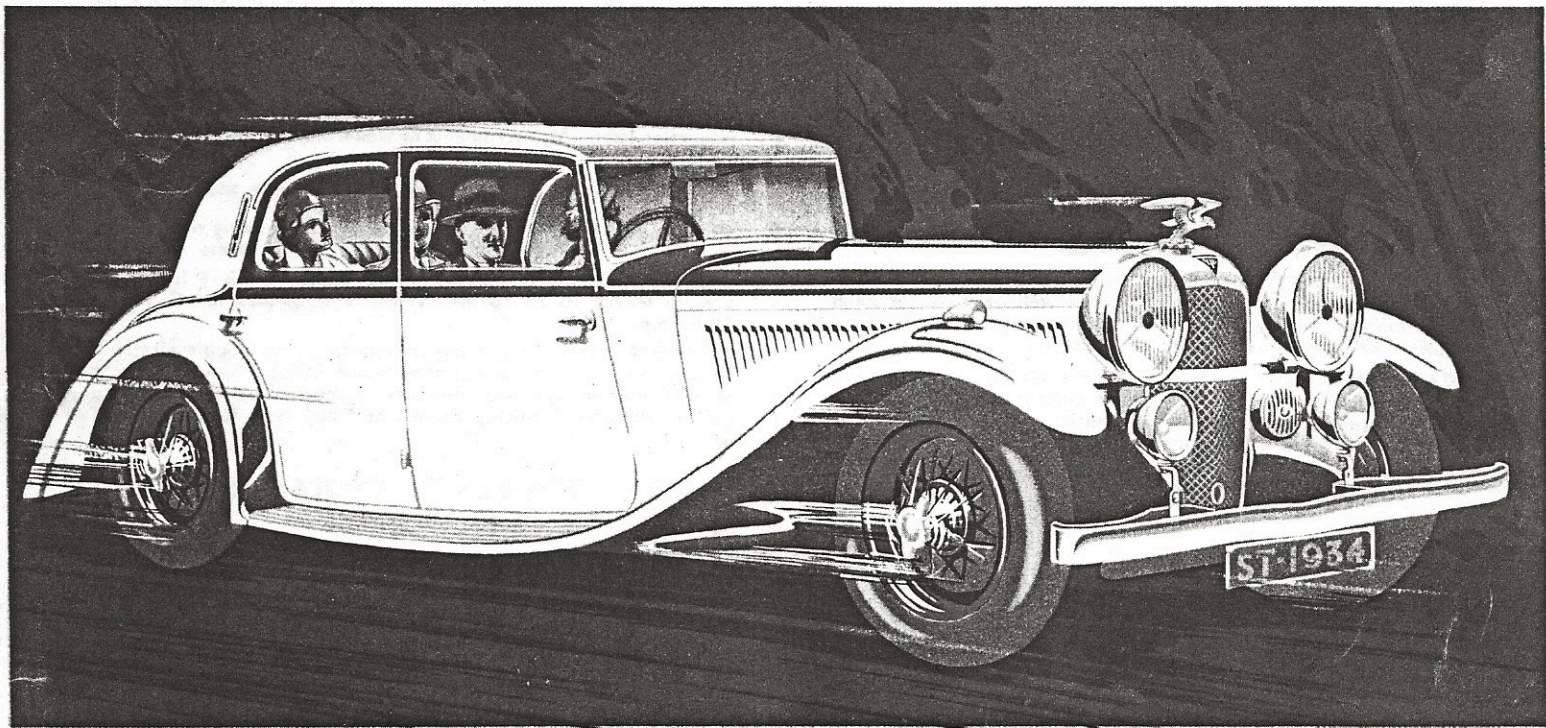


The 1934 "SPEED TWENTY" ALVIS



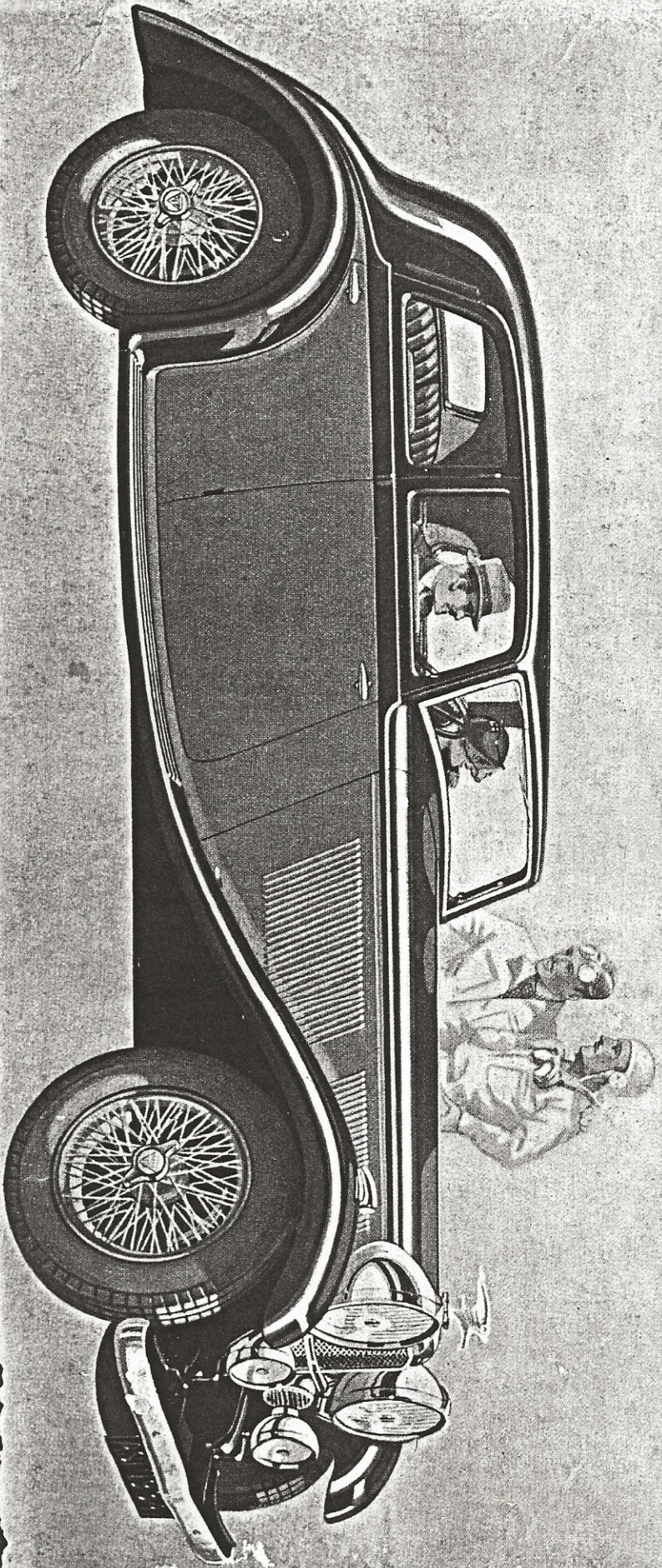
*Motorodom's most advanced & luxurious
Sports Car!*

LAWTON-GOODMAN LTD

36, NORTH AUDLEY STREET,
LONDON, W.1.

ALVIS

“SPEED TWENTY”



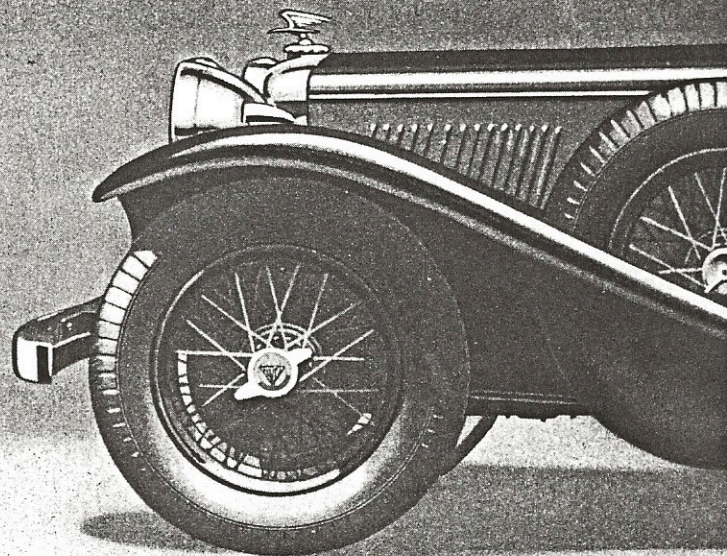
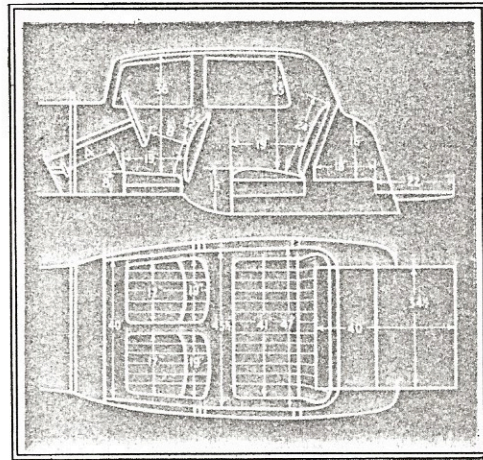
The Supreme Car for t

ALVIS

"SPEED

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STRIKING yet dignified, this Saloon, by the famous Coachbuilders, Charlesworth of Coventry, is a study in harmonious line. It is similar generally to the 1933 model which has proved so popular, but a number of detail improvements have been effected; among these the new sloping dash line and bonnet louvres will be noted. The roof is of the sliding type, and the four doors are each fitted with a quick-lift winding window. The deep and softly sprung seating, with generous head and leg-room, provide luxurious comfort. The front bucket seats are instantly adjustable, and the rear seating has three armrests, the central rest folding to give accommodation to a third person if desired. The equipment includes direction indicators sunk in the rear quarters, two companions, and an enclosed luggage locker capable of holding two suitcases, the door of which when open forms a rigid platform capable of carrying the heaviest trunks, of design similar to that of the "Speed Twenty" Coupe illustrated overleaf.

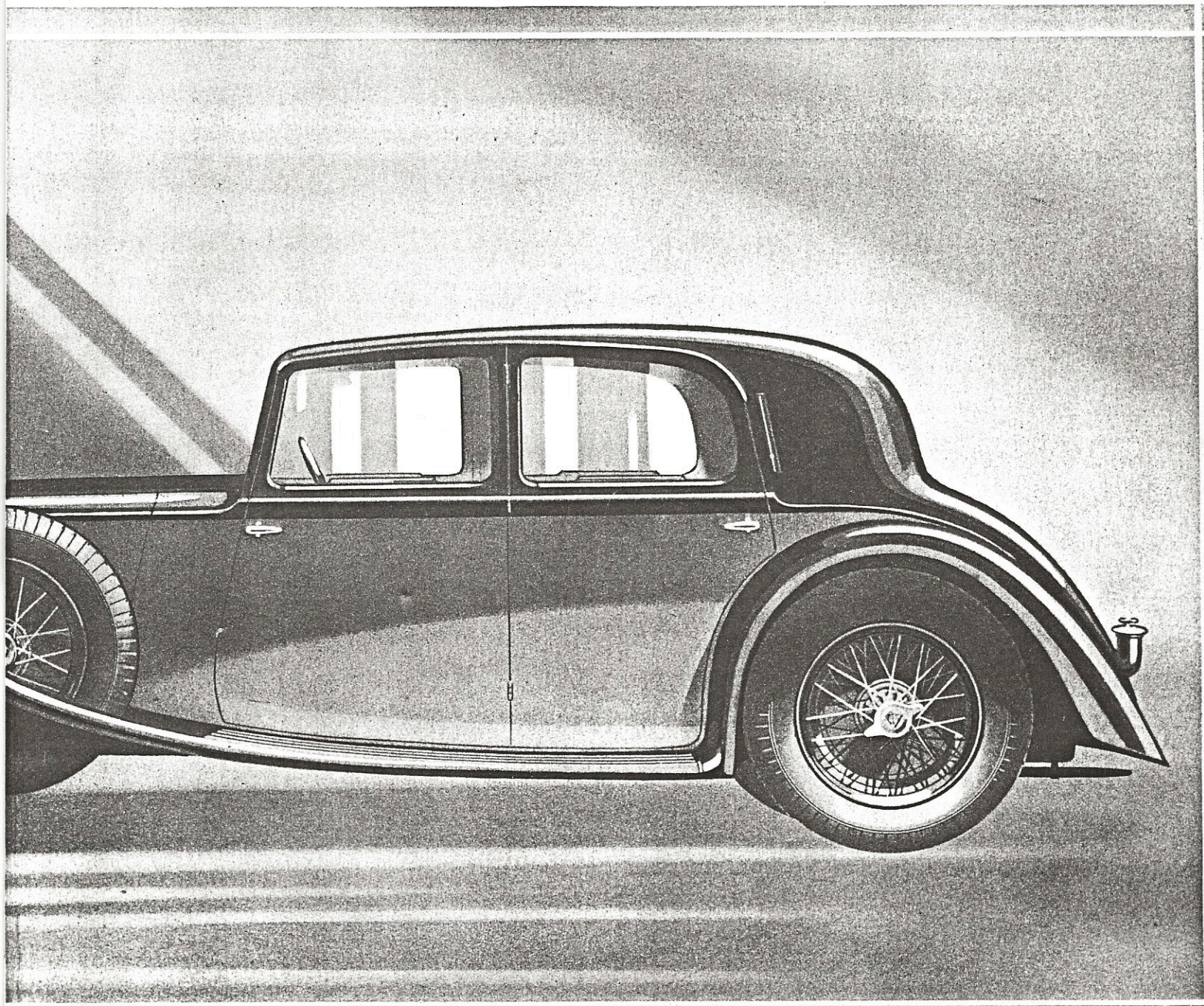


£825

The Sporting Enthusiast

D TWENTY"

CHARLESWORTH SPORTS SALOON



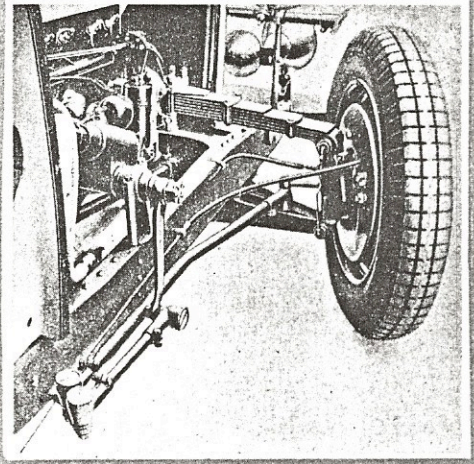
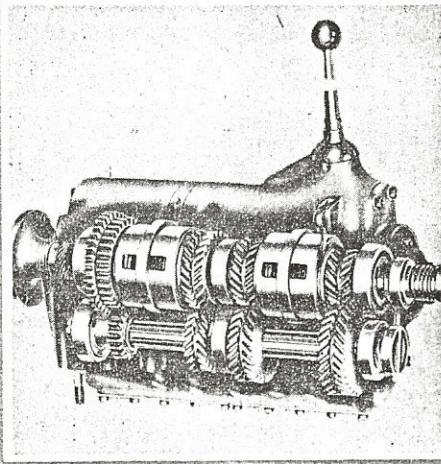
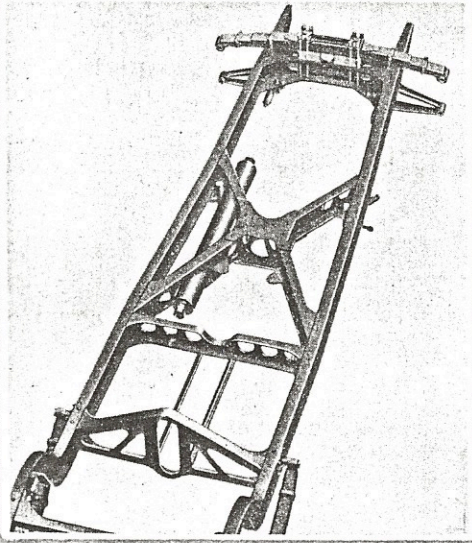
the coachwork to provide ample headroom within a low overall height, and the resistance the cruciform bracing members offer to distortion precludes the possibility of rattles and squeaks developing in the bodywork.

The long underslung rear springs are damped by Hartford Tele-control shock absorbers adjustable from the dash to meet varied conditions of speed and road surface. The 1934 ALVIS "Speed Twenty" indeed masters every road!

powerful "Speed Twenty" engine. The synchromesh clutches are applied to all forward speeds, and not only to the two higher ratios as in designs other than the ALVIS. All four forward speeds in constant mesh and the pinions are so ensuring noiseless operation on every ratio.

A further advantage of this gearbox is that there is nothing new to learn. The technique of changing is normal; the single plate clutch is sweet, certain and long-lived, and the short stiff gear lever falls conveniently to hand.

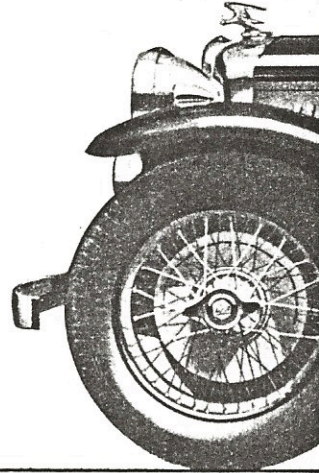
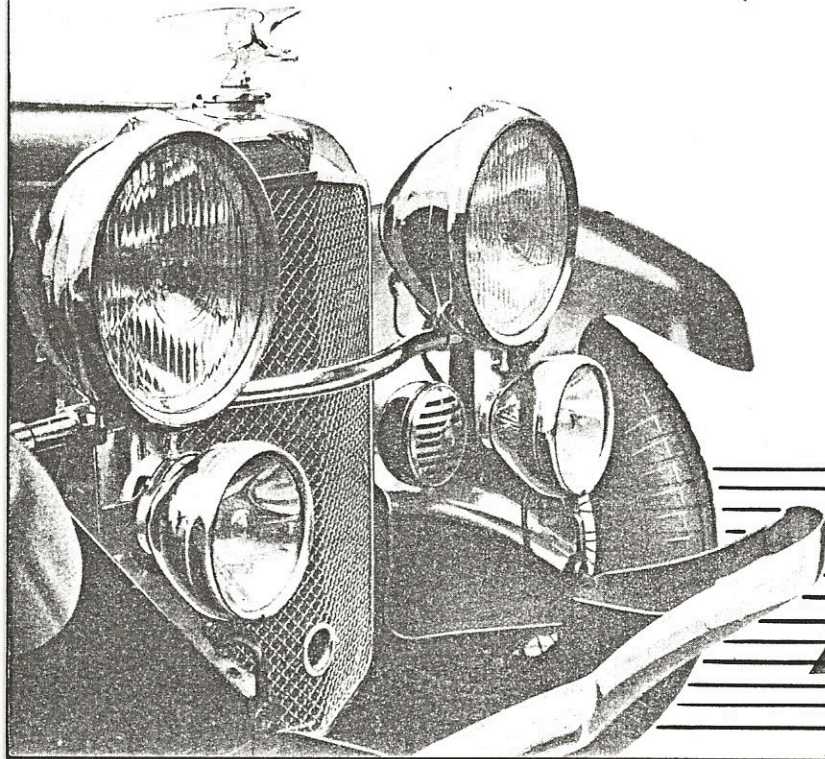
Speed Twenty. Developed from that fitted to ALVIS racing cars as long ago as 1925, and which contributed so much to the remarkable record of ALVIS success in international events, it has thus been thoroughly tested out under the most severe conditions. In this design road shocks cannot be communicated from one wheel to another or affect the steering, and gyroscopic re-actions are entirely eliminated. Directional stability, road-holding, and comfort are enhanced to a degree—quite unattainable in conventional designs.



The FOUR SEATER

THIS beautifully appointed car meets the requirements of those who require a town carriage of distinguished appearance which will enable them to enjoy the thrill of driving an open car of exceptionally high performance.

The body is a superb example of carriage building art. The lines are low and yet do not encroach upon the comfort of a generously dimensioned interior. Wide doors allow easy access to both front and rear seats. Large winding windows and narrow screen pillars give maximum visibility. The front seats are of the bucket type, instantly adjustable for position, and the rear seating is provided with a folding central armrest. The softness and depth of the fine furniture hide upholstery, the refined elegance of the interior appointments, and the carefully studied disposition of the controls, combine to afford luxurious comfort to driver and passenger alike. A special feature is the ample luggage accommodation. There is a large enclosed locker in the tail and the lid of this becomes, when open, a rigid platform capable of carrying the heaviest trunks.

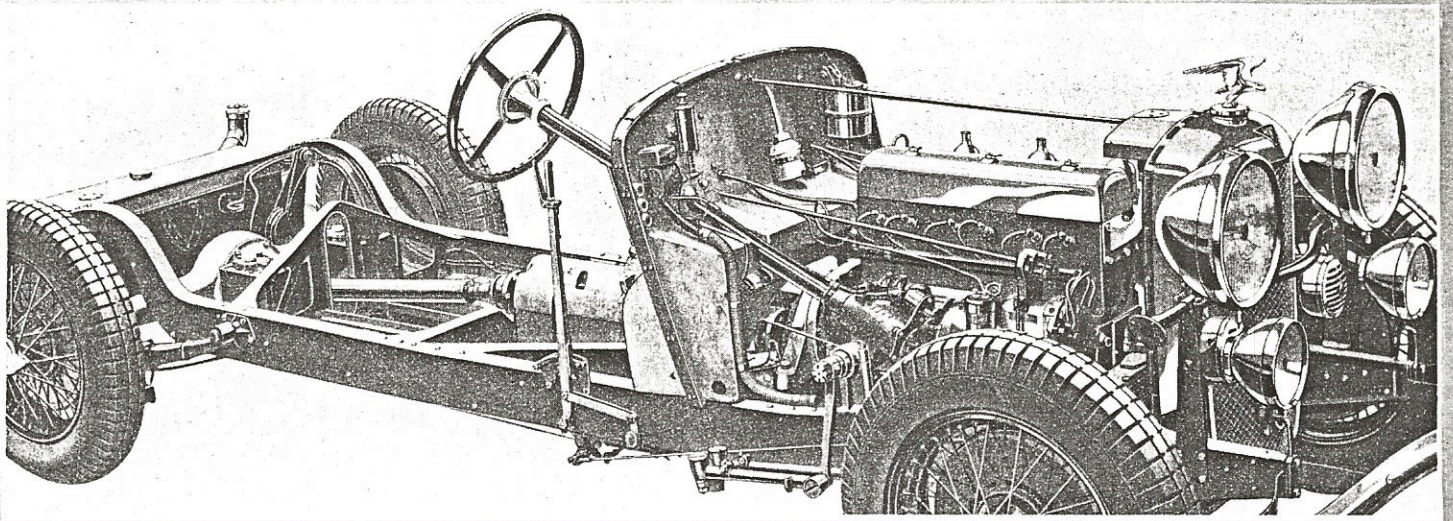
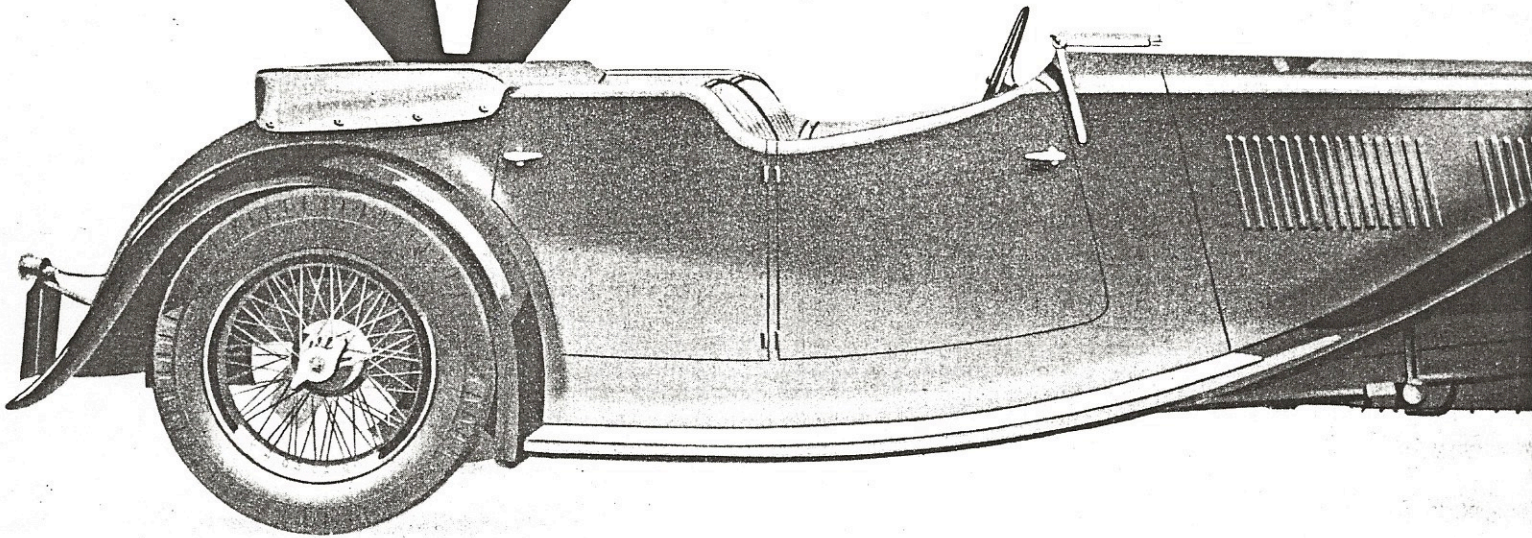


ALVIVACIT

The Supreme Car for t

ALVIS

"SPEED"



**The Cruciform
Braced Chassis
Frame**

This immensely rigid frame, in conjunction with

**ALL Synchronesh
ALL Silent Four
Speed Gearbox**

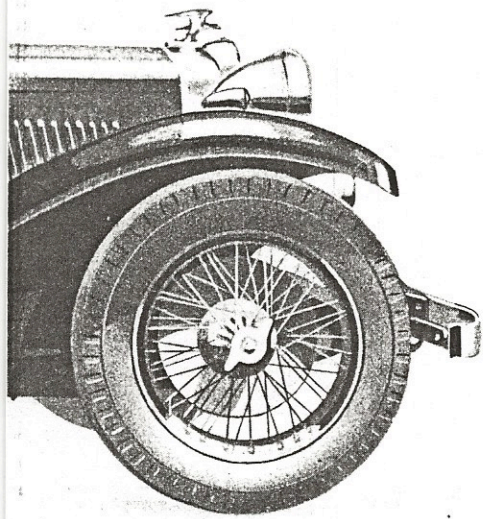
This gearbox is the first of its type. It enables

**Independent Front
Wheel Springing
and Steering**

The unique ALVIS system of suspension received

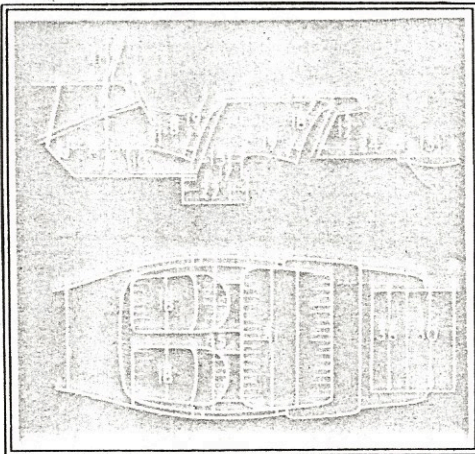
ED TWENTY"

THE SPORTS 4-SEATER

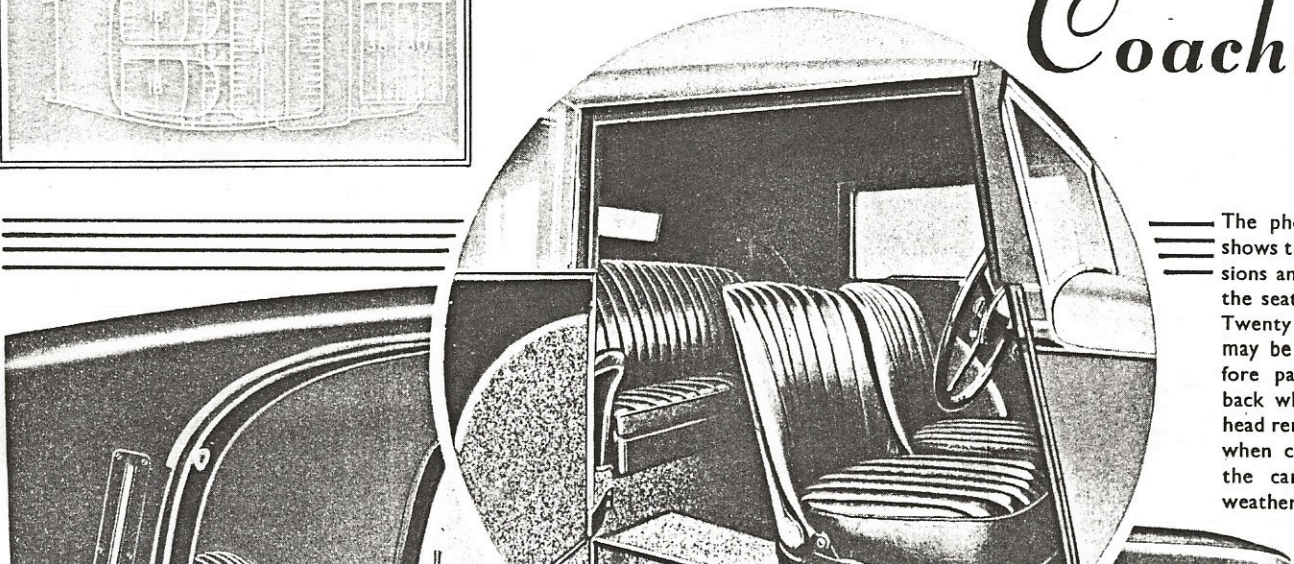


THIS model has made a very strong appeal to the Sports car enthusiast. Its remarkable performance—ninety miles per hour in under fifty seconds—is retained, while road-holding, ease of driving, and appearance are enhanced, in this 1934 model. The body is perhaps the prettiest of its type ever designed, the curves of the doors and down-swept tail being in perfect harmony with the graceful long sweeping lines of the wings and running boards. Though of ultra-sporting appearance, it is essentially practical, comfortable and convenient. Four doors allow individual access to the unusually roomy seating; the front seats are of the bucket type, instantly adjustable, and a pneumatic seat cushion allows the rear passengers to be carried low within the body in luxurious comfort. There is an enclosed luggage locker in the tail, the door of which, when open, forms a strong carrier for additional luggage. The single pane screen folds flat when required. Weather protection has received special study. The hood and rigid side curtains, made to ALVIS patents, fit snugly and do not rattle. The hood cover is of special design, permanently fixed to the body, and the tonneau cover can be arranged to cover the rear seats only, the three passengers' seats, or the entire body and steering wheel.

£695



*Distinctive and
luxuriously appointed
Coachwork*



— The photograph alongside shows the generous dimensions and ease of access to the seating of the "Speed Twenty" Coupe. The head may be fully open, or the fore part may be folded back while the rear of the head remains erected, and when completely closed the car is draught and weather-proof.