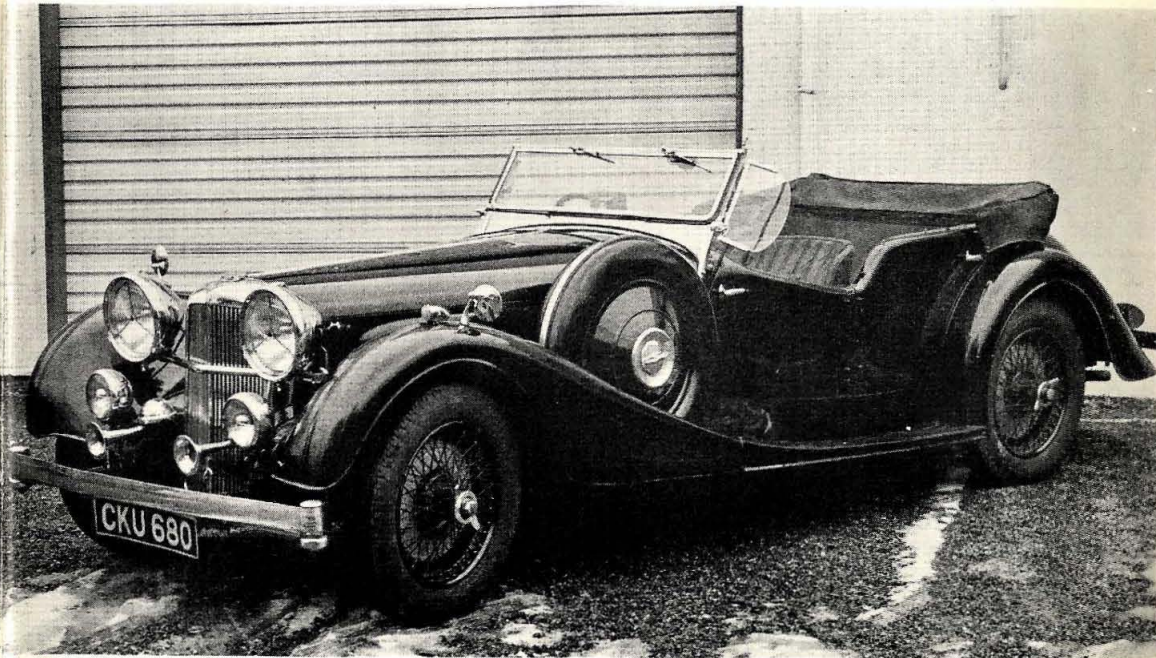


# owner club bulletin



No. 211 May, 1971

INSIDE: Speed 20 on Producer Gas / A Speed 20 Handbook



# alvis owner

## Officials

- President:* K. R. Day, 31 Pennington Drive, Oatlands Chase, Weybridge, Surrey.  
(Walton-on-Thames 25925)
- Vice-President:* N. D. Purday.
- Council:* E. P. Oakman (*Chairman*), K. R. Day, A. G. Cain, B. Ledwith,  
Lt.-Cdr. B. H. Clinkard, O. N. Trent.
- Chairman:* E. P. Oakman, 2 Cheyne Close, Gerrards Cross, Bucks. (Tel. 85890)
- General Secretary:* O. N. Trent, 73 Woodmansterne Rd., Coulsdon, Surrey. (01-660 8654)
- Treasurer:* A. G. Cain, 70 Mimms Hall Road, Potters Bar, Herts. (Tel. 52981)
- Bulletin Editor:* B. Ledwith, 102 Abbots Park, London Road, St. Albans, Herts. (Tel. 62118)
- Competition Secretary:* H. Collis, 61, Dickinson Avenue, Croxley Green, Rickmansworth, Herts.  
(Rickmansworth 72742)
- Membership Secretary:* E. W. Wimble, 82 Dorling Drive, Ewell, Surrey. (01-393 4680)
- Public Relations Officer:* R. A. Cox, 23 Westgate Terrace, London, S.W.10.  
(Tel. working hours 01-589 5111, Ext. 2170)
- Section Secretaries*
- Scottish:* E. E. Gamley, 3 Laverockbank Terrace, Edinburgh 5. (031-552 2897)
- Northern:* G. B. Chappell, 4 Wilson Close, Tarleton, Nr. Preston, Lancs. (Hesketh Bank 2908)
- Midland:* M. J. Cummins, Woodrow House, Woodrow, Chaddesley Corbett, Worcs. (Chaddesley  
Corbett 309)
- South-Eastern:* Ken Blake, 8 Gables Avenue, Boreham Wood, Herts.  
(01-953 5471)
- South-Western:* B. C. Bennett, 22 Lower Kings Avenue, Pennsylvania, Exeter.  
(Tel. Exeter 78208)
- American:* J. H. Grotz, 300 Kenney Street, Ridley Park, Pa., U.S.A.
- Technical Adviser, 12/50s:* S. Fletcher, Oak Tree Cottage, Hasketon, Nr. Woodbridge, Suffolk. (Woodbridge  
2574, map ref. 247581)
- Technical Adviser & Spares Registrar, 1932-39 cars:* Lt.-Cdr. B. H. Clinkard, Pump Farm, Assington, by Colchester, Essex.  
(Bures 378)
- Technical Adviser & Spares Registrar, Post-War cars:* A. J. Buck, Kimberley Bungalow, Potter Street, Sible Hedingham, Essex.  
(Hedingham 135)

## Cover car :

The delectable Speed 25  
of American Section Secretary,  
J. H. Grotz.  
(see Readers Write)



Associated with the Royal Automobile Club  
**Patrons**  
S. C. H. DAVIS and C. G. H. F. DUNHAM

## Past Presidents

A. G. Coles, R. P. Birks, A. Lees, A. James, Lt.-Col. E. B. Dewey, J. E. Brownbridge.

## Information

- Pre-War Car Registrar:* C. Hutchinson, 1 Thurston Close, Unsworth, Bury, Lancs.  
*Post-War Car Registrar:* D. Culshaw, 27 Whiteside Avenue, Hindley, Nr. Wigan, Lancs.  
*Club Insurance Brokers:* Messrs. C. Howard & Sons, 6/7 Botolph Alley, London, E.C.3.  
A. P. R. Noble, Laurence Philipps & Co. (Insurance) Ltd., 1 Leadenhall Street, London, E.C.3. (01-626 7811)
- Bankers:* Barclays Bank Ltd., Cherryhinton, Cambridge.  
*Club Film Custodian:* South-Eastern Section Secretary (see opposite).  
*R.A.C. Associated Membership:* Mrs. Wendy Gallaher, 48 Egbert Gardens, Runwell, Wickford, Essex.
- Badges & back Bulletins:* Membership Secretary (see above).  
(Car Badges £1.50: Brooch and Button-hole Badges 25p; Ties £1.05; Transfers 12½p; Key Rings 30p; back Bulletins 7½p each.

## Instruction Manuals and Photograph Albums

(These may be borrowed by MEMBERS ONLY against a deposit, by cheque payable to A.O.C. which will be returned when the manual/album is returned. Please send separate cheque or P.O. to cover postage.)

- Manuals (Deposit £3, postage 15p):* N. Whitton, 185 Wimbledon Park Road, London, S.W.18.  
*Albums (Deposit £5, postage 75p):* A. R. Buck, Westfield, Leek Road, Stockton Brook, Stoke-on-Trent.

## Important Notices

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

Changes of address should be notified to the MEMBERSHIP SECRETARY.

### INTER-REGISTER CAR DRIVING TESTS, 20th JUNE

The member clubs of the Inter-Register Club take it in turns to organise events, and the 12/50 Register always run a driving test event at Alton Towers (a stately home near Uttoxeter) on the day after V.S.C.C. Oulton Park. This year is no exception, and is bound to be an extremely pleasant day out for the family. There is a lot of entertainment for the children laid on, and one can eat on the premises or take a picnic.

The Midland Section are holding a Social Event at Alton Towers to coincide with the Inter-Register meeting, in order that members can enjoy not only the amenities of Alton Towers for their children but can also see fine turn-out of vintage Alvis cars doing battle with Fiats, O.M.'s, Humbers, Austins and the like - no doubt, with their usual outstanding success.

## A Tribute to Laurie Halliwell

Over the past twenty years, words of mine have appeared in the Bulletin from time to time, mostly in light-hearted vein. These present words however, are penned in shocked and sombre mood, to pay tribute to a most valued member of the Club - and moreover, to a great personal friend, Laurie Halliwell.

His passing, at the age of 47, is both tragic and premature and still seems to me as something of a bad dream. What it must have meant to June and their family must be beyond description. I can only hope that the real sympathy and loving thoughts of their friends may have been some comfort to them, for these they have had in large measure since the news was known.

Laurie's original connections are of course, with the Northern Section, which he first joined in 1954, making an immediate impact as a first-class organiser. Happy memories of excellent events in the North come back as one peruses old copies of the Bulletin, the success of most of them being due to Laurie's expertise. It was at this time that we became close friends, along with Wilf Powell, Henry Newton, Frank Munro, Norman Routledge, John Gurney and other old Northern "hands".

I was therefore delighted when, on becoming Chairman of the Club in 1960, the Club agreed with me that Laurie should be Vice-Chairman, or, as it then was, Chairman-Elect. The years that followed of my Chairmanship and subsequently of his own occupancy of the Chair was a time of collaboration and close, harmonious relationship between us. The Club owes much to his solid Yorkshire qualities and wise influence.

No-one, it is said - particularly nowadays - is indispensable or irreplaceable. This is undoubtedly true, as far as organised bodies of any sort are concerned, but those of us who had the great pleasure of being his friends, know that his passing leaves a gap for us which can never be filled. The Club has suffered a notable loss and I am sure that I speak for all members in acknowledging gratefully the work and effort that Laurie put in to all his Club duties. I am equally sure that June and his family can count on every assistance they may need from the wide circle of Laurie's friends in the Club.

I am grateful for his friendship and proud of my association with him both inside and outside the Club over so many years.

J.E.B.

## Chairman's Column

At our Annual General Meeting held on Sunday, 4th April (a report on which appears elsewhere in this issue), members were discussing in general terms the acute shortage of Alvis cars and, in particular, the large number of cars both pre and post war residing in garages and sheds all over the country awaiting, or undergoing, restoration which, in certain cases, has been going on for up to fifteen years.

I believe there must be hundreds of cars in varying stages of restoration, or awaiting restoration, and it would be of great interest to the Club if a register of these cars could be compiled with brief details as to the amount of work already undertaken, the amount still to be done and the approximate date of completion. I would be very grateful, therefore, if members would be kind enough to let me have information on these lines to enable a list to be prepared.

If you own an Alvis which is unlikely to be restored for time, health or financial reasons, and you are anxious to find a home for this car, perhaps you would care to let me have details when I can arrange to publish these in future issues of the Bulletin as I know there are many members in

the Club willing and able to undertake restoration which in time will ensure the appearance of another Alvis on the road.

#### Sunshine Roofs

I have just completed arrangements with Wilsons Automobiles and Coachworks Ltd. of Epsom who will fit Weathershield Sunshine Roofs to the TD, TE and TF series at an overall cost of £45 less 15% discount on production of membership cards. Members who are interested in taking advantage of this offer should contact Mr.B.Heels at Wilsons, Nonsuch Industrial Estate, East Street, Epsom; Tel. No. Epsom 26401.

#### Alvis Silver Eagles

In response to my note which appeared in the January issue a number of Alvis Eagles are in course of preparation. It is expected that delivery time will be between two and three months and I must inform members that in view of rising costs the new price will be £6 plus postage.

E.P.OAKMAN.

## **General Secretary's Notes**

### ANNUAL GENERAL MEETING

The Annual General Meeting was held at the Alvis Works, Coventry, on 4th April, 1971, with Eric Oakman in the chair.

The Meeting was overshadowed by the President's announcement of the death of the Vice President, Laurie Halliwell, in whose memory a minute's silence was observed.

In his report the President, Ken Day, stressed the need to encourage young members, and with this in mind was offering a trophy in memory of T.G.John, to be awarded annually to an outstanding performance by a young member.

After the reports had been received from the Chairman and other officials, the election of officers took place. All were prepared to serve again and were re-elected, with the exception of Norman Purday, the Public Relations Officer, and Brian Ledwith, Competition Secretary. Tony Cox was elected Public Relations Officer, and Humphrey Collis was elected Competition Secretary. Norman Purday agreed to accept the post of Vice-President.

Presentations were dealt with by the President to Maurice Gallaher and Ray Whitfield, the retiring South Eastern and South Western Secretaries, and to Norman Purday.

The Alvis Day Trophy was won by Jim Oakman and the Inter-Section Shield by the South-Eastern Section.

Alvis Limited arranged the usual excellent lunch and we were pleased to see Mr.David Michie of Red Triangle present. Forty-two members attended.

O.N.TRENT.

## **The Old Order Changeth**

After a reign of seven years, which must constitute some kind of a record, Ray Whitfield has stood down from the post of South-Western Secretary. In a far-flung section in which communications by road are far from good, Ray has done a fine job, in recognition of which he was presented with a watch at the recent A.G.M. We hope this won't mean we shall be seeing less of Ray and his Silver Eagle in the future.

Ray's successor is Brian Bennett, who runs a 1959 SB 4.3 saloon, and has in addition a 1932 SA Speed Twenty with the very rare Charlesworth saloon body. Brian is solicitor to the Devon and Cornwall Constabulary for his sins (and no doubt many other people's), and we offer him our best wishes in his new post.

## Talking of Sports Cars (No. 172)

(One of the Editor's earliest memories is of watching a bus conductress take a bag of coke from under the stairs of her ST double-decker, and go out and stoke up the producer-gas plant on a trailer behind. This article, from an old 'Autocar', tells of a Speed Twenty with a similar conversion. One wonders what it did to the handling. - Ed.)

This week's sports car is unusual for two things. Its owner lives in Sweden and his Alvis runs on producer gas. Very few sports cars, to my knowledge, have been converted to producer gas operation in this country. As one reason few owners of such cars would take the risk of engine deterioration arising from the foreign matter which reaches the internals from the average producer plant known to us here, in spite of the quite elaborate filtration systems devised to remove solids from the gas. Secondly, the performance loss usually associated with producer gas is so considerable as to make such a conversion of no interest to a sports car owner except for sheer utility purposes.

But one knows that in Sweden producer gas development has gone further than probably in any other country, and I daresay that the performance of a gas-converted car as known there would surprise anyone with experience of our own efforts in this direction. Other countries had developed producer gas actively before the war; here it was never regarded at all favourably except as a purely wartime experiment, and now seems to be almost forgotten.

Another important point is that in Sweden, with its forests, what I believe is the ideal fuel for producer plants, charcoal, is readily available. At all events it seems clear enough, this Alvis being capable of showing speedometer readings between 80 and 85 m.p.h. on "gas" that a thing or two must be known in Sweden about getting power from this alternative fuel. This performance has been obtained, too, without supercharging, a known means of extracting very much improved performance from an engine operating on producer gas.

It is interesting to pierce the dark cloud, arising from restricted communications, in which the Scandinavian countries have been shrouded for some four years, by the receipt of these notes from the Alvis owner, Tommy H. Brahmer, of Rotebro, near Stockholm. I suppose Sweden has been known in this country from the motoring sport point of view only for the winter Grand Prix, held on a frozen lake - an event which, as Mr. Brahmer reminds us, one or two British drivers have visited - and to those Monte Carlo Rally competitors who started their run from Umea. Here are Mr. Brahmer's remarks.

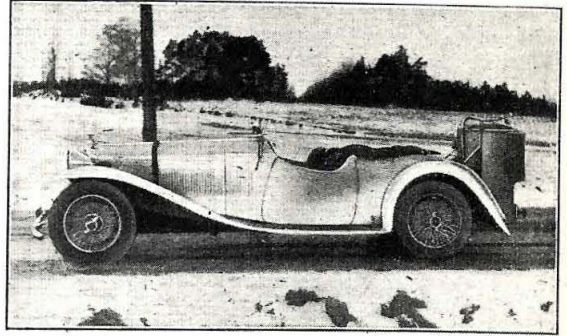
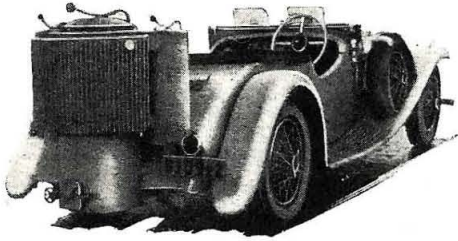
Vizor

"Interest in this country in motoring sports cars is almost non-existent. All kinds of motor racing are practically banned by the authorities, even in peacetime; consequently the number of sports and racing cars is very small. However, we are a small band of really dyed-in-the-wool enthusiasts; real lovers of supercharger scream (we call it song, of course) and of the smell of pure Castrol R. We keep together in the recently founded Swedish Enthusiasts Club, whose mission it is to arrange enthusiast meetings, hill-climbs and so on in days to come - that is to say, when the petrol has returned.

"As I have indicated, sports cars are extremely scarce here in Sweden. The whole collection consists of only a few M.G. Midgets and Magnettes, some Le Mans Singers, a handful of old Alfas and Bugattis (mostly 1.5 and 2.3 litres), some Type 328 G.P. Frazer Nash-B.M.W.s, and my own Alvis Speed 20 sports tourer. Despite being of 1933 vintage this is still a grand car. It was brought to Sweden in 1936 and competed with some success in a number of races, among others in our last big ice race on the frozen Lake Flaten in 1937, which may perhaps be remembered. Ian Connell came over here to compete with his beautiful 1,500 c.c. E.R.A.

Better Than No Motoring. "The Alvis came into my hands in 1942 and had then been laid up for two years. Immediately before laying up it had been

thoroughly overhauled and tuned by one of our foremost sports car specialists in Stockholm, and thus was in really good condition. As the prospect of driving the car at once was extremely tantalising, and as no petrol was to be had, I decided to fit a producer gas plant. To choose the right one



among more than 500 different types then on the market was no easy task. Finally, however, I decided on the Ello, which combined compact and straightforward design with light weight and long life, a choice that I have had no reason to regret. It is very easy to look after (though pretty dirty, of course). A dinner jacket is not the recommended wear when starting a producer gas-equipped car!

"But this producer is remarkably easy to start. Even with a completely extinguished producer it is no impossibility to have the engine started less than three minutes from putting a match into the fire vent. As can be seen in the photos the spare wheel and luggage locker were removed and the producer was fitted in the cavity. The three S.U. carburettors were removed and a simple Bugatti-type induction manifold was made to fit, with one large gas carburettor. Bosch 95 plugs were found most suitable after trying more than fifteen different sets.

Performance Figures. "In its present form the car is certainly one of the fastest in the country and has a quite remarkable performance for an un-supercharged producer gas car. On several occasions speedometer readings of between 80 and 85 m.p.h. have been recorded, the highest reading being 86.5 on a long straight piece of road. On third the acceleration is quite 'rip snorting' and it is also very satisfactory on top gear. Recently the car covered 55 miles in 1 hour 8 minutes, on an emergency drive under adverse conditions, the journey being undertaken in darkness and rain on narrow twisting roads, an achievement which shows the fine performance capabilities. To improve the performance still more I intend to fit a Roots blower off a 2.3 litre racing Bugatti, and also have plans for shortening the chassis a foot or so just in front of the rear axle forward spring shackles and for rebuilding the car as a two-seater with cycle-type wings in true ex-racer style.

"The Alvis is a wonderful car to work on - everything is so easy to get at and it is a super quality job in every respect. The only trouble experienced has been front-wheel wobble, which was cured by carefully checking the toe-in and by balancing the wheels with lead weights. The radiator often boils, but a new water pump with increased capacity will probably cure that, too. Otherwise this car has given excellent service. After the war, however, I hope to be able to come over to England in order to acquire a first-class super sports car, a  $3\frac{1}{2}$ -litre S.S.100, 4.3 litre Alvis sports tourer, 2-litre Aston Martin or 1500 c.c. H.R.G. Finally, I should like to send my greetings to all enthusiasts in England and my wish that The Autocar will soon bristle again with records of meetings at Brooklands, Donington, Shelsley and so on. May those days not be far off."

### Anyone want a racing beetleback?

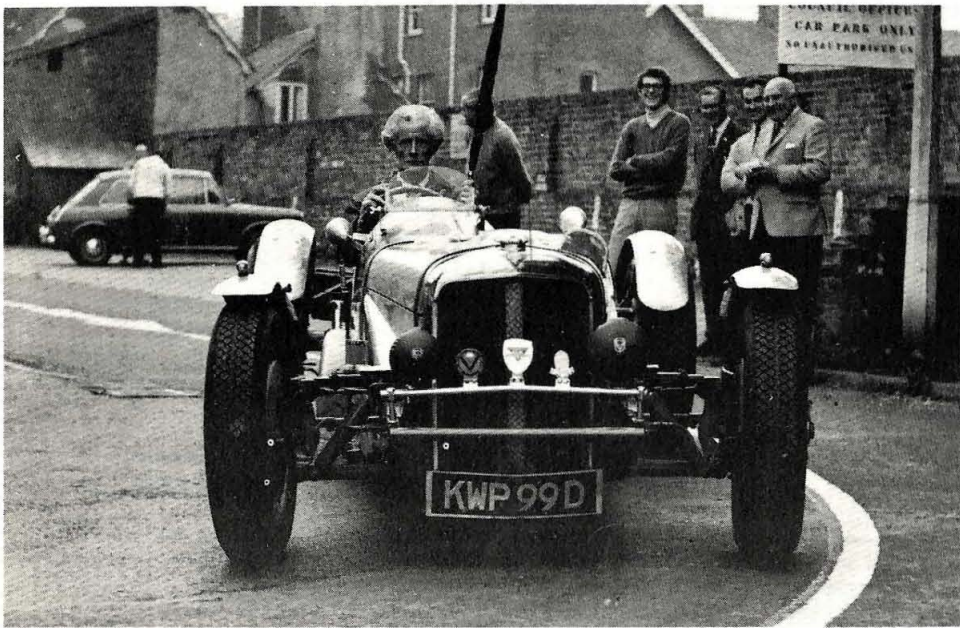
Jane Cattermull, who lives at Wharf Cottage, Lacock, Wilts, has been trying for several months to sell her extremely quick 1930 Silver Eagle beetleback, formerly the property of Cooper-Bristol owner Barry Simpson.

Enquiries in possession of the right-sized bag of gold should, we suggest, leave their post-vintage Alvises round the corner and avoid mentioning the A.O.C. until they have clinched the deal - otherwise Calamity Jane (who is typist, distributor and sub-editor-of-last-resort for the Register Circular) is liable to erupt. We do hope the car goes to another good home, Jane.

### Sweet Seventeen?

Member G.N.Clepp of Paignton, Devon has acquired a Holbrook-bodied car, which Red Triangle have identified as a 1937 TF 16.95. A glance through Ken Day's book shows this to have been a "Seventeen", a model which escapes us (though there was a Seventeen in the early thirties) - some kind of Crested Eagle, perhaps. An unusual feature is that the throttle linkage goes through a sort of tunnel through the cylinder block. Can anyone elucidate? Better still, can anyone give any more information?

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Jim Kennard in Brutus, apparently engaging in a little pig-sticking with his broolly. Amused lookers-on include Ray Whitfield, Robin Moore, and Ted and Cyril Sayer. Photo taken by Grahame Bennett at The Wellington get-together last October. (Thinks - why doesn't Jim challenge Sam Clutton for the title of Fastest Umbrella up Prescott?)

## R.A.C. Information

I would like to remind all A.O.C. members of the RAC associate membership scheme of which they are eligible to join at a reduced annual subscription. Annual subscription £2.50 after paying the joining fee of £1.50.

Also I have leaflets and order forms for the new 1971 edition of the Guide and Handbook which is now available for the moderate price of 65p (13s.) plus 20p (4s.) postage.

Also I have the new decimalised price list and order form for new additional vehicle badges. Any enquiries should be sent to me, Mrs. W. Gallaher, 48 Egbert Gardens, Runwell, Wickford, Essex.

## Rad-Seal

Our remarks about this substance in the December "Bulletin" have provoked a query from Joseph Brown of Sutton-on-Sea, Lincs., who remarks that he used it on a very small leak in the radiator of his 1936 Speed Twenty - since when the radiator has boiled whenever the car is stationary in traffic.

Humphrey Collis, whose experiences over the years have made him some sort of expert on the subject, tells us that Rad-Seal has the peculiar property, once it has been dissolved (dispersed?) in hot water, of congealing on exposure to the atmosphere. In this way, it builds up a deposit around a leak, effectively sealing it. And it doesn't work only on drips, too, but also on veritable gushes. But one has to be very careful to avoid getting any atmosphere in the system, otherwise it will start congealing all over the place: in Rumbold's case, we topped up the water, ran him up to normal temperature, added the Rad-Seal, replaced the radiator cap, and awaited results. While we waited for the fountain from the transfer port to die down, we forgot that all the while the water loss was emptying the system to such an extent that the top of the radiator tubes were exposed to the atmosphere - and this caused more congealing of Rad-Seal just where it wasn't wanted.

The cure was half a packet of I.C.I.'s best household soda, and a couple of longish trips to circulate it, and then a drain, radiator removal and a back-flush which produced a handful of nasty brown gravel. The radiator is back to its old throughput now, which means that it will take the flow from 3500 rpm - anything over that, and the water backs up in the header tank and overflows. The next step, to remove the rock of ages, is either a caustic soda enema (radiator off the car, of course!) or a completely new radiator core, both of which steps we have been putting off for some years.

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(We have shown the above notes to Humphrey, who comments:

Brian is mistaken if he thinks he got such a scientific explanation of the action of Rad-Seal from me - it must have been from John Burnell, who I remember took part in the same conversation.

The best stuff to use in an elderly radiator I have found to be Bars-leaks, which is obtainable from Halfords. It circulates with the water, does not clog an already restricted radiator and has the added attraction that it discourages the pump from leaking.

At the risk of being kicked ugly one dark night by Mr. Holt, I would urge owners of elderly cars never to use Radweld. It works, but on old, furred radiators it has the happy knack of cloggin everything.)

## Said in Sport

By now the season is well under way, we have had National Alvis Day, and we can look forward to the regional Days.

Just to remind those who wish to compete in as many as possible, the dates are as follows:

26th June	Northern Alvis Day
4th July	Midland Alvis Day
5th September	Scottish Alvis Day

It is now possible to confirm that the Midland Sprint will take place on 19th September at a venue to be announced later. Mike Cummins is having some difficulties over the use of Gaydon, but an alternative course is definitely available if it is needed.

The only news of competition vehicles that has come my way is that Dick Gilbert, in order no doubt to avoid comparisons with skates found in lower class fish shops, has stripped the off-white paint from his well-known special and returned it to natural aluminium. Mackerel, perhaps?

Intimations have been received of various events as detailed below. In all cases, regulations or further details can be obtained from the Competition Secretary.

The British Leyland Wellingborough M.C. are holding a Concours on 12th June at the British Leyland Sports Ground, Wellingborough, Northants.

Deal, Walmer and Kingsdown Regatta Associations wish to organise a procession and concours to mark their opening on 29th July. In this case could members interested please send me their names and details of cars on a post card, in the first instance.

Finally I have some regulations and entry forms for the 750 M.C. 6 Hours Relay Race, to be held at Thruxton on 15th August. This event is open to holders of National Racing Licences and a team of six cars is required.

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## Section Notes

### Another regular meeting in the Middle West?

Firefly owner John Gould (telephone Faringdon 3059) looks forward to meeting fellow Alvis-owners at the Plough Inn, Little Coxwell (on A420, half way between Shrivenham and Faringdon - good beer, food and parking) from 8 o'clock on Thursday 27th May. This should attract a goodly number from the Cirencester, Swindon, Wantage, Marlborough and Oxford areas. Perhaps John can be persuaded to make this a regular noggin and natter venue?

### MIDLAND SECTION

#### Meeting at The Holly Bush, Bell End.

Meetings always seem to improve with the weather, members present were Fred Litchfield and Brian Green who came in Fred's immaculate TD21, Roger Mason in his Silver Eagle, Bob Hyde in his TA14 and Mike Fisher and myself in my TD.

Members in modern tinware constituted Mike Cummins, George Poulson and David Price.

Unfortunately, I shall be on holiday for the June venue, as my wife

and I are going back to Scotland to see some of the places we missed whilst on the Tour; however there is the meeting on May 18th and don't forget the Duck Supper on the 13th May.

Alan Howard.

#### SOUTH-WESTERN SECTION

##### Meeting at The Edgumbe Arms, Milton Abbott, 7th April

Having been unable to get along to Milton Abbott this year, so far, it was very nice to see old friends again. The pub now has changed hands, so we now have a change of landlord as well as a change of secretary. Brian Bennett has now agreed to take over.

The following programme has been arranged, with possibilities of additional meetings being fitted in as occasion permits.

Section A.G.M. and Dinner, Lewtrenchard, May 14th. (Please advise Brian as to Menu selection.)

'Napoleon', Boscastle, 6th June. Please advise Mrs.Shute (new owner) of your intention to attend.

'Vintage' Wellington, September 19th. Notify Bill Bolland; although further Bulletin reminders will be forthcoming for this one.

Brian's address: 22 Lower Kings Avenue, Pennsylvania, Exeter 78208.

The normal first Tuesday in the month dates for Milton Abbott will remain. May 4th and July 6th. Boscastle meet is too close to the first Tuesday in June.

I thank everybody for their support during the past years.

Ray Whitfield.

#### NORTHERN SECTION

##### Meeting at The Lord Raglan Hotel, Nangreave, Nr.Bury on Easter Monday

A very small meeting in a very crowded hotel. Only one Alvis present - a splendidly refurbished 3-litre resplendent in black and gold. News filtered through of several restorations in progress. Discussion centred around the availability or non - availability of spares - are the Sp.25 pistons ever going to materialise. At the same rate of progress crown wheel and pinion sets will take a decade and interest will be lost.

Let us have more members next month - the refreshments are excellent.

J.P.M.

##### Meeting at The Hindley Wakes

Although the postal strike demolished our advanced publicity for the annual film show at this venue, the February meeting at which these films were shown was very well attended, with members coming from quite far afield. Thanks are due to Dan Mitchell, whose Alvis Day films these mainly were, and to Barrie Chappell, Malcolm Farrimond and Ken Burnett for the loan of other films and slides, which kept everyone around interested until long after time had been called.

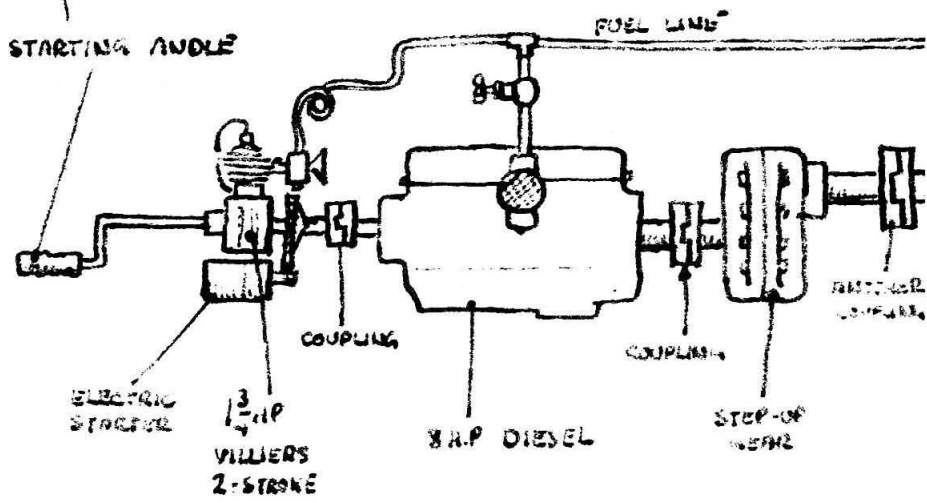
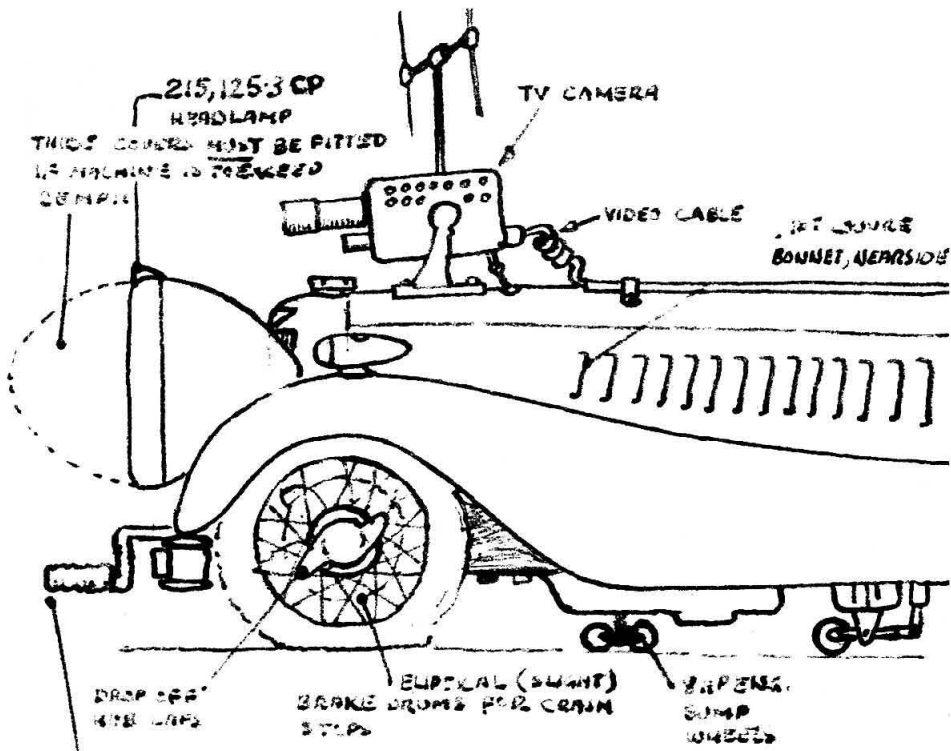
The March meeting was much smaller, being a far from pleasant evening weather-wise. John Hey, new recruit to our ranks reported on his Speed 25 saloon, a car not previously known to the Club. Alan Smith's inexpensive TD21 automatic is also said to be progressing well in renovation.

D.J.C.

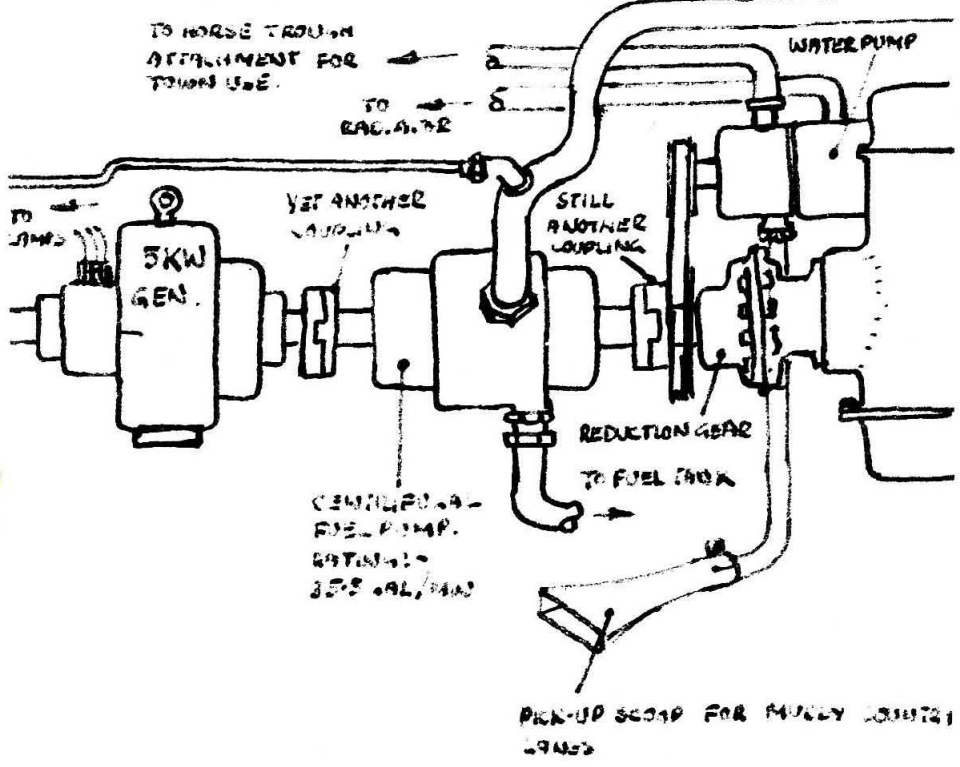
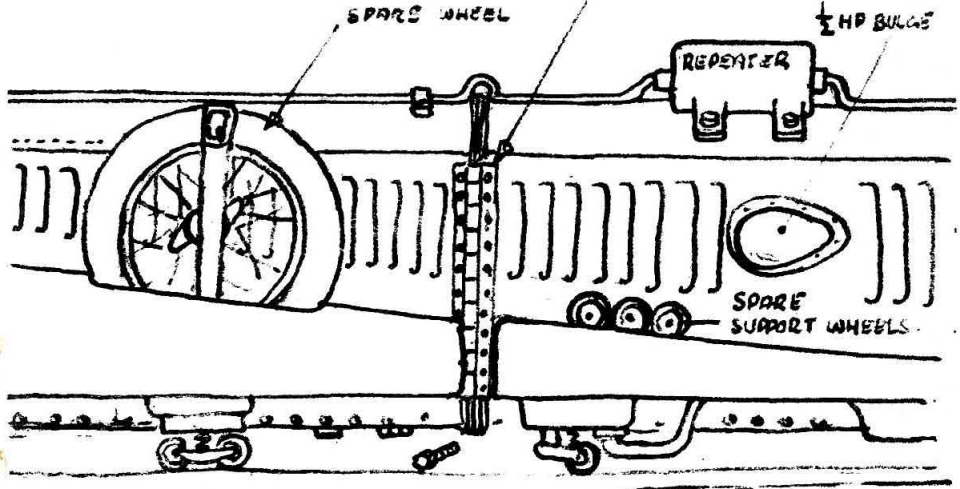
#### SOUTH-EASTERN SECTION

##### Meeting at The Green Man, Herongate.

Due to the postal strike and my examinations I have not been able to report this meeting for several months. However, despite several damp and cold evenings the attendances have remained very good. Several new members have now joined the regulars owning Alvis models from a Firefly through a Speed 25 to two TD21's. Stan Goss is working hard on his TA14 carbodies D.H.C. in order to be ready for Crystal Palace. Wendy's 12/70 D.H.C. has been taken off the road in order to have new road springs fitted. Mr.Hutchings joined us again after a short absence and Peter Jones is still looking for another TD21. Most of the regulars are planning to



IMPORTANT THIS HINGE  
MUST BE OILED AT  
REGULAR INTERVALS IF  
CORNERING IS NOT TO  
BE IMPAIRED.



attend Crystal Palace and we all hope that the weather will be as kind to Ken Blake as it was to his predecessors.

Note The date of the Herongate meeting will change from the first Monday to the third Monday starting with the September gathering. Future meetings: May 3rd, June 7th, July 5th, August 2nd and September 20th.

Maurice Gallaher.

#### Report of Section Annual Dinner, 26th February

(We are indebted to Robert Britcher, Editor of the Register Circular, for permission to reproduce this report by Bert Salt.)

There are three things one can depend on at the above - low cost, superb steak and good company. This year was no exception and, despite the postal strike, the attendance appeared to be well up on previous years which rather proves a characteristic of Alvis owners in general - the greater the obstacle the harder they try.

This year the venue was changed to the Angus Steak House in Regent Street: cosy atmosphere and ideal for those travelling by underground - not quite the thing, maybe, but one would have to be a die-hard enthusiast (i.e. a REGISTER member, J.) to take an Alvis to the West End on a Friday evening.

The excellent meal was followed by a couple of speeches which were brief, entertaining, amusing and sincere; and then came the film show. Now this film of the Tour is certainly something which, given the opportunity, every member should contrive to see. It has a true professional touch and is a beautifully balanced, unprejudiced record of the Tour as a whole. Register car feature to the full and there are some excellent close-ups of our members, including John Burnell. Apart from the quality of the filming as a whole, it is the numerous informal close-ups, including one particularly good one of a new gasket being cut, that serve to make this film something really outstanding.

The accompanying by Ken Blake was also very goo, being slick and in an amusing vein; and at the same time gave due credit to the part played by John Burnell in the organisation of this event.

#### Meeting at The Punchbowl, Dorking. April

It was an all-time record meeting here tonight although the Hotel and Restaurant opening has been delayed again. At one time there were thirty Alvis in the car park but a sad shortage of pre-war cars. Mr. Hardy brought the Whittingham & Mitchell 4.3 D/H along for its annual visit and Colin's and Paul's Speed 25s were the only other P.V.Ts present; many are in the process of being restored. Pleased to see Ray Jackson here for the first time, he has a '38 Speed 25 C & E tourer getting ready for the road. Rod brought the sparkling TB14 up from Lymington to win a bottle for the longest distance covered and John Fox gained 2nd prize coming down from Lincoln on his way home to Reigate, he also took another bottle home presented by the Manager's young son to the youngest Alvis driver present. Manager George Claricotes coveted Alan Burrow's concours TA21 out of all the cars present so he also got a prize and Harold Sharp's 65 TE was the latest model members car present so he was in too. George was taken up the road in Paul's Speed 25 and was so impressed with this immaculate rebuild

*[Continued on page 16]*

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#### Speed Twenty Handbook

In response to many requests, we have decided to publish in serial form an illustrated handbook to the Speed Twenty, which has, alas, been out of print for many years. Future issues will cover the rear half of the car, and hints on starting techniques.

F.M.S.I.S  
(FRONT MAIN SUMP  
INDEPENDENT  
SUSPENSION)

C.M.S.I.S

R.M.S.I.S

VIDEO CABLE  
CONTINUED

121ST AND LAST  
NEAR SIDE BARNET  
WIRE.

RUNNING BOARD  
BEGIN

FUE  
CLEANING  
TANK

BACKWARD  
TANK

TO LOUPE

1.5 LITRE  
COIL

THROTTLE  
ACT 1971  
ACT 1972

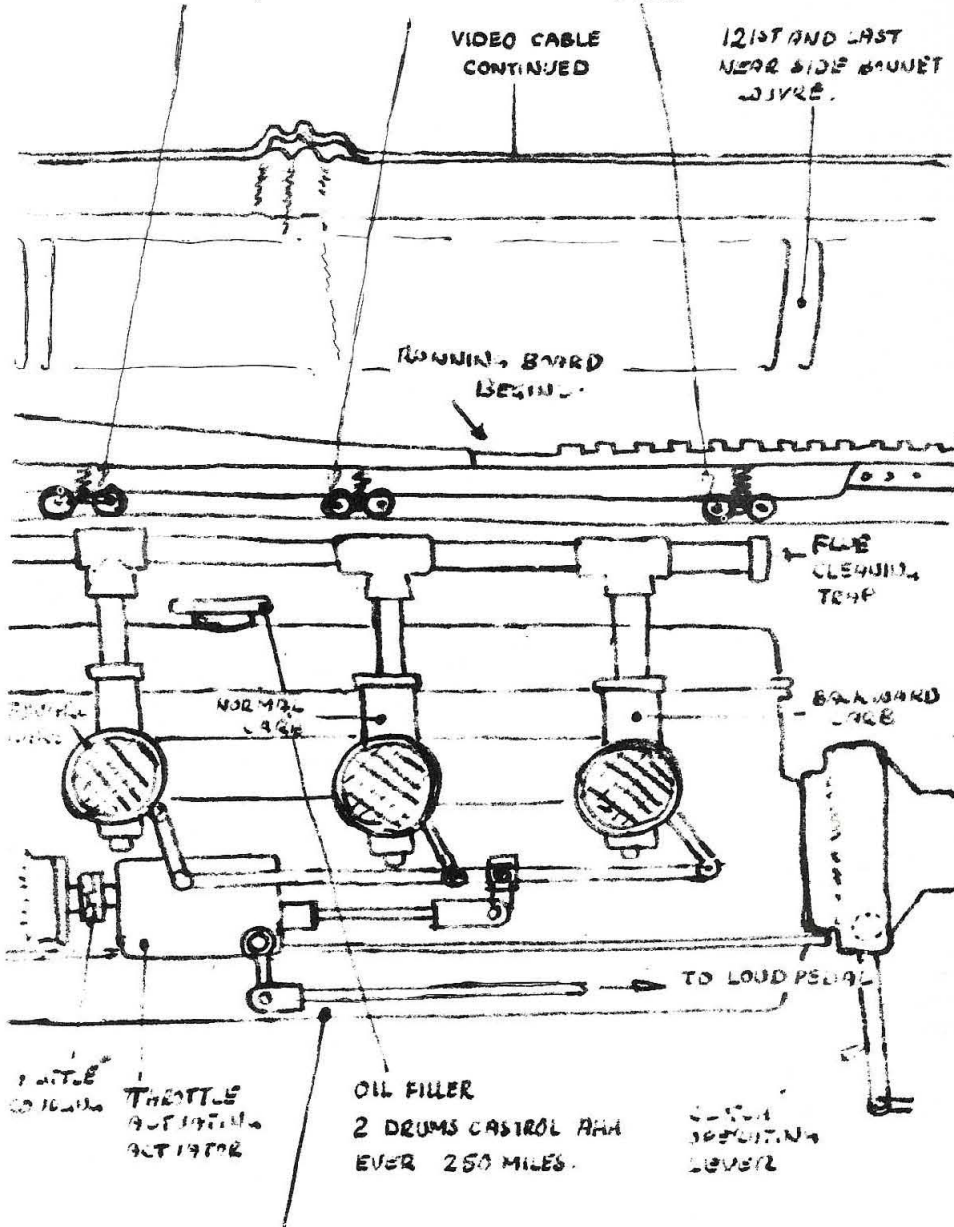
OIL FILLER  
2 DRUMS CASTROL AAA  
EVER 250 MILES.

CONTROL  
OPERATING  
LEVER

MAIN POWER UNIT.

NUMBER OF CYLINDERS - 6  
BORE - 250 CM.  
STROKE - 350 CM  
CAPACITY - INSATIABLE

MAX. R.P.M. - 395  
" B.H.P. - 25 AT 394 1/2 R.P.M.  
M.P.G. - 0.05 - 5



that he presented him with a special prize of a bottle of Scotch. Jim had the Healey out looking very clean, engine and all, with Linda braving the evening breezes. We had some of the Fox & Goose regulars getting a breath of country air and glad to see Sir Ian Critchett a 'Haycutter' regular here for the first time with his T.C.21/100. Hal Fizz and Jim arrived in the TD and Ted Wimble brought along his family in another one. In fact it was really a post war car evening and in spite of all the rebuilding the old bar that we have always used remains practically the same.

Meeting at The Fox & Goose, 1st April

Arthur Hardy.

A cool dry evening did not stop a large number of members attending this meeting. One or two of the regulars arrived later in the evening through working too hard on their cars and forgot the time, but they managed a pint or two before going home. The officials were discussing Crystal Palace as were the ladies who sell the programmes. Other members discussing their winter rebuilds and repairs. The car park had a good few Alvis cars in it, one or two out for the first time this year.

Next meeting 3rd June.

Jim Oakman.

Meeting at the Four Horseshoes, Chobham, 22nd March

Only 9 members in attendance at this meeting and two Alvis cars, a TD21 and TA14. Following John Fox's article in the January Bulletin a general discussion on the TD Series took place.

C.J.Bates.

Meeting at The Master Builder's House, Buckler's Hard, 8th April

This month we welcomed Andrew and Denise Moore who made their first appearance here. However, the high spot was the presence of Mike Webb's Firebird. This car has just completed a three year rebuild after lying out in the open for seven years. The car is still not complete in detail but Mike has done a wonderful job to get it working with very little information to go on, and all the while continuing with his full-time studies. I was privileged to drive and everything gives one the impression of driving a real Post Vintage Thoroughbred.

Next meeting 14th May.

John Fairbrother.

Meeting at The Haycutter, Broadham Green, Oxted.

The Graber contingent is increasing and multiplying with ten here tonight all looking healthy and well groomed, including newcomers Geoff Brook's T.D. and Don Cameron's TD., but sadly there were no pre-war cars. Jim has the engine out of his Sp.20 for modification, Peter Cundall has laid up his Sp.20 and gone to Turkey (bon voyage), Don's 4.3 is laid up with a puncture (!) and the Stone Sp.20 was left forlorn in its garage in deference to the fog, the saving grace is that Ron preferred to risk a crunch in his new Mercedes. The meeting is incomplete without some old cars so I hope that Spring will persuade owners to liberate a few from their winter dungeons.

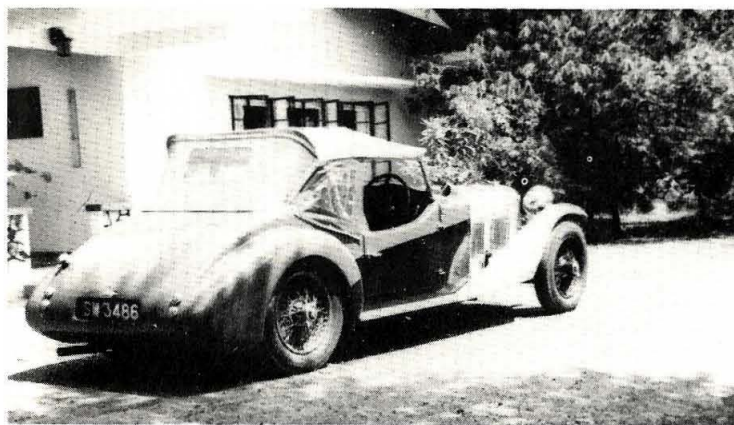
The car that aroused most attention was a TA14 shooting brake owned by Paul Fletcher, just down from the North. The coachwork is a one-off by Tom Scotney of St.Ives and there was general agreement that it is a highly amusing car.

From one end of the bar to the other, amongst the sociable Alvis chatter of rebuilds, rockers and rear axles, could be heard disgruntled rumblings about the lack of reports of this meeting in the Bulletin. Somebody shouted that this was the best meeting in the land but it never gets a write-up. The first part of that statement is indisputable, and if anybody wants to know where the Haycutter is - please give me a ring at Reigate 48775. As for the second part, well, this is the third consecutive report so perhaps now I can come without fear of being lynched.

There was a remarkable sight shortly after closing time when some wag announced that there was a police car outside, the bar was evacuated in less time than it took Brian to down a half. One moment it was in full swing, the next, the meeting was snuffed out like a candle. The car park emptied silently and soberly - extraordinary.

Gerry Michelmores.

## Readers write



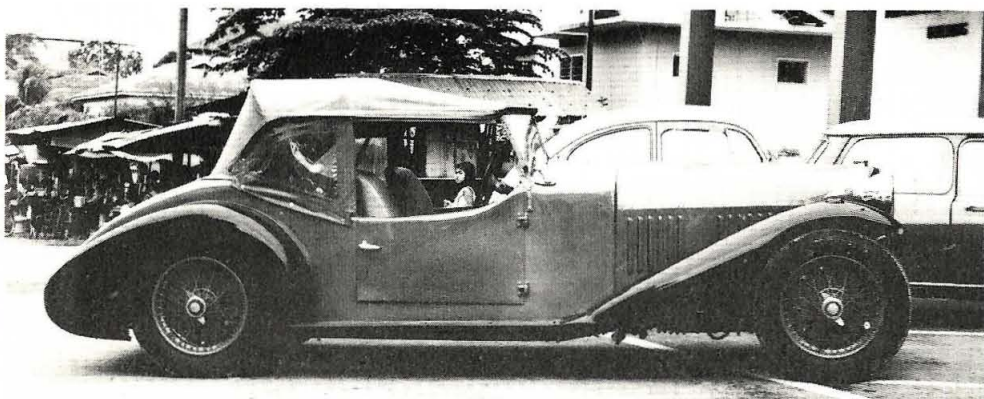
FROM HENRY STONOR of CHENOR ESTATE, JERANTUT.P.O., PAHANG, MALAYSIA.

Actually, I have been a member of the A.O.C. for some years, and only resigned at the end of 1968 or so, having sold my TA21 (a very unconvincing excuse - Ed.). Of course, as soon as this happened, I fell for the third (and I hope last) time, for a Speed Twenty.

It had a real bastard body (put on in 1958), the front half of which was copied from an Allard, with the Alvis radiator sloped back, built-in headlamps etc. I out-ed with my hacksaw and sawed it clean off the first night. The photo enclosed shows the form the new front has taken, and I've now cut a whole in the back, countersunk the spare wheel, and she's beginning to look a little like a car of the thirties.

Mr.Trent tells me it should have P.100 headlamps, whereas I've put P.80's on. I feel P.100's are too large for the Alvis radiator (couldn't agree more, apart from the Speed 25 and 4.3 - Ed.); only Rolls-Royce can wear them successfully, and perhaps M.45 Lagondas.

I've got a disgusting eagle mascot that looks as if the eagle is dying and about to fall off the rad. The view of its backside from the driver's seat is repulsive and I was always expecting white blobs to appear on the windscreen, so I threw it away. Any hope of getting a new eagle, like the one I had on my Silver Eagle (see Chairman's Column - Ed.)?



FROM I.M.WRIGHT of CHEZ NOUS, BUNGLERS WAY, BRIGHLINGSEA.

I am glad that 'Puzzled' has had the courage to question the absurdly overrated interest in so-called sporting events (January Bulletin), because I too am horrified that people should risk damaging irreplaceable motor cars in furtherance of their own selfish enjoyment.

I get an immense amount of pleasure from my own car, and words cannot express my feeling of pride at seeing it when it came back to me after a complete rebuild. It would be criminal to take it on to the race track to prove what I know already, namely that it is, if possible, even better now than the day it left the Works, thirty-three years ago. Of course it is the same if one does the work oneself - the car is just too valuable to risk, and for this reason I do not use it indiscriminately on the road. However, I do try to get along to National Alvis Day to see all the other wonderful old cars in the car park - the weather is usually fine, so there is not much danger that the car will get wet - and my normal practice is to take it up on a trailer, then drive it the last couple of miles to Crystal Palace. Unfortunately last year the engine would not start and I had to take it all the way on the trailer. Of course I received a few childish remarks, mainly from the so-called sporting fraternity who had probably flogged their cars unmercifully all the way there, but needless to say I did not take these seriously.

Is it too much to hope, Mr.Editor, that you have relinquished the post of Competition Secretary because you have seen the light, and that you will join our campaign for the abolishment of this post and for the discouragement of this type of activity, which can only lead to the eventual destruction of the valuable machinery which all right-minded enthusiasts cherish?

FROM I.RALEIGH of THE PADDOCK, BROOKLANDS ROAD, WEYBRIDGE

It takes all sorts to make a world - 'Puzzled' (Jan.Bulletin) doesn't approve of 'Sporting' events for old cars, so here are a few points in their favour.

Manufacturers such as Alvis have always relied heavily on private and Works entries in sporting events, endurance trials etc. to publicise and sell their cars, and since the early 1920's Alvis cars have proved themselves fast, rugged and reliable for sporting use as well as for everyday motoring, and a joy to drive on the open road.

Where can we enjoy driving these days? - certainly not to and from work, in the rush hour, going shopping on a Saturday or going to the seaside in a traffic jam on a Sunday. With due deference I would suggest that it is better to use and wear out the modern tinware on these occasions and keep the Alvis for proper motoring.

So what is proper motoring? - touring on quiet roads, driving in company with cars and drivers of like performance and interests.

And where can we do this? - well, perhaps 'Puzzled' can answer this question, or is it possible that he gets his enjoyment from polishing his car and listening to the 'they-don't-make-them-like-that-nowadays'? The sporting enthusiasts answer is to enter rallies, trials, races etc. Closer acquaintance with the sporting fraternity would show 'Puzzled' that competitive motoring encourages an owner to keep his car in sound mechanical condition, and if the car does get damaged, it is generally quickly repaired, in contrast to the less enthusiastic type, whose car may be off the road for years following a minor mishap. Many old cars would not have survived at all if it had not been for the sporting enthusiast, on the lookout for a basis for a good car for competition, and the days have long passed when an original car is destroyed to make a special.

So competition encourages us to get our cars running properly and to keep them that way; it provides an incentive for the supply of spare parts; it enables us to enjoy the use of our cars and to discuss them, as more than idle museum pieces, with other enthusiasts; but above all, competition continues to uphold the proud name of ALVIS in the manner in which the Company's reputation was built up.

Of course, if someone were to organise a Tour of Britain every few

months, this might provide an acceptable substitute for the rallying that 'Puzzled' deplures, but would he not also deplore a route which includes the hazards of Hardknott and Wrynose (Unfair to Old Cars)?

FROM TONY COLLINS of 165 OATLANDS DRIVE, WEYBRIDGE, SURREY

May I reply to 'Puzzled' of January whose cry from the heart appears to have gone unheeded in your February issue? I suspect that the absence of name and address disguises an editorial ploy (not so - Ed.) - an attempt to get a spot of controversial correspondence under way - but taking the thing at its face value I must assume that 'Puzzled' is a lady and a non-driver and may therefore be forgiven on both counts for her muddle-headedness. (There are, of course, some men who are equally clueless and a fair number of ladies who have graduated to a proper awareness of what is kind or unkind to motor cars - but I simply can't believe that a man would hide behind the nom de plume 'Puzzled'.)

Briefly, all motor cars worth preserving were made to be used, and most Alvises were bred of a design (or designs) intended to attract the sporting motorist. They were made to withstand daily usage over roads that would make 'Puzzled' reach for her safety belts (unheard of then other than in aircraft) and many standard products were factory prepared for racing and other sporting events. What was natural for them then is equally natural for them today provided they are properly maintained and prepared. The clumsy "shopping only" driver can do more harm to transmission and wheels graunching his ( or her) way to the hairdressers and clobbering the kerb half-a-dozen times while slotting into a parking bay, than the average enthusiast will incur in several seasons of strenuous endeavour. 'Puzzled' may not realise that the 'Wonderful old cars' she sees engaging in motor sport are scrutineered by experts prior to racing to ensure that conditions only too common among the 'shopping' cars are detected before the vehicles are allowed on the track. A loose or broken spoke, sloppy steering, a slack bearing, inadequate throttle return springing and a host of items overlooked by the "let's put a gallon in the old girl and go for a pint at the local" brigade are each enough to disqualify the entrant until the fault is remedied. There is no surer way of keeping ageing machinery in tip-top condition and I would strongly recommend 'Puzzled' to find herself a boy-friend with a competition licence (racing category).

Speed is, of course, relative, and one should not confuse lap times with enjoyment. It is much more fun getting round a circuit at an average of 50, 60 or 70 mph than bombing down a motorway flat-out (pre-70 limit days) - the enjoyment is all at the start and the corners, and speed is relative to the cars ahead and behind or alongside. It is driver enjoyment which the spectator cannot share unless he or she has also dabbled. We occasionally have a go in spite of spectators, not because of them.

One could go on and on with this theme, but if 'Puzzled' isn't enlightened by now she never will be, bless her. It takes all sorts ...

FROM J.H.GROTZ of 521, OAK CREST LANE, WALLINGFORD, PA. U.S.A.

I am enclosing some photos of a Speed 25 that I acquired several months ago. It is a 1938 Cross & Ellis, and has all of the later model trimmings, such as dual exhaust, front and rear bumpers, (Fenders?), etc. etc.. As it happens, this is the first Alvis that I ever saw. About twelve years ago I was on a week long Classic Car Club tour, and the owner of this car joined us for a day. That was the beginning of my Alvis love affair. A number of times since then the car has been offered for sale, but never at a time when I was in a position to buy it. Also, for some reason that is completely beyond me, no-one else ever purchased it. Several times I even tried to interest various people in purchasing it. Recently I did something that few American car collectors have done - I sold an American car to someone overseas. Thus was I able to acquire my first love.

FROM S.H.GOSS of 3 LONG MEADOW, HUTTON, BRENTWOOD, ESSEX.

In the course of re-building my TA14 (which is another story) I had the starter and dynamo overhauled by a small firm who specialise in auto-electrics, they are Martin Bros. of 131 Angel Lane, Stratford E.15 (not

far from Stratford Station). The proprietor M.A.Martin is a mine of information on car electrics and an Alvis enthusiast at present re-building a TA21. He specialises in magneto repairs and has some magnetos in stock, which are suitable for Speed 20 or Speed 25 cars. They are B.T.H. types J.D.6 and C.E.6. I have always found his prices very reasonable and his workmanship first class, usual disclaimer of course.

P.S. Humphrey Collis will need to switch to history if he's to work out the results for 1070! see Feb./March Bulletin.

FROM DR.K.K.EATON of THE CEDAR HOUSE, POPESWOOD ROAD, BINFIELD,NR.BRACKNELL

With reference to John Fox's article on Autonumerology Major Quilton's TA14 appears on the front cover of issue no. 171 of November 1967. At this stage it was 2nd Novice Concours, Northern Alvis Day, and was owned by W.D.Donovan. (Time we saw it again! - Ed.)

### **Puzzle Corner - Solution**

The upper picture in the February/March Bulletin depicted a 1935 Charlesworth-bodied Speed Twenty saloon, formerly the property of (guess who?) Arthur Hardy - at least that's what he assured us at the latest Fox and Goose meeting. (It's really time the South-Eastern Chairman got himself another Alvis - he sold this one in 1958!) Arthur wouldn't admit that there was anything out of the ordinary about it, but it looks from the picture that it was specially stretched so that the occupants could wear top hats - an undertaker's car, perhaps?

As for Iain MacGregor's car, we shall have to take him at his word - it was nice to hear from him after all these years - he was one of the monthly horde that descended on the Warren Wood Hotel at Woodford in the balmy days of yesteryear.

(On reflection, I don't believe either of them. The tea-cup goes to Philip Thompson, for an outstanding piece of detection. Arthur's and Iain's stories are so incredible that, to quote the immortal Holmes in "The Sign of Four", 'when you have eliminated the impossible, whatever remains, however improbable, must be the truth'.)

FROM P.THOMPSON of 50 ACRESFIELD ROAD, TIMPERLEY, ALTRINCHAM, CHESHIRE

Re Puzzle Corner. My solution is as follows: Top illustration 4.3 rolling chassis. Body Van Den Plas (?) as far as roof line, TA21 aft of windscreen pillars, probably 12/70 Mulliner rear mudguards. Bottom illustration. If this is not a TA14 it must be 3L1 or 3L2 but my guess is - TA14 chassis, Grey Lady front mudguards cut vertically from highest point; Bonnet cut down TA21. No more obvious Alvis bits.

FROM IAIN MACGREGOR of WINKLEBURY SELF SERVE, WHITEFIELD ROAD, BASINGSTOKE

Having just received the February/March Bulletin I was enchanted to see a photograph of possibly the best car I have ever owned under Puzzle Corner, and as I frequently require cups of tea I will tell you that the vehicle is - or was - a 1948 TA14 Alvis (would you believe!) with a body made by a firm in Bristol called Bostistos, and which was modified by yours truly.

The photograph - or indeed both photographs were taken at Crystal Palace in I believe 1957 when I was competing at National Alvis Day. The car at that time was made up to TB14 specifications and shortly after the photograph was taken the engine was re-built, primarily due to the announcer's comments as to the two tones of blue, one the car and the other the smoke coming from the exhaust pipe. I sold the car in 1960 to a very good friend of mine who has since become my partner in this business, and he sold it some 3 years later having used it as his honeymoon car. Since then I have lost touch with it but should the vehicle still be on the road - and I see no reason why it should not, and should the owner be a member of the club - if not why not? I would love to hear from him.

Since selling NHW 4 I have had two Aston Martins a DB2 and DB5 Drop-head, which have each cost me more per year in maintenance and repairs

than the Alvis cost me in 6 years ownership. There must be a moral somewhere!

The body of the TA14 was all aluminium and if my memory serves me correct it was between 3 and 5 cwt. lighter than the standard coach built saloon. The top speed was around 90 mph, and had the front not been built like a tank it may well have done the ton.

The reason for this 'special' was I believe due to the Alvis chassis being available in greater numbers than the coach makers could provide the bodies, hence the number of 'specials' around this time mainly built as station wagons.

I still have a 1932 Speed 20 which I have been rebuilding in fits and bursts for the last 7 years, and will one day settle down and make a body for it - the trouble with owning a Garage appears to be that customers cars always come first, and the time available for uninterrupted work on the Speed 20 is - and has been - nil.

## New members

<u>Name</u>	<u>Address</u>	<u>Year &amp; Model</u>	<u>Engine No.</u>	<u>Chassis No.</u>	<u>Regd. No. &amp; C'work</u>
Stallard, M.J. 4352 (M)	64 Newbold Terrace East, Newbold Comyn, Leamington Spa, Warks.	1928 S/Eagle	8365	7914	UW 7251 Carbodies 6 L.Sal.
Buley, K.B. 4353 (SE)	186 Ashridge Way, Sunbury, Middx.	1946 TA14	20789	20789	NMX 95 Mulliner Sal.
Evans, D.T. 4354 (M)	Llainedlyn, Llanrhystyd, Cards.	1960 TD21	26461	26461	6935 UG PW Sal.
Martin, C.W.P. 4355 (N)	38 Southfield, Hessle, E.Yorks.	1965 TE21	27281	27281	DRH 400 C Mulliner P/W
Hodges, H. 4357 (N)	563 Oldham Road, Rochdale, Lancs.	1947 TA14	21553	21553	JWB 2 Mulliner Sal.
Sharp, A.G. 4358 (SE)	297 New North Road, Hainault, Ilford, Essex.	1932 12/60			KV 2174 NLG 618 C
Redfern, Dr. J.S. 4359 (M)	Whitchurch Road, Wellington, Telford, Salop.	1965 TE21	27236	27236	Mull. PW Sal.
Litchfield, F.C. 4360 (M)	7 Porters Croft, Harbourne, Birmingham 17.	1963 TD21	26674	26674	PW Sal. 601 YNN
Hey, J.M. 4361 (N)	26 Whitegates Road, Middleton, Manchester.	1939 Sp.25	15124	14640	FNB 989 C'worth Sal.
Woolstenholmes, I. 3005 (M)	30 Park Road, Deeping St. James, Peterborough.	1937 Sp.25	14804	18701	DUU 900 Special 2-str. KW 9650
Moore, R.F. 4362 (SE)	21 Colson Gardens, Loughton, Essex.	1954 TC21/100	8932	8436	C&E (1926) Tr. KDP 499
Stone, T.H. 4363 (M)	10 Ipswich Crescent, Great Barr, B'ham 22A.	1935 F/bird	13294	12844	Tickford DHC BLT 697 C&E DHC
Nops, P.J. 4364 (SE)	Staff Officers Mess, H.M. Dockyard, Portsmouth.	1963 TD21	26992	26992	992 HYU PW Sal.
Roper Marshall, N.M. 820 (SW)	57 Chalcombe Close, Littlestone, Bristol,	1930 S/Eagle	8644	13078	DV 5914 Sal.
Shutler, C.C. 4365 (SE)	BSR 6EP 89 Harestone Valley Rd., Caterham, Surrey.	1932 CR3 6HQ, F/fly	10704	14962	FV 3269 C&E Sal.
Grainger, A.G. 4366 (SE)	5 Arundel Close, Cheshunt, Herts.	1937 S/Crest	TH14655	19103	DYA 433 Holbrook Sal.
Shelley, A.J. 4367 (M)	134 Rosemary Hill Road, Little Aston, Streetly, Sutton Coldfield, Warks.	1964 TE21	27147	27147	AJS 16 PW DHC
Corbett, N. 4368 (N)	56 Netherfield Road, Guiseley, Leeds, LS20 9DN	1935 F'bird	13307	12857	ANG 606 C&E DHC

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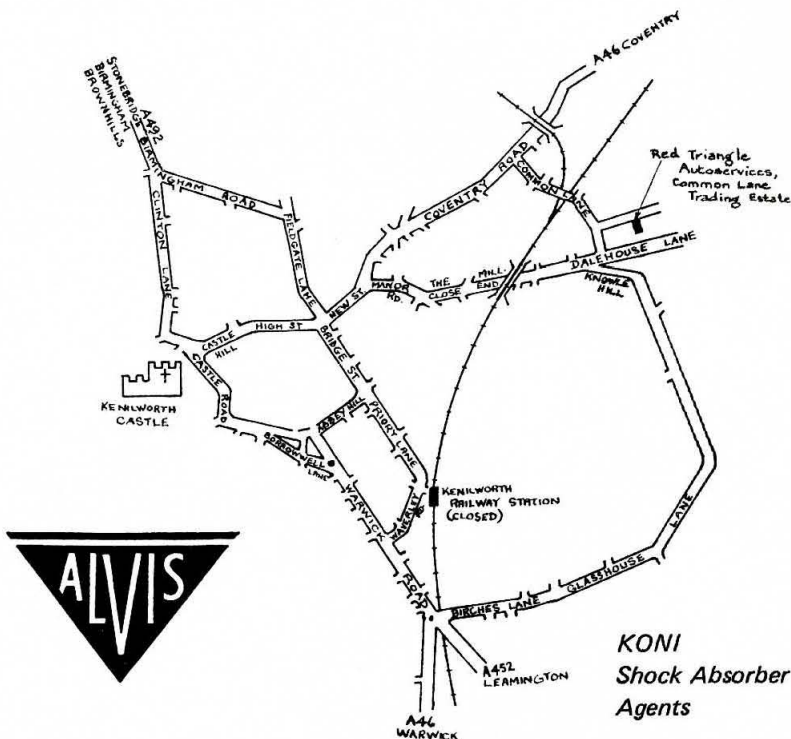
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