

FUCHS

MOTORRAD

Brand:

ALVIS

Model:

Silver Eagle Sport Special

First Registration:

1936

Frame Number:

133XX

Mileage:

3.280 km

KW (HP) ccm:

81(110)2.762 ccm

Price:

on request

General Information:

Alvis Silver Eagle Sport Special

Company history:

Founded in 1919 under the name of T.G. John and Co. Ltd, the development of its own four-cylinder engine began at the end of 1919 with the collaboration of designer Geoffrey de Freville. The first car, a 10/30, was launched in 1921 and since then the company has operated under the name Alvis Car and Engineering Company Ltd. The word "Alvis" is derived from the abbreviation "Al" for aluminium and the Latin word for power "vis". The company was based in Coventry until November 1940. A devastating German air raid took place there, which also destroyed the Coventry Eagle Flying Eight motorbike factory. It is important to note that from 1923, George Thomas Smith-Clark and a certain W.M. Dunn worked as chief designers at Alvis for more than 25 years. At that time, Alvis was also involved in the development of aircraft engines and military vehicles. In 1933, Alvis

developed the first English fully synchronised four-speed gearbox. After the war, Alvis continued to concentrate on building sporty saloons and convertibles until 1965, when Rover took over the traditional Alvis company.

Vehicle history:

Our Alvis was built in 1936 as type Silver Eagle, SG16.95. The chassis with the no. 133XX is original and has not been shortened. The engine, no. 138XX, is also original and has a displacement of 2,762 cc. The OHC engine with rocker arms is in first-class condition. The engine was completely overhauled by the renowned company Fernandes Oldtimertechnik, Hamburg. The engine is guaranteed for 47,000 kilometres if regular service and maintenance work is carried out at Fernandes. Corresponding invoices with proof of warranty are available. This diagram shows the even compression of the 6 cylinders. The Speed 25 gearbox was installed in order to achieve an optimum gear ratio. The fully synchronised four-speed gearbox, together with the as-new clutch, shifts very well. It is an original gearbox from the factory with the number 1654/31

The Alvis was built in 1936 as type Silver Eagle SG 16.95 with the first registration number AKW 356.

The Works Recordcard confirms production and delivery. In 2008, the previous owner bought the

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Alvis in England after a restoration was carried out by Compton in Wales.

A one-off:

Due to the extensive restoration and improvements to the original technology, our Silver Eagle can be used very well for a wide variety of rallies, show runs, hill climbs, long distance tours or for historic racing. It drives reliably and is easy to handle. The reliability of the Alvis makes the respective events a relaxed experience. The windscreen and windscreens can be folded down. When travelling with the Alvis, luggage can be stored behind the folding seats. There is also small storage space under the seats, which can be used as required. There is also the option of changing the seating position so that taller people can drive comfortably. Optimum road holding is guaranteed thanks to the low centre of gravity and good balance. Very light-footed for a six-cylinder. The steering is precise and smooth. The vehicle frame runs above the rear axle. Stabilisers on the rear axle ensure improved handling characteristics. The Blockleys have excellent road grip. The Alvis drives very powerfully on tarmac and is completely in its element at the permitted 100 km/h on country roads. The four-speed gearbox is not at all unruly for a pre-war car and the more you use it, the more you want to use it - and the more familiar you become with it, the more natural it becomes. The turning circle is also acceptable. And as for the balance: the low-mounted engine, the frame running under the rear axle and the low centre of gravity give the Alvis fantastic road holding, which makes corners almost as appealing as accelerating out of them, especially as the Blockley racing tyres offer tremendous grip. The rear rigid axle with the original leaf springs and Hartford friction dampers at the rear as well as the front rigid axle offer more ride comfort than in many other cars of the time. So this pre-war Alvis is still powerful, suitable for everyday use and fast enough to keep up with modern road traffic almost a century later. The original chassis in particular allowed the design of classic sports cars from the 1930s to be retained. This one-off is a statement for classic motorsport and lifestyle. The steep radiator with the tapered rear end with the windscreen folded down and the Brooklands windscreens emphasised this concept of a sports car without any further superstructure above the bonnet. Finally, it should be noted that this Alvis is not prone to overheating or boiling in today's road traffic. The water is circulated cleanly by the new water pump and does not build up pressure. The electric auxiliary fan is controlled by a thermostat or can be activated by a switch. With 13 litres of engine oil and an oil cooler, the above-average

engine performance has also been taken into account. The 3 H1 carburettors and a contactless ignition with a good brake system round off the performance.

