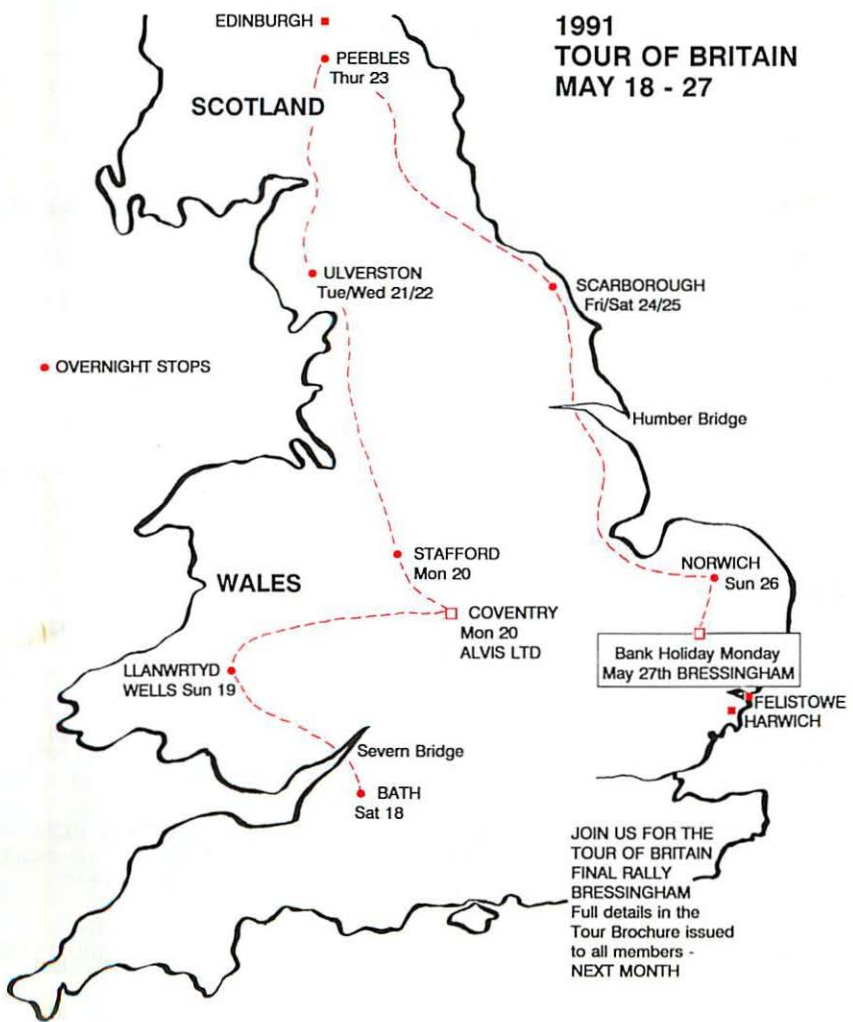




BULLETIN

No. 392 APRIL 1991

1991 TOUR OF BRITAIN MAY 18 - 27





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Advertisements & all material for the Bulletin will be gratefully received by the editor. Urgent notices and small ads may be received up to the 10th of the month before publication. All other material by the 1st of the preceding month please. Typewritten if possible, but legible at worst.

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

Front Cover: The Great Alvis Driveabout otherwise known as the Tour of Britain 1991. John and Mike hoped that a copy of this Bulletin with you would save the cost of buying a map or taking a navigator!

EDITORIAL

This month's front cover is a bit of a departure in more senses than one. Next month's Bulletin will be entirely devoted to the Tour brochure itself which will be a larger format. Apologies to those who will find trouble with their binders and also to contributors whose words will have to be held over for a month, although Club Calendar and Small Ads will certainly appear. Pre-paid display advertisers not taking part in the Tour advertising will have their period extended by an extra month. After that a return to what passes for normality.

It is wonderful news that at last a new Speed 25 cylinder head is on the horizon. I don't know how long Council racked its brains over the feasibility of producing these heads so it is great that a way has finally been found to remanufacture them.

I'm pleased to have been able to do my bit to keep Alvis in the limelight since my Series 1 TD21 drophead will be making fairly regular appearances on the TV screen from the autumn. BBC Pebble Mill are currently filming *Trainer*, a series based on the Newbury racetrack. It is the replacement for *Howard's Way* and stars David McCallum (remember the Man from UNCLE!) Susannah York and Nigel Davenport. As the man from the agency said, 'Mr McCallum plays a fairly eccentric character, so they wanted an eccentric sort of car.' I nearly put the phone down but refrained because I knew the dosh would come in handy. So look out for Alice Blue on your screens soon.

Ben Lenthall

PRESIDENT'S NOTES

At the end of these notes you will find a photograph and details of the Speed 25 cylinder heads to which I referred to in my last notes. Whilst on the subject of spares, it seems that the demand for crown-wheel and pinion sets has not been fully met and so a further batch is to be made. Ratios will be the same as before; 3.8 and 4.1 on the large (35mm) pinion and 4.3 and 4.5 on the small (30mm) pinion. Please let me know but **DO NOT SEND** any money at this stage. **DO** send a stamp addressed envelope. Prices very much the same as previously.

No doubt you will read elsewhere that the Tour of Britain is to end with a mini-Alvis Day at Bressingham, Near Diss, some 22 miles south of Norwich. Bressingham Gardens and Steam Museum offer something for the entire family and the East Anglian Section have gone to considerable lengths under John Wheeley's and Jack Clover's stewardship to ensure that we have a memorable day. **SO WE NEED YOUR SUPPORT.** Don't trot out the excuse that 'it's too far'.....'I shall be somewhere else'.....say to yourself (and wife) 'I want to be at BRESSINGHAM'. If you can pay £60 to a private company to drive YOUR car, on PUBLIC roads for which you have already paid the Excise Duty, then whip smartly back on MAY 27th and enjoy yourself among friends and their cars.

Speed 25 Cylinder Heads

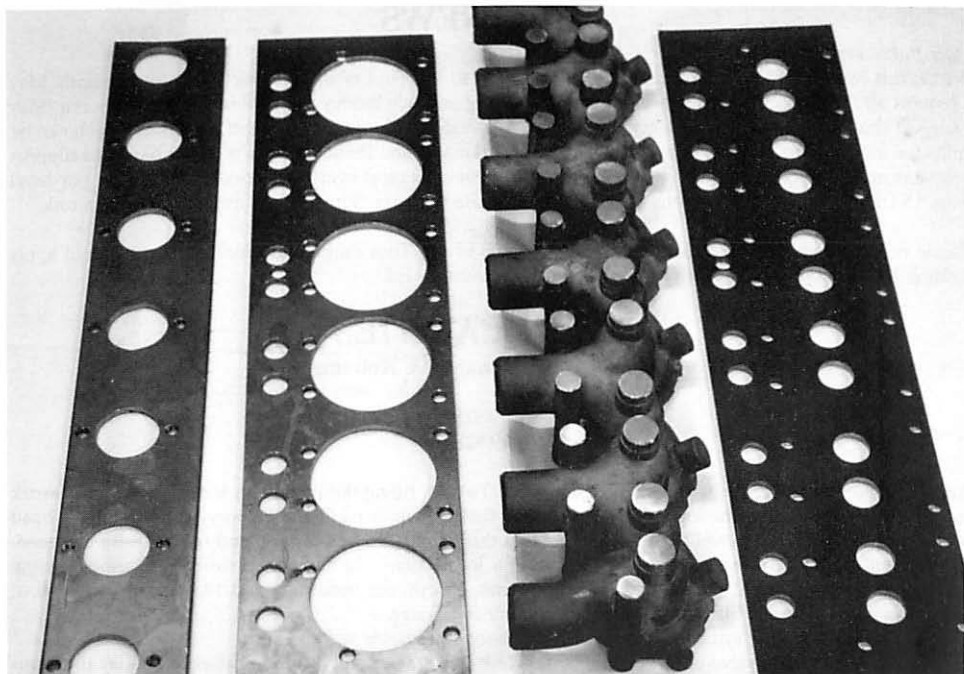
The manufacture of a limited batch of Speed 25 cylinder heads is at a fairly advanced stage. The first production head will be ready for testing in approximately six weeks. When tests have been satisfactorily completed the cylinder heads will be available for purchase within four weeks.

As can be seen from the photograph the cylinder head is of a unitary construction, consisting of cast carbon steel combustion chambers and carbon steel plate water jacketing. All components are being argon-arc welded together. This construction has been satisfactorily proved in Rod Jolley's racing Giron over the past five years.

All cylinder heads will be fully machined and complete with valve guides. There will be an option available to order the heads complete with studs, or without. The cylinder heads will be pressure tested and supplied in a black powder-coated finish. They will be individually packed in metal cases with a dampness inhibiting agent. This is because some purchasers may not use their heads immediately.

According to the information now available the cost is expected to be in the region of £3,000 plus VAT. Orders are now being accepted by BJ Tube Bending Ltd, 23 St John's Street, Hythe, Southampton, in writing, accompanied by a deposit of £300. Enquiries to the above address, telephone 0703 845558, or fax 0703 849158.

Ernest Shenton



CHAIRMAN'S COLUMN

Following observations in recent Bulletins regarding original colour schemes for pre-war Alvis cars, it might be interesting if I explain similar details relating to my SA Speed 20.

The chassis was despatched from the Works in 1932 to Charles Folett, who arranged for Van den Plas to finish it, with one of the drop-head coupe designs prepared for his customers and the completed car was registered in January 1933.

Before I bought "JJ" it had been, in reverse order of application, all black, black with cream sides and originally blue. Small areas of the original colour could still be found, an extremely bright though light blue, something on the lines of a Bugatti blue, but a bit brighter. The upholstery and carpets were dark blue and the hood was black. It must have stood out from the predominant colours of that time, but would have been very much in line with the 'jazz modern' styles of design favoured in many items from architecture to ornaments of that era. Somehow, at the time of restoration, I could not reconcile myself to quite that original shade, although I was anxious that it should be blue and in the end, settled for the mid range tone which many of you will now know. With hindsight, or maybe it is maturing years, I think I was wrong not to use the original shade. It really must have looked very striking in 1933.

I learned through the VSCC that consideration is being given to producing Lucas switch SLC-O. This is the actual unit fitted to Invicta cars, but is very similar to that used on Speed 20's and it is the rather complex barrel switch mounted at the bottom end of the steering column and used to operate the lights and charging.

They will not be cheap, but clearly the greater the order, the more favourable the price, so if any members are interested, I suggest you contact David Ayre of Cedar Classic Cars on 0734 326628.

Derek Bradbury

CLUB NEWS

Mike Baker writes:

Within this issue you will see a sponsorship form relating to the Tour of Britain which starts next month. May I request all of you to have a really good crack at raising as much money as possible for Age Concern. May I suggest that rather than trying to get actual mileage sponsorship you just try to get donations which can be collected immediately. I'm sure all your neighbours, workmates and friends will be only too happy to support this venture. For example we have approximately 1650 members; if everybody tried to collect £2 per head from 15 friends and neighbours etc., we would easily raise the sum. Surely this is not too difficult a task.

Please note that although Ernest Shenton holds stocks of the Tour mugs, individual members should apply to their local section officials or obtain theirs at Club events - Ed.

TECHNICALITIES

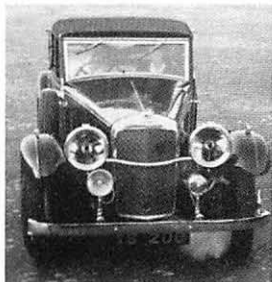
Cylinder Block Removal & Refitting

SA 19.82hp

SB 19.82hp

Recently, the lower core plugs gave out on my Speed Twenty, filling the sump with water. It's a lot of work to remove and dismantle the engine and I set-to to find a simpler method. Factory records suggest head removal prior to block removal but I have found that the block CAN be removed and refitted with the head, carbs, manifolds and valve gear intact! This saves a lot of time. In addition it saves also removing and refitting 24 sump bolts, 12 pinned and bolted big ends, 21 cylinder head nuts and 14 manifold nuts, all of which can give their own little problems when you are in a hurry.

- 1) Drain cooling system and sump, remove bonnet, radiator and stay rod.
- 2) Remove the valve cover, compress the valve springs and pull out the push rods and lay them out on one side in order so that they may be replaced later in their original positions.
- 3) Disconnect the exhaust down-pipes flange, fuel feed to the carburettors, throttle linkage, choke linkage, HT harness, temperature sender from the transfer port and the coolant feed pipe between the pump and the cylinder block.
- 4) Remove the nuts securing the cylinder block to the crankcase. Some of the corner ones are a bit tricky and it's handy to have one or two old BSF spanners which can have their jaws angled to reach some of the more awkward ones. One or two modified spanners are never wasted on an Alvis!
- 5) Now it's time to rope the block/head assembly ready for lifting. You will need to borrow or hire



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a small chain block or Haltrac hoist. A hydraulic crane is now use since it cannot be lowered without jerking. Tie one end of the rope round the back exhaust manifold outlet and the other end of the rope round the base of the water port at the front of the head. This will allow a reasonable balanced pull when lifting and breaking the seal between the block and crankcase.

6) The lifting block is now tensioned and the block rocked from side to side to try and break the gasket seal. Mine really took some shifting since it had been undisturbed for twenty years and excessive amounts of gasket cement had been used. It may be necessary to thump the block around its lower flange adjacent to the holding down studs with a heavy hammer and block of hard wood to break the seal. On no account use a lever driven in under the block as this will damage the soft alloy compression plate and could damage the alloy crankcase.

7) Once the seal has broken the block should be rocked sideways a few times to check if the compression plate is coming with the block or staying behind. Begin a gentle lift to about 1/4 inch and take a knife blade around the base of the block to separate the gasket or compression plate. The assembly can now be lifted clear. This needs two people; one to operate the block and the other to 'clear' the conrods and hold the block as straight as possible so that no damage is done by tilting at the wrong angle.

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8) Whilst the block is suspended, push the car back out of the way so that the load can be lowered to the floor or preferably a bench slid underneath. Do not lower the block directly onto a concrete floor since the cylinder bores extend below the bottom face of the block and can be easily chipped. Lower it onto a small block of wood so that it will balance better.

9) In my case, I could then proceed with replacing the lower core plugs as previously described. This is a good time to check the condition of the bores, pistons and rings, and a good time to replace rings if any signs of wear are showing. 4 thou lift and 4 thou ring gap are considered acceptable. Any more and it's best to replace them. Check the piston diameter if you don't already know it as a reference for the future. Standard size is 73mm or 2.874ins. Have a look up the bores and see if any scoring has taken place and examine the bottom of the block/bores to see if it has previously been lined. If it has it's an advantage since they can easily be renewed without wearing out the block for future enthusiasts!

10) Check the conrod bearings for wear by gripping the rods firmly and lifting them to see if any movement is evident. Clean up the crankcase upper face very carefully. Care taken at this stage will be repaid with an oil-tight engine later. Note the four holes to feed the camshaft bearings. On two engines I have done recently, these holes were completely blocked with carbon and other debris which looks as though it falls off the exhaust ports in the head after it has got very hot. At this stage the sump can be cleaned from above.

11) Replacement of the block is the exact reverse of the removal, but before attempting to hoist it

back, check that the bottom of the bores/liners are bevelled at a 45 degree angle. This is to allow the piston rings to be 'funnelled' back to their positions as the pistons enter the bores. If no angle is present, create one using a decent file and sanding off. It is important to do this since there is not room for a ring compressor when refitting the pistons.

12) Using a thin paper gasket on each side of the compression plate, lower the block to about six inches above the pistons. Accurate lining-up of the car under the block is essential and have a trolley jack ready under the centre of the rear axle to allow a little last minute levelling. Turn the crankshaft

so that pistons three and four are at TDC. At this point you need four people for a few minutes, one operating the lifting tackle, one on the starting handle, one on the rear jack and one guiding the pistons back into the bores. The block is now lowered onto pistons three and four. Ensure that the ring gaps are spaced apart and press the rings by hand to help them into the bores. This is assisted by the person on the starting handle turning the crank a little at a time. The crank throws are set at 120 degrees and the next pair of pistons will be numbers two and five, followed by one and six. Great care must be exercised to ensure that the rings and pistons enter the bores easily and it needs minute turns on the crank and lowering of the block but it can be done!

14) Before lowering the block right 'home' a bead of sealer should be placed around the edge of the lower crankcase gasket to ensure an oil-tight seal. It's better to do this after the piston guiding has taken place otherwise it will get in the way.

15) The bolting-up process is the reverse of dismantling. Two men with the occasional help of two others can carry out this operation in about eight hours, a useful saving of time if you do not want to remove and strip the engine.

This operation was carried out on an SA model six cylinder engine, but the basic job is the same for all prewar engines with removable blocks.

Nick Simpson

THE REGISTRAR'S COLUMN

Happy memories were recalled when I read the letter from Ernest Taylor (February) about Loughborough College, and the Alvis cars of C G Duce (not Deuce). As a former student (I left in 1961) I can confirm that CGD indeed seemed to arrive in a different vintage car every day. The accompanying photograph shows one of these cars (a 12/50) in the college car park. I cannot recall the Alvis engine tuning experiment - but this sounds highly likely.

C G Duce was, not surprisingly, President of the very active College Motor Club at this time, and I

Right: C G Duce's 12/50 saloon, one of his many cars recalled from Loughborough College days by Dave Culshaw.



well remember one of the social meetings (14th October 1960) when a distinguished guest was introduced: Raymond Mays, who entranced us with tales of his experiments. Another student present who distinguished himself later was marathon driver Rob Lyell, who was membership secretary at the time.

I had more or less contracted to buy the 12/50 in the photograph from CGD but at the last minute he changed his mind, and decided keep what was his only closed car at the time. Otherwise my Alvis owning might have followed a slightly different course. The registration number of the 12/50 began I think with GF. Already I can envisage two members with Loughborough connections reaching for their pens, if they haven't already done so. Both Barrie Lown and John Burnell will remember CG Duce, and John will probably remind me what the chassis number of that 12/50 saloon was.

FEATURES

One Thing Leads To Another

The year since I bought my 1933 Alvis SA 16.95 to Aberdeen (see Aug/Sept '90 Bulletin) has passed extremely quickly with most of my spare time, energy - and money, being spent in restoring my house rather than the car. The family demands for a warm, working house had to be met first, but in the process I managed to get electricity and warmth into the garage.

However I did sneak odd days in the garage, and the initial discovery of the rotten core plugs lead to a series of other discoveries as I dismantled the engine, with one near-disaster and some progress. I'm sure most

people have had similar experiences as they get to know their cars, but I thought a catalogue of the year's happenings would be of some interest to other Alvis owners.

1) When I removed the top radiator hose, I found the top inch of the aluminium downpipe completely eaten away, and the rest of it was very pitted and thin in places. It certainly needed replacing and there was no problem getting a new one from Red Triangle.

2) The carburettors were apparently in good condition, but when I took them off I found a lot of wear around the spindles and linkages, and there would undoubtedly be wear elsewhere. At this point I decided that I must get any necessary work done to the highest possible original standard as I found each problem, rather than rush to replace the core plugs, even if it did mean the car would be off the road for a long time. So I sent the carburettors off to Burlen Fuel Systems for a complete renovation. The result is very impressive, but I do wonder if the bodies of the SU's should be so highly polished. I doubt if they were originally. Was the aluminium rocker originally polished? At least they'll be easier to keep clean.

All the early photographs I have seen show the triple SU set-up with a flat trumpet-like flame trap/filter on each carburetter. To me they look undressed without them. Does anyone have three going spare, or know



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where I can get some? I've seen a lot of naked carburettors so I'm sure there would be a good demand if a supply was found.

3) The exhaust manifold looked sound but extremely rusty so I had it blasted. That revealed three separate welded repairs and some cracks in the cooling fins, but still perfectly serviceable. I will try to paint it with HT paint if I can find a big enough oven to cure it in.

4) The distributor shaft was quite sloppy with some wear on the gear, so that went off to Holden Vintage and Classic who restored it so well that I was sure they'd sent me a brand new one until I checked the number. They also supplied a new cap and spare points.

5) Once the cylinder head was off it was clear that the valves were in a poor state, and when I removed them I found the guides very worn. So I paid my first visit to Red Triangle (I had a free morning in Birmingham without transport and found Common Lane can easily be reached by bus from Coventry railway station). They supplied me with a new set of valves, springs and guides, and various gaskets. A local Aberdeen motor engineering firm, Thistle Motors, made a good job of pressing in and reaming the valve guides and grinding in the new valves. They also skimmed a few thou off the head top remove some low spots between the cylinders.

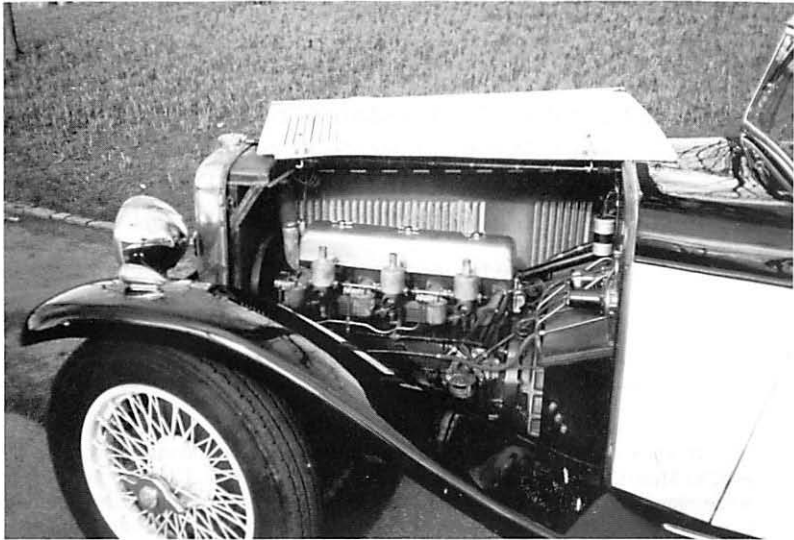
I removed the old core plugs myself without too much trouble, with the aid of a drill, hacksaw blade and fine chisel. The plugs that hadn't actually corroded right through were frighteningly thin - so it's definitely a good idea to replace the lot if one goes. On the 16.95 engine there are 4 plugs in the head and 9 in the block - all 5/8" BSP. I have seen one engine where the external plugs had been replaced by flanged brass plugs which would have been easier to fit, but I couldn't find a supply and anyway they wouldn't have been suitable for the internal block plugs, so mine are now all replaced with aluminium. Before fitting the plugs, on Nick Simpson's advice, I poked and scraped where I could in the block and head with stiff wire and flushed out half a bucket full of scale, bits of core plugs and general debris. Perhaps I won't need the Kenlow fan now!

6) When I had the block on the bench I noticed two rather deep scratches with raised edges down the otherwise perfect bore in one cylinder. The piston and rings showed no sign of damage, so I presume some foreign object must have got in through the spark plug hole. As the bottom end of the engine had been rebuilt ten years ago, I didn't want to consider reboring, so Thistle motors honed the cylinders which improved the scratches enormously. There was some damage to the surface of the block caused by over enthusiastic filing of core plugs (not by me), so that was lightly skimmed leaving a beautifully flat, clean surface.

7) While I was at Red Triangle I asked about a starting handle, and to my great surprise they produced an original one off the shelf complete with 50 years of dust and original hand written label. They have more.

When I tried the handle in the car it would not engage in the dog because the hole in the radiator appeared too high. Closer inspection revealed that the engine was too low because the single front engine mounting

rubber was so perished and flat that the mounting bracket was resting on the cross member. The other two mountings were in a similar state and fitted with inadequate 5/16" bolts instead of 1/2". After two attempts I received the correct replacements from Red Triangle.



It was now into November and

everything was ready for reassembly, but having bought a shiny new mascot from Dan Geoghegan, I thought I must get the radiator shell replated to match. Taking the radiator off would also make reassembling the engine easier. The shell showed no signs of chrome and the bottom half was just tarnished brass. I took it to Electroplating Services in Glasgow and they thought it had been nickel plated. A phone call to Nick Simpson for advice revealed that it had been nickel plated in 1933. On my car the headlamps, windscreen surround, door handles as well as the radiator cap and new mascot are all chrome, so the radiator shell had to be chrome. It was ready a month later and as I wasn't going to be in Glasgow for a while, I asked them to send it up. The parcel arrived on Christmas Eve and when I removed the double cardboard box with all its 'fragile' labels and the double layer of bubble wrap and more paper, I found the shell beautifully rechromed but with the round top flattened and with a crease down through the badge hole. Parcel Force had been true to their name and dropped the parcel with so much force on one end that the cap flange was pushed in causing the distortion and creasing at the top. I couldn't believe it had happened and neither could Electroplating Services who had taken great care to pack their excellent work so thoroughly. It was insured for £230 which will barely pay for the repair and rechroming. Apparently a second rechroming will probably leave the shell very thin, so it will never be the same again. The craftsman who is repairing the damage is going to try to push out the top without damaging the chrome and the Alvis badge will cover most of the crease, so we may get away without rechroming. If not, I might be looking for a new shell. That parcel was a Christmas Present I could have done without.

Throughout the year, with the help of several Club Officials, I have been trying to establish the exact model of my car and to trace its history. It does seem to be a one-off. It looks like a Firefly, stretched to take the 6 cylinder engine. Dave Culshaw and Ernest Shenton have both said that there's a strong possibility it was an experimental Firefly - a theory supported by the fact that the chassis and engine numbers fall into an authentic batch of Firefly numbers.

The Car Record calls it an SA 16.95, but it differs from an Alvis 16 in several respects, the main area of doubt being the chassis frame. The record shows the chassis number as 10301 with a wheelbase of 9'10½". The actual wheelbase is 10' 3" - that of a Speed 20. To clear this anomaly I needed to find the actual number on the frame. Again under directions of Nick Simpson (what would I do without him?), I searched various sites on the frame and eventually found it after removing the front valence and loosening the wing to expose the top of the front offside dumb iron, - 10301. So all the car numbers tie up with the Car Record and

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presumably the wheelbase of 9'10½" was entered in error.

It's good to know that I have an original car, but it would be nice to know more of its history. It was delivered to Messrs. Waterhouse in Bradford in November 1933 and, from a plaque on the dashboard, it was sold some time later by Gaffikin Wilkinson & Co in London, but then I know nothing until 1979 when the last owner bought it. He bought it in Southampton from John Sheriff of Sheriff Motors. After several letters and phone calls all he will reveal is that the previous owner was called Bibby and he can't give me an address or phone number. I have tried all the Bibbys in the Southampton phone book without any success. I am at the moment following up the one Bibby that Dave Culshaw could find in the Club records.

All progress on house and car has now been temporarily halted because I failed my own MOT, and having had an area of rot cut out and welded I've got a week or so in bed which gives me time to write this. It occurs to me that there are a lot of similarities in restoring a car and in curing an ill patient and keeping them well afterwards. We talk about 'spare part' surgery for humans, and 'arthritic' cars. My aged uncle was told by his garage that his Volvo was suffering from arthritis when he took it for its first 3000 mile service when it was ten years old! There's no reason now why our cars shouldn't last for ever if we put enough effort and money in. Perhaps it won't be too long before we can go on for ever too!

Anyway my Alvis and I hope to be roadworthy again soon and to get to some events this summer.

John Ratcliffe

WINTER WONDERING or HOW TO CHEER UP A BUSINESS JOURNEY

"The course requires you to reside at the Dunkeld House Hotel, Dunkeld, and commences at 01:15pm on Monday 28th January 1991." Thus I was invited to attend a week of concentrated management training several miles north of Perth by my employer British Rail.

Last time I went to Scotland it was by sleeping car (Inter-City Kipper) to return as an experimental passenger from Glasgow to Euston on the pre-production Advanced Passenger Train. Site-seeing was restricted to two hours in Glasgow Central Station. I dug out the Atlas and determined that this Dunkeld place was a jolly long way from Sandbach, Cheshire, where ARU 291 and I normally corrode in peace and tranquillity.

ARU 291 is a 1935 Speed 20 SC Charlesworth Sports Saloon that was cosmetically restored prior to my ownership. The paint and chrome is very good, but mechanically she is getting a little wheezy and creaky in the superstructure. However, she smokes less than I do. A right little go-er in fact. What is more, a KLG fag stirrer was installed a few weeks ago so a friend's December wedding might be less chilly.

The firm expected all participants to travel by rail, but the thought of most of Sunday spent travelling followed by incarceration away from matters Alvis was too much to bear. A further incentive was the knowledge of an escapade a few months ago by Chris Taylor's remarkable Firebird (GS), which went in search of its original owner to the same part of the world, and returned in fine style, mission accomplished.

AOCC Northern Section members in the Cheshire area are encouraged to develop an adventurous streak, if only to avoid 'namby-pamby motorist' jibes from Peter Lakin - he of Northern Auto-jumble fame seen in the New Year Bulletin posed in front of my ARU (page 17). At the conclusion of that event he must have been under the influence of inebriation as he is wondering why he can't get the side-screens out. Your Firefly has maroon paint on it as well as black, Peter, and the roof comes off.

Thus motivated, Saturday 26th was enjoyed cleaning off December's new miracle product, self-adhesive confetti, topping up the oil and antifreeze, counting the wheels (5? one for luck!) and blowing up the tyres. Then a saunter trial to Chelford to meet Chris and GS, seek advice on the navigation, and pour in the motion lotion.

Sunday dawned dry, cold and murky. I dawned late, and remembered I had forgotten to pack. Suitably delayed and having posted some urgent letters in the late box at Crewe, I departed that railway town at 11 o'clock with 247 miles showing on the trip meter, and page 76 found in the AA Atlas. To Middlewich, then Junction 18 on the M6, turn left and uphill.

ARU has told me many times that she doesn't like motorways. My theory is that she will go like stink provided she can have a breather now and again by coasting down a hill. The trouble with motorways is that all the hills are up - you know what I mean? You can never quite get the SU's to stop that expensive wooshing noise, and the heat slowly accumulates and has nowhere to go, despite that enormous rust strainer behind the stone guard. Add to that the apology for an impeller and one can appreciate why Billy Melville, GS's previous astounding owner, designed and fabricated another one more like a turbine for Chris's Firebird. Proceeding at a leisurely 2,500 to 2,700 rpm, it was not until a few miles short of passing Preston, Junction 32, now on page 82, that the temperature gauge went into altimeter mode. Relief was at hand by diverting onto the A6 up to Junction 33. Then slogging again until the next services, lunch and page 89.

Now, the fug stirrer has a fan, and I wired it up so you can get it to blow or suck. Sucking, the air comes out the back and almost wins the fight against the icy blast whistling past the go pedal. Blowing, your knees get hot, but all contact with the right foot is soon lost. This could be inconvenient if you wish to utilise the 'gradual but definite retarding effect' that the Handbook of Instructions assures you is available by transferring the deep frozen extremity to the other pedal which you can no longer feel.

Back on the motorway again I discovered that the altimeter effect can be averted by putting the fan on blow. Five minutes of that brought the temperature back to normal, and ten minutes of suck thawed my right foot. It was at this point that I decided that it had been a good move to replace the carpets before the trip. I took them out five years ago as patterns for the new ones I started to make, but things like rewiring and putting new bearings in the differential got in the way. That rexine wrapping round the bottom of the hand-brake lever keeps a heck of a lot of cold air out!

The scenery, even from the M6, was definitely improving, and I decided to stay on the motorway to the bitter end, just past Carlisle. Despite extended suck, altimeter mode occurred again, but all was explained by a sign saying Shap summit, 1026 feet and a breath-taking view through now only slight murk. Page 94 said I must be nearing Penrith. The blue and white signs said Glasgow was still a hell of a long way. Bash on!

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And on, and on, and on! The A74, first few miles desecrated by extensive roadworks. Maggie's Trunk Route revitalisation, crud and corruption everywhere, page 103. Then altimeter mode again, Beattock summit, 1029 feet, page 108, more snow as on Shap, and a good run across the high ground. Darkness, illuminated as Glasgow was skirted on the M74 and M73, page 116, on to the A80. I'm knackered!

First foul-up! I turned right instead of going straight on at the junction with the A73 - Carlisle 103 miles. This can't be right? Check page 125. Oh, I see. Well if I take the next left and follow my nose through Cumbernauld I will be on course again. Whatever you do, don't follow your nose through Cumbernauld! It is one of those places trying to attract new businesses, and the town planners are convinced that the recipe for success is to build loads of roundabouts like Milton Keynes.

Back on the A80 twenty five minutes later, three miles from where I went wrong. Then the M80 to Sterling services, to stretch my legs and phone Chris who had volunteered a rescue service if something broke. Having got this far I assured him (having persuaded myself) that all would be well. M9, and A9 and a very friendly Little Chef. Hang on a minute. I'm in Scotland. When did that happen?

I consulted page 126 and beyond. I could stay on the main A9 all the way to Dunkeld, but I was refreshed and the A822 to Crieff looked much more interesting. This was foul-up number two. A mile after leaving the A9, and having gone a bit quickly over the sleeping policemen at Braco (that's a dirty trick, when the old girl's in full song again on a proper road), the 'Scotch' mist descended. Normally those FT37's cope very well, but this filth had salt (or something) suspended in it that coated the screen and lights with gunge. An unlit narrow winding road with no cats eyes - miss a glimpse of an off-white line between the right hand P100 and the bonnet and you're in a ditch. ARU crawled along at walking pace a few miles to the A823, and doubled back to the relative safety of the A9, with a few stops to clean the gunge off on the way. About forty five minutes lost that time.

Chris had warned me of the Scottish mileage syndrome. You have been driving all day, eating up the miles but the last few take longer than all the rest. This didn't seem to be happening, but I soon saw a sign to Dunkeld. Foul-up number three. I claim this one was not my fault. I'm sure if you know the area it all makes perfect sense, but if you don't the time it takes for the junction to come up is positively weird. I was well fooled and got lost again. Only five minutes gone this time, then through Birnam into Dunkeld; drive through it looking for the hotel and WOW!

An enormous gatehouse. This was followed by about a mile of driveway into the 280 acres of grounds. In the P100's it was a properly dignified approach to the magnificent hotel, turn of the century stately home built for the Duke of Atholl. ARU reigned supreme in front of the main entrance for the rest of the week, except for an excursion through the hills to Crieff on a lovely sunny day. We were on page 133, and 568 miles on the trip meter - a distance in one day of 321 miles. We had arrived at 8.05 pm. Not at all bad considering two meal stops and three diversions. Half a gallon of oil had gone missing down the light grey tail pipe but she had exceeded the 16 miles to the gallon promised in the handbook by a handsome margin - 21.5 mpg.

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I will refrain from giving you the full treatment about the return. You have been very patient to get this far! In retrospect it was a wonderful run. I don't like all that salt, but the hotel let me wash it off and ARU proved what an exquisite lady she can be! To some of you I say 'Why is your Alvis sitting in the garage?'. It is your choice of course but I believe you are missing half the fun.

J B A Pryer

REGIONAL ROUND UP SOUTH EAST

The Talbot Hotel, Ripley, Surrey.

Second Tuesday

Four intrepid travellers braved the snow to attend the February meeting (OK I know we only live a couple of miles away! but Giles Aston and Hugh Gibson had longer journeys to endure). Despite lack of numbers it was a lively evening - Hugh showed us a book written by his neighbour's father giving an account of his journey from India to England in his Alvis in 1930. Not only is the story interesting from a motoring point of view (as you may guess, running repairs had to be made en route!) but it also gives an amusing insight into the way of life in India at the time. The book is called "A Light Car Odyssey" by RWH Davies and is one definitely to look for at your local second-hand bookshop.

The topic of conversation then turned to classic car museums overseas (always a good excuse for a holiday destination!) and proceeded onto autojumbles and classic car runs, via freezing pipes and the value of life (but we always come back to cars in the end!!)

On a social note, the AOC has been invited to the Sunbeam Talbot Alpine Register's beginning of the season run. This will take place on Sunday 12th May starting from Maidstone and Guildford and ending at the

Bentley Motor Museum, via a pub lunch! Please support this event, it should be fun! details from us on 0583 766408.

Rob & Lorraine Smith

EAST ANGLIAN

The Golden Pheasant, Eton.

Our Christmas lunch was held on Sunday 23rd December and was attended by nine bodies, comprising Sarjeants, Crossleys and Storrars. We were also delighted to meet Bill Griffin from Deeping St James, who came to make his introduction, and Bill has since become a welcome attendee at our monthly meetings. His family own two TD21 saloons which they are rebuilding.



Right: Mrs Blanche Storrar in the family 12/50 after Christmas revelry.

The enclosed photograph shows lifelong Alvis enthusiast Mrs Blanche Storrar about to ride away in the family 12/50 following the Christmas lunch.

Hugh Crossley has now acquired a beautifully original 1934 Speed 20 VDP saloon which has spent most of its life in South Africa. It has obviously been a much cared for car and we are looking forward to excursions in it to our season's events.

We thank Stan Hicken for responding to our comments on the rebuilding of the Speed 20 saloons as tourers

ALVIS TA14 BRAKE OVERHAUL MANUAL

Compiled for members by the Technical Editor, it covers all aspects of description, maintenance and overhaul of the Girling system fitted to these cars. 31 pages with many diagrams and illustrated cover.

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at SV Restorations at Billingborough and for enhancing our perception of the details. It is appreciated. I hope he won't mind my further commenting that the "regular who hides behind a cloak of anonymity" rebuilt his derelict vintage saloons (Humbers) as saloons.

Ben Sarjeant's TA14 is now fully reassembled as a running chassis and we have taken it in turns to drive it around his farmyard. We are looking forward to seeing it on the road following construction of the body. We also wish Ben well following his own body reconstruction at Addenbrooke's hospital.

Andrew Storrar

The Plural Of Alvis
A Problem Solved by Basic Engineering Principles
-0-0-0-0-0-0-
One Alvis = One Chassis
Many Chassis = Many Alvis
Q E D

John Oliveira

MIDLAND

Red House Meeting

2nd Tuesday 12th February 1991

In spite of the pretty grim weather throughout the country the meeting was very well-attended, and 18 regulars and 1 visitor turned up. Of the northern members just over the border, Peter Lakin wanted to know what all the white stuff was, because "on the Cheshire Plain we don't have any"..... he almost convinced me that hay-making would start anytime!

Eric Jones was unusually not present as the track back up to the house was impassable (getting down was easier) and his water main, which he shares with Meaford Power Station was burst, and hence disconnected. The first of the commemorative mugs were sold in aid of AGE Concern, including one sold by Mrs Pres to the local coal merchant who was drinking in the Glue Pot (that's the bit of the pub where once you're in, you're stuck).

The January 2nd Tuesday was our Buffet Evening to which we had 40 people, all of whom agreed it had been thoroughly successful. Provisional dates for some Midland Events are; Midland AGM March 24th at the Castle Hotel, Tamworth. Midland Alvis Day July 14th at Trentham Gardens. Next Red House Meetings April 9th and May 14th (Pre TOUR Update).

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READERS WRITE

From: J Graham Bissett, Ayr, Scotland

12th February 1991

Dear Ben

The letter regarding Alvis Healey in the current Bulletin was of interest to me since I find the beetleback is very cold in winter at my advanced years. My plan next winter is to drop the 12/60 engine into my daughter's 2CV. My question therefore is would this be a Citroen-Alvis or an Alvis-Citroen and could I take part in AOC events? If not could the readers explain to me why not?

Yours

From: Paul Harris OBE, Lewes, E Sussex.

15th February 1991

Dear Sir

J Mewes of Virginia Water writes of losing water from his radiator when under pressure. (Presumably the car not the writer). He states his radiator has been serviced.

My own experience with a 1936 Silver Eagle probably bears no resemblance to his problem but he might find it of interest.

After continuous overheating I had the radiator core renewed, and at the same time had its capacity increased by 40%. The car ran well for about 300 miles when suddenly the pump packed up and the water immediately boiled.

Continuously refilling, I made it to a place of refuge. The pump was repaired, but the car continued to boil after every few miles.

All obvious possibilities were investigated until all that was left to check, which seemed ridiculous, was the new core.

Returned to the Works, dismantled, and examined, it was found to be only 10% efficient.

Almost every waterway was totally blocked with gritty 'gunge' and small pieces of gasket material from over enthusiastic application round the hosepipe joints when it had been reassembled.

Perhaps the use of radiator cleaning chemical together with the introduction of incorrect antifreeze at some time had contrived to hasten the corrosion of the aluminium castings at either end of the block.

They were disintegrating, and the consequent gritty powder and other muck assisted by frequent overheating, had solidified in the channels of the new core.

The increased cooling ability of the core being achieved by the addition of extra oval shaped waterways, much narrower than the original, were more easily blocked than would have been the case with larger round tubes in the original core.

Each one has now been cleaned out separately, new aluminium castings introduced, and a minimum of gasket material used.

The car has not been tested yet as the temperature gauge probe was damaged when being replaced, and is not yet repaired.

The sudden loss of ether from it helped to induce an unexpected state of euphoria, and also the hope that when the car is tested, the problem will now have been resolved.

I don't expect this recital of my own experience will help, but it might give a good laugh!

Yours sincerely

From: George Butlin, Bedford Park, London

4th March 1991

Dear Mr Lenthall

I am enclosing two photographs which I hope may be of interest to you for publication in the Bulletin.

The first shows my SC Speed 25 DHC in 1945 outside the home of the original lady owner, to whom the car was given as a 21st birthday present in August 1938. She still lives in the same house, and retained the car in her



Right: A 1945 photo of a 1938 SC Speed 25 with unusual Hooper modifications which do not include the loudspeakers fitted for the prospective Liberal candidate!

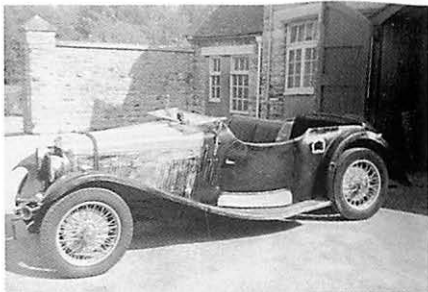
family until 1989 when I purchased it through Richard Harvey of SV Restorations.

The car is reported by her to have won Concours d'Elegance in Salzburg in late 1938, to have been shipped to South Africa in 1939, and returned to Europe in the war when she drove it as a member of the 'Mechanised Transport Corporation for the Free French, the Poles and the Foreign Legion'.

The owner's late husband was a Liberal candidate in the 1945 Parliamentary elections, hence the speakers mounted on the hood irons shown in the photograph, which also clearly shows the coachwork still in camouflage, with chrome painted out and white edges to the running boards.

This car is, I believe unique in that the Factory Record shows that it was despatched in 'unpainted and unfinished condition to Messrs Hooper & Company Limited, of London'. Hoopers completed the car to special order including pigskin hide upholstery, extra rear spring leaves and a number of other 'non Charlesworth' details. The second photo shows the Firefly I owned in 1964/5. I bought it as 'Ranalah' bodied, although I never found a coach builder's plate. I was seventeen at the time and, armed with a copy of Car Mechanics, some Davids Isopon and several tins of Valspar Enamel, made the car very presentable (although such standards of 'restoration' would be frowned upon today). It is, to my mind, much more elegant than a Cross & Ellis tourer,

Right: Did George Butlin's Firefly survive that testing period during the late sixties and can anyone confirm that it could be Ranalah bodied? Ten years ago I saw a Speed 20 Saloon in the Nottingham area which was by this coachbuilder and in need of total restoration. Did this survive? - Ed



and I regret that I could not see the registration number PO 8118 in scanning the membership list. I wonder if it survived? I enjoyed its preselector gearbox but could never engage reverse gear during my ownership; it was amazing how journeys could be planned to overcome this seemingly unimportant defect!

Yours sincerely

From: Malcolm Starkey, Oxted, Surrey.

17th February 1991

Dear Ben,

I thought you might be interested in these two rather nice pictures of Ray Spiers taken by a friend of mine in the



Isle of Man last autumn after his battle with Albert Sparrowhawk. I do not manage to attend many Alvis gatherings these days but I have not missed Alvis Day since 1965, when I used to enter with a TC21/100. My TD and TE have regrettably departed the scene and the TE was recently sold by Red Triangle at fifteen times what I sold it for with another 30,000 miles on the clock.

Heigh-ho - hindsight is most disconcerting. I like the current format of the Bulletin - keep it up.

Best Wishes

From: Alan Dudley, Windsor, Berks

6th February 1991

Dear Ben

Trust all is well with you.

Enclosed is one of those new laser copies of a painting a young lady did of my Firebird from a photograph, she was on Brighton seafront last November (London - Brighton) and will do a painting about 9" x 7" for around £35 from a photograph. Her style is quite pleasing. I think she mainly concentrates on buildings, bridges etc and I am really very pleased with this. Possibly we could put her ad in the magazine.



Left: Seafront drawing and above: another vintage mystery.

(let's give her a free ad, she's called Kim Bodycombe, Flat 2, 10 Devonshire Plice, Brighton - Ed) I have also enclosed a very old photograph the owner of which was wondering where and what it is? It's almost like a special. He thinks it is a 1926 car.

Best Wishes

From: Sergio Ransford, Taddington, Derbys.

18th February 1991

Dear Mr Lenthall

Mr R Yeend wonders what lights to put on a Grey Lady. May I suggest first favourites to try, are the late type Morris 1000 chrome rear units. Keeps it in the "Issigonis" family. (Obtainable form Minor Centre in Bath). Another light that could be a possible is the rear light of the Jaguar XK150.

Both would appear to have an angle not dissimilar to that on the rear wing or boot of the Grey Lady and combine flasher, stop, side and reflector.

Best Regards

From: Michael Newman, Bexley, Kent.

20th February 1991

Dear Ben

Members may be interested to learn that a recent article by Michael Worthington- Williams in the Automobile, recorded the reappearance of another Speed 25 from the depths of a Hertfordshire hedge. The car has clearly been living rough for many years, as it was retrieved in two parts, the chassis having rotted through forward of



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the rear spring hangers. However all is not lost as the major mechanical components appear to be intact. Sadly no remnants of the body have survived, which is unfortunate as this car was originally a demonstrator model with Alvis, carrying an experimental 1939 body by Charlesworth.

Other details are Chassis 14590, Car 19734, Engine 15074, Registration Number DWK 359. The car is now in the capable hands of Barry Cannell, who has been fortunate enough to acquire a spare Speed 25 Chassis, and is intending to have it on the road next year as a tourer.

With regard to the Hon. Geoffrey Wilson's request for information on the early ownership of his Speed 25 tourer WG 5676, I regret to say that my records also only go back to William Leavers ownership in the fifties. This is so often the case with the early history of the pre-war cars. As model secretary for the Speed 25, perhaps this is the right moment to ask owners of Speed 25's if they would be kind enough to send me any information they hold as to the original or earlier ownership of their cars, or indeed any other interesting early history. My thanks to those members who have already been in correspondence with me.

Yours sincerely

From: Sir George Burton, Hadleigh, Suffolk.

I feel I must add my support to Mr Gross' letter in the February issue of the Bulletin on the subject of Silver Eagles, especially the latter ones. The apparent lack of interest by the AOC is indeed surprising, although I appreciate that the Bulletin only reflects the views of its members. Reference to the vintage Silver Eagle often appears in the Alvis Register Magazine. This is not surprising when one considers that the 1929 short chassis tourer turned in a maximum of 85mph., vide "Motor" road test of 10 December 1929, an outstanding performance for a car of just over 2 litres at that date.

How did the late Silver Eagle types SF & SG fit into the scheme of things as perceived by the management of Alvis at that time? I would have given anything to be a member of the Board of Alvis when these things were discussed. They were presumably determined on a 4 model strategy in 1935/36 ie

- The Firebird Fourteen*
- The Silver Eagle Sixteen*
- The type SC Speed 20*
- The Crested Eagle*

with ex-works chassis prices of £410, £435, £600 & £575 respectively.

I think we can put the Crested Eagle to one side, as it was Alvis' attempt to enter the luxury market. The first three do seem to fall into some kind of marketing pattern, the Firebird being the bottom of the range, the Speed 20 the top, with the Silver Eagle a more staid model, appealing to the professional man, the Doctor, the Solicitor, etc. According to my data book which appears to be an earlier one than that just published in the Bulletin, the

respective maximum speeds of the standard models were 70mph for the Firebird, 75 for the Silver Eagle and 85 for the Speed 20. The bhp given is 54 for the Firebird, 65 for the Silver Eagle and 86 for the Speed 20. The Speed 20 was, of course, the long stroke model with a swept volume of 2762 cc.

Members of the Alvis Register criticise the later Silver Eagles as not being true Silver Eagles and they are of course quite right. Whereas the Silver Eagles of 1929 and 1930 are clear derivatives of the 14:75 the later Silver Eagles the types SF & SG are, as Tony Cox points out, smaller versions of the Speed 20. They have a great deal in common, including that magnificent synchromesh gear box, the main difference being that the Silver Eagles had conventional suspension compared to the IFS of the Speed 20. Elsewhere I have expressed my own preference for the former, which I won't reiterate here.

Unwittingly, it seems to me, the Alvis designers of the time had produced a very good car, similar in many ways than its more glamorous sister, and hence more durable and less trouble. I refer, inter alia, to the steering layout, the suspension, the chassis lubricating system, for example. Being about 3cwt lighter than the Speed 20, varying according to the type of body, the Silver Eagle could easily have matched the performance of the Speed 20. Clearly this would not do. Performance was kept down by the combination of a smaller bore. 5.8:1 compared to 6.5:1, smaller carburettors, and so on, together with a lower back axle ratio. In my own industrial life I have often noticed how people become victims of their own thinking, trapped by their own concepts, and enslaved by a tidy mind! However, owners of the late Silver Eagles can put this right if they so wish. In the case of my SG the compression ratio has been lifted to 8:1, perfectly safe with modern fuels, together with a high lift camshaft, plus other modifications, including a back axle ratio of 4.5, the Silver Eagle, with its lighter weight, can match the performance of a standard Speed 20 with ease.

The trouble is, I think, that the later Silver Eagles mostly have rather staid bodies by Cross & Ellis, compared with the glamorous bodies by Vanden Plas and others that the Speed 20, 25's and 4.3's so often have. To point up what Mr Gross says in his letter, there is not a single photograph of a Silver Eagle of any type, in the February issue of the Bulletin. Can we persuade Mr Gross to send in a photograph of his tourer?



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Well argued - but at least Reg Gross has been persuaded to act as Model Registrar for the Silver Eagle and hopefully your combined advocacy, together with others who love the Silver Eagle will put this often neglected model back 'on the map' - Ed.

AT THE SIGN OF THE RED TRIANGLE

At this time of the year all roads lead to The Show! That is the *Classic & Sportscar* promoted show at the NEC over the spring bank holiday long weekend, 4th to 6th of May. This year we are planning a stand of great interest to all AOC members. We shall have of course our latest ground-up restoration on display. This year the car is a TE21 drophead coupé with a manual gearbox, wire wheels etc. This vehicle looks splendid in a dark, deep metallic blue with a grey interior.

Of technical interest will be our newly re-tooled chassis which we will display built-up with an engine mated to the new Red Triangle 5 speed gearbox conversion (See previous Bulletin for details). We also hope to display a number of other developments on this rolling chassis. The other major display of technical interest, especially to those contemplating a major body rebuild, will be another chassis rebodied in our new aluminium exterior panels. It is intended to display these unpainted in order to demonstrate the high standard of the panel finish and consequently the minimal preparation required for painting.

Most of us will be on the stand over the weekend and we will be able to give you further details of these new developments as well as being able to discuss your servicing and re-building needs.

Our car sales division from Warwick will have three interesting vehicles from their current stock and will be on hand to discuss any purchases as well as sales. We shall be located in Hall 5 with our stand on blocks D6/7 and D19/20 and will be very pleased to see any Alvis enthusiast there.

Moving away from the Show, we are currently investigating the remanufacture of the 10 toothed starter motor pinions used on a number of the prewar models such as Speed 20/25. To keep costs down, we would like prospective purchasers to register their interest with us and then we hope to make a reasonable sized batch

John Killick

SMALL ADS

CONDITIONS: NEITHER THE CLUB NOR THE EDITOR CAN ACCEPT RESPONSIBILITY FOR STATEMENTS MADE IN ADVERTISEMENTS. THESE MAY BE EDITED, SHOULD PREFERABLY BE TYPEWRITTEN AND MUST BE IN THE EDITOR'S HANDS THREE CLEAR WEEKS BEFORE THE FIRST OF THE MONTH OF ISSUE. THE EDITOR CANNOT ACCEPT RESPONSIBILITY FOR ERRORS ARISING FROM HANDWRITTEN SUBMISSIONS. CHARGES: PRE-PAID ONLY. PLEASE ENCLOSE REMITTANCE OF £1 (MEMBERS); £3 (NON-MEMBERS); OR £5 (TRADE) - OTHER THAN SPARES FOR SALE WHICH ARE FREE - PAYABLE TO THE ALVIS OWNERS CLUB FOR

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CARS FOR SALE

1959 TD21 Series 1: manual, w/w, discs, £6000 06285 21912. Slade.

1937 Crested Eagle limo: model TA 25/63, Mayfair bodied, car no 19096 - chassis no 14539, engine no 15019. MOT'd and used weekly. tel: D Wilson 0606 48600 d 0606 44133 e. £25000. No reasonable offer refused. Will p/x.



TA14 Tickford DHC: condition A/B owned by me the last 6 years. Sole reason for sale, I have bought 12/60. tel: 0292 266324 for full details and photos £12800. Graham Bissett (photo).

1937 Vanden Plas 4.3 Pillarless Saloon: in first class condition, at present fitted 4.2 Jaguar engine but original 4.3 engine is available with the car if required. All reasonable offers considered as car is now surplus to requirements. (0728) 602193. Stickland.(photo).

1964 TE21 Saloon: chassis 27177. Rhd, sun rook, chrome wire wheels, major body rejuvenation with new panels as required, facia refinished, resprayed in metallic beige, beige hide, mechanically excellent. A superb example offered at \$32500. Wayne Brooks, 125 S Darlington St, West Chester PA 19382 USA. tel/fax (215) 436 9597.

1937 Firebird DHC: by Cross & Ellis in good original condition; in my ownership since 1967 £15000: 1937 12/70: very sound indeed, needs paint (work already in progress) and installation of the rebuilt engine. Price depends on how far I've got when you read this: **Special:** a kit comprising - Firefly chassis and running gear, SC Speed 20 engine, synchro gearbox, no body, radiator or instruments. Swansea registered on original number. - offers. Mike Webb, 2 Riverside Cottages, Mill Lane, Durley, Southampton SO3 2BP. tel: 04896 518.

1964 TE21 Saloon: Major professional rebuild completed '91. New tyres - dashboard re-polished - new carpets. Beautifully resprayed in Ice Blue. 51000 miles. Stored and garaged since '71. 1947 TA14 Shooting brake. All new ash frame. Car resprayed and in perfect order. 12 months MOT. 12 months MOT. Offers to Carlisle, tel: 0646 651 666. Pems.

SPARES FOR SALE

TA21 radiator core and shell, propr shaft, twin carburetors, head lamps, rear lights, badge bar; wheel disc;

temp gauge and fittings; TA14 combined speedometer and clock; 2 11in brake drums and 4 brake shoes; Alvis chromium licence holder, old style AA/RAC badges. Frank Needham, 20 Vaudrey Drive, Timperley, Altrincham, Cheshire WA15 6HQ tel: 061 973 6165.

Radiator shell with vertical slats, crank hole in bottom of shell, 26½" high, 16" wide; pair Lucas P100 headlamps, converted to sealed beam ?postwar? need repair; 2 Lucas trumpet horns, need repair and replating (4.3); (2) Lucas new alto horns, need repair and replating (Speed 25); Mount, Lucas New Alto horn; pass lamp, no front cover or lense (Sp25); 2 "D" tail lamp cover with lenses; 2 tail lamps, new manufactured 1990 (TD/E/F21); door handle outside (4.3); glove box front and door (4.3); Speed 20 SA engine bits; crankcase, covers for oil filler, oil filter and front of case, crankshaft (main journals measure 1.940" +/- .001", rod journals 1.730" to 1.736"), main bearing inserts and caps, oil pump with tubes, timing chain and tensioner with attendant gears and accessory drive shaft for magneto and water pump, camshaft, front cam bearing insert, valve lifters, and sump with bottom cover, vibration damper (Speed 20 SA); timing chain tensioner (Speed 20); set, main bearing inserts with one half shell missing (Sp 20 SA); water pump, new shaft and impeller (Sp20 SA); new shaft and impeller for water pump (Sp 20 SA); used shaft with good impeller for water pump (Sp20 SA); 2 water outlet pipes, new (Sp20); 2 water outlet pipes, used (Sp20); 2 water transfer cover, block to head, used but usable (Speed 25); water pump, needs rebuilding (Sp25); oil pump (Sp20); oil pump (?Sp25?); set connector gears and chain, distributor drive to dynamo (Sp25); Lucas starter BU 255366 (Sp 25), needs rebuilding; parts of another starter; 'nose cone' (houses Bendix drive) for Lucas starter BU 255366 (Sp25); Dynamo Lucas C5A-2 type BUO 252052; Magneto BTH type CED6 - P 3K389172; Fuse box/ voltage regulator, unused, crack in base (Sp25); Fuse box/ voltage regulator, used, missing covers (Sp25); pair SU fuel pumps with mount and pipes, probably need diaphragms & points (Sp25); 2 DWS hydraulic jacks, need rebuilding (4.3); 2 mount for front Luvax shock absorber (4.3); 2 shock absorber link (4.3)??; assorted new and used hub caps (Sp20 & Sp25); 4 hubs (Sp25); 5 driving plates (Sp25); 2 driveshaft 34¾, ball and socket with 6 bolt flange on each end; driveshaft, 33", U joint both ends, round 4 bolt flange and odd 4 bolt flange; CWP set, new - manufactured 1990 (Sp25/4.3); differential assembly VC4.7, complete; diff housing, no gears,

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TD21 door, complete, steering column and wheel 0222 761774.

8 new valves - Firefly SA or SB 11.9 £8ea; 1 head gasket (new) ditto £20; 5/20" Jelly mould wire wheels, good condition £100ea; jelly mould spare wheel mounting in aluminium on wood block £40. Blower tel: 081 518 0964. 150 Otley Drive, Ilford, Essex I62 6QY.

Firebird engine complete, less ancillaries (good) £1500; special 3 branch stainless steel exhaust manifold for Firebird (new) £50; Special alloy twin-carb, inlet manifold complete with 1/4 SU carbs Firebird £100; Firebird standard inlet/exhaust manifold £35; Silver Eagle clutch (Alvis type SF) exposed type, may also suit Sp 20 £75; Silver Eagle block type SF £450; Silver Eagle head type SF £350; petrol tank for Silver Eagle or similar (dented but sound) £50; 2 front seats, brown leather, believed from Silver Eagle saloon £50; Sp25 or 4.3 vacuum servo £75; scuttle mounted chassis lubrication pump and tank £35; set of 4 - 20" wheels with good tyres recently stoved black, or would swap for smaller wheels - 17"/18" £200; windscreen frames and good glass for Silver Eagle, also one for F/bird £35ea; Alvis all synchro gearbox, suit most PVT Alvis - good £700; set of brake shoes suit most PVT Alvis £100; ammeter for 4.3 £30; gearbox for TD (Austin type) £250; quantity of engine parts for TD21 ('phone for details); radiator recored, new TD21 or TC21 £180. Phone Barry Wragg 0433 30982.

Enthusiast wishes to clear last spares: 1 Crested Eagle grille and badge; Firefly engine, no ancillaries; 2 TC21 DHC doors complete with glass and quarterlights. Offers required: 071 409 2736 d, 0451 21007 e,w/e.

SPARES WANTED

For TD21: Series 1; front air intake grille-mounted Alvis badges with fittings 1 pr; Park Ward sill finish plates long style 1 pr; cigar lighter pull knob; manual winder for aerial; 'tenax' stylized acorn fasteners for hndbrake shroud 2 pcs; original spec headlamps 1 pr; rear shelf mounted speaker original spec; correctstyle wing mirrors, period NOS or very nice used only, no repros; badge bar, same as preceding; accelerator pedal pad; original TD magazine ADS or clippings of any kind, for scrapbook. All mail answered. Robert H Snyder, PO Drawer 821, Yonkers, NY 10702, USA. tel: 1 914 476 8500, Fx 1 914 476 8573 business hours only 7 days. Thank you!

Speed 25 cylinder head - must be sound. Will swap for my 1965 Mk1 Cortina with Mk2 Lotus running gear and trim in Lotus colours or pay cash. 0949 837219. Dick Baddiley.

Radiator for 1933 Firefly. Please help. J Foster 0535 273383

pair of doors for TA14 dhc and two front doors for TA14 Mulliner saloon; power steering box and pump for 3 litre, also TF inlet manifold. tel: 078085-328.

Flywheel with starter ring for Silver Eagle 16.95. If unable to purchase can I borrow for test bed engine. Will collect. Eddie Chilcott. Tel: 041 776 4562.

MISCELLANEOUS

All 3 books of the Alvis car by Ken Day. Vintage Alvis by Hull & Johnson. The Alvis 12/50 engine. All mint, never opened. 2 Alvis car badges from Australia, 2 from New Zealand, the Dutch and Swedish - all mint. The complete badges issued of the AOC since 1951 (some mint) and the pre-war Alvis Car Club (one of 4 known

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to exist - mint condition. The early Alvis Eagle mascot; the Firefly and Firebird mascots and the later Alvis eagle mascot and the 4.3 running indian. These are all genuine mascots which I purchased from Norman Routledge some years ago - will unashamedly sell to highest offer. Also the pewter fruit bowl inscribed Alvis rally 1927, second prize, ladies race - Mrs W Urquart-Dykes.

Set of alloy con-rods with pistons N6325. Silver Crest radiator cowl with badge, a door from Tickford dhc body. £225 the two. Set of new three litre pistons £200. A rare Silver Eagle lapel badge £85. Mike Cummins 0527 86677.

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Alvis watches. smart gold coloured watches with Alvis logo on face. black leather strap; guaranteed water proof. very stylish £29.95 plus £1 p&p. Dan Geoghegan, Glen Garry, Penpergwm, Abergavenny, Gwent NP7 9AT. tel: 0873 840287 e.

Swap Lancia Fila Y10 (Fiat Uno?) F reg (28000 miles) for Alvis runner - or almost a runner. Cash either way. tel: 078085 328.

STOP PRESS

A message to the ladies of the AOC: Can you help? As you know we are trying to raise £50K for Age Concern and I am calling on the wives, girlfriends and mothers to do their bit. Could you hold a coffee morning or a cheese & wine evening or a bring and buy sale or a boot sale in aid of this very good cause. No matter how large or how small, every contribution will be gratefully received. Please help. There is no deadline. Cheques should be made payable to Age Concern England and sent to Mike Baker or John Fox. Thanks in anticipation.

Jan Baker



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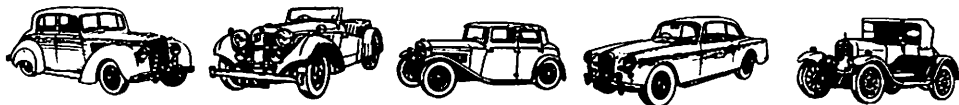


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