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## 1962 Alvis TD 21

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Lot sold	<b>USD 19 094 - 24 549</b> GBP 14 000 - 18 000 (listed)	Drive	LHD
Year of manufacture	1962	Condition	Used
Chassis number	26901	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	272		

### Description

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1962 Alvis TD21 Sports Saloon  
Coachwork by Park Ward Ltd  
Registration no. CKH 910B  
Chassis no. 26901

In October 1955 at the Paris Motor Show, Alvis displayed its first production car styled by the Swiss carrossier, Graber. Based on the existing TC21 Grey Lady chassis, the newcomer brought a much-needed injection of Continental style and modernity to the Coventry manufacturer's range. Lighter, stiffer, and with a much smaller frontal area than the traditionally styled Grey Lady, the Graber Alvis enjoyed much improved handling and a higher maximum speed in excess of 100mph. The first Graber-styled model - the TC108G - was built by coachbuilders Willowbrook before production switched to Rolls-Royce's in-house coachbuilder Park Ward on the introduction of the improved and restyled TD21.

Introduced for 1959, the TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six, which in up-rated form (from March 1959 onwards) produced 120bhp courtesy of a redesigned cylinder head. With its increased power, this under-stressed engine proved capable of propelling the TD21 to a top speed of 103mph while turning over at a lazy 5,000 revs. Inside, there were improvements to the accommodation, with increased headroom and legroom, especially in the rear. Lockheed servo-assisted disc brakes were an option, becoming standardised for 1960. The Motor magazine remarked

on the Alvis's exclusivity and individuality of character, summing up the TD21 thus: "As a perfectly serviceable everyday car with extra 'chic', extra performance, and high standards of comfort and safety, its appeal to a select but important clientele should be strong", while Autocar declared the TD21 to be "one of the most enchanting owner-driver cars imaginable".

Built in October 1962 and delivered to a distributor in Northwest England in April 1963, the TD21 offered here was the subject of a 'body off' restoration in 1986/1987. Photographs relating to this work are available together with bills totalling some £15,000, while a further £2,000 was spent on a front suspension overhaul in 1995. With the coachwork refinished in its original grey, the burgundy leather upholstery and dark grey headlining are original while the red carpeting has been renewed. The only modifications are the stainless steel exhaust system and Kenlowe electric cooling fan. Originally registered '888 KF', the Alvis was reregistered as 'CKH 910B' in 1981. The current vendor purchased the TD21 at Brooks' Ascot Racecourse sale in July 1995 (Lot 560), since when it has been used sparingly. MoT'd to June 2020, the car is offered with a large box file of history to include a V5C document, numerous bills and expired MoT certificates, and a (copy) instruction manual.

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