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## 1934 Alvis Speed Twenty

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Lot sold	<b>USD 93 705 - 120 478</b> GBP 70 000 - 90 000 (listed)	Drive	LHD
Year of manufacture	1934	Condition	Used
Chassis number	11286	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	183	Engine number	11735

### Description

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1934 Alvis Speed Twenty 'SB' Tourer

Coachwork by Vanden Plas

Registration no. BMF 323

Chassis no. 11286

Engine no. 11735

'The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view the controls are all just where they are required and the power, speed and acceleration provided by the "hotted-up" but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars of medium size.' - Motor magazine in praise of the new Alvis Speed Twenty in March 1932.

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburettors, an output sufficient to propel the touring-bodied versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. 'When cornering it is not only free from rolling the low build sees to that but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled,'

observed Motor Sport's tester.

This particular Alvis is an example of the second-series (SB) Speed Twenty with the all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. '11286' comes with a copy of its factory 'Car Record' which shows that it was delivered in 'chassis only' form to Messrs C Follett Ltd in London. The car carries two-door, four-seat coachwork by the London-based coachbuilder Vanden Plas, a firm that had forged its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars. The firm survived Bentley's demise and resurrection under Rolls-Royce ownership, diversifying into other makes, Alvis being one of the most prominent customers.

Restored at date unknown, the Alvis was acquired by the Sondes Fields Collection in the 1980s. The Collection's mechanic's accompanying notes detail various works in addition to routine servicing, including the installation of a new fuel system and a stainless steel exhaust, and overhauling the centralised chassis lubrication system and starter motor. Last MoT'd in 2006, the car has been driven only on private roads since then and is currently running well. Only minimal re-commissioning should be required before it returns to the public roads. Sold strictly as viewed, this powerful post-Vintage thoroughbred is offered with expired MoT (2006) and V5 registration document.

## Bonhams 1793

**Title** Mr

**First name** Jamie

**Last name** Knight

101 New Bond Street

London

W1S 1SR

United Kingdom

**Phone** +44-2089632819

**Fax** +44-2074477401

<http://www.bonhams.com>

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