and feel as close as they can to how they looked and felt when new, so that we can pass on to future generations a feeling for what motoring was like during the periods when Alvis cars were made.

As far as looks are concerned, my memories as a kid in the fifties when surrounded by pre-war cars were largely original - though in varying degrees of decomposition, was that most cars were black - with common variations being the discreet colours of maroon, dark blue, dark green and lighter colours as beige and grey. Of course as a suburban North Londoner at that time, my memories are mainly of mass produced cars and it's clear that the rarer coachbuilt cars were often much more flamboyant, particularly when gracing a motor show stand.

With this in mind, I took a look at the Alvises listed in the Vanden Plas book by Brian Smith. Only one coachbuilder, but as an 'upper class' one perhaps likely to show as much variation in colour as any and perhaps more than the standard Alvis coachbuilders such as Charlesworth and Cross & Ellis.

The attached chart shows the findings. The limitations of the chart are that there may well not be total consistency between the descriptions. And, rightly or wrongly I have not made a distinction between the second named colour as simply a line and when it appears as a true two/tone second colour. This means that a great many of the black and second colour listings in the black column were in fact predominantly black cars with a simple colour coach stripe.

This overwhelmingly confirms that even with a bespoke coachbuilder, the preferred prewar colour scheme was black. Henry Ford would have been pleased! I also haven't differentiated when, on rare occasions a colour is specified as light or dark. Nor is it entirely clear over the period what the clear differences were between eg Crimson Lake, Maroon and Burgundy, though these I have listed separately. (The ncs column in the chart stands for no colour specified and TT represents two tones of the same colour).

So black was the winner by a long head, with the greens, reds and greys quite close to each other. Blue follows and a long way behind come the Ivories (which I include with the creams) only accounting for 13 cars throughout the thirties, and the fawn/sands only nine cars. Silver and metallic finishes exist but in minute quantities - presumably usually for show purposes.

On wheels - my pet subject - the listings in Smith's book may be unreliable, since they are rarely specifically mentioned. Once we see Grey with red over black wheels mentioned and

once blue with black over cream wheels. We might conclude that wheels were usually the same as the body colour, though memory suggests that they often matched upholstery. Another trick - particularly on black cars - was to match the brake drums showing through black spokes with the upholstery colour. Chrome spokes were unheard of and even silver spokes - so common a feature of the modern restoration - were extremely rare. Smith lists only three cars as having silver wheels - two under dark blue and one under black. Indeed memory suggests that in the thirties silver was a somewhat unreliable colour having a tendency to go yellow.

I'm not sure what all this proves - except perhaps that even with a bespoke coachbuilder such as Vanden Plas, the colour choices made by most people were not that different from the predominant mass market dark colours on Ford, Austin, Morris and the like. Clearly however, as today, there were always a few flamboyant purchasers who - unable to have personalised number plates - wanted to make a statement about themselves by going for Steel Dust, Sun Tan Mist, or even Light Coronation Red; all of which would certainly have stood out from the crowd in the sombre thirties!

[illegible]

Obituary

It is with regret that I must report the sad death of Angie Forrester on 4th July 1996 after a brave battle against cancer. Angie was a popular member of the S.E. section Ripley meetings and would often accompany her husband John to events in their TF 21. Angie will be sadly missed.

We all send our sincere condolences and best wishes to John and their daughter, Maile.

Rob Smith

CHAIRMAN'S COLUMN

BULLETIN EDITOR - The expected queue of volunteer *Bulletin* editors has not yet materialised and is perhaps lost somewhere in the wilds of Norfolk! Time is running out: is there anyone who would like to have a go at this interesting job where you learn new skills and are at the heart of the Alvis world?

SPEED 25 CYLINDER HEADS - As mentioned in the *Bulletin* earlier this year, we were talking with Red Triangle about the production of new Speed 25 cylinder heads. I am now pleased to confirm that new heads will shortly be available and at a price below that of the current value of second-hand heads. The new heads, made in cast iron, will be fitted with valve seat inserts to make them suitable for use with unleaded petrol.

This has been made possible by increasing the thickness of metal in the head of the combustion chamber as this area is too thin in existing heads to make the fitting of inserts viable.

I am delighted with this news and congratulate all concerned as the shortage of these heads has been a problem for far too long and the prospects for SP 25 owners looked increasingly gloomy with the imminent demise of leaded petrol. Full details will be published in the October *Bulletin*.

END OF THE ROAD FOR LEADED FOUR STAR? - Leaded four star petrol could become a thing of the past by 31st December 1999 if proposals by the European Commission are adopted by Britain. This will effect some 2.2

TIM WALKER (RESTORATIONS)

(15 mins J9 M40)



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million motorists including 150,000 classic car owners who will be faced with converting their cars to run on unleaded fuel. Serious cylinder head damage will result if Alvis cars are run on unleaded petrol and although various lead substitute petrol additives are on sale, they are, as yet, unproven. Shell's fuel development manager has said that a viable substitute for lead in four star has not yet been found and despite considerable research the currently-available alternatives to lead have other detrimental effects.

The current demand for leaded petrol is still between 25 and 33 per cent of British petrol sales and interested parties will be seeking a three year exemption to allow time for a lead substitute to be developed.

New Zealand went "lead free" at the beginning of the year and I am grateful to our member Graeme Burns of Dunedin NZ for writing to update us on the situation there. Graeme owns a TA14 and TA21 and wrote direct to BP in NZ for their advice on additives and "tank life" of unleaded fuel. BP's advice was to use an additive called "Valvemaster" (coincidentally also made by BP!!) and that NZ fuel is guaranteed for a four and a half month tank life from the date of refining before deteriorating, causing blockage of carburettor jets and disintegration of rubber piping.

One of the problems of unleaded petrol is that it has a limited shelf life. The aromatics added to it to replace the lead, evaporate: the fuel becomes stale after three months or so and loses its potency. (I have also found this tendency with modern UK leaded petrol and garden machinery suppliers recommend the draining of fuel at the end of a summer to prevent this.

Post-war Alvises can have hardened inserts fitted to their valve seats (obtainable from Red Triangle) and I will ask our Technical Editor to comment on such a conversion for the pre-war models. I would have thought that the inserts were a safer bet than fuel additives which are far from proven at this stage in developments.

ALVIS ADVERTS - Norman Johnson, the co-author of *The Vintage Alvis* is embarking on compiling a collection of vintage Alvis advertisements; quite a task when you realise that Alvis issued a different advert every week and in addition the main distributors also had their own insertions! Norman has the following gaps to fill:

1920	May, June, September.
1921	August, September.
1926	June.
1930	January, April.

If anyone has loose issues of the above which could be copied, Norman would be delighted to hear from them at 9 Beaufoyo Avenue, Ferndown, Dorset BH22 9RQ. He has promised a copy of his work to the Club archive.

WELL DONE DEPARTMENT - Congratulations to Stan Williams and his team on their magnificent achievements with the 4.3 saloon in this year's

Monte Carlo Challenge (as reported in the July *Bulletin*). This is the very spirit with which Alvis made their reputation and as a club we applaud their efforts in keeping the Alvis name in the forefront of the classic motoring world. Combined with the equally fine achievements of the Alvis Hares' Le Jog team last winter, the marque is having a good year.

J M W

Down the Plughole

I would not presume to be an expert on plug holes, *writes Jack Clover*, but I may be able to add something to the discussion started by John Carpenter.

First, the quality of engine oil in the thirties was poor, and even new engines used more oil than worn ones do today. Consequently the 'cold' plugs necessary for the higher performance engines would tend to oil up and misfire at low speeds. The masking apparently stopped this from happening.

A second reason was to give improved combustion. The theory was that the mixture in the small chamber ignites first, then blasts through the hole in the main chamber, igniting the mixture more effectively than a little spark. Certainly the models with masked plugs spark earlier than those without.

The question now is whether masking is of benefit or otherwise today. The oil problem is no longer with us, which only leaves the pre-combustion theory.

My special, (Firebird engine) originally had masked plugs. However it now has a TA14 head. These are not masked but still use short plugs, so the hot end is some half inch back from the chamber. However quite early on I threaded right through, and fitted long reach triple point plugs as fitted to many Volkswagen models. These protrude well into the chamber. The car appears to go better and fuel consumption is, I believe, better.

An armchair testing procedure carried out by comparing performance figures of the similar 12/70 and TA14 appears to confirm that the plug hole design has little or no effect. The 12/70 is masked, the TA14 is not. There are other small differences. The TA14 has a slightly higher compression ration, an extra 50 ccs, and a slightly larger carburettor. The 2.5 extra B.H.P., (65 instead of 62.5) would be due to those differences rather than the plug holes.

On early cars it is academic anyway. The 18mm plug hole could not be bored through because it would be too close to the inlet valve seat and would almost certainly lead to distortion and cracking. Even boring through with a 14mm thread would be dangerously close. All in all, apart from threading already open plug holes like the TA14, I would not think that it is worth cutting irreplaceable bits of metal out of your valuable cylinder head.

READERS WRITE

Handsome Charlesworth

A number of points from the May Bulletin: First, 'Hindsight' to 1956 adds another morsel to the history of 3½ litre AFS 301. I did not know Mr Shepherd had been the owner from new. This extremely handsome Charlesworth saloon is still in the AOC after a long period of obscurity. It now resides, like many good things, in East Anglia and is currently under the



stewardship of David Warner of Bury St Edmunds. This is Charlesworth's 'Mark 6' body which appears on one or two 3½ chassis and has to my mind a delightfully Light Fifteenish flavour around the rear quarters.

Turning to Andrew Wisdom's comment on the TA14 anniversary. If one reflects that the 3½ litre model was introduced for the 1936 season, may be it is its 60th anniversary too. Anyway mine hopes to be at the Derbyshire Do; it would be nice if there were two.

I hesitate to tackle the Chairman's Column but, having relinquished office, what is there to lose. His commendation of Tesco petrol is understandable, (and might also have mentioned its price) but we should not forget that every gallon sold there is a gallon lost to the small garage-cum-filling station.

As is demonstrably happening in many towns, cutting away at the customer base of small enterprises leads to their closure. Many small garages are the only ones who are prepared to take on numerous small tasks on our sort of cars, are understanding about M.O.T.'s, and many are run by older proprietors who remember our cars and the sort of procedures that are appropriate for them. They are not restorers but if you find the right one, he

will do a workmanlike job. They are also willing to attend to the sort of older moderns we run as second cars, which are no longer of interest to the dealerships. Their labour charges for all this work are usually reasonable, because of low value sites and fairly basic equipment. Superstore petrol stations are a serious menace to such places: in preserving our bit of the British heritage it would ill befit us to contribute to the destruction of any other bit.

I am very much in agreement with our Learned and Retired Member No. 3228 that "adaptation and modification are essential if we are to drive any distance with safety and pleasure". The older the car, the greater the need, and individuals will have each their own idea of what must be done. A resolution that I make each time I drive through motorway roadworks (but have yet to implement) is to fit hazard warning lights.

It seems a certainty that if you do have to stop on the carriageway some fool will plough into you - probably whilst gawping at an accident on the other carriageway - but there is surely an improved chance that he may see you if you are flashing away like a Christmas tree on speed. Last time I had to summon emergency services on the motorway (not in the Big Black Banger) one of the first things the controller asked was, "Have you got hazard warning lights?", and that was on the hard shoulder. Conversion kits may no longer be obtainable new but I quite often seem them at auto-jumbles and fitting is easy if the vehicle already has flashing direction indicators - which in fairness to other drivers, it should have.

*John Oliveira, AOC Registrar for something-or-other
The Cottage
Brick End
Broxted
Dunmow CM6 2BL*

Found sheep

I write in response to Ernest Taylor's letter "Lost Sheep" seeking information on Alvis cars exported to New Zealand during the 1950's.

It is thought about 150 cars came to New Zealand in the period 1950 to 1965. Yes, many were purchased by sheep farmers, who were in the early 1950's obtaining very good prices for wool, the cost of a three litre being approximately 50% higher than a Jaguar. My 1951 TA21 Saloon was originally owned by a sheep farmer in the North Island.

As to Ernest's dream that many may still exist in woolsheds can I assure readers that we Kiwis have had good "pickings" and it is doubtful if any restorable cars remain unlocated on farms. We have an active club, the Alvis Car Club of New Zealand Inc, with cars ranging from a 1922 10/30 to a 1966



TF21 (three litre). The picture shows Alvis cars taken in March during the 50th Anniversary of the Vintage Car Club of New Zealand held in Christchurch, 12/50s, Speed 25, 12/70 and on far left a TA14 Woodie.

Graeme Burns (6833)
14 Easter Cres
Kew
Dunedin
New Zealand

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(UNDER CERTAIN CONDITIONS)

Treasure unearthed

Knowing that I have the odd Alvis or two stashed away, my neighbour asked me if I could spare a moment to visit his boss who has an Alvis in his garage which he couldn't identify.

I dreamt that night of finding a long-lost eight-cylinder. F.W.D racer so, next day, gathering together all the registers I could muster I set off on my Treasure Trail. What I found was a unique and fascinating Special, certainly interesting unless your particular interest demands originality.

The chassis and all the running gear including engine, gearbox etc. were straightforward TD21 and the car number stamped on the offside of the block, 26322, fitted between two adjacent numbers in the 1984 TD21 Register (has there been one since?), the owner confirmed that his logbook indicated that the vehicle Reg. 400 LKE, had once been a saloon.

Not any more! 100 LKE has a beautifully-made four-seat tourer body with cycle wings all round, polished timber running boards and luggage rack and a TA21 grill flanked by P.80 headlamps. In all quite a handsome machine in a nice cream finish, a bit like a Beaufort but with an undoubted Alvis pedigree.

It cannot, as it is, be fitted with a hood and as the owner says it rains every time he tries to take it out; it has only covered 1000 miles since he bought it 14 years ago, apparently 3,000 miles after the body was fitted by a local company to the order of an airline pilot working out of East Midlands Airport. Yes, the Special is for sale but the one thing I could not advise the owner on was a possible value or even likely interest. There are Specials in the club but I have seen nothing quite like this!

With the chairman's permission (the owner is not a member) I will forward any genuine enquiries or comments.

*Raymond Mason
125 Main Street
Cossington
Leics LE7 4UW*

Iced cake!

I am writing to thank you for the three copies of the Alvis Owner Club Bulletin commemorating the 50th anniversary of the TA14. (Mr Redwood's epic drive in one to the Ukraine was reported in the June issue - Ed)

My co-driver of the 6,000 mile journey from Birmingham to Zaporzhe in 1976, Stan Rea, and two members of the support team, with our wives held a celebratory dinner at the Regent Hotel, Leamington Spa last evening. At the

conclusion of the evening, I presented each with a copy of the commemorative issue of the Bulletin, which were much appreciated and (as one colleague said) 'it put the icing on the cake'. Many thanks for your consideration.

Robert L Redwood
Winchilsea
104 Beacon Street
Lichfield WS13 7BA

(The following letter was written to Dave Culshaw by the artist whose 1954 picture was used on the front cover of the June issue)

Really thoughtful of you to let me see the Bulletin June issue - much appreciated - self regard rather fades with age and the flattering remarks on page three very ego-reviving.

Seriously, I was very impressed with the quality of the magazine - in a way reflecting the quality of the cars. But despite my father once having one I must confess to an ignorance of Alvis. Although some of the cars are magnificent, as a layman I am struck by the company's general engineering excellence shown in great diversity: aero engines, cars, military vehicles.

Again, very many thanks - and apologies for my scribbles - arthritis in both hands rather bad for both pen and brush.

Gordon Horner
Five Firs
Hanging Birch Lane
Horam
East Sussex TN21 0BH

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REGIONAL ROUNDUP

Midland

ALVIS DAY, GAYDON - JULY 7

The remarkable post-Art Deco building which now houses the British Motor Heritage (read Rover/BL/BMC/Austin/Nuffield) collection has been open for three years. Midland section decided that a visit there was "now or never", particularly as the management had unbent sufficiently to permit their precious tarmac to be used for driving-tests. The consensus seemed to be that the venue had been worthwhile, if only this once; after all, how else could you have a reduced-price entry to such a place and at the same time see all those Alvises for free (or the other way round?)

As things turned out, the Midland committee had to become quite inventive in order to accommodate all the cars (66 Alvises was the final count) round the arena. The weather helped by staying dry and sunny all day, in spite of heavy showers nearby (such as at Moreton Morrell, three miles away, according to Leon Perry, and he should know - he lives there). Certain difficulties were observed during the morning at the entrance gate, when some cars - and their drivers - became slightly hot and bothered in the queue, but all soon cooled down. (The problem, and several possible solutions, have been conveyed to the Gaydon management).

Former Alvis owner Nicholas Parsons toured the cars and then presented prizes to driving-test and concours winners (details in next month's *Bulletin*). And the Eureka Jazz Band circulated and played in their 12/50, much to the delight of Dick Gilbert and many others.

Overall, a good day, and many thanks to all those who made the journey - particularly club president Norman Whitton and chairman John Wheeley.

N W

RED HOUSE, CAVERSWALL - JULY 9

During the June meeting some sharp-eyed member noted that the Pub Grub was on roughly a two-for-one basis on Tuesday evenings, so it was arranged that reservations for 20 would be made for this July 9 meeting. Good news, however, can't be kept secret and no few than 30 arrived to enjoy what all agreed was extremely good food.

In addition to most of our regulars we had the company of Martin Parish's Gang of Four from Halesowen and our numbers were further increased by

four non-diners - Don Jones and David Stickland (Ironbridge and Broseley) and Richard Charlesworth (Alderley Edge) using Bert Gladwin from New Mills as ballast in the ex-Titterington Speed 25 special. Due to indisposition our Bert Adams was prevented from attending.

As a footnote: the Village Wakes, mentioned last month took place on Sunday 14th ... we provided seven cars on display ranging from the SB Speed 20 driven by Bert, now happily improved, Howard Machin's Silver Eagle, two 258s (Ron's and ours) two 14's (Ron and Tony Parkes) and the TA21 DHC driven by Kath Adams. It was a good show, greatly appreciated by all.

Ernest Shenton

THE COCK INN, STOWE-BY-CHARTLEY

Three Alvises arrived, a 4.3 Saloon, Speed 25 Tourer and TA14 Saloon. These were Denise & Eric Ody in the 4.3, Ann & Geoff Hopton in the Speed 25 and Sheila & Tony Parkes in 'Jemima' the TA 14. Also in the car park were Chris Hopton and Elaine in his restored 4.7 Sunbeam Tiger and Ron & Hazel Buck in the B.M.W. Altogether with other members of our families 14 people attended. Our hostess, Pat, laid on a very good and wide selection of freshly-prepared top quality food.

We all had a superb evening out and we would like to thank everyone who turned up - so here's to a return night for next year.

Ann & Geoff Hopton

BRIAN BOWLER CRYSTAL TROPHY - JUNE 16

This year's event started in the usual way with coffee in Eric & Denise's garden, after welcoming old and new faces we set off for the Bass Museum,



Burton-on-Trent, which seemed to be a popular choice with 20 Alvis cars attending; this event is gathering momentum each year. We enjoyed brilliant sunshine in the Bass Court Yard and an extra bonus of free entry in the museum, also the odd pint or two went down well with our lunch. After lunch some people visited the museum whilst others sat and talked and voted for the car with most character.

At 3.30pm, it was down to the serious business of counting the votes - this year's clear winner a Silver Eagle DHC owned by David and Joan Lowe. The picture on the previous page shows them with Joan Bowler.

Eric Ody

East Anglia

INFORMAL WEEKEND - 20/21 JULY

Arriving late is not generally recommended. However on this occasion it enabled us to come somewhat unexpectedly upon the splendid display of open Alvis cars almost filling the station car park at Rayne, gently simmering in the midday sun, and not a soul in sight. All drivers and passengers were sensibly refreshing themselves in shade from whence they could gaze upon the restored platform and station building. Alas, no trains since Beeching, but a small exhibition in the Waiting Room ensures memories live on.

With sharper timing than perhaps was the norm in steam days John Oliveira led the way through winding Essex lanes to Kelvedon where all the cars squeezed into the space in front of Easterford Watermill and everyone was pleased to return into the relative cool of the 18th century timber structure which creaked and groaned as the wheels went round. We were duly grateful to the owner's wife for a guided tour which culminated with a stroll along the river beneath the trees from which cricket bats are made.

At this point there was work for driver and navigator. J.O. had defined a number of places to be visited on the run to Little Easton Garden, the 'winner' being the car which completed in the shortest distance. When the exam papers were marked later there was some question as to whether the winner's back axle ratio affected his mileometer reading!

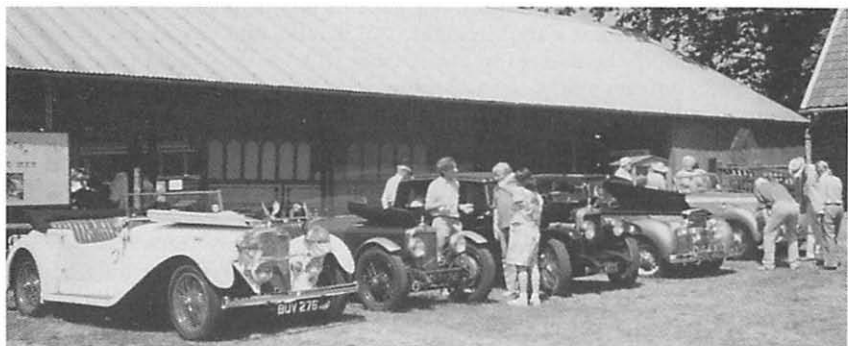
Little Easton Garden is more or less all that remains of a once grand house, and restoration of parts of the formal garden after years of neglect has been taking place. From here it was but a short hop to John and Jennie Oliveira's cottage and ranch for a super barbecue, much enjoyed by all. Sunday dawned bright and after fettling and firing up, those present took the prescribed route through still more winding Essex lanes to the Royal British Legion fete at Ingatestone Hall. Here we parked opposite Rolls-Royces of all ages. This day

will be long remembered for the unrelenting heat and also for the first occasion on which we have seen Maggie and Mike Warner with their quite magnificent 3½ litre saloon. Fourteen Alvises came to Ingatestone and gave evident pleasure to many visitors to the fete. Well done, everyone! Many thanks to John and Jennie for all the organising and hospitality. A truly wonderful weekend.

RG

MUSEUM OF EAST ANGLIAN LIFE, STOWMARKET - JUNE 16

I arrived late morning to find seven Alvis already in place in a very pleasant courtyard close to horse-drawn exhibits. We found ourselves separated from the Easter Region HCVC out on the rally field but this had certain advantages in proximity to the facilities, and allowed us to picnic together in a shady spot out of the baking sun. By lunchtime 14 Alvis and one Riley (courtesy of our new section secretary, Roger Gooding) were assembled, the former consisting of Speed 20s (Gallaher, Rouse and Trigwell), John Oliveira's 3½, pre-war 14s of Jack Clover and David Bliss and TA14 represented by



Colin Moore and The Cannings. The 3 litre category spread over TA21s of John Wheeley, Bob McClelland, TC 21/100s of Terry Bruce and David Little and my TD 21.

It was gratifying to see the new faces of Hugh and Sarah Appleby (TE 21) and a new member, Mike Carpenter, eagerly searching for a TD/TE acquisition for light restoration: I hope the advice he received will steer him in the right direction. Apart from wind pumps, re-sited barns and houses, and agricultural machinery of a bygone era, the men tended to be drawn to the commercial vehicle autojumble.

On the HCVC side, almost every exhibit was given a turn around the rally field with a continuous commentary for each owner/vehicle. But for many of

us the best exhibits were the superbly restored Eccles caravan and Ford motor caravan combination. Thank you, Jack for organising such an enjoyable day.

S H

Northern

RAMBLINGS

For some years the section has intended to visit the castles of Northumbria and this became reality early in July through the efforts of our Tyneside members. The chosen venue was the Dunstanborough Castle Hotel at Embleton, just a mile from the shore, where we assembled on the Friday evening. Seventeen Alvis filled the parking rank in front of the hotel and spilled onto the side-street where they were beset by the local child cyclists showing off their trickiest manoeuvres.

Our anxieties about security were immediately dispelled by Mine Host who advised that the village policeman had, by arrangement, broken his ankle and would watch through the night from his bedroom window in the police house opposite (the real security man appeared later). There would have been more Alvis, but Robin Bendall's SP 20 Tourer had decided to misbehave so he came in his second car, the Roller 'EVE', and rode the weekend as shot-gun in Chris Taylor's Firebird (the last of that line). The late afternoon was punctuated by screeching of tyres and rapid reversals as the local traffic spotted the line-up



outside the hotel with the TA14 Duncans of Ian Murcott and Les Siddle in pole position.

Viewed from Embleton the ruins of Dunstanboro' Castle stand silhouetted like broken teeth, and some early arrivals tackled the two-hour walk to reach it. The real business began on Saturday at Warkworth Castle where we lined up outside the walls and inspected this one-time home of the Earls of

Northumberland, now lacking roofs but largely intact. The adjoining village has a nostalgic toyshop and other novelties, but its highlight was to be the Church fete not opening until 2pm. Morning viewing led to undercover trading whereby Pat Popplewell, Pam Betterton, Audrey Young and Anne Nield emerged with bags full of china, potted plants, childrens toys, etc. and were away long before the official opening.

The by-ways of the county led us to Alnwick Castle where we had exclusive parking in the former stable yard. Still a home as well as a show-piece the Castle figured in two *Antiques Roadshow* programmes and its furnishings certainly justified such exposure. The tour completed we sat in afternoon sunshine listening to rehearsal of that evening's concert, all pieces describing the phases of a summer day. The castle steward had arranged the cars in approximate age order and as usual these attracted great interest from the other visitors. One of the targets was the beautiful Firebird Cross & Ellis d.h.c. of Ian & Jean Kerr in its two-tone green (*below*).



The return to Embleton had been carefully routed via The Horse Shoes at Rennington where the landlord, Brian Clough(?), was discovered to be an acquaintance of Terry Popplewell from years back. The Scotch Bitter No. 3 certainly enhanced the appeal of this pub, set behind its beautiful garden. The after-dinner quiz taxed us all, the prize going to Bob Clark and his party.

Sunday morning's visit was to Bamburgh Castle. The seat of Lord Armstrong, is a reminder of the grand scale of Victorian wealth and furnishing, and a museum to the heavy industrial achievements of the Elswick Works on the Tyne. Now the party began to disperse, but some of us went on to see the Chillingham Vintage Tractor Rally and take part in the vehicle parade. Our thanks to Terry Popplewell and his team for an extremely happy and interesting weekend. Northumberland has many more castles: may we return next year?

Fillcap

Scottish

BORDER VALLEY RAMBLE - APRIL 28

It wasn't quite the day we had hoped for. We had planned a glorious run through magnificent countryside on what should have been a fine, late spring day. What we got instead was a very chilly, dismal day and it snowed a day or two later in Selkirk which just goes to show ... Nevertheless we had a good turnout of all the fun people from the Scottish section plus fun couple John and Paula Foster from Yorkshire in their Firefly who had spent the weekend sightseeing in the Borders.

A total of nine cars started out from the car park of the newly-redecorated Park Hotel. Braving the dreary weather were the Firefly, two TD21 Series 1s belonging to the Shields and the Wilsons, two TD1 Series 1 dropheads belonging to the Grays and the Halls, two TD21 Series 2 belonging to the Fairburns and the Smiths, the Martins' TE21 and my own TC21 drophead. Edinburgh's Sandy Smith who was unable to take part in the run but fully intended to join us for coffee and biscuits at the Park, arrived just before we started out having mistakenly gone to the Buccleuch Arms in St Boswells. It is believed that his TD21 Series 2 which he acquired recently from Roy Lawrie of St Boswells decided on a quick visit home without first asking permission.

After I had explained the mysteries of the 'Tulip' rally diagrams to those people who needed an explanation, we set off along the damp, deserted, 'mountain' roads in the direction of beautiful St Mary's Loch and the Tibbie Shiel's Inn. This lonely, but attractive little hotel has a lively reputation: not only was it frequented by Sir Walter Scott and rhymer James Hogg (the Ettrick Shepherd), but it is also claimed that royalty 'entertained' there in a private dining room, and that is definitely all I'm saying on this subject.

A detour was made to see the impressive and isolated Megget Dam which opened some 12 years ago to supply Glasgow with water. The weather brightened up during the early afternoon and after a scrumptious launch which included such school-boy favourites as steak and kidney pie and genuine roly-poly pudding with custard, we set off again through the lovely Ettrick Valley in the direction of Hawick.

We arrived at our tea stop, the Tweed Valley Hotel in Walkerburn, on time where tea, cake and biscuits were served. The 'treasure hunt' (a simple quiz which only three brainy couples attempted) was won by Peter and Vicky Martin. After tea, having made it clear how much we had all enjoyed ourselves despite the cold and gloomy weather, we all went home.

AGK



*Walter Williamson's Speed 20 SB, once owned by the Duke of Westminster.
Pictured at Northern Alvis Day last year*

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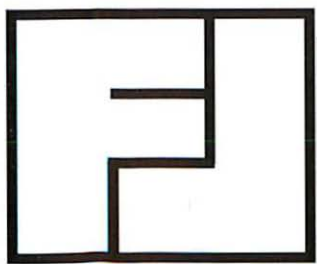


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TA/TF 21	
Front coil spring	C7064
Rear leaf spring	C5860
Rear spring bush	N17578
Rear spring	
Shackle bush	C6969
Rear leaf spring	
Front pin	C1569
TA 14	
Front spring	N19044
Front spring Bush	N17578
Rear spring	N18217
Rear spring bush	N17578
Rear spring bush	N17579

COOLING SYSTEM

TD/TF 21	
Heater hose	C9268
Heater hose	C9269
Radiator hose	C9655
Water pump (Exch.)	C9198
Radiator (Exch.)	C8253
Flex air trunking	C9252
Flex air trunking	C8443
Flex air trunking	C8656
Flex air trunking	C9253
TA/TC 21	
Heater hoses	C11024
Heater hoses	C6547
Radiator hose	C9655
Water pump (Exch.)	C6846
Radiator (Exch.)	C5929
Flex air trunking	B10570

ENGINE

TD/TF 21 Engine Bearings	
Big end	STD
Big end	20
Big end	30
Big end	40
Big end	50
Big end	60
Main bearing	STD
Main bearing	20
Main bearing	40
Main bearing	60
TA/TC 21	
Big end	STD
Big end	20
Big end	30
Big end	40
Big end	50
Big end	60
Main bearing	STD
Main bearing	20

Main bearing	40
Main bearing	60
Thrust	+003"
TA/TF 21	
Oil seal	C4332
<i>Full range of gasket sets decoke and overhaul</i>	
Valve TF inlet	C10724
Valve TF exh.	C10725
Valve TE inlet	C10133
Valve TE exh.	C10525
Valve inlet	
TA/TC/TF	C5822
Valve exh.	
TA/TC/TF	C9527
Valve TA14 inlet	N15638
Valve TA14 exh.	C1460

Valves for PreWar cars also readily available from stock.

RUBBER SEALS

TD/TF 21 Saloon & Drop Head	
Windscreens seal	B11220
Boot seal (10ft 6in)	B11290
Tread plate	B11263
Fence plate (41in)	B11484
'B' Post seal (25in)	B11181
Vent window	B11154
Vent window	B11160
Headlamp seal	B11631
Valance piping	B11217
Bumper Grommets	C6066
Saloon Only	
Rear screen rubber	B11252
Cant rail front (48in)	B11245
Cant rail rear (31in)	B11245

Elbow rail (27in)	B11245
Car set of B11245 (17ft 8in)	
Rocker seal (46in)	B10968
'B' Post & stump (42in)	B10968
'B' Post & stump (27in)	B10968
Car set of B10968 (19ft)	
Drophead Coupe	
Peak rail (54in)	B11475
Head seal (31in)	B11245
Screen pillar (18in)	B11245
Rear post (13in)	B11245
Car set of B11245 (10ft 4in)	
Rocker seal (46in)	B10968
'A' & 'B' post (27in)	B10968
Car set of B10968 (16ft 6in)	

POST WAR PANELS

Plate 'A'	
TE/TF	
Front wings	B11609/10
TD Series 1	
Front wings	B11105/6
TD Series 11	
Front wings	B11423/4
Wing Nose	
section TE/TF	B12070/1
Wing Nose	
section TD	B12060/1/6/7
Headlamp box	
section	B12072
Chrome bezel	
TE/TF	B11630
Door skin	
Alum. n/s	B11482
Door skin	
Alum. o/s	B11504

Door skin	steel	B11112/3
Rear wing repair	sec. large	B11114/5L
Rear wing repair	for	B11114/5S
TD front valance		B11109
TE/TF front	valance	B11634
TD series 11TE/TF	rear valance	B11636
TD series 1	rear valance	B11118
Rear panel		B11436
Rear panel	stiffener for TD	
series 11/TE/TF		B12051
No plate box for		
B11119 series 1 only		B11119

RUBBER MOUNTINGS Etc.

TA/TF 21	
Engine mount	C6034
Front bumper stop	C5855
Front rebound	C5964
Rear rebound	C6185
TD/TF 21	
Gear box mount	C9224
TA 21	
Gear box mount	N18795
TA 14	
Front Eng. mount	N17763
Rear Eng. mount	N18795
Rear axle buffer top	N15721
Rear axle buffer btm	C1691

STEERING

TA/TF 21	
Ball joint (RH thread)	C4140
Ball joint (LH thread)	C4141
Ball joint boot	C4142
PreWar	
Ball pin	N4194
Ball pin	N13944
Lignum Vitae bearing	N9693
Lignum Vitae bearing	N13255
Bronze bearing	
(pairs 12/50 type)	N3615
Bronze bearing	
(pairs 12/50 type)	N3616
Lignum Vitae bearing	N4191
Spring	N3408
Leather washer	N3661

TIMBER BODY FRAMES

TD/TF 21 Saloon	
Waist rail	
Elbow	
Top rail	
Top side rail	
Trim filets	
'B' post	
'A' post	
Rear screen side	
Quarter light up	
Front screen	
Drophead Coupe	
Peak rail	
'A' post	
Stump pillar	

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