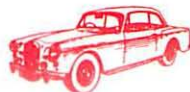
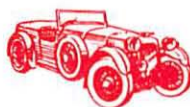




# BULLETIN

No. 369 NEW YEAR ISSUE 1989





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Associated with the R.A.C.

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**Club Historian:** K R Day, Sentosa, Ronneby Close, Oatlands Chase, Weybridge, Surrey KT13 9SB (0932) 246341

## Information & Services

**Club Insurance Brokers:** Footman, James and Co., Waterfall Lane, Cradley Heath, Warley, West Midlands (021) 561 2847/8

**RAC Membership & Club regalia:** M A Sanders, Beresford, Llanwrtyd Wells, Powys LD5 4RD (05913) 562

Prices including postage (cheques payable to Alvis Owner Club): Badges – car £8.50, cloth £1.80, Lapel brooch 80p, Clip fitting brooch 80p, Tax disc holders 50p, Stickers 3.5" x 2.5" club badge on white background (external or internal fixing, state which) 35p. Key rings £1.50, Cuff links £4.00, Tie tacks £1.40, Ties (multi motif, blue or green) £3.95, Head scarves (blue or ivory) £4.25.

**Sweatshirts, T-shirts & pullovers** from Eric Oakman, Vice-President (see opposite). T-shirts (childrens) £2.50, adults £3. Pullovers, grey and blue, V or crew neck £10. Sweatshirts, grey and blue £7. Zipper jackets, grey and blue £12.

All cheques payable to the A.O.C. please!

**Instruction Manuals** can be borrowed by UK members only against a refundable deposit of £10 by cheque payable to AOC. Please send a separate cheque for £1 for post and packing to:

R J McMullen, 56 Wickham Street, Welling, Kent DA16 6BZ

**Bulletin back numbers** from the General Secretary (see opposite)

**Cordex Binders:** These will each accommodate 12 Bulletins at a cost of £2.75 including p.&p. in the UK. Available from Eric Stapleton, Willow Cottage, Little Dunmow, Essex CM6 3HP.

**Changes of address** should be notified to the Registrar (see opposite)

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

**Advertisements & all material for the Bulletin** will be gratefully received by the Bulletin Editor (see above). Urgent notices and small ads can be accommodated up to three weeks before publication (first of the month except January and August). Longer notice is required for reports and articles. Illegible or lengthy articles are unlikely to be published quickly.

DISPLAY ADS are available on a per issue or annual (ten issue) basis. Annual rates are £250 per full page; £125 per half page and £65 per quarter page. Per issue rates are £30 per page; £15 per half page and £7.50 per quarter page.

*Please quote your membership number in any correspondence with officials and enclose a stamped self-addressed envelope if you require a reply.*

*Front cover: The end of the road.  
Teddy Hutton's Speed 25 Cross &  
Ellis tourer makes it to Greece.  
Full story inside.*

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## EDITORIAL

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I fear that I must again apologise to members for the erratic appearance of recent Bulletins – a fact almost entirely due to a change in my personal circumstances. The same factor explains the recent difficulties many of you will have experienced in attempting to contact me. It is my sincere wish that Bulletins will now begin to appear with some degree of regularity. In the meantime I would be grateful if members would address material for the Bulletin to the following address; Middle Farm Cottage, Water Eaton Manor, Oxford, OX2 8HD.

May I wish all members and friends the very best of seasonal good cheer and health, happiness and good Alvis motoring in 1989.

*Ben Lenthall*

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## CHAIRMAN'S COLUMN

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By the time this bulletin is being read it will no doubt have joined vast quantities of Christmas mail on its journey to your letterbox and our thoughts will be very much on the festive season.

In Northern Europe we tend to regard the dark evenings at this time of the year as more appropriate to rectifying any ailments from which the Alvis might be suffering rather than being able to really enjoy using the car. However, being a world wide club, some of our members will be enjoying a completely reversed situation and could well be using the Alvis for a Christmas picnic or trip to the beach.

On behalf of all the Club Council and my own family I would like to wish all members, wherever you are, a very Happy Christmas.

Both Bronwen and I regret not being able to visit all the U.K. Sections during this last year, the excellent comprehensive nature of the Club calendar makes this impossible, but we will do our best to attend other events in 1989. We do appreciate very much the welcome we have been given at all the events we have managed to attend, despite the fact that we have had to arrive at several without an Alvis. We are actively looking for the right 'modern' Alvis at present and hope to have a Park Ward 3 litre ready for the start of next year's season.

Before you become totally engrossed in the activities of Christmas, please turn your mind back to the enclosure in the previous bulletin relating to the 1989 membership list. If you have not yet returned the census form please complete it now with the required details of yourself and your car(s) and post it *without delay*. The form of the list is being revised this time to make it easier to ascertain the location of members but it can only be as comprehensive as the information which is supplied so do please send in your details now.

*Derek Bradbury*

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## PRESIDENT'S NOTES

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May I take this opportunity on behalf of Marjorie and myself to wish all members a very Happy Christmas and a peaceful New Year blessed with good health and good Alvis motoring.

A special 'thank you' to you all for your support for Club events and for helping to make this such a great Club.

*Ernest Shenton*



## CLUB NEWS

### PARTS LOCATION SERVICE

Thanks for returning so many PLS forms. If I could receive another hundred or so it would help further! For the benefit of recently joined members, I try to find parts for members in need, as well as advertise parts wanted or for sale. Please contact me if any information is required, or if you know of any spares available.

#### Items for sale

1924 12/50 Front brake drums. 12/50 gearbox top with lever. *Tel: 0925 604279*

Ex Firebird saloon; 4 doors, windscreen frame. *Tel: 0264 52053*

Sp20/25. Generator/water pump Model 05A 2 type B. SU parts Float chamber, bronze bodies, suction chambers & pistons. 3 inlet port 'stubs' for Sp25 plus water pump parts. Various cogs, shafts etc and casing for 'Silent' third gear box. *Tel: Plymouth 337151*

P100 Headlamps. *Tel: 085 881746*

Sp25 brake shoes. SU carbs (3) 1 1/4 4.3 Ex. manifold. *Tel: 0202 700200*

Sp 25 clutch assembly, flywheel & bellhousing complete. *Tel: 0952 604 279*

Silver Eagle - Clutch centre shaft and collar NEW. Clutch release bearing assembly NEW bearing fitted. Lucas dynamo 12v 9086 C5A-2 type BU-O 232052. Prop shaft adaptor plate. *Tel: 0454 418694*

#### Items required

1932 12/60 petrol gauge fitting for dash. *Tel: Sandhurst, Kent 532*

ENV 75 Pre-selector G. box. Firefly. *Tel: 0246 415155*

4.5 or 4.7 diff. windscreen frame and hood frame for F.B. tourer. *Tel: 0264 52033*

Front seats, any condition for C & E F.F. tourer. *Tel: 0246 432288*

Lucas FT 57 or 58 lamps. Plated external horns. Glass for P100s. Andre telecontrol adj. unit.

Wind reflectors for Sp 25 Tourer. VandenPlas coach plate. *Tel: Battle 3782*

4.3 Engine or crankcase, head & block. *Tel: 0202 700 200*

Sp 20/25 windscreen frame. *Tel: 1379 84 8273*

3.8 or 4.1 CWP. Generator/water pump Sp25/4.3. Starter motor. 5.25/5.50 x 19 tyres. *Tel: 01 662 9455*

Rotax RMO 418 starter motor for Sp20 SB or parts of (the motor). *Tel: 0392 873117*

Sp25 cylinder head. 3.8 CWP (remember all those 3.8/4.1s we had?) Sp20 change over switch on bulkhead. Front water pipe, top. Half shafts. Sp25 Dist. cap & rotor. *Tel: 0952 604279*

Silver Eagle - complete set of instruments. Rocker assembly, hood frame and tourer seats. *Tel: 0379 84 8273*

#### Parts Location Service

**FIREBIRD** - New member (M Cree) has a Firebird in a thousand pieces! He requires a steering box and distributor drive gears, or new skew gear. Any member with Firebird parts please contact Chris Taylor on *Tel: 06636 2566*

Terry Pugh who supplies brake and clutch linings tells me we incorrectly stated his telephone number which should be: *0532 583533 (Leeds)*.

Speed 25 pistons - 60. A complete set NEW is available. Please contact me. (Index 2)

Spares available: Silver Eagle clutch centre. NEW. Silver Eagle clutch release bearing assembly. (New bearing) Fuel tap. Door handle. (solid nickel silver) Dynamo, Lucas 12v 9086 C5A-2 type BU-O 232052 suitable for Silver Eagles. Sp20 exhaust manifold (single branch). Contact me. (Index 3)

TD-TF rear light clusters. Names still coming in. I have been in touch with British Classic Car Lighting Ltd. and am awaiting a reply as to the minimum order required. We stand at around 100 sets – more names please!

Silver Eagle Mascots – As at today (September – oops) I have a few spare – please ring me if you are in need when I will advise you of the situation. Hope to have another batch before Christmas.

Please keep items for sale or wanted rolling in. I have received many enquires for post-war bumpers TA/TC and TD/TF series. Unless Red Triangle can come up with a supplier we may have to make our own arrangements. Names and addresses of any Company able to undertake this type of work welcomed. Do please bear in mind that Peter Woodley handles pre-war spares and all enquires should be made to him first. He holds stocks of a number of re-manufactured items.

TD – TF internal body panels are available at very reasonable prices, including sills, boot floor and main floor. For details telephone 0256 851128 after 7pm.

*More Next Month*

*Eric Oakman*

The Second Classic Marathon will leave London's Tower Bridge on Sunday June 18th for the longest classic-car challenge in Europe. There is nothing else quite like the Classic Marathon, and the second event is now being organised to be even better, with an improved organisation and a more exciting route. Past competitors are invited to take up the opportunity of reserving a place in advance of the Press-launch and public announcement.

What gems do we have this month? Well, Jan and I recently returned from the Dutch/German tour briefly – the company was great, the cars looked magnificent and for the most part the weather was awful. But more of the tour elsewhere.

A surprise to many I suspect is the recent news that A Sparrowhawk Esq., is no longer the owner of the famous red racer. Many of you will recall that it used to be known as the "Bar Special after its creator. However, to do the car and Albert justice as without doubt it was in the hands of its last owner that it really made its presence felt on the circuits – 1.14 I believe at Silverstone.

So what makes a guy sell something like that. "Well, I needed a new challenge" he told me, so he bought Bevis Musks 4.3 special. Who knows, maybe he'll do the same again. Oh yes, the red car, it now belongs to David Heimann who I guess was fed up at being beaten in his Bugatti, by Albert.

I have been requested to mention that if anyone is in need of insurance for their Vintage/PVT/Classic be it Alvis or otherwise please contact me and I'll put you in touch.

Watch this space for world shattering information regarding tyres and how to get them more cheaply.

*Mike Baker*

*From Mike Cummins:* Who has been approached by a person in America whose name is ALVIS HASKELL MAY!!! who wishes to join the Club.

*From Frank Kay:* Who has received a letter from Group Captain Hoare, thanking all those who participated in the RAF Coltishall Family Day in July. Over £1,000 was raised on the day.

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## FEATURES

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### "ON THE ROAD AGAIN"

*My story of how I became involved with Alvis and What is involved in building a 12/70 Special  
by Clive Taylor*

#### Part 1

For me, it all began in the late 60's when working at Heal's in Tottenham Court Road, I saw a pale pea green 3 litre Alvis Saloon (TF model?) being driven past the ground floor windows of the showroom. I can clearly remember stopping work (at that time as a cabinet maker) and watching this beautiful shape pass by and head towards Maples furniture shop on the corner of Euston Road. It is very true what people say, that the first impression remains in ones mind for a very long time and even today, when I see a 3 litre car on the road, I often recollect my first sitting of the 3 litre Alvis with the famous Graber body design.

Some years would pass before I became involved with the AOC as at the time my head was full of reading and watching people like Mike Hailwood on MV4's, racing at the main circuits in this country and also the Isle of Man. At that time I was involved in building a Triumph Tiger 100 Special which I took to the Isle of Man and achieved a best lap time of 30 minutes on the TT Course on open roads one very early morning. (The lap record was 21 mins 30 secs: 500 c.c. class). There are few better sites than to ascend Snaefell mountain without the mist sitting like a doughnut on top of the peak.

Any more of the above really is another story and perhaps not for the pages of the Bulletin, but eventually I joined the AOC as an Associate Member No. 5058SE and began to read about this famous Marque. On reflection I was really floundering with the variety of Alvis cars that have been made, and until fairly recently the majority had an equal appeal to me. Only after a period of time, could I start to single out the model that I could envisage owning.

One day, I was talking to Arthur Hardy at a meeting held at the Punch Bowl in Dorking when the forthcoming VSCC meeting at Silverstone was discussed. Eventually it was decided that I would go with Arthur Hardy to Silverstone to spectate. I had explained to Arthur that I had never been to a vintage motoring event before and he assured me that I would find it extremely interesting and a worthwhile experience. To say the least, I was not disappointed. Having walked through the paddocks early in the morning and looked at machines that I had never seen before, I began to get a feeling for the future potential of owning such a vehicle and taking part in the motor racing events. Later in the day we were sitting in the Grandstand opposite the start and finish line and Arthur was pointing out to me the various Alvis models which were on the grid. In particular we then saw a sleek black Alvis 12/70 Special No. 79 (I believe) driven by Albert Sparrowhawk. Unknown to me at that time, this was Albert's first race (handicap) and the performance of the car and driver made a deep impression upon me. Later in the paddock, I was able to share in the enjoyment of Albert finishing the race and listen intently to the potential that could be expected from the 12/70 engine in the type of vehicle that Albert had built in 16 weeks!

Even at this time, it was very difficult to distinguish between certain models. Not only that, the financial implications of the project ahead, were formidable for me personally, as at that time I did not have any facilities at all with which to carry out a rebuilding project of this magnitude.

Some time went by when again I had a very pleasant surprise when I was invited to attend a Brooklands Reunion with Albert and to drive his 12/70. At that time I had never driven an Alvis, let alone a Alvis with a centre throttle but having overcome this difference in foot control, the seeds of owning such a vehicle were being sown, driving the car from Banstead to Weybridge. I began to develop a healthy respect for the model and the performance.

Having sampled the 12/70, later that year I visited the Brighton Metropole Hotel where the AOC had a Club Stand. At the show, I saw for the very first time a simply stunning and very imposing car on the stand by the Vintage Sports Car Club. I can remember speaking to the

member on the stand about the vehicle and he very kindly explained to me that I was looking at an ERA, which was own by Nick Mason. He explained to me the Club's activities which again, were completely unknown to me and following a fairly detailed discussion, I knew that this was the next step that my motoring life would take and came away with an application form to join as an Associate Member. I then knew that I would have to start making plans to obtain a car that would be eligible to take part in VSCC events. Some time later I was accepted



*Left: Clive Taylor's Mulliner 12/70 as it arrived in Surrey for closer inspection.*

as an Associate Member and started to regularly attend, the VSCC meeting at the Talbot Hotel in Ripley.

Meetings are held on the third Thursday in every month and there I met several people who owned different types of marques and models. Eventually I began to develop a relationship with the members of the types of vehicles that they drive on the road today. I explained that I was without any make of car and was generally ribbed when I divulged that my aspirations were leaning towards the Alvis marque.

However, I started to scan more closely the ads in the magazine hoping that something suitable may be advertised that I could undertake. When I received the Direct Transmission in July 1985 I saw an advert for a 12/70 which required rebuilding. At last I felt that this could be a viable proposition for me to undertake and having discussed the matter in principle with Valerie, my wife, who agreed that it would be an interesting exercise, arrangements were made to visit and look at the parts available.

I went to look at the vehicle accompanied by Albert Sparrowhawk who confirmed that it would be an ideal basis for me to undertake a restoration project. I would like to say at this point, how much I appreciate the guidance and advice given to me by Albert during this period.

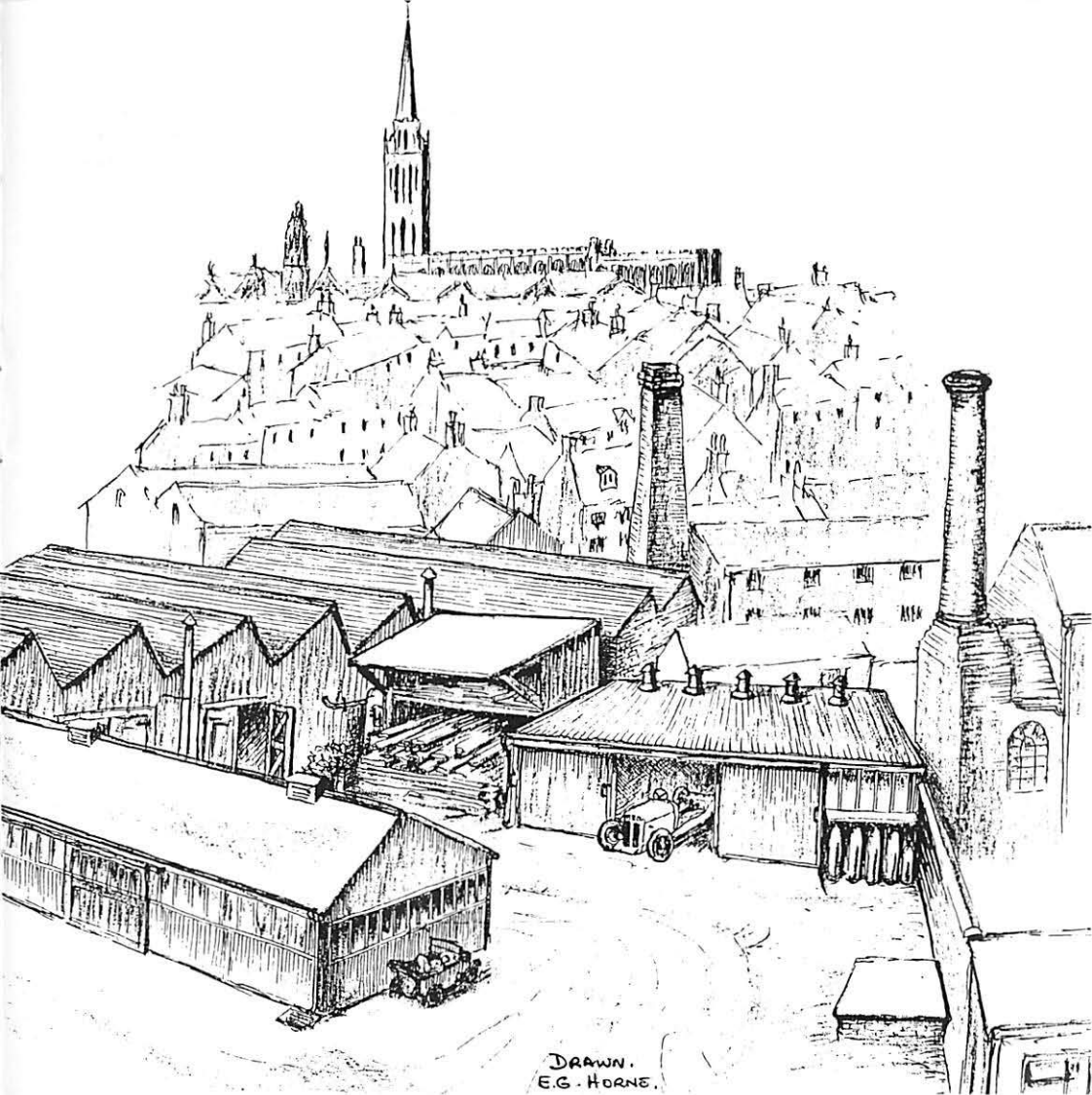
The initial inspection showed that certain work had been carried out to the suspension at the front and I can remember that the engine was finished in a nice shade of British Racing green.

The car, complete with the Arthur Mulliner saloon body and parts, were delivered to Surrey in August. Closer analysis of all the parts on the body showed that a massive amount of work would be required to achieve an acceptable standard to me for the body to be used again. I came to the conclusion, that although the original plan was to rebuild the car as seen, in my own personal circumstances this would not be possible to achieve and a careful conclusions was arrived at that I would build a 12/70 Special as a sister car to Alberts 12/70.

The body from my car was acquired by Andrew Craster, who confirmed that he wanted to use it in a Speed 25 project he had undertaken.

*The second part follows next month.*





### CHARLESWORTH COACH BUILDERS

*By John Corble Member D & L.O.C*

I want to contact your club to ask and appeal for help, since I am looking for information and contact with owners with "Charlesworth" bodied Alvis.

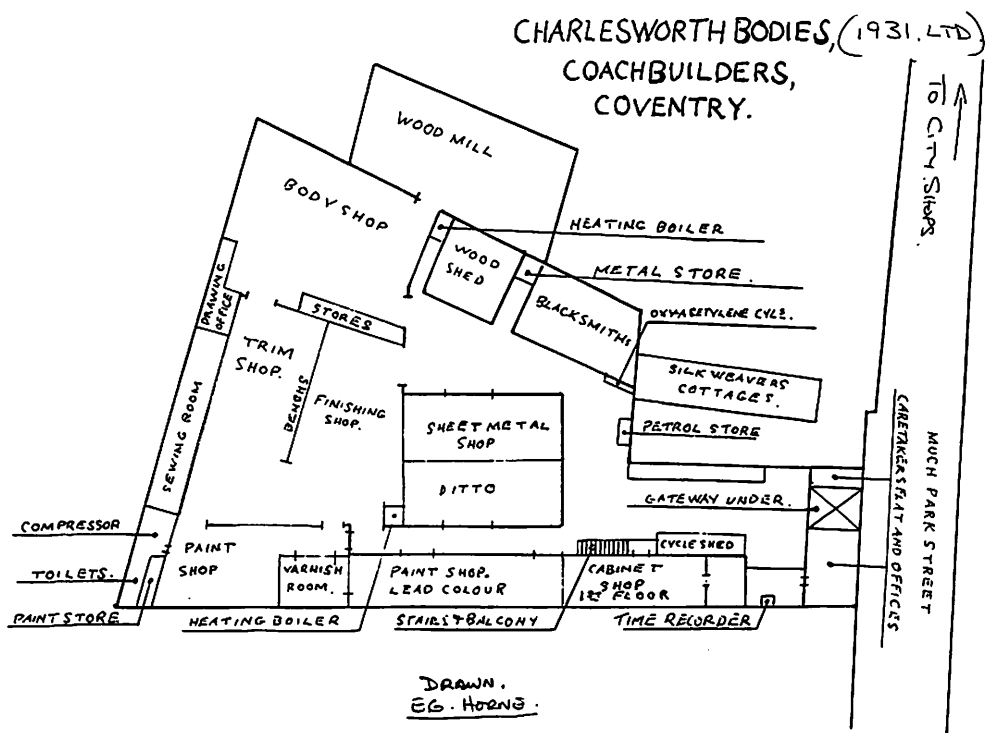
One chap I would like to talk to is the owner of EVC 560 1940 Speed Twenty-Five Drop Head; Mr A.R. Buck. I have rarest Daimler in the world. Not only is it the last civilian car from the Radcliff works, but it is also the last Charlesworth Daimler ever! On 14th November 1940, the Charlesworth works was no more since it was oil bombed, along with the Radcliff Daimler works and Coventry Cathedral.

I have now so much information on the Charlesworth body shop it would be a shame not to share it with your club. It would be nice on 14th November 1990 or in 1990 to return all cars to Much Park Street in memory of the firm. Perhaps we could get the Transport Museum's

I have met, in September 1988, all the craftsmen still living who worked at Charlesworth. These people are assisting the author who is writing a bit of works history. I am even in touch with the body shop foreman of Charlesworth. He confirms that no more "Charlesworth" cars were made after 14th November 1940.

I would be grateful for any information your members can provide since it would be good to have the name of Alvis in the records of the history of this distinguished firm.

*If anyone can help Mr Corble in his quest for information on Charlesworth, he can be contacted at 'Southwold', 151 Moor Lane, Sherburn-in-Elmet, North Yorks LS25 6DX. Tel: (0977) 683592*



**ABOVE:** A plan of the Charlesworth Works before 14th November 1940. Only the office was standing after this date.

*Right: Teddy Hutton with suitably kitted out grand-mere in Paris, seen here refusing offer of dirty postcards from French drag artist before setting out on his marathon trip to Greece by Speed 25.*



### TO GREECE WITH DDU by Teddy Hutton

It seemed like a good idea at the time! DDU had after all just had a complete engine rebuild by Peter Woodley and a respray at my local Cropredy Bridge Garage. She would need a good settling in journey to celebrate. Nicola and I had planned to take the family to Greece for the summer holiday, so why not save on the air fares and drive down through Italy to Kefkas? Once the decision was taken all that was needed was to book the ferries, arrange the insurance etc and get the car through the MOT. We were to depart with Peggotty, 13 and Liberty, 9, tents and all at 4.30 on my last day of the school term. Once in Greece my mother, my son, my Downes Syndrome sister, my sister Melissa and her daughter (from America) would all fly in to join us in the same hotel. As Nicola and I are both well into our second marriages we should have known better that hope does not always triumph over experience!

The last week of term passed easily with a tolerant MOT tester pointing out the play on the king pins with about as much interest as finding grey hairs on a fifty year old. We both agreed that their floppiness must relate to the fact that I had unblocked the self lubricating pipes and years of grime and corrosion no longer held the wheels steady. I vowed to tighten everything in sight and potted off street legal at last. Friday came and it was settled that I would take the car to school, return on the dot of 3.30, pack up and go. At 11.00 I had to nip down to the Child Guidance Clinic whereupon the starter motor failed. It sounded as if the Bendix had gone, so, with quick excuses, I whipped down to the friendly Warmington Hill Garage to strip the motor. Sure enough the spring was shattered along a previous weld (obviously spares weren't going to be easily available). An unhurried look through the extensive spares department (ill-lit cupboard at the back) provided a spring of similar proportions from an Austin? A little filing and grinding later we were back on the road. Normal service was then resumed and, after a hurried pack up we were on our way to the holiday traffic jams of Oxford and the M25.

On the Oxford bypass we boiled. On the M25 we stopped just before we boiled. At Canterbury where we were staying with friends it became clear that the cheapo scrapyard fan I had fitted to cater for Peter's new improved water system simply was not going to cope with the ferry queues, Paris Peripherique or the Italian tollbooths, let alone to Alps. Saturday morning was spent, letting my fingers do the driving, telephoning every garage in south-east Kent in search of a Kenlowe. Total failure. Bubbling our way on and off the ferry, we trundled very gently (with only 700 miles on the clock) to Paris and our next family link, Nicola's 94 year old grandmother who now lives in a retraite just outside Versailles. The Peripherique lived up



*Left: Amidst Tour de France hysteria, a fan is restrained from testing the wire wheels.*

to its Saturday night reputation, but our water problems were assisted by the most dramatic thunderstorm I have ever seen, so, with headlights blazing, fan whirring, windscreen wipers flapping ineffectually and an external cooling system second to none, we ground and splashed our way to the correct porte, dribbled into the side street and died with a flattened battery. Fortunately an intelligent hillside stopping point, a convenient restaurant an opportune hotel with off-street parking, a couple of Pernods and the most dramatic firework display around the chateau's fountains combined with the passing storm to make a perfect end to an imperfect day.

The young woman at the hotel was wonderful. Yes she did know of a garage nearby whose owner's friend kept an old Rolls there, but did we realise that it was Sunday morning in the Parisian holiday. She would see if she could remember his name. Many yellow pages later we set off down the side streets to an unlikely petrol station and the largest 50s Rolls I've ever seen. Yes, they did understand my fan problem and my French. Yes they did have a friendly, efficient mechanic and yes, they did have a Paris-Dakkar rally car stored upstairs. Yes, they would sell me its ventilateur and adapt it, but it might take an hour! Nicola and the girls went to get flowers for grandmere and whisky for the mechanic and moments later we were off to the most expensive lunch I've ever had with a satisfied if somewhat tipsy me, Nicola and grandmother, well fed children and the final stages of the Tour de France which chose to pass by the restaurant balcony as we had our coffee. A lovely afternoon run took us out of Paris to Vezelay, the setting sun on its early romanesque portico, a wonderful supper and our first campsite.

Here lay the only disagreement in the planning of the trip. I, all sense, practicality and poverty had proposed camping with the occasional cheap and nasty hotel for a wash and shower. Nicola and the girls tended to favour beautiful, expensive hotels with the tents and lilos for emergency use only. Vezelay resolved this conflict of interests with the usual marital compromise - Nicola and the children won. In the heat of the starter panic, I had packed the wrong bags and we found ourselves in hysterical giggles with two tents, two sleeping bags, the lilo with the leak, no pump and three tin plates. Thereafter the compromise proved a great success (until the plastic bill arrives) and we spent our nights insect free, mattress and cossetted in some of the friendliest and surprisingly cheap hotels across Europe.

The next day and the week after we rolled gently through France to Annecy, over the Alps (in thick cloud and rain) to the north Italian lake of Orta. Then Mantua, Faenza, Urbino, and on to Ancona in the most amiable diversionary trundle, interspersed with stunning views, welcoming villages, cafes, icecreams and occasional lengthy motorway top-ups for petrol, oil



and water. Despite the powerful fan DDU found the temperatures of over 38C. very hard to cope with and all my tinkering and clamping of bypass pipes meant that we still had to be very careful after about an hour of steady motorway driving when the water would rise to about 90C. and then apparently begin to flow in the wrong direction. This actually fitted very well with the children's lifestyle (if they can force a stop every hour or so for a pee, there's a good chance of Dad having to top up with water – thus time for a quick Orangina and an ice-cream and hence an excellent reason for another stop in an hour or two for another pee and an Orangina etc etc.). We also found it essential to drive with the hood up in the heat of the day otherwise sunstroke and burn could prove quite debilitating with interesting effects on Nicola's map-reading. A whole day was spent with me learning to accept that her left right orientation was reversed and that there was little point in arguing as she seemed completely satisfied every time I did the exact opposite to what she suggested.

Our arrival at Ancona was marred only by a flat battery (I'd left the lights on while we went for a swim) and a three hour queue/battle for tickets, boarding tickets, passports, customs, more boarding tickets and the growing recognition that if this was what the Italians could do to make embarkation difficult then Greek involvement at Igoumenitsa was going to be fun... It was, but much refreshed by a cabin, amazing food and a deck swimming pool we sailed through the chaos in a haze of success enhanced by Campari and the departure of hordes of healthy German hikers.

From Igoumenitsa to Lefkas was only a matter of 100 miles + one small ferry and we arrived in some triumph, boiling madly in the permanent mainstreet traffic-jam at Nidri and our carefully booked hotel. It was not to be. Slowly realising that the modern building set back from the beach was not the old building on the beach that I had seen in the brochure, I prepared for a typical affronted "British tourists aren't so easily pushed around these days, I know my rights. ABTA is run by my cousin" type of confrontation. I had reckoned without Harris, dressed in vest and sweat, harrassed, but glowing with hospitality. He pointed out, quite truthfully that we were all of 20 yards from the beach down a bougainvillia shaded path, that this brand new building was quieter, cooler, and generally better appointed than the other and as a final sweetener remarked that there were no Italians here, where the old hotel was full of them. This was obviously regarded as a major concession which after several complimentary



*Above: charging through the Umbrian Hills*



*Left: Italian polizia check out a lead.*

glasses of Retsina and a check on the rooms with their bowls of fruit and messages of welcome we all came to terms with... After two weeks of seeing much, if not all of the Italian's beautiful, sleek, brown, confident, gold chained bodies in the bar and on their beautiful, sleek, brown, confident motorboats, I realised that Harris was right in ensuring that we didn't put our pink, flabby, anxious selves into too obvious and close a contradistinction.

The next fortnight held few automotive excitements apart from one memorable trip to the mainland mountains round Ioanina and Dodoni when we had managed to dump the children for a day and a night. Most of the time was spent in checking water temperatures in the sea, adjusting the tappets of family relationships, balancing the retsina metaxa mixture control and generally perfecting the smoothness of the tick-over.

Due to some limitation in my understanding of dates, our return schedule was somewhat more hectic... Igoumenitsa – Bari on the overnight ferry, the Bari – Loretto in a day. Loretto-Como with a day off for a visit to Bergamo and a final tinker with the water pipes before Como-Troyes via the Swiss Alps in an obliterating downpour again! And lastly Troyes to Paris for a quick lunch with grandmere then on to Calais, an evening ferry and back to Banbury by midnight. The last day we covered 450 miles in good temper and at good speed... the Canterbury to Banbury run taking exactly 3 hours cruising steadily between 3,000 and 3,500 rpm with the engine now happily run in having covered 4,957 miles from our departure four weeks earlier.

The next day, looking through the report of the recent Pirelli Classic Marathon, I was delighted to see that we had covered double the distance with, it seemed, half of the hassle and we hadn't had to talk to a single car buff once – that is if you discount a clapping old gentleman in Paris shouting "Parfait, formidable, bon voyage, my ozzer car is a Bugatti", as he shot off in a battered Citroen, or two Italian lorry drivers propping each other up with laughter shouting "Mama mia que bella machina!" Now those are the types of technical exchanges and sharings of mutual interest in the prestige motoring scene that even Nicola and the children could enjoy and they didn't exactly test the glaring gaps in my mechanical knowhow. I can however now say "problem with the fan" in some six languages.

## ALVIS - A UNIQUE PAIR

1951 TA21 Mulliner saloon MGC 502. Engine no. 24602

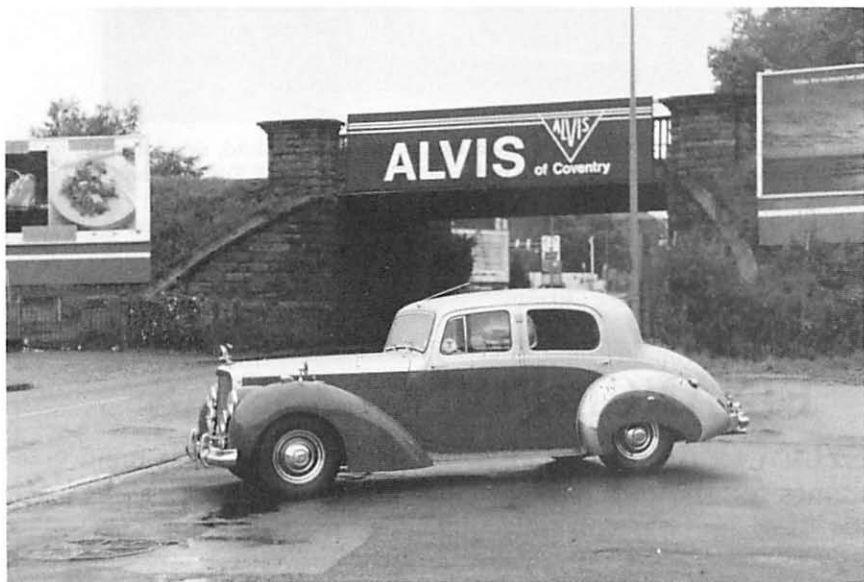
Supplied by Brooklands Motors in June 1951 to Mr A Schumman of Waltham Cross. Colour - Black.

Owner was unhappy with the finish and had the car resprayed Silver Grey. It was converted to Twin SUs and generally kept up to date - servicing by Alvis Service Station, Finchley Road, but by 1955 the owner was unhappy with their work and had the car serviced locally.

Purchased by the late Denis Bailey in 1958. Denis was looking for a replacement car, saw MGC 502 and bought his first and only Alvis.

The car was maintained to a very high standard and won concours awards both within and outside the Club, until in later years, Denis was unable to maintain his perfection of workmanship and the car was "laid up".

It was subsequently purchased by Jim late in 1986 and is one again winning concours and driving tests awards. Total mileage since 1951 is under 100,000 miles. Actual mileage since 1971 to date is 7,800.



*Above and next page: Jim Oakman's 1951 TA21 Saloon and Eric Oakman's 1955 TC21/100 DHC photographed outside the Alvis Works. For how much longer will it be possible to use the works as a background and will the bridge continue to carry the Alvis badge?*

1955 TC 21/100 Dhc by Tickford. PYR 356. Engine no. 25798

Supplied by Brooklands Motors in May 1955 to The West Cumberland Silk Mills and driven by managing director Sir N (Thomas) Sekers, MBE., who died in June 1972.

Purchased by member Eric Williamson in October 1961. Mileage estimated at 80,000. Engine



re-conditioned by Alvis in 1962. Car maintained to a very high standard, several visits to the Works and Red Triangle documented. Actual mileage 1974-1985 3,000! Total mileage to date - 24,000.

I purchased this car in May 1985 and apart from replacing carpets and tyres, no other work needed other than regular oil changes and servicing, plus plenty of polishing!

*Photographs: Jim Oakman Article: Eric Oakman*

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Mr Thomas Mc Keever from County Meath seeks advice on the removal of rear brake disk on his TE21. The following sequence was kindly supplied by Mr Rowland Simmons of Red Triangle and I reproduce it here for the benefit of others in the same fix:

1. Remove brake calliper assembly.
2. Remove axle shaft nut and washer and replace with a cap nut. (This is a nut with a fairly solid piece of steel welded to it, the object being to prevent damage to the thread during the use of the extractor.)
3. Break the taper. The force required to do this may be anything from zero (or almost) to that resulting from the use of a four foot bar followed by a clout from a sledge hammer.
4. Unbolt the disk from the hub in the normal way. Fortunately I have been spared all this excitement because my own three litre is a TD and so has drum brakes at the rear...

Dr J F Hetherington, Assistant Editor of the *Alvis Car Club of Victoria* writes from Shepparton:

*"Thank you for your letter and material. Certainly you may use the 'Timing Chart' which appeared in the February Newsletter. I'm afraid its provenance can only be described as 'Mongrel'. I bought it, mounted on a piece of fibre-board, at a Swap Meet. It looks the sort of thing that Castrol or SKF would have produced to hang on a service station wall.*

*Ours is a small club with, usually, 100-120 financial members who are so spread out on this large continent that many of them never meet. For instance we may get between a dozen and twenty turning up at the monthly meetings at Melbourne. If we are lucky we may meet Eric Cunningham (of the Alvis Car Club of NSW. PB) once every two years at the bi-annual Interstate Alvis Rally. He lives 500 miles away near Sydney. The Interstate, hosted in turn by NSW, Victoria and South Australia, is a social rather than competitive event, lasts about a week and the cars range from 12/50 to TE21. In the meantime NSW and S.A. go their own ways and we go ours. Last year the Interstate was held in S.A. It was a terrific do but required the Sydneysiders to drive 1,000 miles to get there, while my wife and I covered 2,200 miles in a week in our 12/50...*

*Fortunately the Australian climate is kind to elderly machinery: dry and hot – except on the coast – in summer... no such thing as salt on the roads and no need to heat garages... Competitive events are hard-fought but tend to be put on, not by individual make clubs but by the V.S.C.C. or by the Vintage Drivers' Association which caters for the American (which are legion) and the Austin/Morris/Standard part of 'hobby motoring'.*

*I was a member of the AOC in the early sixties when, in the UK, I had a TB14 followed by a*

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TA21. I then dropped out until about six years ago when I acquired my 1926 TE 12/50. I have recently added a 1935 Sp20 so was particularly interested in your information concerning real wheel bearings... I have joined the Register but will now have to consider rejoining the AOC. Frankly though – and I don't intend this to be destructively critical – I wonder if it is really worthwhile.

There should be so much more interchange of ideas and material between the UK and Australia to serve the same goal: the preservation in full road or competitive order of as many Alvis as possible and the enjoyment of repairing and driving them. I need a generator for my 12/50, yet cannot get a helpful response from the Register. Our club has recently had manufactured batches (for 12/50's) of close-ratio gears, halfshafts and pedal rubbers. Currently we are working on Sp20 halfshafts and on heads for 12/50's. Not long ago a limited supply of magneto points was acquired.

Interest from the UK tends to be personal and limited. I wonder why? There are not many Alvis remaining and the world is becoming smaller, while batch quantities need to be high to reduce unit costs. I suppose we are all busy people fond of a hobby but tending not to want to get too involved until we need a part – and then we want it yesterday! I don't want to end on a sour note; the above are just frustrations, probably based on my inability to have my cars exactly as I would like them to be!"

Dr Peter Livesey (who had the temerity to refer to one of my cars as "...an advert for IMI Central Heating Products") writes from Henley on Thames:

"Sue and I managed a couple of hours at VSCC Silverstone last Saturday. Apart from W165 and other Mercedes, the most interesting thing in the paddock was the Cox-Michelmores FWD with its geared-up blower drive sheared. They attempted firstly to gear up 2:1 but, having found this impossible, tried 1.3:1 using a rather delicate, although sophisticated, mounting arrangement for an idler chain drive. However, the drive dog on the engine side split. Interestingly, it is still possible to run a FWD with the blower drive disconnected since there is sufficient suck through the inlet to turn the Roots blower. In this state Tony was claiming 80 mph..."

The 12/50 Weekend was really very pleasant. Since Peter Hull was scheduled to drive Peter Glover's Beetleback and PG could not attend, it fell to me to drive it up to Shropshire and back. What a revelation not to have to change gear on a slight gradient as with the C4. However, the steering is considerably heavier than that of the Amilcar and, as a result, the 12/50 is by no means as pleasant a car to drive... Despite my hopes and efforts the FWD is still not on the road. (He has no lights yet because to P.100 mountings are missing. PB) I have carried your Alvis headlamp boss around with me continually, but while all look knowingly, no-one can (or will? PB) produce any others..."

Comment: The needed mounting attaches the headlight to the cross bar. Some early ones were cast in bronze while the later ones (as used on Sp25's) are made of iron. Can anyone help me to help him – he is a new member...

As revealed elsewhere, under 'Detonation', there is a delay period between the spark and the start of combustion of the order of 0.002 sec. The angle turned by the crank during this period increases with the speed, being about 36 degrees at 3000 rev/min. Evidently if combustion is to start at top dead centre, then at this speed, the spark must occur when the crank is making an angle with the vertical of at least 36 degrees. This is called the 'angle of advance' of the ignition and must be increased in step with the speed of revolution. This increase may be effected either manually, or part manually and partly by a centrifugally actuated mechanism rotating with the distributor cam.

Inspection of the table reveals a maximum angle of advance of around 45 degrees for models having manual adjustment only, while for the remainder, the angle of advance consists of a lesser value to which is added automatically another 15 deg. or so as the speed rises. Because for every combination of speed and manifold depression there is only one ignition timing which will give maximum torque, the correct degree of advance is

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determined by the maker as a result of dynamometer tests.

These tests provide a so-called 'speed-advance curve' and the distributor mechanism is designed to reproduce this curve. However, since the distributor takes no account of the effect of throttle opening in mixture strength, the timing will be the same at a given speed wherever the accelerator pedal is. To take the pedal position into account is the function of the vacuum advance – a topic in the pipe-line...

### A few figures concerning the Distributor

Assuming an Otto motor, then, at a speed at 50 rev/s (3000 rev/min) 25 sparks per second are required per cylinder so that a six cylinder motor must be fed by the distributor with six times as many i.e. with 150 sparks/s.

For the conventional distributor of the 30's, 40's and 50's the physical limit is reached at about 500 sparks/s. No Alvis can get near this amount.

Again, at 50 rev/s the cam speed is 25 rev/s. The duration of one cam revolution is therefore 1/25 or 0.04s. The sum of the opening and closing periods for each lobe of a six-lobe cam is therefore one sixth of this or 0.007 second approx. Going one step further: at this speed the time at the disposal of the spring on the moving contact, for closing purposes, is therefore about half this, or 0.0035 second.

### A few figures concerning the Coil

The secondary winding of an ignition coil of the same period is formed of some 20,000 turns of enamelled wire on a laminated iron core, individual layers being separated by paper insulation 0.001 thick. On top of the secondary winding is the primary ditto, formed from some 300 turns of enamelled wire in three layers separated by paper insulation 0.006" thick. This juxtaposition facilitates the dissipation of heat (I<sup>2</sup>R), most of which originates in this winding. The ends of the primary winding are connected externally to SW and CB. The two windings are wound in the same direction so that the magnetic effects are cumulative i.e. so that the 350-odd volts induced in the primary is added to the HT voltage (15,000 or so) induced in the secondary. (Well, although 350 is not much, it would be silly to connect them the other way round...)

### The CED.5 Magneto – A few Thoughts

On this the cam has only four lobes – which makes for a superior profile. Evidently it must rotate one-and-a-half times while the distributor arm is rotating once and the crank is rotating twice. The ratio of cam speed to crank speed is therefore 3/4. This makes for a long-lived machine. Unfortunately this is also the ratio of waterpump speed to crank speed and one cause of overheating when pulling hard at low speed and high temperature. The only answer is to change down for a bit...

Peter Black.

## REGIONAL ROUND-UP

### SOUTH EASTERN SECTION

Meeting held at "The Yew Tree" Frieth

Sunday October 16th

Firstly our apologies to those of you who were expecting to see us at the September meeting. We extended our holiday in Scotland to visit the Glasgow Garden Festival – a once in a lifetime experience – and didn't arrive home until Sunday evening.

Fiona drove us to the meeting in "Blodwyn" her TA14 drophead. It was most pleasureable being driven at a steady sedately pace and gave us the opportunity to enjoy the colourful autumn scenery. A change from the devastation after the storm last year.

The TE21 "Flying Banana" of Roger and Tricia Cooper greeted us in the car park, shortly to be joined by another TA14 Drophead Coupe of Michael and Joanna Bridges-Webb.

Eric and Brenda Oakman were next to arrive in the Grey Lady. Brenda cheerful as ever, was sporting a plastered wrist following a fall.

Brenda's mishap was a foretaste for the horrific experiences encountered by Roy, Sylvia and Peter Roberts on their way home the Sunday before. They lost a front wheel from their 12/60. Fortunately Roy managed to bring the car to a stop without hitting anything and without any injuries. But Roy had his work cut out to get the car back on the road for next year. Roy said that it was an odd experience, apart from sheer fright and panic, to see the wheel of your car bounce so high that other cars passed under it without being hit.

Clive Taylor arrived with Mike Bakers daughter, Jo, to tell us about Mike's mishap. Mike was waiting at the main roundabout in Marlow for the R.A.C. to arrive. Following ours and other people's experiences with the R.A.C. we never expected to see Mike turn up. However Mike and the 4.3 duly arrived just in time for some food. The problem being a "duff" condenser which prevented the vital sparks. Fiona says "The tow rope is still available, Mike."

The meeting went on until 4.30, even though the bar was officially closed at 3.00, with Mike giving us the real story behind his and others exploits on the Pirelli Marathon Run.

We have again reserved the restaurant for christmas lunch on December 18th (Sunday lunchtime). Details in club calendar. Give us a ring on 01-868-9706 if you want to come. There may, if your lucky, be a few places made available.

*Malcolm and Jennie Kindell*

Talbot Hotel, Ripley

2nd Tuesday

The members who attended the recent meetings at Oakwood Hill had requested a change of venue, preferably in the North Surrey Area.

To ensure the best possible response to such a change in our club, I obtained from John Fox a printed list of all the current members in Surrey. I analysed this information, which revealed 80 members with an Alvis, and also 11 Associate Members.

I felt that everyone should be advised in the County of Surrey, that the new meeting would take place, and so I took it upon myself to write to 98 members, inviting them to come to the TALBOT HOTEL at RIPLEY.

I am pleased to tell you that 40 members and 4 friends came to the meeting during the evening, and we eventually took over the large bar area, with Alvis enthusiasts. With the editor's permission I shall refer to all the members who came, and they are as follows, together with snippets of information they gave me during the evening:

I drove the 12/70 Special into the car park and was greeted by Colin Everett, Croydon, TD21, and James Walker, Bletchingly, Riley RME. James is a new member, and is looking to buy an Alvis as soon as possible.

We went into the hotel and met, I believe one of our oldest members no. 2175 Malcolm Starkey from Oxted. Malcolm has owned a Silver Eagle, TC21, TD21 and TE21 models and has



now served on the B.A.R.C. Committee for 10 years and still marshals at the Lyden events in Kent.

I did hope for a good response, and I was not disappointed, as every 5 minutes another member came through the door, either an established member, who had not attended for several years or members who had not attended any meetings at all; and so the following is a resumé of all the other very welcome members, who have also promised to return after Christmas, to the meeting in January – 10th of the month at 8.30 p.m.

Brian Forsdike, Sutton, TA21 DHC, Allan Mills, Virginia Water, 1947 Triumph Roadster; Alan Dorman, Shalford, Guildford, 1933 SB Speed 20; John Forrester, Thames Ditton TD21, which really does fly along as I found out with Robert Smith when we visited the meeting at Pamber End near Basingstoke. David Jobson-Scott (the host), really had a big surprise when he saw us at The College Arms – try a visit yourselves, it is a very pleasant meeting place – Mike Williams, 1935 Speed 20 VDP from Reigate in company with Eric Parsons, Lower Kingswood, 1937 Speed 25 Charlesworth DHC, who has been re-elected editor of the SVVS, Surrey Vintage Vehicle Society for another year; David Reeves and son, Chobham with his 1954 TC21/100 Saloon and four friends as well; David Oakley, Elstead, TA14 Saloon 1947; Stuart Peace, Dorking, TE21 1964, soon to be on the road again in January; Anthony Saunders, Woking 1964 TE21; Roy, Sylvia and Peter Roberts, 1932 12/60 TL Cross & Ellis, which is having some splines refurbished, after one wheel raced the rest of the car on a recent weekend run – soon to be fixed and mobile again – came from Camberley; Colin Vallis, Chertsey, TD21 Auto Saloon Series 2; Allan Emery, Kingston in white Triumph Herald DHC (now sought after); Keith Brooham, Purley, TA14 Roadster Special; Idris and Winifred Francis from West Meon; Tony Hewett, Great Bookham 1967 TF21 Saloon; Mike Baker (very heavy cold, lost his voice, again!!) and Steve Appleton, Alvis Speed 20 Cross & Ellis, who had both helped a Hippie out of a nearby ditch, from Cheam. If any one can help Mike is looking for a Diff for his 4.3 Short Chassis Tourer, which came to a halt on Medeira Drive at Brighton, when he attended the Veteran Run. The RAC responded with a recovery vehicle back to Cheamu. Ring 01-661-9455 if you can help.

Barry and Jeannie Wohlman, from Purley, 1934 Speed 20 SB Special; Tony and Mary Cox from Thames Ditton FWD, which did look very smart and imposing outside The Talbot Hotel, in the main street in Ripley, under the spotlights! Gerry Michelmores, Kingston, 1932 Morgan 3 wheeler, with a superb JAP engine, what a sound! Bert Grimshaw, President of the SVVS, 1935 Speed 20 SC Mayfair DHC; Ken Day, our clubs historian, Weybridge and Tony Day from Wimbledon (progress is being made on some special projects? will we see the results in 1989?); Keith Russell, 1932 Speed 20 SA VDP, which did look very impressive, under the spotlight in the car park behind the hotel; Robert and Lorraine Smith from Woking, TD21, and me in my 12/70 Special.

What a super response, and everyone who came, met other members and shared photographs and articles which they brought along. The next meeting will be even better, with members who could not come in November, but will in January, hopefully also with their other halves as well.

*Clive Taylor Tel: 04865-3541 Home/0932 853455 Business*

## **Oakwood Hill Tuesday**

**11th October 1988**

I suppose if one considers the weather then tonight's turn out was not bad. Robin and Lorraine Smith, John Forrester, Nick Williams (he has a journey of about 5 mins so he can't complain), Tony Day, still sunburned, Frank Kay sans Joan who is visiting mum (nothing is secret with me as your local reporter). Clive Taylor bringing the maps and some of the regs that he and I will require for the forthcoming VSCC Eastern Rally (keep the flag flying). Bringing up the rear Keith Russell who was going to come in his Sp 20 but finally the warmth of the Jaguar was too strong, and yours truly Audi bourne. We did manage one decent car which was John's lovely Aston DB6.

Re the Christmas dinner Frank and Joan will be organising this and it is hoped that it will

again be held at the Old School House in Ockley on 13th Dec. Full details from them or by word of mouth.

*Mike Baker*

## NORTH-MIDLAND'S SECTION

Red House, Caverswall, Stoke on Trent

2nd Tuesday October 11th

Less well supported than usual although we were able to welcome two new members, TA 14 owner Howard Machin and wife, and Geoff Hopton who has acquired a 1939 Speed 25 chassis which is to be given the full treatment.

Those absent included Ron Buck who recently suffered a mild heart attack, now happily recovering; Bert Adams with 'Bolton flu'. Those present were Eric Jones, Chris Taylor with Firebird and three Shentons. Free sandwiches by courtesy of the darts team. Next meetings Nov. 8, Dec. 13.

*Ernest Shenton*

## NORTHERN SECTION

White Swan, Blyth

3rd Tuesday.

Our meeting soldiers on as the regular crowd each month are supplemented by the 'occasionals', who are all the more welcome as they have more than one month's worth of news. We continue to get a sprinkling of Alvises outside in the months of April to October, which delight the locals, and make Blyth village green look even more classy.

Our group activities this year have included our own, indoor Alvis Day, courtesy of Ian and Sheena White, supporting nearly every Northern and Midlands Alvis event, Duxford, the 12/50 Register weeked - in fact, generally using our motors for a bit of fun, and badly damaging respective wallets and bank balances; what an expensive hobby it can be.

More arrivals at the 'Swan' throughout the year; Mr Skilbeck, who has arrived in a v. nice 12/60, but is still not in permanent possession of an Alvis; Richard Harvey, now returned from Oz, and busy restoring a variety of Alvises; Brian Harris, not seen for a long time at the Swan, but now a regular visitor. More would still be welcome, and its not £1000 p.a. like Wentworth.

The regulars are still cruising around; Bob Vardey, Steve Downsborough, Richard Harrison, whose cars are all amazingly reliable, and there is M. Mossop whose TE is in top form. Hope this doesn't put the Gremlins in these particular motors...

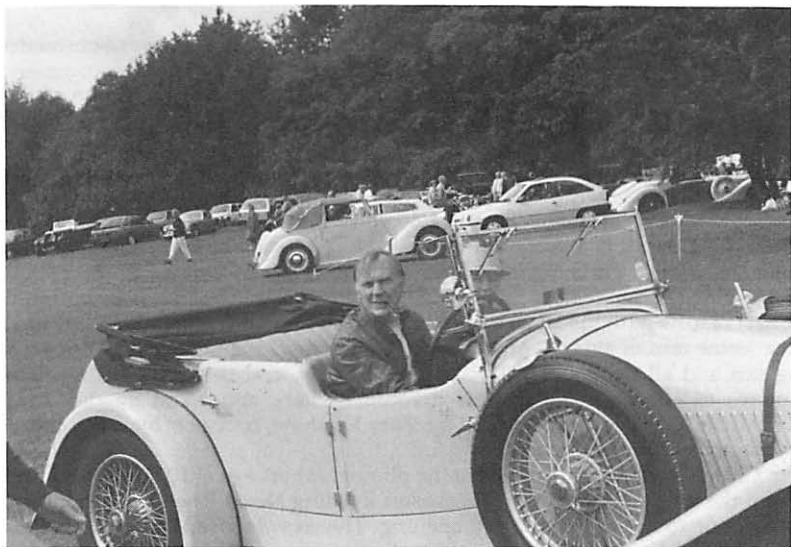
Restorations continue... The Taylors are nearing completion of ther VdPSA 20, the car is now trimmed, running and resplendent. The Friths are soldiering on with their Sp 20 which now looks like a car again, but has filled up the entire garage. John Williams' 12/50 now has a body and the other bits are following fast. Finds this year included the Arnold Sp 20, now undergoing cosmetic overhaul at the Whites, and Keith Taylor's Second Sp 20, also undergoing a rebuild.

Taken together, its been an interesting year here in the North, as new cars make their way here and more are unearthed. Flat Cap's brigade of troopers keep us informed of their doings with a regular bulletin - we particularly like the sound of Chris Taylor's latest creation, which must surely be a practical joke, and sympathise with Messrs Lakin and Holt over their respective Knocks.

Meanwhile its back to the garage to rig up some form of carburettor for our 12/50 Beetleback, and crash on with the Sp 20.

Happy New Year and Merry Christmas from all at the White Swan - come and see us in 1989, third Tuesdays every month. And also to our editorial team, long may your word processors thrive!

*A1 Tom*



*Left: Team  
'White Swan's'  
No 1 driver,  
Richard  
Harrison, at  
Northern Alvis  
Day*

### North by Nor-West August

Yes, Newby Hall was a super turnout with 20 cars in two curved lines. Great flea market, great show organised by the pre-war Austin Club North East. David Livingstone was first to arrive in his cool lime green TD, from the deep south, followed by the "A" team, followed by some quite unknown Alvis, followed by Dan White who was spotted Alvisless again! Les girls adorned the newly aquired awning on the hospitality suite, and as far as I know Jim Betterton won a prize; after that thing got a little hazy with the usual paper-chase back over the Pennines for the regular Alvis meet at the Dandy Cock, Disley. (last Sunday of the month for the social, every Thursday for the technical) 20 hungry enthusiasts sat down to a super meal, and rehashed the whole day. Nice to see Martin Jay and his wife showing some interest in Alvis matters, keep working on him Jim!

The following Saturday produced another 20 assorted vehicles mainly pre-war at Jim Jay's 50th birthday bash for his 12/70. Joyce provided the 'full monty' (as they say of transport cafes) but with cordon bleu excellence, and champagne to follow. The recipe for the nut cake is available from Joyce for a mere 50p, or free if you join the Manchester Vintage Car club quick.

The Yew Tree happening at Calden was again a border raiding event. The Bass seemed to get to me before I reached the car park, so you'll no doubt read about this from another scribe, unless he was on the Bass: a full car park again at the Pianola pub, with sort of hands over the section wall so to speak. Full marks to Chris Taylor and Pet (sex Appeal) Lakin for the invitations to a super get-together, and Malcolm and Jennie Kindell who again obtained a passout from the South East, so as to see how the other half drive.

Ashover, the pre-war Austin Seven Club again showed the world how to arrange a rally and make £5,000 profit on the day. Was well attended by Alvis dreamers but only a smattering of Alvis drivers in evidence.

Barry Lown's party at "Bidston" brought about 40 of the converted to wish his 12/70 50 years of age. Even Jim Clare its original and only other owner turned up to make the day. By the way Barry is the builder, decorator and Alvis chauffeur, Kath is the cook, A35 custodian and

head gardener, passing Alvis owners please note.

Well, Peter Lakin's bin an gon an dunnit, yet another SA 20 is in for a course of cosmetics and a general bothering with, the only Carlton bodied Dhc in captivity, started on command with new points and plugs after twelve years standing; champagne party again! down on the farm. This year seems to be the year when everything is 21, 40, 50 or 60. Will it ever stop? I want to cut the lawn!

The In-Going T'Committee, after one hundred phone calls, had just sorted everything out, for the G-Mex Classic Car Show; when with a week to go were offered a larger stand, requiring 3 extra cars at short notice, and thus wrecking the 4 cylinder theme. After yet another one hundred phone calls the exhibitors were Andrew Raine's TA14 saloon, Barry Lown's 12/70 saloon, Chris Holt's TA14 Dhc, Chris Taylor's Firebird tourer, Kevan Duffy's SP 25 saloon, Mike Fletcher's TA14 Dhc, Nick Walkers SP 20 VDP tourer, and last but most importantly Andrew (globe trotter) Blacow with his SP 20 tourer, posing all the continental tours they have been on. The theme 'come rain or shine - Alvis is fine' (still bothers me poetically) - but went together well. The sun and all the yellow ribbons, the rainbow, and the cloud with pewter ribbons, Barry Lown's excellence in all matters graphic, scenery sponsored by the Royal Northern College of Music, floral decor sponsored by Mary Kershaw, transport by F. Fletcher & Sons, and stage-managed by Northern Lock.

The On-Going. Chris Taylor's Firebird caught the photographers eye at 10.00 am, and thus qualified to represent the whole show in the Manchester Evening News. The atmosphere was much better this year, due to the compact 2 day opening. The crowds loved our cars, and the dazzling display the team had provided; the general feeling of some of the other Clubs, to hear we only took second best stand award was "you've been robbed" (their sour grapes, not ours) the tremendous interest by past owners, potential new owners and of course the regular faithful, all comes together at our stand. Dozens of membership forms are requested, the regalia nearly sold out, most were hoarse after two days of chatting constantly, and with the regular Dandy Cock meet falling on the Sunday, another impromptu banquet was dropped in. Lots of contacts were made swooping phone numbers about the pair of TA14 horns boxed, mint, and available, or the SP 25 used to tow Gliders up, or who owns the 12/50 NF 8343 now! The show is a magnetic flux for all matters Alvis. The spin off factor is fantastic. If you didn't come you got talked about. It amazes me that the promoters draw the cream of enthusiasm off the top of all these apathetic car clubs, and not only get them at it, but make a financial success out of it. They obviously have great faith in the hobby.

The Out-Going. At 6.00 pm sharp on the Monday night, the designer back-drop was dismantled, and loaded within 30 mins. The hours of assembly on the Saturday, seemed a long time ago. Fond farewells as usual to the long distance Andrew Raines and Dougie Richardson. Great fun watching the prat with the noisey Porsche, who couldn't drive up his own trailer. At least our cars use road tax and leave in silence. Colin Newby seemed very pleased with the response at his radiator stand. (By the way, Happy 40th Birthday Cynthia, hope you were underwhelmed with the Hare! The Fiat stand, just across the way, were indignant of our sub-slogan "British cars for all occasions." They thought we were having a go at them. Too true - we were! (Italian pasta machines!)

On reflection, a super show all round, with lovely visitors in a historic railway station. With some proper financial backing, or perhaps sponsorship from some interested company of just a measly £200 we will steal the show next year, as Master of the Kings Highway, and leave the "Triumph Highway Robbers" behind. Well we came second using £50 out of our back pockets, against other stands with "Live" company backing, and thousands of members. I wonder if we should approach Nissan? then they could learn how to make proper cars!

The Alvis stand at Holker Hall attracted a dozen cars. With the enormous space allocated to us, the organisers obviously thought we'd fill it, but the showers which prevailed until 11.30 am produced a large crop of cry-offs. (I wish these folks would use cellulose paint instead of poster paint!!) Still, the hard core who made the effort were rewarded with a beautiful sunny afternoon. Kevan Duffy won the best pre-war saloon in class. The flea market was lightened of



anything Alvis, and Ken Potts 12/60 saloon did not have to be towed back to Blackpool – this year. In all a busy day, dealing with the “customers”.

The Manchester to Blackpool outing for handicapped children was the largest cavalcade ever to leave Manchester, according to the police escort. Over 700 people including 500 kids, with 115 taxis and Chris Holt's Alvis leading the way. All made the effort to dress their cars and themselves as ridiculous as possible. “Our car” was sponsored by the “Alvis Owner Club” and the 40 members who threw a quid in, for the kids prezies, meals and free rides, need not be mentioned by name for they all know who they are. Thank you, from the kids. Unfortunately “Tick” lost its viginity, when mounted by the following taxi, so Chris is looking for a new number plate box, the taxi driver is paying. (It's not often you get 100 sympathetic witnesses - 15 of them police!).

International Northern Alvis Day came together well this year, the hospitality suite stayed open all day with three shifts of ladies, dishing out free teas. The weather, which had only been ordered the day before, was delivered perfectly, so the contingency plan was shelved yet again! 50 Alvis cars of all denominations, epicentred on Harewoods front lawns as usual. The explosive combination of Dougie “Gas” Richardson and Paul “Argon-Arc” Ross who judged the driving tests, worked well; but like British Gas was over subscribed on the day. Chris “T-Cut” Taylor and the new slim-line Dave “Turtle-Wax” Culshaw checked the spit n' polish department and found few wanting. More free tea to wash down the Alvis cheese, made by Alvis Bros. and donated by Terry Poppelwell. The raffle was conducted by his Lord Grace and Chairman Chris Holt, assisted by Kathrine to ensure fair play. Seems to be the highlight of the day, a bigger draw than Vernons.

This year the prize – giving was given official status and sobriety in the materialisation of our President Ernest Shenton (instead of the time honoured form of Chris Holt throwing the cups out to the crowd, like a departing bride, and Gez nipping round the back to kiss them like a hot-lipped leech) who at least made sure the winners got the correct cups,... but no kisses, save the winner of the ladies prize. Full marks and letters of appreciation (for the best day of the year) to Mick and Pat Fletcher, on the back of blank cheques please.



*Above: The line-up at Northern Alvis Day at Hardwick Hall*



The Cow Run, Bradford to Morcambe, organised perfectly by the Craven Old Wheels Society with the terrific sponsorship by the Bradford Telegraph and Argus Newspaper People, became the most prestigious rally ever known to the old motoring world! 167 vehicles including 4 Alvis enjoyed the lavish attentions of the Bradford Lord Mayor, brass band send-off, flowers bestowed by Miss UK, dinky lorry for all participants, cavalcade down the prom at Morcambe, yet another brass band, marquee and buffet and yet another Lord Mayor – this time Lancaster, plus a finishing plaque, all drawn together by a well rehearsed team of marshalls who can't have enjoyed their day very much! The prize-giving was somewhat overshadowed by the glorious 70 mile route and all the razz.

Kevan Duffy's SP25 and Denise with child, Chris Holt's TA14 and Gez with teddy bear, Mr 12/50 with dicky all brought envy to the judges eyes with our exotic cars. One commentator announced he wouldn't mind having shares in Alvis, so Chris Holt tried to interest him in a new share issue for the day – but alas no response! Mention must be made of the Alvis/Morris Van/special entered as a Ringer by Chris Taylor, to fool the commentator. This was a 1936 Morris van fitted with a blown Firebird engine, delivering 150 bhp through a Lagonda 5 speed gearbox (which I am informed goes straight in) to a Lancia 3.5 to 1 diff on 20 inch wheels. This conglomerate seemed to be on a rally of its own, it certainly missed most of the official route (going so fast he couldn't read the sign posts) and most of the celebrations. Next year it should be entered last, so as to finish first in comfort; we can then all see its italian back side in Morcambe Bay when we finish.

Tarn How Spring Weekend fully booked by August, reservations still being accepted for the 2nd hotel. Ring Northern secretary immediately.  
*Flat Cap*

Copy of a letter sent today – 24th September 1988 from Chris Holt to Mr Glynn Ford of 3 Market Place, Ashton u Lyne, Cheshire.

*Dear Sir,*

*I wish to pen my disgust of the EEC proposal to the banning of 20 year old vehicles. This, in England sounds absolutely ridiculous. I need not remind you of course, that we are a nation with a terrific heritage of all things old and interesting. From iron age settlements to listed buildings of the 60s or even 70s, our whole culture stems on preservation of stately homes or even steam locomotives, our museums abound from cotton to sailing ships; one sometimes wonders if we find any time left as a nation, to look to the future, yet we do, and more.*

*The safety angle of our old vehicles is surely governed strongly by the MOT test, (which I am told does not exist in France and some other countries) the second, and perhaps the strongest argument is the fact that the insurance companies (who are noted for their assesment of road risk versus financial figures) are fighting for our buisness at very low premiums. #65 – #130 fully comprehensive proves my point that vehicles over 20 are obviously safer to insure than the modern. I appreciate these figures anticipate low use, but that surely is the full equation of our hobby.*

*The pleasure and memories that even as 25 year old vehicle brings to the highway is immeasurable. I would hope these vehicles still move under their own power 100 years from now, just like the carriages and coaches we see on royal occasions.*

*But enough of nostalgia, lets send soem flak back over to Greece; where I believe the proposal was first mooted. Could you remind their MP that more people were killed by the searing Grecian sun this summer, and no one killed in England by vehicles over twenty this year. Thus when he can turn down the sun to safer level to suit the tourists, perhaps we can then look into his proposal concerning safety. (sounds equally as ridiculous as his!)*

*Another broadside, would be to remind the MP whereas his holiday industry relies on the sole attraction of the sun, our tourist industry is the eccentric and livingh heritage of ther afore-mentioned museums, blocking that would be similar to flattening the Parthanon for a modern shopping centre.*

*Yet another salvo: as the "advancement of technology"proceeds backwards in the petrol*

industry, it has been noted with pleasure that all vehicles certainly before the fifty's were designed to run gleefully on the "new" lead free petrol.

Finally, think of all the unemployment which will be created within the vast movement; the restoration workshops, the re-manufacture of spare parts, and tyres, the trimmers, the sprayers, carpenters, panel beaters, welders, crone-platers and electricians. All this seems to go on relentlessly just below the surface, but as a rough guide of numbers. every suburban kit car movement has grown due to the shortage of "old cars" available.

I make no apology for being so heavy, but at us our hobby I am defending and our British heritage, paid for out of our own back pockets. If you want to know more of what is at stake, come round anytime and drive my Alvis for an hour or so, then you will appreciate first hand what we could be losing as a nation.

Yours in anticipation

Chris Holt

Andrew Blacow's biggest problem this month was the heater switch and the horn button (I didn't think he used either). Chris Holt ran a load of AOC membership forms round the 12/50 meeting at Knutsford, (talk about cat amongst the pigeons!) he came out white - but got one Roy Heath to sign up! Chris Taylor's into SA 20 wipers and Firebird steering boxes at the moment, due to a bout of dropsie during re-assembly, now when he turns the wipers, the car steers left right, left right, left right, and doesn't scare the sheep at all - just everyone else!

The Reeves were called to the Bar and gave evidence of Jonathans non-appearance at Northern in the Fourteen. It seems every time he stopped at lights the oil pressure fell to 5lbs, he thought something was wrong so turned for home. Still we live and learn! Vic Canning is due for the tyre lever award, if he ever prises his 4.3 back from the body-builders; I think the guy is in love with it Vic!

Henry Cree is now the proud owner of a new Firebird steering box, has got the wings on, the heap of jig-saw on the bench is reducing by particle transmission, and arriving by deposition on to his tourer. It's called electrolisis Henry, but you are the power. 1989 or burn it? Colin Newby is organising an impromptu treasure hunt/hill climb around the bewitching Pendle Hill country, says he can just get round the course in his Risrom 8, and is worried about the 12/50s (no contest). I secretly believe this run is to promote business (hoping to have half a dozen burst radiators on the trip). Look Colin we'll be up those nursery slopes so fast the needle will not leave its mark, the Broomsticks will not win.

Reg Snell, remember him, put a spontaneous apparition of himself into the Royal Oak this month, suitably clad in the Sp20 saloon. Incredible likeness, I wonder if you can 'do it' again Reg? Simon Griffiths, the youth in our midst, the saviour of the AOC, came forth to verify to Houghton with homage and a request - for a Firbird/Fly to grace the vicarage garage. Twelve Disciples have already signed on to help carry the collection plates. Steve Walmersley is getting a belt from June to April-very expensive! Barry Lown is distressed at the lack of write-up of Duxford; can I suggest as an ex-Platignum Director you send the South one of those famous pens to reach the parts that lack writing-sticks. Mick Fletcher disclosed the advantages of the new 18 month MOT. Jim Wiz apologised for absence due to a baby sitting problem, Liz is no baby anymore, or is there more?

Stop Press... meanwhile back at the ranch, Peter Lakin was breaking-in the rogue Carlton SA 20. Riding high in the saddle, lassoo hanging loosely where the spare wheel should reside, cap pulled squarely over the bushy eyebrow, as he cantered around El Church Minshall with the chapps. Some neighbouring cowboy was having trouble returning a steer to the range, so Peter gave a professional hand to the disorder with the Carlton. Now this little doggies handle was Daisy (who as avid readers will remember has been mentioned before in previous epics) and obviously didn't recognise this cowpokes registration number; so - from the hips Daisy gave the car both barrells (rear hooves) and redesigned n/s front flank, n/s front eye pearl handled valance (Liberty type) all this giving the woodworm one heck of a headache. Will

there be cheap beef going this weekend? Will Daisie ever look Peter in the eye again? Will El Minshall ever stop laughing?

*Flat cap*

Meeting at the Three Horse Shoes, Nr. Sherburn, Co. Durham

25th October 1988

Having been unable to attend last month's meeting, I expected some comment when I arrived at tonight's meeting, but apparently, the only people who commented on my absence were the three thirsty farmers who add massive support to the bar every night.

Comment was passed however, upon the great number of Alvis in the car park last month but without independent evidence one can only suspect that a little leg pulling was taking place.

Flying the flag, or should it be triangle, this month was Les Siddle's newly acquired T.A. 21 which gave a short but lively tour of the A.181 to demonstrate to a full load of passengers what a healthy three litre feels like.

Paul Ross was sitting tight on his 'find' for this month but not even he could match the car of prospective member David Windridge. This was a partially dismantled Speed 25 Charlesworth drophead acquired from a neighbour after he had seen the standard of resoration on David's S.S. saloon.

The book was opened for this year's Christmas Dinner and almost filled by those present. To cater for demand, it might be worth considering a second dinner but Derek's food is so good that it could end up with the same people booking for both meals.

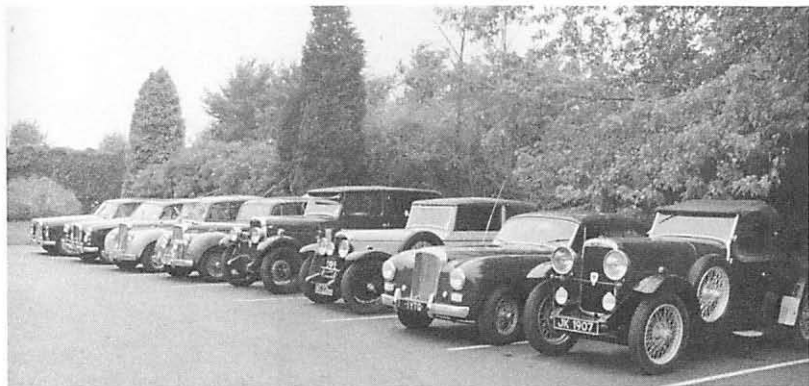
*Doug Richardson*



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Left: The car park at Alveston.

Sunday lunchtime meeting at the Ship Post House Hotel, Alveston. 25th September 1988. Having arrived relatively early at the Ship, we were warmly welcomed by Norman Roper-Marshall accompanied by his Silver Eagle.

My father being otherwise engaged, (at the golf club!) I caught a lift with a friend from Leominster, Stan Parker. Stan, a keen Jaguar collector having recently been re-introduced to Alvis, was looking forward to making some new friends in the Alvis Owner Club. Piloting a Mark 2 Jaguar with myself riding shotgun, we rolled into the reserved car park and were welcomed with a "That nice innit, wouldn't say no to one o' them!"

First to arrive, besides ourselves, were Dave and Marjorie Pickton in their Grey Lady followed by Peter Talbot in the TD21. Next to arrive was Rod Yeend in his Grey Lady, with his wife Margaret driving the TF21 and Nick and Pat Simpson in the TA21 Graber prototype following soon after.

It was very nice to see two pre-war cars too. Tony and Hanne Hayes with the Firefly Dhc trundled in with news of their latest Alvis ramblings and Mike Ridley came fresh from collecting his "new" 12/60 Beetleback that morning.

Somewhere in between, the D'Arcy Drakes arrived with some further news about the ongoing Speed Twenty-Five restoration (thanks Angus!)

From the Daimler-Lanchester Owner Club were Chris Wiltshire and Tony Orr. Unfortunately, their club bulletin was undelivered due to the postal strike, and so the meeting was not advertised.

Peter Talbot walked away with a bottle of wine for the best post-war Alvis and Tony Hayes for the best pre-war Alvis. Norman presented us with a "Where am I?" picture. Chris Wiltshire, guessing the whereabouts correctly, was also a bottle of wine better off. At about 3 o'clock we said our goodbyes and set off for home with a memorable and easy going day behind us.

Not blessed with good weather or an efficient postal service, I am sure that Norman was satisfied with the turn out. Everyone having enjoyed themselves, we all look forward to a repeat performance next year.

*Dan Geoghegan*

#### EAST ANGLIAN ALVIS DAY

After many successful years at Stowlangtoft, East Anglian Day was held at a new venue this year, the grounds of Framlingham Castle in Suffolk.

To celebrate this, we made a weekend of it; Saturday lunch at a Suffolk pub, ambling round the Suffolk lanes, then a friendly evening meal at the Crown in Framlingham, all leading up to a better than ever main event on Sunday.



*Left: A new venue for East Anglian Alvis Day. Concours judging in front of Framlingham Castle.*

Actually, it was a close thing, the change of venue looked like also being a change in weather. During the morning your committee and helpers pampled about in coats and wellies, but, by midday the skies prepared for a fine afternoon.

And it was a fine afternoon, the magnificent castle walls made a superb backdrop to 30 odd (very odd) Alvis cars and owners congregated on a lush green meadow. Not a molehill in sight so it was nice and smooth, well fairly, for the driving tests.

As usual, there was a goodly mixture of cars and occupants. The Solhaugs came all the way from Sweden in a pretty Speed 20 special with a rag body. Had to be persuaded to enter the concours, then won their class. Colin Saville from Ditchingham, somewhat nearer, stole a march on one or two other vintagents by coming the right side of the castle walls (there was a V.S.C.C. gathering in the keep) and also went home with a cup for his superb Silver Eagle saloon, complete with tooled leather and tassled blinds. The Stevens, from the Midlands, once had a ride in a Bentley; they were so impressed they went upmarket and bought the 12/70 special what brung them. It's blue so they know it's not a Bentley.

John Wheeley and Sue Hitchcock arrived in a "new" TA14, collected from Wales by John only a few weeks before, while the Sticklands came in the pillarless 4.3, with unmentionable, but super, engine. Trouble is, it burns the paint off the bonnet. Unfortunately, John Oliveira was without Speed 25, apparently there was some nonsense about travelling in the pouring rain just because it has not yet acquired a hood. Your scribe was without Speed 20, but with the faithful old Firefly. Son David had a go at the tests in it but found the crash box a problem. Serves him right for liking Cobras.

The driving tests were half timed, half other skills, two of each in fact. As usual, lady drivers had to be persuaded, even threatened before taking part, then enjoyed it. Sue was even heard to remark that the TA14 was quite pleasant. And she normally drives one of those grounded aeroplanes. No, not an Armstrong Siddley.

You cannot beat seeing these cars in action (Alvis, not aeroplanes), scrapping along like Dave Rouse's 20/25, bumbling like David Bliss's nice Firefly saloon, or purring like the pride of 3 litres.

The untimed tests caused the most trouble to contestants. Some were way out on estimating their cars turning circle, and as for identifying bits (of cars!) by feel only...? All good fun as usual though.

Some regular participants were missed. David Michie, who normally presents the prizes was unable to make it this year, neither could Eric Oakman and family with the Club regalia.





*Two shots of our President at East Anglian Day. **Left:** with David Rouse and **above:** with Wendy Gallaher, Colin Moore and John Wheeley searching for the right phrase at the prizegiving.*

Ernest Shenton however was with us, and kindly presented the prizes. Ex treasurer and driving test organiser, John Champion was away attending to his "new" hotel in Downham Market. It's the Crown, so call in whenever you are that way. (You'll get the bill for advertising, John). One new trophy was on display, a fine wood carving depicting a TA14 radiator, kindly presented by Mrs Smith in memory of her late husband, a keen and competent restorer of Alvis, and a fine fellow as well. Next year it will be used as befits his memory.

So a successful day drew to a close, leaving just one remaining vehicle with mechanical trouble. Frank Allwood's new Shogun. A pity he had kindly used it to tow the (his) control caravan. Roll on next year, same place, similar time, good weather.



***Left:** The town square at Framlingham on Saturday evening.*

Meetings at the Golden Pheasant, Btton, nr Peterborough  
October 1988 (First Thursdays)

Thursday 1st September and 6th

September's meeting was a lively event with Mike Hillson and the writer joined by newcomer Fred Doxey, ex-owner of a TA14 and prior to that a Speed 25. Stephen Tillyer put in an appearance earlier on and I was sorry to have missed him.

GPD Welding Developments of Nuneaton have made an excellent job of reconstructing the poor condition artillery wheels on the 12/50 and I can recommend their workmanship to other owners whose wheels may be wobbly.

With the TF21 in Red Triangle for repairs, I have been commuting to Kent in the TA14 and find the car as practical and trouble-free as ever. This car has 350,000 on the clock and still drives beautifully.

Hence October's meeting saw the TA14 braving the fierce gales to the Pheasant. News of the meeting has spread and we were joined by members of the Vintage Motor Cycle Club and Veteran Cycle Club. The latter had us in stitches with tales of their 1988 Tour of France on Penny-farthings! Newcomers to this lively meeting can be sure of a warm welcome.

*Andrew Storrar*

Meeting of The "Swan", Chappell, nr. Colchester

Thursday 22nd September.

After a round of phone calls, Alvisonas managed to sort out the implications of a month having five Thursdays and appear together on the fourth one of these. Nine members and wives were shocked by Paul (call me Sherlock) Lankester's researches into our pasts via an enormous windfall of past Bulletins, going back even unto the day when Gallaher was a new member. Which has worn better, the cars or the owners? A question we did not choose to pursue.

Any member who has contemplated "doing weddings" would have done well to attend and hear the experiences of those who know. What DO you do, Pud Lawrence asked, when the relatives have gone to the church, the family has gone to the church – locking the house – all the neighbours have gone to the church, the street is empty, the bride and her father get in the car... and it won't start? Particularly if nobody warned them in advance that an "old car" had been arranged and they were a bit sniffy about the whole thing. (Answer: Break into the house, ring your sister-in-law and get her to take them in the Range-Rover.) What do you do, responded Terry Richardson, when you've got a carful of bridesmaids en route from church to reception and the engine dies. He coasted, ("Isn't it quiet" said the lady in the back, "Just like a Rolls") relying on momentum to sweep round the final bend and into the home-straight to the hotel. Good thinking, apart from the four "sleeping policeman" revealed in the home-straight. Apparently the old Rochdale saying (indicating frequency of repetition) "On and off more times than a bridesmaid's knickers" took on a whole new world of meaning. Nonetheless courage was rewarded, the car reached the steps, and with a bit of judicious leaning from co-operative guests was wheeled round the back for a smart tap on the petrol pump. When the meeting had further considered the more serious question of insuring "carriage for hire and reward" the whole idea got a unanimous thumbs down.

A final taking of names revealed 23 persons proposing to sit down to Sunday lunch on October 2nd, despite pre-publicity scuppered by the postal strike. I'm glad to say this includes our newest recruit, Peter Jacques, who hopes to MOT his 3 litre for the occasion. Why does he keep coming back for more?... Come yourself and find out. (Thurs Dec. 22nd and Sunday lunch Jan 22nd)

*John Oliveira*

## READERS WRITE

From: Eric Stapleton, Willow Cottage, Essex.

Dear Ben,

Further to Chairman Derek's comments on developments at Holyhead Road, the enclosed cuttings are from our Mole in Coventry and give some indication of the direction which events are taking. I have just attributed recent curious sensations of unease and disquietude to the non-arrival as yet of the October Bulletin - a fact of which you are no doubt only too well aware. Probably just withdrawal symptoms: funny how dependent on it one becomes over the years,

I am also suffering from a bout of nostalgia, indeed by a TV film-clip of the Gloucester Reliability Trial of 1948 with Kenneth Home wielding the starting flag. Allords, MG's, HRG's, trial specials, but no Alvises. As the presenter suggested, it got the black sump-oil coursing through one's veins again. All the best.

COVENTRY EVENING TELEGRAPH 23/9/81

# Club shown map of new Alvis ground

By GERRY CROWE

MANAGEMENT and members are to have more talks to decide the future of the Alvis Sports Club in Coventry.

Members of the club, who have been told they cannot stay at their headquarters, met last night to discuss the company's offer to pay for a new club base.

Alvis is moving from its outdated premises in Holyhead Road to a custom-built new plant on the outskirts of the city.

It plans to develop the old site for a new shopping centre.

And it has offered to pay for a replacement sports ground and all club facilities on a new site at Leasowes Farm, Green Lane.

### Drawing

But club members fear the upheaval would have serious consequences. Replacement pitches and courts would take

time to establish.

They also fear they could lose members if they were left without a ground between the time the one was sold and the new one opened.

Last night, members were shown a drawing of the proposed new club and facilities.

Bill Alder, sports club chairman, would only say today that the committee was now to discuss the scheme with management.

Until then, the mandate from members to oppose the closure of the Holyhead Road site would stand.

## AUTOMOBILE RESTORATIONS

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# Top union men back Alvis re-location



Phil Higgs: important



Harry Noble: support

By EDDY MURRAY

TWO of Coventry's top union officials have backed Alvis's plan to move to a greenfield site on the outskirts of the city.

Engineering workers' leader Phil Higgs and Roy Howells, of the transport union, say Alvis, manufacturer of armoured cars and tanks, should be given every help in its move to a site near the M6 at Walsgrave.

The two full-time officials and representatives of the Alvis manual workers met members of Coventry City Council's economic development committee to push the company's case for the move.

Mr Higgs said: "We've seen too many famous names disappear from Coventry."

The company's plan to redevelop its present 50-year-old Holyhead Road site with shopping and industrial units has met with fierce opposition from the Alvis Sports and Social Club.

The company has offered to pay for a new sports and social ground on council-owned land at Leasowes Farm, Green Lane, Coventry, but club members fear that the upheaval could cost them members.

Mr Higgs said: "While provision of playing fields is important, the most important thing is to make sure we retain Alvis as an employer in Coventry."

Sports association chairman Bill Alder said: "At the moment, we're trying to get the best deal for our members."

The city council's director of economic planning and development, Harry Noble, said the council's policy was to create and retain jobs in Coventry.

He added: "We support these moves without the loss of playing fields."

He said Alvis had approval to lease the land at Walsgrave and was waiting to hear from Warwick District Council about the sports and social club move.

## WANTED



by Dutch member ANY Alvis in running order. Distance no object. Pay cash. Any beast or monster considered. Write with picture to:-  
**Arnold. G. P. van OS Jr.**  
**P.O. Box 198**  
**Eindhoven 5600AD Netherlands**  
**Tel: 40 - 118900**

From: Julian Wilson, Tonbridge, Kent.

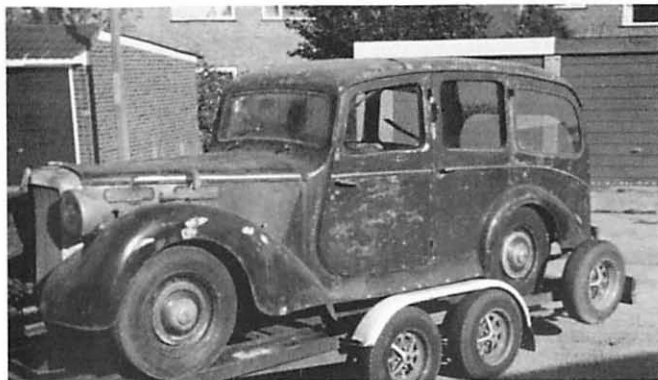
14th November 1988

Dear Ben,

I enclose a photo of a recent find I have acquired, a rather unusual TA14 utility. It seems there are still Alvis to be found unknown to the club. This one has been stored for nearly 30 years and only has 42,000 miles on the clock. It has an unusual feature of a sunshine roof opening only over the estate part (fresh air for the dogs!)

I wonder if anyone out there has come across this body style before. It would be interesting to know who built it, or indeed if anyone knows of the history of this beast: Registration MRA 361, chassis 21725.

Regards



From: Ron Spinks, Leeds.

November 1988

Dear Ben,

You will no doubt receive full details of the proposed special Tour of Sweden from the Henryson's early next year. Meantime having had our Swedish friends as guests recently could I on their behalf give the planned trip a plug to help those members who are at present in the "undecided class".

Having tasted their hospitality and planning a few years ago I would just like to say to the fainthearted that from the moment they drive off the boat at Gothenberg they will, with certainty, be in good hands.

Yours sincerely,

From: Glen Garry, Abergavenny, Gwent.

25th October 1988

Dear Ben,

Please find enclosed several shots from the Welsh Weekend. We had a most memorable weekend at the Abernaut Lake Hotel, and must thank Tony and Rose Saunders for their excellent organisation. On the second day we went for a tour through the Welsh mountains and all the photographs are connected with this.

We stopped at the Royal Oak for coffee on the way, explaining why some of the photographs are endorsed 'Royal Oak' on the back.

Regards,





**Above top:** Seen on the Welsh Weekend (See previous page); Ken Hinson marks two years of Alvis ownership at the Royal Oak with his TD21 Mk1 and **below:** Ted Halliday's renowned Speed 20 at the same venue.



**Above top:** More from the Welsh Weekend; Nick Simpson and Andy Blacow outside the Abernant Lake Hotel in their '20's and **below:** the line-up at Bryn Engineering of seven Alvises following the Monmouth school charity event in June. See letter from Glen Garry on the following page. Photo courtesy of Oswald Jones.

From: John Carlton, Oxted, Surrey.

4th November 1988

Dear Ben,

I was sorry to learn that you had parted company with your Grey Lady PYR 356, but no doubt she has gone to a good home and we will be able to see Hightone's efforts over the last 2 years, next year, at various A.O.C. meetings.

I am pleased to report that PDU 29 was returned to my by Red Triangle in August, and now sports the optional wire wheels - a transformation in looks, so I am looking forward to next year now.

Yours sincerely,

P.S. I have tracked down another Tc 21/100 Tickford DHC, reg. No. UUA 358, in Sussex, whose owner Peter Harkin is not yet a member of the A.O.C.!

From: Glen Garry, Abergavenny, Gwent.

Dear Ben,

I believe that Mike Squires has written to you concerning my small Alvis event at Mornmouth on 25th June. Enclosed is a photograph which can be reproduced courtesy of Oswald Jones (photographer) showing seven of the fifteen Alvises that attended. I must say that I was very pleased with the turnout which offered a lovely attraction to the school's charity event.

After the event, some of the owners retired to the King of Prussia for an evening meal; the Alvises are shown outside by Bryn Engineering Ltd.

It really must have been one of the hottest days of the year, and it made all the difference. My thanks to everyone

From: Bob Merrill, 950 Parkhill Drive, Boise, ID 83702, USA.

25th October 1988

Dear Ben,

Just finished reading the September Bulletin. It looks great and is jammed full of news. Noted that you've sold BHP 221, your 1936 Crested Eagle, Charlesworth Saloon.

Can you tell me who purchased it, so I can keep the Crested Eagles, register current?. No progress has been made on my Crested Eagle, as we're in the process of a total rebuild on our new old house. Hope to be finished by Christmas. It does, include a 4/5 car garage, so should be able to BXR out of storage, and start work again.

Best Regards

I am afraid I don't know what has happened to this rare car. It was traded in part exchange for my Sp25 DHC with Comfield Carriage Co. The proprietor promised on several occasions to let me know where it went, but I've now given up trying, as has Phil Owen who wanted to buy it. As you can guess I feel pretty bitter about it but still hope for news of the car.

-Ed.

From Michael Austin, 8 St. Peter's Place, Brighton. BN1 4SA 4th September 1988

Dear Sir,

During the last war many large saloon cars such as Rolls Royces, Daimlers, Nashes and Alvis were converted to ambulances to meet the demand for such vehicles.

I am particularly interested in purchasing an Alvis ambulance conversion. If a member knows of the whereabouts of one I should be grateful for this information.

Yours sincerely

From: Frank Hirst, 13 Hadley Wood Rise, Surrey. 6th October 1988

Dear Mr Lenthall,

Re: Stainless Steel Exhausts

I was interested to read Paul Genner's letter in the September Bulletin on the above subject. Being in the steel industry myself I wish to make one or two observations.

The majority of stainless steel used in this country is in the 300 series which would contain typically 18% chrome and 7% to 11% nickel. The 400 series contains similar amounts of chrome but little or no nickel. What is surprising is that grade 409 referred to contains only about 11% chrome and less than 0.5% nickel and therefore Mr Genner's experience with rust is not surprising. Incidentally, grade 304 is about 60% more expensive than grade 409 and may be this goes some way to explaining the considerable variations in cost and life expectancy of various stainless steel exhaust systems.

Yours sincerely

From Chris Green, Old Coach House, Norfolk. 3rd October 1988

Dear Mr Lenthall,

After reading your account of the RAC Rescue Service I thought you might be amused and possibly cheered up by my experience with the AA Relay.

I bought my Alvis in 1978 and the first journey of any distance that I undertook was to go to London, pick up my daughter and come back to the Alvis Day at Knebworth.

I had a core plug blow at Hatfield just by an emergency phone. I phoned through and got the police who contacted the AA, also my daughter in London, and rang me back to tell me that the AA was on the way and my daughter would phone me within minutes. I thought how marvellous! Within 10 minutes an AA Escort van arrived and decided to tow me to the AA place at Hatfield. When we got there, I was told that the transporter was on its way. 20 minutes later we were on our way home. HOWEVER, when we came to the Hertfordshire area boundary, I was unloaded in a lay by and told that the next transporter should have been there waiting for us. As we sat in the lay by for several hours, we saw Alvis cars going to Knebworth and some more hours later we saw Alvis cars going home from Knebworth. We saw the occasional AA man explaining that the transporter drivers were changing over to the night shift, or the transporter had broken down or could they take us home and pick up the car later (that suggestion did not appeal to me). Eventually a transporter arrived and we were delivered to my house back in Norfolk. I don't know all the details of your experience but from the time I phoned up at Hatfield and the time I got home 11 hours had elapsed! At least the weather was good and a private tow would have cost twice the AA sub!

Yours sincerely

From: J L Griffiths, Penylan House, Mid. Glam. 4th October 1988

Dear Sir,

My wife and I have recently returned from the Alvis Owner Club Tour of Europe, which was a truly remarkable experience.

First of all I would like to thank our continental friends for all the hard work they undertook to ensure that the tour was a great success. Their only complaint was that so few of us turned up from the UK. With Henk and Lutz's assistance I am hoping soon to become a connoisseur of the best wines and cigars.

We were most impressed with the performances of the Alvis. My TD21 was the baby, being only 28 years old. The others ranged from 55 years old down. The ten cars travelled at least 1,500 miles in ten days, with only a few minor troubles. It is doubtful if any other Marque could have equalled them. It says a lot for Alvis! My TD21 travelled the 248 miles from Pencoed to Dover in 3 hours 55 minutes, an average of 62 mph including Bracknell and the M25. After being turned over by the Customs at

*Dover it returned at an even faster speed. The social side of the tour could not be faulted either.*

*Before closing I must mention the meeting at Maastricht with the very kind John Prisk who is secretary of the Bugatti's Owners Club. He has 3 Bugattis and a house decorated with enough spare Bugatti parts to build another car. He just could not understand how anybody, including me, could live without a Bugatti. Obviously we have opposition!*

*After seeing all these beautifully prepared cars I have no alternative other than to try and find a Speed 25 and prepare it for another rally.*

From: Arthur Fairburn (5091Sc) Caerkeetton, Galashiels. 3rd October 1988

*Dear Mr Lenthall,*

*Having just returned from the excellent International Alvis Tour of Belgium, Holland and Germany I must ask why this event was not (after the first announcement) given publicity in the Bulletin or even included in the Club Calendar. It cannot be lack of space as local events not confined to Alvis cars are regularly featured, often in great detail. This apparent lack of interest shown by the Club's Magazine is very disheartening to the hardworking Alvis members who organise these tours.*

*A wide range of Alvis models participated in the tour travelling over 1,000 miles on the continent, surely a marvellous advertisement for the marque and a venture worthy of support by the Club. My particular TA21 covered 1,700 miles from Scotland and back, including participating in the German Alvis Day event at Harthausen.*

*I am equally concerned to see that the Tour of Sweden, announced in the June Bulletin, has not been added to the Club Calendar although the Lakeland Spring Weekend taking place a month earlier has, quite rightly, been featured since July 1988*

*Yours sincerely*

Well, Arthur, I can only report on information received and essentially Club Calendar consists of material and notices sent in for that column. It shouldn't be part of your editor's task to catch every omission – should I for instance have written up Duxford myself in the absence of any other report? The Swedish Tour did not feature in Club Calendar because the dates are not yet fixed and therefore the Henrysson's have not sent details. But I am glad you and Mr Griffiths enjoyed the international tour – sadly I did not have the time to go myself.

From: John Thompson (Scottish Section Secretary) Peel Lodge, Glasgow. 5th October 1988

*Dear Ben,*

*Some 26 members, friends and 6 Alvis cars converged on the home of our members Arthur and Margaret Fairburn, who had very kindly offered to have an "at home" on the 1st October.*

*To house his 2 Alvis cars and the Belzise Arthur has had constructed a four-bay garage (4 up and over doors) complete with pit, first class storage, lathes, drill etc – and with the excellent heating and lighting, working in any weather becomes a pleasure.*

*After our close inspection of the garage and the beautifully painted, almost completely restored drophead, we ambled through the most attractive and colourful garden and then went indoors to partake of a most tasty buffet lunch.*

*A short informal meeting was held when the ladies offered their own suggestions – not all acceptable!! However, it was decided that our AGM should be combined with a lunch, not with dinner as in past years. Also that the AGM should be during November and not January/February. Please refer to separate notice in forthcoming events regarding this meeting.*

*Our buffet lunch and afternoon tea broke up around 4 pm. – some members having travelled over 200 miles to be present.*

*We take this opportunity of thanking Margaret and Arthur for their hospitality and for allowing us to use their home for this most enjoyable meeting.*

*J S T.*



From: Eric Stapleton, Willow Cottage, Essex. 9th October 1988

Dear Ben,

Your postscript to my letter in the September issue in which you recall notable musicians who have enjoyed their motoring to the full, coupled with your comments elsewhere on the tardiness of the RAC recovery service, brought to mind an incident on the M11 some years ago when my open TE21 overheated badly on an afternoon with the temperature in the 90's and ground to a halt on the hard shoulder. Under a blazing sun its driver and three other occupants gradually assumed a beetroot hue whilst awaiting the arrival of the RAC.

Perhaps I should explain that my passengers were in fact all brass players en route to the ancient Fitch Trials in Dunmow, for whose opening I had composed a special fanfare for brass quartet. The fact that this ceremony had attracted television coverage lent a note of urgency to the proceedings, but as the sun sank ever lower in its orbit it became increasingly apparent that though the show might still go on, it would inevitably be conducted in silence.

In the event, the outcome was less predictable. The only member of the quartet to turn up, the second trumpet, was asked to perform on his own. Since he was ironically the least reliable player, his part consisted of virtually one note throughout. The result on TV had apparently to be seen (and heard) to be believed.

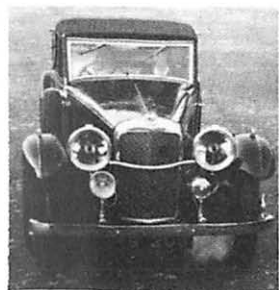
Ever since that day I have, like you, washed my hands of the RAC. I threw in my lot instead with the recovery service of the Guild of Experienced Motorists, which I can thoroughly recommend as much better value for much less money. While one has to make arrangements with a local garage in the event of a breakdown, all expenditure is settled promptly and without question: this even includes failure to start in one's own garage. Another advantage of GEM over some of its competitors is its refusal to generate pink mail.

Yours very sincerely

Over to you, Tony. Does anyone want to tell more RAC, or other recovery stories – good or bad?

P.S. On a rather more irreverent note, Nick Simpson's address – Pant y Goitre – which appeared on the page opposite my letter, prompted recourse to the Oxford English Dictionary where the word goitre is defined as a "large pendulous swelling". This revelation led in turn to the composition of a most defamatory limerick (with apologies both to Nick and the Oxford Welsh Dictionary) which I trust may escape the censorious editorial eye:—

An Alvis restorer from Gwent  
Discovered his shaft was quite bent:  
A quick reconnoitre  
Revealed Pant y Goitre –  
Enthusiasts know what that meant!



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# BULLETIN

No. 370 FEBRUARY 1989



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## EDITORIAL

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Already the Club Calendar for the new season is beginning to fill out with all kinds of goodies to suit every taste! May I ask that the organisers of major Club events attempt to designate a write-up artiste for these pages (with pix if poss). Such reports are of course no substitute for being there but they do help to keep people in touch with Club events from the far-flung parts of the AOC empire.

Having made this plea, may I also say that it would often be easy completely to fill up these pages with reports of events, which I'm sure no-one wants. So, in writing up events for Regional Round-up, please try to be brief and remember – one well-captioned photo of the cars is often worth a thousand words. But whatever you do, keep it coming! See you there! My apologies, incidentally to Dan Geoghegan whom I inadvertently called Glen Garry last month. Glen Garry is of course the name of Dan's house!

*Ben Lenthall*

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## CHAIRMAN'S COLUMN

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First of all I would like to wish all members and their families a very Happy New Year. We are pleasantly aware as we fill in our new diaries that the Club programme has become increasingly more comprehensive over recent years, with a clear trend to events of a weekend nature. The support given to these activities is a good indication that they are welcomed by members and certainly they contribute considerably to extending our activities in a very pleasant manner over the whole year.

The new year is, we are told, a time for resolutions and I would urge members to consider whether 1989 could be the time when you might be able to increase your involvement with the activities of our Club. There will I am sure be numerous occasions when officials and organisers will be pleased to receive further help, but at the present moment I have particularly in mind our urgent need of assistance for our Bulletin Editor. Ben Lenthall does a marvellous job for us all, but it is very easy to overload a willing member and his task is really too much for one person to undertake on a voluntary basis amongst all his other commitments. Clearly to be most useful any members assisting the Editor should be based in the Oxford area, to enable close contact with Ben and I should be extremely grateful if members or their wives in that vicinity, who might be willing to help, would contact either Ben or myself in order that we may discuss the matter further. I should add that experience of publishing or editorial duties would not be necessary, the assistance required is of an administrative and secretarial nature.

One of our recent decisions in your Council was to set up a Spares Sub Committee and I am very pleased to say that our President Ernest Shenton has agreed to take on the role of Chairman to that Committee. Thank you very much Ernest. The subject of spares has always been important to us all but it is increasingly crucial as our cars become older and traditional sources change. Many members have carried out sterling work over the years in connection with the spares situation, but it is important that the whole aspect is fully co-ordinated and it is through the A.O.C. that this should be achieved as the first priority of our new Committee. It is a big task and will only be achieved by a great deal of dedicated work over a long period, but important steps are being taken and I know Ernest will be explaining matters in greater detail as they develop.

*Derek Bradbury*

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## CLUB NEWS

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### PARTS LOCATION SERVICE

#### ITEMS FOR SALE

Firefly/Bird Mag. JD4. Chris Holt *Tel: 061432 5501 pm.*

#### *Speed Models*

Four good doors with glass and trim, handles etc. Ex Charlesworth. Set of bronze bottomed SUs for 20 Vertical Mag JD6 Sp20. Rough honeycombe Sp20/SE. Good Rad. core for 4.3. Handbook Mint. 3½ handbook good. Sp25 Dist. Cap NEW. Various 20,25 and 4.3 Front suspension pedestals radius arms, etc. Sp25 Rad caps, fits 12/70 & 4.3. One Rear window Sp20 Charlesworth. *Tel: Chris Holt 061 432 5501 pm.*

Silver Crest short engine vgc. Front suspension incl. brakes. *Tel: D.G. Rouse 0787 60521.*

12/70 – TA 14. Pair TB Carbs with air cleaner. Horn trumpets chromed on brass.  
*Tel: 0634 716106*

TA14 Rear bumbers, steering box horn assembly. Bonnet vent flaps inlet manifold. Dynamo, Prop shaft, door handles/winders, petrol filter. Dist., complete. Hub caps, brakes, wheels and nuts. Cut-out boxes. Clutch pedal bearings. Wiper motor. *Tel: 06083474*

TA14 Rad shell. *Tel: 01 989 7497.*

TA14 engine reconditioned. TA14 head. Hub caps. *Tel: 085881 7461*

NEW set of rubber bushes for rear shackles. *Tel: Headley Down, 712718*

TA14 engine. Two gear boxes, front/rear axles, front/rear springs, 3 rads, 2 grills and surrounds. Prop shaft, exhaust/inlet manifolds, clutch/flywheel diff. (ex TB) Two air cleaners (TB) Steering column, box of handles/locks. Parts for twin SU manifold (TB). *Tel: 06446 651 (Pilkington)*

TA, TC models rear lamps, screenwash bottle, complete. *Tel: 0608 3474*

TD – TF for TD – TF series most NEW steel parts for internal body repairs i.e. Sills, Boot floor, Main floor. Reasonable. *Tel: 0256 851128 after 7 pm.*

TD Head with valves etc. Rolling chassis with auto box. Rear screen, side windows. *Tel: 085881 746*

TD All seats, plus NEW leather trim. *Tel: 0480 72670*

TD Auto gearbox. 4 wire wheels. *Tel: 01 989 7497*

TD Boot lid, Pair stud axles/king pins. Hand brake lever, clutch fluid master cylinder. Brake servo unit. Anti roll bar, short steering rod, air filter and filters. Lucas voltage regulator. Disc brakes, seal kit. *Tel: 0243573 676 Dr Pope.*

*Other items 475/500 × 20 Dunlop tyre NEW. Tel: 0953 604 279*

640 x 15 GY x ply NEW. Tel: Pilton 650 Somerset.

Mag CED 6 and 4 new coupling inserts (4-cornered star type). Tel: 0454 418694

New Hardy Spicer fabric couplings for ALL pre-war ALVIS cars. NEW valves, exhaust and inlet for SP20, 25 & 4.3 in high duty stainless. Tel: David Rouse 0787 6051. These valves are of a very high standard.

Two tyres 5.25/50 x 20. 2 tyres 185 x 15. Two NEW Armstrong S.A.s 3 litres. Owl-eye rear lamp 312L, water pump Sp 25. Solex Carb type 35 FHD 5L. Pre-war front and rear lamps, spot lamps. Tel: 06446 651 Pilkington

*TD/TF Rear Lights.* All necessary information has been passed to the Company. Red Triangle have provided all the missing part numbers, and it is hoped to be able to advise the cost shortly. I am still able to add additional names to the list. Cost £29 incl p.p. UK. Plus £3 Europe. Plus £7, USA, Australia, NZ, overseas payment by cheque against UK bank, or in travellers cheques or sterling.

*SILVER EAGLE Mascots.* I expect to receive the last remaining 12 by the end of the year. Six have already been sold in advance. Cost £29. incl. P&P UK. Plus £3 Europe. Plus £7 USA, Australia, N.Z. Overseas payment by cheque against U.K. bank, or in travellers cheques or sterling.

1989 prices will advance by £10. I am *not* forward booking, but I expect we will get used to it as they are still extremely good value. Let me know your requirements. Enclose cheque for December/Jan delivery. Mascots at the new 1989 price will be reserved without forward payment. I will advise when ready.

*TD-TF Rear light clusters.* On page 197 of December issue of *Classic Car* you will see FOR SALE BY TENDER of classic car spares and manufacturing equipment at Hartlebury and Great Barr.

These people were going to make our rear light units. The good news is that I have spoken to the new owner – the sale will *not* take place and the company will remain in business.

The company was geared to “long runs” which created problems, as most clubs like ourselves were interested in small quantities. The new set up will operate “short runs” and I hope to be in a position to advise you of the next step shortly.

Eric Oakman

*Mike Cummins writes:*

Our member Roger Theunis has unfortunately had his radiator cap stolen from both his Silver Crest and his Silver eagle, anyone having replacements, would they please contact me.

## WANTED



by Dutch member ANY Alvis in running order. Distance no object. Pay cash. Any beast or monster considered.

Write with picture to:-

Arnold. G. P. van OS Jr.

P.O. Box 198

Eindhoven 5600AD Netherlands

Tel: 40 - 118900





*The following is an extract from a letter sent to John Fox by Mr A.R. Mitchell of 1 Hooks Hill Road, Sheringham, Norfolk NR26 8NJ concerning the ex- Douglas Bader car. Can anyone let Mr Mitchell have more details of the cars past history? -ED*

...The car was completed externally in time for the Bader Foundation launch on 7th December in London and it has now been shown off at Jack Barclays and James Youngs showrooms in the West End. At present it resides in W.C. Paddy Barthropp's Mews and will be moved next week to the RAF Museum at Hendon for display until the end of April.

Despite writing to all the names I could find in the Alvis Owners Club, your two prints were the only photographs to be traced. Enclosed please find your two prints, for which I thank you very much, and several from the auspicious occasion. (See cover -Ed)

In all my writing to various officers of the AOC, I was somewhat surprised not to have a membership application form pressed on me - if when next talking to the appropriate official you would give my details, I should be obliged.

I am sure that Hendon would be delighted for you to publicise the cars residence there for your members to visit, if the news is worthy of insertion in your next publication.

I had the opportunity of discussing the car with HRH the Duke of Edinburgh - he was of the opinion that his was newer than 36 GLR but that does not accord with Douglas Bader seeing the Duke of Edinburgh's car in the works!

I now have a rather fuzzy negative from your prints, which I hope you will allow Hendon to copy from for their display. Perhaps you would badger your colleagues over the next month or two to see if any others come to light - they will go on show at Hendon with appropriate credits.

Member Leslie Silver writes:

*Through your columns I would like to suggest that an effort is made to start an occasional meeting of enthusiasts in the Oxford area. I would suggest a first meeting on Wednesday, March 15th at The Red Lion, Wolvercote, Oxford from 8.00 p.m. onwards.*

*If any members are interested in this or would like to make it some other time or venue, please contact me on (0865) 515470.*

Mike Cummins writes:

*Have received details of "The Fire Land" Amazon Rally, 1989 which will commence on 1-30 November, 1989 9,000 miles Traversing the Andes Mountains, through Tierra del Fuego to the End of the World and across the deserts of western South America.*

*Any Alvis owner foolhardy and intrepid enough to consider this, I have the necessary forms.*

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## FEATURES

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*From time to time I receive articles from non-members which are designed to advertise a product. Only where I feel these may be of general interest are they reproduced*

*-Ed*

### SHOOT OUT THE RUST!

Enthusiasts lavish their automobiles with loving care and attention. Hundreds of hours may be needed to restore a car to its former glory.

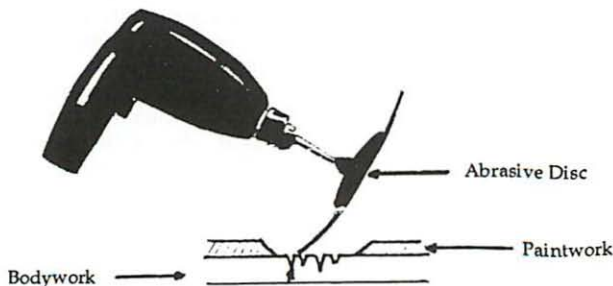
In many cases the methods used to renovate the paintwork are of an earlier vintage than the cars themselves. During the next few paragraphs I will prove conclusively how new technology can be used to the craftsmans advantage in renovating classic and vintage cars.

This article is an epitaph to rust and to those among us who have painstakingly prepared bodywork, only to find that our efforts have been thwarted by its return.

A more detailed understanding of what causes the rust to return will act as an aid to combat this undesirable phenomenon in the future:-

e.g. Diagram 1 shows a power sanding disc at work on a section of car bodywork.

It clearly demonstrates how, in order to remove the pits of rust you would have to grind a hole through the metal, thus compromising strength and shape. The power sanding method normally results in small pits of corrosion not being removed.



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The next stage would be to smooth the surface off with wet & dry; in doing this, minute particles of debris are forced down into the corrosion pits. Finally the area would be washed prior to treating with a phosphoric acid solution; Of course acid never has the opportunity to etch the metal inside the rust pits because they are contaminated with debris and water.

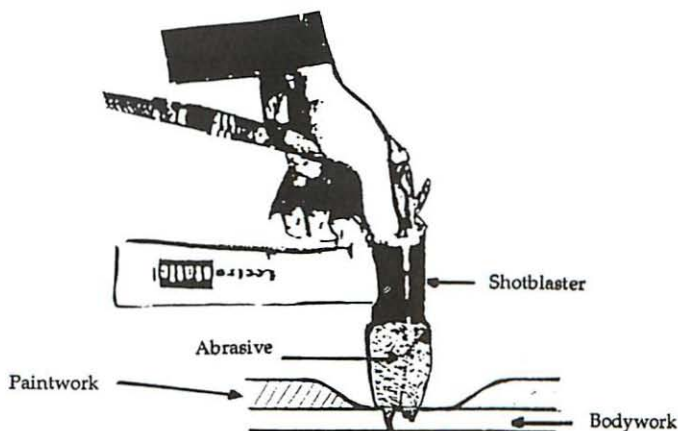
Preparation finished, the paintwork is applied sealing in the corrosion trap.

N.B. The time taken for this type of rust to bubble the paintwork can be as little as 1-2 weeks.

Shot blasting overcomes all of the previously mentioned problems.

Diagram 2 demonstrates clearly how the abrasive powder penetrates even the smallest pits of rust, leaving the work cleaned, etched, feathered and ready for painting, even on irregular surfaces.

The time taken to repair this type of corrosion by using shot blasting is a fraction of that normally required using traditional sanding methods.





The 1980's have seen the arrival of many new and remarkable time, and labour saving innovations. New manufacturing methods have brought within the reach of small businesses, tools which would have hitherto been outrageously expensive. Such improvements have enabled the production of a recycling shot blasting system which retails for less than £50.00.

If you wish to know more about combating rust with shot blasting call the Hi-Tech UK Information centre on 0342 717747.

## SORRY - WRONG NUMBER!



















After 50 years in the number plate trade I am very conscious of the number of fine veteran, vintage and classic cars which display number plates not in keeping with the vehicles' year of manufacture.

Assuming you are fortunate enough to have retained the original registration number, availability may be your only problem but with a little searching it is possible to locate plates to suit most vehicles. In fact one small company is still producing die-pressed aluminium plates utilising the original pre-war dies and presses - and you can't get more original than that! The good old pressed aluminium plate spans nearly 60 years and was popular for the basic production line cars.

More up-market vehicles carried a fair range from Ace Silver Peak, Ace White Peak, Ace Translucents (for illuminated boxes) Bluemel White Peak, Bluemel Translucents, Hills Silverdome, Hills Ivorite, Hills Puraloy, Hills Flexwyt and many others.

Some letters and numbers are still available - you may be lucky, it is certainly worth a try. Small caches of these original components are in half-forgotten stocks up and down the country. Some letters in Manchester, some figures in a cellar in Birmingham, a small quantity in a garage loft in Southend. It may well be possible to gather together your registration....

The following table will give some idea of the relative sizes, types, years and availability:

			Character section	
1903	<u>Veteran</u>	3½" characters on 21" x 5" and 14" x 9½"		
onwards	Hand painted steel plate. Some produced.			F
	Heavy castings (alum) Still available.			R
1920's	Flat cast digits on steel ground. Not available.			R
1930's	<u>Vintage</u>	3½" characters on 21" x 5" 11" x 9½" & 14" x 9½"		
	Heavy gauge pressed alum. Still available.			R
	Flat cast digits, white enamelled. Copies available.			R
	<u>Classic</u>	3½" characters on 21" x 5" 11" & 14" x 9½"		
until	Ace Silver Peak	Certain numbers and letters available.		P
	Ace White Peak	" " " " " "		P
	White Plastic	All numbers and letters available.		TP
	Ace Translucent	Some numbers and letters available.		P
	Hills Silverdome	None available		D
1962	Hills Ivorite	None available		D
1963	<u>Classic</u>	3.1/8" chars. on 20.5/8" x 4½" & 11.11/16" x 8.3/8"		
	Ace Silver Peak	3.1/8" some available		TP
	Ace White Peak	3.1/8" all available		TP
	Ace Translucents	3.1/8" some available		P
until	Wrights Silver Peak	3.1/8" all available.		TP
	White plastic	3.1/8" all available		TP
	Silver plastic	3.1/8" all available.		TP
1973	Pressed Aluminium	3.1/8" all available.		R
Abbreviations: F=Flat R=Rectangular P=Pyramid				
TP=Truncated Pyramid D=Domed				

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## *"On the Road Again"*

*The Continuing story of what is involved in building a 12/70 Special  
by Clive Taylor*

### PART TWO

Having removed the body from the chassis, we decided that all the surplus brackets and fixtures not required should be removed from the chassis. We agreed that the engine should be moved back 11 inches, to give additional leg room in order that I should be able to drive the car in my shoes, and not in my socks as I used to do in Alberts 12/70.

At the same time, we were determined to try and start the engine, prior to proceeding with any other alterations that would be necessary.

We removed the plugs, and the engine felt very stiff and over a period of a few weeks, we poured oil down the bores, and with care began to rotate the engine using the crankshaft pulley bolt.

Everything seemed to be progressing with more movement achieved, as time went by, until one day the engine rotated completely at long last. We thought that we had cracked it and that everything would now be straightforward.

We devised a fuel system (gravity) and also some basic electrics. When contact was made, the engine started to turn over. The sound we heard, can only be described as a Baked Bean tin, with steel ball bearings rattling inside, and the plugs were sparking. Plugs put back in, and eventually the engine came to life again, and reminded us of an old A.E.C. Diesel engine. We checked the oil gauge – nothing – removed the dial from the copper pipe, again nothing came out – there was not even a glimmer of the oil coming through. We became very suspicious indeed, and knew that the mechanical condition of the engine must be very poor indeed.



The decision was evident, that the engine must be dismantled without further delay. I had intended to do this anyway, but now I knew that there would be a lot more work and cost involved than at first envisaged. It is at times like these, that you appreciate the luxury of having an open space, in which to work, and being able to walk around the chassis, without any restriction. It saves a lot of time and frustration as freedom of movement is very important, especially when one has welding to carry out, and here I was given immense support by Albert, and his efforts saved me, I would say, about 6 months hard graft.

With the propshaft removed we moved the engine back as required and made the necessary alterations to the cross members, then the propshaft was reduced in length allowing for 1/2" movement on the splined shaft.

At this point of the project, I had to make arrangements at home to accommodate the 12/7- to carry on the rebuild programme. With a new garage built I thought the rest of the work would take about 6 months! Little did I appreciate, it would be another 2 years before I would actually drive the car under her own power.

We brought the chassis home, and the body shell I had purchased from Nick Green in Milford on Sea. I started work by constructing a temporary work bench, made from beam offcuts 36" x 8" x 4" rough sawn and used this as a working platform for the engine to be dismantled.

I commenced the dismantling with the cylinderhead and rocker assembly. The tappet faces were recessed 1/8" and had to be resurfaced, the cylinder head removed, had all machined faces, refinished. I found the pistons were +60" thou and useless, the white metal bearings and mains had sections missing. Little wonder, there was not any oil pressure!

The sump was removed and I then found that the reason for the stiff movement in the engine, was due to the oil pump wheels being completely seized with oil sludge and filth. The resistance was only the shaft of the drive to the pump being screwed off itself. Luckily, I had a spare shaft from the spares I had purchased with the car.

I then removed the crankshaft, and this revealed that all the machine surfaces required refacing; the camshaft was removed, and had to be straightened, out of line by some 8 thou!! Little wonder the engine sounded like a Diesel!

As you can see, nearly every moving part or machined face required engineering attention! I was advised to discuss this work with Sutton Rebore at Sutton, Surrey and Mick and Arthur Bailey were very professional and patient with me, explaining the amount of major work that was necessary. I can say without reservation that the standard of work was superb and they dealt with all the engineering work for me, and some four weeks later I collected all the components, and returned home to commence building the engine again.

The crankshaft really looked beautiful, clean, shiney and the journals refaced. This was balanced, together with the cam rods and pistons by Baldyne Engineering at Bromley, Kent. The white metal work was carried out by John Kirby, for Sutton Rebore for me. I assembled the con rods, pistons, fitted the camshaft with phosphor bronze bushes, with the oil pump drive shaft/distributor.

The crankshaft fitted like a glove, and gave me a lot of confidence that we were now on the road to recovery. I fitted the big end caps and main caps with new studs, washers and castellated nuts and split pins!! These were missing when I was dismantling the engine. I replaced the Triplex chains on the timing gears, and used the special template from Red Triangle, to set the timing. The timing cover was refaced by me, using a glass plate and wet and dry paper – this is now oil tight. I also refaced the water jacket plate at the back of the engine, and this is also now, water tight.

The dismantled rocker assembly had to be put together I discovered there was an oilway from the spindle hole to the tappet screw, I couldn't remove the threaded adjusters from the tappets, and removed the hard oil sludge with many opened paper clips. This took over 40 hours, patience was required, very good therapy, and helps to make one relax and enjoy the challenge undertaken. Eventually I assembled the rockers, springs and spacers as required. Now the engine was completed, I started on the clutch and flywheel and gearbox. The flywheel

was balanced with the clutch housing attached and assembled to the engine. I did not change the starter ring. The gear box was dismantled, and I replaced the two large caged roller bearings and special little roller bearing on the main shaft and rebuilt the gear box. This work completed, I attached the gearbox to the engine, and the propshaft.

The body shell was now fitted to the chassis, radiator and shell and I made up dummy mainfolds for the carbs, fitted the SU's and then made arrangements with Rod Jolley to deliver my 12/70 to him for the rest of the work to be undertaken. I have always thought that we are very fortunate to be able to have someone with the artistic talent, that Rod Jolley possesses to work on our cars, and I make no apology whatsoever, to say that I am very proud that Rod personalised my car for me, the bonnet and side skirts are a real work of art, and I love the louvres, all 303 of them!! When only two weeks had passed by, I was able to collect my car from Rod's coach building workshop.

I could not envisage what the car would look like, but I knew I would not be disappointed and when I saw her, I was stunned to silence. It really started to look like a real sporting car at last, although I still had to alter the spring hangers on the front springs and lower the front by 2 inches. This would alter the lines of the car, sufficiently as I would retain the original wheel size of 17 inches, to create the period look we were wanting to achieve. I managed to photograph the car before she was loaded on to the trailer and I started the return journey back to my home.

### Suresnes Fête des Vendanges by Mike Cummins

Having read the particulars of the Suresnes Fête des Vendanges 1988 to be held on the 1st October, Pam and I thought that it might be a good idea to attend this rally, have a holiday in France, and then on the second week participate on the Paris/Deauville!!

Accordingly, we booked our passages with P&O and had a leisurely drive down to the Suresnes area, where we checked in on the 1st October not knowing what really to expect. We were surprised to see that 164 cars eventually arrived, mostly from France, but also entries from Germany, U.K., Holland, Belgium and the U.S.

The affair was extremely well organised, the cars were on display to all and sundry during the morning, and in the afternoon we all did a grand tour of the streets, ending up on the Mont Valerin for the Concours d'Elegance, and I am delighted to say, much to our surprise, we were awarded 2nd prize, for the foreign entry, and were presented with a rather superb certificate, and a cheque for 5,000 ff.

The first prize went to a 1930 Cadillac which was a U.S. entry.

Having won this amount of money the holiday took on a much more happy feel! We then went to the Morvan part of France, which is very beautiful, but, largely uninhabited, and by pure coincidence, in the middle of nowhere I met a Frenchman, who owned a garage, and after talking at length about the Alvis, he eventually asked me to go to his garage, and at the back of his garage was attached a large warehouse. When he opened the doors, I couldn't believe my eyes for there was something like 50 to 60 cars from the 1920's through to the 1950's. I was absolutely staggered at what I saw. Apparently his hobby is collecting these cars, but unfortunately they are not used.

After a somewhat wet but pleasant holiday in Morvan we returned to Paris for the start of the Paris/Deauville, on Friday October 7th (See below -ED) and as usual were seen off by the full mounted Presidential Guard. We had a good run out of Paris towards Deauville despite some atrocious weather. During the trip, I was approached by a gentleman in Paris not a member of a club, who owns a Speed 25 Rolling Chassis and a Speed 20 for which he wants some parts. Needless to say if he joins the club, then I might send them to him!!

Throughout both rallies and the whole trip in France, the Alvis behaved herself impeccably, and of course, this is more than I can say for her owner!!

I have received details of the 1989 Miglia to be held on the 28th, 29th, 30th April and 1st May next year, anyone interested, I have the necessary inscription cards.

I have also received a further cheque from Suresnes for 1,500 ff for costs of attending the rally!!



The **serious** side of the Paris Deauville Rally... **top**; Gen Sec's Speed 25 before the Concours on Sunday afternoon and **below**; Stephen and Alison Thorning's 12/50 Atlantic Saloon which came 3rd in the Regularity Trials.

**22nd Paris-Deauville Rally**  
**7-10 October 1988**  
 by Alan Stote

*Total Entries 100 (all pre 1940)*

**Alvis Contingent:**

John Pettit	1924	12/50 Ducks Back
Stephen Throning	1932	12/50 Atlantic Saloon
Mike Cummins	1936	SP25 Charlesworth DHC
Alan Stote	1937	SP25 C & E Tourer
Tony Holt	1938	12/70 Sports Special
Mike Williams	1935	VDP SC Tourer

Most of the 100 entrants started by gathering outside the Trocadero opposite the Eiffel Tower in the centre of Paris. Between 7 and 9.30 am entrants collected their bag of promotional gifts and "goodies" from the organisers and enjoyed breakfast which was laid on at a local cafe. Although the weather was somewhat overcast and damp everyone ventured into the hurly-burly of Parisienne traffic to the sound of the Presidential band on horseback.

It took most of the day to cover the 280 miles through meandering countryside between Paris and Deauville. Lunch was organised at The Chateau De Mellville and most cars finally arrived at the Hotel Normandy in Deauville by 6.00pm. The cars were parked a short distance from the hotel under security, and that evening dinner was organised at the Hotel Normandy.

Those who were unable to join the rally in Paris arrived in Deauville on the Saturday morning. After time to browse around the exotic shops of Deauville and a super cold buffet lunch at the Hotel Normandy, the serious events got underway with the Regularity Speed Trials around the sea-front in front of the Casino.

This basically consisted of cars leaving in groups of three and completing three laps of a large rectangle. The idea is that each car is timed on the first lap and must complete two subsequent laps in exactly the same time as the first. The closer the times, the more points you collect.

I was hoping that the General Secretary would, this year, manage to complete the full three laps - last year he was so preoccupied with beating a V12 Lagonda that he only managed two. Nevertheless, the Lagonda owner was so impressed he immediately went out and brought an Alvis!

This year Mike Cummins was determined to make a more controlled and calculated effort. But after giving a young lady marshall a lift to the start he was obviously left in a state of high excitement. Coupled with this he was lining up against a BMW and with a small amount of goading such as "you are not going to allow an Alvis to be beaten by a German car" he hurtled off into the distance like something out of *Wind in the Willows*. I am proud to say that not only did he manage to outperform the other cars but by the time he got to the third circuit he was beginning to lap them!

The day finished with a dinner given by the sponsors Gucci to celebrate their 25th anniversary.

On Sunday there was a prompt start at 9.00 am for a rally in the local countryside. It was still very wet but some brave people did manage to travel with hoods down in spite of the weather. We had elevenses in a small village called Beaumont-En-Auge where we were served with a local delicacy of what seemed to be a variety of rice pudding, although it had been slowly cooked for seven hours. This was washed down with a mixture of Calvados liqueur and a local apple wine.

After this we returned to the hotel to don our period costumes for the *concours* on Sunday afternoon. This started at 12 noon with a special luncheon at the Deauville racecourse and then





*....And the fun: Gen Sec, Mike Cummins, playing with his model car prize on the floor of the Hotel at lam! and below; 'giving a lift to a lady marshall'*

everyone returned to their cars to parade individually in front of the grandstand, which in spite of the weather was almost full.

The final event was the major gala evening held in the casino on Sunday. We did manage to organise most of the Alvis contingent on one table – and a noisy lot they were. At the end of dinner the various speeches were made and the prizes were given.

Stephen Thorning did extremely well to come third in the Regularity Driving Contest and your General Secretary came 7th overall out of a total of 100 entrants. Not only did he get a very



expensive model car (see photo) but he was also given a free weekend at the Hotel Normandy. He was able to add these prizes to the 5,000 francs he had won for finishing second in the concours at Surgennes the previous week. I fear that with many more successes he may become a full time professional! After a delightful evening we retired in the small hours.

Next morning people said their farewells and gradually drifted homewards in the bright sunshine.



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## **AGM**

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The 38th A.G.M. of the Alvis Owner Club will be held on Sunday 9th April 1989 at the National Motorcycle Museum, Birmingham, which is within easy access of the M42 and the M6.

Will all Council Members, Section Secretaries and Section Chairman please attend the meeting to commence at 10.30 in the morning, and the A.G.M. proper will start at 14.30, lunch will automatically be reserved for all members of the Council and Section Secretaries/Chairman, those not being able to attend, please let me know as otherwise we shall incur unnecessary expense.

Members wishing to avail themselves of the Buffet Lunch, this will be £5.50 per person. Will you please let me have your bookings by Saturday 1st April at the latest, accompanied by your cheque made payable to the Alvis Owner Club.

On production of an Alvis Owner Club membership card a concessionary rate of £2.50 will be available to members wishing to visit the museum.

In accordance with the new rules the two members of the Council who are retiring and standing for re-election are Mr Peter Woodley and Mr M.J. Cummins, any nominations please let me have at least 14 days before the A.G.M. and any items for inclusion, please let me have at the same time.

## SWEDISH RALLY

Have also received confirmation from our Swedish friends that the rally to the Midnight Sun will commence on the 27th June, 1989, any further members interested, please contact either Gerd Henrysson in Sweden or myself with details of the car, to enable us to make the necessary arrangements.

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## REGIONAL ROUND-UP

### EAST ANGLIAN SECTION

#### Last of the Summer Wine – Hartset

October 2nd.

As the TA14 headed south from the Norfolk Broads with Sue and I on a glorious autumn Sunday the only concern was the number of fellow members we would meet as the Post Office strike and bulletin editor had conspired not to advertise the event but we had not reckoned with the communicative powers of organiser John Oliveira.

The Alvis swung into the pub car park dead on the stroke of opening time to be followed by numerous other red triangles. All the regulars plus new(ish) member Peter Jacques (TA21), Stuart Robinson (SP25), Gerry Norwood (12/60). Late arrivals were Frank and Pat Allwood (TA21) who had forgotten how far their new home in north Norfolk is from anywhere. Maurice Gallaher (12/70) who rebuilt his brakes that morning and Jack Clover who is always late and has run out of excuses!

John 'O' had negotiated a special Alvis menu which was excellent value but the "piece de resistance" came after lunch when Jack Clover revealed his latest special concocted from an assortment of Alvis spares and assembled at leisure in the drawing room of his stately home. It looks really good and merits an article on its own. Engine vibration was proving a teething problem but some wag (probably Tony Needham) thought it could be solved by a good blonde in the passenger seat. In the general euphoria of yorkshire pud, sunshine and good wine there was perhaps some confusion between the merits of harmonic bumpers and harmonic boobs. Maybe Sue Hitchcock could advise?

It was a very good day!

*J.M. Wheeley*

### EAST ANGLIAN REFLECTIONS – 1988

During 1988 the Section might be likened to the Manikin Pis – its held its own! (do I hear our secretary say "Speak for yourself"?). These have been varied, interesting and enjoyable events – perhaps the October Hartest meet the most convivial I have ever attended, new members have appeared showing much enthusiasm, some old stalwarts are economical with their

appearances. Norfolk and Suffolk meetings continue well attended, the reformed Peterborough chin wag is encouraging but Cambridge and the Bald Faced Stag in Essex are still a disappointment. One new venue for E.A. Alvis day is good and brought forth welcome visitors from outside the section, and we are still solvent. Our new member recently commented on the warmth and friendliness of our members compared with other clubs he had experienced – that's good, please keep it going.

The East Anglia computer alias Sue Hitchcock has left us for other things. In the last three years she has enthusiastically attended most of our events and although never owning an Alvis became an associate member of our club. Her help with the more mundane matters behind the scenes has been much appreciated, her many trips to Suffolk and detailed work in preparation for Framlingham largely made the day the success it was. Thank you Susie, we will miss you.

After an absence of twenty years I have renewed my acquaintance with the TA14 as an every day car and I'm not disappointed. Reliable, comfortable, enjoyable and good value in these days of absurd classic car prices.

A happy new year to your all.

*J.M. Wheeley*

### **EAST ANGLIAN SECTION**

**Meeting at The Golden Pheasant, Btton, Nr Peterborough** **Thursday 1 December 1988**

A good turnout and we were pleased to welcome newcomers Clive and Lindsay Tomkinson from Deeping St. James. Lindsay is the daughter of Alan East who runs a 1930 Silver Eagle 4-seater tourer.

I would like to thank members for their kind wishes following my head-on collision in October. I am now fully recovered and the TF21 is recuperating well in the expert hands of Red Triangle.

*Andrew Storrar*

### **SOUTH-EAST SECTION**

**Meeting at the College Arms, Pamber End, Nr Basingstoke.** **Wednesday 19th October**

They say it pays to advertise, and how right! My plea for support resulted in a doubling of our usual turnout with the welcome visit of five Surrey members. John Forrester (TF21), Clive Taylor (12/70 Special) and Robert Smith (TD21) came in John's TF and Roy Roberts (12/60 TL) and son Peter (BSA Trike) in more modern machinery (wheel problems with the 12/60 I gather). The company was completed by Christopher and Wendy Burnett, Michael Jones and my wife Joan. A most enjoyable evening, almost like the old days.

Fancy a drive in glorious north Hampshire, then join us on the third Wednesday.

*David M. Jobson-Scott.*

### **NORTHERN SECTION**

**North by Nor-West. (Or, bearing 338 degrees)** **November**

The Dandy Cock Meet at Disley Ches. in October ended up in the back room with a flurry of present giving, from everyone to everyone, the locals were forgiven for thinking it was Christmas. Three Alvis jammed across the door posts still did not deter these locals, who seem to pack the pub whenever our cars arrive. Starting Jan 29th, inc. Feb 26th and Mar 25th the Dandy Cock Meet will be the last Sundays as usual but 12:00 noon to 2:30 pm (lunches available) and from April 30th back in the evening. So that's not hard to remember. Lunch-time British wintertime. Dinner-time British summertime; unless there's a 'K' in the month.

The Royal Oak, at Houghton, Lancs, 2nd Tuesdays, is slowly becoming the largest gathering of enthusiasm in the North; I put this down to the Landlords 'Joke of the Month

spot', free Royal Oak Ties and free beer. Members will travel up to 90 miles to participate and avoid a slagging. Jim Wisdom is really getting his act together by moving nearer.

The Willington Hall Meet, Nr Kelsall, 3rd Wednesdays, was totally over-subscribed in November with members fighting for seats. Jim Barker and Chris Taylor ended up sitting on Pete Lakin's knees, 11 Alvis badges were counted outside, quite fantastic, all this and no free beer.

Chris Taylor, our new Northern Section Spares Registrar, is now in the obsolete bearing business and can now supply the infamous 335 CD Loc (which as everyone knows means pre-war, large pinion, split outer, diff bearing to push those infamous SP20s and 25s and 4.3s around) or steering box bearings, or any bearing known to Man, except compass bearings and hip replacement bearings.

The Buxton entourage was espied touring around Buxton Flea-market looking for second hand plumbing bits, and syphoning-off all the Sp25 goodies was Eric Jones. Ian White was seen perusing the tartan hood cloth, Chris Holt was polared to the electrical, Walter Scott swept the wiper dept. The Friths magnetised to the Mag section and I get all choked up when I think of what I missed.

Peter Lakin's SA20, now suitably retarded, was given a reliability trial, from Church Minshall to Disley to Harrogate and back, with no problems, never missed a beat, so 'jobsagooden'!

The Northern Section AGM. Sunday 20 Nov. seemed doomed to be the non-event of the year; what with no Bulletin to spread the good word, heavy snow falling Saturday night and the Lombard rally suddenly deciding to make it a joint event, it was touch and go. RAC passes were displayed numbers slapped on doors and we got 30 through. Our two Alvis were placed 194th and 157th respectively. A grand get-together to rehash all 16 of this year's events. By the time you read this, Christmas should be way behind us, ask for your personal 89 Northern Section Calandar from the host at your local meet.

*'I agree to save the harmless organisers, stewards, promoters and their immediate families and will not make any claim against them howsoever caused, be it by their negligence, direct action or not, and furthermore will agree to ....'* Yes you've all read and probably had to sign one before today. Disclaimers! All down to the organisers saving the price of public liability for the day. This would only cost them a mere £100 for £1,000,000 of public liability. Every shop you walk into has to have public liability by law. The AOC has its own public liability for its own events but that probably doesn't cover you when showing at other events of non-AOC manufacture, and then you sign away any rights you may have had. Can I suggest there is just enough room on the paper to add the word 'dis-' in front of the word 'agree', and just enough room at the end to add 'so there' without the harrassed official noting this, then you may have a claim if the beer tent collapses on you. Cheers! The silliest example this year was at Holker Hall Historic Vehicle Rally, the tannoy pushing all day to all entrants to sign their disclaimers as soon as you set foot on the field. The sponsor's huge hospitality marquee with fence, flowers, and comissionaire must have cost thousands. The entrants meanwhile had no cover over their heads and no cover over their health and well-being.

*Flat Cap*

## SCOTTISH SECTION

Transport Extravaganza, Glamis Castle

10 July 1988

An excellent turnout of approximately 265 cars of all types and creeds along with 444 other stalls, vehicles, stationary engines and entertainment enjoyed; in the main during marvellously good weather; by thousands of visitors of all makes! The entertainment was truly great, and thanks go to the organisers for their wonderful efforts, and of most interest to our readers, a turnout of 9 cars from the Alvis Stable.

I am therefore delighted to announce that out of the 9 Alvis cars attending, we picked up no less than 5 awards as follows:-

**1st Classic Saloon (1941-1955)**

1952 - Mr R.W. Nicol, Arbroath - TA 14 Reg. No. PFC 263

**3rd Classic Tourer**

1948 - Alvis TA 14 DHC Reg. No. HRK 380 (our worthy ex Chairman)

**Regularity Run**

1st - 1930 Alvis TJ 12/50 - UP 6571 - Eddie Gamley, Edinburgh

2nd - 1952 Alvis TA14 - PFC 263 - R.W. Nicol, Arbroath

3rd - 1931 Alvis 12/50 - KF 8008 - G.S. Waiting (Member 12/50 Club)

A very commendable result indeed, and congratulations to Bob Nicol for his 'double' with his beautifully turned out Black TA14 Saloon. Also to Graham and Shiela Bisset for their excellent success, opposition was pretty fierce, and congratulations also to Eddie Gamley and our friends from the 12/50 Club, G. & W. Waiting, may they soon realise the error of their ways and join the Alvis Club.

*Robert Leiper*

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## SAID IN SPORT

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### Vintage Sports Car Club

### Colerne Speed Trials 1988

The annual vintage wottle (she do?) attracted a baker's dozen of Alvis all aiming to improve on last year, evaluate the latest tweak or just enjoy a good blast down the runway. 'New' entrants included Mac Hulbert's beautiful and FAST vintage Silver Eagle racing car and David Stogdale's 12/70 Special, fresh from attention to lowering the front-end at Carrosserie Jolley. Splendid to have another 12/70 Spl. in the lists, joining ours and the ex-Albert which Stan Hicken is now successfully campaigning. Nigel Walder provided 12/50 presence and the rest were sixpots: (*you did say sixpots? Comp. Sec*) Rivers, Speed 20, Roy Spiers and Scott Wyeth (regrettably non-starting) with their 4.3 & Sp.25 Specials, Davids, (Rouse and Ward) 20.25 and Silver Eagle (now with late- 20 block and capacity). Brutus brought the Comp. Sec, Rod and Paul the Giron and the VSCC Committee was represented by David Roscoe's 4.3.

Practice was damp, the serious stuff had a dry afternoon. B.R.C. wasn't happy with Brutus' innards and decided to scratch which was fortuitous for the Southern Alvis Factory which had two entries but only one licensed driver. Thus the Comp. Sec accepted a Works drive and proceeded to demonstrate the value of experience by trouncing the permanent staff (he must weigh less). Drama was confined to the Giron's transmission: the clutch got scorched during



first runs and the diff. surrendered on Rod's second - and to Roy's 25 which lightened its engine by con-rod ejection.

Stan spoiled a time by falling-off the timing device - a really free-rolling car evidently, Merriott Bendix-Cowdrey's have enough bind to resist the slight slope on the start line.

Best times for the standing quarter mile, kilometre and terminal velocities (not necessarily on the same run) were:

		<i>Quarter</i>	<i>Kilo</i>	<i>TV</i>
Stogdale	12/70 Spl.	20.76	39.9	75
Rivers	Spl.20	22.11	41.00	78
Walder	12.50 Spl.	20.04	37.53	85
Ward	S. Eagle	18.78	36.17	88
Hicken	12.70 Spl.	19.29	35.91	89
Rouse	Spd 20/25	18.73	35.13	90
S Merriott	12.70 Spl.	18.79	34.90	92
Chant	12/70 Spl.	18.61	34.79	95
Roscoe	4.3 Spl.	17.41	31.99	99
Spiers	Spd. 25 Spl.	16.38	30.35	106
Hulbert	S. Eagle	15.75	27.81	122
Jolley	Giron	14.06	25.45	126
Holdsworth	Giron	15.27	26.74	127

Only Stan and Mac beat their handicaps taking respective Class awards - well done. No doubt the rest of us will Try Harder next year.

*Laurie Merriott*

#### Vintage Sports Car Club

#### Shelsley Walsh Hill Climb 2 July 1988

Having retired a few years early from the great world of work on the Friday, it seemed appropriate to start the new life in the right surroundings, so your correspondent pointed the bonnet to the West Midlands, to Shelsley Walsh, for the Vintage meeting.

Weather mixed, bit wet for practice, but dried out for the runs. Good entry, lots of Alvis cars of all shapes and sizes, most powerful was Hulberts Silver Eagle single-seater, which

*Right: Nigel  
Walder's  
12/50  
Special at  
Shelsley.*





*Left: The Silver Eagle of Mac Hulbert at Shelsley. Photo here and on previous page by David Roscoe.*

sounds better and goes better each time it appears, this time it climbed in 41.98 secs and looks good for a sub 40sec run. Class 2 for pre 1941 sports cars over 1500cc was well populated with Alvii but nobody quite got into the money. Fast runs by Fell in his Speed 25 and Hickin and Parkin in their 12/70s were complimented by full bore ascents by the 12.50 of Walder and the 16.95 of Britcher.

Proceedings were held up somewhat after practice as the T.V. programme "Treasure Hunt" was using the hill for one of its clues and we all waited to see Anneka Rice wobble her way up the hill, but it wasn't her, it was the new one and she didn't wobble up the hill, she went up in a superb Speed 20, so it all ended happily ever after! That's all I can remember Brian, can I stop now and get back to the garage?

*David Roscoe*



*Right: The elegant Speed 20 tourer used in the 'Treasure Hunt' programme - alas without Anneke Rice.*

## GOSSIP/RUMOUR 1989

The Merriott Equipe are completing their new 12.70 Sports Racing Car with Speed 20 engine, which is based similarly on the lines of the Dunham Brooklands car. This Special should be ready for the new season and it should be another exciting Alvis car to look forward to.

Now that David Roscoe has retired, he has decided that he will now be a 'Biker', for he has purchased a Yamaha. Should you be in the Devon area, look out for David on this high powered machine. I understand that it is a Fullhouse '90cc' version.

Now that the V.S.C.C. has tightened up on the eligibility of cars rules, I understand that a 4.3 owner is installing a 12.70 gearbox in his car. Now we all know that this would not be suitable, but if you take a 12.70 casing and engage the services of a specialist gearbox builder, who will build new innards to your specification, with a choice of ratios, etc., Oh! and you might as well make it out of Titanium, old boy. Surely this type of practice is carrying things too far. The spirit of V.S.C.C. racing, as I always understood it to be, was to enjoy your cars and the people involved. Of late, it would appear to me, that it is a case of – I must win at whatever the cost, and sadly the whole thing is turning into a chequebook exercise.

*Brian Chant*

### Bentley Drivers Club

Silverstone Race Meeting, 27th August 1988

We went to Silverstone on Saturday at 11.00 and I think we arrived at 12.00. The first race was at 1.00. There were some Morgans and Alvis speed 25, Lagonda LG 45. We had some rain. Race two is an MG race, and I liked the MGs. I timed John Eaves. We saw a lot of sliding on the track.

Then we went to see a friend of my Dads, Bob Burrell, and we chatted to him for ten minutes. Then we went back to the stands and we sat right in front of the bridge. We had a Bentley Handicap race. They set them off in groups with the Union Jack, and we had a car that had a spin and another car went over the front wheel and went into the barrier and got towed out of the way.

We came back from the stands and we met Brian Ledwith, and we went to Becketts corner and it started to rain and then the track got wet so we drove back to the stands, but we saw another friend and Dad started to talk with Laurie and they went off and I sat in the car and got wet so Dad came back and said, "We'd better get Edward back to the stands and see the last race". We saw the last race and we then got all into the car and went home at 8-o'clock.

*Edward Collis (aged 9)*

*This is Edward's very first race report, which I hope, will be the first of many – COMP. SEC.*

*And through other eyes...*

In a bleak summer, a grey and cold day was no more than to be expected for this meeting, but the B.D.C. generate their own kind of warmth, with their emphasis on enjoyment rather than prestige, and all run with unobtrusive efficiency. It is interesting to note that although the first race started eleven minutes late, at no time during the rest of the programme, was more than a further five minutes lost, and often the organisers made time up.

As last year, there was a satisfying mixture of races and the 170 odd entrants fielded an interesting variety of cars, though I looked in vain for what, for me, was the star of last year's meeting, Padgett's very modern Mk.VI. Special.

Alvis were well represented, and the first race saw Thurston's Speed 25 Special, come in a very respectable 10th, with Green's 12.70, 14th. Next was the astonishingly quick (and noisy) MG T Championship race, while the man with the chequered flag was seemingly asleep and failed to signal Tim Llewellyn as winner of the following Bentley and Lagonda Handicap, before a very good field turned out to contest the Vintage and PVT Handicap. As is becoming customary, a Morgan tricycle won (do they really become bicycles under hard cornering?), but

Roy Spiers' 4.3 finished a very convincing third, while Thurston had found some more revs, finishing 6th, with the best lap of 1m.23.8. Also red triangulated were Jamieson in the Chevell/Charnock 4.3 (1m.17.8), Green 12/70 (1m.31.3), John Brydon 4.3 (1m.20.9), Dick Baddiley Speed 25 (1m.25.2) and Bill Symons Speed 25 (1m.31.5).

AC Cobras dominated the following race (what dramatic looking and sounding beasts they are) although a MK.VI. Special was still within sight of them at the end, and there then followed the traditional Morgan SCC race, which provided a rare touch of real comedy at the end. A competitor steadfastly ignored the chequered flag and went round again. The flag was carried down from the rostrum onto the track and pointedly held out to the over-excited Moggist next time round, and he was so taken aback that he promptly spun right in front of the flagman who had to jump back to avoid an unwanted ride on the bonnet. The audience loved it. Bevis Musk, temporarily Morgan mounted, observed correctly all the flags and put in a best lap of 1m.12.9. I doubt whether the 4.3 will quite match that pace.

Next was another handicap for Vintage and PVT cars, in which Spiers and Jamieson had a race long duel, finishing 8th and 9th, while Bill Symons lapped steadily further down the field. The last race with Alvis interest, was Event 9, when John Brydon got the 4.3 fairly bowling along to record a 1m.19.5, while Dick Baddiley forsook the open cockpit of the 25 for the hard top of an Austin Healey (1m.15.9).

The rain began to fall as the Meeting drew to a close, but not enough to dampen BDC spirits as, once again, they cocked a snook at convention and set their widely differing field off in pairs (Noah where were you?) out of the pit lane, and the Meeting came to a stirring climax, with the Allcomers Scratch Race, in which Tony Bianchi, who used to drive a very attractive Silver Eagle Special was squeezed into an Anco FJ for the occasion.

A programme note tells us that this Meeting will next year, take place on 30th September, for what Silverstone Circuits probably regard as sound commercial reasons, but it can be confidently predicted that the Bentley Boys will lay on something good again.

*Humphrey Collis (aged ?)*

*Reports of V.S.C.C. Prescott, last August, and Donington Park last September have been held over to next month - Ed.*



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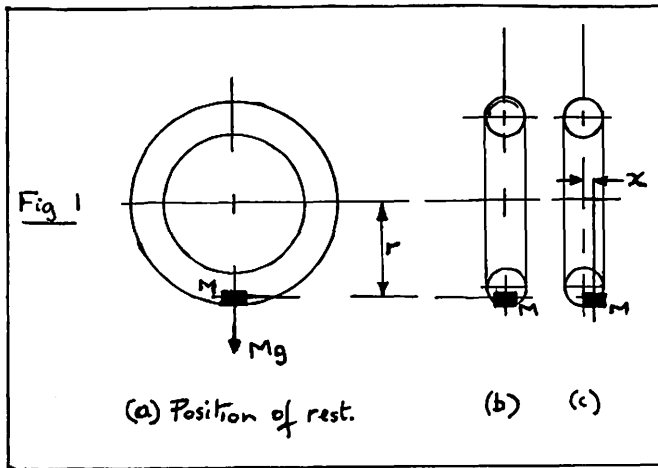
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**BALANCING – A Light-hearted Examination of the Simpler Aspects.** by Peter Black, Chartered Engineer.

The mathematically illiterate among us – market traders, MP's, traffic wardens and sociologists spring to mind – need read no further unless the wheels on which they roll do not lend themselves to treatment on a balancing machine and there is no knowledgeable and obliging person about. If such be the case, fear not, read on – for this mystery is like all others: it will vanish with the acquisition of (the following) knowledge; as will the thumping noise if appropriate action be taken....

Wheel imbalance is due to unequal distribution of material (mass) about the axis of the rotating components: rubber in the tyres, metal in the hub assembly, wheel rim and brake drum/disk (1924 spelling). The maldistribution itself may result from imperfect methods of manufacture, careless assembly, unequal wear or simple damage; because of it the wheel will, when clear of the ground and spun by hand, always stop in nearly the same position. In kitchen language there exists a "heavy point and this may (fig. 1b) or may not (fig.1c) lie in the plane of the wheel:



**Key to fig.1**

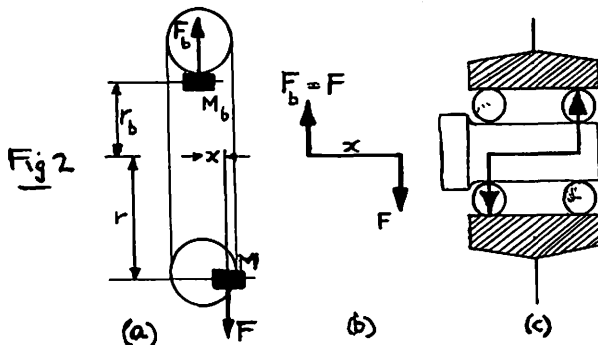
- $M$  = "heavy" point, greatly exaggerated. (kg or lb. mass.)
- $r$  = radius at which  $M$  may be imagined concentrated.
- $x$  = displacement of  $M$  from plane of wheel.
- $g$  = gravitational acceleration (9.8m/s or 32.2ft/s.)
- $Mg$  = gravitational force on  $M$  in newtons (n) or lb force (lbf).

The static effect of the so-called heavy point may be eliminated in both cases (b) and (c) by fixing a mass  $M_b$  of the same size as  $M$  (and at the same radius) in a position diametrically opposite to  $M$ . After spinning as before, the wheel will then stop in any position because the gravitational effects of  $M$  and  $M_b$  will be equal and opposite in all wheel positions. The wheel is then said to be in a state of *static balance* or equilibrium. Note that, for practical reasons, the mass  $M_b$  must be attached at the wheel rim. If this has a radius  $r_b$ , then, for static balance it is necessary that  $M_b r_b = Mr$ ?

In case (b) the wheel will also be in a state of *dynamic balance* because, during rotation, the centrifugal effect of  $M$  and  $M_b$  will also be equal and opposite. In case (c) however, the



plane of rotation of  $M$  is displaced by an amount  $x$  from the plane of the wheel and thus from the plane of rotation of the balance mass. Evidently the centrifugal forces  $F$  and  $F_b$  (fig.2a) due respectively to  $M$  and  $M_b$ , though equal are no longer opposite; they form what, in mechanics, is known as a "couple", fig.2b:

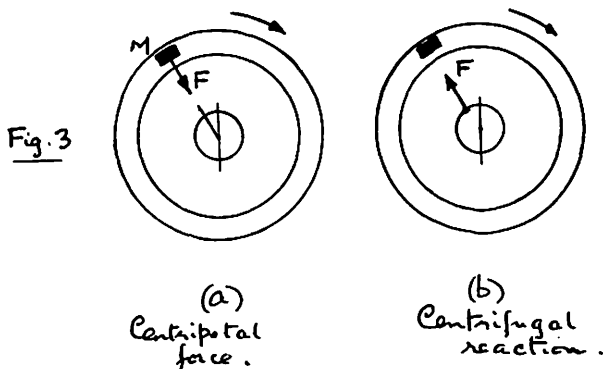


By definition the value of this couple (kitchen word "torque") is the product of  $F$  and  $x$  i.e.  $C = Fx$  clockwise

If the force is in lb (lbf) and the distance is in feet (ft) then the unit of the couple are lbf.ft. (NOT foot-pounds.) For those who are using SI (Système Internationale) the force is in newtons (N) and the distance in metres (m) giving Nm or newton metres. More of this later.

To prevent the plane of the wheel from rotating in the direction of this unbalanced couple, the axle must provide an equal and opposite "reaction" couple as shown in fig.2c., the forces provided by the balls being in addition to the loads on the bearing due to other causes, viz. vehicle weight, gyroscopic reactions, lateral acceleration in bends etc. It is evident too (I hope) that, as  $M$  rotates, so do these forces. Note too that, before the addition of the balance mass  $M$ , the centrifugal force due to  $M$  is added to the force on the ground when  $M$  is at the lowest point and subtracted from it 180 degrees later.

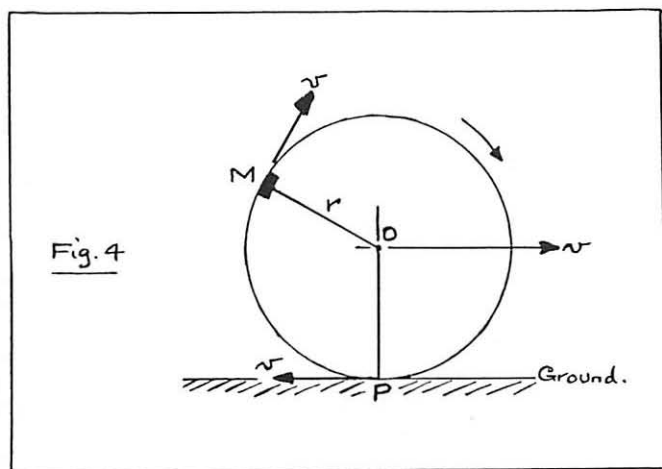
I hear someone ask: "What sort of figures are we talking about? Why bother? What are the effects actually and how bad are they?" Consider first of all the effect of leaving  $M$  unbalanced in the plane of the wheel. To prevent it ( $M$ ) from flying off into space as the wheel rotates i.e. to make it follow a circular path, an inward, radial force (called a "centripetal" force - accent on second syllable) must be applied by one or more spokes. The spoke is thus in tension (as shown in fig.3a) and the equal and opposite (outward) reaction is applied to the hub by the other end of the spoke. It is this so-called centrifugal force on the hub which must be balanced because this is the force on the car.



Now for some figures. A nineteen inch wheel complete with new tyre and tube weighs between 18 and 22 kgf depending on the tyre size. A Speed Twenty brake drum weighs 7kgf and a Speed 25 ditto no less than 9kgf. (20lbf. You thought they weighed the same?) And the imbalance M? Last summer I had to cure a new assembly and made up a jig from an old Speed 20 stub axle and hub. I dismantled it, found the bearings to be in order, cleaned everything and reassembled it with new grease – nice and thin at 35 deg. C., – unlike the –9 deg. last night. I bored a hole in the bench top and fixed the hub so that it overhung nicely. After balancing the wheel (see later under “Procedure”) I was so pleased that I did another eleven....! The least value of M was 17 grams and the greatest was 158g, wheel and drum together.

“But”, I hear someone exclaim, “the wheel and drum together weigh about 27kg – twenty seven thousand grams. And you are talking about 20 g in the wrong place! Surely the effects of that are negligible?”

Let us see.



Key to fig. 4

- O = wheel axis
- P = point of contact with ground (stationary)
- V = velocity of O (vehicle) relative to P
- M = imbalance
- r = radius of M (=OP)

The velocity of all points on the circumference (including the stationary point P) *relative to the axis O* is the same. Thus, relative to the axis, the velocity of M is the same as that of P i.e. is that of the earth in a backward direction. Yes, backward: fall out, and the earth will drag you with it. So we have M at radius  $r$  moving tangentially at velocity  $v$ . It can be proved without much trouble that, due to the motion of M the centrifugal reaction at the hub (fig. 3b) is given by  $F = M(v^2/r)$

For a 19 inch wheel with a 5.50 tyre the radius is 15 inches, say 380mm or 0.38m. Assume an imbalance of 20g i.e. 0.02kg. Assume a speed of 45mph; this is near enough 20 m/s. Putting these figures in the formula gives  $F = 0.02(20^2/0.38) = 21 \text{ N}$ .

Again the voice from the back: “What does the N stand for?” And this is England, 1985 – seventeen years after the adoption of the SI. Never mind; the French are still using kilocalories, bars, hectolitres and cubic decimetres; and for torque, believe it or not, the unit

given in my Peugeot handbook is m.da.N., metre-decanewtons!

The newton, symbol N, is the international unit of force and is defined as the force required to impart an acceleration – or rate of increase in velocity – of 1 m/s per second (written 1 m/s<sup>2</sup>) to a mass of one kilogram.

“How big is it then?”

Not very. To equal one pound force (1 lbf) 4.45 newtons are required; this compares with 9.81 N as the weight of a kilogram on the earth. (On the moon a kilogram weighs a good deal less...) Thus, in the old units, our centrifugal force of 21 N represents about 4.75 pounds weight. How would you like a 5 lb bag of rivets attached to your offside front wheel rim? And this for only 20 g. But worse is to come. Suppose the speed to be doubled. (What, 90 mph? Well, it has been known...) This represents 40 m/s and gives a dynamic force on the hub  $F = 0.02(40^2/0.38) = 84 \text{ N}$  (or 18.9 lbf).

This is four times the previous value and is more than the weight of a brake drum – still for only 20g. And for an initial imbalance of 60g (not out of the way for a new tyre) the figure approached 60 lbf at 90mph which represents about ten per cent of the load on the wheel – or would do if your nerve lasted...

Moreover, as this load is rotating with the wheel it is added to the load on the tyre when M is at the bottom and subtracted from it when M is at the top, 180 deg. later. (Clearly, when F is equal to the weight supported by the wheel the latter will lose contact with the ground once per revolution. Not good.) Hence the shaking effect which gives the dampers (and the passengers!) such a hard time. This is still not all because, at 45mph the angular speed of a 19 inch wheel is about 500 rpm and this represents something over 8 revolutions per second, or, if you prefer, one sixteenth of a second per half revolution. This frequency of shaking is of the same order as the natural frequency of vibration of the front spring and will set up a condition known as “resonance” – a forced vibration of ever-increasing amplitude – which would amkje life unbearable long before 45 mph came up.

Incidentally, at the supermarket one obtains about ten fair-sized apples in a kilogram and these weigh 9.81 N. So a large apple weighs about newton. Appropriate eh?

## Procedure

1. Jack up the relevant wheel
2. Remove wheelnut, wheel, driving plate and brake drum.
3. Clean all of these and the hub – there is no need to balance the dirt.
4. Remove the six quarter-BSF nuts, lift the three balance caps and extract first the leaf spring then the lead disks.
5. If a jig is available mount the wheel and the brake drum on it with the valve opposite that 5/16 inch tapped hole which lies symmetrically between two driving studs. (This, so that, after balancing, the wheel and drum may be reassembled in the same relative positions).

Alternatively, having no jig, remove brake shoes, clean backplate etc and mount wheel on car hub. It is a good idea to mark each wheel and drum as being a pair. Marks should be such as to show through future paint.

6. Spin the wheel clockwise, let stop and mark the lowest point with chalk. (Available from Customs and Excise.) Repeat, say, six times to obtain a selection of chalkmarks. Repeat, spinning anticlockwise. Choose average of marks.

7. Add Alvis (or home-made) lead disks progressively to highest point (180 degrees from lowest) until wheel stops in any position.

Mark each stopping point with chalk and continue until chalkmarks are evenly distributed round tyre. Each lead disk weighs about 25g. It is convenient to cut one disk into three and a second one into two equal pieces (using ordinary tinsnips) in order to get within 10g (or less) of the amount required. It is also convenient to use clothespegs to attach, temporarily, the disks to the spoke heads.

8. Measure the added weight on the kitchen scales, not forgetting that of the clothespeg(s); it will almost certainly lie between 15 and 150g – representing between one and six disks. Six is

about the maximum capacity of a balancing attachment.

*Note.* Re item 4 above. If the nuts are rusted on, treat with WD40 and wait; keep treating until they undo. If the bolt turns in the anchorage the tyre will have to come off. Alternatively, saw through one side of the nut. It is worth while to reassemble using stainless nuts. (What do you mean, "Heaven forbid!") A rusted spring can be replaced by one made from 0.025" shimstock.

If the wheels are without balancing attachments (early model) it is sufficient to attach the added "weight" to the high point by any effective means. The cheapest, quickest and most unsightly way is that afforded by twisting lead strip round appropriate spokes. When this has been done the wheel will be in static but not necessarily dynamic balance. Short of using a machine it is the best that one can do. Even using the balancing attachments (see later) dynamic balance may elude you.

If balancing attachments exist a rapid count will reveal that they are three in number, equally spaced. (120 deg.) Evidently if one of the three happens to stop at the right position, the operator is in business: he can make up M and insert it in the attachment, leaving the other two empty. I hear the plaintive voice:

"But what if the nearest attachment is three or four spokes away?"

"If that be the case, one's only salvation is trigonometry."

"What's that?"

"It's part of what used to be taught before some clever dick invented so-called "new maths" and brainwashed the chumps at the ministry of education into making every schoolboy learn it at the expense of less fashionable useful knowledge."

"I see. Tell me about it."

*We will, we will...honest... but not 'till next month 'cos our typesetter is still figuring out how to do Peter's trigonometry - Ed.*

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## BOOK REVIEWS

Alec Issigonis by Andrew Nahum. 89pp. Price £8.95. Published by the Design Council. Card covers.

Alec Issigonis was one of the most important post-war motor car designers, and one of the few whose name became known to the general public. This is the first published biography of the man, although an expensive booklet of only 89 pages can hardly merit the title of a biography. However the author is, perhaps, not to blame as the booklet is one of a series published by the Design Council, and organisation which is hardly likely to be interested in motor cars.

Andrew Nahum, who is curator of the Transport section of The Science Museum in London, is a knowledgeable technical writer and he has made a valiant effort to compress Issigonis' life into these few pages. There is really not very much about Issigonis the man or his relationships with others, but a great deal about the cars for which he is famous; the Morris Minor and the Mini, and the subsequent BMC/BL front wheel drive cars. This is all very interesting but not very original material, which can be found in greater detail in other books.

As far as the Alvis enthusiast is concerned the most interesting part of the book is the chapter which concerns Issigonis's time spent with Alvis, although the chapter only extends to four pages. As with other writers, Andrew Nahum has obviously found it difficult to assemble much information on the Issigonis Alvis. There is a very good photograph of Issigonis at work in the Alvis design office, and an interesting re-creation drawing of the car itself.

It appears that Issigonis' work at Alvis was not so much important to Alvis as to himself and Alex Moulton, who were developing their revolutionary ideas on rubber springing, which reached fruition in the hydrolastic system used on the Morris 1100.

This is a worthwhile booklet and one that every Alvis enthusiast should buy, although it is very expensive for what you get. Now that Sir Alec is no more, perhaps someone will write a full biography so we may learn something of the person as well as his cars.

*Julian Collins*

**Vanden Plas Coachbuilders by Brian Smith. 302pp. Price £19.95.  
Published by Dalton Watson Ltd.**

Books about coachbuilding firms are few and far between and books about those firms that built bodies for Alvises even rarer. It was therefore a pleasure to read this volume on Vanden Plas. Brian Smith recounts briefly the firm's beginnings in Belgium and how the English branch started. Then comes the pre first war period, the vintage years and then the PVT period (which concerns Alvis) and then the postwar years, which are largely taken up with the story of the Austin Princess, which was really rather a come down for such a company.

Most of the book is taken up with photographs and listings from the firm's order books, both of which are fascinating. The vintage period is solidly concerned with Bentleys, although there are examples shown of bodies on other chassis. However for the Alvis enthusiast it is the middle section of the book which holds the greatest interest. Here one can see pages of photographs of splendid bodies on Speed Twenties, with a lesser number of photographs of 3 1/2 Litres and 4.3's. The listings from the Vanden Plas order book are of great interest, showing that most bodies that they built for Alvises were ordered by Charles Follet, although a few, mostly for the Motor Show, were ordered direct by Alvis themselves.

This is an excellent book of reference for the Alvis owner, especially one who has a Vanden Plas bodied car. Using the lists it should be possible to identify when the body was built, and the photographs are excellent reference material for the restorer. The book is produced to high standards and although the text is brief, it is an essential item for the Alvis library.

*Julian Collins*

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## READERS WRITE

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From: A. Avery, Goring-by-Sea, Sussex.

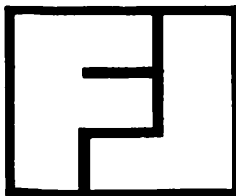
3 September 1988

*Dear Mr Lenthall,*

*I thought you might be amused by this apparent (!) misprint in a recent computer journal – or do Avis know something I don't?*

*Sincerely*





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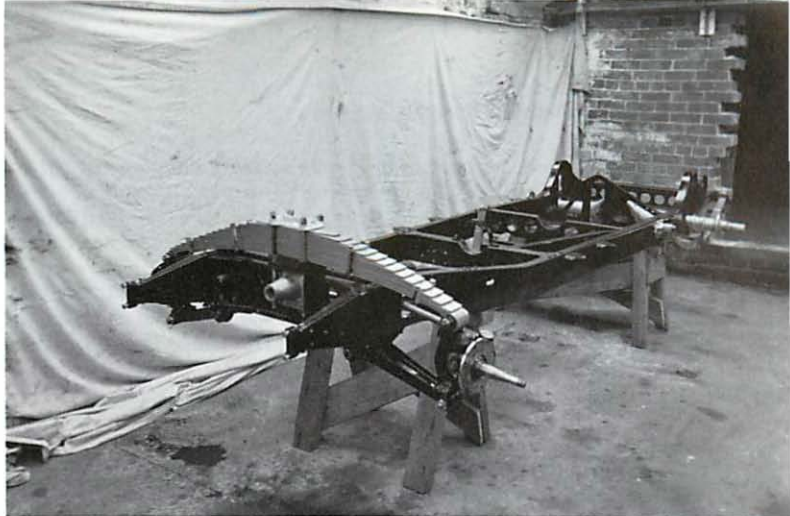
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*Right: Encouragement  
for Nigel Plant?*



From: Nick Simpson, Abergavenny, Gwent.

6 December 1988

Dear Ben,

*I am replying to the letter in December Bulletin from Nigel Plant. He is worrying about possible repair of his recently acquired chassis.*

*I should like to point out that it is quite possible to get his original frame repaired quite satisfactorily by experts. Our 1937 4.3 chassis, (photo enclosed) was in just the same state. It had new side rails and repairs to the cross members done by Terry Audin at Chassis-Build (nee Rubery-Owen) at Stafford, whom I can recommend.*

*Yours,*

From: Julian Collins, c/o Engineering Consultants Ltd., Colombo, Sri Lanka.  
December 1988

2

Dear Ben,

*I was sad to read in the September 1988 Bulletin, the news that the old Alvis factory is to be demolished, and replaced with a faceless shopping centre. This fate has befallen many vintage factories in Great Britain, and thus an important part of our motoring heritage is being lost for ever.*

*I know that the Alvis Owner Club does not take much interest in Alvis history, but it would have been well worthwhile for some keen members to obtain permission to survey and photograph the historic premises. I wonder if there is still time to do something?*

*I thought that the photographs and details of the London Service Station were very interesting indeed, and I must say that I would welcome more material of this sort in the Bulletin. Do the buildings still exist? Perhaps someone would like to do some research on the London Service Station and see if they can contact people who worked there. I am sure that there would be a lot of good stories!*

*Yours sincerely,*

# Alvis puts skids under Thorn

Thorn EMI Computer Software has lost a consultancy contract with one of its biggest customers after falling out over how the project should be run.

Last month car rental firm Avis dismissed a team of Tees consultants who were working on part of a large financial forecasting system at the company's Bracknell site.

Paul O'Reilly, assistant controller of accounts at Avis, wrote a

*See letter on previous page*

From: Rivers Fletcher, Kineton, Warwick.

3 January 1988

Dear Ben,

It is always sad to learn of part of our Alvis history disappearing, but it is good news that Alvis will still be Coventry-based. When the original car works on the other side of the railway was destroyed and had to be abandoned after the blitz on Coventry in 1940 I felt the same sorrow.

The factory I knew as "The Alvis" had produced the great racing cars of the 20's and 30's had disappeared. Now the later works where the post-war cars were made is going. Plans for the new Alvis works indicate a good future programme, but of course far removed from our motoring interest. My contacts with management and workers show an ever-increasing interest in the splendid Alvis motor car history. In a future issue of the bulletin I hope to give further information on this matter.

We must be very thankful that at least the great name will be preserved in the same locality.

It is nice to read such good articles on the 12/70, a model rather underrated for a time. Few people know that Stan Hicken's 12/70 Special has a pre-war racing history at Donnington and Brooklands. Its future in Stan's good hands will be of special interest.

After dreadful trouble with my Speed 20 last season, including a severely cracked head and block, Stan Hicken most generously loaned me a head and much else, enabling me to complete the season. Now Bruce Spollon and Stan Hicken have co-operated with Diana Russell and her excellent Northampton Vintage Garage so that their splendid Les Law is completing a mammoth rebuild for the coming summer.

All part of the jolly vintage scene!; it is said that such things are sent to try us! Thank heaven for good friends amongst the Alvis crowd. We are lucky, very lucky. It is just the same amongst the E.R.A. chaps - there is willing help on all sides.

Good news in the A.O.C. that Clive Taylor is appointed the Club's official photographer. We are lucky again; Clive is a tremendous enthusiast with fine Alvis knowledge, and is a superb photographer.

I remember sixty years ago in the New Year of 1929 looking back to a good racing season. Prospects for Bentleys were good, and for my second love - Alvis - for they had enjoyed a fine 1928 with second place in the Tourist Trophy.

Now we look back on Alvis racing in 1988 - really great vintage success, and plenty of it. So good luck you chaps who race so well on the circuits; a very old buffer who still enjoys the hill climbs will be cheering you on.

From: M.A. Cowan, Poplar Nurseries, Colchester, Essex.

6th December 1988

Dear Sir,

I have just recently bought an Alvis TC21 - 100 DHC and have joined the Alvis Owner Club and enjoy reading the 'Bulletin'.

My father was a very keen motoring enthusiast, through his lifetime, and owned 3 Alvis during the late 1940's and early 1950's. I cannot describe too much about them but I would be interested to hear from any of your readers if anyone of these vehicles are still in circulation. One was an Alvis Speed 25 DHC, one Alvis TA14 Shooting Brake and the other Alvis TA14 Saloon of which I do remember the Registration No. GGC 322.

I would appreciate it if any reader who had one of the old log books, in the name of E.A. Cowan, Poplar Nurseries, Little Tey, Colchester, Essex, could contact me on 0206 210374.

Thanking you for your kind co-operation in this matter.

Yours faithfully

From: Carol Noakes, Capel, Tonbridge, Kent.

12 December 1988

Dear Ben,

I enclose a photograph taken c. 1947 of my relation Jessie Dormer and her then 12 year old son, Richard, with their 1934 Firefly. Prior to this they had owned a 1926 open tourer and later a Tickford TA14 d.h.c.

Right: A  
1934  
Firefly  
taken  
shortly  
after the  
war.



I quote from her letter which accompanied the photograph:  
"Three of Ken's (her husband) friends and wives formed an Alvis club and we all wore a tie which we found with a triangle on it – I am sorry they are all worn out long since."

Presumably the last statement refers to the ties – it would be nice to know if any of these free-lance Alvis owners are or have been members of the official club.

Anyway its a nice picture and you can keep this copy.

Best wishes,

From Hiroshi Matsushita, Setagaya-Ku, Tokyo 158. 21st September 1988

Dear Sirs,

RE: Post War Alvis History and Red Triangle Autoservices and "Car Graphic" Monthly.

I expect you will receive soon a copy of the leading Japanese auto magazine "Car Graphic" by separate post, and be pleased to find such English words like "Post War Alvis", "Red Triangle Autoservices" with beautiful colour photos among Japanese texts.

"Car Graphic" magazine is well known to be read by many people who have interest in automobiles from either end of modern and classic.

Through its talented and refined texts, the readers feel touch of heart loving motor and motoring and are lead to sympathize to appreciate it.

Mr Shotaro Kobayashi is the man of responsible and editor for the magazine, who has long been intimated with classic cars with which he participates in Vintage Sports Car Races.

He's also been known as a long time member of AOC owns a 1936 3 1/2 model for more than thirty years.

It is on this issue of October of "Car Graphic" to describe Alvis history for Post War period, on an occasion when two of favourable Alvises, TE21 for Mr Janson and TD21 for myself, appeared on the streets of Tokyo at almost the same time.

The editor appreciates highly in describing the history that the Red Triangle Autoservices is doing their efforts in servicing and supplying parts at quite reasonable prices to back up the Alvis enthusiasts.

As for the 1939 3 1/2 model of his, he made her back to England in order to refabricate with a replica for special body with which Tim Birkin intended to participate in 1932 TT race, and come Japan again. After making additional refinements on her, he and I have an intention to make all the Alvis living in Japan, from Vintage to Post War, number of units seems to be no less than 13, come together to have the first "ALVIS DAY IN JAPAN". I'd like to have time to report this to the members of ALVIS OWNER CLUB in the near future.

The best regard,

It's good to hear that Alvis is alive and well in Japan. We look forward to hearing more news of a Japan Alvis Day and thank you for sending the magazine. I hope the editor will not mind my reproducing some pages from this fascinating article (well, the pictures anyway!) in future issues. The following pages feature Hiroshi Matsushita's TD21 which readers will remember graced our front cover last April.

# 1962年TD21シリーズIIサルーン

松下 弘氏 (東京)

パークウェード社製の矯正にして西暦1962年TD21サルーンは、25年後の今日も、ヴェルサイユを模した赤坂離宮のまにに置けば、まるで新車当時のカタログ写真のようだ。

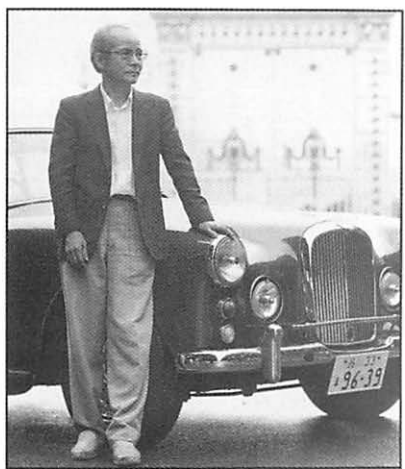


松下さん(54)は長年勤めたいすゞ自動車を、定年を待たずに最近退職したばかりだ。これからの人生を好きな車と、それをめぐる友人とともに過ごしたいという。昭和28年に、いすゞが英国ルーツ・グループと技術提携し、ヒルマン・ミンクスのライセンス生産したとき、日本側の受け皿として設立された、やまと自動車という会社があったが、松下さんは最初そこに入社した。同社の役員にMr.フィリップスという人がいて、休日などには彼のハンバー・スーパースナイプの運転手を貰って出て、英国流のスムーズな運転方法を口やかましく仕込まれたという。彼の英国車好きはこうした背景から生まれたのである。やまと自動車が昭和42年に解散すると、そのままいすゞにスライドして、最後の3年間はブリュッセルの

欧州駐在事務所に勤務した。一方仕事を離れては、ペンタゴンというクラブの創立メンバーのひとりであり、MG 1100、1300でレースやトライアルに活躍するほか、初期のISCC会員としてサーキットには始終行っていた。

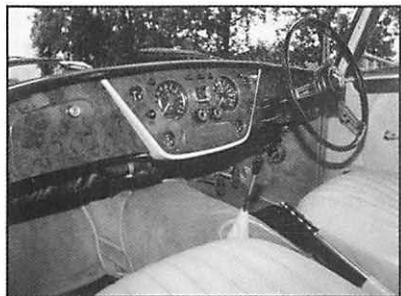
さて、松下さんはヨーロッパ赴任が決まったとき、帰国する折には、日本での知名度は低くても、本国の好き者の間では評価の高い車を連れて帰ろうと心に決めたという。それが英国車なのは当然で、「共に苦労した懐かしい同僚の思いがこぼれだす60年代の車」でなければならなかった。「乗るのは夫婦ふたりだけなので2ドア・サルーン、休日に大陸をゆったりツーリングするなら排気量は多少大きめで、ギアは静粛な5速が付いていること……」となると選択の幅は案外狭く、アルヴィス、アスト





右段上：松下さんの言葉によれば、ボディは“人の手がでなくて進ったような、おだやかで人の心を和ませる柔らかな面”を持っている。特にこの角度から見るとその意味がよくわかる。

右段中：「英国サブラッドの骨格に、コンチネンタルの味づけをしたカルチャー・ミックスが、私の体質に馴染む」という松下さん。



ウォールナットの計器盤、コノリー・レザーとウィルトン・カーベットの心地よい匂い……。

ン・マーティン、ベントレー・コンティネンタル、プリストルくらいしかない。結局松下さんは、1962年アルヴィスTD21シリーズIIサルーンを、Classic & Sportscar誌の広告で見つけて入手した。それは元アルヴィスの社用車で、その後英国のモーターサイクル連盟会長が愛用していただけに、非常によいコンディションに保たれていた。ヨーロッパ駐在中、ベルギーと英国を都合3回往復したが、それはほとんど“三角屋”へパーツを買いに行くためだったと笑う。松下さんにとってアルヴィスの魅力は、リアに細い縦長のテールランプを付けたところなど、ファセル・ヴェガを想わせ、純英国車でありながらフランス風に潇洒な片鱗が、あちこちに見られることだという。

From: Peter Bering, Espergaerde, Denmark.  
Dear Ben,

15 December 1988

**DANISH SECTION - 1988**

*In the early summer a small part of the section (four cars) had a nice day visiting Erik Dinesen at Kragerup.*

*In September we had another fine day with the best support so far; six cars together (that is 44% of the Danish Alvis stock). Amongst them was a newcomer: Svend Carstensen's 1950 TB14 - no. 25513.*

*This car must be one of the first TB14s which was not exported. It was delivered to Waterhouse & Sons in Bradford with R.H.D. as Special Features. We have been told that it has only had two previous owners. The British registration is GKW 294. Can anybody help with details of the history?*

Yours,



**Above:** Danish Alvis Day, September 1988 with left to right 1934 Speed 20 (Ole Abel); 1938 Speed 25 (Fred Preston); 1934 Speed 20 (Erwin K Kristensen; 1935 Speed 20 (Nils Kjaergaard; 1937 Speed 25 (Peter Bering) and 1950 TB14 Svend Carstensen.

From: Dan Geoghegan, c/o Bryn Engineering.

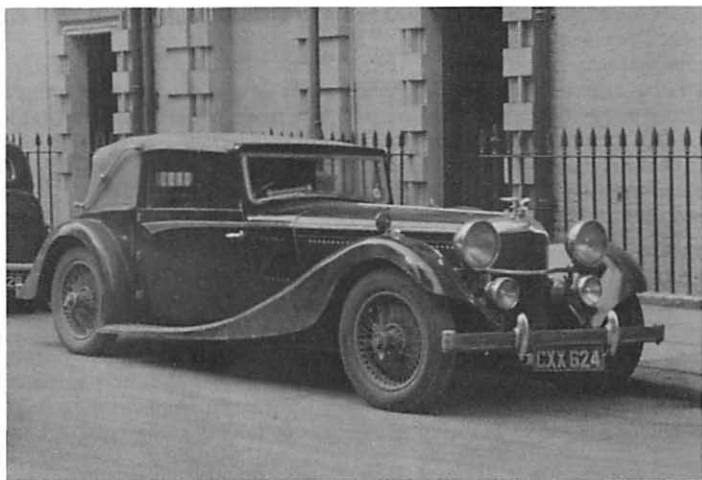
6th December 1988

Dear Ben,

*May I thank Peter Bering for his very useful information about the "special" bodied Speed Twenty SC's. Perhaps, on recollection, "special" was not the best word to use although the fact that very few were made does make them special (?). Nevertheless, I shall endeavour to use "rare" in the future as it has a more specific meaning.*

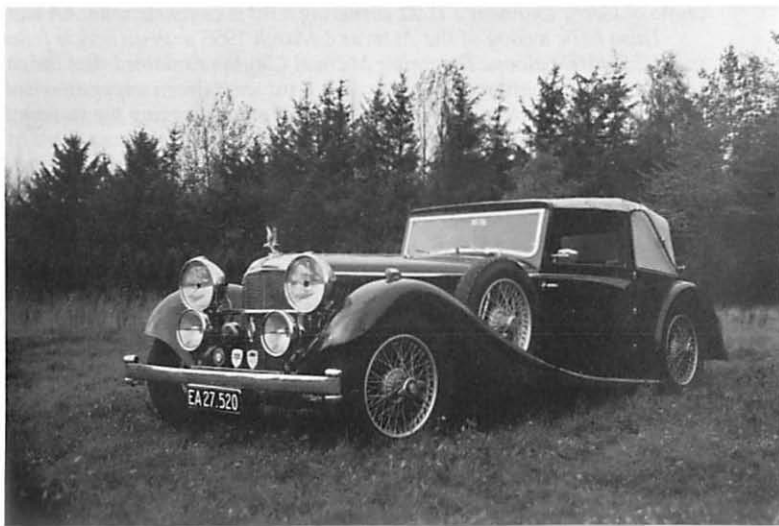
*After some investigation, I discover that at least six, not four, were made to this particular specification and have already been in touch with Nils in Denmark concerning the ex-Dinesen car. I have seen the car record referred to in Peter Bering's letter and thank him for confirming the information. As a matter of fact, our Speed Twenty too was fitted with speedo in kilometres p/h as she started her life in Czechoslovakia with Adolf Pasold of Fliessen. (Does anyone know who he was, or any of the history of AVC 80 since?)*

More of Dan Geoghegan's  
Sp20 story: **right**;  
GY7177 belonging to  
Milton Miner of Los  
Angeles. Note the  
position of the side  
flash.



...and **left**: CXX 624  
which Dan has been  
unable to trace.

...and finally Nils  
Kjaergaard's car which  
also features in the  
Danish Alvis Day  
line-up.



From the caption enclosed it is said that only six or so were made to this design. This caption confirmed original suspicions and rumours. It refers to a picture of BVO 886 (now with René Molle) on the front cover of the December 1962 bulletin. At that time, she belonged to Joseph Brown whom I have also been in touch with recently. Joseph bought BVO 886 in 1936 and sold her some forty years later. Now registered 252 NK (Belgium), she was originally silver with silver thread in the white hood. After the war, Joseph had her resprayed maroon to save being thought a profiteer! Some years later it was again repainted, but green this time and sold to René as Joseph only did some one hundred miles a year in her.

The fourth Speed Twenty that I have traced, BWB 950, belongs to the Chesshire family and is or will be, in Aberdeen BWB 950, too, was bought in 1936 but this time has remained in the same family.

I have already mentioned GY 7177 in my last letter, but this car, after restoration, can now be distinguished from the others: the 'flash' on the body has been repositioned (a shame, I think).

Last, but not least, there is CXX 624 which was fitted with a "practically new" Speed Twenty-Five engine during the sixties by the late Jack Dagley. The engine was believed to have come from an accident damaged car. I have several pictures of CXX 624 but do not know of her present whereabouts; can anyone help?

I am sure that many members, well, okay then, a few members have at sometime seen the John Player & Sons cigarette cards of "Motor Cars". It so happens that number 3 in the series is a red "Alvis Speed Twenty Drophead Coupe". This car is believed to be, as it is visually identical, one of the rare Charlesworth bodied Speed Twenties.

Enclosed are some pictures that may be of interest.

By the way, I have been able to have some Firefly, Hare and the sought after Spread winged Eagle mascots made from believed original patterns. They are very well made, perhaps better than the originals, and I cannot believe that anyone can tell them from the originals! They are available from myself and I will be happy to chat to anyone interested (evenings best).

Best of luck with the new format,

Seasons greetings from all at Bryn Eng. Ltd.

From: Colin Newby, Earby, Colne, Lancs.

16 December 1988

Dear Ben,

Further to Nick Simpson's letter in the September bulletin, while not able to help with his query about the location of the TC21 in that photo, might I suggest that it is probably the Daily Express touring car race, where competition between the Alvis and Riley 2.5 was quite fierce. The 1953 event at Silverstone led to a class victory for Howard Grace in a 2.5 Riley with Gerry Dunham in a TC21 registration KMJ 1 (two-tone colour scheme so probably not the car in the bulletin photo), taking second place.

This information I have gleaned from Classic and Sportscar December 1982. Interestingly the photo of Gerry Dunham's TC21 cornering hard is complete with AA badge on the grill!

I also have a copy of the Autocar 4 March 1955 with an article following the Monte Carlo Rally in a TC 21/100 Saloon. The writer Michael Clayton explained that the car was specially prepared for the trip by the addition of snow tyres, a third windscreen wiper attached to the top of the screen rail (apparently the factory was concerned about snow clogging the standard twin wipers), an additional pair of horns and yellow bulbs in the headlamps. A demister was fitted to the rear window, additional antifreeze and a spares kit in the boot. The Alvis ran impeccably in atrocious weather conditions but my point in mentioning this car, OWK 605 is that this car which had covered 25000 miles before this little jaunt was returned to the factory to be prepared for the 1955 RAC Rally for Ronnie Aders of Ulster. He in fact went on to gain sixth place overall and a class win so the Grey Lady has got some sporting pedigree as well as comfort and silence - which after all was what she was designed for.

To change the subject, I have only been attending the north west meeting at Broughton for a year but can I put on record the hospitality and friendliness I have found. I saw my first Alvis when I was fifteen - a TD which left a deep and lasting impression. Now nearly 25 years later I am the proud

owner of a TC21/100 Saloon KVA 175 which hasn't turned a wheel since 1965 so I have rather a lot of work to do. The car had an Alvis Owners Club badge with it so if anyone can throw any light on its history I would be very pleased to hear from them.

Yours faithfully,

P.S. Keep up the good work I look forward to the bulletin eagerly every month.

From: Nick Simpson, Abergavenny, Gwent.

20 December 1988

Dear Ben,

A small article to fill a little corner in the bulletin at some point! The two cars are real Rara Alvi; TC108/Gs with Willowbrook bodies. I wonder how many times a pair of these cars have been photographed together? There were only 13 built in the first place. How many survive? Perhaps our Registrar can enlighten us. The two cars, are, front; 25926 registered XYB 560 belonging to Stuart Allen and, rear; 25928, registered DEK 385, belonging to John Hamshire. Both were photographed at Bryn Engineering in December whilst undergoing refurbishment.

Kind regards,



Left: It's not often that you see two Willowbrook-bodied TC108Gs in one place. It had to be Bryn Engineering!

From: Dr Kjell Solhaug, 1342 Jar, Norway.

31 December 1988.

Dear Mr Lenthall,

Seasons Greetings to yourself and the AOC club.

Our General Secretary, Mike Cummins, wrote me in December 87:

"I am sure that I have told you in the past but I will tell you again, that you have no reason to worry about going anywhere in an Alvis, they are the most dependable motor cars, and I can assure you she will never let you down..."

Consequently I took my Speed 20, 1936 model, on a 4 day trip to the west coast of Norway in May 88. Apple blossom time there and a great attraction. A very successful trip, up and down mountains: no overheating, no problems. Total distance 450 miles.

Then came the big test in July. We took the car to England and took part in the East Anglian Alvis Day. Met a lot of nice aficionados of the AOC and saw a lot of interesting Alvis cars. A great meet! lots of good eating and companionship. Then we toured England for 2 weeks, crossed to Hamburg and up through Denmark. In all 935 miles of easy driving, and all without a hitch. Not counting a suspect rear bearing which was promptly fixed, off the shelf, by Peter Woodley.





*Left: What a wonderful reminder of the imminent arrival of Spring in Northern Europe. Thank you, Kjell for letting us see this picture of your Speed 20 amidst the blossom.*

*I am now a firm believer in Alvis cars, whereas earlier I thought only Fords were the ultimate dependable transportation. I have not used my Ford this year.*  
Yours sincerely,

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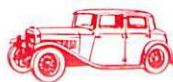
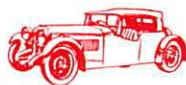
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# BULLETIN

No. 371 MARCH 1989





Founded 1951

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- Sweatshirts, T-shirts & pullovers** from Eric Oakman, Vice-President (see opposite).
- Instruction Manuals** can be borrowed by UK members only against a refundable deposit of £10 by cheque payable to AOC. Please send a separate cheque for £1 for post and packing to:  
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*Please quote your membership number in any correspondence with officials and enclose a stamped self-addressed envelope if you require a reply.*

**Front Cover:** One of the very rare Willowbrook bodied TC108/G's this one registered DEK 385 belonging to John Hamshire. Its story is told by Nick Simpson in this issue.



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## EDITORIAL

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It's good to see that *Alvis: The story of the Red Triangle*, Ken Day's standard history of Alvis, has appeared in a new revised edition. Available from booksellers at £24.95 it is published by Foulis, who are part of the Haynes Group. The new edition sports some colour plates and a delightful close up of an Alvis radiator on the dust jacket.

Members who may remember that I bought two cars last year which had been imported from the States may be interested to know what happened when I tried to reregister them under their original UK registration numbers. They had of course not been in the country at the time of the notorious 1983 cut-off date. However, thanks to the good offices of Dave Culshaw and John Fox, Swansea finally and helpfully agreed to reassure the original numbers, subject to an inspection by our local office of the DOT. Swansea wrote to me in early September. To date, despite two reminders, no inspection has taken place –because the local Oxford office say they are too busy. So if anyone sees me driving around in an untaxed car, they will know why!

*Ben Lenthall*

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## CHAIRMAN'S COLUMN

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As we turn the calendars to March our minds immediately look ahead to Club plans for the forthcoming season and although I had every intention of completing all work on the Alvis before Christmas I am reminded once again that good intentions do not always work out and time is running short. (I cannot imagine what it would be like if I had nothing to do!)

Our Annual General Meeting, arranged for the 9th April this year, is fast approaching. In the announcement of the meeting in this Bulletin you will see that both our General Secretary and Pre War Spares and Technical Adviser are retiring and offering themselves for re-election. In accordance with the Club rule, any other nominations for these offices should be submitted to the General Secretary to arrive at least fourteen days before the A.G.M. In recent years this meeting has been extremely well supported by members together with their families and the formalities of the occasion have been enlivened by a fine display of Alvis cars in the car park. Hopefully that pattern will continue this year and I look forward very much to seeing you all at the National Motor Cycle Museum for that event.

You will recall that I mentioned a few months ago the appointment of Clive Taylor as Club Photographer. Clive is now becoming actively involved in his new role and is anxious to build up a photographic record of members as well as their cars so you will no doubt find him taking advantage of all sorts of gatherings in future to build up his collection. You have been warned! I hope members will be willing to co-operate fully with Clive's endeavours which should enable us to assemble an important ongoing record for our Club archives which are always an important area of any established organisation.

*Derek Bradbury*

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## PRESIDENT'S NOTES

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This year we celebrate the 70th Anniversary of the founding of ALVIS. Thomas George John, a Welshman, founded his company T.G. John, Ltd., in March 1919 and the early history of the adoption of the name ALVIS has been amply and accurately documented by my predecessor, Kenneth Day.



Like many companies formed in the early months following the end of the Great War, it had its share of aneddoties. Many competitors flourished briefly and then died, having no more solid base than a desire to cash in on the wild enthusiasms after four years of very bloody war.

The group who were gathered together, however, at Holyhead Road – “The Alvis” – were amongst the finest in the business and engineers like Smith-Clarke, Dunn, (father and son) Varney and others, are still spoken of with great respect and affection.

Although no cars have been made since October 1967 the wide engineering skills of the company are still very much to the forefront of the armoured vehicle industry and its allied trades.

So, in this 70th Anniversary Year let us give support through the club to the name of ALVIS. Make International Day at Duxford on 21 May 1989 the focus of all sections.....“full-load, full-tanks, maximum effort” ....

### **Jottings**

My christmas card from Frank Robinson brought the sad news of the death of Felix Pilling who will be remembered as the Northern Section Competition Secretary when Frank was Section Secretary into the early 60's. To Gladys, Felix's widow, we offer our sympathies.

Frank, who competed in the Shorrock-blown Firebird for many years, has now left these shores with Elizabeth his wife, to live in Lakewood, N.J., taking with them our good wishes.

### **Crown-wheels and Pinions**

For those of you interested in CW and P's (and who isn't) Mike Fisher is investigating the manufacture of batches to include both 30mm and 35 mm sets. For the earlier, 30mm pinion cars two ratios are envisaged – a 9 x 39 set (4.3 to 1) to replace the 4.5 set and a 9 x 43 set (4.7 to 1) which would replace the old 5.2 which was ridiculously low. For the larger engined cars with 35mm pinions, the usual 4.1 and 3.8 sets are planned. At this stage, therefore, will you please send your requirements/suggestions to Mike Fisher, Fisher Restorations, Building 326 Unit 10, Rushock Trading Estate, Droitwich Rd, Hartlebury, Kidderminster WR9 0NR. Please include S.A.E for replies.

### **Charlesworth Bodies (1931) Ltd.**

I have received some information from Mr John Corble following his article on the above in our last Bulletin. I am hoping that the further information will be of more direct interest to us as Alvis owners and it will but put into suitable form for publication. Mr Corble asked me to pass on this news to all members who have enquired.

*Ernest Shenton*

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## CLUB NEWS

*Malcolm Davey writes:*

It is with much regret that I have to announce that after some 500 years, The Bull at Wrotham is no longer a pub. Instead, as from the middle of 1988 it has become a restaurant. In consequence, the noggin & natter which has occurred on the 2nd Thursday of every month since October 1964 has had to seek a new hostelry. After much sampling of possible alternatives, the meeting has come to rest at The Chasers, Shipbourne. The Chasers can be found on the A227 approximately half way between Wrotham and Tonbridge. The meeting will still be held on the 2nd Thursday of each month & as ever, all are welcome.

*Mike Baker writes:*

Just to keep all members advised, since we like to see the Red Triangle Company mentioned in the press, there will be an article in the *Observer* (during February) probably in the colour supplement under the heading 'Owning a modern classic car'. I rather think it will be slanted towards cars as investments, however, we are also lucky enough to have the two main car magazines running articles on Alvis in their April editions. *Classic Car* will feature an article by Tony Dron on the TB14, the particular car being BVV 423, currently for sale. Then an article on the Park Ward 3 litres by Jon Presnell of *Classic & Sports Car*. Watch this space for further coverage.

Recently I have had numerous telephone calls from members asking for advice with regards to the importation of cars from overseas. It did occur to me that if I could get a definitive answer from H.M. Customs it could make life easier for any potential importer. To this end I spoke to the relevant department and they confirmed that under certain circumstances it was quite easy to bring a car back without any payment at all and if I was to write to them they would be only too pleased to confirm this, which I subsequently did and received the following reply: (At this point I make no apologies to any member of the Club who happens to be a customs officer after all it is the bureaucracy who have the put the word "great" in Great Britain)

The only advice I can give to any prospective member is:-

- 1) To contact me and I will send them Notice 3A January 1987 revised and P11 January 1980 with its various supplements and Form V277 revised December 1985 or
- 2) Contact your local Customs & Excise officers at the port of entry where you feel it is most likely your car will arrive.

In spite of the above, most customs officers are relatively helpful and it is not such a minefield as it first appears. If any members require any additional information on this subject, please feel free to contact me.

### The Royal Automobile Club

I joined the RAC in 1950 when membes proudly displayed their badge, were saluted by Patrolmen riding their Nortons with side boxes, when a member was really a member NOT the car, and everything was available at no extra cost.

We used the service but twice, once in our 1933 Talbot whilst going to Cornwall on holiday, when the Dynostarter seized during the early hours of Saturday morning near to Exeter. Within half an hour we were on our way to a nearby garage, who promised to find another dynostarter, and provided a car to enable us to proceed to a nearby campsite until the car was fixed.

A few years later, driving a Riley, also in Cornwall, we were 'bounced' by a modern car which finished in the ditch. The driver promised to pay for our damaged door, but did not - it was the RAC who obtained the money for us!

When we bought our first Alvis in 1956 – a one-owner Silver Eagle saloon – I gave up the RAC, since Alvis cars had and still have such a reliable reputation.

Last summer, whilst motoring in Sussex in the Jaguar we use to tow our caravan, we blew the silencer. Called into to one of those exhaust places for a new one. In between trying to sell me new tyres and shockers, they fitted a stainless steel system and presented me with a 'one years' free membership of the RAC. The exhaust system was very expensive!!

Well, if its free why not use it, I thought, so upon returning home I completed the application form and posted it to Bristol. I reminded them one month later, during September, and then, after I had decided to forget all about it, the membership package arrived during the last week of November, together with a letter referring to my September reminder, asking me to re-submit! But these days the car is all important and one pays extra for additional cars... the registration number was incorrectly stated....wrote and told them so....No reply!! Don't think I'll bother anymore

*Eric Oakman*

### **PARTS LOCATION SERVICE**

We found a pair of VDP wings within 3 days, and put a member in touch with the owner of a TA14 engine within 2 hours – 12 hours later the engine changed hands!

### **FOR SALE**

Pair shock absorbers for SA or SB; Brake linings for SA, reconditioned FT37 lamp plus another with missing rim.

*Tel: 0923 670 478 (Watford)*

For Silver Crest DHC, ex car no. 19810 chassis 14266. New bonnet, wooden front screen lower rail both door top cappings, exterior chrome trim, Dumb iron fairing, 2 hydraulic jacks, pair h/lamps, wheelbrace, 2 shock absorbers, 2 front wing main brackets.

*Tel: 0873 840320 (Wales)*

TA14 engine block, sump & fan. *Tel: 08845 217 (Devon)*

Mulliner 12/70 saloon body (see p8 New Year Bulletin). FREE to be collected. *Tel: 0672 62598 (Wilts)*

TA/TC rear lamps, screen wash bottle. *Tel: 0608 3474*

TD/TE dashboard & dials. Most mechanical parts. *Tel: 08845 217 (Devon)*

TD –6 steel wheels & tyres. 6 chrome wheel trims, 2 chrome Alvis wheel discs. rad, chrome grill and slats. Pair door handles, boot handle, and hinges. pair 2" SU carbs. *Tel: Mansfield 21757*

For Vintage Alvis: Smiths MA lighting switch with inbuilt ammeter. Pair scuttle mounted side lamps – with 1 bracket. Bosch magneto 4 cylinder DU 4 ED 18. *Tel: 0873 840320*

NEW Magneto coupling inserts, 4 cornered star type for CED 6 or 4 £9.95 plus p.p. *Tel: 0454 418694 (Avon)*

Available (at time of writing) – FREE to be collected. Rear 10 tank. 18" 5 stud wheel with nearly new 4.75 cover & tube. two 6 cyl inlet valves. Worn clutch plate & shaft. U/J Hardy

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(My collection includes a 1947 Alvis TA14, 1948 Jewel caravan, 1959 Ford Prefect and 1967 Daimler 2.5L)

Or write to GREYLEA CLASSIC ENTERPRISES  
11 Kirkdale, Sydenham, London SE26 4NB  
(Licensed Credit Brokers)

Spicer, plus box of small parts. 12/60 side curtain & another. These items are at a private house in Bucks. Please telephone me for details.

12/70 Complete re-built engine. Lightened flywheel, balanced special camshaft. raised CR new CW clutch, never run.

Front axle – eyes welded & bored. New Kings & bushes, complete. 2 crank shafts, 8 rods, 3 gear boxes steering box, 2 half shafts, 5:1 nose piece, 5:1 CWP 4 brake drums, cylinder heads. 12/70 block – damaged. Recon, dynamo & starter. Unused. TA 14 Block.

Members needing 12/70 parts are advised to tel: 0226 765307 – JD Crabtree, Sheffield.

## WANTED

Firefly engine parts. Tel: 0672 62598

4.3 head & rocker gear. Sp 25 rocker gear, windscreen & frame, side arms for SP 20 VDP. Tel: 0787 60521

Brake drum for Sp 20 SA. Tel: 0564 773921

5 bronze top feed SU float chamber, Sp 20 Tel: 0272 52144 (Bristol)

Original Ign coil for Sp 20 SA plus ammeter, Steering column tube & controls, knobs Sp 25/4.3. Speedo Sp 20 SA Tel: 0873 840 320 (Wales)

Front wing main support bracket for TA 14. Tel: 0634 716106

37 12/70 rad shell. 3 -17" wheels. Tel: 0946 861133

38 12/70 petrol gauge, running boards, front bumper clamp, grill starting handle, windscreen, front & rear wings. Tel: 04557 2461

TA 14 water temp guage. Tel: 0799 24506

TC21 front & rear bumpers, starting handle, jack, boot handle with lock. Tel: 0494 727171.  
NOTE. New bumpers may be available shortly.

TA 21 Tickford gear wheel set to lift & lower winder. Tel: 0224 634087

TA/TC engine complete. Dr Werner Klein, W. Germany Tel: 06344 2219.

ASH parts for TD 21. Tel: 0256 851128

TE power steering, complete. Tel: Clacton 870691

TD hood frame. ZF gearbox, wire wheels, hubs. Tel: 085 881 746.

TD front & rear bumpers. Tel: 09212 2581 (Wales)

TD front seat. Tel: PAR 3205. (Cornwall)

TD series II side lamps and ash trays. Tel: 021 426 6661

525/50/600 x 19 tyres. Tel: 01662 9455

TD front bumper & o/riders. Spare wheel tray. O/S door winder winder mech. 2 lucas L612 s/lamps. 2 rocker plates N/s & O/S sills. Tel: Mansfield 21757

For TA14 carbodies 1949 rear wings required, would be interested in a pair of front wings also. Tel: Ripe 678 pm (Sussex)

Please advise me of your items for sale or wanted. I maintain a record of all items, and can often find requirements within a day or so. Prefer to receive letters than telephone calls. Gives me more time to research my records, and keeps my evenings free!!

*Eric Oakman*

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## FEATURES

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'25928'

*A short tale of the long rebirth of a TC 108 G  
a bit about the TC 108G in general.  
By N.J. Simpson*

*Owner J Hamshire member No. 5266, and*

The first time I saw this car, registered DEK 385, was at an Alvis Day many years ago at Crystal Palace in the mid-sixties. TC108/G's were a rare breed even when new and the car caused a lot of interest then.

The second time I met DEK was in 1984 when its later owner, John Hamshire, asked me along to survey the car, by now in a very poor state and in unuseable condition. John had found the car somewhere in South London, parked in the grass reservation of an urban dual carriageway rotting away and looking for a sympathetic owner.

DEK was subsequently purchased and gently taken to covered storage to be kept until restoration could commence. John had a few stabs at beginning a rebuild, but I think he realised at quite an early stage that it was going to be a specialised task.

The third time I saw DEK was when I went to collect and trailer her to Bryn Engineering for a rebuild.

I was particularly interested to work on one of these cars, having only had contact with one other over the years.

The TC 108/G always was a rare breed, being a rather special model based on the TC21/100 and produced as a stop-gap model after cessation of production of the Grey Lady. This model ceased because Mulliners, who built the bodies, were taken over in 1956 and would not build for Alvis.

Alvis had to cast around for another coachbuilder, and during 1956 and 1957 had thirteen cars built to Hermann Grabers design, on his body-blocks imported from Switzerland, at Willowbrooks of Loughborough, the bus-body builders. This was a rather last ditch affair for Willowbrooks, who were in financial grouble and were soon taken over by Duple, and car body building ceased.

Alvis built approximately 37 TC108/G chassis, most going over to Graber in Bern to be custom built in their works for sale in Switzerland. A mere 13 were hand built by Willowbrooks, most being used as factory demonstrators, to keep the Alvis name in front of



*Above: The TC108/G featured on our front cover after restoration and right: before work started.*



the public and then resprayed and sold off. Some reached the public new, but priced at over £2600, were not really competitive enough to produce the sales volume which Alvis required. Later negotiations with Park-Ward produced the famous TD21, which suited the British buyer better, being less expensive, with more rear leg and head room and more boot space.

John's car was completely stripped down and a new wooden frame made to carry the outer panels and doors which were almost falling off. Most of the bottom nine inches of panel work was rotted away and had to be replaced. A new wooden floor was made, also the boot floor.

The car arrived with an undersized windscreen fitted as the original had been broken and no replacement was available. A new screen was made and its frame repaired. Upholstery and trim was renovated, repaired and replaced and the job finished off with plated parts re-chromed and the body finished in cream.

DEK was completed in December 1988 and John hopes to show the car at an Alvis club event during 1989.

## SIR ALEC ISSIGONIS 1906-1988

Sir Alec was one of those great Englishmen who was not actually English at all (Isambard Kingdom Brunel, Frederick Handel and King George the Third being others). Sir Alec was born in Smyrna (Turkish, but Greek speaking), on the 18th November, 1906. His father was a Greek, but a naturalised Englishman, and his mother was a Bavarian. The family owned an engineering business, which specialised in ship repairs, so the young Alexander got a good start in practical engineering. He saw an aeroplane before his first motorcar, but when he did see a car he soon became an enthusiast. In 1914, the Issigonis family suddenly found themselves British subjects in an enemy country, and were interned for the duration of the war.

The Armistice in 1918 did not bring lasting peace to Smyrna, and in 1922 the Turks invaded, and all British subjects were evacuated by courtesy of the Royal Navy. The Issigonis family went to Malta, where Alec's father remained in poor health, and later died there. Mrs Issigonis took her son to London, where he was enrolled, at the age of seventeen, in the Battersea Polytechnic. Alec had no formal education at all when he was young, and so he found the course very hard-going. In particular, he hated mathematics; "...its the most uncreative subject you can study...". He could not take a degree course, so he embarked on a diploma in mechanical engineering, and just scraped through the examinations. In view of his later achievements, this is a lesson to all of us.

Alec Issigonis started work in 1928, being involved with a small company in London who were trying to perfect a semi-automatic transmission for motor cars. Part of Alec's job was to try and sell the system to motor car manufacturers, and he travelled from London up to the Midlands on many fruitless occasions. The invention of synchromesh killed the idea, and Issigonis soon realised that he was wasting his time. During his visits to Coventry, Issigonis had met Humber's chief engineer, and was able to get a job in the suspension department under Bill Heynes, later famous at Jaguar. At Humber, Issigonis helped to perfect independent front suspension systems for the firm, known horribly as the "Even-Keel" system. In 1936 he joined Morris.

It was during the nineteen thirties that Issigonis and his friend George Dowson, started to build an Austin Seven "Ulster" engined special, later to be known as "The Lightweight Special". This car (still to be seen at VSCC events) is the most remarkable amateur-built special ever to be made. The car had an monocoque chassis made from plywood faced with aluminium sheet, with the engine used as a stressed member. The independent suspension all round was by wishbones and rubber springs, and the wheels were cast in electron. Virtually hand-made, the car first ran in 1939 and has been competitive ever since. Anyone who has seen this fabulous little racing car cannot fail to have been impressed, as it demonstrates ingenuity, style and excellent workmanship, hallmarks of Issigonis' work.

At Morris, Issigonis worked on various suspension systems until the outbreak of the war. He then became involved with all sorts of ingenious devices for the armed services, including an unlikely mechanised wheelbarrow for dropping by parachute, and a miniature amphibian. After the war, as is well known, Issigonis was given the chance to design a new car from scratch, and this of course emerged as the Morris Minor, a revolutionary concept for a British light car. It was in fact designed during the war, and originally was to be called the Mosquito, although the name was later dropped because of the well known wooden De Havilland aeroplane of the same name.

The new car had monocoque construction, independent front suspension by torsion bars, and should have had a flat four engine, but Morris were too mean to invest in a new engine, and so Issigonis had to make do with a pre-war sidevalve design. He had also intended to use front wheel drive, and had experimented with independent rear suspension as well. However, like many other engineers before and since, he had to accept management decisions to keep things simple, and so the Minor emerged as we know it. It should be remembered that Issigonis

was responsible not only for the mechanical design, but the design of the body as well, most unusual for any engineer.

When Morris and Austin merged to form BMC, Alec Issigonis felt that he should move, having no desire to become embroiled in inter-company politics. Remarkably, in 1952, he moved to Alvis. I think that this move was remarkable as Issigonis was very much a small "peoples" car man, and indeed had little regard for larger more luxurious vehicles. However, at Alvis he took over control of the motor car design department and was allowed to design a completely new car.

Alvis were no strangers to the unconventional; front wheel drive; overhead camshaft engines; independent suspension and synchromesh gearboxes. But I think that it is fair to say that after the war they had lost their sense of adventure and innovation in motor car engineering. Issigonis' design changed all that!

The new Alvis was a five seater high performance saloon, powered by an all aluminium 3½ litre V8 single overhead camshaft engine. The two speed gearbox was in unit with the back axle, and had an electrically operated overdrive to give four speeds. Suspension was independent all round, using a rubber medium, designed under Moulton patents. Experiments with hydraulic interconnection of the front and rear suspension were carried out, and this was of course the forerunner of the Mini's "Hydrolastic" suspension of later years.

Although completely uncharacteristic of the other postwar Alvises, (and uncharacteristic of his other work) Issigonis' design was well thought by John Parkes. It had an extremely good performance, at least one prototype being built and tested, but the cost of tooling up for the production of this car was going to be prohibitive, and so it was abandoned. In 1955 Issigonis was invited back to BMC, and seems to have left Alvis without regret. It appears that no drawings of the prototype Issigonis Alvis survive nor even a single photograph of this car. It is as if there was a deliberate policy by the company to obliterate all traces of Issigonis' work. Some years ago I wrote to Sir Alec asking for details of this car, but in return I received a polite letter from Alvis Limited, pointing out that they did not release details of their prototypes to the general public! To be honest, I am glad that the Issigonis design got no further. It was to have a pressed steel body and floor pan, which was hardly in the Alvis tradition of coachbuilt bodies. It would no doubt have been an excellent car, but it would not have been an Alvis! (As an aside, I believe that a fascinating research project for someone, would be a study of Alvis prototypes and one-off cars. Anyone interested?)

Back at BMC, Issigonis was involved in the design of a 1½ litre front engined, rear drive, all independently sprung car, with hydraulically connected rubber springing, which was a logical extension of his work at Alvis. This work ceased with the 1957 Suez crisis and subsequent shortage of petrol. A small economy car was now the priority, and so the Mini was born.

It is not necessary to dwell on the technicalities of the Mini, although at the time they were far more revolutionary than those of the Morris Minor. Front wheel drive, transverse engine in unit with the gearbox, tiny wheels, rubber springs, independent suspension all round. It is the Mini more than the Morris Minor which made Issigonis more or less a household name, and it should also be remembered that this car was another where he designed the body as well – including these curious external body seams! The Mini revolutioned small car design and performance, and of course the concept is still in use today. After the Mini came the 1100, the 1800 and the Maxi, all most successful designs. Issigonis retired from British Leyland (as it then was) in 1971 but remained a consultant for the remainder of his life. In his latter years Issigonis suffered from poor health due to Parkinsons disease a terrible affliction that he shared with that other great designer of unconventional cars, Frederick Lanchester.

Sir Alec Issigonis was an intuitive rather than a trained engineer. Most of his design was in the form of sketches, which were transferred into engineering drawings by draughtsman. That is not to suggest that he did not understand the technicalities of design. It is all too obvious that he did. Neither must he be thought to have been "only" a suspension man. He was also capable of designing engines (as in the case of Alvis) and the bodyshell itself. He is one of the

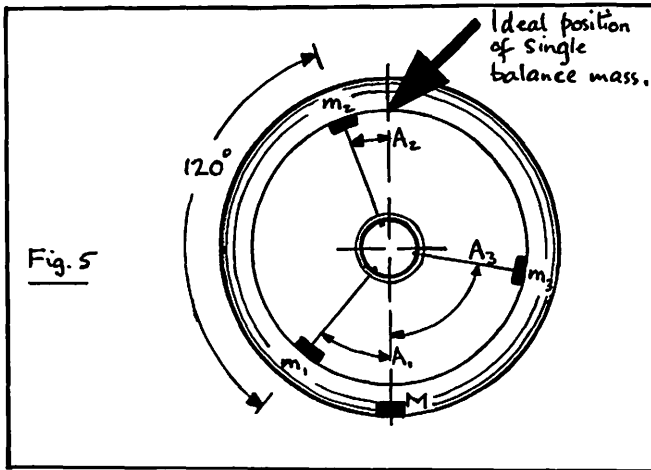
few engineers who designed a complete car. He must be regarded as one of the most remarkable automobile engineers of all time, and certainly the last great individual British designer. Whilst it must be admitted that he contributed little to Alvis history, by allowing him to develop his ideas, Alvis certainly contributed a great deal to the British motor car industry, that says a great deal for his character.

*Julian Collins*

*...And now for those of you panting to complete Peter's saga of wheel balancing...*

### Wheel Balancing Part II

Suppose the wheel to stop in the position shown in Fig.5 and suppose  $m_1$ ,  $m_2$  and  $m_3$  to represent the three balancing attachments,  $M$  being the "heavy" point.

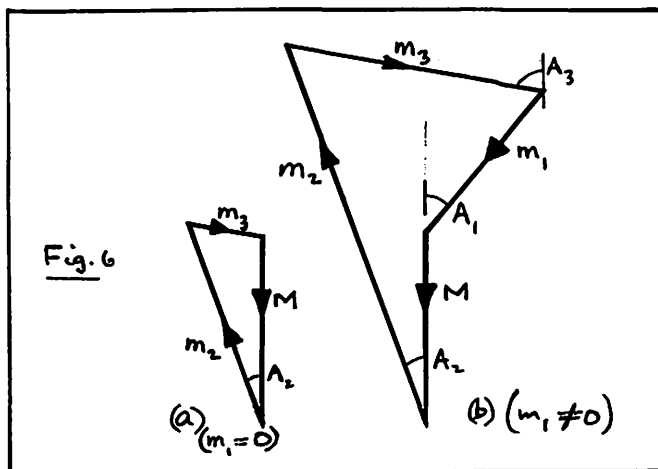


The problem is to determine values of  $m_1$ ,  $m_2$  and  $m_3$  such that their joint effect will be that of a single mass equal to  $M$  and placed opposite to it. If the angles to the vertical made by  $m_1$ ,  $m_2$  and  $m_3$  are, respectively,  $A_1$ ,  $A_2$  and  $A_3$  then, by inspection:

$$A_2 + 120 + A_1 = 180 \text{ so that } A_1 = 60 - A_2$$

$$A_3 + 120 - A_2 = 180 \text{ so that } A_3 = 60 + A_2$$

Thus  $A_1$  and  $A_3$  can be found easily once  $A_2$  has been measured. (with a protractor – surely you remember what that is?) Knowing the angles and the value of  $M$  the force polygon can now be drawn to some suitable scale; however, since the radius is the same for all masses and the velocity as well, it is sufficient to draw (or sketch – since no measuring will be done) the mass polygon. For equilibrium this polygon must close, as shown in Fig. 6:



So much for the geometry, now for the trigonometry – with a bit of algebra thrown in. (The voice: “Oh Gawd...”)

Resolving vertically gives:

$$m_3 \cos A_3 + m_1 \cos A_1 + M = m_2 \cos A_2 \quad (\text{Fig. 6b})$$

so that, putting  $m_1 = 0$ :-  $M = m_2 \cos A_2 - m_3 \cos A_3$  -----1.

Resolving horizontally gives:

$$m_1 \sin A_1 + m_2 \sin A_2 = m_3 \sin A_3$$

so that when  $m_1 = 0$ :-  $m_2 = m_3 \left( \frac{\sin A_3}{\sin A_2} \right)$  -----2.

Substituting for  $m_2$  in Equation 1 gives:

$$M = m_3 \left( \frac{\sin A_3}{\sin A_2} \right) \cos A_2 - m_3 \cos A_3$$

or  $M = m_3 \left( \frac{\sin A_3 \cos A_2}{\sin A_2} \right) - m_3 \cos A_3$  -----3.

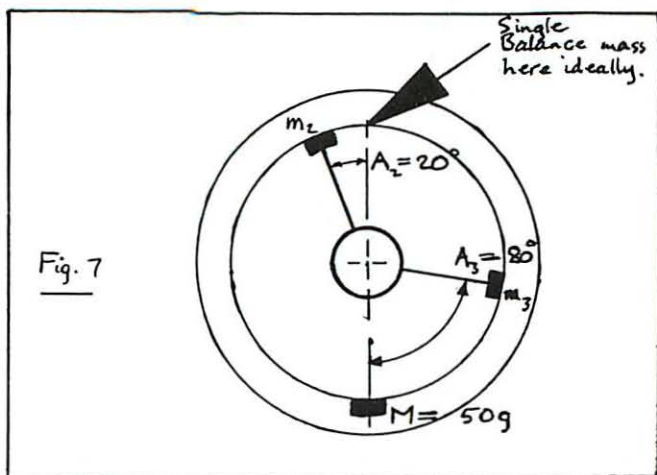
Since  $A_1$  and  $A_3$  are known, their sines and cosines can be looked up in the (trigonometrical) tables, on the back of your slide rule (if you haven't thrown it away, silly) or punched out on your Sinclair if the meter-reader has not trodden on it or the battery is not run down... And since  $M$  has been found experimentally,  $m_3$  can be found from equation 3. When found, it can then be substituted in Equation 2 to give  $m_2$ . Note that this is larger than  $M$ .

The great moment is now come; disks can now be counted out/cut up for  $m_2$  and  $m_3$  and placed in position, the attachment for  $m_1$  being left empty. (Don't forget to replace *all* the caps and nuts.) The first wheel will take you ages (mine took me a day) but do not be discouraged – the second will be easier and the final reward great. There is nothing so pleasurable as rolling



on four nicely balanced wheels – it makes one feel quite smug!

I hear that plaintive voice again (I bet its someone from the Midland Section!) just as I thought I'd finished: "how about a sample calculation then?"



suppose that, experimentally,  $M = 50g$  to be balanced at the point indicated in Fig. 7 and that (by measurement with a protractor)  $A_2 = 20^\circ$ . Then  $A_3 = 60 + A_2 = 80$ .

From the tables:  $\sin 20 = 0.342$  and  $\sin 80 = 0.985$

$\cos 20 = 0.940$  and  $\cos 80 = 0.187$

To find  $m_3$  (in grams) these figures must be substituted for the symbols in equation 1:

$$M = m_3 \left[ \frac{0.985 \times 0.940}{0.342} - 0.187 \right]$$

$$= m_3 (2.7 - 0.187)$$

or

$$M = 2.513m_3$$

Alternatively

$$\frac{m_3}{M} = 0.398 \quad \text{say } 0.4 \quad (= k_1 \text{ say.})$$

Thus

$$m_3 = 0.4M = 0.4 \times 50 = 20g \quad \text{in this case.}$$

Thus the value of  $m_2$  can now be found by substituting this value of  $m_3$  in equation 2:

$$m_2 = m_3 \left( \frac{0.985}{0.342} \right) \quad \text{where } m_3 = 0.4M$$

or

$$\frac{m_2}{M} = 1.15 \quad (= k_2 \text{ say.})$$

Thus

$$m_2 = 1.15 M = 1.15 \times 50 = 57.5g \quad \text{in this case.}$$

To help out those Speed Model owners who are too busy practising to do sums, I have worked out (by slide rule) and tabulated, for a series of values of the angle  $A_2$  from  $10^\circ$  to  $60^\circ$ , the corresponding values of these ratios which I have called  $k_1$  and  $k_2$ . All you have to do is find  $M$  and measure  $A_2$ . Armed with this knowledge you can then look up the relevant values in the table,

determined  $m_2$  and  $m_3$  and start cutting up the lead preparatory to having the first really smooth ride since you bought the damn thing. Alternatively you can obtain the values of  $k_1$  and  $k_2$  from the graph; for example, if  $m_2$  stops at a point  $17^\circ$  after top centre when rotated anticlockwise,  $k_1 = 0.34$  and  $k_2 = 1.12$ . If  $M = 74$  g then

$$m_3 = k_1 M = 0.34 \times 74 = 25 \text{ g (about one disk)}$$

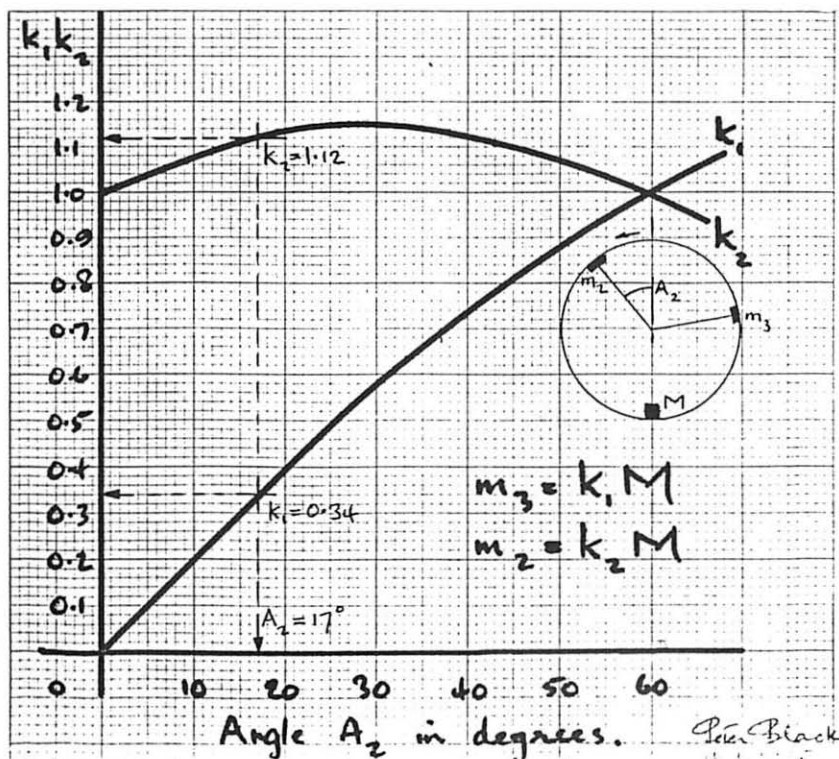
$$\text{and } m_2 = k_2 M = 1.12 \times 74 = 83 \text{ g (just over three disks)}$$

Values of  $k_1$  and  $k_2$  for each value of  $A_2$

$A_2^\circ$	10	20	30	40	50	60
$k_1$	0.20	0.40	0.58	0.73	0.88	1.00
$k_2$	1.08	1.14	1.15	1.12	1.08	1.00

Note that, if  $m_2$  comes to rest before reaching top dead centre, the graph may still be used by viewing the wheel from the inside;  $m_3$  then becomes  $m_2$  and vice versa.

Graph: From this graph (compiled from the figures in the table) intermediate values of  $k_1$  and  $k_2$  may be read off.



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## SAID IN SPORT

### The Vintage Sports Car Club – Prestcott Hillclimb, 7th August 1988

This hillclimb is always a grand occasion, but this year it was more so by the fact that it was the Golden Jubilee meeting.

The event attracted a large number of Alvis entries including six 12/50's, and what must be a record, seven 12/70's. Although it is a condition of admission that no 'dogs' are allowed, John Brydon, not only had the nerve to arrive at Mac Hubert's party driving a Vauxhall Touring complete with period caravan, but actually pushed his luck even further by arriving at Prestcott with this car, with brakes almost on fire, after negotiating the steep hills from Mac's to Prestcott.

James and Louise (Comp. sec's offspring), thought it would a novelty to have a lift to the Hill in John's Vauxhall. It was a journey of alifetime, or at least risking their lives and limbs down the very steep hills, with brakes full on, smoke emitting, complete with John pulling on handbrake. That'll teach him to put a red triangle over a Vauxhall radiator badge!

Practice went without too many dramas. Rod surprised everybody, including himself, with a fantastic time of 43.74. Rivers Fletcher with much elbow work, amazed everybody and put a time in the 48 sec. bracket. In the competition proper, Dick Gilbert obviously had been studying Rivers, and executed the Hill also with much armwork and a very spirited drive. The 12/70 team all carried out their days work in a smooth fashion, the Hulbert 12/70 on loan to Stogdale, appeared to have more urge than the rest of the 12/70s. Perhaps they were running on a mixture of best bitter, left over from the night before. Stan Hicken's car was pinking very badly around Orchard. Simon Meriott tried the short route with much verge cutting, obviously a Prestcott Hillclimb Drivers School pupil.

An axle-tramping 4.3 Special driven by Roy Spears, producing the only Sports Car place with a very respectable 47.94 sec, run, which gave Roy a third in class. Tim Walker failed to negotiate Pardon and decided that building sandcastles was the order of the day. Dick Baddily, trying very hard with his now, Speed 25 Engined car, was producing much tyre smoke. Mac Hulbert in his new single-seater Silver Eagle Special was running very nicely and gave us a good days entertainment. This being Mac's first season with this new car and promises to be a very exciting car for the future. Rod Jolley improved on his practice time and clinched third place behind Guy Smith in the Alvis engined Nash, with a personal best time of 43.50 sec. Rod was justifiably ecstatic with his performance. This was an excellent finale to another memorable Prestcott weekend which is probably one of the most enjoyable V.S.C.C. weekends of the year.

*Brian Chant*



Two shots by Brian Chant from last year's Prescott  
**left:** Laurie Merriott and Stan Hicken indulging in a bit of thirsty paddock work....



...and **right:** Roy Spier's 4.3 special driven by a replica of Jenks' produced by the Nottingham Dramatic Society.

### The Vintage Sports Car Club Donnington Park Race Meeting 17th September 1988

The final race meeting of the VSCC calendar took place at Donnington, and, as at last years meeting, it would decide who would win the Ford Trophy for road-going sports cars and the Brooklands/Motor Sport Trophy for road-going sports cars and the Brooklands/Motor Sport Trophy for all pre-war cars. Since a trophy for sports cars was instigated in 1981, Alvis cars and driver's have dominated the scene somewhat; in 1982 David Roscoe was placed first, in 1984 and 1985 Graham Burrows was victorious, and last season John Brydon won, and nearly every year runner-up sports have been claimed by Red Triangle racers. This year, John Brydon was 'our' man again. He started the day with a five-point lead, although the second-placed



competitor non-started. Thus, John was handed a 13 point lead over Poynter in his Leaf.

In race one, John made a flying start and immediately went up into fourth spot. Being the gentleman that he is, John waved through the faster Fiskin in the ex-Chevell/Charnock 4.3 and Dunham's infamous 12/70 Brooklands car settling for sixth place and five points. Fiskin drove very rapidly to catch, but not quite pass, Burrell's Bentley-Royce, to come home fourth. Dunham finished fifth and this race proved to a great extent that the big Alvii are very much to the forefront of pre-war sports car racing.

The outcome of the Ford Trophy was settled in race two. Eighteen points behind, Poynter needed a first place. After five laps of the demanding Donnington circuit he finished 15th, well out of the points. Success was thus ensured for yet another year for an Alvis in the Ford trophy. In this race, there was success for Ron Dean who was second in his Silver Eagle, obviously aided by a low drag factor as the car is still without a rear wing. Dutton-Forshaw's surprisingly



..And from  
Donnington 1988,  
**left:** Frank  
Spencer's 12/50  
holds off Tony Cox  
in the FWD

and **right:** the  
Ex-Charnock 4.3  
driven by Fiskin  
doing battle with  
Richard Dunham's  
Brooklands 12/70  
special. Photos by  
Brian Chant.



quick 12/50 finished fourth whilst Simon Merriott came ninth in his 12/70 despite the VSCC's President's usual driving 'tactics'. (Even mobile chicanes should be fitted with rear-view mirrors! -*Comp. Sec*)

For a long time in race four, Pat Green in his 12/70 special looked as though he was going to get a podium position of some sort and he was certainly travelling at a much faster rate than in his earlier race. However, he retired after 4 laps with carburettor trouble. Simon Merriott, again driving both smoothly and with speed, came home sixth whilst Tony Cox (FWD) and Frank Spencer (12/50) had a race long duel which finished with Frank in 11th ahead of Tony, 12th.

The pre-war allcomers race unusually did not feature Rod Jolley in the Giron Alvis, a shame as he probably would have finished third. Fisker and Dunham were entered, and they had a most enjoyable battle throughout the ten laps, Fisker ahead until Dunham found a way past towards the race's end. They finished in 7th and 8th, Dunham in front. Tony Mayman took the win, the first of four consecutive victories he had at this at the meeting - makes you wonder who they wanted to win the Motor Sport Trophy...

Race six was a scratch race for...well, almost anything - Mayman's ERA was pitched against other competitors who were some 40 seconds a lap slower. On paper it looked ludicrous, and, indeed, second placed Sayers (Riley) was 13 (thirteen) seconds a lap slower than the flying ERA. However, the battle for second more than made up for this walkover. Paul Holdsworth in the Giron was a credible third after a race long duel with Sayers, Gillies (Riley), Ellison (Riley). Jamieson, having his turn in the Chevell/Charnock 4.3 was sixth, whilst Peter Smith won an interesting contest in his 4.3 against Stacey-Marks' original looking 4.5 litre Bentley.

Although somewhat outclassed, Rod Jolley finished seventh with the Giron in the Allcomers race. Rod and Paul Holdsworth are now reaping the benefits from this car, which has now found reliability to match its pace, after a few seasons in the wilderness carrying out paddock rebuilds.

Fisker ended his successful season with a third, whilst John Brydon picked up a fourth. It was good to see David Ward back out in his Silver Eagle after some time searching for replacement engine bits.

Of course, the final word should go to John Brydon who won the Ford Trophy with comfort and a total of 52 points after a season a consistent front runner. In true VSCC spirit he said he only does it for the money! Congratulations John, and good luck to everyone for their winter rebuilds and next season.

*James Chant*

### Vintage Sports Car Club Ford Vintage Racing Trophy Contest. 1988

Yet again an Alvis has proved that it is the leading mark in VSCC events. John Brydon has once again upheld tradition by winning the Ford Vintage Racing Trophy, well clear of Richard Black, with his Aston Martin-Riley. Alvis drivers have dominated this competition since the first year the award was presented in 1981. Bearing in mind that it is a requirement of the competition for cars to be driven to and from the meeting, and successfully raced, for points are given for the first ten positions in every VSCC race.

With a hard season's racing, plus all the mileage on the road, this success not only pays tribute to the Alvis engineering, but also to our Competitors' preparation. Congratulations John. We all wish you success in 1989.

*Brian Chant*

### Pre-April Silverstone Dinner.

14th April 1989

The annual Pre- Silverstone Dinner, for Alvis racing drivers past and present, will be held as



last year at the White Hart Hotel, Buckingham, 7.30pm or 8.00 pm. For further information and dinner bookings, contact the competition secretary, Brian Chant.

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### REGIONAL ROUND-UP

#### NORTHERN SECTION

##### North by Nor-West

Four or five christmas dinners were 'slipped-in' this year. The smallest at the Dandy Cock was 30 strong and panto horse (Daisie's in the dog house) took over the restaurant completely. The idiotic goings on, were designed to aid digestion and make it a night to remember; but I can't remember if it did or not! Next year 28 and fancy dress.

A flurry of 6 Alvis made a guest appearance in support of the 12/50 Register's inaugural rally' on New Years Day near Burscough, only to find it was a normal VSCC event. Still we had a good day out, and as usual were the last to leave. Glorious weather prevailed, even the sun came out!

Michael Fletcher is hard at it researching the Front wheel drive/Rear wheel steer car of 1928 - very interesting - steering geometry obviously Ackerman flavoured, Alvis castings and quarter elliptics all over the place. Is it possible it is Four wheel drive as well? If anyone has any information, drawings, plans etc Mick would be most pleased to hear from them to compare notes.

Twas in the winter of 1609 last that Milord and Milady Fletcher invited all the lords and ladies of three counties to their residence for a christmas banquet of unsurpassable quality. Ye fancy dress theme of 'future fashion' was supporteth well, excepting ye players who refrained from these frivolities. The fair for ye boards was substantial from Milords estate, with the added amusement of strange coffee beverage for all to try; methinks it will not catcheth on. Ye minstrells voices were of heavenly quality, and calmed most of ye three score and ten who were in attendance. King John, so titilated by the pleasure of the grape, gave forth in defiance of French custom and knighted ye loin of beef before our very eyes. "Arise Sir Loin" he commandeth, you could hear a cotter pin droppeth!

Celebrities included Milord and Milady Hardicker, Milord and Milady Robinson and family, Milady Katherin of Shelvington, Milord Freddy Boswell of Lime St; and Milord and Milady Shelmerdine and family from the village of Blackburn.

We notice with amusement the Midland Section is trying to move North. I just can't think whatever for. Even though we do have a dozen 'honorary' members in the North who unfortunately live over the borders. Names will not be mentioned as they know who they are. But please lads don't raise you hands at our AGM, as we can't give you a vote as well; and it does get confusing to the counters.

John Pryor has recently moved up North with his Sp20, and is presently living in the Sandbach area. He came to the Dandy Cock Technical Meeting (every Thursday night) for some spares and advice on his starter motor. After this he told of his now immortal and infamous crash, which all stemmed from his centre peddaler (now changed) going wild and wiping out half the vehicles in a village down south. We are now wondering if it was a wise move to make functional the afore-mentioned starter motor. Perhaps we'll just put him out up front to clear the way...!

P.S. Surely the A.I. Tom of all moggies should know that Delages have three metres of bonnet, but should be reminded 'you can't judge a car by the length of its cover!' And to just what level has this meeting fallen, when you bring bits of Alvis to discuss; and not a whole one. Then sit around someone else's fire supping rotting vegetation, dreaming of your rotting Alvis in its rotting garage. Is the white rose going soft? Or have you been speyed? For the answer to this and lots of equally catty questions, tune-in next month to 'Upholstery' on your whisker!

*Flatteth of Capp*

*We needed something to keep these Northerners apart, so how about this plug for the Tartan Tow-Ball Tour on June 16th?*



**The White Swan, Blyth.**

**Tuesday 17th January 1989 (3rd Tuesday)**

Flat Cap's lengthy & deranged ramblings in our new year Bulletin, alongside an angry letter from Chris Holt to some poor unsuspecting soul (perhaps a Euro-Prole?) remind me that it is time to usher in 1989 with a meeting report, preferably one avoiding all that controversial political stuff....

Anyway, we've redesignated ourselves 'The Delage Winter Drivers Club' as all our Alvises seem to be locked away and a nameless fellow had tactlessly abandoned a vast D8S Tourer in the frost outside the 'Pub - there's 3 yards of bonnet, steering wheel 3" dia. and a bit of 4" Soil and Vent for the exhaust - the owners name stays unpublished if "Mr Sotherby" keeps showing us the catalogues! Keith Taylor, who'd co-piloted him, looked cold, insufficiently protected by several layers of clothing, a thermal parka, balaclava, scarf and hat (possibly I am exaggerating)

Messrs Ian White, Howard Clayton and John Williams came in a VW, (which is absolutely no relation to Alvis that we know of) and looked quite civilised in jumpers, no winter clothing at all, likewise Bob Vardey, Steve Downsborough and Richard Harrison were in warm, sensible modern motors. Mike Appley and young Frith had at least brought some bit of an Alvis along in the FWD (Ford)

"Happy New Years" exchanged, we settled down to business - apparently one can buy a low mileage, never raced, rallied or Blitzkrieged Alvis Scorpion from the Swiss for about the



*Left: The time; August 1988, the place; G-Mex, Manchester. The award; 2nd prize for Best Club Stand. Dougie, Pat and Andrew (standing) with Gez and Mick (seated).*

price of one of those complicated knives with strangely shaped ends there doesn't seem to be a use for – noone had a vacant garage, it seemed, and Jag-engined specials went out with that 4.3 tourer we used to see.

John Williams's 12/50 now has a super Beetleback body, but John will have to stop gadding off navigating the Measham in next-doors Frazer Nash and a silly red kagool, if the car is ever to run. Likewise the Friths must leave the shelter of the lounge and wire the Sp 20 before too long, 'cos it didn't get done over Christmas...'

Official business included discussions on the whereabouts of our Mobs 1989 event – watch this space and club calendar for further details, but we can guarantee at least as much sun as last year.

The meeting broke up late on the expressed sentiment that this was the best bit of old car motoring – gassing about old cars from the warmth and safety of a hostelry, faced with the reliable prospect of a quick trip home in a warm, comfortable, civilized Eurobox, leave the wretched Alvis to its garage, where it can steady appreciate....

Controversially Yours,

*A1Tom*

## MIDLANDS

Red House, Caverswall, Stoke on Trent.

Tuesday 10th January

It didn't take much to rekindle the Christmas spirit at the Red House, Caverswall when an excellent cold buffet celebration was organised by our President, Ernest and his wife Marjorie together with daughter, Nina. Nearly two score of Alvis enthusiasts turned up to renew auld acquaintance and discuss the latest surgery on their treasured projects. Brian Bowler and John Pryer contemplate bionic miracles on their TA and TC saloon chassis. Ron Cantrell, who actually achieves miracles with God-like ease, intends at least two resurrections in the next 24 months. Graham James anxiously awaits his 'ghost like' TD drophead whose owner has done a disappearing act with some of his deposit. Howard Machin showed photographs of a resurrected TA14 which looked, and probably is, immaculate. Speaking of ghosts, Eric Jones

has two, both Rolls Royces and is looking for bodies to suit. Hugh Torrens actually materialised but nobody saw him except our President but he has promised to come again. Bill and Audrey Walters reappeared after a long absence and everyone was delighted to see them once more. Peter Lakin couldn't be seen at all but his enormous bow tie was much in evidence. A few spirits from Stockport entered in the fun of things and were heard to toast a few absent friends. By the time the party was over we were all singing that old Devonshire song with John Hill, Ron Buck, doc Martin, Eric Ody, Bert Adams old uncle Mal Brydson and all, old uncle Mal Brydson and all!

*Bert Adams*

## EAST ANGLIAN SECTION

The Golden Pheasant, Eton near Peterborough. Thursday 5th January (first Thursday)

Lindsay and Clive Tomkinson, Mick and Pat Hilson and Chris, Irene and Andrew Storrar were joined by MG, Lotus and Jaguar friends.

Conversation included the continuing trend for complete and original cars, in some cases largely bodily sound, to be dismembered to make racey specials bearing little in relationship to the design concepts of Capt. Smith-Clarke and of much changed appearance. The number of original Alvis now in existence is being progressively reduced by this means, something which the meeting regretted. Other clubs, representing cars of much less rarity and quality than Alvises, would appear to place higher emphasis on cars being retained in or restored to their original format. The meeting would welcome comments from other members.

Mick and Pat have promised to bring their TE21 to the next meeting as the other Alvises are getting lonely. Chris hopes to have his SA Speed 20 on the road soon. This is a lovely VDP Continental saloon formerly owned by member Rob Ratcliffe, but which hasn't seen the road for around fifteen years.

*Andrew Storrar*

## SOUTH-EAST SECTION

Christmas lunch at the Yew Tree, Frieth. Sunday December 18th

One long table suitably decorated for the festive season, including crackers, greeted the twenty eight members and friends for the Frieth Alvis Christmas lunch.

Paper party hats were the order of the day and nobody was to start without wearing one. Some of the ladies had difficulty keeping theirs on without spoiling their hair. Paper streamers flew across to both ends of the table from somewhere in the middle just for fun and more decoration.

The choice of starters and main course was varied and the food was extremely tasty. Wine was provided by the south east Alvis committee on the proceeds of South East Alvis day. We were glad that Albert and Betty Sparrowhawk were able to join us in sharing the wine. A token recognition for the use of their farm for S.E. Alvis day.

Jennie called everybody to order to say a few words of thanks especially to our landlord and excellent chef Franz and to the manageress Annie. They and their staff looked after us very well. Jennie announced our intentions to hold the *May Frieth Gathering* again, and confirmed that we can visit Charles Peers farm in June for our *Annual Barbecue*. We shall also arrange another outing later in the year. After prompting from Malcolm to wish everybody a Happy Christmas and New Year, Jeannie sat down to allow Clive Taylor to make a few announcements of events proposed for the S.E. Section in 1989.

We are indebted to Eric Oakman for his kind comments in response to Jennies speech of thanks.

We feel that a superb time was had by everybody. For those of you who didn't come try

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and come next year. We know you will enjoy the splendid meal and company. We have already reserved the restaurant for Christmas 89 so watch club calendar for announcements.

Incidentally "Horace" the 12/50 of Jim and Syblil Strugnel was very lonely in the car park.

The Yew Tree, Frieth.

Sunday January 15th 1989

An opportunity for a ride in Clive Taylor's "new" 12/70 Special was not to be missed. Jennie and Fiona reluctantly stayed at home to prepare for our South East committee meeting while Malcolm enjoyed the exhilaration of January open air motoring.

Clive's car is a real credit to him. It drives and handles very well. It is a real joy to be driven by a driver who knows what driving is all about. A leather coat and leather flying helmet are obviously essential items but this did not detract from the total pleasure of the experience. Thank you Clive for a wonderful ride.

Two TE 21's greeted us in the car park as we arrived. The yellow saloon of Roger Cooper and a blue DHC of Brian Johnston which we have not seen before. Brian is not a member but was persuaded to attend our meeting when he was spotted by Roger driving his TE whilst on business. The DHC was previously owned by Peter Scott the ornithologist. Some work has been done by Brian on this very low mileage car to present an almost perfect and original example of a TE DHC. The TE 21 saloon of Charles Peers joined us later.

Food was the essential ingredient in the pub washed down with appropriate beverages to fight off the January cold.

Mike and Jan Baker and Phil Bennett joined us for an all to brief meeting. The pressure was on to return to the South East committee meeting. It was nice to see Phil Bennett again especially as he has been able to gain a small respite from Sunday employment.

*Malcolm Kindell*

January meeting held at The Talbot Hotel, Ripley, Surrey. Every 2nd Tuesday in the month at 8.30 pm

Our second meeting at The Talbot, again proved a success. Margaret and Brian came in their midnight blue TD21 saloon finished, with only 100 miles from rebuild. The carburation needs a little fettling, and Robert with Lorraine Smith were able to give Brian some valuable information on this subject. Gerard Sykes from Frensham, came in his Porsche. Bernadette and Graham Stilwell travelled from Bramley, Graham missed the November meeting working on

his TD21 radioator hoses, until he realised at 10.00 pm that there was a meeting at The Talbot. We are pleased you both came. Elizabeth and John Carlton from Oxted were able to give some advice to Albert Sparrowhawk, who has acquired an original Grey Lady from Bill Chaffin who had owned the car for over 20 years.

Jennie and Malcome Kindell came from Ruislip. Sieger Caspers made his first visit from Betchworth, Jan Baker drove Mike, in his delicate condition – damaged his back playing golf!! Thereby missing the Measham Rally. Janet and Malcolm Davey were hopefully able to assist Stuart Peace to find a source of fine mesh to make a petrol filter for his petrol tank. Idris Francis, came with Alan Emery, as did James Walker and Eric Parsons. Judi and Keith Russell from Woking came in their smart white Speed 20, as did John Forrester.

The night air had a nip of frost present but this did not stop 28 members coming to a warm and convivial meeting. Several members were able to help each other with their problems which is always a bonus at club evenings. May I say how nice it was to meet so many members wives. This must be a record for a club meeting as 10 ladies present improved all topics of conversation.

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## READERS WRITE

From: Eddie Quelch, Luton, Bedfordshire.

5th January 1989

Dear Ben,

*I have just found a buff log book for a Silver Eagle I sold some years ago. If the owner now is a member and would like to give me a ring I will send it to him/her!*

Reg No. BVC 444

Chassis No. 18284 Car 13578

Engine 14028

*Also may I mention again, this year my garage is bulging with spares and various Alvimobilia so PLEASE can we try for a "Sunday Venue" for the club Autojumble. I am sure if this is possible there will be many delighted members who like myself have to work on Saturdays*

*Yours sincerely,*





**Left:** DDU 152, the 1938 Speed 25 DHC of Michael Newman. See Readers Write below.

From; Michael Newman, Bexley, Kent.

26th January 1989

Dear Ben,

I enclose herewith a photo of my Speed 25 which after many patient years has finally completed its restoration. Perhaps some of the older club members may recall seeing DDU 152 during the late 1950's and early 1960's when she was owned by the late Stuart Clark. The car was exported to the USA around 1965, and went into immediate hiding. Despite the strenuous efforts of Hugh Clarkson and others in the North American section, its ownership during this period remains a mystery. Any information about DDU during this time would of course be most welcome.

I purchased the car in London, after its return to this country in 1979. Its condition at that time, can only be described as 'distressed'. My long suffering wife listened patiently to the dealer as he defined the difference between 'good rust and bad rust'! Nine years later the restoration was completed...but that is quite another story.

My sincere thanks are due to all those who assisted in this restoration, and in particular to Peter Woodley who rebuilt the engine, and did much of the work on the chassis, and to James Pearce, coachbuilders of Wisborough Green, Sussex for the paintwork, trimming and finishing the car to a very high standard.

DDU 152 is now, as despatched to Messrs Henleys of London in January 1938, a worthy credit to the Alvis Motor Company.

Yours sincerely,

From: Technical Editor, Peter Black, Pujaut, France.

1st January 1989

Dear Ben,

The first letter of 1989: Happy New Year!

I quote with approval our amiable Registrar: "I regard it as the duty of every Alvis owner to complete a...history file...by researching and recording..."

In 1958 I bought AND 333 (Car No. 15838, SB.19) from a Bristol student. A coupé (according to the log book) it had been sawn round and fitted with a folding windscreen. On the bonnet was painted 'Moby Dick' and it was running...just. It had P.100's (my earlier SB had P.80's) and a decompression plate one eighth of an inch thick beneath the block. It also had cluster valve springs and I admit that I cannibalised it for years...

*It left the factory in chassis form on 1.12.1933 en route for Messrs Henley of Manchester, being first registered on 24.3.1934. Whoever had it new must have been some traveller because after only two years (18.5.1936) he had the crank reground at Alvis Ltd, the block rebored and new pistons fitted!*

*If any member could throw light on the first 25 years of Moby Dick's existence I would be grateful and able to start another history book...*

*The head has had 125 thou. removed, the block has had a very light rebores and the pistons have been re-ringed. The polishing all over (!) of the crankcase is nearly finished and the chassis, bog standard, is nearly bare. I intend to make an aluminium staggered two-seater with four exhaust pipes high up, no mudguards and a 5.7 differential. With 100 bhp (sorry, 78kw) pushing 22 cwt it should put the fear of death into Volvo owners...*

*Kindest Regards,*

From: Nick Simpson, Pant-Y-Goitre, Abergavenny, Gwent.

Dear Ben,

*I was amused with your predecessors letters in the June and January Bulletins commenting on my old SA Twenty Towner ('Tower!') and her address. Eric has an amusing turn of phrase which I don't intend to compete with but I can add the following if you have enough room: the old motor certainly isn't a 'Fawlty Tower' since she performs reliably and gives every satisfaction to her owner. She does have good all-round visibility and goes like the clappers. However the water tower can eject a decent high pressure hot spray towards the eagle's derriere if left idling in heavy traffic for long'. Early Speed Twenties were not fitted with cooling fans. You could say she has a built-in bidet; quite an advanced feature for a 1933 model! You have got to look a long way to find a car with a self-cleaning mascot. I can see now why the Rolls mascot was called the Spirit of Ecstasy!*

*Yours sincerely,*

From: Ian Brierley, Silverton, Exeter, Devon.

3rd January, 1989

*I enclose a few photographs of our intrepid S.W. member Ted Halliday becoming tangled in the driving event at last year's "Powderham" meeting on 10th July, 1988.*

*The 'bucket on head' challenge required the passenger to guide the blindfold driver, this became tricky when wheelspin occurred (hence the pushing).*

*In the last photo note the cone beneath the motor which should have aligned with the outside of the wheel (not the inside). I hope these may be of interest to you.*

*The Powderham Castle event is held each year attracting about 300 different vehicles; it is organised by the "Crash Box Club" of Exeter. Alvis owners are made very welcome in this club, which meets on the first Monday in the month at "The Ruffwell" pub near Thorverton.*

*Yours sincerely,*



From: M J Crawford, Oxtou, Birkenhead, Merseyside.

3rd January 1989

Dear Mr Lenthall,

Chris Holt's letter to Glynn Ford published in 'Bulletin' 369 raises a few interesting points that members of all car clubs that have vehicles more than twenty years should note with some concern.

It seems to me that the restriction of such vehicles on the basis of safety is not founded on any rational statistical evidence. Given that there are probably in excess of 400,000 vintage and veteran cars capable of running on the road one has to look at the people who run these cars. It would be fair to say that all those who run older cars are doing it because they want to. It follows that this section of British society tend not to neglect the upkeep of these cars and, in conjunction with the much maligned MOT, it would be a very, very small proportion of these cars that might be deemed as unsafe at any given time. Also, one must examine the manner in which such cars are driven even when in daily use. I have not seen a string of Alvis in the outside lane of motorways at 85 mph two metres apart yet but can find new and fairly new GTI's of various makes there every working day. Safety is relative and a proactive matter. Anybody can be lethal in any car at any time. The age of the car is irrelevant.

Also there is the question of lighting standards. How many members have seen filthy modern cars with their headlamps so dirty that lighting is reduced by anything up to 50% because the owners are too idle to clean them. It is very rare to see any well looked after 'classic' car having its lighting reduced to the same extent. This is because those who want to keep, run and enjoy older cars keep them clean. Consider this: in 1993 the Bristol Type 411 Series III could possibly have restrictions placed upon its use at night if the most stringent regulations in force in one of the Community members is enforced in the UK. Yet this is a fine motor car with four seven inch headlamps that probably flood the road with more light on mainbeam than any other car. The TE21 with its four five inch lamps is even older and would be restricted now if such stringent regulations came into force. In many years of motoring I have yet to meet any car on the road with acetylene lamps; perhaps it is these cars that fill the EEC civil servants with trepidation.

Members of car clubs should keep themselves abreast of the latest developments and remind their Members of Parliament that 400,000 voters represent quite a substantial pressure group. We must all ensure that we do not lose the right to run our cars on the roads because of a central edit from Brussels.

Yours sincerely,

Thank you for these comments which I'm sure all members share. Hopefully the problem will go away as further news from Chris Holt would seem to suggest

- Ed.

## WANTED



by Dutch member ANY Alvis in running order. Distance no object. Pay cash. Any beast or monster considered.

Write with picture to:-

Arnold. G. P. van OS Jr.

P.O. Box 198

Eindhoven 5600AD Netherlands

Tel: 40 - 118900

From: Dan Geoghegan, c/o Bryn Engineering

14th January 1989

Dear Ben,

A friend of mine, A.J.L. Sadler (14M) from Sussex wrote to me a while ago asking about the following:

"...before the last war, in the 30s, there was a famous, or should I say infamous, murder committed by a man named Haig, who took a very rich old lady from London down to Crawley; killed her and tried to get rid of her body by putting it into a tub of acid. I was reading a book about this the other day and the point is, according to the author, he motored the old girl down in an Alvis. Now, who bought this car after he was hanged, what model was it, and who has it at the moment? It may have disappeared during the war...I believe Haig's effigy is in the Chamber of Horrors at Madam Tussauds."

It is quite a story and would appreciate it if anyone could shed any light on the matter.

Regards,

From: Tony Sanders, Llanwrtyd Wells, Powys.

16 January 1989

Dear Ben,

I note your reference to me after Eric Stapleton's letter in the New Year Issue and comment that from my information and feedback experiences come both good and bad.

I have a feeling that bad experiences are more readily publicised but are far fewer in number than satisfactory or even meritorious experiences which tend to be accepted without publicity: Quite rightly so.

I have been doing this job for 10 years now without being pro or anti RAC. I provide a service to the members as liaison between AOC and RAC and my recommendation has been influenced only by the development in recent years of a discount to club funds as well as the discount to the member. I doubt whether the average service (Recovery) varies very much from whatever agency but RAC (and AA) membership does offer various other services and RAC offers a "bit to club funds."

Kindest regards

From: Sir George Burton, Hadleigh, Suffolk.

18 January 1989

Dear Mr Lenthall,

I was very interested in the all too brief article on Charlesworth bodies in the new year issue of the Bulletin. Could we not persuade the writer to give us a much longer article on Charlesworth especially the Alvis body? Who designed them or was it a joint effort with Alvis? Is it true that Alvis only allowed Charlesworth £100 per body? Also what happened to Cross & Ellis? Were they destroyed by bombing? What is oil bombing?

Being a member of some other one make clubs I want to say I am very impressed with the standard of the AOC Bulletin.

With best wishes for 1989.

Yours sincerely,

Unfortunately the writer was not a member of the AOC and so, is unlikely to read this. But more information on the pre-war coachbuilders would always be welcome

-Ed

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## REGISTRARS COLUMN

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At the date of writing 600 census cards have been received from members for the 1989 membership list and obviously quite a large number of cars have changed hands in the last few years – the new list should be very interesting. The format of this years list will be different from previous years and rather than be in member number order will be in sections and countries and in the UK listed in postcode order so that section secretaries and meeting organisers will have an easier job of finding those people who live near by.

With the now almost universal acceptance of drinking non-alcoholic beverages whilst out for an evening the noggin and natters look set for a revival and Alvis are well known for running much better after closing time whether or not the driver has consumed alcohol.

My New Years resolution is to do more miles in my Alvis this year particularly as much to my shame I can record having only completed 7 miles in 1988. I have lots of reasons but no excuses but can claim to have attend more Alvis events during the year than in any previous years and while my pleasure would have been greater had I been Alvis-borne I am always reminded that the greatest thing about our Club is the members.

Perhaps the most enjoyable weekend was the Welsh Weekend which many of us extended to a long weekend. Nadine and I started by paying a visit to the NEC Motor Show after which we remembered that the last time we went we said we would never go again. On arriving at the Abernant Lake hotel it was a pleasant surprise to find almost everybody had arrived in an Alvis and the sight of a dozen or more in convoy winding up and down the Welsh mountains was a sight I shall long remember. The hotel looked after us well and didn't break the bank. We stayed an extra night and took the long way home on Monday via Surrey, a 400 mile trip. Both Northern Alvis and South West Days provided delightful locations and excellent weather, well supported by Alvis owners and cars, while Duxford, for me at least has lost its appeal – apart from the mass convoy on the runway at the end of the day! The East Anglian Day was pleasant but seemed more an appendage to the other events going on at Framlingham, while Scottish Alvis Day as part of the Culzean event was enhanced by being part of a much larger motoring extravaganza.

1989 offers the unique opportunity to take your Alvis to the Artic Circle and all being well SHP 642 will be headed in that direction. We also hope to take in the Graber Treffen in Switzerland in the spring provided the necessary information is forthcoming from our Swiss friends. Any Graber/Park Ward owners interested in tagging along should contact me.

Outline plans are already being made for a Grand 1991 Tour of Britain to celebrate 40 years of the Alvis Owner Club and 21 years since the first Tour of Britain which I did in a TD21 which was only 10 years old at the time. 1991 is also the date of the next new membership list and this is planned to be a very grand affair incorporating far more information and photographs of the cars and of members.

I am happy to report some offers of help from members to act as Model Registrars but I need more! The 12/50 Register Registrar and AOC member John Burnell has taken on the task of computerising the early car records. Is there anyone out there who likes Speed 25s enough to want to know everything about them? Or Grey Ladys? The basic information has been gathered, wouldn't it be nice to update and increase the archives?

*John Fox*

**Mr. Rowland Simmons**, Managing Director  
or  
**Mr. Brian Chrimes**, Spares and Service Engineer