Dear Member,

The meeting of Officials which took place on October 4th proved to be useful primarily for the discussion of administrative matters. I received only one item for the agenda, so those others which were on it were of my own making! Under our Chairman the meeting moved at a smart pace, and all items were dealt with. The only policy matters on which decisions were taken were to form a caravan section, and to revise subscription rates at the next annual General Meeting, it being anticipated that it may be necessary to make a small increase.

Mr. Richie, (the Service Manager), and Mr. Wiltsher, (the Publicity Manager) joined us when we discussed matters concerning the Company. As a result I am very pleased to say that we may rely on the Company's active help in making the 1960 Alvis Days even better than those held this year. In particular we look forward to running a larger event in Scotland, and for the first time, one in the South Western Section.

V.S.C.C.Alvis Trophy and Thoroughbred Trophy - Our member, Tony Charnock, whose 4.3 special is well known, holds second place in this year's competition for the above trophies.

Photos required - Our Vice Chairman, Mr. Brownbridge, asks any member who may have taken photographs of his special at Crystal Palace or Sherburn, to get in touch with him at Ingrow House, Ingrow Lane, Keighley, Yorks. He also tells me that Northern member, Frank Ray of Leeds, has recently visited Spain in his 1936 Speed 20.

Alvis Service - G.S.Oscroft & Co.Ltd., Dominion House, Castle Boulevard, Nottingham, distributors of Alvis cars in the County of Nottinghamshire, hold a comprehensive stock of parts for all post-war models, have Alvis trained mechanics and are willing to assist any Alvis owner whatever the age of the vehicle.

A rebuilt 4.3 - Dr. Stephens of Nottingham attended a recent South Eastern event, and I was able to examine his car which is now almost complete, after an extensive rebuild at the Works.

Scottish and South Western Section Secretaries - I am very pleased to report that Mr. Lewis who has recently been in hospital, and Mr. Brown, who suffered injuries after a fall, are both making good recoveries.

Ferodo Brake linings - I am informed that a member recently obtained a set for his 1935 Speed 20 for £2 from W. Blaxland, Eastern Garage, Jingle Road, Shoreham by Sea, Sussex.

CHRISTMAS CARDS - The Press Officer again wishes to bring to members' notice the Club Christmas Cards. There will be a limited number only, and members are advised to order as far in advance as possible. Remittances (made payable to the Alvis Owner Club) should be sent to Mr. H.D.Purday, 26, Stanfield Road, Quinton, Birmingham, 32. Price 1s.3d each, postage free, and each card will bear an excellent picture and the Club badge.

Financial Statement from the Treasurer - Mr. Crompton informs me that as at September 30th we had £375 in hand and that stock in hand (valued at sale price) was £193. While this appears to be a very healthy state of affairs we are approaching the time of year when there will be heavy outgoings such as that for the year book, while new members now pay 10/6d only for the remaining part of the year's subscription. We note with pleasure that the rate at which new members join us, about 300 per year, shows no sign of falling off.

CLOSING DATE ... ... 20TH OF THE MONTH!!
New members - We extend a warm welcome to the following owners who have joined us during the past month.

<table>
<thead>
<tr>
<th>Name &amp; No.</th>
<th>Address</th>
<th>Model &amp; Year</th>
<th>Regn. &amp; Engine No.</th>
<th>Chassis &amp; Car No.</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sanderson</td>
<td>The Lygon Arms, Broadway, Worcs.</td>
<td>1937</td>
<td>15138 MNR 244</td>
<td>18996</td>
<td>Midland</td>
</tr>
<tr>
<td>Sir H.L.</td>
<td>1706</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Price, C.J.</td>
<td>105 Grand Parade 1707</td>
<td>Leigh-on-Sea, Essex</td>
<td>1926</td>
<td>5082 KO 5404</td>
<td>S. Eastern</td>
</tr>
<tr>
<td>Coleman, S.S.M.</td>
<td>17, Northcote Road 1708</td>
<td>Norwich</td>
<td>1935</td>
<td>10938</td>
<td>Northern</td>
</tr>
<tr>
<td>Tulip, W.L.</td>
<td>1709</td>
<td>Bunker Hill, Philadelphia</td>
<td>1954</td>
<td>25433 MGA 200</td>
<td>Northern</td>
</tr>
<tr>
<td>Simmonds, A.W.P.</td>
<td>1710</td>
<td>Dominion House, Castle E. S. Crocey &amp; (Boulevard, Nottingham, Co. Ltd.</td>
<td>1924</td>
<td>3462</td>
<td>Midland</td>
</tr>
<tr>
<td>Fellow, L.A.</td>
<td>1711</td>
<td>'Northaw', Wych Hill Lane, Woking</td>
<td>1938</td>
<td>15082</td>
<td>S. Eastern</td>
</tr>
<tr>
<td>Fisher, F.W.</td>
<td>1712</td>
<td>61, Four Pounds Avenue Coventry.</td>
<td>1953</td>
<td>HTB 21/26183</td>
<td>S. Eastern</td>
</tr>
<tr>
<td>Calmes, E.M.H.</td>
<td>1713</td>
<td>Winforton Motors</td>
<td>1935</td>
<td>17261</td>
<td>Midland</td>
</tr>
<tr>
<td>Owen, C.R.</td>
<td>1714</td>
<td>&quot;Inglebrook&quot;, Launton, Bicester, Oxon</td>
<td>1950</td>
<td>9914</td>
<td>Northern</td>
</tr>
<tr>
<td>Harris, R.C.</td>
<td>1715</td>
<td>9, Queens Drive</td>
<td>1949</td>
<td>22872</td>
<td>S. Eastern</td>
</tr>
<tr>
<td>Bedham, T.D.</td>
<td>1716</td>
<td>5, Vandyke Close</td>
<td>1948</td>
<td>21703</td>
<td>Northern</td>
</tr>
<tr>
<td>Lovat, J.</td>
<td>1717</td>
<td>City of Coventry School, Cleobury Mortimer</td>
<td>1949</td>
<td>22678</td>
<td>Midland</td>
</tr>
<tr>
<td>Barnfather</td>
<td>1718</td>
<td>30, Nether Hall Road Kidderminster</td>
<td>1950</td>
<td>23570</td>
<td>Midland</td>
</tr>
<tr>
<td>Miss E.A.C.</td>
<td>1719</td>
<td>Doncaster, Yorks</td>
<td>1950</td>
<td>23570</td>
<td>Northern</td>
</tr>
<tr>
<td>Smith, N.J.C.</td>
<td>1720</td>
<td>173 Staines Road</td>
<td>1950</td>
<td>23575</td>
<td>Northern</td>
</tr>
<tr>
<td>Crieve 9 W.R.</td>
<td>1721</td>
<td>Weft House, W. d. ington Saffron Walden, Essex</td>
<td>1953</td>
<td>25585</td>
<td>Northern</td>
</tr>
<tr>
<td>Miller, R.J.</td>
<td>1722</td>
<td>Hall Cottage</td>
<td>1954</td>
<td>25585</td>
<td>Northern</td>
</tr>
<tr>
<td>Shinglefield, C.F.</td>
<td>1723</td>
<td>31, Hendford Road Brixton, S.W.9</td>
<td>1953</td>
<td>14523</td>
<td>S. Eastern</td>
</tr>
<tr>
<td>Compton, R.S.</td>
<td>1724</td>
<td>Bankside, Laleham Reach Brixton, S.W.9</td>
<td>1951</td>
<td>24219</td>
<td>S. Eastern</td>
</tr>
<tr>
<td>Towndrow, H.A.F.</td>
<td>1725</td>
<td>The Vicarage, Port Chertsey</td>
<td>1951</td>
<td>24219</td>
<td>S. Eastern</td>
</tr>
<tr>
<td>Rev. 1726</td>
<td>12/70</td>
<td>Isaac, Cornwall</td>
<td>12/70</td>
<td>15728</td>
<td>Midland</td>
</tr>
<tr>
<td>Diniar, J.</td>
<td>1727</td>
<td>&quot;Prodo&quot; Pear Tree Green Dodinghurst, Brentwood</td>
<td>1933</td>
<td>11667</td>
<td>Midland</td>
</tr>
<tr>
<td>Rignorke, G.E.</td>
<td>1728</td>
<td>10, Nautal Road</td>
<td>1953</td>
<td>10219</td>
<td>Midland</td>
</tr>
<tr>
<td>Bingham, A.H.</td>
<td>1729</td>
<td>Iliffe, Essex</td>
<td>1953</td>
<td>10912</td>
<td>Midland</td>
</tr>
<tr>
<td>Rev. 1730</td>
<td>12/70</td>
<td>W. 2.</td>
<td>12/70</td>
<td>15728</td>
<td>Midland</td>
</tr>
<tr>
<td>Pratt, M.F.</td>
<td>1731</td>
<td>77, Dartmouth Road</td>
<td>1935</td>
<td>11408</td>
<td>Midland</td>
</tr>
<tr>
<td>Lewis G.</td>
<td>1732</td>
<td>133 Glencoe Road</td>
<td>1936</td>
<td>11544</td>
<td>Midland</td>
</tr>
<tr>
<td>Anderson J.R.</td>
<td>1733</td>
<td>Woodlands, Manse Road</td>
<td>1935</td>
<td>11544</td>
<td>Scottish</td>
</tr>
<tr>
<td>Lacey G.I.</td>
<td>1734</td>
<td>31 B, Randolph Crescent Matherwell</td>
<td>1935</td>
<td>11544</td>
<td>Scottish</td>
</tr>
<tr>
<td>Wellesley, St. Aubyns School, Woodford</td>
<td>1735</td>
<td>W.9</td>
<td>12/70</td>
<td>15875</td>
<td>Scottish</td>
</tr>
<tr>
<td>C de Vere</td>
<td>1736</td>
<td>Green, Essex</td>
<td>12/70</td>
<td>15875</td>
<td>Scottish</td>
</tr>
<tr>
<td>Smith, J.T.</td>
<td>1737</td>
<td>Flat 9, Fairacre Crescent</td>
<td>1939</td>
<td>15719</td>
<td>Scottish</td>
</tr>
<tr>
<td>Reeves, F.R.</td>
<td>1738</td>
<td>Wood Road, S.E. 26</td>
<td>12/70</td>
<td>15719</td>
<td>Scottish</td>
</tr>
<tr>
<td>Smith, W.</td>
<td>1739</td>
<td>119 St. Peter's St.</td>
<td>1935</td>
<td>15719</td>
<td>Scottish</td>
</tr>
<tr>
<td>Smith, S. Croydon, Surrey</td>
<td>1740</td>
<td>Ave 305</td>
<td>12/70</td>
<td>15719</td>
<td>Scottish</td>
</tr>
</tbody>
</table>
Mr. Fisher's Alvis engine is fitted with a Arnott 5000 H 65 supercharger and Arnott carburettor D 13. The "blower" is driven by twin V belts from a pulley fitted to the front of the crankshaft incorporating a tensioning device. Maximum induction pressure is \( \frac{5}{2} \) lbs/sq. in at 5600 r.p.m. To counteract the additional engine weight the front springs have been packed up half an inch and special shock absorbers are used. Performance is about 0-80 in 17\( \frac{1}{8} \) secs, maximum 115 m.p.h. and estimated maximum b.h.p. 150.

Wiring diagrams - I should like to express the Club's thanks to our member Mr. J. Hunt who has helped us to make good deficiencies in our stock of the above, and a list of those now held by Mr. Mason appears below. Mr. Hunt also mentions that Joseph Lucas Ltd. will provide information on wiring and their equipment, if an approach is made to the Service department.

**Wiring Diagrams available**

1928 - 29

For 12 - Volt Equipment all Alvis Cars

1930

For 12 - Volt Equipment Alvis 6 - Cyl. Cars

1932

<table>
<thead>
<tr>
<th>Year</th>
<th>Type</th>
<th>Model &amp; Engine No.</th>
<th>Particulars</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/60</td>
<td>Firefly</td>
<td>13.22 H.P.</td>
<td>12-70</td>
</tr>
<tr>
<td>1933</td>
<td>Silver Eagle</td>
<td>17 H.P. Silver Crest</td>
<td></td>
</tr>
<tr>
<td>1933/34</td>
<td>Crested Eagle</td>
<td>25 H.P. Crested Eagle</td>
<td>4.3. Litre</td>
</tr>
</tbody>
</table>

1934

<table>
<thead>
<tr>
<th>Year</th>
<th>Type</th>
<th>Model &amp; Engine No.</th>
<th>Particulars</th>
</tr>
</thead>
<tbody>
<tr>
<td>1928</td>
<td>Alvis Sixteen</td>
<td>14 H.P.</td>
<td>(Home Models)</td>
</tr>
<tr>
<td>1934</td>
<td>Crested Eagle</td>
<td>14 H.P.</td>
<td>(Export Models)</td>
</tr>
<tr>
<td>1935</td>
<td>Speed Twenty</td>
<td>3.6 H.P.</td>
<td>Home and Export Models</td>
</tr>
</tbody>
</table>

1935/36

<table>
<thead>
<tr>
<th>Year</th>
<th>Type</th>
<th>Model &amp; Engine No.</th>
<th>Particulars</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>Speed Twenty</td>
<td>3.6 H.P.</td>
<td>Home and Export Models</td>
</tr>
<tr>
<td>1935/36</td>
<td>Crested Eagle</td>
<td>1 diagram</td>
<td>Saloon Cars</td>
</tr>
<tr>
<td>1945</td>
<td>Firebird</td>
<td>1 diagram</td>
<td>T.C. 21/100 Saloon and Coupe cars</td>
</tr>
<tr>
<td>1935</td>
<td>Silver Eagle</td>
<td>14 H.P.</td>
<td>Home and Export Models</td>
</tr>
<tr>
<td>1935</td>
<td>Silver Eagle</td>
<td>16 H.P.</td>
<td></td>
</tr>
<tr>
<td>1935/36</td>
<td>Crested Eagle</td>
<td>1 diagram</td>
<td>3 Litre Saloon and Coupe Cars</td>
</tr>
</tbody>
</table>

1936

\( \frac{4}{2} \) Litre

1937

25 H.P.

17 H.P.

Yours sincerely,
Kenneth R. Day,
General Secretary.

Assistant Secretary: W.J. Styles, White Ladies, Ewell, Surrey.

(From whom all car badges (£1.1s.0d) brooch and buttonhole badges (5s.0d) ties, 14s.0d) transfers (1s.0d) blazer badges (35s.0d) and repair manual for 1932/9 models (12s.6d) and back bulletins may be obtained. All cheques to be made payable to the A.C.C.)


Technical Editor: R.E. Spain, 203, Clare Road, Stanwell, Staines, Middlesex.

Press Officer: N. Purday, 26, Stanfield Road, Quinton, Birmingham, 32.

Secretariat Registrar: Lt.Cdr.B.H. Clinkard, Pump Farm, Assington, By Colchester. (BURES 378)

Our main event this month took place at the R.M.A. Sandhurst in the form of driving tests and a Concours. A total of 28 cars took part in the driving tests including entrants from the Bentley and Lagonda Clubs, and to say that despite some spirited driving by our members, that the name of Alvis was soundly rubbied in the dust, or rather gravel! Tony Charnock alone managing to edge into second place between Lagonda's first and third. Despite our defeat a good time was had by all, and the event was well supported by non-competing A.O.C. members. No count was taken of the cars in the car park, but from a casual glance it seemed well filled. Our congratulations and thanks to Ivor Turk and Nigel Forbes-Marsden who very ably organised the event and also to those noble characters who acted as marshals, a number of whom were from the Riley Register. The success of this meeting was such that I hope we can prevail upon Ivor Turk and Forbes-Marsden to lay on a similar event next year.

Results:

<table>
<thead>
<tr>
<th>Concours</th>
<th>Driving Tests</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st: A.E. Turk</td>
<td>A.E. Burnett</td>
</tr>
<tr>
<td>2nd: A.H. Barnett</td>
<td>Lagonda</td>
</tr>
<tr>
<td>3rd: A. Charnock</td>
<td>A. H. Gostling</td>
</tr>
<tr>
<td>4th: A. Turpin</td>
<td>A. H. Gostling</td>
</tr>
</tbody>
</table>

I have received entry forms from the Lagonda Club for their November Rally on Saturday, 7th November, if anyone is interested, please contact me.

November Social and Dance - For those of you who have not applied for tickets, get a wiggle on! Tickets from Peter Thompson, 8 Purves Road, London, N.W.10, price £1.50, this includes a buffet supper, a very good evening's entertainment is assured. The venue is The Mecca, Albert Embankment, on Saturday, November 28th at 7.30. Licenced bar until 11.30 p.m.

I am glad to report that the meetings at the Warren Wood, Epping New Road and the Black Bull, Ruislip are both thriving. I attended the Warren Wood meeting this month and was most impressed with the enthusiasm that prevailed.

Essex and Herts Rally - This event will take place on Sunday, December 6th, applications for entry forms to me, please.

Meetings -

- Tuesday, November 3rd: Duke of York, Glees Road, Brentford
- Thursday, November 5th: Warren Wood, Epping New Road, Buckhurst Hill
- Saturday, November 7th: The Phoenix, Harlhey Winch
- Tuesday, November 24th: Black Bull, Victoria Road, Ruislip.

STOP PRESS - I understand that photographs have been taken of the intrepid drivers at Sandhurst, these will be available for inspection at the next Duke of York meeting, prints may be purchased, price 6d.

South Western:

- Secretary: R. R. Lewis
- Glen Road, Chard, Som.

Am very sorry indeed to have been rather out of touch for something over two months but must plead to be excused on the grounds of ill health which has included a spell in hospital. However, it seems that with luck I shall be getting around by the beginning of November, consequently I am looking forward to meeting as many members as can possibly make the 'Gribble' Little Torrington, Devon., on the first Saturday evening in November, so that we can chew over the suggested Alvis Day to be held in the West Country next year. As you may know I thought September might be a good date, assuming that we decided to have a go, but there has been a counter suggestion from high up that it would be more convenient in some respects if we hold it in late April or early May. However, all the details when we meet.
Mr. R. Whitfield has come up with an excellent suggestion in connection with a suitable meeting place for members in the North Somerset, Wilts, and Gloucester areas, and that is to join up with the V.S.C.C. boys at the "Red Lion", Woolverton, Mr. Bath on the 2nd Thursday each month. Personally I think it worth a trial, and what's more it will certainly provide an opportunity for me to meet members in that area, and discuss this West Country "Alvis Day" business. Maybe someone in this district might have suggestions to make about a suitable site too, because having regard to the promised support from other sections, the venue will almost certainly have to be in Somerset, preferably North Somerset at that. anyway, I will certainly make a point of coming along to the "Red Lion" on the second Thursday in November, and I do hope that between us we shall be able to muster enough members so that we can come to some definite conclusions about this and other matters affecting the S.Western Section. I hope, too, on that occasion to be able to give you the results of my meeting with our more western members at the "Gribble" on the first Saturday.

One other matter about which I would like to have your opinions and ideas, and that is the suggestion - made at the recent general meeting, I understand - that a caravan section is formed within the Club. I have countered suggested that if we are to have something of this nature that we go the whole hog and make it a caravan and camping section. What do you think?

Northern:

The Yorkshire Navigation Run held in September provided much fun for the entrants in spite of a relatively small turn-out. Almost everyone belted up to Control No.3 from my suggestions not to! Austin Pryor spent the time for the first section methodically plotting his route yet finished more or less on time: he must have a secret weapon under the bonnet of his Firefly. The winner was Mr. Gurney, second was John Gurney, and third, Wilf Powell.

In Lancashire, in September, a jolly company assembled at the Wilton Arms and the meeting produced three Silver Eagles, a Speed 25, a Speed 20, a 2½ Litre and, lurking in the darkest corner, Jerry Shield's Hillman Husky. We were pleased to meet Mr. Smith, a prospective member, and examine his nice Speed 20 drop-head which he has brought up to splendid condition.

The October meetings have not taken place as I write these notes, and will be reported in a later Bulletin, but I can report a successful day with the Midland Section on October 11th, when Mr. Needham, Felix Filling and I motored down to Trentham Gardens. About twenty Alvis turned up, including a Graber, and a mild Concours was won by a Grey Lady and a Speed 25. Ron Buck has sold his Speed 25 to Norman Purday who has sold his 4.3, and I believe Mr. Harris has sold his Speed 25 drophed head also. The Concours Stakes are now wide open!

Our November meetings are Monday 16th at the Sun Inn, Colton, near Tadcaster in Yorkshire when at 8.00 p.m. our good friend Norman Routledge will show his films of Alvis Day 1959, and Northern Alvis Day 1959, and it is also hoped to show the Club film of the Crystal Palace event. This is a star-studded programme which you will enjoy.

Then on Thursday 19th November at 8.00 p.m. we meet our North Lancashire friends at the Royal Oak Hotel, Chorley, for a session of ale and Alvis.

I have received entry forms for the R.A.C. Rally on November 16th - 21st should you want one just drop me an S.A.E. although they are quick enough off the mark with the details of their own rally the R.A.C. have not yet confirmed the revised date for our autumn Rally, this may possibly have to be abandoned this year.

Laurie Halliwell, 65, White Rose Avenue, New Enswick, York. reports having found at Northern Alvis Day a pair of kiddies yellow shoes: these are now burning a hole in his conscience and the owner is requested to contact Mr. Halliwell before he gives himself up to the police.

Scottish:

PHOTOGRAPHS - So for the appeal for pictures of events and members' cars has met with a poor response. Now that winter is here there a look through your snaps and see what you have got. Our President is keen that the Section should have a pictorial record of its events, and achievements, so please send what you have to Mr. J. J. Johnston, Moffat, Laurel Bank, Irvine.

Winter Meeting - It is possible that the committee may arrange an indoor gathering of some kind for December or January, so keep your eye on our monthly Bulletin for notice of it. Meanwhile our monthly gathering at the Ivanhoe Hotel Glasgow on the first Monday of each month from 7.30 p.m. onwards still continues.
Welcome to the new members to the Section. I have a few more numbers of the Bulletin, and will be pleased to forward copies upon receipt of a large S.A.E.

**Trentham Gardens** - 11th October - We had a fine afternoon for this event and a very nice turn-out of Alvis motors, including a new Park Ward. We were pleased to see our friends from the Northern Section. Norman Purdy was present with his fine Speed 25 (late Ron Buck) and I understand he has sold the 4.3, but it remains in the Club, and we hope to see it, and it's new owner at future events.

Messrs. Buck and Shenstone judged the Concours and prizes were awarded to:-

**Pre-War Cars**
1st. Mr. Noel Wild KBV 278
2nd. Mr. R. H. Kee DKB 637

**Post-War Cars**
1st. Mr. Leonard Roberts T.C. 21
2nd. Mr. M. A. Bettscher LOB 541

I feel I should add that with full agreement with the owners, we did not include Norman's Speed 25 or the Park Ward.

Our first FILM SHOW of the winter will be held at the BULLS HEAD, SHERSTONE, near Lichfield on Tuesday, November 10th, and in addition to some interesting motoring films we will present the first showing of the ALVIS DAY film taken at Crystal Palace. It is also possible that a film made at Coventry (Midland Alvis Day) will be available.

Light snacks are available, and you will be assured of a warm welcome.

**Next meeting** - Tuesday, November 10th, The Bulls Head, Shenstone, Mr. Lichfield. 7.30 p.m.

---

**Advertisements - Continued from Page 8**

**For Sale:**

Brockingham 1937 Charlesworth Drophead Coupé body from Speed 25. Much sound timber, all new wood from door pillars rearward, including laminated ash wheel arches. Also windscreen with new Triplex glass, side windows, and plastic hood. 2 years old. G.W. Bower, 48 Forefield Lane, Crosby, Liverpool, 23.

Numerous engine and chassis parts for Firefly, Firebird, Speed 20-25 etc. including 4.5 and 5.2 diff, prop shafts, synchro gearboxes, cylinder block, crankshafts and rods, crankcase ('fly and 'bird) starter, dyna, distributors, carburettors and manifolds, steering boxes, instruments, brake drums and shoes (alloy and C.I.) alloy hub caps etc.

C. Chance, 72 Long Chaulden, Hems Humpstead, Herts. Tel. daytime Watford 31386

Wanted:
An old Firefly owner now wishes to purchase a Speed 20. Please contact D. Miller, TIA, Slewns Lane, Hornchurch, Essex. Tel. Horn 6763
1 - pair rear wings for 1937 Speed 20. V.D.P. Tourer
Miss B. Joyner, Maryland, Oakley Road, Winborne, Dorset.
Alvis post-vintage tourer windscreen, Firefly or Firebird preferred, also genuine Alvis radiator cap mascot. R.L. Shepherd, 27, Gillbour Road, Edinburgh 9.

as only THE make is an acceptable alternative to my Speed 20, and the big need is for more space, I require a post-war Estate car. Due to diminishing spare time, and to avoid undue nagging, this should be in first rate order mechanically, bodywork and interior, Preferably it is for a black fore-end, and light coloured hard wood body, but other combinations considered. Photographs and details would be appreciated.

TA 14 Wheel preferably with 5.75 x 16 tyre, but latter not essential.
S. H. Ruy, 3, Barford Road, Whalley Range, Manchester 16.
TA 15 D.H.C. must be in good all round condition, especially the coachwork.
F. W. Linen, 10a Holycroft Avenue, N.W.3. (or ring MONT 3755 bus hours)
Hallwell, 65, White Rose Avenue, New Earswick, York.
TA 14 Saloon or Coupé. Must be in really good condition with known history if possible. Grey or green preferred.
Spence, 16 Winborne Avenue, Norwood Green, Southall, Middx. (Tel. SOU 3382)
Grey Lady Tickford convertible, wire wheels, must be Concours condition preferably with known history. Full particulars please to:
K. E. Adams, 1, Ashcroft Close, Harpenden, Herts. Harpenden 5507
New 5.25-5.50 x 20 tyres - B.D. Roper Marshall, The Old Inn, St. Beward, Bodmin.
Cylinder block required for 1934 Speed 20. Would consider complete engine if price reasonable - R. S. Turner, Oak Hill Cottage, Scarffields Road, Sevenoaks, Kent. Tel. Sevenoaks 2649

Wanted Open Speed 20, or similar. - L. A. Fellows, 1, Wych Hill Lane, Woking, Surrey.
Technical Editor's Corner

Once again, rather than deal with one topic, I would like to cover some points which have arisen during the past few months. These are entirely disconnected.

a) Interchangeability of gearboxes is a frequent cause of enquiries. It would appear that one can seldom obtain an Alvis with the gearbox one would desire: however, unlike many other Alvis parts they are not easily interchangeable. For example, conversion of the Firefly from E.N.V. to crash box (and vice versa) is a frequent query. This is not a cheap conversion for the following reasons:

   I. The flywheel assembly must be modified or replaced.
   II. A new bell-housing would be needed.
   III. The prop-shaft length would have to be altered.
   IV. The chassis would have to be modified slightly in the area near the end of the gearbox.

The other conversion often considered is from a crash box to a synchronesh box. This would involve the following work:

   I. Fitting a new bell-housing and clutch (or modifying the old clutch possibly).
   II. Fitting a front prop-shaft and altering the length of the rear one.
   III. Finding some way of modifying the chassis to take the gearbox as the mountings are different.

There is interchangeability between gearboxes of models with the same type of box, and for some purposes one can change to a box with more suitable ratios. In most of these cases internal parts, e.g. gears are interchangeable, e.g.

   I. Firefly and early Speed 20's
   II. Firebird, Silver Eagle and Speed 20's fitted with synchronesh box.
   III. Silver Eagles and 12/70's bear little resemblance to the earlier models and these boxes could not be used without extensive modification.

b) Another recurring problem, which has been mentioned once before in the Bulletin, is that of the "hock axle clunk". The normal result of this symptom is a letter from a very worried owner who is certain that there is only one tooth left on his crown wheel. The reason in every case, so far, has been that the splines on the rear hubs (or shafts) have been worn. They almost always are on pre-war Alvis, and there is no need for alarm, the splines don't normally strip. On the earlier cars, (pre 1934) it is important to keep rear hub-grease caps screwed right up to ensure maximum engagement of the splines, as there are no circlips.

One final point - there are apparently rumours abroad that the Speed 20 and certain other pre-war models are prone to 'big-end trouble'. These are definitely without foundation, but one must bear in mind that there must be a large number of neglected pre-war Alvises about, in very poor condition. If one buys such a car, one must not be surprised if it does start throwing white metal about.

N.B. BULLETIN CLOSING DATE 20th of each month - members are tending to ignore this, please note that items NOT IN MY HANDS by the 20th, may, at my discretion, be held over until the following month. General Secretary.

Advertisements
(The Club cannot accept responsibility for the accuracy of statements made in connection with items offered for Sale)

"Advertisements are inserted for members free of charge. Those for non-members will only be printed if accompanied by a remittance for 5/-d made payable to the Alvis O.C."

For Sale:
E.G.Hall, 67 Beach Avenue, Epsom, Surrey. Tel. Field End 8552
TA 1d, 1948 Black Drop-Head in perfect condition, heater, overhauled engine, very good tyres...£320.
J.Sheldon, 24, Foxhall Road, Didcot, Berkshire.
1938 'Speed 25' Saloon, sun-roof, servo brakes, 2 new reconditioned tyres, reconditioned dynamo, new clutch, body unmarked. Superb performance...£165.
R.A.Fowles, 1 Wych Hill Lane, Woking, Surrey.
1935 Silver Eagle - special professionally built 4 seater open body in above average condition, engine good - £195 or offer for quick sale.
A.Chamberlain, Seahaven, Arlington Avenue, Goring-by-Sea, Sussex. Tel:Goring-by-Sea EXCHANGE - A.J. Speed 25, or 1.2-seater fixed or d.h.c wanted in exchange for 1937 Speed 25, good condition, sound all round condition, servo, raised c.r., copper -plated head, triple ignition (unique feature) wind-torres, windscreen wipers, Bray heater, built-in trickle charger and many other extras. A.J. Sadlier, Brightlands, Newham, Glos. Tel: Newham 210
For Sale


2 Brake drums from 1951/60 Alvis to anyone who cares to collect same. Free of Charge.

Lee, 68, Bolters Lane, Banstead.

1937 Speed 25 L.H.C. in splendid condition throughout, full details on request, also spare set of carburettors and new pair of £100 headlights, offers.

E. Talbot, 59th, Birmingham Road, Allesley, Coventry.

1938 Silver Crest Drophead. Engine overhauled 60 and interior reconditioned. Hood body, tyres, battery, all good and everything works... £190 or offers.

Marchington, Pound Cottage, Graffham, W. Sussex.

1935 Speed 20 Saloon by Charlesworth with IPS and dual ignition. Regretfully must dispose because of growing family. Mechanically in first rate order with a spotless engine which was completely stripped and rebuilt some 3,000 miles ago, when a new clutch starter ring, standard pistons and rings, valves and valve springs etc., etc., all supplied by the Company, were fitted. All core plugs were re-newed, carburettors overhauled and recently new plugs and HT leads fitted. New lunlops on the front and new king pins and bushes. Oil pressure 40 when really hot: two pints of oil since overhaul! Body is due for rubbing down and Valsparing, but still very presentable and much admired. Chrome is excellent including the rear stoneguard. Everything works, including the clock! Further details and photographs on request. Available on my purchase of an alternative car. See ‘Wanted’ Maj. P.H. Stewart, R.A., Old Swallowhurst Spere set Marchington, Pound

Midshipman C. W.Gore, Victoria, Alvis Firebird 1935 This car is in original condition throughout, fitted with genuine Lucas overhaul! Body ia due for rubbing down end overhaul! Many Firefly end 1934 Firefly 4 shatts type 150. Could be seen in Hertfordshire November-December 1934 T.A.14 1938 4.3. Dishforth, Yorks.

J.M. Jackson, 67 Lime Grove, Yorks.

1932 25/63 Alvis in good general condition. Any offers please?

I.H. Carew, "Lauriston", London Road, Basingstoke, Hants. Phone 232.

Alvis Firebird 1936 This car is in exceptional condition throughout and has to be seen to be appreciated. Full history known. Spares include two new tyres and diff. Advertised in "Motor Sport" for £175 but will sell to enthusiast for £150.

John M. Birckett, 18 Victoria Road, Poulton-le-Fylde, Lancs. Tel. Poulton-le-Fylde 3509 1948 14 h.p. Alvis Coupe. Heater, new tyres, just re-sprayed, very good condition. £350 W. Gore, 178 Tickford Street, North-Pagnell, Bucks. Tel. 149)

1938 25/65 Alvis Mayfair 7 seater limousine with wind-up division. 2 owners from new. This car is in original condition throughout. Fitted loose seat covers to rear. In excellent condition with a genuine mileage of a little over 40,000. Genuine enquiries, who on communication will put in direct contact with the owner.

W. Gore, 31, Holly Lane, Margate.

1948 T.A.14 D/Head Coupé with vinyl hood. Excellent tyres. Good sound chassis. Fitted heater and radio... £350 o.n.o. Genuine enquiries will be put in direct contact with the owner.

W. Gore, 31, Holly Lane, Margate.

1932 Speed 20, open-tourer. Immaculate white bodywork, red upholstery, all re-chromed two years ago. Mechanically very good, new batteries, nobody believes me that this car is twenty-seven years old! £150.

J.J. Jackson, 67 Lime Grove, Chaddesdon SHROPS


W.E. Jackson, Granville House, Station Road, Redhill, Surrey. Tel. Redhill 169

1926 Speed 20, Tourer, no hood, windscreen or gearbox. Engine complete, but head crooked and pistons siezed, body and wings quite good, steering, springs, axles, diff., brakes and wheels - good, ideal basis for 'Jock Stevens' type special. Prefer to sell as a whole £12 or will break. Partly rebuilt 1936 21/2 litre with very nice - one off (confirmed by Alvis Ltd.) saloon body, by Mann Edgerton - requires very little money spending on it to complete - has cost owner £50 to date... about £75. Reconditioned brake servo system complete with linkage and pedal, will fit 25, 4.3. and some later types 20... £108. - pair of 10"wheels able to take 6.50 tyres. £43

Many Firefly and 1934 Cruised Eagle parts 19" + 20" wheels tyres and tubes, half shafts type 150. £N.V gearbox cheap... S.A.E. please for details for any of the above which must be cleared owing to demolition of garage by the end of December.

P.O. Cameron-Clarke, 20 Limbrick, Blackburn. Tel. Blakewater 85481

1934 Firefly 4 seater tourer. ENV box, good hood, and tonneau, body not brilliant. Mechanically sound and in running order, good tyres. Marchal lamps. Going abroad. Could be seen in Hertfordshire November-December... About £50 or offers.


Coachwork parts from 1938 Speed 20 Charlesworth Saloon - I Turk, Rosmary Cottage Sandhurst, Berks.

Alvis 1927 Speed 25 Lancefield Saloon - good mechanics, interior, tyres and chrome blue coachwork... £175 o.n.o. For inspection ring City 2345 9.30/5.30 p.m. C.M.B. Legge.

Alvis 12/70 D.H. Coupé 1940 45,000 miles only since new. Recent engine and clutch overhaul. In excellent condition... £175. Anstead, c/o The Sergeants Mess, R.A.F. Dishforth, Yorks.
For Sale:

1930 Alvis Silver Eagle, Beetleback in good condition. In this year's Alvis Day

1935 Firefly, engine in excellent condition, including exhaust manifold...£14 o.n.o.
Also dynamo, steering box, gear box, rear axle, 20" wheels, tyres, brake drums, shoes, hubs etc. all off '35 Firefly, for which offers may be made to:
E.C. Living, 18, Mornington Road, Woodford Green, Essex. (Tel. DUC 3958)

1950 Alvis T.A.14, Mulliner Saloon, immaculate condition, heater, twin spotlights, and horns, Coventry works reconditioned engine, maintained regardless of cost. Owner very reluctant to part with this fine car. Offers please to
P.C. Duffy, 29, Thompson St. Longley Hill, Notts. Longley Hill 2700 (Home) 2251 (Office)

1935 Firefly, engine in excellent condition, including exhaust manifold...£14 o.n.o.
Also dynamo, steering box, gear box, rear axle, 20 ft wheels, tyres, brake drums, shoes, hubs etc. all off '35 Firefly, for which offers may be made to:
B.C. Living, 18, Mornington Road, Woodford Green, Essex. (Tel. BUC 3958)

1935 Speed 25, Charsworth Saloon, late 1939 model, excellent condition, but slight slap No.1 cylinder...£175 o.n.o. H.P. arranged.

1952 3 Litre Saloon, fully equipped...£450. please write or 'phone for appointment.
K.E. Adams, 1, Ashcroft Close, Harpenden, Herts. Tel. Harpenden 5507

TOLERTON & BURG, Ltd.
40 Years of ALVIS experience at your Service.
REPAIRS and SPARES at 8a, TORBAY STREET (off Harlow Road) LONDON, N.W.1.
High Pressure Greasing, Reboring Specialists, Coachwork, Auto Electrics.

WINFORTON MOTORS, WINFORTON, HEREFORD. (Tel: Bardisley 337)
ALVIS Distributors and Specialists in Overhauls and Maintenance on pre-war models.
Sec 1959 ALVIS and used Models here.
Restaurant and Service. - Weekends also.

GATEHOUSE MOTOR LTD

always a selection of
12/70s - TA 14s
SPEED 20 & 25s
3 LITRES.
ETC. ETC.

have specialised in good used ALVIS cars for over 25 years.

1, HAMPSTEAD LANE.
HIGHGATE VILLAGE N.6.
phone Mountview 4444,
A.J. BROWN
15, LANCASTER MEWS W.2.
(AMBASSADOR 9660)

Specialist in the Repair of ALVIS CARS only
pre and post war.

Large stock of spares for Pre-war Cars always available.

"When you use
ESSO GOLDEN
you feel you are driving
a better car—
and you are!"

The finest petrol in the world

---

ERNEST SHENTON
(FORMERLY LUDWALL GARAGE)
119A, COBDEN STREET.
LONGTON
STOKE - ON - TRENT

STOCK OF SPARES FOR MOST MODELS
EXPERT ATTENTION * REASONABLE PRICES *
SEVERAL USED ALVIS CARS IN STOCK
TYRES • BATTERIES • ETC
S.A.E. ALL ENQUIRIES.