



Monkey Business

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Written By Chris Taylor

Bunged Together By Simon Griffiths

Well, thanks to Tim & Jayne we tried the Bulls Head at Mottram St Andrew and I think it suited us very well. We welcomed some faces not seen at Smallwood, so it seems the Wilmslow area is our preferred stamping ground; which brought our numbers up to a throng of 14 happy Alvisers.

Although there are one or two exceptions with a very welcome Jaguar creeping in here and there. But to return to our original Marque we were 4 Alvis cars strong starting with the two 3 Litre cars; Tim & Jayne were in YSY, Charles and Judith in JGC and pre-war was represented by Simon and Melissa in BVC and, yes, wait for it, I was there in AYF!!!

At last it actually moves under its own power or should I say did move, as it no longer does. I left home with a healthy 40lbs showing on the oil pressure gauge but by the time I arrived at the Bulls Head it was down to 20 and, when idling, showed zero! This concerned me greatly and, of course, this was the very night I had come out forgetting my phone, so if the car died one the way home I would have been in a real mess. I did leave fairly early, straight after the meal, to give me some leeway and, whilst anxious, the pressure did remain a constant 20 so I made it home. I was, however, pleased with the P100 headlamps but disappointed in the FT37 pass lamps (dip to non-Speed model owners) which I know should be a lot better. As my experience with WJ in the 80's, coming over Belmont from Mick Fletcher's Riley Green meeting, taught me how good they actually are when

properly set up so they are on the list for attention.

However I set-to in the engine department firstly by removing the oil pressure relief valve where a small piece of foreign, non-magnetic, (I'm pleased to say) material was stuck on the valve face. Next up was a suggestion from Ian Francis regarding checking the oil pressure gauge; this, it was discovered on a jury rigged test set, would not read higher than 20lbs. So, out came my three other instruments, one off WJ and one spare for each car. Out of the four instruments only two were actually fit for purpose with the other two giving all sorts of comical indications. Like one that started reading only when about 15 lbs was present but then went on to read only 20 lbs when actually at 40 so that is one not often suspected part that really does need checking if you are suffering from low oil pressure. I can see a permanent rig being made for testing these as I do have one or two Budenberg gauges if I live long enough.

Anyway the next unwanted feature the car showed during its inaugural run was excessive blue oil smoke which is not altogether unwanted in such a new engine, but it did seem too much so I have had the cylinder head off for inspection and all seems good. I have fitted oil seals to the valve stems, just in case, and, during the dismantling, I noticed a couple of the new exhaust manifold gaskets were showing early signs of failure and, upon checking, I found the manifold has a distortion of about 0.015" between the inlet and exhaust



Two newbie prewars to the Noggin sandwich Tim and Jayne's regular postwar



Later joined by Charles and Judith in their lovely TD21

faces. So, thanks again to Mick Fletcher, that is to be remedied next week, after which I hope the car will settle to being good. I am pleased with the early signs as the steering and brakes are good and the body is tight.

So enough of me and AYF, John Woodcock who was accompanied by Barbara Holmes was asking about the correct bulbs for his TC 21 which was answered by Eric Ody who has a couple of bulbs for John when next they meet. Great to see David Culshaw and Mike Robinson back in our midst together with Duncan Mather. Duncan's project TD 21 is now also mobile and, as with any other major restoration



project, is showing its teething troubles but I did accompany Duncan on Eric's drive-it-day excursion to the Heage flour mill and the car is a very fine job of work. I have little experience of post war Alvis cars but I can tell Duncan has made a fine job, the car is quiet, powerful and I can tell when the driver is 'busy in the office' (ie fighting it) which Duncan certainly was not doing. There are a few electrical niggles to sort which will be done following some sound advice from Giles Lacey, Duncan now has a route plan to put things right.

Talking of Eric's meeting at The Coach and Horses at Fenny Bentley we had a theme last month which was 'oil cans'!



Well, what a collection arrived! But the best bit was the stories that accompanied each one, mainly regarding acquisition but also the use each was put to, or not as the case may be as just a collected item of curiosity.

Next up is that I was going to start mentioning the AOC stand at Tatton Park to make a diary note but Tim tells me there will be no AOC stand this year and probably next year too, I have been attending Tatton for about 45 years now since Chris Holt organised our presence there and I am somewhat disappointed, of course I can and will enter privately but if anyone feels they would like to join me I will approach the organisers to see if they will give us a small space for a few of us to be together, please let me know on Chrisalvis20@gmail.com and I'll put the wheels in motion.

So now on to this month's meeting It will be held at The Bulls Head, Wilmslow Road, Mottram-st-Andrew SK10 4QH. next Tuesday the 5th May

Following our experience last month the snug is really only able to comfortably seat 10 and we were 14 so a bit bunched up, this month we are to be accommodated in the Garden Room which I have not seen but I understand has direct access from the lower car park so it is my recommendation to enter the upper carpark as last month but drive round the back of the building to the lower park and then into the garden room. Regrettably I cannot be with you this month as I have accepted a teaching job that clashes and sadly Simon, also, is not able to be with you, so while you are there could one of you at least note who is attending - but most importantly book the room for our June meeting which falls on the 2nd. Of course a report would be welcome but I can always make something up - why not, I usually do!!!