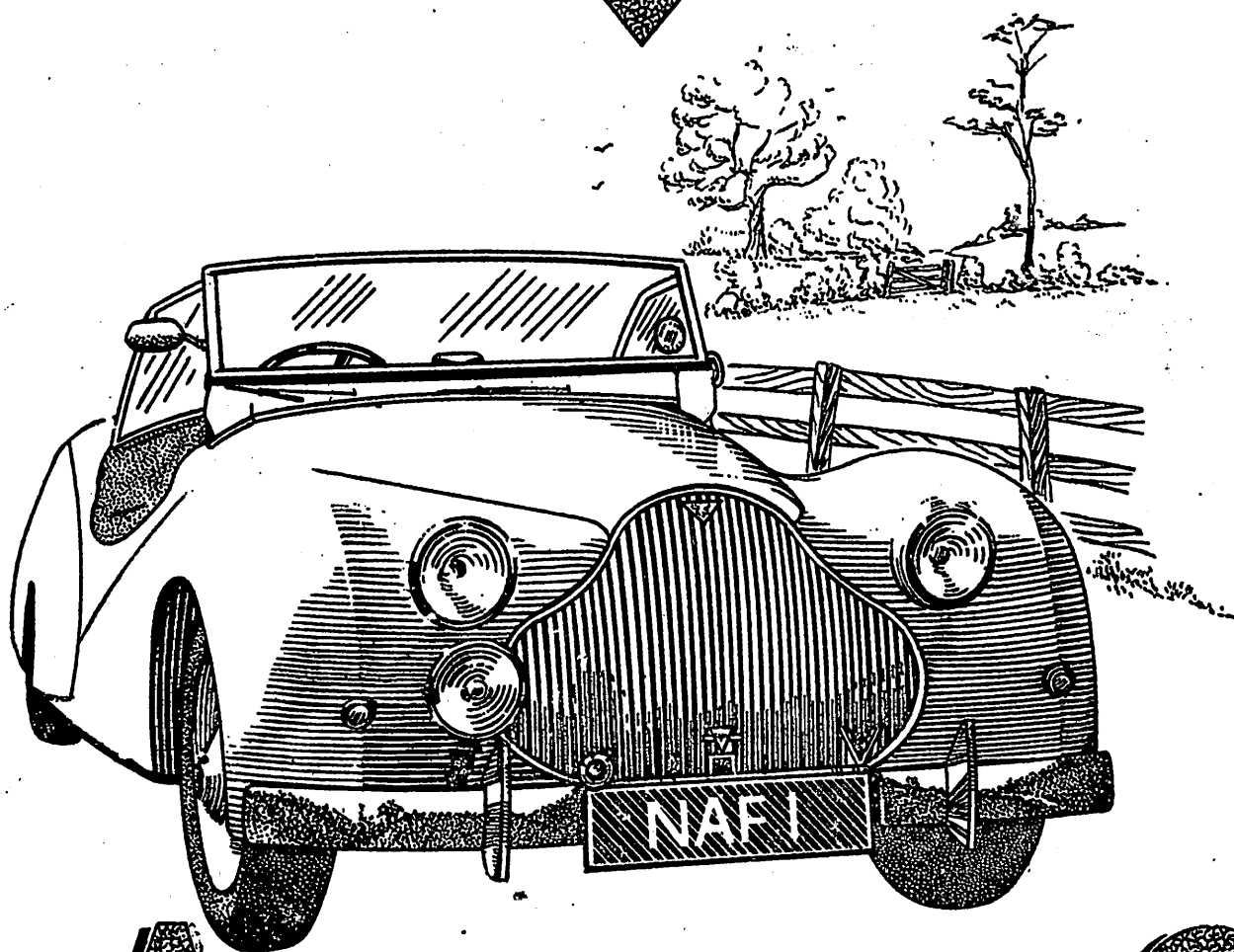
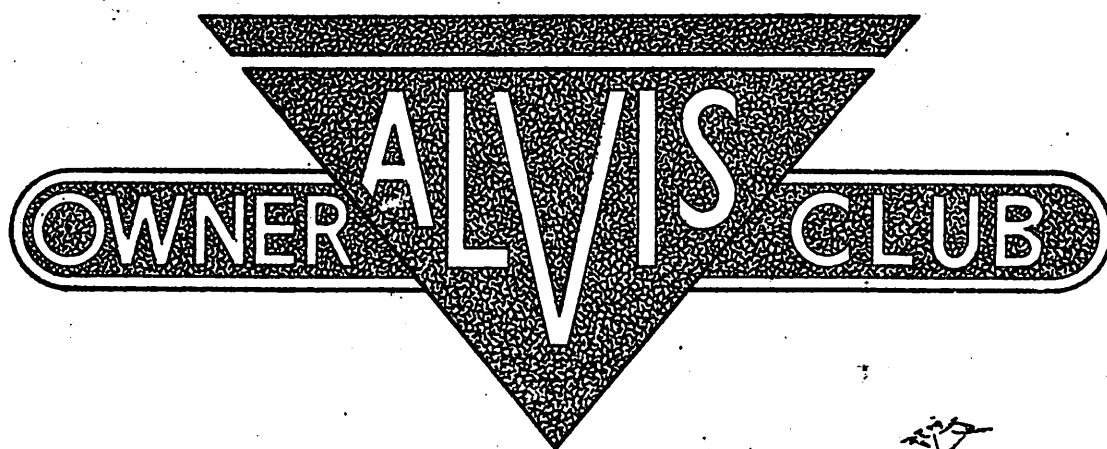
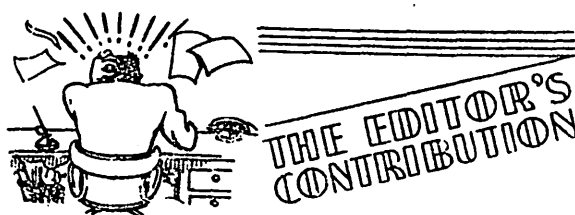


April 1952.



ALVISTAS

APRIL 1952



The report on the proceedings at the A.G.M which follows will benefit those who were compelled to absent themselves on the day. Our personal apologies re Meteorological Inaccuracies appear elsewhere. Surprising feature was the reluctance of A Certain Section to agree to the voting and their refusal to appoint a Press Officer. Reasons seemed to be that previous P.O s had not done too well, that perhaps Section Secretary's efforts would be better. Considering how interest in the Club seemed to diminish as Press mentions grew less frequent this would seem to be absolute nonsense. The Club needs every inch of press space it can get if membership is to grow. Section Secretaries should have plenty to do and, one would imagine, would be only too pleased to delegate some of their many tasks. A further view is that if one person is responsible for all that goes into print about the Club... a standard can be set up to which he adheres.. or else!. The decision is left to a Council Meeting, let the Secretary have YOUR views....its your Club!.

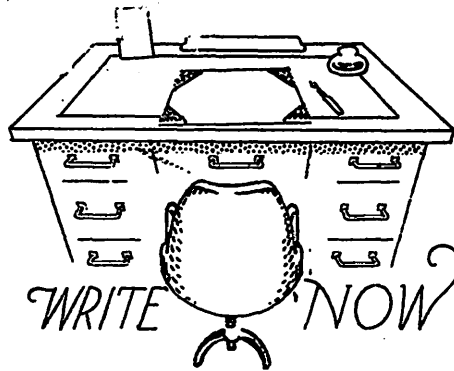
Speaking of Secretaries....he is here! A Hearty Welcome and every good wish for success in his onerous and thankless task for Mr Ron CRITCHETT, ..recently appointed and rarin' to go. I can assure him that Loyalty and Support, things which he will require in abundance in the next year, will be given him by Mr Dickinson, lately acting, temporary, unpaid and, as is usual, unthanked in that capacity; and from myself, both personally and Officially. We've seen some of the snags and will be pleased to assist him.

A word now to Section Secretaries in general, for the benefit of the Club and all its members... Please, this coming season, scatter your events round the map a little more, ensure adequate press mentions, and, most important of all:- before fixing any route, go over it as a competitor would, in an Alvis, and do your utmost to avoid the type of car damage that is being associated with certain events we hear about.

That's all for April... Here it is, like it or lump it, take it away..... and roll on May!

THE  
SECRETARY'S  
CORNER.

Monthly Feature  
by  
S.R.H. Critchett.



Lavant House,  
Lavington Rd.  
Broadwater,  
WORTHING,  
Sussex.

17th April 1952

In writing of the A.G.M in his March Editorial, our Editor ended with this sentence.... "And may you each receive more fun from the Club than you expected.....". In penning these words he must have been considering the possibility that the Clerk of the Weather might resent the optimistic forecast that persuaded us all to venture forth... and make a "Trials Event" of it. The weather for the A.G.M weekend gave many members more fun than they required and caused many absentees who had been planning for an enjoyable weekend and meeting... myself amongst them.

Despite my unavoidable absence, I have been elected as your General Secretary. To those who so kindly gave me their whole hearted support, may I say "Thank you" for your faith in my ability to carry out the duties of such a position.

To all members of the Alvis Owner Club, it is my intention to carry out those duties faithfully, to the very best of my ability and to promote the interests of every ALVIS Owner, whether a member or not, through the Club.

At present the Club is almost 200 strong and, with this membership, the Section Secretaries are presenting programmes of events, competitive and social, which will appeal to the majority of members.

More ambitious programmes could be essayed if the membership were increased and present members gave more support to the events. (The Annual Dinner had to be cancelled owing to lack of support)

May I, therefore, make a special appeal to each of you to enrol at least one new member in the current year? so that I may, with pride and as a privilege, report that, through a sustained effort by everyone, our membership has increased..to double?...to treble?... (The number is up to you).

Many members have criticised the lack of events etc. held in their section and excessive distances that they are often expected to travel to some of these events. My reply is that more events with a wider appeal are being organised by the Sections this year, and that, owing to lack of membership in certain areas, the Section boundaries have to be extended further than would, normally, be necessary. I would like to see

new Sections being formed in the Eastern Counties, and in Wales.

Believe me, the Club's Officials will do all possible to bring this about if only we can get the support of members in those areas. Perhaps I have stuck my neck out... But never mind... let me have YOUR views.

During the year, I shall attend as many meetings as possible as I am looking forward to meeting the many members of our "ALVIS" Family.

Finally, the amount of enjoyment derived from membership of a Club, depends on the amount of effort that one puts into it; So give your Section Secretary every help possible... where ever you may be.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

WAYS TO  
KILL A  
MOTOR CLUB.



PARTICULARLY  
OURS !!!!  
by "Anon"

DON'T-Attend meetings, but if  
you do - arrive late.

DON'T- Have anything to say  
at the meeting -Wait till  
you get outside.

DON'T-Take a part in Club  
affairs.

DON'T-Ever ask anyone to join  
the Club.

DON'T-Accept an Office as it's  
easier to criticise than to  
do things.

DON'T-Help, you haven't time.

DON'T-Give time or service to  
Committees to which you  
may be appointed.

DON'T-Welcome a new Member-  
leave it to the over busy  
few.

DON'T-Do more than you have to,  
and when others willingly &  
unselfishly use their ability  
to help the cause along, howl  
that the Club is run by a "Clique".

DO-leave before the meeting is  
closed.

DO- Vote to do everything-then  
go home & do nothing.

DO-The next day, find fault  
with the officers & members.

DO-Sit at the back so that you  
can talk it over with your  
neighbour.

DO-Take all the Club can give  
you, give nothing in return.

DO-Threaten to resign, & get  
others to do so, when you don't  
get your own way.

DO-Ignore any bills for dues.

DO-Form oppos. g. Cliques --  
within the Club.

DO-Ask for shorter meetings &  
then obstruct their progress.

DO-Talk about "Co-operation"-  
instead of co-operating.

DO-Tell your gr. vances to  
pals instead of the Official  
concerned.

THE ANNUAL GENERAL MEETING..Deep snow and poor road conditions restricted attendance to some 22 midland, northern & scottish members.Many phone calls were received telling of members in difficulty on the way.The start was slightly delayed.APOLOGIES for absence were received from MSSRS:-Cooper, Fretwell,James,Edmunds,Kerry,Birtand Pindar.Mr Hammersley wrote from hospital where he had been seriously ill, sending good wishes for a successful meeting.(Late news is that he progresses well after a "chassis overhaul")Mr LEESON, retiring chairman, proposed that his deputy ,Mr LEES, be elected .MR COLLIER seconded.Carried unanimously MINUTES of the previous A.G.M, DICKINSON said, had not been forwarded to him, as promised by the late Secretary,Mr Turner. In these conditions he was unable to present them for approbation. The facts were, that, on resigning office in December last, Mr Turner had failed, either then or since then to hand over the material he held which was Club property. The suggestion was that this be "Passed over" and , in the absence of alternative, the meeting concurred.SECRETARY'S REPORT.. The Acting Sec, Mr Dickinson,pointed out that his original and prior responsibility was the financial aspect of the Club's affairs. Since early january he had attempted to act as Secretary until this meeting would appoint a successor to Mr Turner. In fact, no records, property, lists, books or other material which was essential to the carrying out of the duties and the compiling of such a report as was required.Presumably these were still in Turners possession.When he took over, the Club was dead on its feet.There was no interest & no activity. Since the re issue of Alvistas each month there had been a miraculous revival and all members and sections had demonstrated their keenness.New members were once again coming in in a steady stream which was growing greater each month,In his opinion Alvistas was the main, indeed the only cause that was responsible for the present revival. He paid generous tribute to the Editor, who, he said had worked very hard.Lack of information precluded his rendering a full report, but he would ask for ocmments and questions the answers to which might assist members to form their own ideas as to the status of the Club at this moment.Mr Leeson, said that the various changes and "switches" during the Club's year had had an adverse effect on the rate of progress.He praised Mr Dickinson for coming forward at a critical time, and Alvistas for its high quality and tremendous work. Mr Dickinson evaded the vote of thanks that was attempted by asking, in

a short, humorous and effective speech, that this matter, too, be "Passed Over". Again there was assent, in the absence of alternative.

TREASURERS REPORT, Here Mr Dickinson was on familiar ground and had his facts well to hand; he referred to the balance sheet which had been circularised in Alvistas. There was a small credit balance at the bank, satisfactory as we were a small club with a small turnover. He invited questions. Mr CHADWICK dissented upon the difficulty & expense involved in the running of section events. Could his area with a big programme be assured that financial assistance would be available from the Club funds? Mr ELLISON (Northern Sec) amplified this with details of such expenditure involved in the organising of a recent rally. Mr GILLIES (Scottish Sec) mentioned the recent increase in the cost of insuring officials at such events against injury etc. The reply was to the effect that all events ought, as far as was possible, to be self supporting. Where this proved impossible, the Club was prepared to help meet the deficit. Purely social functions such as Hanworth ought not to be run if it was evident that a loss would result. The one he mentioned had lost £20 or so and he deplored this. Mr Ellison asked about a film show he was organising & received a satisfactory reply. The main source of the Club's income was the entry fee and the proceeds from the sale of badges, with Alvistas costing 1/5 per copy it was obvious that this accounted for any members subscription for the year. Mr Collier wished to know what number of renewals had so far been received, Mr RUSSELL (Midland Sec) wished to be associated with this request. The reply was to the effect that experience led the speaker to refrain from expecting the volunteering of subs & renewals, it was his practise to write & ask for them. He would be doing this early in the new financial year, but some members had already sent in theirs and he distinctly hopeful that the response would be good when he did write. The waiving of the entry fee for Scottish members, mentioned by Mr Russell, produced some diversity of opinion. His points were that he was present at the committee meeting at which the experiment had been inaugurated, was the decision of the committee in order and could the feeling of the members present be had. Mr LEES, from the Chair, said, almost sotto voce, that members in that area seemed more to be subscribers than participants. Mr STOKES said that many English folk faced the same difficulties as their northern neighbours, his opinion was that if this should arise it should apply to all members without geographical distinctions being applied. Mr Ellison suggested the halving of all entry fees. Mr Lees, in the chair, attempted to stem the flow of words by suggesting that the subject might be discussed under the associate membership heading when that be reached. Mr Stokes's reply was

the conferring of associate membership to the Scots would amount to subsidising by other members of the receipt of Alvistas, for instance, by a scotch member, whose new lowered subscription would not cover its cost. Mr Collier suggested the pinpointing of each section's activities to a set radius, beyond such radius, he claimed, there might be a case for a lowering of fees. Mr Leeson, as Chairman at which the decision had been made, explained the various points that had led to their making the experiment. The Treasurer was against any lowering of fees on the grounds that this would quickly have an adverse effect on the Club's finances. After much discussion Mr Russell proposed that the making of the experiment was in order, that it should be regarded as a temporary reduction. Mr Ellison seconded. All were in favour. Mr Collier, whilst feeling that each event ought to show a profit, asked if it were possible to set a limit on the amount paid to each area during each year for the purpose of organising events etc. and to have such limit enforced. The reply was that the present credit amount was primarily due to the fact that the officials generally, had not been claiming the payment of their expenses, a big part of expense was being borne by these officials and he could see no useful purpose in the present suggestion. Mr Stokes advised the retention of the entry fee and was followed by Mr Russell on the same theme, their remarks were endorsed by Mr Ellison.

ELECTION OF OFFICERS. 1. Secretary. The weather conditions prevented Mr CRITCHETT'S attendance, He was recommended & nominated by Mr Dickinson, seconded by Mr Chadwick and elected with neither dissent nor abstention. 2. Treasurer: Mr Leeson expressed the gratitude of the Club to Mr Dickinson and on his offering himself for re-election there was applause and it was regarded as a unanimous vote in his favour. 3. PRESIDENT; Mr Lees, from the chair, proposed that the retiring Chairman become president in the ensuing year and that thereafter he would be a Vice President as long as remaining members of the Club. Mr BIRKS (Alvistas Editor) Seconded. Mr Dickinson spoke briefly in favour. Mr Ellison, dissenting, thought the ALVIS Company ought to supply a President; Mr Chadwick, supporting him, claimed that some form of cooperation might ensue; he hoped for the provision of articles of technical value as there was much room for improvement; he had not read much about motoring in Alvistas; during the time he had been a reader there had not appeared one article of sound technical value; his opinion was that members required knowledge of such things & reliable material from the works was to be desired. At this juncture, the Chairman asked Mr WILSHER (Publicity Manager, Messrs ALVIS Ltd) to say a few words on the subject. Messrs Ellison & Chadwick were rather discomfited by the presence of an Alvis Executive, as they had been rather outspoken in their comments. Mr Wilsher, during an interesting

address, straightened out a query on correspondence and proceeded to reiterate the attitude of the Company as being one of benign interest rather than being of the type desired by recent speakers. He told Mr Chadwick that information of the type he required was freely available to him or any other owner from the Service department on his enquiring. The Editor requested that he be excused from replying to Mr Chadwick at this stage as the subject was the election of the President. Notes had been taken and the points dealt with under the correct heading. Mr Dickinson spoke against the proposal that the Coy. be inveigled into any other relationship with the Club than that at present existing. We were independent of the Works & intended to stay so since, to his mind, this was the best possible relationship of all. He, & the Club were more than pleased to have evidence of the Company's interest in our doings, and he hoped that our amicable association would continue for many years to come. The service was second to none and benefited by comparison to that accorded to owners of other makes by the firms responsible. He would be in opposition to any motion on the lines suggested. The meeting showed its approval by a full vote in support of Mr Dickinson, and the motion; MR J.A. COOPER was elected Vice President, the vote being unanimous. Mr Leeson, (senr) pointed out that the election of the Chairman belonged to the Council, since the correct designation was Chairman of the Council. He trusted that his late deputy in the office, in the Chair today, Mr Lees, would accept a nomination to that office when he placed it before the Council. On the subject of PRESS OFFICER: Mr Dickinson nominated MR STAGG. A sharp division of opinion was immediately apparent on the question of the necessity of the Office. Mr Chadwick thought it inadvisable, his considered opinion being that it was another case of "More Official Post's being created". Mr Dickinson gave, as his opinion, that such an official, providing he were efficient, was an essential. Mr Leeson said that each official ought to have and to fill one post only if efficiency were to be increased. There was a recent example of a person's securing a responsible position in the Club and taking all the 'Spare' jobs that were going, including this one; As a direct result, none were done at all efficiently and things quickly got into a sorry mess. Mr Collier thought that the provision of advance notices as received by members, to the Press would be adequate. Mr Gillies could not approve the control of Sections by such an Official; Mr Russell was also against the appointment. Mr Dickinson spoke against the present state of affairs; Mr Collier moved that the office of Press Officer be abolished. Mr Gillies seconding. Voting was 6 For; 8 Against 4 abstaining. Mr Chadwick returned to the room and commented adversely upon the circumstances in which the vote was taken. A further vote



shewed as : Nine For: Twelve against: Three abstentions. Mr Russell would like Sections to be responsible for their own publicity. Mr Birks pointed out that the Club needed publicity as a whole, in addition to any that might be acquired by Sections only. Mr Stokes wished to modify, if possible, relationship between Press Officer and Sections. Mr Leeson, observing that time was being wasted, asked that the matter be referred to the Council for discussion. Mr Russell seconded and the vote was in favour. A suggestion was made that all reference to this question be deleted from the records. (In view of the recording of Two votes in favour of the retention of the post, and the determined opposition, by interested parties, to the implementing of the wishes of the meeting, this is not considered right or proper by your reporter.) The Rules were amended as follows: Mr Leeson proposed, Mr Lees seconding, amendments proposed by Mr Birks, Mr Ellison seconding, "That 'the Council' replace the 'Committee' in all rules and all references to the governing body of the Club: That such Council shall consist of three members from each section in addition to the Officials of the Club. No Dissent. Mr Chadwick wished to know why such a change was necessary, and information as to the reasons, if any, for the projected changes. This was provided from the table and a full explanation given by the founder. Rule three was amended to comply with R.A.C requirements on a proposal by Mr Collier, seconded by Mr Beaumont. Rule relating to "OFFICIALS OF THE CLUB" was amended to read "Shall consist of a President, Vice-Presidents, Secretary & Treasurer...etc.." on a motion by Mr Lees, seconded by Mr Tony Leeson. The reelection of the Auditors was proposed by Mr Russell, seconded by Mr Dickinson and was carried after hearing tributes to their efficiency. On ALVISTAS.. Mr Chadwick's earlier remarks were answered by the Editor to the effect that we were not all technicians; that not all the readers required technicalities; articles had been in in an attempt to please majority, sound technical articles from expert sources had been included during the previous three months, much trouble had been expended on the securing of articles and the verifying of facts in them; the Editor had noticed no eagerness on the part of Mr Chadwick or his supporters to offer copy of the type they claimed was desirable, nor had he had the benefit of Mr Chadwick's advice or comments on the Magazine, though it was obvious that Mr Chadwick had been engaged in discussion with other members on the subject; It was pointed out that the pages were open to him and others, to contribute and fill; The Editor felt that more good would result from his contributing than destructively criticising. Mr Chadwick said that constructive criticism was his aim in all that had gone before, that no personal references were imputed, he

said that its production entailed a lot of work, but was not quite satisfied with the standard attained. He gave details of the type of information he required, (Dunham's Alvis was a speed twenty engine in a 12/70 chassis, how did it get to go so fast, what modifications were involved, what was the cost etc. etc.) He still felt that articles ought to be provided by the Works: Mr Wilshire rose to reply briefly to the effect that the engine to which he referred had been prepared by the Service Department at the Works and that they would willingly give Mr Chadwick any information he required on receipt of his queries, this was but one of the functions of the Company's service department and would be extended to any member or indeed to any other Alvis owner who required it, and asked for it. Further discussion saw Mr Chadwick promise that an article on his subject would be furnished for the next issue. (This was duly received, accompanied by a specific request that it appear absolutely as received... it appears so, on a later page.)

Mr Lees said that "Alvistas" was the official organ of the Club, normally issued monthly, it had been deferred for a while and now resuscitated... he expressed his delight and satisfaction that it was now alive again and appearing frequently. Mr Leeson said that it was a very big job to publish and produce a magazine, he took into account the material, or more properly, the lack of material available, that it was all done voluntarily, that he, personally, did not like everything that appeared therein but felt that to criticise would be unfair, since it was beyond his powers to produce anything better to replace any part of it, therefore he felt bound to support it in its present form. He requested that more members contribute to its pages, he felt a very good job was being done and wished to propose the reelection of the Editor, and to congratulate him on what had been achieved in face of unrealised difficulties. Mr BENNION seconded and it was approved. The Editor, addressing the meeting, was concerned with future issues, and after thanking previous speakers suggested that future copies be professionally printed and bound, that the cost was not greatly different and that advertising revenue meet such cost as far as was possible, he suggested an eventual thousand as being the most economic unit. Mr Collier thought this too ambitious, objecting to the cost and suggesting a smaller issue, he thought 500 ample. The Chairman thought the principle a good one and put to the meeting "That the Editor be empowered to proceed with this and the details be left to his discretion". This was seconded by Mr Beaumont and carried unanimously. In "Other Business" Mr Ellison told of the cooperation between one-make Clubs in the north, and asked that such cooperation extend throughout our various sections. Discussion followed the statement that a recent

Midlands event had fallen short of R.A.C requirements. discussion on unauthorised competitions ensued and the matter was referred to the Council for deliberation and any action that it might consider to be required to correct the fault or faults.

After the signing of the attendance book, the meeting was closed and members and friends enjoyed a hearty tea. Wintry conditions were severe and few members stayed over for dinner and the customary social activities.

.....

#### APPEAL :-

Would the six or seven members who left without having signed the attendance book please contact Mr Dickinson or Mr Lees as soon as possible, since their omission to sign leaves no authentic record of their attendance.

.....

#### SECTION REPORTS

##### SCOTTISH SECTION.

The section's Spring Rally has been re-arranged, subject to the adequacy of entries, for May 4th 1952. Circulars have gone out within the Section, the original Regs apply; R.A.C permit C/529. Competition Licences are required. Details from Section Secretary if required.

A Meeting was held on April 27th in Glasgow, but the tardiness of this issue's appearance precludes notice appearing in the usual manner and has imposed certain modifications upon Section Copy. This month we extend a hearty welcome to Mr George Thomson of Johnstone who owns a T/A 21... New members are still required.. so make an effort in this direction.

Preliminary details of the SUMMER RALLY are in the hands of the Editor and will appear fully in the May Issue.. suffice it to say that this will be held in Edinburgh at the height of the Festival and should be a most successful affair... Full details from Mr Gillies. who would like to hear from you at once on this subject. Copies of "Top Gear" 1952 Calendar of British and Scottish (sic) Competition Dates are available on application to the Section Secretary.

.....

##### NORTHERN SECTION.

A meeting and film show was held at Preston on April 25th in alliance with the Aston Martin O.C.: and the Laganda Car Club. No details have received but an excellent show was envisaged.

A Main Road Trial is proposed for June 8th Starting, and finishing at Ilkley, This will be run under R.A.C Permit.

.. . . . .

## MIDLAND SECTION

Fourteen cars were entered for the first of the new season's events at Ettington Park on Easter Sunday. Good weather was enjoyed and the tour of the Cotswolds was an ideal way of passing an afternoon. We would like to thank Messrs Pilon & Collier for their organising and the Marshalls for their services. The Easter Cup was won by Mr Southall of Hereford (3 Litre D/H Coupe). Second place was taken by Mr Orton of Halifax (1937 25.6 saloon). Third Mr Lawrence of Kidderminster (Silver Eagle 1937). Mr Hammersley was absent.. (personal illness).. and Mrs Hammersley deputised for him.. steering into 4th place.. Very creditable show!. Mr Edmunds came up from Milford Haven, Mr James came from Tring but in spite of very good efforts were not, this time, amongst the leaders or the awards. It was good to see them again.

A Meeting is envisaged for May ...second Wednesday proposed..but details later. A Rally is mooted for June 8th, all details not yet to hand.

.....

### South - WESTERN SECTION.

A very disappointing attendance was a feature of the Film Show at the Bear Hotel Devizes last month. Apart from the Section Secretary, only one Alvis Owner Club member was present.

An Invitation was received from the Bentley Drivers Club to attend their meeting at Gorley, Hants on April 26th.

No Further details of present or proposed activities are at present available from this Section.

.....

### South - EASTERN SECTION.

Chairman: Mr A James, the Bungalow, New Mill Rd, Tring HERTS.

SECRETARY:-Mr B. Connelly, Paddington Hospital, Harrow Rd, London W 9

COMMITTEE:- Messrs:-James, Critchett, Stagg, Fretwell, Hinton & Harbin.

.....

These Officials were elected at the well-attended meeting at the Richmond Hill Hotel on March 27th. There was discussion on the various matters relating to the future of the Section. Members are being circularised.. should you not have received your copy, you are asked to contact Mr Connelly.

At a meeting on April 4th the following programme was arranged:-

Wed May 7th..... Noggin & Natter, Osterley Pk Hotel, Gt West Rd.

sun May 25th..... Thames Valley Rally, Dorchester (Or Near)

Wed June 4th....N & N Three Hammers, St Albans.

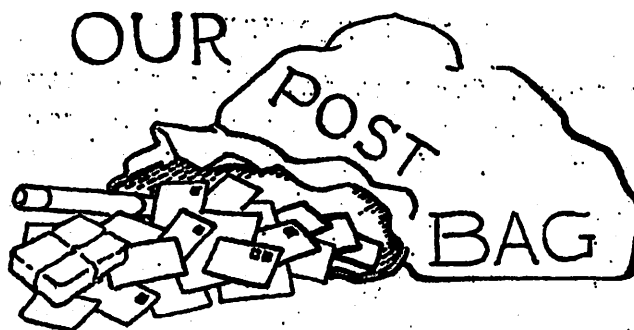
Wed July 2nd.....-De- The Artichoke, Shenfield Common, Brentwood.

Sun July 6th....Run to Worthing with Concours D'Elegance.

Events are also scheduled for August & September. Details Later.

EXTRACTS  
FROM  
YOUR

April



LETTERS  
TO THE  
EDITOR

1952

Dear Sir,

Enclosed please find article as promised. Please note my change of address to :- 2 High Street, Llanllechid, Bangor, Caerns.

Yours Etc.... B. Blunt.

Dear R.P.

.....Right now, I have no Alvis, she is being sprayed-cream and black, However, I have Alfa Romeo and Jowett Javelin to get me from A to B in the mean time. It could be worse! All goes extremely well in the old homestead, the wife is keen on a continental tour by Alvis in the Summer, How trusting of her to have such confidence in the other two in the triumvirate!....

..... Yours etc.. M. Clinkard.

Dear Mr Editor,

I would like to thank all members who have replied to my reminder regarding the annual subscription but as I have sent out over eighty reminders and thirty members have responded I should be grateful if the members with outstanding subscriptions will get their pens out & send me their cheques. We all look forward to Alvistas every month.. but it cannot be produced without much labour on the Editors part & some money from the Club... I am anticipating a bumper harvest during the next fortnight...

Yours Sincerely, R.D. Dickinson.

New Members to date include:-

- 175. Capt R.A. Grigg, 1st Bn Sth Staffs Regt, Abercorn Barracks, Ballyhinlin (Co Down)
- 176. Robert Walmsley, 65 Gisburn Rd, Barnoldswick, Colne, Lancs.
- 177. George Thomson, St Winnock, Ulundi Rd, Johnstone, Scotland.
- 178. Eddie Moulding, 138 Malsis Rd. Keighley; Yorks. ...
- 179. Robert Rogers, 56 Wildwood Rd, London N.W.11. ...
- 180. Stephen Southall, Lower Croft, Clifford, Hereford.
- 181. Frank Kenning, Baslow Hall, Bakewell, Derbyshire.

### ALVIS ABROAD (3)

It would appear that there are some Alvistas readers waiting for the answer to the "Pinch Bolt Conundrum" with the same eager interest they displayed on Budget Day. I fear the answer is not very thrilling, merely bent rods, worn pistons, a two to one compression ratio and a Diesel exhaust effect from the sump. To avoid such unseemliness, clamp the gudgeon pin in the vise - never the rod. This may mean the use of three hands, a friend (if you have one) or a wife who doesn't know any better - yet.

However, & be that as it may - let us return to New Zealand and the Speed Twenty. Most of the remainder of my competitive motoring there was done on airfields or beaches. The speed 20 didn't like sand - and nor do I - On such a surface, I found it difficult to avoid wheel spin, due to too much power and too little weight aft. On the tarmac things were different and although I never had very much opposition, the old car usually came in fairly high up in the list. It is very satisfying to ease up on the straights in the certain knowledge that the pursuing 4½ Bentleys and T.C.M.G.'s are getting breathless to no purpose. In actual fact, the Speed 20's highest timed speed was 97.7.. this on a straight of just over a mile entered at some 15 m.p.h., The sole concession to aero dynamics being the removal of the spare wheel and headlights. The 1932 road test gave a maximum of 88.8 which represents almost exactly 4,500 r.p.m using the 4.55 differential. Several 19.8's have the 4.7 diff, but I doubt that the maximum would be any less; B.H.P being the limiting factor rather than the ability to rev.

In my last report, I crawled round the crankshaft and rods, so right now, I feel like a little fresh air. Head removal, (Cars) is a simple job, and a de-coke a pleasant weekend operation. In New Zealand spare valves were unobtainable but I soon found that Model A Ford valves were an exact fit - the only modification necessary being to bite an inch or so off the stems and cut a collet groove. I can almost hear the cries of 'Sacrilege' over Ford valves - in actual fact they are extremely good quality though a trifle on the heavy side being flat headed as against the original tulip valve fitted in this particular car. Their design is rather inferior from the gas flow aspect too.

Valve guides and springs needed no attention but the rockers were not so good. The tappet clearance was three thou hot for both inlet and exhaust and the fact that the rockers had worn considerably where the arm takes on to the valve stem made accurate valve adjustment very difficult, if not impossible. Out there my only solution was to grind off the bearing surface and then case harden the resultant smooth face retaining, as far as possible, the original contour. Oil supply to the overhead gear is by a pipe running up the push rod gallery. The amount is controlled by an adjusting screw (& lock nut) This is in the

rocker shaft opposite the point of entry of the oil pipe. To restrict the flow, screw in the adjuster and... vice versa... vice versa. The push rod ends are lubricated by small jets on the underside of their respective rockers. As opportunity arises these can be cleaned out with a piece of fine wire.

Perhaps I was fortunate in never having any gasket trouble with the Speed Twenty in spite of the unfortunate placing of the ten holding down bolts under the rocker shaft. This particular design feature precludes the use of anything other than an open ended spanner on most of them. Push rods must, of course, be replaced after tightening these nuts. The New Zealand car was given a face dressing fairly early on by the removal of all the head studs and oil pipe and then sliding the head length ways along the block after smearing the latter with coarse valve grinding paste. Naturally things must be well cleaned out after the operation. During the three years I had the car I used a solid copper gasket, annealing each time I had the head off. As far as I know, the same gasket is still there - maybe helped by the fact of the original compression ratio's being only 6.5 to 1.

The night is middle aged, a small part of the story of a fine car has been written. I wish her well, She gave me much pleasure, but far more important than that, introduced many in New Zealand to the ALVIS Car - One of the world's best.

R.N.Clinkard.

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The R A C Rally....March 31st to April 5th.....B.Blunt..

Any attempt, by a competitor, to describe a rally 5 days and 1800 miles long must deal only with events that affect numbers ten to fifteen either side of the writer...but full reports have appeared in the National press. The entrant, a 500 Cooper owner, his brother, a 328 BMW owner, and myself, a speed twenty owner, drove car number 155. An Austin A40, of the entrants Mother. We started from Scarborough, where a feature was the reception given by the Daily Telegraph; The supply of liquor was limitless; an object lesson in acceleration was furnished by the waiters at the Grand Hotel...just beckon and it becomes obvious that he's shod with Wyresoles...(Advert). The only event prior to Silverstone was the encountering of snow blocked roads in attempting to by-pass a three mile traffic jam on the main road. The promised high speed lappery was abandoned owing to the snow. It was here we had our first encounter with a mauve.. yes ! .. a MAUVE Rover driven by two ladies, which was to make us wince several times in the next few days. Going on to Castle Combe, I was slowly getting used to the soft sprung understeering car, I can only liken it to driving on wet seaweed. Tyre howl was produced at twenty miles per hour on bends ! The garaging

test around midnight on Monday let us see a wide variety of reversing lamps. On into Wales took us over roads I knew well and eliminated our navigating worries, a non stop climb of Bwlch-y-Groes (Some cars were unable to cope.... all were obliged, by Regs to be post 1947 -Is the S.M.M.T, who were reputed to have had quite a lot to do with the rules, afraid of the pre war car ?)

We reached Blackpool on Tuesday evening, did our wiggle woggle on the Promenade... and so to bed !

Wednesday saw us tearing along fast winding roads towards the Lake District. The rubber from tyres of earlier cars lay thickly on the corners, it could have been scraped off with a knife.. who dare say that I.F.S doesn't devour tyres ? After practising for Friday's regularity test, we were away, over the border to Edinburgh for our night's rest. Here, at one of the best hotels, one of our team gave the head-waiter a penny in mistake for a half crown! We trust that perhaps he was an Aberdonian with a sense of humour. Thursday morning saw us en route for the Rest & be Thankful timed hill climb. Here the rest of the crew were on familiar ground-they had once lived at Inverary so again navigation ceased to be a worry. Not so, However, the flocks of sheep round every other bend and the countless hump backed bridges which caused the loss of ,at least, one set of reversing lamps. North wards to Onich and around Blair Atholl, where the only item on the dinner menu at the A.A Hotel was poached egg on Findon Haddock ! South wards through Ayrshire and back to the Lake district for the regularity tests. Here the car displayed its only spot of temperament, it developed a vapour lock in the fuel line, prosumably due to its having over heated on the long climbs. This set us down a hundred marks. We saw many cars with far worse trouble.. mostly transmission.

Now for Scarborough... and some sleep!

The A40 performed very well indeed, in 2200 miles it used no water, only 2 pints of oil, which was a pity as Shell provided this free of charge, and averaged 26 m.p.g on hard driving (Still, my Alvis does 22 and has twice the engine capacity...) The cost, merely as a point of interest, worked out at about £60 for the three of us, including five nights in large hotels and the rather high entrance fee of £15.

We thoroughly enjoyed the experience, our one regret was that there was a sort of scarcity of Alvi amongst the competitors, one is led to ponder on what an enterprisingly driven three litre might have done amongst such opposition as was furnished. Certainly there was very little to compare with an Alvis ,and there seems to be no reason why future years should not see either the make or the Club represented to an unheard of degree, perhaps some kind soul will offer me a co-drive in a T/A 21....just try me! That's All !....



THE ALVIS "FIREFLY"..... By Allen Chadwick.

I have been persuaded to write this article of the Firefly, with the feeling that there are probably others who are very much better qualified to rush into print than I.

I can claim to know this model quite well however, if on no other ground than that I own and run one of these models, and have covered not only a considerable, but by most standards, a colossal mileage with very great satisfaction. My car is in seven days to the week use, and has been for nearly ten years past, and it has been off the road for what must be an almost record few number of days.

However, this is not getting down to facts, and having a personal hatred of padding in authorship, let us start with the "meat". The model suffers from one or two faults, as all motor cars do, since the perfect car has not yet been built, and as I find them, they are somewhat excess weight and noise, together with rather heavy steering and the usual tendency to hard suspension which is common to the marque rather than the model. In my own car, I have eliminated all the above with the exception of the weight problem. This latter is not all on the debit side of course, as the massive construction for the size and power of the car, gives the chassis a tremendous resistance to wear and general deterioration, provided that lubrication is zealously attended to. The hard-pressed engine I have nothing but praise for, as I think that it is the longest wearing and most un-tempermental power unit of any private car. With regular oil changes at 2000 mile intervals, and proper cleaning of the filters, the life of the "bottom end" is certainly in excess of 80,000 miles with a bore life of at least 50,000. This is assuming continuous really hard driving and the normal employment of cruising speeds of the order of 60 m.p.h. My experience is that with an engine which has been meticulously erected, no amount of full-throttle driving will affect it in the slightest, either from the point of view of long life or from a maintenance angle.

I must admit that I got tired of the high noise level, and having come to the conclusion that the uproar inside the car was out of all proportion to the actual mechanical noise, I proposed to do something about it, having reason to believe that the trouble lay with the engine mounting. Much reading of advanced technical matter followed, and all this fortified me in reasoning that the rear mountings were too wide apart, too low down, and insufficiently flexible. Having checked the validity of this reasoning, the engine-gearbox unit was removed from the chassis, and whilst still complete, the C of G was found by balancing it in three planes & thereby noting the point of intersection. An imaginary line was then drawn from the front mounting, through the C of G to the cast webs on the bell housing. A horizontal at the level of this line on these webs then gave the height the

new mountings had to be. The cast-in bearer webs were then cut off at 45 degrees from the horizontal and welded up plates made & bolted on, which take bonded rubber engine mountings (Standard 12 pattern). Two welded up pedestals with their tops at 45 degrees were then made & bolted through the existing bolt holes on the cross member. The engine was then re-fitted in the chassis, with a corresponding mounting of the exhaust system (with tandem silencers as per the "Firebird") to take care of the flexing of the power unit. The addition of an air cleaner to reduce intake roar completed the job.

The results were most dramatic. No trace of vibration reached the chassis or body, the unit was dead smooth to the limit of its revs in each gear, and the reduction in noise was almost unbelievable when it was remembered that nothing at all had been done to the engine as such. The car is now quite smooth & restfully silent even by modern standards, and the radio can be heard perfectly without any excess volume in the top fifties. The cost? Doing the work myself, the welding, extra silencer, air cleaner, engine mounts and odds and ends --- well under ten pounds.

The suspension was the next thing to occupy my attention; The difficulty was to decide whether the harshness came from the front or the rear end, and in this direction I was influenced by the discovery that the rear springs of the "Firefly" correspond almost exactly to the Rover 14 in length, width and thickness and number of leaves. As the last mentioned car is not by any means hard sprung, it seemed reasonable to suppose that a reduction in the spring rate at the front end was called for. This was effected by removing all leaves other than the top two leaves, and substituting the same total thickness of leaves removed by leaves of the same individual thickness as the rear springs. The Andre friction dampers were then removed and thrown away and a road test showed that the springing was now much softer and slower, in fact that the front springs were now showing definite signs of movement, a thing which certainly was not evident before. Being satisfied that I was now near the mark, the next step was to fit Newton Telescopic hydraulic dampers with a setting R1. This resulted in a very satisfactory ride over the appalling Lancashire roads and with no deterioration in road holding. In fact, speeds can be maintained over cobbled roads which would have been unthinkable previously. In passing may I add a word of praise for the Newton dampers which have retained their youth over five years of high speed driving over dreadful road surfaces?

The heavy steering was the next (and easiest) job to tackle, & for the edification of all, it is done by obtaining from Messrs Alvis the shorter drop arm as fitted to the "Firebird" and substituting this for the one originally provided which seems almost as long as a broom

stick, A great reduction in physical effort is the result., and the cost was well under one pound plus about an hours work.

The next modification was occasioned by the planning to take the car to Italy, via the steepest and highest passes that the Alps could offer. Knowing that the heavy car propelled by it's pumpless & fanless engine would boil it's head off after a mile or so of climbing a "Firebird" type pump was fitted to the end of the dynamo and the "plumbing" altered to suit. The result was that the water temperature hardly ever showed at all unless nearly all the radiator was blanked off and thus the car now has really ample cooling capacity----- a very different state of affairs. In passing the fitting of a water pump now allowed the installation of a really efficient heater, a thing that once tried, could never willingly be done without. The water pump also eliminated a symptom which showed itself when the car was being driven to it's /absolute limit for long periods, i.e. the performance would fall off & the engine would tire temporarily until less hectic tactics were employed for a short while. With the pump urging the water round the power unit is fully resistant to getting "out of breath" and the loud pedal only makes it ask for more !

I have discovered that there are certain basic principles which must be followed in the overhaul of the "Firefly" engine, and indeed generally apply to all engines of the Marque. Firstly, the "bottom end" must be most perfectly machined and assembled, the main bearings in particular must be dead in line, perfectly fitting and of no other clearances than those recommended, not forgetting that crankshaft end-float is within the specified figure. A careful balancing job pays great dividends and the crankshaft torsional damper must be in good condition. With these basic matters attended to and with 40 lbs oil pressure I don't think it possible to induce bearing failure however the engine is thrashed, and any failures which do occur can be laid at the door of something other than design. Sloppy main bearings are fatal as they can induce breakage of the crankshaft apart from the low oil pressure which will be apparent. My own experience shows that by far the quietest engines are those which are fitted with "Bohnalite" Invar Strut pistons as these engines were when they were new. They are rather expensive and somewhat difficult to obtain, but I would personally fit no other, having achieved a quite high standard of mechanical silence for the type of engine through their use.

My own car left the works with the standard remote control crash gear box, and after sampling it for a couple of years, I could not tolerate it's noise and slow upward changes any longer. I therefore obtained the whole bag of tricks for changing over to pre-selector and carried out the work myself. I have never regretted this, as the pre-selector is much quieter than the standard box, has closer ratios which suit the car better and permits infinitely quicker gear changes --an important point on a car which demands much gear changing if it's full performance is to be realised. I have found the preselector to be

dead reliable and very long wearing provided that one does not indulge in coasting in neutral or having the car towed. These two last mentioned practices will result in disaster due to the fact that pre-selector gearboxes are pump lubricated and the pump is driven from the engine end of the box. It will be apparent that if the car is coasted or propelled without the engine running, then the working parts of the box and most particularly the brake bands are running dry-- a state of affairs which they do not appreciate and which will result in a bill for re-lining the brake bands at the very least.

Somewhat naturally, being of the same R.A.C. rating and from the same maker, there is a lot of comparison between the 12/50, 12/60 and "Firefly" models. Having owned all three (plus several other models in the Alvis range) I personally do not think that the 12/50's or 60's are in the same class as the "Firefly". The latter has a better lower frame, better brakes and quieter transmission, apart from the engine differences which are in my experience, very important. The obvious one is the really quiet rear-driven timing chain & auxiliaries as against the abominably noisy and not unknown to strip timing gears of the earlier models. The crankcase is much stiffer and the oiling system is better, allowing greater and more consistent pressure on the bearings with improved filtration arrangements. The electrics are far superior (I never managed to get a reliable dynamo on any of the earlier models) and the head and manifold of the "Firefly" are to say the least, satisfactory. The "Firefly" head is exceedingly well ported, in that for a 1½ litre they are of ample size and reasonably direct and the semi-down draught S.U. of huge proportions attended to the gas production admirably. I have never tried to develop further, but I imagine that there is scope in the "Firefly" head and general mechanical department for quite a considerable amount of extra 'urge'.

It gives food for thought, in view of the present performance of 1½ litre touring cars, that as long ago as 1933 the "Firefly" as tested by the "Autocar" on the 10th Feb. in saloon form, was timed at 73.77 m.p.h. did 26 m.p.g. and ran without effort as is quoted at 60 m.p.h. Considering the weight of the car, the considerable frontal area and the fact that no aero-dynamics entered into the design at all, the performance is a very meritorious one, especially as time has proved the extra ordinary long life of the said motor car.

Having done a considerable amount of work on the "Firefly" I have at least got a knowledge of the main snags and possible avenues for improvement, and whilst I do not desire to set myself up as expert on all these matters, if any Club members wish to avail themselves of any knowledge I might possess, I shall be only too happy to give them the fruit of my experience.

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Cover photographs have been provided as follows:- March..A.J.Sadlier, Speed 25 ; April :- N.Routledge, T/A 14 (Mr Wood at Gisburn 1951 June)

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It must be stated at the outset that I can make no claim to be a "Dyed in the wool" Alvis Fan, as my experience covers only the last six years, and is pretty well confined to the Speed Twenty and 4.3 Litre which I have owned during the period.

Each car was bought with little thought or care. I decided to have a Speed Twenty, and bought the first that cropped up. The bear's bottom had nothing on this motor, and it was the roughest Speed Twenty ever seen in this district. It could be coaxed up to 80, but prolonged driving at over 60 caused the steam pressure to rise in the aqueduct in the most alarming fashion. It had a V.D.P body which was Very D--- Poor, there seemed a marked lack of local enthusiasm on the part of body building shops; every foreman, in turn, took one look and got that awful look in his eye, like a cod entering its third week on a fishmonger's slab. No words were necessary. The car's death warrant was signed when the One Shot Lubrication System poured its oil over my wife's feet, encased in a brand new pair of shoes. The real bete noir was the so-called dual ignition system, which was not entirely dual, ignited only occasionally, suffered frequent complete failure and was a constant source of interest. On one memorable occasion, the fibre wheel in the polar inductor magneto stripped, and as this happened to one of several parts which could completely stop the duality of the fireworks department, we could get the engine to run on only one cylinder, though you could tell the difference!

A most ingenious system of leaf springing evolved by a previous owner broke down in such a manner that engine speed was limited to 2,000 R.P.M in any gear. To do anything to the points required the acquisition of a mirror and a frightful vocabulary...and I never had a mirror.

Nemesis overtook the outfit one summers evening whilst cruising at 60, the head of an exhaust valve popped into the works, cracked the cylinder head, broke a piston, and entered the next pot via the cylinder wall. When friends discuss expensive noises I feel qualified to chime in...The car went to the works who obligingly made it work again at a cost of £253. By this time it was regarded as a crime agin humanity, and as being against all the rules of civilised war to mention "Speed Twenty" in my house; so the car was sold, with receipts and all, for £200.

However, when it went, it had certain pleasing features, and I think that, when enterprisingly driven, between any two points on the map, it was the fastest and safest car I have ever had. It could be weaved round corners in a most satisfying way, and was not too heavy to be thrown about. So, in spite of having been the owner of

the worst car that ever came out of the Alvis works, I was bitten by the Bug, and acquired a 4.3 saloon of 1937 vintage.

Any sports car, aged 12 years has had time to shake itself a bit loose in places; and I had not expected that this car would have spent its former life being driven to funerals by an undertaker, however most of its troubles were superficial, and it had just those qualities essential to a man of my advancing years... Comfortable, refined to a degree, a silent delight to drive, and the required turn of speed.

It is quite useless to mention speed and performance as all Alvis owners, from 12/40 onwards, are convinced that they own the fastest thing on wheels, so I make no other claim than that I know it will do 52m.p.h... because it has done 52 miles in the hour on English main roads.

When I got it, its enormous power had me dumbfounded, and I decided that it could easily stand the raising of the axle ratio from 4.1 to 3.8 and obtained the necessary parts from Alvis. On stripping it, I found that the ratio was already changed by a previous owner who had failed to alter the marking on the diff. housing. Presumably it must have had an aeronautical performance on the standard ratio.

Speed is always an expensive luxury, but the 4.3 provides it as cheaply as most.

Amongst my very few snags I list the brakes, which need a frequent centering of the shoes as apart from the use of the central adjuster, which seems to act mainly on the "first" shoe, and does little to take up wear on the second ones. This is not quite clear in the Handbook.

A very elusive rattle, usually heard only when driving along a road flanked by high walls or houses, was found to be the brake shoes rattling against the drums or back plates due to wear on the pivot pins. It was relieved by the judicious use of shims.

Petrol consumption was improved by the fitting of jets and needles standard to the Speed 25. The magnificent start from rest is affected, but after a very short time, the engine runs evenly and performance is virtually unaffected. The air filters impeded free access to the jets.... and were discarded.

Excessive tyre wear was checked by the obtaining of a sixth wheel which enables a wheel to be trued and balanced every time a tyre change is required, whilst retaining a full set on the car.

Many hours of my valuable time were absorbed by the alleged or probable benefits derived from the fitting of an air scoop with an intake area of about a square foot. In spite of varying lack of



adjustments to tappets etc have been made. That it has a full number of healthy cylinders and, in fact, is sound in wind and limb.

Unless all these points are in order, chance of success is remote. and so, to the method.... Run the engine until thoroughly warm & then slack off the two clamps connecting up the spindles. Listen at air intake with ear direct or using a piece of tubing if you prefer, and, in turn, screw back the throttle stops until the hissing sound disappears. re-open until this can just be heard and repeat on other carbs, recheck that all, on completion, make the same sound. viz a hiss of the same intensity. When satisfied that this is so, retighten the clamp screws. Now open up the engine to 900-1,000 R.P.M. on the hand throttle and lift the piston of No 1 carb one sixteenth of an inch with the aid of a long thin screwdriver or similar instrument, and note the reaction of the engine. If the engine stops, the carb is the only one working, if it makes no difference, that carb is not pulling its weight. The former indicates a need for a weaker mixture, the latter requires a richer mixture.

Try this on all carbs in turn until the ideal is reached, which is For economy... on lifting the piston of any carb the engine revs up a little and then falters.

For acceleration & performance.... the engine should rev up a little and run quite smoothly, this is not an economical setting.

Having done this, any further adjustments to be made to the slow running screws must be made to all of them, the same amount to each and likewise to the mixture control screws, as if the engine has been tuned too weak, it may refuse to slow run when the hand throttle is slacked back.

An engine in good order should slow run at about 5-600 R.P.M. but this cannot be achieved in the presence of badly worn throttle spindles or a weak mixture.

The needles recommended for the various types are:-

	Weak.	Standard.	Rich.
1933-4 Spd 20	61	81	L.S.1
1935- " "	62	61	81
1934 Silver Eagle	HA	AC	M1
4.3 1937 on .	LB2	RP	KT
1937 on Spd 25 .	1	R32	C2
L2/70 twin carb			
Standard .	L	DQ	61
Sports	CO	DT	None Specified.

That's all for this month, any questions ?



E.D.Writes.....

This month I am writing mainly of the South-eastern meeting held on March 27th at the Richmond Hill Hotel, Surrey. I must confess that I was very impressed by the splendid attendance and the unbiased quiet efficiency of the Chairman, Mr Arthur James. It was a bitterly cold night just preceding the heavy snowfall which the Midlands and South recently suffered, and quite an effort must have been needed for these Club Stalwarts to leave their cosy firesides. The election of a Secretary was the dominating feature of the meeting and this vacancy was filled by Mr Brian Connelly, who will be ably supported by his Committee, Messrs, Fretwell, Critchett, Harbin, James & Stagg. This latter gentleman is the possessor of a particularly sparkling wit, and is obviously a capable organiser, who will be a great asset to the Club, so I guess that we shall be hearing great things from this direction. However, Ladies, here is something I know you will be specially interested in, the formation of the SOUTH EASTERN LADIES SECTION. This important decision was carried unanimously and three of the ladies present were elected to a Committee. They are Mrs Harbin, Mrs Critchett and Mrs James. Also present at the meeting was a lady visitor from Kenya, who is Secretary of a Motoring Club there with a considerable membership, so you can see, we ladies are capable of understanding the motoring complex, and we can be a great help to our club if only by supporting the events in all sections, for it is very disheartening for the organisers to have to cancel dates through lack of support, as have our Midland Section. The Dinner & Dance which was to have been held on the 5th April at the Foxlydiate Hotel, Bromsgrove has been reluctantly cancelled for this reason, coupled with the unfortunate illness of Mr D. Hammersley who was in charge of the arrangements. Mr Hammersley is now in hospital and if any of our members could spare the time to write to him at his home address, BROOM LANE, BLAKEDOWN ? KIDDERMINSTER, I know their letters will be very welcome; Meanwhile we wish him a speedy recovery.

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Would any lady willing to assist in the formation of such Ladies Sections as described above, drop a line to the Editor on the subject as information on the subject is rather difficult to obtain...There's plenty of space in next month's ALVISTAS....

## ALVIS OWNER CLUB.

The Club was formed for the purpose of uniting, in social and competitive events, the Owners of Alvis vehicles of all types and all ages, and the promotion of the interests of Alvis owners. A secondary purpose is to maintain a complete register of Alvis cars, as far as practicable, and to assist members with the exchanging of information on every aspect of the behaviour and maintainance of the Alvis. The only qualification for admission is the ownership of such a vehicle and a pride in such ownership.

The Organisers and Members believe the name Alvis is one that commands great deal of respect on the roads today. It is understood that no member or prospective member would, in any way, conduct himself that might lead to the forfeiture of that respect.

These are our aims and ideals, Should you find in them a common interest we extend to you a hearty welcome to our ranks.

oooooooooooooooooooooooooooooooooooo

Date..... 1952.

SURNAME..... Christian Names.....  
(capitals please)

ADDRESS.....  
.....

Nationality.....

Particulars of my Alvis are as follows:::- Year.....

Model..... H.P..... Engine No..... Chassis No.....

Car No..... Registration No..... Colour.....

Type of Body..... I apply, as the owner  
of this vehicle, to be admitted to membership of THE ALVIS OWNER CLUB,  
and enclose remittance as stated below:-

Signed.....

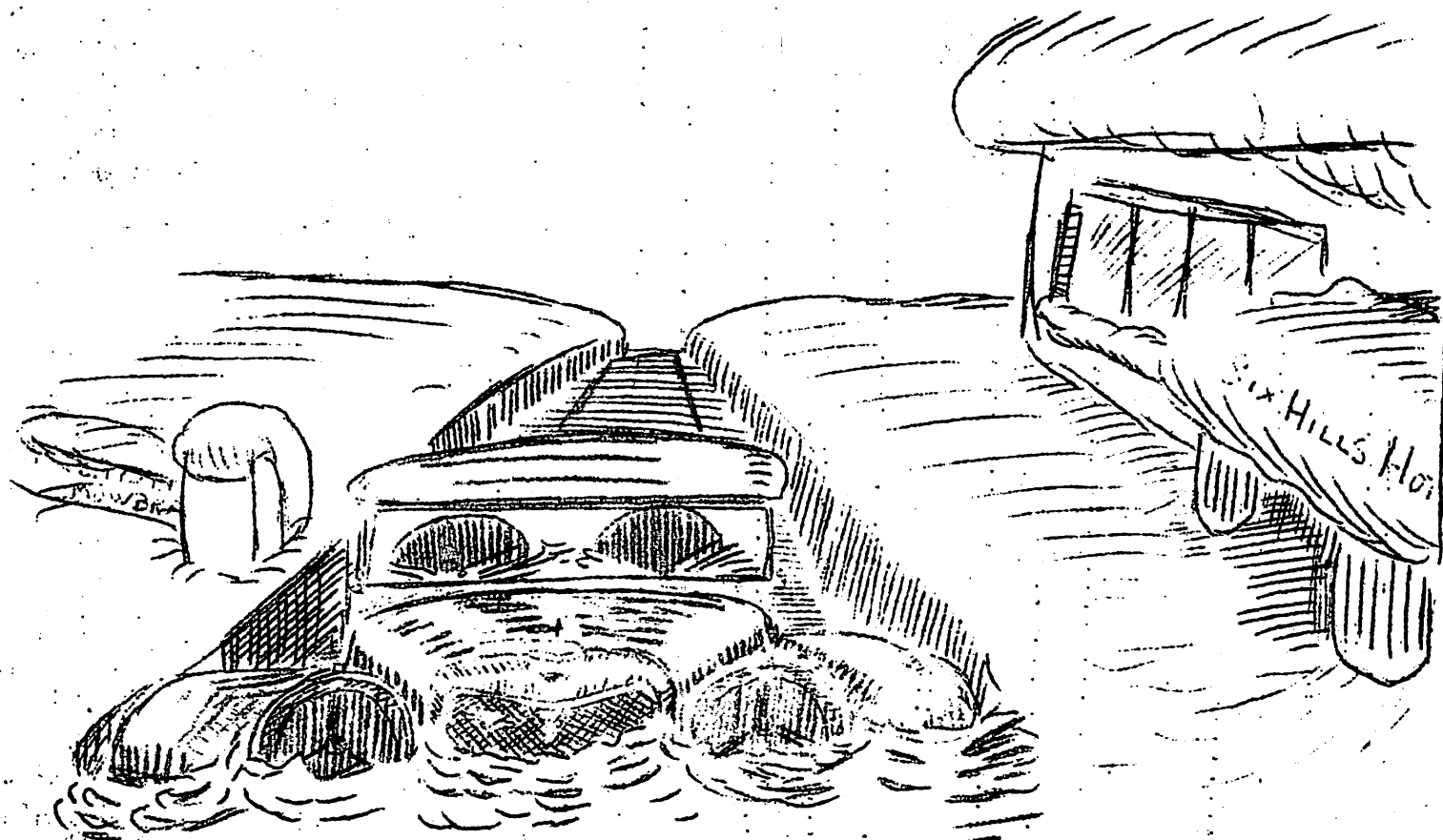
Entrance Fee.....£1: 1: 0

Subscription( year)...£1: 1: 0

Car Badge.....£1: 1: 0

TOTAL ----- £           

Badges are , and remain, the property of the Club; Upon a person ceasing to be a member, the sum of 10/6d will be paid on the return of the Badge to the Secretary, Providing only that the Badge be in reasonable condition.



KRIB

THE A.G.M.  
1952

...A Spring day...the first promise of the warmer weather...a treat for the wife....an airing for the Alvis....marvellous approach roads, specially chosen for their suitability for high speed motoring...a day away....

WHERE IS HE, THE X@X@? = &@@ !!!!!.....!!