



owner club bulletin



Editorial

Notwithstanding the report of the Club AGM elsewhere in this issue and the previous announcement in 'DT', it is perhaps worth reiterating the fact that as from September the Bulletin will be published every other month, a typically British compromise between the present quarterly and the former monthly systems. The change will entail a re-distribution of material from 'DT' which may be expected to transfer its list of New Members and to shrink somewhat in the process.

Nadine Fox's report on meetings at the Bear's Paws, Frodsham, underlines the paucity of contributions to "Regional Round-up" for some time past. In order to encourage more local reportage a return is being made to the former practice whereby information about Noggin 'n' Natters and other regional events was submitted direct to the Editor, together with news and views from Section Secretaries. The latter should regard this as an ideal means of keeping members informed of developments in their own area and of focussing attention upon important issues from time to time.

The availability of additional space in these pages consequent upon the decision to step up the frequency of publication of the Bulletin places an increased responsibility on all established and potential contributors to ensure that sufficient copy is forthcoming to satisfy readers' demands. This is your magazine: the reputation it enjoys directly reflects the quality of the copy you submit. May we take this opportunity to thank our regular contributors for their efforts in the past, to anticipate their continued support in the future, and to encourage newer members to emulate their achievements.

ERIC STAPLETON

The Chairman's Column

Obituary

It is with great sorrow that I record the death recently of **Arthur James**, a Past President of the Club.

Arthur joined the Club right at the very beginning, our 33rd member, and was always keenly interested in our cause, maintaining his stable of veteran and vintage cars to a very high standard. Ken Day will pay official tribute to Arthur, but may I simply say how sorry I was to learn of his

sudden death. He will be sadly missed by his family, and by his many friends in the AOC and 12/50 Register.

Ken Blake, well known in Southern circles for his gentle humour, love of cats, for his work as a former SE Section Secretary, and for the way he controlled our Club films, died recently after a short illness.

Ken, Dorothy and 'Honey' - a very lovable pre-war 12/70, were seen together at many Club events, including the two major Scottish Tours, and will be sadly missed.

On behalf of the Club, may I extend our deepest sympathy to his wife, Dorothy. Ken will be missed by all of us.

Spares

If you missed our note concerning the availability of TA 14 brake expander dust covers, then let me remind you that we have purchased a supply - two covers for the front axle and two for the rear with clips for the latter. Post paid from me at £10.25 a set. 50 sets are available and every TA 14 should have one! Will have more made if needed, but please order now.

We are looking once again at CW & P needs.

Requests to me please to cover the next FIVE years.

The Bulletin

More Bulletins for your money! My thanks to Eric Stapleton who has agreed to handle the extra work, and to all our members who have made this possible by 'paying up' promptly. NO INCREASE this year, but we could do with at least 200 new members during 1981 and fewer withdrawals this year please.

Have you renewed your subscription yet?

To-day - please!

ERIC OAKMAN

Mrs. R. Urquhart-Dykes

It is with regret that I advise members of the passing of Mrs. Urquhart-Dykes at the age of 86. Both she and her late husband were honorary members of the Club and in the 1920s were the most successful couple racing Alvis cars. Mrs. Dykes was a vivacious character and both she and her husband were enormously enthusiastic Alvis owners. An obituary will appear in the next Bulletin.

K. R. DAY
President

Said in Sport

First a report by Gordon Bellini on the Eight Clubs' Silverstone Race Meeting on 31st March.

Present AOC members were Barry Stapleton, Gordon Bellini (both Riley mounted) and Richard Loveday, 4.3 Sp.20. The only other pre-war entrants out of 242 starters were James Crocker (Lagonda Rapier) and Malcolm Elder (Lea-Francis Hyper Blown). Weather conditions were appalling - high winds and torrential rain continued throughout the day. Our Riley and Richard Loveday's Alvis had to have their radiators covered with tinfoil as the temperature gauges would not register at all. I don't know how Richard got on, in his high speed trial, he had to complete 15 laps in 20 minutes.

Both Barry Stapleton and Richard Loveday were re-handicapped for their 5-lap handicap, Barry in the Riley on 2nd row Richard about the fifth row. Barry had not driven the car before and came a very creditable fifth in 1.34. Richard not feeling very happy in the conditions in his very powerful 4.3 was well down the field at 1.33.9.

I myself was in the last race and owing to the still terrible conditions the meeting was running one hour behind. Barry doing so well in my Riley

didn't do me any favours, as I was re-handicapped to third row of the grid, behind M. Elder's Lea Francis and with 20 sec. start on me.

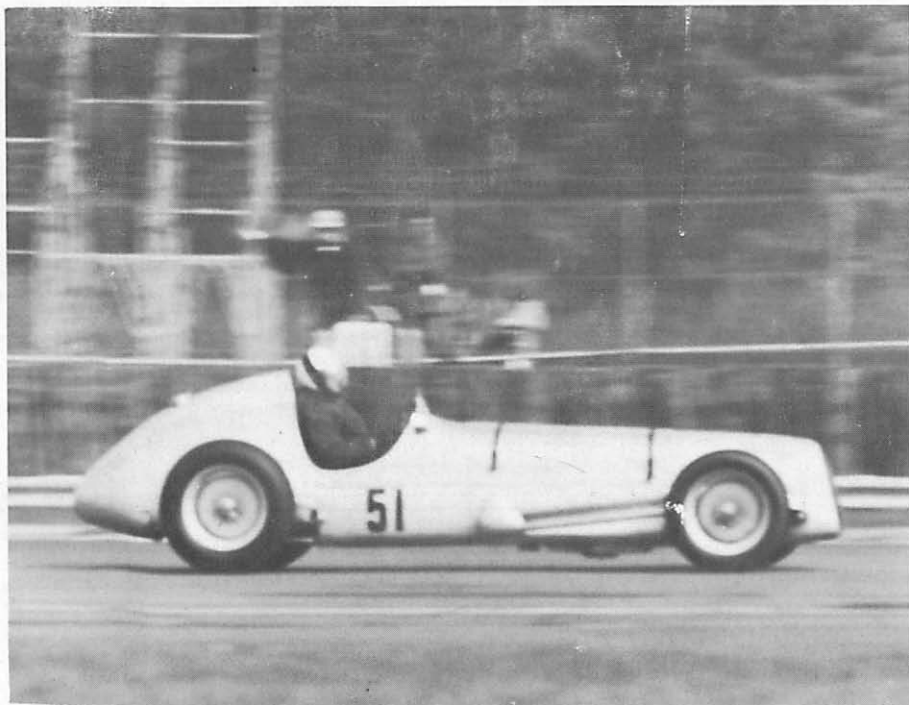
The race started after six o' clock in the dark and with the torrential rain I could not see, as I had removed my headlamps. At the back end of the circuit you could not see the sides of the track or the flag marshals' posts and as one came out of Becketts hair-pin you just aimed the car at the lights of the grandstands at the end of Woodcote. Also I didn't do as well as Barry, just 14th in 1.39.

Everybody was surprised that our old cars could hold their own through the corners, but on the straights it was a different story! Well, come on you Alvis owners - modern or pre-war! This race meeting is for you.

Reading the above I can think of only one descriptive word - heroic!

VSCC Silverstone, 11th April

saw much to please the Alvis enthusiast in a day full of good racing. Perhaps the most striking of the cars recent to the scene was the Giron-Alvis, of which a photograph appears below, being con-



ducted in characteristic pose by Paul Holdsworth. The car is a joint effort by Holdsworth/Jolley with much of the latter's panel beating skills being evident. Essentially the car comprises an SA Speed 20 chassis narrowed to form a single seater with a Speed 25 engine and twin stage blower to a brew plotted by Louis Giron. There are still many problems to be ironed out, but it is showing promise. At this stage its fastest lap of 1.22.1 is no disgrace and both are confident that there's a lot more there. Don't mention fuel consumption to them however. The car runs on methanol and gulps it down with great relish!

Another unfamiliar car was Smith's 12/70 but he had problems, as did Stapleton with his Firebird. Better luck to both next time.

Two Alvises successfully completed the opening 40 minute high speed trial. Jean Forti driving Richard Loveday's 4.3 special just made it by the skin of her teeth. The flag dropped ten seconds after she passed it! Bill Hodgkinson, with three laps less to do, mind, qualified with ease in his lovely 12/70 special.

Laurie Merriott gave his SB Speed 20, with completely original body, an airing after its first major engine overhaul for nearly a quarter of a century. Needless to say it was slower than before - which is remarkable considering the old camshaft had no bumps on it! Still, a good Alvis takes several thousand miles to free off.

The Clinkards, father and son, made a welcome return in the former's well-known 4.3 single-seater, now normally aspirated (i.e. unblown, for the benefit of the Editor) - [just trying to Rouse me—Ed.] - and with full exhaust. Not yet sorted, nevertheless their fastest times were Clink, 1-23.5 (in the Allcomers Scratch Race) and Anthony, 1-23.9 (in a subsequent five lap handicap). Seeking more revs Clink had fitted a borrowed magneto for the race. This had not helped, but what was surprising was that the car went at all. Looking at the borrowed magneto later it was found that the rotor arm drive was not apparently attached to the drive shaft! To make the whole thing more exciting, an oil leak from the catch tank liberally

lubricated the left hand rear wheel and Clink had a tremendous spin at Woodcote and entered the pit road backwards! He did not retire however. A quick push and off he went to finish.

Brian Chant with Brutus had a very good day. One third and a first. He almost certainly would have had two firsts except that in his first race the car would not move off. For seconds he tried, moving through the gears up to third. The line 5 seconds behind him on handicap swept past. He was just about to raise his arms to indicate a dead car when miraculously the car moved off. He then noticed all the smoke from his tyres. Yes, he had been sitting there with his wheels spinning!

John Brydon and Roger Ealand had a couple of races with their very attractive Speed 20 specials (the latter being the ex-Halfpenny car) but neither was in luck.

Richard Loveday did not blow up his engine this time and won a third. He was also the fastest all Alvis with a lap of 1-19.6. Dave Duffy with the Riley-Alvis (Speed 25 engine in Riley 9 chassis) was the fastest round, Alvis powered, with a lap of 1-17.6.

David Roscoe is always good for some copy. This time he could not win anything so he contrived for the crankshaft starter dog/nut to leap off, pass through a 3 in. circular hole in the chassis and position itself between the chassis side and a steering arm. This limited the lock to the right. "Never been able to get round Woodcote so quickly before - just the right amount of lock available!" He is now going to turn up a range of starter dog nuts of different diameters and select these in dependence upon the circuit to be used!

MacHulbert's 12/70 special continues to go extremely quickly. It is certainly the fastest of the 12/70 specials with a lap of 1-26.5.

Completing the range of Alvises competing were the 12/50s of Haye, Spencer and Walder and, of course, Eric Benfield's 200 Mile Race car. Strange to see the latter out without Wicksteed's No. 1 Racing Car keeping company.

Altogether a very good day.

DAVID ROUSE

RECOMMENDATION

Members who need any parts machined or castings made in small quantities for Alvis or other cars will find Mr. D. Tapsfield, 40 Wavell Road, Maidenhead, Berks. (Tel. 0628 20832) very helpful, efficient and reasonably priced.

SELF RECOMMENDATION

Hanns of Bridport, Foundry Lane, Bridport, Dorset offer machined castings in cast iron and in aluminium. They can also arrange to turn gear blanks and to have them cut by an associate whose prices are claimed to be very competitive.

ALVIS TOUR of the NETHERLANDS

This will take place from Friday, 18th June to Sunday, 27th June, 1982. The Alvis Owner Club of the Netherlands has already prepared a provisional itinerary in impressive detail with the assistance of the National Tourist Office. The number of cars to be accepted from this country will regrettably be limited to 30 by the accommodation available and early confirmation is desirable in view of the widespread interest displayed last year in the Tour of Denmark.

Sailings to coincide with the Dutch schedule will be Sheerness to Vlissingen in the outward direction and Hook of Holland to Harwich return. Mike Cummins is again prepared to investigate reduced rates for members on both crossings. All enquiries and applications please to:

Henk van der Weiden,
Boerderij't Hofke,
Koudenhovenseweg Zuid 200,
5641 AC Eindhoven,
Holland,
Telephone: 01031 40 811554



*'Carriages for Marriages' — Henk's Sp. 25 Cross and Ellis tourer
in use as a wedding car.*



Reflections in Retirement

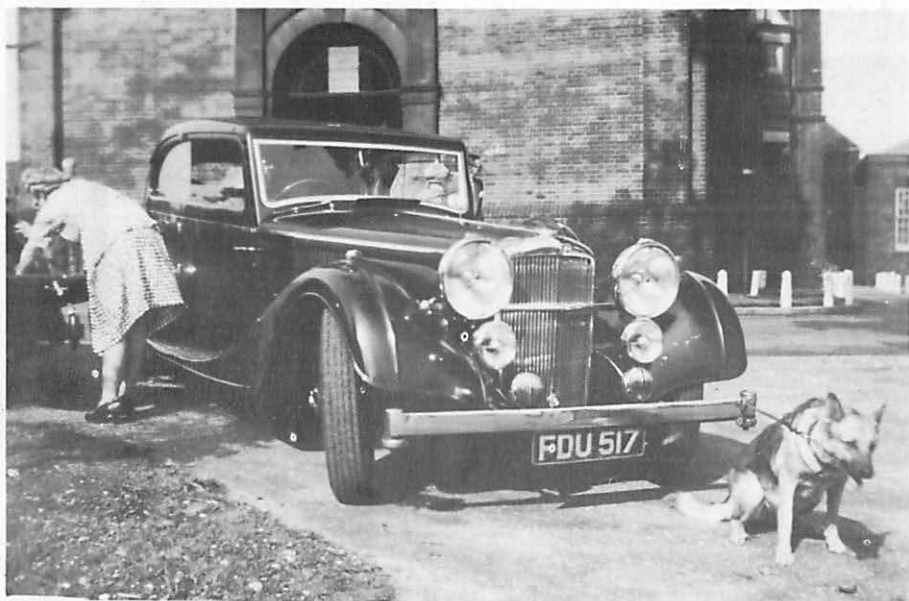
from J. J. Parkes

Tucked away in a secluded Suffolk village lies the attractive residence of Mr. and Mrs. Parkes, from where he commuted regularly for many years in his private aeroplane to his desk at Holyhead Road as Chairman and Managing Director of Alvis Ltd. Following his retirement in 1973 and his subsequent retention as consultant to the firm, he has now settled happily into his country home and legitimately takes some pride in the continued possession of his pilot's licence. He may also be justifiably proud of the significant contribution which he made to the world of engineering and to Alvis in particular during a long and active career.

His experience prior to his involvement with this firm had appropriately been with automobile companies such as Angus Sanderson and Swift in the Midlands and with the aircraft industry, becoming joint general manager of De Havilland in 1935. There he was concerned with the development of the Mosquito which was to play a major part in the forthcoming conflict, and ultimately with the innovation of the gas turbine engine. In his role as an officer in the Auxiliary Air Force He also had a hand in training pilots of the calibre of Max Aitken to fly such machines.

During his early days with Swift's he had observed how they were frequently overtaken by Alvis chassis on their test route near Kenilworth. It so happened that his managing director hailed from Wales, not far from the home of T. G. John, whom he met in 1926, though he recalls little of their lengthy conversation in his company in a railway compartment, since it was conducted entirely in Welsh. Some 20 years later he was ushered in to meet him again in Coventry, the purpose being to discuss the Gnome-Rhone aero-engine which Alvis was at that time buying under licence. In spite of John's optimism about the prospects of this engine, orders were not forthcoming. Before long the imminence of the war prompted De Havillands to search for sub-contractors and to induce Alvis to make components for them which included items as diverse as bomb-trolleys and power plants for aircraft.

After the cessation of hostilities, when the Ministry of Defence wanted training aircraft and armoured vehicles, it is perhaps not surprising that Alvis should turn to John Parkes to spearhead their post-war efforts by offering him managerial control. He was at once impressed –



The Speed 25 with pillarless saloon body by Vanden Plas, 'mothballed' by Alvis throughout the war and used by John Parkes in 1946 (complete with external starter dog).



as were Rover's when the two firms were eventually merged – by the collective expertise of his staff in the fields of heat treatment and metrology and in certain unusual aspects of automobile engineering in which they had built for themselves an enviable reputation. One of the keys to their success has always been the care with which apprentices are recruited and trained by the company.

One of the first tasks to confront their new M.D. in 1946 was that of reintroducing vehicle

production at Holyhead Road. The pre-war 12/70 was to serve as the basis for post-war car development from which the TA 14 model was to evolve, the coachwork tooling for which he describes as “lying around at Mulliners”. Many of the chassis were in fact clothed with various ‘one-off’ bodies such as wooden shooting brakes constructed by small boat-building firms. In view of the Government's imposition of a crippling Purchase Tax of 66.6% on cars costing over £1000, the Alvis was marketed at £998. The accompanying photograph



of a typical saloon also features Mr. Parkes' first wife who died in the late 1950s.

By 1948 work had already begun on the design of the 3-litre range, the prototype of which betrays its descent from the bodywork of the TA 14. The new in-line, 6-cylinder engine was to prove capable of progressive development until the termination of car production some 17 years later. Those mainly involved in the basic design work of this model were Harry Barber, who later moved to Pressed Steel, and W. M. Dunn, who was to achieve his twin objectives for the engine of longevity and refinement. His M.D. had had experience of driving Chevrolets before the war for very considerable mileages over varying road surfaces in Iran. He still recalls the reliability of those engines with their cast-iron pistons which were frequently good for over 90,000 miles. It was natural therefore that his expectations of the new Alvis engine should be even higher.

Less well known perhaps is the fact that one such chassis was clad by the Works with an experimental estate body, which he used extensively both in this country and on the Continent to publicise the marque. This was not an easy time

financially for the company, which he describes as having been "near the borderline of profitability". When the decision was taken not to proceed with the production of this body style, the car was subsequently disposed of. It is shown here in the background of a charming snapshot of a family picnic, its carrying capacity being useful on such occasions.

It is all too easy for devotees of the Red Triangle to overlook the fact that the mainstay of the company throughout the post-war period was its armoured vehicles. The Saracen and the Salamander were in fact the first military vehicles to be produced after World War 2 and it is a tribute to the soundness of their design that they are still in use in Northern Ireland and elsewhere. The Scorpion tank which was introduced about ten years ago was equipped with a tough yet lightweight aluminium body and a robust Rolls Royce engine from which it derived its qualities of speed and durability. Its popularity with the armed services of several nations has materially assisted the parent company to balance its books over a period of time.



The production of aero-engines has also helped to sustain the fortunes of Alvis, being installed both in helicopters and in conventional aircraft, and facilities for servicing and overhauling them have continued. The aeroplane illustrated was the only Leonides-engined Beaver in the world. It had been on manoeuvres for two years with the army, with which it was popular during this period of loan. A capable performer, it was subsequently lent to Mr. Parkes on an indefinite basis as a mobile test bed. It was finally disposed of on the orders of Lord Stokes and found a home in Canada, where it was converted into a useful amphibian. It is pictured here on the occasion of the opening of the Champion Sparking Plug factory in Lancashire, De Havilland having their own factory in the neighbouring county of Cheshire. On the left of the group is Bill Martin-Hurst, Managing Director of Rover Limited, whilst A. B. Smith, Champion's Production Director, appears in the photograph second from the right.

To revert to the automobile side, at a time when several long-established coachbuilding concerns were being bought up, Park Ward approached Alvis in an attempt to safeguard their future. These were also hard times for small production car firms, several of which went to the wall. It was suggested by David Brown that Alvis should produce engines and gearboxes for Aston Martin/Lagonda in the early 1960s, but Alvis preferred to go it alone and negotiated an agreement with the German ZF firm to provide gearboxes for installation in their own chassis.

Other suggestions which failed to find favour were by Alec Issigonis, who proposed that a 4-cylinder, 1750 cc or a V-8, 3,500 cc engine should be developed for future use. Mike Parkes, well known for his achievements in the sports car

world, was in favour of trying one out in his own Alvis, but joined the Ferrari concern and the project was dropped. He was tragically killed in an Italian road accident whilst at the height of his powers.

It was Hermann Graber, the designer of the body-style interpreted in this country by Mulliner/Park Ward, who was more than anyone responsible for the adoption by Alvis of the ZF gearbox, and even bought rubber seals from Germany for use on his cars. The shaping of the body panels was effected by M/PW by means of Avro's rubber press technology. Mr. Parkes retains especially fond memories of driving 1 ALV, with its wire wheels, long-range driving lamps, triple carburetors and its gleaming, grey paintwork. This car is now in the Coventry Motor Museum.

His present transport around the lanes of Suffolk is a Rover 3500: though its handling qualities leave a little to be desired, it is notably economical on fuel for a car of this size. It shares a stable with a VW Golf whose diesel engine is even thrifter. His nephew, Brian Parkes, now upholds the Alvis tradition in the shape of his blue TD 21 DHC. It is difficult to equate this modest, kindly and unassuming person with the man who was the driving force behind Alvis Limited for over a quarter of a century. He is however far from inactive in retirement, regularly renewing his associations with the firm through the annual apprentices' dinner and having many interests. It is typical of John Parkes that at the end of a distinguished career and with the happiest memories of his time with Alvis on which to reflect, he prefers to continue to look to the future with his customary optimism and confidence.

Vintage quotation from the Alvis Car Club, New South Wales:—

“Carrot juice is a good hare tonic.”

A Knebulous Knebworth

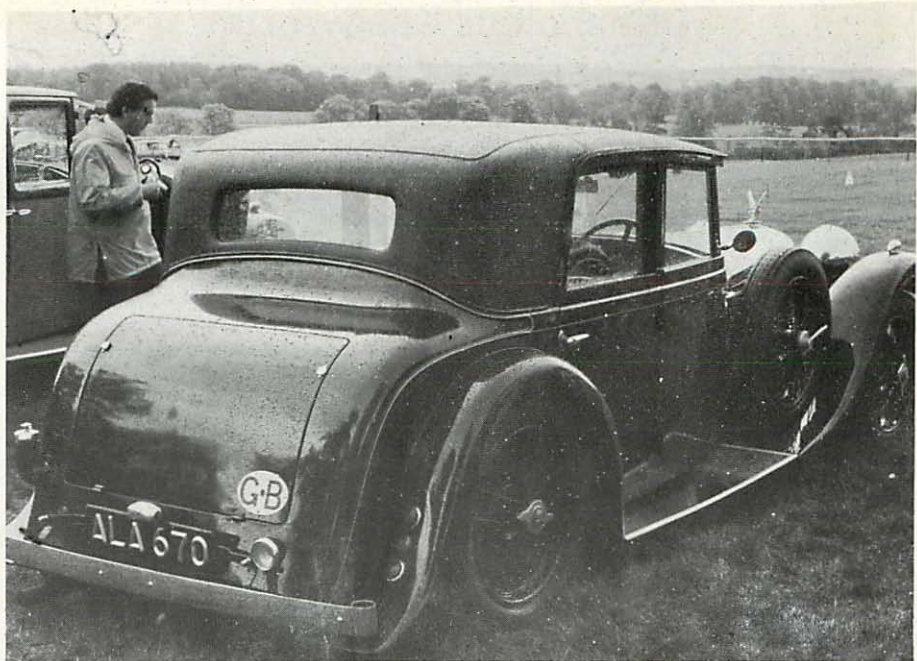
(pictures by Bill Fryer)



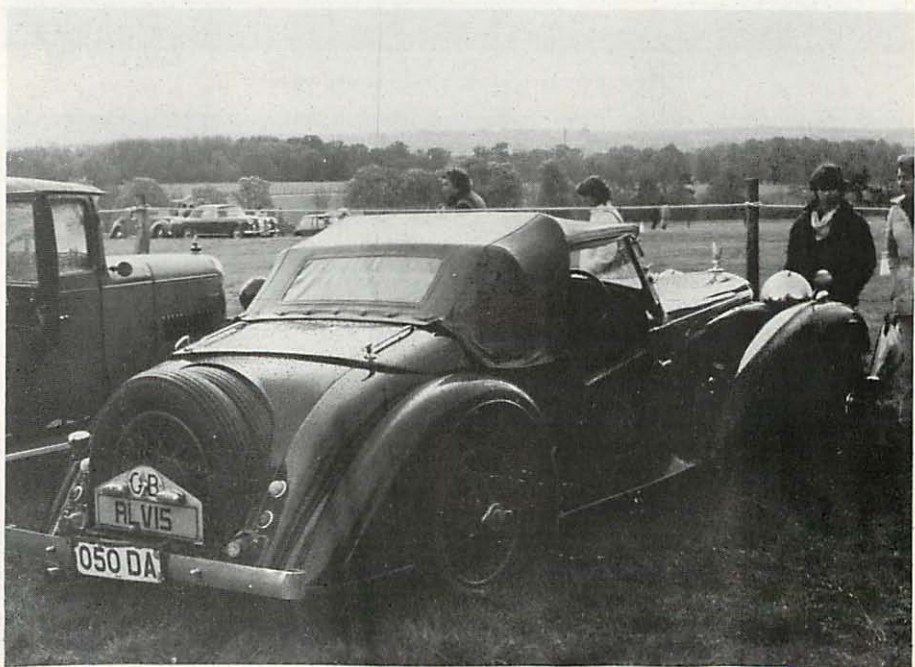
"Wish I'd brought my boat-decked model"



Jim'll fix it!



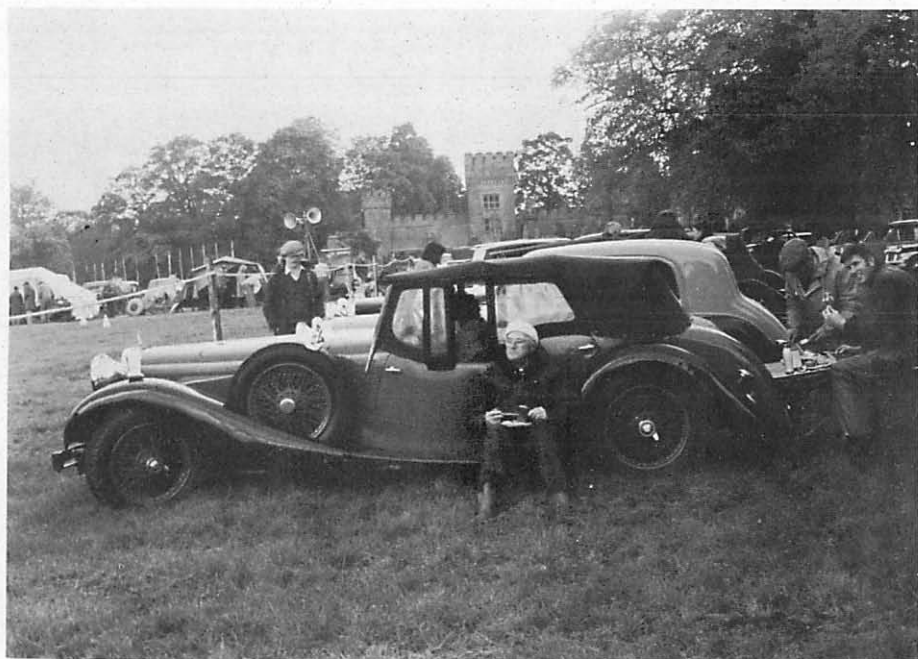
Comp. Sec. came with the cups



Gen. Sec. came on plates



Today's Special



Meals on Wheels



"It's not much fun out there"



"It's hilarious in here"

A.G.M., 1981

After the apologies for absence and minutes of the previous AGM the meeting was opened by our President, Mr. K. Day who welcomed all members present and in particular the representative of Alvis Limited.

The Chairman stated that despite the recession the Club had had a successful year: although costs were escalating subscriptions would remain the same for 1981/82 but would have to be reviewed in 1982/83. He reported that his spares committee were still keeping a careful watch on members' needs and hoped to satisfy these. However not all specially manufactured items have been taken up by members, for example the Speed 25 silencers and the 8 - 10 Speed 25 sets of pistons still in stock.

The Alvis Days were generally well attended with turnout a little down on the previous year; the first East Anglian venue had turned out to be an extremely interesting and pleasant day. 96 members finished the year at the Green Dragon in Hereford which was again another very successful weekend. There were still a few places left on the Tour of Scotland and the Chairman hoped these would be filled in advance.

The Secretary reported it was a busy year again with lots of correspondence the highlight being his trip to Denmark with the Vice-President to show the Alvis flag.

The statement from the Treasurer followed and his accounts are reproduced overleaf. The

Editor said he was getting more advertising for the Bulletin and that the combination with Direct Transmission was succeeding in bringing members up to date with the latest information. Further, as from July this year, the Bulletin would be produced once every two months instead of quarterly to improve service to members. He is looking for additional material particularly of a technical nature: Bulletin binders are still available.

Various Section Secretaries gave their reports together with a report from Dave Rouse on another successful six hour relay race. He hoped that more members would support this event in the future.

All the officials were willing to stand for a further year, and there being no other nominations they were, for their sins, re-elected *en bloc* to serve again and were duly thanked for their services to the Club.

General discussion then followed regarding International Alvis Day and the section days and it looked as if 1981 would again have a very full calendar. There would also be one or two sprints held in the Midlands in conjunction with other motoring organisations.

There being no other business the meeting was closed at 14.50 by the Chairman and everyone was thanked for attending.

MIKE CUMMINS

Congratulations

Congratulations to David Ward who convincingly won the Award for Best Overall Performance with no less than four Firsts and one Third in Concours and a Third in Driving Tests for good measure!

The George Wiltshire Trophy for the top lady competitor went to Anne Hall for the year. This was hotly contested with Yvonne Ward not much more than a hair's breadth behind.

(With apologies to David Rouse for delay in publication. - Ed.).

Top ten competitors in the Section Events were:

		Points
D. Ward	(SE)	62
C. Holt	(N)	50
J. M. Hey	(N)	46
C. Hall	(SE)	35
A. C. Blacow	(N)	34
G. Exton	(M)	33
J. Betterton	(N)	30
S. G. Harris	(M)	29
D. J. Clarke	(SE)	}28
Anne Hall	(SE)	

ALVIS OWNER CLUB
INCOME AND EXPENDITURE ACCOUNT - YEAR ENDED 28.2.1981

<u>1980</u>	£	INCOME	£	£
	6,722	Subscription	9,018	
	120	Surplus on Sale of Ties, etc. (Note 1)	123	
	105	Sale of Spares	80	
7,251	<u>304</u>	Interest on Deposit Account	<u>271</u>	9,492
		<u>Less EXPENDITURE</u>		
	6,657	Net cost of Bulletins	5,632	
	392	Events - Awards	468	
	260	International Alvis Day	456	
	100	6 hour Relay	120	
	99	Section Grants	40	
	273	AGM and other Meetings	295	
	88	Expenses of Officials	115	
	241	Clerical and Stationery	237	
	20	RAC Fee	20	
	42	Bank Charges	20	
	35	Audit Fee	50	
	128	Income Tax	106	
<u>8,335</u>	<u>—</u>	Sundry Expenses	<u>30</u>	<u>7,589</u>
		Surplus (Deficit) of Income over Expenditure		1,903
(1,084)		Additional Income (Note 2)		<u>996</u>
<u>245</u>				
		Reserve for Members List		2,899
(839)				<u>1,000</u>
<u>472</u>				
		Surplus (Deficit) for year		1,899
(1,311)		Add Balance 28.2.80		3,044
<u>4,356</u>		GENERAL FUND 28.2.81		<u>£4,943</u>
<u>£3,045</u>				

NOTE 1
Surplus on Sale of Ties, Badges, etc.

<u>1980</u>		SALES		655
704		Opening Stock	1,019	
	603	Purchases	<u>471</u>	
	<u>969</u>			
	1,572	Closing Stock	1,490	
553	<u>1,019</u>		<u>997</u>	493
151		Less postage		162
31		NET Surplus		<u>39</u>
<u>£120</u>				<u>£123</u>

NOTE 2
Sundry Income

		Crown Wheels and Silver Eagles	426
11		'T' Shirts	276
42		Sundries	202
139		Hereford	56
		Back Bulletins	36
<u>53</u>			<u>36</u>
<u>£245</u>			<u>£996</u>

ALVIS OWNER CLUB

BALANCE SHEET — 28th FEBRUARY, 1981

<u>1980</u>	LIABILITIES	£	<u>1980</u>	ASSETS	£	£
3,045	<u>GENERAL FUND</u>	4,943	726	<u>INVESTMENT</u>		726
—	RESERVE FOR MEMBERS LIST	1,000		Market Value £736 (1980 - £510)		
			552	<u>SUNDRY DEBTORS</u>		1,968
				<u>STOCKS:—</u>		
818	SUNDRY CREDITORS	548		1,019 Ties, Badges etc.	997	
				273 Awards	407	
1,000	DEPOSITS RECEIVED FOR CYLINDER HEADS	—		50 Stationery	—	
				25 Spares	25	
				— 'T' Shirts	342	
				<u> </u>	<u> </u>	
			1,367			1,771
				<u>CASH AT BANK</u>		
				1,680 Deposit Account	1951	
				499 Current Account	37	
			<u>2,218</u>	39 Cash in Hand	38	<u>2,026</u>
<u>£4,863</u>		<u>£6,491</u>	<u>£4,863</u>			<u>£6,491</u>

At 28.2.81 the Club also held a balance of £503.80p in a Bank Account designated 'Alvis Owner Club 'Brookland Fund' representing contributions made by members, relating to proposals for BROOKLANDS TRACK.

Vintage Car enthusiast *(reproduced . . .)*

Hetton vintage car enthusiast, Bob Fell, apart from getting a lot of pleasure out of his cars hopes to pass them on to his children as part of Britain's heritage.

Over the years his collection has grown to six cars, five post vintage, and a 1955 MG TF 1500. The MG was Bob's first venture into old cars, bought for his wife 15 years ago.

His next collector's car was a 1934 Alvis Vanden Plas Speed 20. Bob bought it in semi-restored condition. Another Alvis followed, this time an Alvis Speed 25 with lightweight body for competitions. It appeared to be in fairly good condition, but while restoring it Bob discovered that the cylinder head was badly cracked.

By this time a dedicated Alvis enthusiast, and the owner of a considerable number of spare parts, he next bought another Speed 25 which was in pieces.

The latest addition to his collection is a 1936 Alvis Firebird. This is being tuned, and restored

by vintage car specialist Peter Woodley, of Leicestershire, for hill climbs, and other competitions.

The cars are gradually being brought back to their original condition. The 1934 Vanden Plas model has had a lot of work done on it, and is now waiting to go to a paint specialist to bring the body back to its former glory.

He has managed to interest enthusiasts in England, and abroad to have a batch of Alvis cylinder heads designed and machined for collector's cars.

To house the growing collection of cars, and a vast number of spare parts Bob has bought the former nursery at Aireside Mills, Cononley to house his collection. At present he keeps it at his home in Bull Lane, Hetton.

"The cars are quite an investment, but I have no intention of selling them," he said. "I hope my children will become interested and carry on the collection. These cars will never be built again and it would be shame if we did not look after them,"



Photograph by David Hyde

Cars in books

(with apologies to *Motor Sport*)

Members may recall a note by the General Secretary, in the Bulletin for May, 1979, about the BBC-TV production of John Le Carre's novel *Tinker Tailor Soldier Spy*; use was being made of Mr. Cummins's 4.3 Alvis by one of the characters (Jim Prideaux, an ex-spy), played by Ian Bannen.

Reference to the text of the book reveals references to 'steam belching from the Alvis' bonnet' (p.10 of the Pan edition) and 'Trouble with an Alvis is, no damn springs' (*ibid.*, p.13). However, it is the 'Best car England ever made . . . Out of production, thanks to socialism' (*ibid.*, p.105). In a schoolboy's opinion, it is 'undoubtedly the finest, fastest car on earth.'

All this suggests that the author has some personal knowledge of an Alvis car; I recently came across another reference to the marque in contemporary fiction. In the final book of the late Olivia Manning's *Levant Trilogy* (*The Sum of Things*) one of the characters has an old Alvis, which is being used to make the journey between Beirut and Jerusalem during the Second World War. This Alvis is not so well liked: 'Wretched car. Steering all wrong. On the way here it nearly had us over a precipice' (p.126). However, one suspects that the driver was at fault rather than the car because, a bit later on, she nearly takes it over the edge (whilst kissing her companion) when she should have been concentrating on the negotiation of some dangerous hairpin bends near Jerusalem.

Did Olivia Manning also introduce an Alvis into her excellent novel because of some personal experience of the marque?

Michael Sladen

Readers Write

From Red Triangle Autoservices Ltd., Common Lane Trading Estate, Kenilworth, Warks., CV8 2EL.

Dear Editor,

Having read the letter from Mr. R. V. Garratt in the April Bulletin I thought perhaps members might be interested to know that we still have copies of the Motor Trader Service leaflet to which he refers, which covers the TA 21, we also have a few copies of the leaflet covering the TD 21. These are available at £1 postage free.

Incidentally these service sheets are the copyright of Motor Trader and should not be reproduced without their permission.

Yours etc. D. Michie

9.4.81

From "Sunny Bank", Church Lane, West Meon, Petersfield, Hants.

Dear Editor,

The Fifth Classic Car Show will be held this year at Brighton on the weekend of the Veteran Car run, 31st October/1st November, and invitations have been issued to all one make car clubs to display three cars each. The same invitation was issued for the first three shows at Alexandra Palace, and last year's at Earls Court, but despite pressure from some members, including me, no official Alvis entry was made.

Not wishing to see Alvis totally unrepresented at what I consider to be one of the top shows of the year, I took along my Speed 25 DHC as a private entry, and with the assistance of several local members kept the flag flying to some extent, and gained considerable spectator interest - including 2nd place in the visitors' choice competition.

At a time when one make clubs all seem to be booming I am determined that this year there will be three Alvis cars at the show, whether or not the Club responds to this request to make it official! I have reserved space for three cars, and request any members who would like to participate either by showing their cars or manning or preparing the stand, to get in touch with me initially - although I hope the necessary organisation will be taken over by Club officials.

Yours, etc. I. R. Francis 19.5.81

Regional Round-up

NORTHERN SECTION

Meeting at the Bear's Paws, Frodsham every third Wednesday.

This is attended on average by 15 enthusiasts, including Dave and Tina Billam, who have been waiting ages to see their names in print, Charles and Judith Van Ingen who always come in an Alvis and other owners of Speed 20s, TA 14s, Grabers and V8s to name but a few. I'm sure this would be of interest to other members. We are also keen enough to want to organise events, but fear that notices will not be published in time, though we have managed to start and maintain a meeting with only one mention in the Bulletin. I feel more Section Notes will make more people want to organise events and with good notices more people will attend.

NADINE FOX

**NORTHERN ALVIS DAY,
Sunday, 19th July, 1981**

If you have read your *Direct Transmission* over the last few months you will know that Northern Alvis Day has a new venue. We have moved from Doncaster Racecourse to Harewood House, near Wetherby. Due to my error an incorrect date did appear but this has been corrected and I have thrown away my 1968 diary so it should not happen again. The facilities offered at "Harewood" are good. We have been allocated an area of grassland almost in front of the main house which will give us plenty of room for the driving tests, etc. I have negotiated a party rate for entry into the park as follows, but this will only be available to members producing a current membership card.

Entry to grounds only
(including Cafeteria and
Driving Test area) **50p**
Entry to House, Bird Garden
and all other attractions **Adults £1.30p**
Children 65p

The gates are open at 10.00 am and concours judging will start at 11.00 am. Once inside the main gate follow the arrow to the Alvis "enclosure". Harewood House is situated at the junction of the A61/A659, seven miles from Leeds, five miles from Wetherby (A1). I hope you will come along and get this venue off to a good start.

TERRY POPPELWELL

SOUTH EASTERN SECTION

The Bull meeting is alive and well and living in Wrotham. In recent months we have continued to flourish with lively and enjoyable meetings. For example, in December we joined forces with members from The Coachhouse for a Christmas dinner held at The Coachhouse and attended by around 35 revellers.

We have been pleased to welcome two new members of late. Firstly, John who has a TA 14 saloon has been joining us since November and secondly Nicholas, who is obviously aiming for the record books by attending his first meeting here in February at the age of just four weeks. Our congratulations to Julian and Monique for the employment of such demonstrably effective and advanced educational techniques.

Malcolm is hoping that he has at last solved the problem of overheating on the TA 21 while Colin is currently undertaking remedial action at the rear of the TE where the ravages of the dreaded

tin-worm have become apparent. Mike on the other hand seems to have discovered an effortless method of disposing of Rovers which consists mainly of sitting still and Gordon has elected to muscle in on the wedding and funeral business by availing himself of a suitable Daimler which Kathy has promptly requisitioned for shopping purposes.

Our meetings continue to be held on the second Thursday of the month and a cordial invitation is extended to all.

MALCOLM DAVEY

EAST ANGLIAN SECTION

The Section held its AGM on 29th April at The Shoulder of Mutton, Assington and in all 14 members attended. Your Secretary reported a generally successful year during which the Section ran three events and also a Christmas Dinner. He also reported that of 133 letters sent to members in the form of a questionnaire 30 replies were received. These indicated that the non-competitive type of social run appears to be the most popular. Members also seem to favour pub social meetings, but are concerned about the distances involved. The Committee will be taking steps in order to meet these needs if possible. After the Treasurer had reported a healthy balance of £66 in the Section's account the election of officers took place as follows:

Chairman:	Maurice Gallaher
Secretary:	Chris Bird
Treasurer:	John Champion
Committee Member:	George Pinder

There followed a lively discussion on such subjects as East Anglian Alvis Day, Competition for the Section's sprint trophies and arrangements for this year's Christmas Dinner, following which the meeting closed in time for refreshments to be taken.

Our social meetings have continued on a greater or lesser scale as usual, and at the Cadogan Arms in April we were pleased to welcome back Anthony and Beryl Needham from their recent visit to Zimbabwe. They also brought along Gerry and Sarah Kendall who own a very attractive TC 21/100 and, we hope, will become members of the Club. Of our regular attenders George Pinder is again doing sterling work in assisting with the organisation of East Anglian Alvis Day. It was also very nice to see Colin and Pam Moore in their TD sporting a "running in" notice after further considerable mechanical work. They have had far more than their share of problems with

this car, and it would be interesting to have a first hand account from Colin when he can spare the time.

These notes are due to reach you before our own Alvis Day on the 12th July, and if you have not already entered we do hope you will come along, preferably, but not essentially, by Alvis.

Most people who came last year enjoyed the

day, and this year there should be even more attractions to make it a real day out for the family. I have already asked for volunteers to help with marshalling and shall be glad to hear from anyone else who can assist, as much in advance of the day as possible please. All the Committee look forward to seeing you there.

CHRIS BIRD

Cover Picture: "Prince's Progress" - The father of the bridegroom pictured leaving London Airport.

SEPTEMBER, 1981

All material for the next Bulletin, must be double-spaced typewritten and be in the Editor's hands by **21st July**.

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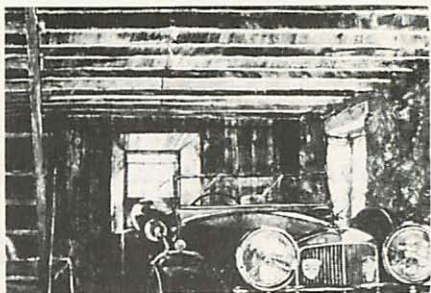
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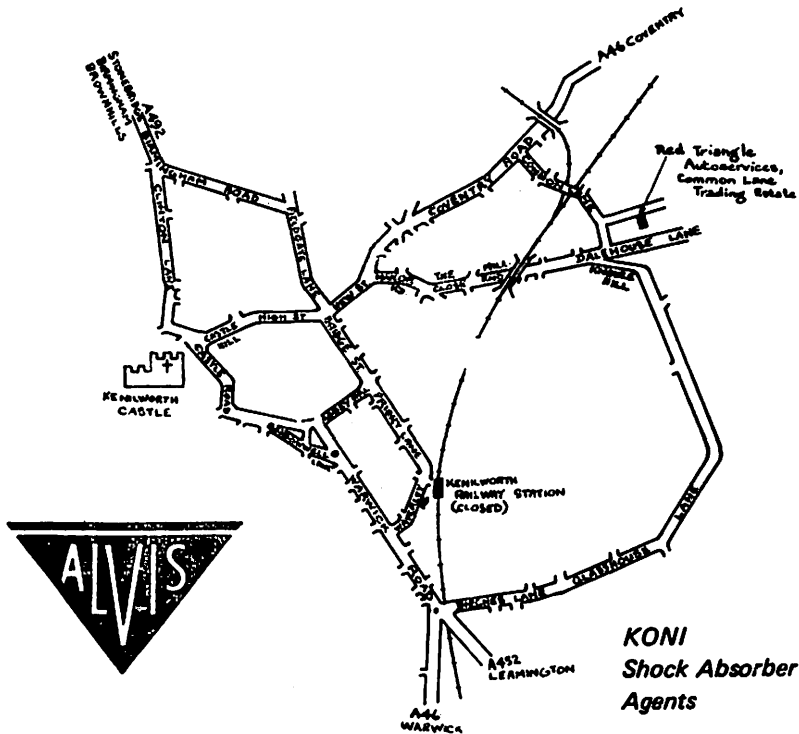
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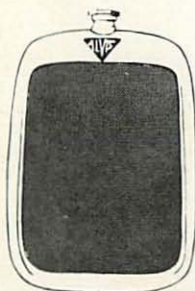
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DIRECT TRANSMISSION

The Monthly Newsletter of the Alvis Owner Club

Editor: J. B. Oliveira, The Cottage, Brick End, Broxted, Dunmow, Essex.

Contributions must be double-spaced typewritten and in the Editor's hands three weeks before the month of intended publication.

Enquiries about delivery of 'The Bulletin' and 'Direct Transmission' should be addressed to the General Secretary. Changes of address should be notified to the Membership Secretary.

Please include your membership number on all correspondence and enclose SAE if an answer is required.

General Secretary: M. J. Cummins, The Hill House, Rushock, Nr. Droitwich, Worcestershire. (Chaddesley Corbett 309).

Membership Secretary: E. W. Wimble, 82 Dorling Drive, Ewell, Surrey. (01-393 4680).

NUMBER 19

JULY 1981

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IN THE DRIVERS SEAT

That May comment is now looking more than a bit rash, in view of the appalling weather we seem to have had without pause since. Though prevented from attendance at Alvis Day, I understand that Red Ensign might have been more appropriate than Red Triangle by the end of the driving tests. Whatever the flag, we have endeavoured to keep it flying in the Eastern Counties as, no doubt, elsewhere. Three Alvis, pre- and post-war, raised the tone of a recent road run and show near Chelmsford (while the Rolls-Royces went home again), and a Graber was encountered in everyday use outside the Chinese takeout in Dunmow. (You like Led Triangle?) And we had quite a good March day today, so perhaps things are looking up.

The copy deadline for August 'Direct Transmission' is Friday, July 10th, and for the September issue Monday, August 3rd.

John Oliveira.

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ADVANCE NOTICE

Club Calendar

- Sunday, July 5th. Midland Alvis Day, Alvis Ltd., Holyhead Road, Coventry. Concours, continuous driving tests and a few autojumble spaces. Lunch available for those who book in advance. Entry forms and details from Midland Secretary, R.G.F.Hyde, 147 Longdon Road, Knowle, Solihull, West Midlands B93 9HY
- Saturday, July 11th. Pre-East Anglian Alvis Day event. An informal run starting at the Vintage and Veteran Vehicle show at Saffron Walden in the West of the section, easily accessible from London or the Midlands (see map last issue) Run through pleasant countryside to the Ripley House Hotel, Bury St. Edmunds for dinner and social evening in function room booked specially for the AOC. Dinner and social - £6 per head, b & b from £9 per head. Late bookings to Maurice Gallaher, Mascall's Cottage, Nags Head Lane, Brentwood, CM16 5NH: tel: Brentwood 222933., even if you can't take part in the run. Details of the starting event from Maurice Gallaher.
- Sunday, July 12th. East Anglian Alvis Day, Stowlangtoft, nr. Bury St. Edmunds. Generally as last year; entry forms last month.
- Sunday, July 12th. Midland Section informal visit to the RAF Museum and Battle of Britain Museum at Hendon. Meet at the Crossroads Hotel, Weedon at 10.00 a.m.
- Sunday, July 19th. Northern Alvis Day, Harewood House, nr. Wetherby, Yorkshire. (Junction of A61/A659, 7 miles from Leeds, 5 miles from A1 at Wetherby) Starts

at 10.30 a.m.

Sunday, August 9th. Midland Section join with VSCC visit to the Shuttleworth Collection at Old Warden Aerodrome. Meet High Street, Southam at 10.00 a.m.

Sunday, Sep. 6th. Midland Sprint at Curborough in conjunction with SUNBAC. Details from the Midland Secretary. It is hoped that, as last year, additional events will be held but problems have occurred with venues. In case time does not permit adequate prior warning in 'Direct Transmission', if interested keep in touch with the Midland Secretary or request regulations now.

Sunday, Sep. 20th. Keighley Alvis Sunday, Sun Street Printers, Keighley, South Yorkshire.

Sunday, Oct. 18th. East Anglian Sprint at the North Weald meeting run by Herts. County Automobile and Aero Club. East Anglian and Ed Norris Memorial trophies will probably be awarded on the results of this. Contact CompSec with SAE for regulations.

Other invitations. Sat. July 4th. BARC Goodwood spectacular. Concours 11.30

Sunday, July 5th. Auto Sunday, Easthampstead Rotary Club, Easthampstead Park, Bracknell. Concours and family day out. Entries: J.Strugnell. Bracknell 54995

Sunday, July 5th. Lambeth Festival of Sport: details in May issue.

Saturday, July 18th. Gosfield Village Fete: details in May issue.

Saturday, August 29th - Sunday, August 30th. Woodton Extravaganza: details last month.

Saturday, Oct. 31st - Sunday, Nov. 1st. Classic Car Show, sponsored by 'Thoroughbred and Classic Cars', Hotel Metropole, Brighton. (Same weekend as the Veteran Car Run) Special discount b & b £16.00 one night, £22.50 two nights per person. The AOC has received an invitation to exhibit three cars, can we have a volunteer to organise this please: entry form from the 'Direct Transmission' Editor.

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ODDS AND ENDS

Thoroughbred Spares, Unit 6 Parkside, Coventry, tel: Coventry 58234 supply wiring looms to order. Price over the phone and production within 7 to 10 days.

The Cigarette Card Framing Co., 553 Barking Rd., London E13 9EZ offer framed sets of cigarette cards covering many subjects including Taddy Cigarettes Motor Cars of the '30s @ £12.50 and Players Motor Cars 1937 @ £28 per frame, £54 per set of two frames. It is not clear whether Alvis appear in either of these sets. 15% discount if you quote Ref: OM No4.81, Wheatcroft Roses Ltd., Edwalton, Nottingham NG12 4DE, tel: 0602 216061 are offering large sizes of Truстан rust converter and protector. 5 litres £23.00 (normally £29.07) incl. delivery and VAT. 2½ litres £12.50 (normally £15.71).

Member Simon Rickard, 19 Bridge End, Whalley, Lancashire, tel: 0254 82 2668 has a self-catering cottage for holidays at Whalley which he thinks might be of interest to those attending Northern Section events. This is, I understand, a commercial enterprise and early booking is essential.

Spares. A further supply of aluminium waterpump castings is now available, fully machined, for Sp20, Sp25, 4.3, at £38 plus p & p. Possibly the last run unless demand is high.

Two-branch cast iron exhaust manifolds for 3½ litre, Sp25 and 4.3 will be available in the near future, fully machined @ approx. £85 per pair plus p & p. Firm orders would be appreciated at this stage. P.D.Woodley, The Bungalow, South Croxton Road, Barsby, Leicester LE7 8RA. Tel: Gaddesby (066 472) 419.

Spares II. Members are reminded of last month's notice re. Sp25 cylinder heads. Speed is imperative if you want one - and this will almost certainly

be the last opportunity for a very long time. IMMEDIATELY CONTACT MR. FELL ON 075673-319 (HOME) OR 0756-60011 (WORK), OR KEN DAY (WEYBRIDGE 52526 AND LYMINGTON 77742).

Collectors Car. The September issue will contain an article on the Alvis Healey by Harold Hastings. He will be revealing a hitherto unpublished story. This month's issue should carry an article on a Miss M.D.Patten. Laurie Merriott writes that it will in part deal with her competitive efforts with his Speed 20 AXE 635; these included the '34 Alpine Trial and '35 Monte Carlo Rally.

Halfords. The Club has received the offer of a regular series of news releases from Halfords about their products and special offers. My feeling is that it would not be appropriate to carry this material (to the exclusion of other items) and that members will be able to gather ample information from the motoring press or from the stores themselves.

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SMALL ADS

Conditions - neither the Club nor the Editor can accept responsibility for statements made in advertisements. Advertisements may be edited if necessary, must be double-spaced typewritten and in the Editor's hands by the due date for copy for the intended month of publication. Please quote membership number.

Charges - pre-paid only. Please enclose remittance of £1 (members), £3 (non-members) or £5 (traders) payable to the Alvis Owner Club for each insertion. Overseas payments by International Money Order or Sterling Draft. Repeat insertions at same rate.

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