



NEWSLETTER

VOLUME 35

ISSUE NO. 11

NOVEMBER '96

CLUB ROOMS:- Rear of "ALVISTA", 21 EDGAR ST., GLEN IRIS. Melway p59 F 8.

MEETINGS:- THIRD FRIDAY OF EACH MONTH
(EXCEPT DEC./JAN.) AT 8 pm.



J. LEMMON - BONES



COMING SOON



NOVEMBER, FRIDAY 15th Club General Meeting.

NOVEMBER SUNDAY 17th DENDIES IN THE DANDIES. With the Bristol Owners Club of Australia. Meet at 9.15 am. Brandon Park Shopping Centre Carpark. (Melway p 71 B9.) Departing at 9.30 am. See October N/L for further details.



DECEMBER, SUNDAY 1st. Annual Barbeque. At the home of Richard & Pauline Tonkin, P.O.Box 280 etc.etc. Only that would probably get a bit cramped if there is a good attendance. So let's try "Moorookyl" 15 Rob Roy Rd., Smiths Gully, 3760. Melway p 264 K7. Rob Roy Road is a turn to the east off Clintons Road which is a turn to the north off the Eltham - Yarra Glen Road. B.Y.O. meat, grog, and chairs. BBQ will be provided. There is plenty of parking on the property. The Rob Roy Hill Climb venue is just close by and definitely within earshot!

JANUARY 17th 1977.FRIDAY. Instead of a general meeting there will be a sausage sizzle on the lawn behind the Clubrooms. Bring your own food, grog and chair. BBQ will be provided. Also, **BYO MOZZIE KILLER.** The affair starts at 8.00pm.

A MERRY CHRISTMAS AND A HAPPY NEW YEAR

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PREZSEZ.

The Annual Dinner and Presentation night was held at the Georgian Court Hotel in East Melbourne. It was well attended by 31 happy Alvis people who enjoyed the night. Don't forget the BBQ meeting on January 17th, at the Club Room. BYO everything. We may have a surprise on the night.

JOHN TWOMEY

AWARDS.

At the Dinner and Awards Night the following presentations were made:

David Muirden Clubman of the Year Award:	Eric Nicholl.
Andy Hannam Award:	John White
Bob Morrow Award:	George Smith

They have each presented to the Club a very nicely restored Alvis during the year and each has used their car as frequently as possible to attend Club events. Congratulations to all on your well deserved success.

ED



The anguished look on the face of an (anonymous) Club member who missed out on a place on the Committee at the recent AGM

THE COMMITTEE FOR 1977:-

President:	John Twomey
Vice President	Richard Tonkin
Secretary	Dale Parsell
Treasurer	John Twomey
N/L Editor	John Hetherington
N/L Distribution	Rex Roberts (for the moment)
Librarian	Roy Henderson
Committee Members	John White
	Margaret Caldwell
SPARES:	Geoff Hood
Vintage	Austin Tope
PVT	Bob Graham
TA(&B!)14	John Ball
3 litre	

Any member who can detect any change in the composition of the committee will be given the Sherlock Holmes Award, after he has donated the Cup to the Club.

ALVIS AGNITIONS.

Thank you, **DALE**; for editing last month's Newsletter. I enjoyed reading it. No. you are not a few sandwiches short of a picnic when you volunteer for the job - you are the making of an up-market alfresco silver service meal with butler, ice buckets, thingummies in aspic - the lot! Sorry to hear that **RON WILSON** fell victim to the 'flu and wasn't able to attend the recent Dinner. The germ has plagued **THE EDITOR & MARGARET** for about six weeks now, so he has our sympathy. but the weather is warming up and that means death to germs as well as a more comfortable environment for working under the car. It is amazing how much more comfortable warm concrete is than cold concrete! It is heard that **BOB GRAHAM'S** Speed 20 is making steady progress. The 12/50 of **JOHN & KAY BALL** is now finished except for fiddly bits needed for its RWC; then the Club will have yet another beautiful car in operation. Then Editor was privileged to be the first "civilian" to see and hear the finished machine. It looks magnificent and is a credit to those who have worked on it. I hope that there will be a picture of it elsewhere in this issue. Now that he has wheeled the 12/50 out of the shed, it will be interesting to see what **GEOFF HOOD** turns his hand to next. **ERIC NICHOLL** tells me that he is feeling lost without a car to be restoring. The 14.75 was the first "proper" car that he has done - his previous work having been with "blackiron". Lets hope that he finds a good Alvis prospect for his next effort. **RICHARD TONKIN** has finally realised that there was Alvis life before WW II - and acquired for himself a positively magnificent Crested Eagle (19.82) limousine - resplendent in Gubernatorial Black.. If he ever gets to the bench he will need a chauffeur to pilot the monster while he thinks his weighty thoughts in the back. One such weighty thought may be about the results of the questionnaire included within this N/L. We may not be a new committee but we would still like to know what you feel that the Club should be doing. Please take a moment to answer the questions and add to the weight over the back axle of the Crested Eagle. The shattering news of the month is that **MURRAY FITCH** has sent out the Silver Eagle to be upholstered. What will he play with in his shed while it is gone? **CLAIRE** has already had her garden open under the Victorian Open Garden Scheme and ed. has been reliably informed that it was a magnificent display. What is it going to be like after she employs Murray's idle hands before they get into mischief? **JOHN WHITE** (winner of the Andy Hannam Award - see p 2) has got the TA 14 DHC nicely fettled but I suggested that he attend the forthcoming combined meeting with the Bristol Owners Club on the BMW bike. It would have been a suitable tribute to the origins of Bristol to have a BMW of some sort along, but the bike has been sold. I didn't know that such machines do get sold! Do you realise that if Rover had made a Rover, that mongrel would have become a Leyland and then a product of "British Leyland Large Car Division" and then possibly an "Alvar" and therefore a BMW? How lucky we were, those of us who are purist Alvis admirers. to just escape badge engineering and to be able to assert that Alvis cars were made by Alvis from first to last and that the death of the Alvis car was an honourable one. **JOHN MURRAY** writes an interesting account of "50 Years of TA14" (see elsewhere in this N/L). He must be one of a very few Australians to have seen 55 TA 14s with only two eyeballs. This year, information about the Australia Day Cavalcade of Transport in Melbourne seems to a bit late in arriving. The Cavalcade is on and Australia Day 1977 is on a Sunday. That much is known. If you attended the last event you will receive details through the mail of how and when to enter the next one. If you did not but want to, you had better ask John Twomey soon about enrolling.. Apparently the only way to stay together is to arrive together, so get to it!

ED.

THE NATIONAL RALLY IS ONLYFOUR MONTHS AWAY.

The summary of events published in the October N/L was incomplete.

Full details will be in your Rally Book, which will be in the Rally Pack that you will receive.



There will be plenty of driving and plenty of time for mixing with old friends as well as making new ones. That is what the Rally is all about - as well as showing off your car and learning more about the foibles of your particular model.



JOHN TWOMEY, RALLY DIRECTOR

ALVIS TA 14. - 50TH ANNIVERSARY.

The first Alvis TA 14 was built in 1946. To celebrate its fiftieth anniversary the Alvis Owner's Club held a special weekend event from the 16th to the 18th of August, 1996. The Friday and Saturday nights were spent at a modern hotel with a large car park and I travelled there by train and bus, to arrive late on Friday afternoon. Numerous Alvis cars arrived in time for dinner and more cars arrived on Saturday morning before a treasure hunt began.

Before leaving the car park each car had a chalk mark placed on the bottom of a tyre and the driver was instructed to drive forward two revolutions. The results were amusing. The journey itself was accompanied by questions requiring answers derived from the clues given. Our destination was the Tramway Museum at Crich, north of Derby. The route was roundabout, up hill and down dale. Some of the hills were very steep. I travelled as a passenger with Ron and Hazel Buck. Ron has owned his prizewinning 1948 Carbodies DHC since 1953. It is car No. 22548, registration ARB 14. We arrived at the museum early in the afternoon and parked in a reserved area. We made our own arrangements for lunch - ours being in a near-by pub. We made our own way back to the hotel where there was much conversation outside, under beach umbrellas, before the fiftieth anniversary dinner.

After breakfast on Sunday we departed for Chatsworth House, about fifteen miles away, using minor roads. I was the passenger, with Bernard and Anne Nield in their Speed 20, registration no. CNB 277. This black Speed 20 has a four door saloon body by Lancefield. There is a boot which extends for large suitcases. It was originally owned by George Formby.

We arrived at Chatsworth House in mid morning, and each entrant was given a copy of the 50th Anniversary TA 14 book. This is an excellent compilation of historical and technical information with numerous illustrations. Some remaining copies are being sold by the AOC for £15 each.

Chatsworth is the home of the Duke and Duchess of Devonshire. The house and grounds are open to the public and by late morning Alvis cars were parked on both sides of a tree-lined avenue which leads up a slope to the entrance to the vast stables building. Red Triangle Autoservices had a caravan and stall with numerous TA 14 parts for sale.

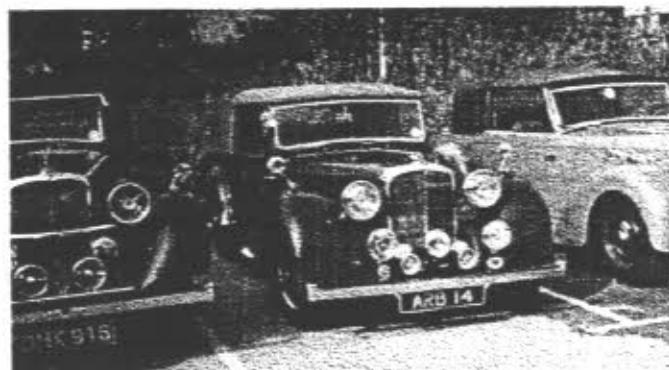
More cars appeared on the Sunday and a careful count showed fifty two TA 14s and three TB 14s. There was an interesting assortment of TA 15 bodywork:-

Mulliner	Four door saloons	Special Two door tourer.
Carbodies	DHCs	Several wooden bodied "utilities" - all different.
Tickford	DHCs	One, formerly owned by Sir Richard Fairey of Fairey Aviation, came on a trailer -
Duncan	Two door saloons	as recently discovered. Body by AC Cars.
The Raine	Four door saloon	

There were about twenty Alvis of other types, making a total of about seventy five cars. Other types included Silver Eagle, Firebird, Speed 20, 3½ litre, Speed 25, 4.3 litre, 12/70, Silver Crest and most forms of 3 litre from TA 21 onwards.

When it was all over I was taken to Chesterfield Railway Station by the Claytons in their 1936 SG 16.95 Silver Eagle, registration VJ 8787. This is a four door, six light saloon with a magnificent Cross and Ellis body.

JOHN MURRAY.



TA 14. Carbodies DHC 1948. Car No. 22548. Owned by Ron Buck. Alvis Owner Club.

Freeway Frivolity

Surprisingly, the remainder of the journey was relatively uneventful and I had great fun playing around, on the Eastern Freeway, with the coil-magneto and ignition advance and retard controls -it's surprising how quickly a 36 cwt car going at 50 miles a hour on a wet freeway will gently wander between lanes when the driver is fiddling with new toys on the dashboard and the steering wheel!

I finally arrived home, some 2 hours behind schedule, the chicken a-la-king was a little the worse for the waiting but the neat Scotch placed in my shaking hand by She-Who-Must-Be Obeyed, was very welcome.

Mrs. Simpson, And All That

Things, of course, began to improve after that. We named the Crested Eagle "Mrs. Simpson". Why? Well, you know, 1936, King Edward VIII, Wallis Warfield Simpson, and all that, (I could hardly call her Wallis!) Why, particularly, Mrs. Simpson? Well, like the lady herself, the Crested Eagle is elegant on the outside but a bit racy underneath (Brian had Max Houston install triple S.U. carbies in place of the original single Solex so She is, in effect, a SC/SD Speed Twenty.

Mrs. Simpson made her debut at the Club's Country Weekend at Euroa on the 21st of September, to the surprised and delighted cries of the assembled crowd who declared that Tonkin has finally got himself into a Half Decent Alvis.

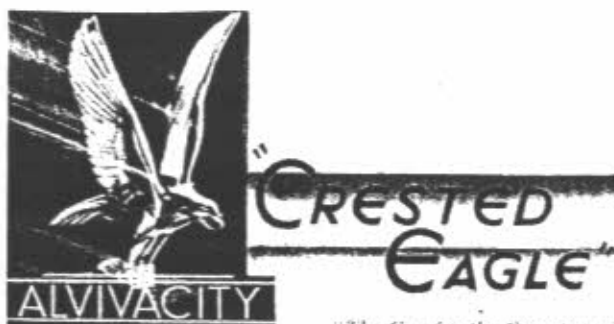
Carby Capers

I learnt a lot about pre-war Alvises that weekend. The carbies were a little out of tune so, at Euroa, Ron Wilson told me to go across to the local garage (a proper garage, not one of those petrol stops), and ask the man for a length of plastic tubing. That obtained, Ron proceeded to stick one end in his ear and I thought "the old boy's finally lost it." However Ron, as most readers will by now have realised, then stuck the other end of the tube into the intake of each carby and asked me to listen to the difference in pitch. Being tone deaf, I said that they all sounded exactly the same, which they did not, but they did after Ron had adjusted them.

Crested Credentials

Although the Speed 20 owners present at the weekend felt some concern that a car that was a Speed 20 underneath, but was fitted with picnic tables and foot rests in the back, could not be a true 1930's Alvis, the fact is that Mrs. Simpson is a lovely old period piece, made in the days when Alvis were trying to get into the luxury car market, to the extent that they detuned the Speed 20 engine by pulling out the 3 S.U.'s and installing the single Solex. Brian Hemmings very kindly sent me down a copy of *Alvibatics* for December, 1978, containing an article by David Manson, in which David describes how the car was imported by Charley & Lord, Sydney Alvis agents, to the special order of Mr. James Farden, a Sydney solicitor, in 1936, although She did not arrive until the following year. David goes on to say that Farden had previously owned several Alvises. It is not known how long Farden kept the car, but it had apparently been chauffeur-driven all its life when it changed hands in 1957. David describes how, from 1966 until about 1986 the car, which was virtually the only one in the New South Wales club suitable for a large family, was owned exclusively by bachelors! As David says, "the Crested Eagle is outstanding in several ways, not only because of the rarity of type and body, but also because it has never had a negligent owner and it is remarkably well preserved." I thank Brian Hemmings and the car's previous owners for that and I trust that Mrs. Simpson will have a long and happy association with my family and with the Victorian Club.

RICHARD TONKIN



COPYCOPYCOPYCOPYCOPY

There should be an Association of Newsletter Editors - so that "non-make-specific" info can be freely exchanged and a shoulder made available for crying upon. We all seem to need copy so it was not surprising to find something like the following in the Victorian Morgan Owner's Group October N/L:-

Tell me a story
a recipe
a joke
a yarn
gossip
a poem
a limerick
a lie
a fable
the truth

How did you come by your car?
What frustrations have you surmounted?
An article from a magazine
Notes of an idea to be fleshed out by the ed.
What did you do to the car last Sunday?
Who has bought what?
Where to buy what
Good restaurant/accommodation
Who is pregnant?
Offer organize or host a meeting

Anyone who can answer yes to all of the above can be the whole committee next year! Meantime any one who has got *anything* to offer as above is more than welcome to write in.

This is the last issue of the N/L for 1996. Thanks to all the regular contributors - you are the backbone of the publication. The N/L is said to be an important part of Club life (the other very important part is of course, spares and technical know-how). There have been numerous contributions during the year from members from whom we hear only seldom, but they are most welcome. Pictures remain a technical problem within our budget. You can achieve more if you spend more but I hope we have got the balance about right. It is hoped to publish a colour page after the Interstate Rally. So will those attending please remember to shave every morning and put on a clean T shirt? The gents had better look a bit smart as well.

ED.

FIREFLY GEARBOX

Dear Dale,

Regarding your Firefly gearbox, I understand that it was an Alvis box and was also used in the Speed 20 SA. I have contacted our parts location service and also put an advert in the calender - so I hope to be able to write to you soon with some good news. I understand that a serviceable unit is likely to go for around £1500. Apparently it is difficult to check them without taking the box apart and examining the teeth etc. carefully. There is a common problem with a couple of the lay shaft and occasionally the main shaft.

Charles Mackonochie, in association with the R.A.C., U.K.

MOUNT TARRENGOWER.

Dear John,

Had a great day/weekend at Tarrengower although I am in no danger of getting the fastest Alvis on the Day.

Saw quite a few Alvis people and three of us competed. Myself, Geoff in his racing car and Peter Briese in a Speed 20. I did it in about 95 seconds (James Earl was in my class in his supercharged L type and did it in about 65 seconds). Peter was doing low 60s I think and Geoff low 50s. Weather was excellent and a huge number of people where there. About 98 entries all up apparently.

Next year they are considering making it a two day event.

DALE PARSELL.



*Some of the cars at the Queenscliff Fort on a wet Sunday in July.
Nicholls, Stanisch, Ball, Moynane, Roberts*



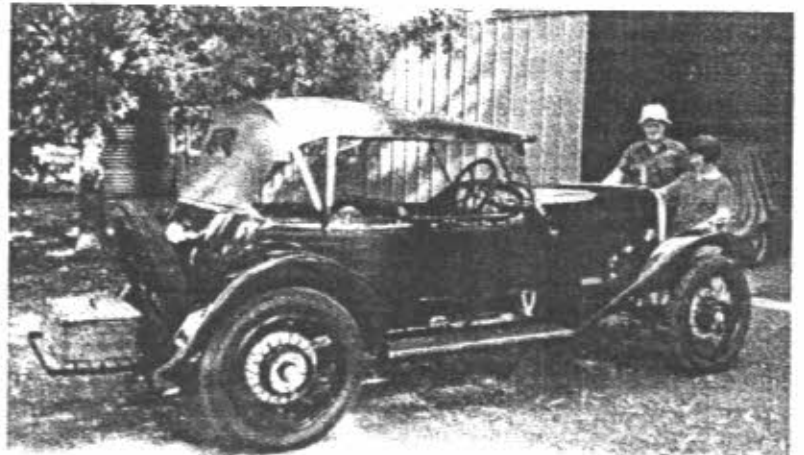
*Would the last man to leave please turn out the lights?
(Roy Henderson)*



ACCY members are nothing if not attentive - even in the rain!



*At the aptly named "Stonecrop" property. Euroa w/e.
Stanisch, Ball, Twomey, Hood*



John and Kay Ball with their newly acquired 12-50

TO THE HILLS.....

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In September many members of the Club enjoyed a great weekend in Euroa and the Strathbogie Hills. We all met in glorious warm spring sunshine at the motel in Euroa. Daryl Stanisich was a bit late because he ran out of petrol on the way. John White was even later because he ran out of both petrol and water. A plumber would have to run out of water, wouldn't he? By the time the Editorial 12/50 arrived entry to the motel car park was prevented by the Crested Eagle and chatter, gossip and lying was well under way. We all enjoyed the dinner at a nearby restaurant and there was a bit of a general meeting somewhere between the meat and the pud. On Sunday morning a member of the local Historical Society took us on a walking tour of Old Euroa. A splendid career as a navigator in Alvis Car Club events awaits her! The town has an interesting history and anyone travelling through the area would be wise to look into the museum, which contains a treasure trove. The editor was not keen to walk over "Twomey's Bridge" because it leads to the old folk's home. However, he did and continued his youthful way. Then to the hills and to morning tea with a difference at "Stonecrop Gallery", where the paintings, the view, the coffee and the owners were all excellent. After that a pleasant half hour drive to the mighty metropolis of Strathbogie where we enjoyed a great country-style lunches beside open fires, for there was a chilly wind blowing despite clear sunny skies.

Daryl Stanisich had the 12/50 out on its second long run since its engine rebuild. He had trouble with valve timing and it sounds as though he was lucky to get home under his own power but the word is that the problem has now been fixed. John Twomey had some sort of minor problem on the way home but otherwise it was a mechanically good weekend.

Nine Alvises attended:- 12/40; Rex & Sue Roberts. 12/50; Daryl Stanisich. 12/50; Ed. 14.75; Eric & Barbara Nicholls. Firefly; Dale & Maritta Parsell. Crested Eagle; Richard & Pauline Tonkin. Ta 14; John White. 3 litre; John & June Twomey 3 litre; John & Kay Ball. Moderns:- Ron & Gwen Wilson. Bill & Marcia Barber. David & Margaret Caldwell. Murray Fitch.

Congratulations and thank you to John and Kay for arranging such an interesting weekend with good weather, good cars and good company.

ED

VSCC TWO DAY RALLY.

This was held in September and was organized by Graham Steinfort who attempted a d.i.y. lobotomy on the Sunday morning. Ron Wilson, who along with Bob Graham from ACCV, had been marshalling, took over as organizer while cranial repairs were effected. There is little reduction in brain function reported in either party but the Station Wagon still shows evidence of the impact.

Rob Sands scored 3rd Vintage in the 12/50. Dale Parsell got 3rd PVT in the Firefly. Congratulations. Steve Denner, Frank Mornane and David Robb also competed. So the ACCV was well represented at what has been reported as a very enjoyable week-end.

ED

WOODIES II.

Just a short note to add to the article on Woodies. Yes, the TF did have wood in its construction, laminated, not solid but wood all the same. The wood was used in the following locations:- A & B posts, the rail below the scuttle between the A posts and the rail around the waist line to which the roof was mounted

The main reason why Woodies were so popular just after the second world war was due to the shortage of steel. Manufacturers had to apply for a licence from the Government to use steel and the production of motor cars was not deemed to be a high priority. Also, in an effort to discourage people from buying new cars, a tax was introduced, called Purchase Tax, which was added to the price of the car. Commercial vehicles were exempted from this tax and "estates" or Woodies were counted as commercial vehicles. If you manage to get a spare moment, perhaps you wouldn't mind contacting David Wischer as I am quite interested in purchasing the 12/70 and Silver Crest handbooks, assuming of course he still has them..

CHARLES MACKONOCHE

DINNER & PRESENTATION NIGHT.

Sunday 17th October. Thirty one people enjoyed the night, the meal, the presentations and the singing. Well done, John and June Twomey. Thank-you.

ED

CARS & PARTS FOR SALE AND WANTED

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THE CLUB CARRIES A LARGE SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

JANUARY NEWSLETTER

COPY DEADLINE

WEDNESDAY

1st JANUARY 1997

TO THE EDITOR PLEASE

To enquire about spares please contact the appropriate SPAREPERSON listed below:-

VINTAGE

Geoff Hood
37 Thomas St.,
E. Doncaster
Vic 3109
03 9842 2181

PVT

Austin Tope
8 Wimba Ave.,
Kew
Vic 3101
03 9817 5163

TA14

Bob Graham
15 Clarke Ave.,
Caulfield
Vic 3162
03 9571 3886

3 LITRE

John Ball
P O Box 26
Murchison
Vic 3610
058 262518

CLUB

TA 21 Specification Sheets. As published recently in the N/L. \$5.00 plus p&p.

Club Permit Books. Latest edition. \$5.00 ex. Club Room's. \$6.20 posted.

"Motor Trader" Technical data Sheets. Reprints available for Speed 25, 3½ litre, 12/70 & TD 21 \$5.00 plus p&p.

Handbooks & Spares Lists for most Alvis models. Expertly reproduce by the renowned "ROYBOOKS" method.

Roy Boy. Tel. 03 97047549

Fire Extinguishers. Chubb 1 kilogram. \$25.00 ex. Club Rooms. Some stock remains.

PRIVATEERS

FOR SALE Rudge 90 wheels. 2 ex USA. 4 x 21" well-based. 1 x 21" split rim. John White. Tel 03 9890 7066.

FOR SALE Handbooks. All original & in excellent condition. 12/70, 4.3 litre, Silver Crest, TD 21. "The Alvis Car" by K.R. Day. Good condition. \$50.00 each. David Wischer. Tel/Fax. 059 897 235.

WANTED Speed 20 Dashboard. The metal plate in which the instruments are mounted and which is engraved with the switch functions. Also: Rudge 42 spoke Wire Wheels. Geoff Hood. Tel. 03 9842 2181

WANTED Loan of or a copy of Speed 20 SA Handbook. George Smith. Tel 03 9354 6236.

WANTED One Alvis Radiator Badge to suit Speed 20 to TD 21. (Fair condition). One fuel tap handle - lever type, to suit Speed 20 or Speed 25 etc. One temperature gauge to suit TA 21 to TD 21. Working or not. Gharre Dalliston, 3 Nevada Place, Oxenford. Queensland, 4210. Tel. 0755 734 093

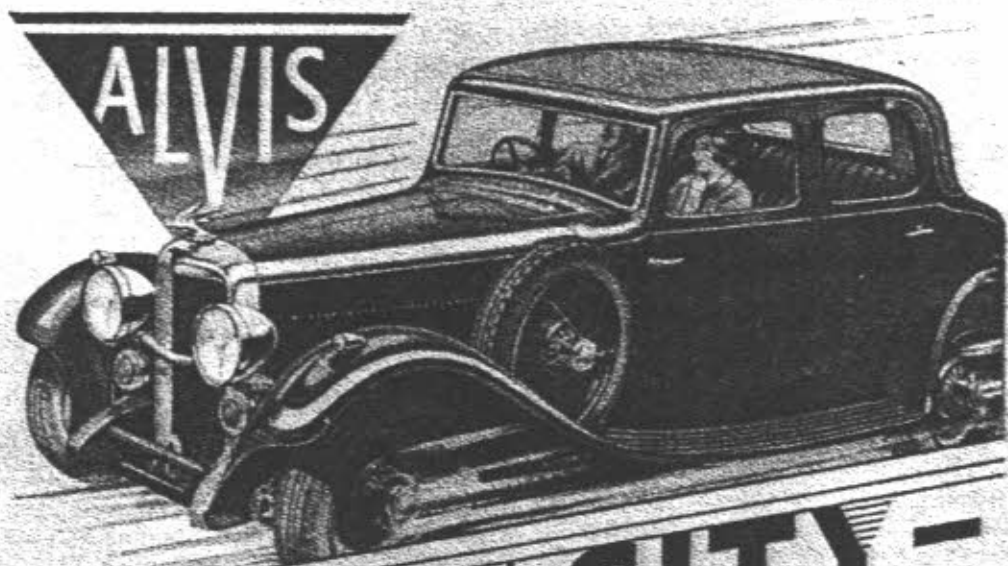
LOST & FOUND. (A new service for this N/L!) Found on the floor after the Club Dinner: A velvet covered decorative buckle from a lady's shoe. Enquiries to Prince John (Charming) Twomey. Tel. 03 9386 0439. (you may be required to attend in person.....)

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The New "FIREBIRD"

NO OTHER CAR gives such performance at anywhere near the price. Economical to run and maintain, yet possessing all the exclusive features of ALVIS design, this new "FIREBIRD" Model will appeal to the many motorists who are familiar with the fame of ALVIS four-cylinder engines and their performance. Moderate in rating (Tax £10.10.0), with all-silent, all-synchromesh four-speed gearbox, Marles-Weller steering, and patent self-energising brakes, this Model offers "ALVIVACITY" at an extremely low figure, from £490.

ALVIS CAR AND ENGINEERING COMPANY LTD., COVENTRY.
London Service Station: Jubilee Place, King's Road, Chelsea, S.W.3
Distributors for London & Home Counties: Charles Fyfe Ltd., 18, Berkeley St., W.1



ALVIVACITY
in its most economical form!