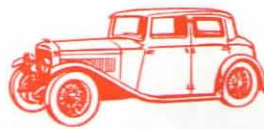
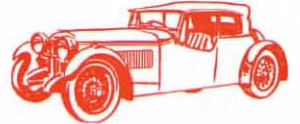
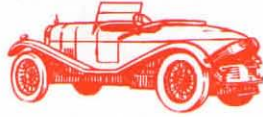
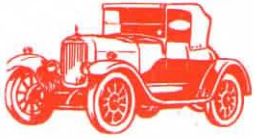


OWNER **ALVIS** CLUB

BULLETIN

No. 94

MAY 1961




By Appointment to
Her Majesty The Queen
Suppliers of Sparking Plugs
Lodge Plugs Limited

LODGE

road and town

PLUGS



Particularly suitable for high performance engines, Lodge Road and Town Plugs have an extended insulator nose. This withstands traffic crawl and motorway speed with unimpaired efficiency. Lodge Road and Town Plugs resist fouling, give more power, improved mileage per gallon and smoother running under all conditions.



Send today for a copy of this fully descriptive folder.

LODGE PLUGS LIMITED, RUGBY
Please send me road & town plugs folder.

NAME _____

ADDRESS _____

MAKE AND MODEL OF CAR _____



BUY BRITISH

ALVIS OWNER CLUB

Patron : S. C. H. DAVIS, Esq.

President :
Lt.-Col. E. B. Dewey, T.D.

Chairman :
J. E. Brownbridge

General Secretary :
K. R. DAY.

55, MOTSPUR PARK,
NEW MALDEN,
SURREY.
Malden 4142

Associated with the
R.A.C.

Editorial

Dear Member,

This month the Bulletin comes to you in a new guise. Improvements to the Bulletin is a subject on which I have been harping in a desultory kind of way since taking over the Editor's chair just a year ago. I had always hoped that the Club would reach sufficient standing and numbers to warrant a magazine rather than the humble "Bulletin." Though there is a great deal of support for this view, there are some members who were quite definite that they did not see the need for changes in appearance of the monthly publication. As long as the "meat" in the shape of sound technical articles and interesting news was there, that was all that was required. In any case, good Club funds should not be squandered on mere presentation, and some even remembered that at one time the Club nearly floundered through having too grandiose ideas on this. Last year we had to bow to the times and put the subscription up by about 40 per cent, but showed a larger percentage of renewals than ever before. We are now again at renewal stage, and I would maintain that if the Club can still attract new members and keep old ones as associates, even if they have sold their Alvis, its future is assured. I do not think that anyone will dispute that one of the most essential points is to make every member look forward to receiving his copy of the Bulletin every month. You will find elsewhere in this issue notices about the renewal of subscriptions before the 5th June, and I would ask you to deal with this promptly. The Club is now of such a size that the organisation has to be dealt with in a professional manner. The old slap-happy days of letting subscriptions slide for several months cannot be tolerated — it gives much, too much, work for already harassed officials striving to deal with the numbers on top of a full-time job of earning their living. Incidentally, enclosed with this Bulletin you will find the most satisfactory balance sheet the Club has ever been able to show. Congratulations to the Hon. Treasurer!

But to return to the Bulletin. For this issue and in future we are receiving some assistance from the Alvis Company, who are providing the covers. (And the photograph on the cover of this issue). We have also had the contents printed in the hope that it will not cost much more than the previous method. This is because printing allows many more words to the page than any method of typescript reproduction. Norman Purday has also been busy, and sold off a lot of advertising space, which greatly helps to reduce expenses of production. We are also putting the "classified" advertisements on a loose sheet, as these are purely temporary, and not the sort of thing one wants to file away with the rest of the Bulletin. We end up with something which is — I hope — pretty concentrated value from cover to cover. There are times when I feel that I am writing far too much of the contents myself and that this is more than undesirable. After all, I should merely edit the contributions you supply me with, so I hope you will continue to write, commenting, criticising and submitting information which is of interest to other members.

In closing, may I refer to my last month's Editorial and motoring taxation. No doubt all members will know that it is proposed to put up vehicle taxation by 20 per cent so that motorists will have to find another 25 million pounds towards the general revenue. Out of a total of nearly £700 million of motoring taxation only about one-fifth will be spent on improving the roads. This most unfortunate situation is due to apathy on our part, and could be corrected if we motorists only made enough fuss. Successive Chancellors have gone on demanding more and more from motorists with some assurance that we are not sufficiently organised to resist. I see that Lord Waleran, as Vice-Chairman of the R.A.C., did make a speech about it which appeared in the papers headed "Crippling Burden of Taxation," and one of the points he made was that in New South Wales, for instance, it costs only 30/- per annum in tax to put a car on the road. What we need is a real Automobile Association which will really fight in defence of motorists' interests, like it once used to do in the early part of this century. If you are a member why not write to them?

EDWIN SHIPLEY.

General Secretary's Letter

IMPORTANT.

Please note that, if you are renewing your membership, and I hope you will, your subscription was due on April 5th last. Should you be in any doubt as to whether your membership lapsed on April 4th, then you should contact the Treasurer at once. A renewal slip will be found elsewhere in the Bulletin and NO FURTHER REMINDERS WILL BE ISSUED. THOSE MEMBERS WHOSE SUBSCRIPTIONS ARE NOT IN THE TREASURER'S HANDS BY JUNE 5th WILL, IN ACCORDANCE WITH CLUB RULES, BE REMOVED FROM THE REGISTER. THEREAFTER ANY MEMBER WISHING TO RENEW WILL BE REQUIRED TO JOIN AS A NEW MEMBER TAKING, OF COURSE, A NEW MEMBERSHIP NUMBER. The membership list in the Year Book will be based on membership as at June 5th.

SIXTH NATIONAL ALVIS DAY, MAY 28th, AT CRYSTAL PALACE.

Details of this event will be found elsewhere in this Bulletin. We usually have about 300 Alvis cars on show at this event — the country's largest one-make gathering — and on no account should you miss this meeting. Terry Reynolds is Secretary of the Meeting, and all enquiries should be addressed to him. The entrance forms will be found enclosed with this Bulletin.

ELEVENTH ANNUAL GENERAL MEETING.

This took place at the Works on 26th March and was attended by 42 members. The president welcomed Mr. Birks (A.O.C. Founder), Mr. Russell (Past General Secretary) and Mr. and Mrs. Gunnell, who have recently arrived here from Australia, motoring from Bombay in their 12/50, and are members of the A.O.C., as well as prominent members of the Australian Alvis Car Club. An excellent lunch was arranged by the Works, at which we were joined by the Service Manager, Mr. D. Michie.

The main features of the meeting were :—

- (a) Membership now 980 and 240 new members joined in the last year.
- (b) Bank balance of £199, better than in previous years, but increased Bulletin costs have to be borne in mind.
- (c) The Spares Registrar had bought £700 worth of spares and sold £240 worth, while 665 items had been sold so far.
- (d) All Officers willing to stand again, and were re-elected unanimously.
- (e) Proposals for the increase of the Associate subscription to £1 10s. 0d. and improvements of the car badge referred forward to next Officials' meeting.
- (f) Celebration of the Club's tenth Anniversary to take the following forms :—
 - (i) Meeting at Tenbury Wells where the Club was formed.
 - (ii) A special issue of the Year Book to contain more information and photographs than normal and, if the cost of production requires it, a charge of up to 5/- per copy to be made.
 - (iii) Presentation of a trophy to the Works to be the subject of an annual competition.

For (i) above it is proposed that this meeting be held in late September or early October, the arrangements for which are being handled by the President, who would like to have suggestions for this. His address is : Lt.-Col. E. B. Dewey, 35 Knighton Road, Birmingham, 31.

A further announcement will be made in due course.

SOUTH WESTERN SECTION.

I have received no offers from S.W. Members to undertake the Secretary's office, but hope that this reminder may encourage someone to come forward. Meantime, S.W. Section notes appear elsewhere in the Bulletin.

CLUB CORRESPONDENCE, ETC.

Please note that I shall be abroad for a short time early in June, and all urgent matters may be referred to John Styles.

10 YEAR TEST TIP.

A note which appeared in one of the Section Notes of last month's Bulletin regarding this matter should not be taken seriously, and I think that members will appreciate that it would not be the Club's policy to advise members to act upon this.

WEST ESSEX CAR CLUB NATIONAL SPEED TRIALS — MARCH 19th.

The Spares Registrar took his blown 4.3 single-seater to the National Speed Trials run by the West Essex Car Club at North Weald aerodrome on March 19th. His time of 23.3 seconds for the standing half mile was fourth best out of an entry of 85 cars. The Alvis was vanquished by two racing Coopers (one of them supercharged), and a very special XKSS 3.8 Jaguar with Weber carburation and some 300 B.H.P.

The 4.3 was unaffected by being taken over 5,000 r.p.m. in the lower gears, and was showing 4,800 r.p.m. in top gear over the finish line — a speed of 126 m.p.h., and an average of just under 80 m.p.h. over the whole distance. Pundits calculate the engine must be giving around 240 B.H.P.

MR. AND MRS. G. B. STOKES.

As a mark of the Club's very great appreciation of their services in printing and distributing the Bulletin for no less than 88 issues, Mr. and Mrs. Stokes were presented at the A.G.M. with a record player, and Bernard was also asked to accept Hon. Membership for his outstanding services to the Club. Just before Bernard found it necessary to be relieved of this enormous task, the Bulletin involved the printing and distribution of approximately 13,000 sides of foolscap every month, and members will be well aware of the efficiency with which this task was carried out.

In expressing our gratitude to Bernard and his wife for this enormous contribution to the successful functioning of the Club, we should like to say that we look forward to seeing them both at future Club meetings, and wish them all the very best for the future.

GARNETS

Lenton Lane, Dunkirk, Nottingham

TELEPHONE NOTTINGHAM 72173

DISTRIBUTORS

FOR



SALES SERVICE

SPARES

GATEHOUSE MOTORS LIMITED

have specialised in new and used



CARS

for over 25 years

ALWAYS A SELECTION OF

- ★ **12/70's**
 - ★ **Speed 20 and 25's**
 - ★ **T.A.14's**
 - ★ **3 Litres**
-

1 HAMPSTEAD LANE
HIGHGATE VILLAGE :: LONDON N.6

Telephone : Mountview 4444

Section News cont.

NORTHERN SECTION: Secretary — F. ROBINSON,
8, Queensway, Manchester, 19.

Heaton Moor 7431.

We go to press too early for me to be able to comment on the April events, other than to say that the meeting at Haslingden enjoyed a full house, and that the meeting in Durham was gratifyingly well attended, and the film show was most interesting, thanks to Messrs. Betterton and Tatchell.

Meetings in May (All at 8-00 p.m.)

Tuesday, 9th — **The Woolpack Hotel, Haslingden, Lancs.**, on A.680, 1½ miles south of Haslingden village. Sandwiches have been laid on for this meeting. Peter Cameron-Clarke will be there.

Thursday, 11th — **Rosetree Inn, Sedgfield Road**, a mile south of Durham. This meeting is now permanent at this venue on each second Thursday of the month. Mr. A. J. Betterton will act as host. Last month Mr. I. D. Orr motored from Glasgow in his Speed 25 to be there.

Monday, 15th — **The Sun Inn, Colton, near Tadcaster, Yorks.** The Vice-Chairman, Laurie Halliwell, will be present.

Thursday, 17th — **The Wilton Arms Hotel, Manchester Road, Denton, Manchester.**

Alvis Day, Crystal Palace — May 28th. Don't forget to inform the Chairman, John Brownbridge, Ingrow House, Ingrow Lane, Keighley, Yorks., if you are keen to represent the Northern Section in the driving tests for the Inter-Section Shield at this event. All offers welcomed.

International Alvis Trophy Event, Sherburn-in-Elmet Airfield, Yorkshire, on the occasion of Northern Alvis Day on June 25th. We now have two kind offers to represent the Alvis Owner Club in these driving tests against the Australian Alvis Club of Victoria, the New South Wales Alvis Club, and the 12/50 Register. Ken Ledbrook will drive his 3-litre (6 cyl. closed car), and Peter Cameron-Clarke will drive his T.A. 14 (4 cyl. closed car). We still require entries for the 4 and 6 cyl. open cars. Any offers?

This event will be run off whilst the Concours judging is taking place, and the Northern Alvis Day driving tests will be run in the afternoon.

New Members

Name and No.	Address	Model and Year	Regn. and Eng. No.	Chassis and Car No.	Section
Howell, L. T. 2073	22, Church Crescent, Finchley, N.3.	C. Eagle 1938	EOB. 929 15006	14526 19429	S.E.
Baxter, J. W. 2074	3a, Milton Road, Herne Hill, S.E. 24.	25.53 SC. Sp. 25 1939	ERW. 547 15150	14665 20187	S.E.
Walker, I. R. R. 2075	The Brackens, South Zeal, Okehampton, Devon.	3 litre 1951	MGJ. 551 24124	24124	S.W.
Phillip, R. 2076	36, Shrubbery Street, Kidderminster.	12/70 1938	DRW. 209 15853	12959 19529	Mid.
Morris, C. A. J. 2077	6, Evelyn Road, Richmond, Surrey	S.B. 19.82 1933	FG. 8989 11368	10918 15738	S.E.
Heath, W. 2078	48, Milbourne Lane, Esher, Surrey	S. Crest 1939	LS. 8909 14561	14599	S.E.
Foster, F. 2079	238, Kirkstall Road, Leeds, 4.	S. Eagle 1936	UD. 7406 12903	12453	Nthn.
Dyer, B. L. J. 2080	35, Chester Road, Audley Stoke-on-Trent.	TC. 21/100 1955	215 FRE 25673	25673 25673	Mid.
Wilson, A. R. 2081	63, Twyford Avenue, Fortis Green, N.2.	TA. 14 1949	HVF. 50 21444	21713 21713	S.E.
Hopkinson, Capt. R. 2082	Flat 3, Kithurst Hill, Storrington, Sussex.	TC. 21 1954	BMC. 546 25451	25451 25451	S.E.
Browne, H. C. 2083	16, Elmdon Road, Acocks Green, Birmingham, 27	C. Eagle TB. 25.63 1938	EGC. 157 14979	18938	Mid.
Bishop, D. 2084	44, Witt Road, Fair Oak, Nr. Eastleigh, Hants.	12/70 1939	FUU. 700 20058	20058	S.E.
Dobbs, K. J. 2085	56, West Way, Edgware, Middlesex.	TA. 14 1938	NHK. 880 21950	21950 21950	S.E.
Phoenix, J. I. 2086	"Redstone," Birkenhead, Road, Meols, Wirral.	TA. 14 1950	G.C.A. 621 23670	23670	Nthn.
Marshall, Capt. P. E. 2087	32, Sandford Road, Chelmsford, Essex.	Sp. 20 1935	JR. 2776 12408	11958 16920	S.E.
Wilson, R. G. B. 2088	P.O. Glenville, Bulawayo, Southern Rhodesia.	4.3 ltr. 1938			O/Seas.
Allman, H. I. M. 2089	28, Grange Road, Bishop's Stortford, Herts.	TA. 14 1947	KUB. 663 21652	20588	S.E.
Good, R. S. 2090	3, The Green, Long Lawford, Rugby, Warks.	TA. 14 1947	HXP. 523 20788	20788 20788	Mid.
Godfrey, J. W. 2091	29, Hargrave Road, Maidenhead, Berks.	SB. 31.48 1939	DTX. 663 15322	14837 19989	S.E.

Notes and Notices

Our Last Month's Cover Sheet.

This photograph does not seem to have stimulated much interest, in that I only received one solution to the puzzle. This was from Mr. W. R. Harbord, of Mansfield, and was correct. The Speed 20 belonged to Charles Follett who was, at that time, the sole distributor of Alvis cars in London. The Event was the B.A.R.C. Meeting of March 14th, 1936, in which he finished first. Mr. Harbord also tells me that the picture appeared as a full-page advertisement in "The Motor" dated November 29th, 1936.

Engineering Work.

The Editor has, from time to time, odd items of engineering work, and it is becoming increasingly difficult to find a firm who will undertake small "one off" jobs. If any member should know of a firm who can undertake small machining, welding or fabrication jobs in sheet metal and the like he would be most interested to have their name and address. A one-man concern might do, and preferably it should be in the West London area.

This Month's Cover Sheet.

The photograph has been provided for us by the Alvis Company. I feel that the new version of the Bulletin should also have the new version of the car on its cover. It is, however, surrounded by sketches of earlier versions to show that these have not been forgotten.

The Autocar Handbook.

A copy of this was received on the day of going to press, so it is impossible to give it a detailed review. This is the latest version of a Handbook which has been a recognised guide for over 50 years for the owner-driver who wants a clear picture of how his car works. It is re-written from time to time, and the new edition is now on sale price 12s. 6d. It is profusely illustrated with diagrams and drawings of engines and components, so should be very useful to anyone wishing to broaden his knowledge of automobile engineering. As well as the engine and chassis, bodywork and the electrical system are discussed, and the latter chapter includes wiring diagrams.

Amphill Gala Week, 28th June — 1st July, 1961.

We have been asked to inform members about this event, which includes a Vintage and Veteran Car Rally at Amphill Park, Bedfordshire, on the 1st July, 1961. There will be a mileage competition and a Concours D'Elegance. The closing date for entries is the 20th May, and further details may be obtained from Ronald L. Holt, 18, Dukes Road, Amphill, Bedfordshire.

Combined One-Make Club Driving Tests.

To be held at Crystal Palace on June 25th. Would anyone interested in entering for this event get in touch with the Competition Secretary as soon as possible? We would like to field at least two teams of three cars, plus reserves.

Volunteers are also required to act as marshals. Names please to the Competition Secretary.

Letters to the Editor

From Bernard Stokes :—

Trust you had a good journey home on Sunday, and that my notes will be of some use.

Perhaps in your write-up you will convey my thanks again to the Club for their very kind and generous gesture. I am sure we shall both enjoy many pleasant hours listening to the record player (stereo and mon-aural).

It is most gratifying to know that the service we have endeavoured to give has been so well received.

I also feel it is a very great distinction to have been made an Honorary Member — it feels like being promoted to the "Hall of Fame." It is also true to say that, although I do not own an Alvis at the moment, I am still more interested in the marque than any other, and although retiring from active participation in Club affairs, we both hope not to lose touch with the many friends we have made.

Shall try to be with you at Crystal Palace, and, of course, Midland Alvis Day.

Mrs. Stokes has also written expressing her thanks, and stating that the record player has already given them much pleasure. Unfortunately, space does not permit printing both letters in full.—ED.

Car Batteries

The Consumers' Association has recently carried out tests on a number of car batteries, and I feel sure that the results of these will be of interest to many. Perhaps I should first introduce the Consumers' Association for the benefit of those who are not aware of its existence. This is an independent non-political and non-profit making body with a membership of a quarter of a million. It publishes a monthly magazine called "Which" with the results of its investigations.

The items it tests are purchased over the counter without any indication of their disposal. The C.A. never accepts items supplied by manufacturers direct. The Association does not have its own laboratories, and the tests are carried out by the research departments of Universities, technical colleges or other specialist organisations.

The specifications for tests are drawn up by the C.A. with the co-operation of professional advisers. For certain items, particularly domestic equipment, "user" tests are also arranged so that the results have a practical as well as a scientific backing. Readers will, therefore, appreciate that the results of any tests can be of great help to anyone looking for the best value for money, the greatest reliability or any other technical quality.

As a member myself, I would mention that the magazine, with details of some half a dozen product tests each month, comes to you for an annual subscription of £1, and the address is The Consumers' Association Ltd., 14, Buckingham Street, London, W.C.2.

Now to the particular tests on car batteries. I have their permission to quote from the press release which includes some of the salient points from the article in the April issue of "Which."

C.A. tested 23 brands of car batteries and compared them for capacity and power, ease of servicing and functional design. All were 12 volt 7 plate batteries, suitable for most small British cars.

Car Batteries cont.

The car batteries for C.A.'s tests were bought by C.A.'s shoppers at various garages in the North and South of England. "Which?" reports that on four of the brands bought, an unasked-for discount was given; ranging up to 30 per cent.

C.A.'s main tests were of:—

(i) **capacity** — how long each battery could go on performing its various tasks.

(ii) **power** — the rate at which each battery could provide the large quantity of energy needed by a car's starter. "Power" tests were carried out when the batteries were fully charged and when partly discharged.

Both the above tests were undertaken at 70°F. and at 20°F. to see the effect on the batteries of warm and of cold winter weather.

(iii) **self-discharge** — the loss of charge while a car stands idle. (The higher the self-charge figure, the more frequently an idle battery will need attention).

Capacity, power and self-discharge tests were carried out during the batteries' optimum performance period, i.e., after 3 or 4 discharges.

17 out of the initial 23 batteries survived the above three initial performance tests and were submitted to endurance tests, which simulated the electrical pattern a car battery experiences in use. Six further batteries were eliminated during the endurance tests. After this the tests (i) and (ii) above were repeated.

"Which?" also considers as good functional design any feature of the battery's construction that helps to keep the top dry, clean and corrosion free, such as the efficient spray traps and anti-corrosion washers (supplied with two makes). They found that a battery cannot be judged by its size and weight which bore no relation to performance.

"Which?" summarises the guarantee offered by the manufacturers: primary (free replacement or repair) and secondary (proportional rebate on price) guarantee periods were found to vary considerably, but generally "Which?" found that the dearer the battery the longer the guarantee period — from 2 years guarantee and 2 years **pro rata** insurance for the DURALIFE PLUS 2, to 6 months and 6 months for the BUCKLAND CADET.

Under "Conclusions" to the report "Which?" summarises and tabulates the test results, quoting advantages and disadvantages.

"Which?" arrives at a quadruple BEST BUY, after taking into account the results of all tests, price and guarantees — DAGENITE, SILVER EXIDE each cost £9 1s. 6d., EXIDE DOUBLE-LIFE and OLDHAM MAJOR £10 13s. 0d.

CLUB OFFICIALS

Editor of the Bulletin :	G./Cpt. Edwin Shipley, Englefield Lodge, Middle Hill, Egham, Surrey.	Egham 2948
Assistant Secretary & Caravan Section :	W. J. Styles, White Ladies, Ewell, Surrey.	Ewell 4425
From whom all car badges (£1 1s.), brooch and button hole badges (5s.), ties (14s.), transfers (1s.), blazer badges (35s.), key rings (6s.), repair manuals for 1932/9 models (12s. 6d.), and back bulletins may be obtained. All cheques to be made payable to A.O.C.		
Treasurer :	A. W. Crompton, 74, The Mount, York	York 25205
Technical Adviser (Pre-war Cars) :	R. E. Spain, 203, Clare Road, Stanwell, Staines, Middlesex.	
R.A.C. Associate Membership & Technical Adviser (Post-war Cars) :	J. C. Stephen, 40A, Junction Road, N.19.	ARChway 4140
Press & Publicity Officer :	N. D. Purday, 26, Stanfield Road, Quinton, B'ham 32. CEN 3784, Daytime Harborne 4119 Evening	
Spares Registrar :	Lt.-Cdr. B. H. Clinkard, Pump Farm, Assington, By Colchester	Bures 378
Competition Secretary :	N. T. Forbes-Marsden, 8 St. Michael's Road, Sandhurst, Nr. Camberley, Surrey.	

The names and addresses of Section Secretaries will be found at the heads of their letters in the Bulletin.

The following have kindly undertaken to operate the Club Services mentioned:—

Club Insurance Broker :	Enquiries to T. I. Dale-Harris, Messrs. C. Howard & Sons, 101 Leadenhall St., London, E.C.3.	AVENue 4751
Pre-War Car Registrar :	K. M. Harris, Camel Green, Alderholt, Nr. Fordingbridge, Hants.	
Instruction Manual Loans :	J. E. Mason, 47, Fairfax Road, South Hampstead, N.W.6.	
Loan period 14 days on receipt of postal order for 1/- or stamps, and cheques for £1 made payable to A.O.C., returnable on receipt of manual. This service is strictly for use of members only.		
Photograph Albums :	A. R. Buck, Westfield, Leek Road, Stockton Brook, Stoke-on-Trent.	
May be borrowed for a period of 14 days on receipt of two cheques; one payable to Mr. Buck for 5/- to cover postage, and one to the Club for £5. The latter will be returned when Mr. Buck receives the albums in good condition.		

IMPORTANT NOTICE

Under the new organisation all advertisements, Section Secretaries' Notes and matter for the Bulletin must reach me by 20th of the month for inclusion in the following issue:

WINFORTON MOTORS



DISTRIBUTORS FOR HEREFORDSHIRE.

WE ARE ENDEAVOURING TO LAY ON A COMPLETE SERVICE FOR A.O.C. MEMBERS COVERING SALES, SPARES, SERVICE, ETC.

SOME DETAILS ARE LISTED BELOW.

HYDRAULIC BRAKE CONVERSION

THE AUTOCAR HAVE RECENTLY TESTED A CAR FITTED WITH THIS, AND THEIR TEST FIGURES WILL BE PUBLISHED SHORTLY.

THIS CONVERSION IS NOT REPEAT, NOT SUPPLIED IN KIT FORM AND COSTS £35, INCLUDING FITTING.

SPEED TWENTY RECONDITIONED ENGINES.

£90 AND YOUR OLD UNIT INCLUDING FITTING. EXCHANGE BRAKE SHOES READY LINED, £9 0s. 0d. SET. HEAVY DUTY BRAKE CABLES FOR SERVO BRAKES ONLY OBTAINABLE FROM US, £1 10s. 0d. EACH. ENORMOUS STOCK OF NEW AND SECOND-HAND SPARES, INCLUDING REV. COUNTERS AND SPEEDOMETERS, WINDOW WINDING MECHANISMS, DOOR HANDLES, ETC.

ALWAYS A GOOD SELECTION OF ALVIS CARS FOR SALE WHICH HAVE BEEN THROUGH OUR WORKSHOP, AND ARE IN FIRST-CLASS MECHANICAL ORDER.

FOR YOUR NEW OR SECOND-HAND ALVIS,
IN FACT, FOR ANYTHING ALVIS, CONTACT:

WINFORTON MOTORS

WINFORTON, HEREFORDSHIRE.

Telephone : Eardisley 337.



DUNLOP

The tyres fitted
as standard equipment
by the majority of
British car
manufacturers

