



Monkey Business No 90 - July 2018



Written By Chris Taylor

Bunged Together By Simon Griffiths

Little were we to know that last month's meeting was at the start of the most glorious Alvis weather we have enjoyed for many a year. So much so that there has been a bumper turnout of cars everywhere I have been - and no doubt everywhere I didn't go too - therefore it's our cars themselves that are going to figure mostly in this monthly pictorial.



It was so warm in fact that Melissa even took off her scarf, coat, hat and gloves for the journey in Peter's Firefly!



The Hokey Cokey line up

plus 4's on the other. But it cut no ice on that warm night and the winner without doubt is Charles V-I for upholding proper Cheshire decorum.



Norman prepares for action...

Starting with the Deanwater where 17 souls gathered and we enjoyed the spectacle of the Hokey Cokey line up of 8 mixed cars; starting with Charles- Van-Ingen's tasty TD drop head and ending with Mick Fletcher's Firebird saloon. Strangeley the cars were parked one- in-one-out all the way up the line. As you will see Mick and Simon were only dressed from the knees up, so not wanting to be outdone and - mistakenly believing

there was to be a repeat of the competition that led to him being awarded, by Ernest Shenton some years ago, the best pair of knees at the party - Norman can be seen here preparing himself and then exhibiting with a double entry of plus two's on one leg and



...but was it worth it?



The cars were: nearest the camera Charles's TD, Norman and Claire's TA 14, Phil and Sean's Silver Eagle, Peter Lakin's Firefly, Mike Robinson's 12/50, My Firebird and at the top but hardly visible is Mick's Firebird saloon complete with vintage hare window washers! Just a little beyond the line was Tim and Jayne's TD looking like it was fresh back from the Paris Peking and now with the new engine fully run-in and ready for action. So with a ratio of 5 to 3 the pre-wars take the night. It should actually have been 6 to 2 but Normans 'B' thing let him down and the TA14, with puppy like enthusiasm, winged them to the meeting.

Norman and Claire's car was sporting a new mascot - with a Spitfire gracing the radiator cap. Probably a little faster than an eagle - and an Alvis - but no Leonides engine !



We will now cut to the meeting inside where most were eating and the ladies were no doubt planning another wonderful event we see a rather down at heart Phil McAndrew just about to forfeit his £5 to me; I had called at their engineering works that morning and persuaded Sean to bring the Silver Eagle for an outing to the meeting but Phil bet me the fiver it wouldn't come! Little did he know that the



pure enjoyment of driving the Alvis on such a glorious night would cost him dear, although I was so pleased to see the car that it was prize enough for me and Phil bucked up no end when I refused payment.



Eric Ody's Yew Tree meeting saw record attendance

Also great to see again was new member Chris Bluer of Crested Eagle fame who took the trouble to phone me after the meeting to say what a great

crowd we are and he hopes to become a regular drummer and very welcome to so do he is. So on to some of the other events this month, the following week saw a record gathering of cars and members, friends and spouses at the Yew Tree much to Eric Ody's delight where again a contingent of vintage 12/50's and the like totalling 6 cars including 2 Firebirds (mine and Stephen Walley's) and, of course, at least 6 post war 3 litre cars in the form of Giles Lacey's 'T' everything!

One very welcome car and occupant was no less than the owner of the Burton Bridge brewery whose wonderful ales Alan has been retailing at the Yew Tree for over 30 years, the only great problem is that the poor chap is currently under medical care and has been banned from touching the stuff - however that leaves more for us so there's a silver lining to every cloud. Whilst we are at the Yew Tree I must sadly report the loss of one of our attenders who has not been able to join us for a few months now is Richard Bonney. Richard has a speed 25 saloon which he was out in the Alvis the weekend before he died and, via Facebook, his son Paul

Phil prepares to hand on an old friend - all smiles soon after though!

Along with Gez, Melissa, Claire and Jayne keeping up the ladies' contribution I was delighted to see Elizabeth Bennett join us following her, and our, sad loss of Brian and it is heartwarming to see that following the loss of the actual Alvis enthusiast the remaining partner knows there will always be warm welcome of old friends waiting at the Deanwater.



A night for open top motoring with 3 pre-war interiors shown here - Sean's Silver Eagle (L), Mike's 12/50 (M) and Peter's Firefly (R)

says he left us peacefully. Our thought go to his family and friends.

The next meeting saw Mick and Gez in his Firebird COA and me in GS at the 12/50 meeting held at the Egerton Arms near Chelford. The last time I attended this meeting was about 25 or so years ago at the Dunn Cow with Chris and Gez Holt. Chris, now sadly no longer with us, Gez and I attended this meeting fairly regularly where members like Malcolm Brydson welcomed us with enthusiasm but sadly that did not extend to everyone who attended but I am delighted to report that the animosity between the two clubs is almost forgotten as this month showed with the friendly reception afforded to us. Gez was so elated that our 'young' Firebirds and us were so well received that you can see the smile lighting up her face. It was really great to see some faces from the past like Maurice Richardson from Willington Hall days (who has visited us at the Deanwater) and Mike Tomlin who, if you remember, I met after all those years at Mike Robinson's great day out at Wortley top Forge. Mike Robinson is the organiser of this meeting and a regular Drummer and I would heartily recommend joining them.

What next, well we had a superb run to and from Newby Hall



Mike Robinson's Egerton Arms meeting was invaded by "a couple of them modern things"

but that will be reported elsewhere no doubt.

I am busy getting AYF my speed 20 project car ready for the trip back to Norfolk, where, under the watchful eye of Robin Bendall, the finishing work to the new body will get the car much nearer to completion. The work I have accomplished most recently is that I discovered the rear axle drain plug had



hit something and moved it out of square by stretching the forward section of the thread so, with much tedious hand chasing followed by one of Simon's 3/8 X 19 taps, I replaced the original Rotherham's of Coventry's drain plug with a Taylor's of Disley double length one to reach up into unused threads beyond the original plug. Whilst discussing this with Peter Lakin he amazed me by asking if the damaged plug was of Rotherham's manufacture and after much squinting I could just make out that it was. How deep is Peter's knowledge to know the makers of OEM Alvis drain plugs, I'll not forget that one in a hurry as you never know when a concours tie-breaker may be needed.

Those of you that have known me for some time had better sit down for this next bit as I have decided that whilst AYF is away, I am going to bring WJ, my other speed 20, to the new house for a coat of looking at with a view to putting it on the road again. - *sit down? I'm going for a lie down! Surely the car you took off the road temporarily can't be due for work on it? - B'er T'er* This new workshop is really firing me up to get on with some of my latent projects, after all it is 1986 since WJ was last used so it must be ready for an airing, and whilst it is with me I am going to put the 4.1 diff out of AYF into it which is a far more suitable ratio than the 3.8 I experimented with when I last drove the car. The higher ratio robbed the car of its get up and go and I want to prepare a 4.5 for AYF so if anyone out here has a 35mm 4.5 axle I am in the market for a swap for the 3.8.

Simon and I are becoming 'experts for a month', as Chris Holt used to say, on window regulators as the windows on his Firebird having been cranked up descend back into the darkness of the door with Hoffman's Barrel like speed! So with some research on window regulator patents, and much head scratching to understand how a simple coil spring can create a bi-directional smooth ratchet, we now have it and with the timely discovery that one of my windows from AYF was about to suffer the same problem we are having new springs wound as you read this. When Simon first showed me his dismantled mechanism you would have sworn there was something essential missing but not so, the way it is achieved is so simple, once understood, it deserves a prize.

So that's all for this month only to say the weather people are forecasting great weather for next weeks meeting so please come along with something interesting and we will have a great night. So I hope see you all at the Deanwater Hotel Woodford SK7 1RJ on Tuesday 7th August.

And now a word or two from our roving reporter, Dean O'Spyder...

I've been out and about again, seeing what's been going on in the world of the Drummers and I started off in Simon's Cathedral when I heard the lathe going. He's been looking at window regulators and having asked "how hard can it be to wind a spring?" he's finding out. Apparently he bought nine and a half feet of spring wire and has used most of it without creating a spring that does what he wanted. Mind you, as Chris Taylor has now explained how they're supposed to work it's probably no wonder!



Nine and a half feet of spring wire goes in a flash apparently!

Then I spent a weekend in Wales trying to see what the Welsh Riever was up to but was surprised to see a group of Northern section members border raiding themselves and



Don't worry Bodelwyddan Castle hasn't shrunk - this is the Ffarm Hotel where the Alvis crews stayed the night before the car show - although given how wet it was it might well have done!



joining the Welsh Section at Bodelwyddan Castle's car show. I confess I'm somewhat impressed though with Simon's idea of rieving - whereas Plant-Pot just gets car parts Simon rieved a whole car and took Chris's Firebird! Apparently his 2 year project car isn't quite ready yet so he needed a substitute!

Finally Tim Brown reports on events past, present and future in the Northern Section...

Well, it was never going to last forever and after a scorching first three weeks of July, the weather broke with a vengeance this last weekend, but, whether it's cracking the flags or giving us a good old fashioned summer soaking, it won't put off the die-hard Alvis fans and thus, we have been enjoying some more, both "tried and trusted" and "new to us" events this month. We are now over half way through our calendar of events for this year, but there are still plenty more to come, so please come along and join in and help to make these activities the great days out that they always are.

This month, the following events have taken place:

On Sunday 15th July, the ever-popular Newby Hall Vintage and Classic car show was held on what must have been one of the hottest and sunniest days on record and the owners of the 24 Alvis cars present on our stand enjoyed the sweltering sunshine, the extensive auto-jumble and other stalls and the magnificent display of approximately 1500 classic and vintage cars that were on show that day. It was Jayne and my first visit to Newby and we certainly plan to be regular visitors to this great event in the future.

Last weekend we held our first joint Welsh and Northern section event, basing ourselves at a lovely little hotel in rural North Wales and attending the Classics at the Castle car show at Bodelwyddan Castle near Abergele, in some very different climatic conditions to those that we have become used to over the previous couple of months, in the rain and wind. But we are a hardy lot and with two of our shelters ably erected our happy band of AOC members and their 9 cars put on a grand display, so much so that Hugh Bradnum collected an individual trophy and we also won the prize for the best club stand. So all in all a really enjoyable day was had by all, despite the weather but in the enjoyable company of our fellow members. Special mention must be made of our Welsh section representatives, Ann & Hugh Bradnum and Tony Windos, all of whom had travelled up from Cardiff for the weekend, a great effort.

Looking forward to August, we have a few items in the calendar, starting with:

On Sunday 5th August, Hebden Bridge Vintage and Classic Car show, which is a great day out in the wonderfully individual town of Hebden Bridge, for a truly vintage experience.

The following weekend on Sunday 12th August is when MG Northern Day takes place in Pately Bridge, where our marque is always well represented at this great show, with plenty on offer to see and do at both the show and in the adjacent town centre.

Finally, over the weekend of 18th & 19th August, Passion for Power takes place at Tatton Park in Cheshire and once again, we will be represented on both days. This is a great day out at one of the largest shows in the north west and well worth a visit even if you haven't booked your car in.

Looking much further ahead, don't forget to make a note for next year regarding the last of the three International Alvis Weekends to be hosted by the Northern Section which will be held in York over the weekend of 14th – 16th June 2019!

If you have any queries, or comments about any of our events, please contact me at: timbrownmrics@aol.co.uk

Northern Alvis Owners Club Calendar of Events for 2018

Important:

All venues are liable to change, please check the monthly pink for up to date news of each event before making plans.

Sunday 5th August

**Hebden Bridge Vintage and Classic Car Show,
Calder Holmes Park, Hebden Bridge, West Yorkshire,
HX7 8EE.**

Organised by The Rotary Club of Hebden Bridge, the Vintage Weekend is an annual rally for vintage, veteran and classic vehicles held in the Historic West Yorkshire Town of Hebden Bridge, in the heart of the South Pennines. Entry is on-line only at: www.hebdenbridgevintageweekend.org.uk/registration_info.html

Further details Contact: Stephen Whitaker: 01200 447874 or Email at piscisteve@gmail.com

Sunday 12th August

**MG Northern Day,
Bewerley Park, Pateley Bridge, North Yorkshire. HG3
5HQ**

The largest MG show in the North and once again they have extended a warm welcome to the Northern Section of the Alvis Owners Club. Pateley Bridge is a small market town, well worth a visit, and the town centre is adjacent to the Show Ground. For several years they have given us a very prominent display area within the show arena although, if there are enough Alvises, we can have a Club stand. There are stalls and catering on site. Contact: Anne and David Salter: 01423 870350 email: davidandannesalter@tiscali.co.uk

Saturday 18th and Sunday 19th August.

Passion for Power, Tatton Park Vintage and Classic Car show.

Tatton Park, Knutsford, WA16 6QN.

One of the UK's most popular Classic Car events with over 90 Classic and performance car Clubs attending and over 300 private entries. Large Autojumble and over 250 trade stands. A full weekend event, hosted by our previous Northern Secretary Alan and his wife Diane. This is a very popular event for all our South Lancashire and Cheshire Members. This Large show goes from strength to strength every year, having an enormous and diverse amount of vintage and classic cars on display. At this show we have our own club area to display our cars. Contact: Alan and Diane Lee: 01514 870304 Email: diane08@tiscali.co.uk

Sunday 2nd September

Vintage by the sea

**The Midland Hotel, Marine Rd, Morecambe, Lancashire
LA4 4BU.**

A celebration of all things Vintage: cars, live music, fashion etc. As voted the best vintage event in the world by the Guardian Newspaper. The fantastic setting of Morecambe's seafront provides the backdrop that transforms into a multi-venue playground where, visitors can learn the dances, take in specially curated live performances, ogle over vintage vehicles or take advantage of the decade's specific hair and beauty makeovers.

See website www.midlandvintage.co.uk Contact: Andrew Wisdom 01254 676591 Email: andrew.wisdom@hotmail.co.uk

Sunday 9th September

Hartington Show, near Buxton, Derbyshire.

High Fields, Hall Bank, Hartington SK17 0AT.

An opportunity for a joint meeting between Midland and Northern Alvis enthusiasts, arrive from 9.30am. A great country show in the authentic, old fashioned sense. Vintage Tractors, Stationary Engines, Vintage Lorries, Cars & Steam Engines.

Contact Giles Lacey 01298 84319 email: lacey_giles@btinternet.com or Tim Brown 07799 118771 email: timbrownmrics@aol.co.uk

Friday, Saturday and Sunday 12th 13th and 14th October North Yorkshire Railway in Wartime

Every October, the North Yorkshire Moors Railway recaptures the spirit of the Second World War for a whole weekend. It is an annual tribute to the men and women who kept Britain's railways running throughout the war. The weekend begins with the ceremonial flag raising on Friday, and continues until it is lowered again on Sunday afternoon. Hundreds of skilled re-enactors help create the authentic atmosphere that has earned it an international reputation for authenticity. Accommodation will be available at Gisborough Hall (further details to follow) and the cars will be parked at Grosmont Station, the RAF base.

Contact: Anne and David Salter: 01423 870350 email: davidandannesalter@tiscali.co.uk

Sunday 4th November

National AGM,

**Coombe Abbey Hotel, Brinklow Rd, Warwickshire, CV3
2AB.**

See Pink for full details

Friday 9th, Saturday 10th and Sunday 11th November Vintage and Classic Car Show. National Exhibition Centre. Birmingham.

See Pink and National press for details. The U.K.'s premier indoor Classic Car Show. A good place to find the pieces needed for the winter project and of course Alvis will be having their own stand. All offers of help are gratefully received.