

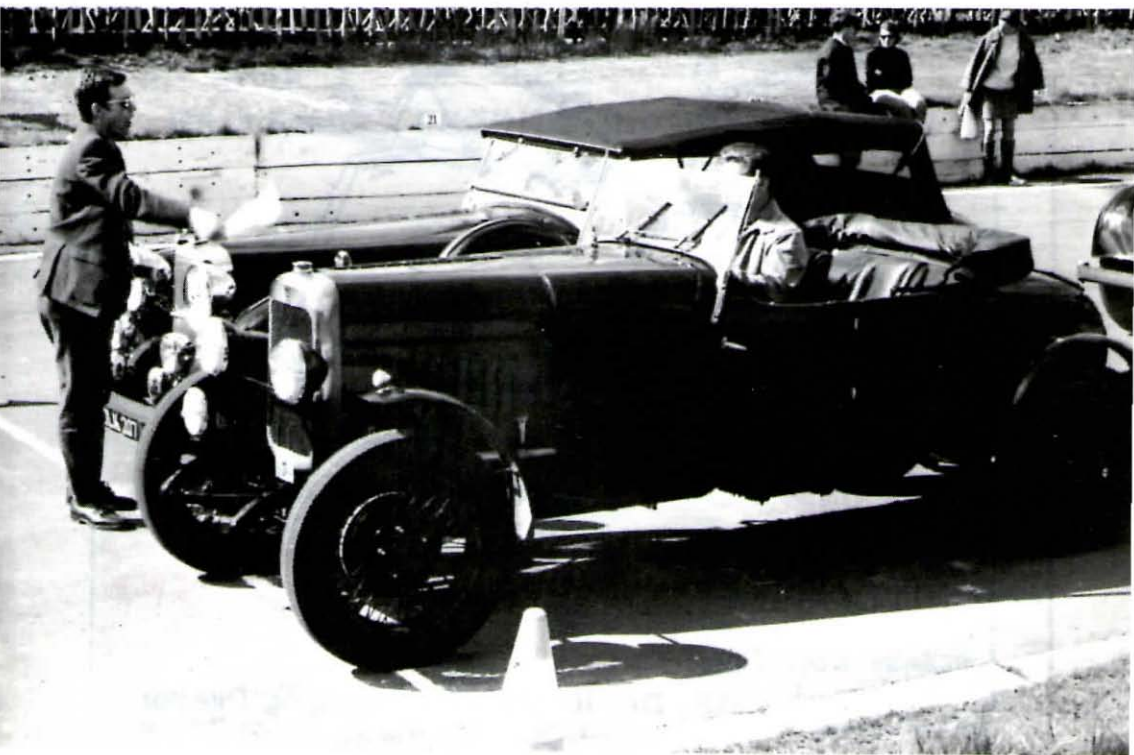
No. 199 April 1970

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- REPAIRS & SERVICING
THE SPECIALISTS



OWNER CLUB

bulletin



THEY'RE OFF! Chris Lee's Beetleback is unleashed on the driving tests at National Alvis Day last year. For details of this year's event, see pages 3&4. Photo by Peter Abrahams.

SEE YOU AT CRYSTAL PALACE, MAY 3rd!

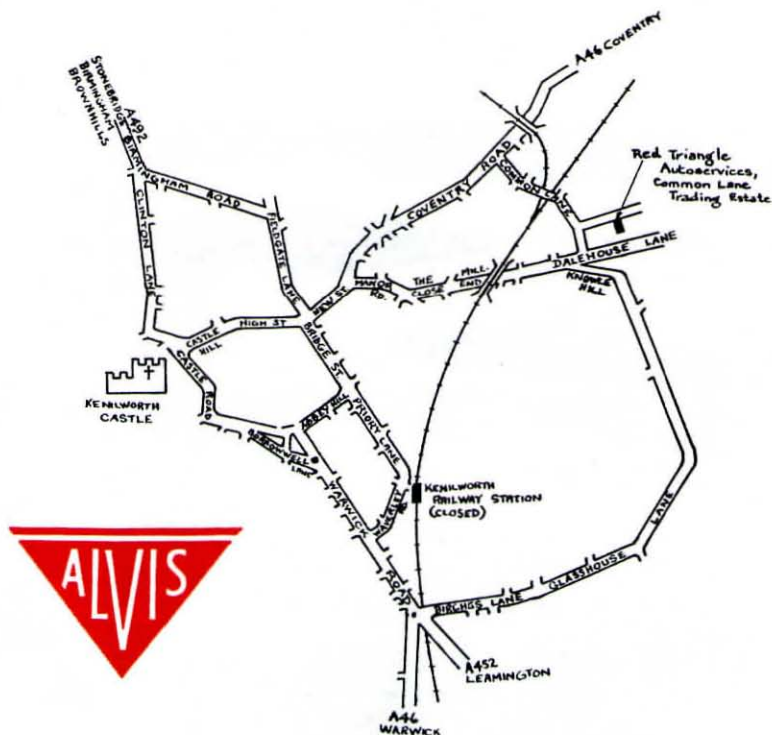
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Common Lane, Kenilworth,
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Telephone Kenilworth 57303

Have taken over the entire stock of spares
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With the approval of Alvis Ltd. they will
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MR. DAVID MICHIE, Managing Director
(formerly Alvis Service Manager)

or

MR. ROLAND SIMMONS
(formerly Alvis Service Engineer)

THE CHAIRMAN'S COLUMN

Crystal Palace

Sunday, 3rd May, 1970, is the great day, the first of our main outdoor events - National Alvis Day which, this year, has a special significance in that 1970 is the fiftieth anniversary of the first Alvis car (the 10/30) produced.

Maurice Gallaher has already submitted entry forms covering driving tests and concours and has asked for entries for the Golden Jubilee Cavalcade. The South-East Section, with the responsibility for organising Crystal Palace, have finalised their plans, and from what I have seen the driving tests will once again be up to the very high standard we have come to expect at this event.

Please make this event as widely as known as possible, there is plenty of car parking space at the Palace and we will have available car parking space at the Palace and we will have available car parks for non-Alvis cars, but as usual will endeavour to park all Alvis cars together as we believe this is the only occasion during the year when members and visitors have the opportunity of seeing up to 500 of such cars parked together under one roof as it were! This year may perhaps be the exception but more about the Tour of Britain later.

There should still be time for you to enter the various events but we naturally hope you will have already completed those application forms and sent them in. To those members who haven't previously journeyed to Crystal Palace I would like to give my assurance that this is a first-class day out for young and old alike, we have had fine weather at the Palace every year since the event commenced and the amenities are really excellent. A.O.C./C.C. members can, of course, use the Caravan Club site immediately adjoining the race track should they wish to travel to London for the weekend.

A record attendance this year please and may I remind members that our visitors judge the standard of the Club by the standard of its members' motor cars and, whilst we will not display a sign "clean Alvis cars only", it is surprising what a difference a wash and polish makes and your Alvis car deserves it anyway.

Tour of Britain

The great day, Sunday, 31st May 1970. Brian and his officials are working feverishly to complete all the arrangements and Brian's final report will appear in the special Tour Bulletin being published in May. I am hoping that by publication day we will be in a position to confirm the venue for the line-up in London and, in view of the location decided upon, we are hoping for a record turn-out to lend support to those members undertaking the entire Tour from London.

E.P.OAKMAN.

15th NATIONAL ALVIS DAY – JUBILEE YEAR EVENT
THE CRYSTAL PALACE, SUNDAY, 3rd MAY, 1970 at 10.30 a.m.

As you opened your copy of the Bulletin last month you doubtless had more than the usual number of loose pieces of paper on the floor. Well pick them up quickly, fill them in, and post them back to me today as these are the entry forms for the biggest National Alvis Day that we have ever had.

Driving Tests

Jock Stephen has designed a set of really special tests this year to show off the best in Alvis handling and driver control. The total number of entries is limited so let me have your entries now.

Concours

We had a record entry last year and each car was, as all members saw, to a very high standard and from the conversations I have heard around the meetings this year the standard will be still higher this year. Fill in your entry today.

Cavalcade

Jim Oakman is running this section of the events again this year and so this is the 50th year of Alvis Cars we would like a complete parade of every Alvis Model. Entry Forms from Jim, at 2 Cheyne Close, Gerrards Cross, Bucks – TODAY!

Maurice Gallaher.
S.E. Secretary.

How to get to Crystal Palace

Situated about five miles south of Piccadilly Circus, and about one mile from the South Circular, Crystal Palace lies at the foot of the gigantic television mast which serves as a landmark.

Approaching from the South, East or West follow the South Circular until you come to a signpost to Crystal Palace.

Approach from the North involves either crossing or skirting Central London. Neither is much problem on a Sunday morning, as your average Cockney will still be trying to start his F-R-. However, the cross-London route is greatly to be preferred as there is an urban motorway to within two miles of Marble Arch: this is known as A41-West End on all the signs, whether you are coming in on the M1 or the A1 the only thing to have to remember is to Fork Right just after the end of the M1.

Having attained the West End, you now have to keep a look-out for the plentiful signposts, looking very chic in mid-blue with white trimmings, indicating the way to the neighbouring villages of which London is composed. In order of route they read Marble Arch, Hyde Park Corner, Victoria, Vauxhall, Brixton, Herne Hill and Crystal Palace.

Having arrived at the foot of the television mast, pick up the signs for the National Recreation Centre, and before you know where you are you will find yourself buying the Alvis Day glossy souvenir programme and will be all set for the most enjoyable day of the year. We look forward to seeing you – and since you are all coming, why not enter the concours or the driving tests while you are about it?

SECTION NOTES

SOUTH-EASTERN SECTION

Meeting at The Green Man, Herongate, 2nd March

A rather cold night brought the newly established regulars Stan Coss, Peter Jones, Phil Robertson, Mr. Ridge, Mr. Hutchings and four friends of Phil. The Alvis left outside in the cold included Phil's Silver Eagle Six light saloon, Peter's TD21 SII, Mr. Hutchings TE21 and our 12/70. A fine meeting with even more pictures of Phil's rebuild. More people and cars next month!

Meeting at The Fox & Goose

Now that the nights are getting lighter more and more members arrived at this meeting in their Alvis cars. After a quick look round the car park it was very plain to see that members had worked very hard on their cars over the winter.

On entering, the bar was full of Alvis members and friends this month, some attending for the first time.

The Tour and Crystal Palace were the most popular subjects with news of people's rebuilds falling a close second. The meeting closed all too soon, see you all here next month.

CRYSTAL PALACE, May 3rd

I shall be running the CAVALCADE again this year, and as this is our BIG year I would like a large turn out of nice cars. So will members who wish to run their cars in the cavalcade this year please send the form when available to me.

J. Oakman,
2, Cheyne Close
Gerrards Cross,
Bucks.

Meeting at The Four Horseshoes, Chobham

We had a very well attended meeting with several Alvis in the Car Park. The talk of the evening seemed to be about getting the cars ready for the Alvis Day at Crystal Palace. Sorry to hear Jim is having trouble with the floor on his car. Thank you all for attending. Alan Burrows.

Meeting at The Haycutter, Broadham Green, 26th February

There was not much room in the bar for the locals as 25 members revelled in the pleasure of owning an Alvis. They brought 10 good examples but none were pre-war except the resident SP.20, which Brian has been playing with in the field at the back, until he got bogged down in the mud and had to be towed ignominiously back to the shed. It is looking better now after a steam clean and is showing perceptible signs of progress.

A plaque was presented to Brian, marking the confirmation of the establishment of this meeting. As usual the atmosphere, company, food and beer were in fine form and quickly dissolved the hours to closing time.

Gerry Michelmore.

Meeting at The Punchbowl, Dorking, March

The Dorking Decade March 1960-1970. Of the many members here tonight, I think only ex-Grey Lady Tony Sanders and myself were at the inaugural meeting in March 1960 when ten members attended this first Surrey gathering. Tom Oakman's TB21 is now out of the paintshop in its new 'tobacco' finish and Malcolm's rebuilt TC21 is about to undergo final treatment of duo-tone special maroon and black. Jim's Healey is waiting for a new floor etc. Pleased to see Dick Williams from Chichester for the first time here, he has a '48 TA14 D/H only one previous owner; some discussion re maximum speed of TA14's, this seemed to increase as the evening wore on. I gather maker's quote 74 which seems on the low side. Rod's nautical

Speed 20 has passed the M.O.T. and he is rushing on with the 3 litre Special hoping it will be operative for the Palace Driving Tests.

Arthur Hardy.

Meeting at The Master Builders' Arms, Buckler's Hard. March.

This month it was very pleasant to see David Jobson-Scott now returned from his overland trip to Africa (not in an Alvis). His TA14 seemed a little short of perfection, but then six months storage is not what cars are designed for. Andrew Manasse phoned in to say that he could not come. However I do know that he now has a set of fibreglass wings for his TC21/100. Next meeting Friday, April 10th.

John Fairbrother.

SOUTH-WESTERN SECTION

Meeting at The Edgecumbe Arms, Tuesday 3rd March

Poor weather, reports of heavy snowfalls etc. probably accounted for the fact that Brian Bennett and your truly were alone at this meeting. Olive Ball had phoned to regret their inability to be there. Section Dinner and A.G.M. Lewtrevehard, Friday May 8th. Don't forget to let Brian Bennett know numbers and details. His address: 22 Lower Kings Avenue, Exeter. T. 78208.

Next meetings at Milton Abbott, Tuesdays April 7th and June 2nd.

R.Whitfield.

SCOTTISH SECTION

SKITTLES MATCH - 26th February

We had a good attendance of 20 for this second East v West Skittles Match of the winter thanks to some members bringing along friends. The turn-out of members from the West was very disappointing and to raise a 'West' team we had to second to them members from the middle region and some friends. Russell Rieve, usually to be relied upon to score well for the West was unable to attend and submitted an apology and it became known subsequent to the event that 'Mac' and Mrs.Macdonald had been prevented at the last moment from coming along.

We were pleased to see at the event Gordon and Davina Stables, who brought along their friends Mr. and Mrs. Chalmers, also Jill and Phil Nielson (Eddie Gamley's elder married daughter and her husband on a visit from Vancouver). From the names listed below it will be seen that the Regulars were there and 'Pop' Brown was in excellent form. He brought along his eldest married daughter Mrs.MacGowran while Roy Henderson and Phyllis White brought along their friend Miss Rosalynd Lamb who turned out to be the daughter of one of my business colleagues. It's a small world! Eddie Chilcott, our immediate Past Chairman, came along and played with rather less than his usual vigour and form but that was because he had two cracked ribs as a result of a recent car accident and had been forbidden to play so said son Chris. We hope that Eddie suffered no ill effects from disobeying Doctor's orders. Tom and Mrs. Cameron came from Stirlingshire and Dave and Mrs.Inglis did well for the East team. Jim Smail looked in for a while but didn't join in the game and Mrs.Cameron also was a non-player on this occasion.

The outcome was a resounding win for the West Team and the main thing was that we all had a thoroughly enjoyable evening.

<u>EAST</u>		<u>WEST</u>	
Roy Henderson	59	Eddie Chilcott	66
Phyllis White	58	Mrs.Davina Stables	56
Rosalynd Lamb	50	Robbie Chalmers	60
'Pop' Brown	72	Mrs.Rosemary Chalmers	82
Mrs.MacGowran	46	Gordon Stables	102
Dave Inglis	82	Mrs.Jill Nielson	64
Mrs.Pearl Inglis	52	Phil Nielson	61
Mrs.Gamley	53	Tom Cameron	73
Eddie Gamley	81	Chris Chilcott	72
	<u>553</u>		<u>636</u>

Highest individual scorer - Gordon Stables 102.



FASTEST GIRL in the A.O.C. is without a doubt the former Miss Caroline Gibbin, now Mrs. Ian Woolstenholmes — congratulations! this picture was taken at the Cambridge C.C. Duxford Sprint last year, when Caroline beat all comers in the Ladies Class. Incidentally, we hear that wedding guest Keith Hill arrived in a white boiler suit having lost a front wheel on the Silver Eagle on the way over. Also present were Peter Glovers 12/50 and Brian Sismay's Speed 20, and an ex-von Ribbentrop Mercedes as bridal chariot, by courtesy of Colin Crabbe, who is Ian's boss.

Section Notes, continued from Page 6

MIDLAND SECTION

Meeting at The Man-at-Arms, Bitteswell, 26th February

I am pleased to report the largest attendance for years and a very successful meeting. Apart from the hardy annuals, we were pleased to see Mr. Sharpe of the truly immaculate drophead TC21/100. He brought another enthusiastic TC21 owner, Mrs. Hopkins who left the meeting armed with a membership application form. David Butler came in his drophead 12/70 with his friend Chester Hudson who seems torn between an Alvis and a Rolls 20/25. Jim Moss was able to demonstrate Chester's lack of appreciation of priorities! I hope that the attendance at future meetings will maintain this excellent standard.

David Brown.

Meeting at The Holly Bush, Bell End

A very quiet meeting, members present being Mike Fisher, Mike Cummins George Poulson and myself with only my TD21 in the car park.

The TD is going in to Ketley Coachcraft in April for a body spruce-up

before the Tour and Mike Fisher's Speed 25 is minus doors and windscreen pillars, but we hope to rectify this before May 30th. Next meetings, April 21st, May 19th.

Alan Howard.

Midland Alvis Day

This will be held on Sunday 5th July 1970. The Concours will be held at Alvis Ltd. Holyhead Road, Coventry at 11.30 a.m. Lunch will, I understand, be available at the Works, but arrangements have yet to be finalised, and further details will be given next month. After lunch, there will be the (by now) traditional Cavalcade to Erdington, Birmingham, to the very capacious car-park belonging to Dunlop Ltd. for the Driving Tests, due to start at 3 p.m. Regulations and Entry Forms will be sent out with the May issue.

Midland Section Secretary

This position remains vacant. At the Section A.G.M. held on 22nd February, Roland Callaghan was elected, but subsequently had to decline office, owing to a sudden and unexpected increase in business commitments. All the paperwork has been returned to me, and I have taken the entirely unconstitutional step of appointing myself VERY TEMPORARY Midland Section Secretary, so as to keep the preparations for Midland Alvis Day in hand. However this cannot go on, for reasons which I have outlined earlier, and a replacement must be found. Can we please have a volunteer for the job?

R.P.G.

Annual Duck Supper, Thursday 14th May

Will members please note that the above is again being held at the Kings Head, Aston Cantlow, Nr.Alcester. The charge per person will be 23/-. It is hoped to circularise to every member details of this Supper but in the event of any member not receiving further information would members please note that the closing date for bookings is 30th APRIL to the undersigned. - George Poulson, "Ardenwood", Wolverton, Nr.Stratford-on-Avon, Warks. Tel. Snitterfield (OST 985) 491.

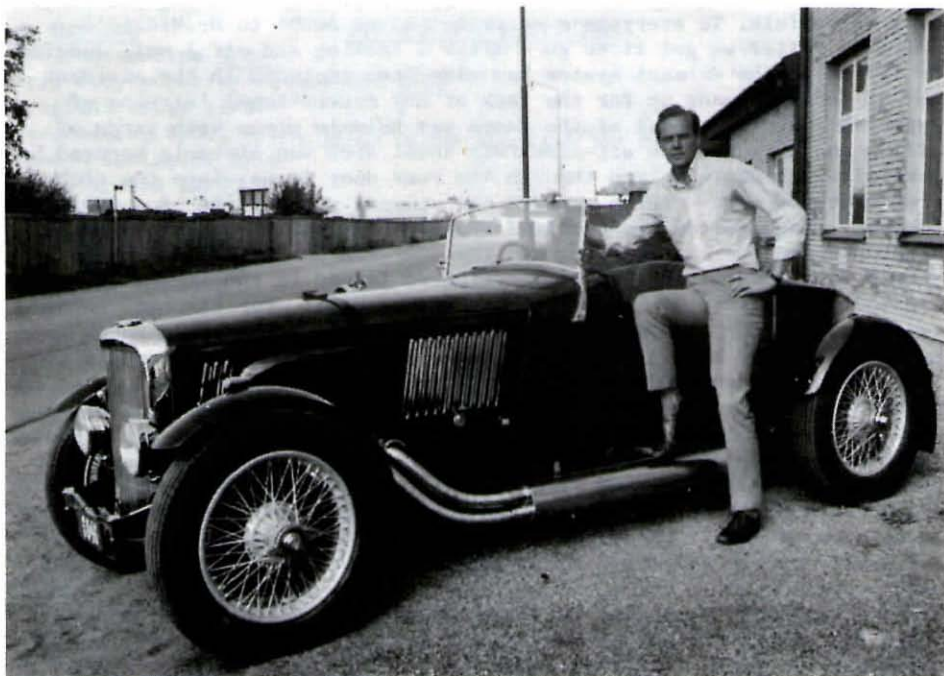
NORTHERN SECTION

Note Due to an error of printing, the Northern A.G.M. was abandoned as no date was published. As at this date, we have had no offers for Chairman, but would appreciate some volunteers. Also, please, please, can we have some volunteers for Northern Alvis Day officials, as there are only two people to run the event at the moment. Would volunteers please write to the Northern Secretary, 4 Wilson Close, Tarleton, Nr.Preston.

Meeting at The White Swan, Blyth, 3rd February

Very little to report, a very cold night, and a thin attendance. Mr. Ashton's TC21 outside, no other Alvis. Bob Vardy, Carl Speddings, and myself present as well.

March Meeting. More bad weather with considerable snow during the day. Only my TA14 outside with a few modern cars and one Talbot 65 whose owner had come with the hood down, suitably clad, I can only assume the hood was being repaired. He had thawed out by the time we went home. Most of our regulars came, John Dearnley, Bob Vardy, Carl Speddings, and Robert Markham. We had a small film show and also agreed to arrange a run over to the Lincoln Vintage Vehicle Society. We organised a run over there some 4 years ago and found the visit most enjoyable. It is proposed to go Monday 11th May, leaving the White Swan at 7 p.m. and Carl Speddings is making arrangements with the Lincoln Society who I understand meet on a Monday night.



Goran Mollberg, about to leap into DLT 587's saddle

DLT 587

by "Clink", Sunni Stickland and Ted Every

(Many members will recall the rather crumby Speed 25 saloon which Clink used to use as a hack some years ago. It features very, strongly in the Editorial memory, having been lent him in order to tow an engineless Speed 25 down from Stoke-on-Trent many years ago, in one of the many marathon tows which characterised those halcyon days.)

DLT 587 started life in 1937 - a Type SB Speed 25 Charlesworth bodied saloon and no doubt one of the first to be fitted with servo-assisted brakes. What happened to it in the glorious days of its youth must be recorded by other pens than mine because it was not until towards the end of 1962 that I came to know of it. One dark and stormy night a message arrived - either by bedraggled carrier pigeon or Mr. Bell's telegraph telling me that this machine had been engaged in savage combat with a lorry in Wales. The fate of the lorry is not known but the Alvis was still self-propelled although the bodywork was now more than somewhat 'second-hand'. Anyhow - would I buy it for spares? Several carrier pigeons made the return trip to Birmingham which was where the car had rebounded after the lorry episode and it was agreed that I would collect it from Mr. Michie at Alvis Ltd. Coventry - assuming it could be got there. The owner managed this somehow although I later learnt that he had been stopped by the Polis who wrote out a list of offences which must have persuaded him that he'd have done better to rob a mail-train. I suppose he's out again now.

Oddly enough, Mr. Michie and I are still friends although I'd have given a lot to see his face when the car arrived at Broad Lane. All the

same, he hid it behind the remains of an air-raid shelter and tried hard to forget it. A few days later I went up to Coventry to bring the car back to Suffolk. To everyone's surprise and no doubt to Mr. Michie's infinite relief we got it to go - after a fashion and off I set. Judging by the noise the exhaust system had also been included in the accident but at least it made up for the lack of any conventional 'warning of approach'. What was left of the doors was held in place with yards of string and wire and the off-side rear wheel arch was cleverly secured by five six-inch nails driven through the rear door frame, into the arch and then hammered over - which avoided the unusual probability of a vertical puncture. Loud roared the dreadful thunder etc. and sheets of flame played around the undercarriage on the over-run but as the old beast warmed to her work more and more cylinders joined in the mighty chorus and the possibility of the police (or anyone else) ever catching me became more and more remote. Unwisely, I stopped at Ed. Norris's house in Babraham and Ed. had to have a go. He must have done a good seventy over over one of his sheep-dips - anyway that's where he found most of the remaining exhaust system next dawn. By then I was practically completely deaf anyway and no doubt knocking on the 200 minim mark so on I pressed. Discreet enquiries made a few days later produced several ear-witnesses who swore that a low-flying aircraft in apparent dire trouble had been heard between Babraham and Assington on the same night (or early morning to be accurate) as I had quietly driven home. Most odd.

Next morning and after having got over the shock of seeing it by dawn's early light I had to decide which tool to use - spanner or hammer. Spanner won largely because the car was obviously mechanically in good heart and the TAL4 I had been using for towing the single-seater and anything else was getting rather tired. In addition, the Speed 25 had a magnificent towing bracket on it. So into the workshop it went to be de-nailed and redoored etc. I can't pretend to be a coachbuilder but a lot of angle-iron and steel strip made a fairly solid job, a lot of odd bits of pipe contained the 'auspuff', some new plugs and points helped too and a telephone call to 'X' produced a Test Certificate by the morning post. DLT 587 was in business.

Impossible to remember now how many cars it towed from various graveyards all over the country or how many times we set off with the trailer behind but for two years the old car never put a foot wrong. All the same, a trailer added to a Speed 25 results in quite a length of machinery - and I don't like trailers overmuch. Time took its toll and nothing seemed to stop the steady stream of rainwater onto my right knee, the body loosened up and pheasants used to fly through the interior - in one side and out the other with all doors and windows shut. Greater care became necessary to park it on a dead flat surface as anything else made it impossible to open any door. Conversely if you put one wheel on a kerb several opened automatically. All of which meant using a lot of safety string, carrying a machete and crying 'Geronimo' as you hacked your way out! Finally, Ed. Norris tipped the scales and said he wanted a good Speed 25 engine - he having a Speed 25 saloon with a 4.3 litre engine in it. So Ed. bought the engine and DLT 587 joined several other wrecks under the apple trees. Birds nested in it (presumably ducks) and the summer of 1965 turned into winter. 1966 came and went and at last in the spring of 1967 there arrived a good fairy in the shape of Sunni Stickland. Sunni had a spare Speed 25 engine lying about at Saxmundham and wanted a chassis to put it in - said chassis to be shortened and a sports two-seater body fitted. DLT 587 - what there was left of it, changed hands for a few pints and its towing successor - a 2 ton Bedford van made short work of pulling the poor old body off. Some fifteen inches were taken out of the chassis, the resulting halves welded together. The built in jacks were thrown away in the interest of weight reduction and three leaves removed from each rear spring. Into

the Bedford it all went and on the 7th June 1967 DLT 587 went off to Sunni and Saxmundham to start a new and distinguished career. But from here on Sunni must take up the story - although as you will see, 'Saga' is a more appropriate term!

'Clink'

The chassis was duly delivered by Clink in the Bedford and left on a friend's forecourt to have the engine dropped in. After fitting a new clutch, this was done and the chassis was towed home to be stripped of all extraneous brackets, bolts etc, rust treated and painted.

At this stage all spare moments were spent in the garage and gradually DLT 587, like Pheonix, began to arise from the debris. It was re-wired and, with the assistance of friends, the engine brought to life.... a new battery being a very useful assistant! During this stage much thought had been given as to the form its body should take. What was wanted was basically a fun car that would be suitable for use in VSCC events, so it was decided that a reasonably light, simple, attractive yet inexpensive body was needed,... an aluminium covered tubular frame seemed the answer. As one "expert" remarked during discussion over the proposed shape of the frame, "What you really need is a plumber!!". However, this advice was disregarded and the machine was ready to be moved from our garage to its next resting place - the workshop where the body was to be built. Fortunately this was not too far away, and was to be the first journey that the resurrected DLT 587 made under its own steam. The car was started, and after a few minutes tickover, mainly to ensure the improvised seat was secure and all else seemed in order, the clutch was released and the machine fairly shot through the garage doors (which were fortunately open) much to the amazement of the driver, and thus was driven to its abode for the next few months.

Eventually it was finished, and passed its M.O.T. quite easily. However, by this time I was beginning to realise I had not the temperament for competition driving - and having gone as far with the car as I intended, I decided to sell it. Unfortunately at this stage a big-end started to spoil the Suffolk silence, so Clink was requested to rectify this before sale. Dave Rouse, intrepid as ever, kindly drove it one evening (rather late) to Clink's for repair, picking up an unsuspecting hitchhiker near Ipswich who was not deterred by the lack of a passenger seat or all weather equipment. After a few minutes of silence he asked what the car was and on being told remarked, "Oh! but do you have much trouble with the Police".....

During its sojourn at Clink's negotiations for its sale were in hand and eventually it was sold to Mr.Goran Mollberg of Karlstad, Sweden. Unfortunately he arranged to collect it at a time when we would be in the Isle of Man, so Ted Every living near Clink agreed to garage it prior to collection. So at this point I will pass you over to Ted who will complete the saga of DLT 587.

Sunni had given me a letter from Mr.Mollberg saying when he was going to collect. However, being entirely in Swedish, all I was able to decipher was an approximation of the date of collection. Sunni delivered the car to me and we popped it in a convenient corner between garage, hedge and drive and we sat down to wait for Mr.Mollberg's arrival. My estimation of the date had not been far out for on that day an opulent and gleaming Mercedes purred its way to a halt in front of my humble abode. Attached to the rear of it was an opulent and gleaming trailer. Mr.Mollberg got out of the car, made an athletic leap over the gate and made a bee-line for DLT 587. "Good-morning", I said. Mr.Mollberg was oblivious to me. He was still gazing at the car. A cough and another "Good morning" attracted his attention and I then discovered that Mr.Mollberg could not speak English, neither could his wife or two daughters that he had with him. I tried them in French, Spanish and Italian to no avail. After much arm waving and indications of passing moons I discovered that they were

going to take a week's holiday in England and collect the car the following Sunday. This meant that they wanted to leave the trailer behind rather than lug it around the English countryside. We eventually got the trailer into position - half in the hedge and half across the drive - and it was after this I discovered that to get my car out of the garage I had to do a three point turn in a very small drive and go out backwards. The following Sunday Mr.Mollberg and family returned and we then discovered that to get the car on to the trailer would mean having the trailer out in the middle of the road and passing motorists left me in no doubt as to the origins of my birth. We therefore decided to take both car and trailer over to Clink's place, who had more manoeuvring space than we did. The Mercedes was turned round, the trailer attached and DLT 587 burst into life at a touch of the starter. I wondered why both Clink and Sunni had referred to the car as "The Beast". By the time I had driven the three miles from my place to Clink's understanding had dawned. I enlisted an ex-Matelot friend of mine to give us a hand getting the car into the trailer. Self-propulsion was obviously the best method to use and very gingerly I began to run the car up the two planks on the back, aided by a series of completely unintelligible directions from Mr.Mollberg and family and a string of naval terms from Andy. Needless to say I became more confused and finally got the car on the trailer by the simple method of hanging half out of the car and watching the front wheels. It goes without saying that the English weather turned up trumps and this whole operation was conducted in a violent downpour. The car was lashed down and the trailer secured and with the aid of a large map, tapping arms and waving fingers to indicate second left, Mr.Mollberg, his family and DLT 587 disappeared. Unfortunately, in the opposite direction to Harwich, but from reports received Mr.Mollberg must have made it eventually.

Since having the car Mr.Mollberg has made further improvements and refinements and has been timed at 170 kph. He also states that the car has given and is still giving him great pleasure and it is gratifying to know the car has ended up in such good hands.

P.S. The car's original engine was never actually used by Ed.Norris. (He sold his Speed 25 to George Jacklin in Peterborough). A few months before Ed. died he sold this engine to Dave Rouse who intends to put it in an early Speed 20 tourer so while we may never see DLT 587 again, some day we will once again hear its machinery!

REFURBISHING A TD21

By Tom Young

(A mechanical engineer with I.C.I. at their Wilton Terylene Plant, Tom was attracted to the marque whilst spectating at the restoration of Jim Betterton's long-awaited Speed 25. When the need arose for some work on his newly-acquired TD21, he was pleased to find Alvis standards of craftsmanship undiminished. - Ed.)

Having brought a low mileage TD21 of 1961 up to scratch, after a previous history of non-enthusiastic ownership I may have learned a few points of interest to other owners, and pass them on in case you wish to publish them.

1. Suspension

The front wishbone threaded suspension pins seem to wear out or corrode inside 30,000 miles if allowed to rust by inadequate greasing. If



the greasegun does not push grease out at front and rear of the rubber seals then the centre grease channel is blocked, but can be cleared by removing the nipple and poking out with a bicycle spoke. My handbook said the rubber seals should have slits in the circumference. They had not and would not fill with grease until I slit them. Observation of other cars suggests that 80,000 miles should be obtained if greasing is done frequently (every month, or 1,000 miles, or fast run in rain/snow, whichever comes first). I also feel that when buying a car which may have been neglected that an initial greasing with a 50% mixture of penetrating oil with SAE 30 will clean these pins out of degraded grease.

To test for wear by the usual method can be deceptive. If the car is jacked up on the maker's jack or even on a garage jack under the spring pads then the suspension will hang slightly on the rebound rubbers and play will not show (a garage fell for that one). It is essential to put a single pillar jack as far outboard of the wishbone as possible and check that the suspension is clear of the rebound rubbers. Then put a thin plank under the bottom of the wheel as a lever, lift the wheel and try to wobble it. Wear in the threaded pins, or king pins is easy enough to see, and easy enough to cure (but rather expensive). Lift in the king pins is likely to be present and is due to loss of nip in the roller thrust bearings, due to wear in the bronze plain thrust bearings. It is cheap and easy to cure this by fitting steel shims to restore the nip on the bearings to 1 to 2 thous. My experience is that replacing the suspension pins and king pins makes the steering more accurate, but putting the nip back on the roller bearings has the biggest single effect. It makes the steering feel firm and removes any kicks at the steering wheel. Shimming out any end play (brass shims) at the upper wishbone sleeve bearings does not have any effect other than to remove a slight tap heard on bumps. Incidentally removing the packing blocks from the rear spring pads which raises the tail of the car about 1" reduces the front castor angle and lightens the steering somewhat. Dropping the front of the car about 1" by removing the blocks from under the front springs is possible and further lightens the steering, but the appearance of the car is terrible and I would not recommend it. I believe these blocks were fitted front and rear as a styling feature; they do not improve the chassis road holding, but the car certainly looks better with the blocks in.

To change suspension threaded pins it is necessary to remove the cotters. This can be the proverbial bovine of a job, but if "Plus-Gas" is put on (after cleaning off mud carefully), then the cotter tapped in as if to tighten it, the nut put on the end of the thread to protect it, and the cotter tapped upwards to release it, then the cotters come loose like a

charm. For the top cotters where a hammer swing is difficult a solid steel rod between floor and bottom of the cotter and a short tube over the top of the cotter will jar it loose (after the "Plus-Gas", tap-in routine of course). Of eight cotters taken out in my case, six have been reusable.

2. Speedo, and rev. counter

My rev counter did not drive and it only needed a welch washer at the tee drive on the very front of the engine (take the dynamo off to get at it, but not the tee drive). Red Triangle said this was the common cause.

To set the rev counter, take it off (four screws to remove the wooden panel remove the U clips behind the dash, unscrew the cable from the head) and the instrument comes clear. Twist the glass out. The pointer can be prised off and replaced by pressing on. The pointer can be lifted over the stop and should then rest in its free zero position indicated by a little white dot on the scale. To check the accuracy, file a plastic knitting needle to a square end to fit the drive, and tape it to a 1500 r.p.m. AC motor. The ratio is 4:1 so a 1500 r.p.m. motor should show 6,000 r.p.m. on the rev counter. It is safer to assume a nominal 1500 r.p.m. motor makes 1450 r.p.m. in practice. A useful 500 r.p.m. drive to check the 2000 revs setting is the agitator on a Hoovermatic washer. The knitting needle stuck into a small rubber bung will drive on this. To alter the needle setting it is only necessary to flick the needle onto the stop which will move it about $\frac{1}{8}$ ". Of course if you can borrow a hand tachometer the setting can be very accurate.

To set the speedo, remove the head as for rev counter and run the speedo at any available speed, from drill etc. for a known exact time, noting the distance run on the trip recorder. If the distance run was 6 miles in 6 minutes at 60 m.p.h. the speedo would of course be correct. Therefore true speed = $\frac{\text{miles run} \times 60}{\text{minutes run}}$

A little white dot indicates the true zero on the speedo also. If the speedo hunts in use check that the cable is secured along its length.

3. General

If the ebonite dash knobs, removed by pushing the built-in push buttons have the letters filled with white cellulose, allowed to dry and are then polished with 400 wet or dry and metal polish, they come back to being smart as new.

Scuffed leather can be improved by "Tuxan" shoe polish, using its colouring properties only, then wiping off.

I fitted sound deadening felt to car and found, that surprisingly, it made not the slightest difference to this model.

I have not done it, but think a preventative for the dreaded rear wing rust would be to drill a way into the space between the wing and its hollow skin and squirt in "Dinitrol" or any other rust preventing oil. This is worth doing also to the cills, after poking the drain holes. Where underseal had been damaged I was advised by a Metallurgist to scrape the metal fairly clean, coat with two coats of Chromate primer, and apply a coat of Bitumen paint, or spirit based underseal. The ordinary water based rubber underseal is not so good. I believe that an annual steam clean in October followed by a touch-up of the chromate and Bitumen would make the Park Way body and the Alvis chassis last forever.

Incidentally I got better than 22 m.p.g. over 6,000 miles, for this 4 speed manual model, mostly on short runs, and tuned slightly on the weak side.

Spanner sizes are Whitworth and threads BSF, unusual on a car now. Finally, repainting the red triangles on the hub discs has an almost magical touch in improving the appearance (have you noticed how often an old master painting is one plain colour plus a touch of red?). The Alvis 3 litre is certainly the most beautiful car I have ever seen and in top gear can eat a Mini-Cooper for breakfast every day of the week.

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THE SPECIALISTS

By Philip Edbrook

The purpose of this series of articles is not to simply give free advertising to a number of firms but to give members an idea of what services can be obtained, and where. I hope that by the end of the series it will be seen that far more spares and expert service can be obtained than is generally known.

No.1

Red Triangle Autoservices Ltd.

I do not feel that it would be fair to write a series of articles of this type without mentioning Red Triangle on top of the list. Without the services of this firm an awful lot of Alvis' would not be on the road today.

When, in the Spring of 1968, British Leyland took over Alvis Ltd. were called upon to conform with their group policy, which was that the servicing of all cars was to be dealt with by individual distributors and appointed agents and not by the manufacturers. However, by this time, the manufacture of all Alvis cars had ceased and it was obvious that none of the appointed Agents etc. were really interested in taking on the servicing of a now 'out-of-production' motor car. It was at this time felt by David Michie that future servicing responsibilities would best be looked after by those who had both an interest and past experience in the marque. Together with Mr. Turner - who had previously been Sales Manager, Mr. Webley - who had been Service Manager prior to David Michie and Mr. Roland Simmons - who was then Service Engineer, he was able to approach Mr. J. J. Parkes - the Chairman and Managing Director of Alvis, with a proposal that the four of them should form a Company to take over the entire remaining stock of Alvis spares and to continue to provide service facilities for Alvis owners. They were lucky in finding an available

premises in Kenilworth which was comparatively close to the old Alvis service department at Job's Lane, Coventry.

The monumental task of removing all the spares was carried out and they commenced business on the 1st July 1968. In fact over 100 tons of parts had to be moved in one single week-end, although this had been previously planned to be done over a number of weeks. As can be imagined this move took some time to recover from.

Mr. Michie states it is their intention to continue to supply all spare parts for Alvis cars as long as the demand is sufficient to make the manufacture of spares a practical proposition. They can also carry out mechanical repairs but as the working area is somewhat restricted attention is confined to the three litre models of the TD, TE and TF21 series.

This is basically the history of what is now the largest and really the only supplier of Alvis' spares. Most other firms obtain their supplies from Red Triangle and I can state from personal experience that there is a very good chance that anything required can be supplied, whether it be large or small. Also, coupled with the fact that the staff are well versed in Alvis experience there is a wealth of information in the firm and they are always willing to give advice or comment on any subject on Alvis cars.

Many members have doubtlessly met David Michie and his colleagues in the past at Alvis Owner Club events, where they are often seen as judges in concours.

THE SPECIALISTS NO.2

'Lambs Garage Ltd.'
Austin House,
Trades Lane,
Dundee. DDL 3ER

This is quite a small firm in fact and not one commonly associated with Alvis cars. In fact these are the Austin Car and Commercial Vehicle Distributors for the area and are part of the David Carlow & Sons Ltd., of Glasgow group.

Mr. Young, the Service Director of the firm informs me that the only reason they have got involved with Alvis cars is the fact that the former Managing Director had been an Alvis enthusiast since the days of the 12/50, 12/60 and Silver Eagle models and still runs a Series III TE21.

Due to the sale of a further 3 TE 21's in the area, they now have 4 cars coming in for continuous servicing and repairs.

They do not claim to be an Alvis Service Station or have a great deal of information. They do not hold spares in stock but obtain requirements from Red Triangle Ltd.

They do, however, have a considerable knowledge of the Series II TE 21 model built up over the years from experience and state that they will certainly do their best to assist any Alvis owner in trouble in the area.

Not a very big firm in fact, but more important, one that is honest about its limitations and is quite willing to be of any help they can, a quality not often found nowadays.

READERS WRITE

FROM D.MICHIE - RED TRIANGLE AUTOSERVICES LTD.

There are one or two points in the article "Shopping for a Park Ward Alvis" which I feel call for some comment.

Only the first twenty-five cars of the TD21 Series were fitted with the engine similar to that used in the TC21/100 and the TC108 G and in fact quite a number of these first twenty-five cars were afterwards

fitted with engines to the later TD21 specifications. It was only cars fitted with the early engine which had revolution counters which rotated anti-clockwise.

The small sidelamps applied to the first two hundred and fifty TD21 cars but for many years now the larger side lamps have been supplied as replacements so that there can be few cars still running with the small side lamps fitted as in most cases the life of these lamps was not very long.

We at Red Triangle carry stocks of all the standard colours used on Park Ward bodies, the metallic paints were in fact also manufactured by Dockers, which firm is now merged with Pinchin & Johnson, except for some of the later TE 21 cars and all the TF 21's on which metallic paint produced by Glasso was used.

Disc brakes used on the TD21 Series I model were not manufactured by Girling Ltd. but were Lockheed.

On the question of front suspension I would not be too hasty in recommending the fitting of packings under the front springs, the natural position of the front suspension gives the car a nose down appearance and although the general appearance of the car might be better with the front springs packed up the suspension itself could be considerably less comfortable as the resulting reduction of movement in the rebound direction can produce an unpleasant thud when the car strikes a severe pot hole.

FROM K.HELLIWELL of MARSKE-by-the-SEA

Alvis TD21

I append a copy of a letter from Red Triangle on TD21 rear suspension.

I suppose that ideally a note in each Bulletin issue on each model of Alvis would help to maintain interest without the risk of over-exposure of each model. Do you think that an appeal to members for such information however trivial it may seem to the writer, together with an offer to publish anonymously would tempt more pens into action?

This was in reply to a request for information on the present thoughts on the TD21 suspension in case I break another pair of rear springs. The TF was fitted with dual rate springs which were supposed to be a great advance. The question was prompted by an advert in Motor Sport selling a TE with amongst other things TF rear springs.

Should you get any requests for information on Aeon spring assisters at the rear particularly for towing I will knock out our experiences.

The best of luck with the Bulletin.

"It is possible to fit TF rear springs to a TD car by changing the rear spring plate assemblies so that the wider leaves can be accommodated but it is a matter of opinion as to whether this would be a definite improvement. Certainly if the car is being used for towing or for carrying four passengers the TF spring is desirable but if the car is normally used for just the driver or the driver and one passenger my own personal choice would be rear springs as fitted to the TA21, these were slightly stronger than the TD21 springs but under light load conditions they would give a more comfortable ride than the TF springs, which, when the car is lightly loaded bring the rear suspension close to the rebound stops which can produce a rather uncomfortable ride on indifferent road surfaces."

VENUES FOR MONTHLY MEETINGS

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First Thursday

Second Thursday

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Eddie Gamley
"Mac" Macdonald

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First Mondays

First Tuesdays

First Tuesdays

First Thursdays

Second Mondays

Second Mondays

Second Thursdays

Second Sundays

Third Tuesdays

The Horsebreakers Arms, Hutton Sessay,
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The White Lion, Blyth. nr. Doncaster.
The Dandy Cock Inn, Disley, Cheshire.
The Woolpack Hotel, Haslingden.
The Smith Arms, Beckwithshaw, Harrogate.
The Star Inn, Cayton, Scarborough.
The Royal Oak Hotel, Cartmel,
Grange-over-Sands. (at noon)
The Red Lion Hotel, Haigh, Nr. Wigan

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Les Bradford
Ian Frith
Ken Frith
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Douglas Woodrow
Wilf Powell

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Dave Culshaw

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First Monday

First Tuesday

Second Tuesday

Second Wednesday

Third Tuesday

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Cock Horse, Rowington, Nr. Warwick
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Worcs.
Man at Arms, Bitteswell, Nr. Lutterworth.
Leics.

John Fox
Mike Ridley
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Dick Gilbert

Alan Howard

David Brown

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First Tuesday

Edgecumbe Arms, Milton Abbott,
Nr. Launceston

Ray Whitfield

South-Eastern Section

First Monday

First Thursday

First Thursday

Second Tuesday

Second Thursday

Second Friday

Third Friday

Third Thursday

Fourth Monday

Fourth Thursday

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Middx.
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Nr. Bures, Suffolk
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Amazon & Tiger, Havel, Nr. Meopham,
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Master Builder's House, Buckler's Hard,
Hants.
Hand & Spear, Weybridge, Surrey.
Blacksmith's Arms, Thornwood Common,
Essex.
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Nr. Bagshot, Surrey.
Haycutter, Broadham Green, Nr. Oxted,
Surrey.

Maurice Gallaher

Jim Oakman
Lt.-Cdr. Clinkard

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Jim Oakman

Alan Burrows

Gerry Michelmore

NEW MEMBERS

We welcome the following new members:—

Name	Address	Year & Model	Engine No.	Chassis No.	Reg'n.No. & C'work
Chipkevich, E.A. 4141 (SE)	14 Chapel Road, Ridgewell, Halstead, Essex.	1950 TB14	22086	23588	ECL265 2-seater sports
Helliwell, D. 4142	1 Sandhills Ave, Blackpool.	1934 Sp.20	11651	11200	AXV 329 V.D.P. Tourer
Sparks, M.G. 4143 (SE)	112 Woodcote Valley Road, Purley, Surrey.				
Godwin, D.J. 4144 (SE)	Hilltop, Beech Grove, Amersham, Bucks.	1950 TA14	23632	23632	MPP836 D.H.C.
Williams, Roy C. 4145 (M)	6 Le-Sor-Hill, Peterston-Super- Ely, Cardiff.	1932 F'fly			ADV 472 Open Tour.
Sephton, Rev. J.B. 4146 (N)	The Bungalow, Borwick, Carn- forth, Lancs.	1948 TA14	22186	22186	JYR 754 Shooting Brake
Bjerkestrand, J.I. 4147 (SE)	M/S Viking III c/o Mann & Son, Navy Yard Wharf, Harwich, Essex.				
Martin, E.L. 4148 (M)	Holmwood, Helena Road, Walcott, Norwich.	1960 TD21	26316	26316	7 AXK Park Ward
Lewis, D.G. 4149 (SE)	Flat 2, Queens Court, 6 Grove Park, S.E.5.	1962 TD21	26842	26842	480YPP Park Ward D.H.C.
Vinnicombe, J. 4150 (SE)	Hundon House, 30 Havant Road, Emsworth, Hants.	1962 TD21	26677	26677	4323 VC Park Ward Saloon
Todd, D.F. 4151 (M)	Stone House, Moulton, Northants	1938 Sp.25	14946	14483	FGT 502 C'worth Saloon
Harris, D.M. 4152 (SE)	13 Stratfield Rd. Oxford.	1962 TD21	26798	26798	260 DRY Park Ward D.H.C.
Tams, G. 4153 (M)	The Hollies, Hilderstone, Stone, Staffs.	1953 TC21	25270	25270	SNW 888 Saloon

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Registrar, 1932-39 cars: Essex. (Tel. Bures 378)
Technical Adviser & Spares A. J. Buck, Kimberley Bungalow, Potter Street, Sible Hedingham,
Registrar, Post-War cars: Essex. (Tel. Hedingham 135)
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Club Insurance Brokers: Messrs. C. Howard & Sons, 101 Leadenhall Street, London, E.C.3.
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A. P. R. Noble, Laurence Philipps & Co. (Insurance) Ltd.,
1, Leadenhall Street, London, E.C.3. tel. 01-626 7811

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Badges and back Bulletins: Membership Secretary (see above)

(Car Badges £1.10.0; Brooch and Button-hole Badges 5/- Ties 1.1.0; Transfers 2/6d; Key Rings 6/-; back Bulletins 1/6d. each).

IMPORTANT NOTICES

All material for the Bulletin must reach the Editor by the 15th of each month for inclusion in the following issue. Advertisements to reach the Editor by the 25th (THESE CANNOT BE ACCEPTED OVER THE TELEPHONE). All remittances should be made payable to the "ALVIS OWNER CLUB" and not to individuals.

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ADVERTISEMENTS FOR APRIL, 1970

Neither the Club nor the General Secretary can accept responsibility for the statements made in these advertisements. It is regretted that repeat insertions cannot be made unless by re-submitting the advert in time for the next issue. If handwritten, please USE BLOCK CAPITALS. The Editor reserves the right to delete non-essential words and/or to shorten if too long. Adverts to reach the Editor (Mr. Ledwith) by the 15th of the month for inclusion in the next issue. Adverts must be accompanied by a remittance of 5/- (Members) and 7/6d. (non-members) and made payable to the ALVIS OWNER CLUB and sent to B. Ledwith, 102 Abbots Park, London Road, St. Albans, Herts.

FOR SALE.

TWO 1934 SPEED 20's. VDP. Tourer in County Cream & Red; VDP Sports Saloon metallic blue; both carried MOT. certs. prior to being laid up. Offers to F.J. SCOTT, 25, Shingle Road, Shoreham-by-Sea, BN4 5RH, Sussex.

SPEED 20 S.A. 1933 Vanden Plas 2-door four-seater tourer. ACD 449. I. BASTIN, 80, Rylston Road, London, S.W.6.

1934 CRESTED EAGLE Saloon. Laid up for 4 yrs. £80 o.n.o. EDWARD T. SMITH, Motor Engineers, Whitmore, Halse, Taunton, Tel: Eishops Lydeard 566.

1936 CHARLESWORTH SALN. Damaged front end; spare chassis & F. suspension available. MR. R.D. MEADOWS, "Whymington", Sampford Spiney, Nr. Yelverton, South Devon. Tel. Yelverton 3321.

1937 SPEED 25 CHARLESWORTH. Bodywork rough but ideal for restoration or extremely potent special. £125 o.m.o. Ring C.G. DUCE, Wymeswold 867.

1953 TA.21 D.H.C. Genuine mileage 97,000, known history. Car dismantled by present owner - not time to complete. Block bored plus 20, crankshaft ground, rad reconditioned. Tyres good, body fair. For sale either with £80 new parts at £160 o.n.o. or without at £80 o.n.o. Price incl. silver Eagle mascot (Rear) Handbook, spare parts catalogue & bills. Write FRIPP, School House, Staplecross, Sussex or Tel. Staplecross after 7.30 p.m. weekdays or weekends.

1953 TA.21 DEC. Tickford body (aluminium) beige hide, wipers, new CYLINDER HEAD, VALVES & SPRINGS and Radiator core, fitted recently. New BATTERY & TUBES, needs rebore. MOT April 1970. £80. A.V. CCLE, 11, Hawkwood Road, Boscombe, Bournemouth.

1954 TC.21/100 Saln. in sound condition. Recently rebuilt engine. A complete (and recently running) TA.21 is included for spares. £135 the two. PAGE 1, Lower Road, FETCHEAM, Surrey. (Leatherhead 2945)

TD.21, Dec. 1959. Automatic Park Ward Saln. Red. Weburto Sun roof. Good upholstery (grey). Constant use. M.O.T. Sept. 1970. £370 o.n.o. Seen 36, St. Martins, Stamford, Lincs. (Stamford 3406) or by arrangement at Potters Bar, Herts or Coventry area. M.F.A. ENGLISH 36, St. Martin's, Stamford, Lincs. Tel. 3406.

TD.21. 1959. Park Ward Saln. Blue. Eng. & bodywork carefully maintained, but would require new carpets. Cinturato tyres good, plus a complete new set of 5. Various spare parts. £650 o.n.o. Tel: Dane End 334 (Herts)

TD.21 Oct. 1960 Saln. Alice Blue Manual overdrive. wire wheels. Brakes & front suspension recently o'hailed. Taxed. M.O.T. '70. £400. R. BEIGHTON 30, Bridge Avenue Mansions, Bridge Avenue, Hammersmith, London, W.6. 01-748-2254

1962 TD.21 Series II Automatic. Bronze/Blk. Interior cream. Engine Gd. Body fair. New exhaust system. New brake callipers all round. £400. Genuine reason for sale. A.C. BRANSON, 107 Edgeley Rd., Stockport, Ches. Tel. 061-480-4781

SPARES FOR SALE. TA.21 Chassis & body (largely stripped) with doors, bumpers, wheels, steering wheel & box, diff. etc. attached. Parts can be removed here or whole can be towed away. Also Radiator, cowl, seats, clutch bell housing, pedals. all loose. ALL WILL BE SENT FOR SCRAP AT THE END OF THE MONTH in which this appears. A.M. NASSE, Maythorne, North Road, Dibden Purlieu, Soton. Tel: Hythe (Hants) 2186

WANTED. 4.55 or 4.33 Diff. unit for Sp.20 also 1 pr. Pass lamps, state condition. G.E. MURRAY, 57, Birchwood Ave. Lincoln. Tel: 22164

WANTED. Inlet & exhaust manifold & single solex carb. for TJ.12/50 Also rear petrol tank & rad. cap. M.J. CUMMINS, Woodrow Hse., Woodrow, Chaddesley Corbett, Worcs.

WANTED. Horns for TA.14 complete with trumpets. (either 1 or pair). BATES 142, Woking Road, Guildford, Surrey.

WANTED. Stone guard for Sp.20 Rad. Condition unimportant - must be complete. P. HOLDSWORTH, 7a, Chessington Rd. Ewell, Surrey. (01-393-5615)