



Monkey Business

No 144 - August 2023



Written By Chris Taylor

Bunged Together By Simon Griffiths

A great meeting with not the best of weather but, nevertheless, the car park was adorned with 6 graceful masters of the Kings Highway, starting with Mike Robinson's 12/50; a regular visitor and, as usual for the four-cylinder cars, totally reliable. Peter Lakin followed on in his 12/60 saloon. Sadly, nothing from the thirties as I totally forgot to bring GS! At the appropriate hour I just jumped in the Mazda and set off- it wasn't until I arrived that it fell into place that I

should have been in GS, (it must be an age thing). However, the forties were beautifully represented with Gez Holt's TA14 Tickford drophead driven by Mick Fletcher; it's a while since we saw JUR at the Deanwater but always most welcome as all interesting cars are. Next up are a pair of TD21's, one a fixed head and one a drop head namely Tim Brown's BRG car and Charles and



Judith Van-Ingén's Alice Blue drophead. Last, we come to the most modern of the collection which is Tari and Michelle Mirza's TF 21, all looking resplendent.



So, to the inside room where Norman, still with his walking stick (we know why!), was sans Claire who was under the weather. She was, I am pleased to say, fully recovered in time for the Tatton AOC stand.



Perhaps this should be a caption competition!

Our own B'erT'er Simon and Melissa came with the news that BVC, their wedding car, is away having the hood made so that's good solid progress. I am pleased to report that my project car, AYF, is now ready for paint; as soon as the painter is ready for the

car. When it leaves Huw's, his SD 20 project can swing into full action once more. He tells me a buck has been made to carry the body whilst the chassis restoration takes place. On the subject of Huw's SD I've been helping with bits and bats like overhauling the water pump, and dynamo. And then came the fight! The BTH mag needs to go for some specialist TLC but, in my life, I have never had such a challenge to remove a mag from the aluminium casting. The car hasn't been used for some time and obviously stored where a degree of damp was about and the two parts had decided to become one. It took me over two days to part them; they are such daft shapes and, of course, the mag is so delicate that gripping in the vice is all but impossible. The two mating flanges on the mag and the aluminium casting are simply not strong enough to be given any grief, so I used the three studs as jacks and made a succession of ever



BVC's hood fitting is now well underway

longer jacking bolts to put pressure on the bottom of the 20-tooth pinion. Heat applied and a sharp blow with a copper drift gave about 5 thou of movement. This process needed to be repeated dozens of times, and the damned thing resisted until the last 1/16th of an inch, until finally they were parted. Just 5 mins careful scraping with a bearing scraper and the mag slips in and out so easily (without play I may add) that it is a matter of wonderment to me how such a small amount of crud could cause such tightness.

We were joined for the second time by Duncan Mather, so we can't be that daunting a group to join. Duncan has had his moment of consternation over the month in that he has been remodelling his garage to accept the Alvis which necessitated levelling a section of floor, with new timbers laid on top of the original tiled floor. The building is fairly old and quite historic, having connections with Pugin's church, when, all of a sudden, part of the floor collapsed - which had been walked over for years - revealing an old and completely unknown well! It is brick lined and the water level was at about 8 feet down; but a string and weight revealed the bore was 40 feet to the bottom. A potentially serious situation ended with a good result of; no casualties, a new water source and a very surprised Duncan.

We also welcomed Elizabeth Bennett and Dave Culshaw who completed our throng.

On to the month's activities, starting with Tim's excellent organisation of the AOC display at Tatton Park where, over the two days, we were blessed with good weather with only one sharp shower on Saturday and a bit of the same on Sunday. Over the two days we had at least one Alvis from every decade of production, Norman brought the oldest on Saturday in the form of a 12/50 tourer and Mike Fitkin's ex-



royal motor finishing the line-up. This time I did, at least, remember to take GS so the thirties were well represented by mine and a new participant this side of the Pennines in the form of Neil Willatt, with his splendid Speed 25 saloon. Neil hails from Sheffield and it was his first venture 'over the hill' and he did remark it was a surprise to him what an easy and pleasant run it is.

He told me that he intends to visit us more often. JUR also made a surprise appearance by bringing Simon and Melissa as Mick and Gez



were away sunning themselves. At Tatton I am delighted to report that our Drummer ladies shone through not only with Melissa, Jayne and Claire all enjoying the day, and us the



light buns Melissa had baked and, I am also delighted to report, that Elizabeth bagged the best Alvis trophy on the Saturday with her lovely TA 21. She was only one of two ladies to gain awards for the whole show, and justly deserved too. On Sunday we were again prize winners with Mike Fitkin's Alice blue TD 21 gaining the best Alvis for Sunday award so we went away laden with accolades.

Talking of awards now brings me to the great time we all had

at Hope Country Show, our stand being organised by Giles Lacey where Eric Ody's mouthwatering VDP drop-head Crested Eagle deservedly won best car in show award - there's simply no holding back the appreciation of our wonderful Alvis steeds. That, together with Denise's delicious walnut cake and champagne supplied by Huw, gave the day a very special edge. Again, we had kind weather, we really have been lucky and dodged the rain this year.



So I've about said it all for August except that I hope to see you all at September's meeting at the Deanwater Hotel (SK7 1RJ) around 7ish on Tuesday the 5th September coming.

As a footnote; due to unreliability I have discontinued the email address chris@newlangdale.co.uk and have reverted to chrisalvis20@gmail.com. Please adjust your contact details accordingly