

1962 ALVIS TD21 SERIES2 DHC

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Year: 1962

Chassis no: 26833

Registration: 700TKT

Price: £42,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

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These cars have an understated, timely elegance from every angle, make a great alternative to a classic Jaguar or indeed, Rolls Royce or Bentley, and in their day were seen as the sort of car that the establishment drove, when they were driving themselves rather than being chauffeured.

Famous Alvis owners included: Douglas Bader (who had 3), John Osbourne, Sir David Steele, Lonnie Donegan, Hammond Innes, and last but by no means least HRH Prince Philip Duke of Edinburgh.

With their torquey 2993cc straight-six engine, whilst performance wasn't quite in the Jaguar league, they glide along and give an enormous sense of well-being, both to the driver and passengers. And there's not many true four-seat convertibles from this era.

Chassis 26833 (which retains it's original registration number 700 TKT) is one of the 59 Park Ward produced Series II DHC models, and has a lovely story to tell, having

been in one family ownership from new - Grandfather from new until 1997, then, on his death, his brother for a year, before passing to the Grandson in 1998.

It's lived in London 90% of it's life, and has always been garaged. The odometer reads just 24000 miles with old paper MOT's back to 1996 to support the mileage when it then showed 21641 m

We have significant history back to 1996 with it, which is almost exclusively Red Triangle, and in late June 2024 it visited them for a 70-point service and tune, and has covered minimal mileage since.

In 1986 it underwent significant restoration. The interior was completely retrimmed too, and a new hood fitted. Nearly 40 years on, it still presents very well indeed, but there are one or two very minor, and excusable, blemishes in the cream paint now. But it still looks absolutely stunning.

Being a Series II, it benefits from disc brakes all round, and aluminium doors which are a vast improvement on the early steel ones, which are so heavy they tend not to fit properly. On this one, the panel fit is very good indeed for a coachbuilt car.

It's a strikingly elegant looking car that elicits favourable comments everywhere it goes. This is a very very useable great driving car rather than a concours garage queen & I have to say it drives beautifully.

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