

From
Bailey-Watson & Associates Ltd
7 Rembrandt Close
Sloane Square London SW 1
Telephone No: SLOane 9336

For
Alvis Limited
Holyhead Road
Coventry England
Tel No: Coventry 25501

For Immediate Release

16-8-1961

S T A L W A R T

A new cross-country amphibious load-carrier by Alvis

The Stalwart is a six-wheeled amphibious load carrier that can cross rough terrain with the facility of a tracked vehicle, can cruise at 45 - 50mph on the road, and can take to the water and swim at 5 knots. It is also air-transportable in the Armstrong Whitworth Argosy and similar cargo aircraft.

With the ability to carry up to 5 tons and to tow a further 10 tons, the Stalwart provides a revolutionary standard of flexibility and economy of operation to the Service Commander. It is, indeed, a tool of great potential for the tactical supply and general communication needs of an armed force and it materially eases the problems in a good deal of logistic planning.

By dint of its capability to cross extremely rough country - it can negotiate a 1ft 6in vertical obstruction and a 5ft trench - the Stalwart is able to fulfil the function of an ammunition or tactical load carrier in the front line. However, its road-worthiness, speed and range allow the same vehicle to be used for general communications and also to work with equal efficiency in a long distance supply line or within a bridgehead. This flexibility of operation is unrivalled in the World and, combined with the well-known Alvis reputation, should prove most attractive to the Armed Forces.

Technically the Stalwart, which is a refined derivative of the well-known FV 600 range of armoured vehicles and the Salamander Fire Tender, has a background of reliability without equal in this field. Allied to this is the great advantage

that many Service technical personnel are already well acquainted with the layout and procedures of this six-wheeled chassis, and a large proportion of spare components are already held in Service depots.

The Stalwart is powered with a Rolls-Royce B81 engine of 220bhp from which drive is taken to a central transfer box, which incorporates a No-spin differential, thence out to bevel boxes adjacent to the centre wheels, whence torque shafts run fore and aft to each front and rear wheel. All six wheels are independently suspended, sprung on torsion bars and damped by hydraulic shock absorbers. The vehicle is power-steered on the front four wheels and all wheels are disc-braked with Dunlop units.

This traction system gives the Stalwart a terrain performance superior to its progenitors and the equal of most tracked vehicles - better when it is necessary to cross deep water - and at the same time it possesses all the advantages of wheeled transport. The reduction of crew fatigue afforded by this is enhanced by the servo-assisted steering and either an epicyclic or a fully automatic gearbox. Steering in the water is controlled by the steering wheel, which is coupled to the port and starboard ducted propulsion units. Both the cab and the load hold are fully water sealed. Controls, which are of a standard layout, and cabin furnishings are designed for maximum crew comfort under all conditions likely to be encountered.

DIMENSIONS

Overall Height	8ft 1in 7ft 9in with hatch removed
Overall Length	20ft 5 $\frac{3}{8}$ in
Overall Width	8ft 4in
Ground Clearance	1ft 6in
Track	6ft 8 $\frac{1}{4}$ in
Wheelbase	10ft
Approach Angle	45°
Departure Angle	50°
Estimated Draught	6ft 7 $\frac{3}{4}$ in
Estimated Freeboard	1ft 6in

Cargo Area

Floor Area	96 $\frac{1}{4}$ sq ft
Height of floor from ground	4ft 11 $\frac{7}{8}$ in
Cubic Capacity	260cu ft

PERFORMANCE

Land

Max Speed - Epicyclic Gearbox	53.5mph at 4,000rpm
Retardation	60%
Max Gradient	21°
Vertical Obstacle	1ft 6in
Turning Circle	45 - 50ft
Side Overturn Angle - Unladen	45°
Trench Crossing	5ft 9in
Range - Road	400 miles

Water

Max Speed	5kts
-----------	------