



Monkey Business

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Written By Chris Taylor

Bunged Together By Simon Griffiths



This was our first try out of the Alderley Edge Hotel, and I have to say it is the first time since leaving the Deanwater that I heard our noise levels rising to our normal.

Sadly Tim, Jayne and Elizabeth had sent apologies and for that reason, if no other, I have arranged that we shall hold May's meeting there again. That's not to say all was perfect, in fact far from it, in that when Peter Lakin and I first visited the place for lunch we agreed that we should have two tables in the area set off to the side of the main dining room. But, when we arrived, we were on one long table in the main restaurant; which, with 16 members, put us very far apart! Anyway, I am assured that will not be the case this time, as they say the message did not reach the restaurant staff. On the bright side the food was of excellent quality – however, the service was appalling with some waiting for an hour for their food to arrive. I hope they will have sorted that out by the time we visit next week; I suppose we must get used to their way of running the restaurant and they must get used to our expectations.

With being in such a long row, I missed my usual comedic exchange with our mascot Norman Blundell, to name but one so far away. Tari and Michelle Mirza drove up in their TF; which Michelle was telling me the significance of its registration number which is 1711 TF that being the car was first registered of the 17th November and, of course, is a TF. I wonder who it was that could swing it to get that sorted out in the days before the government realised there was money to be made from bespoke registrations? I can think back to, the then AOC secretary, Mike Cummins making a massive effort to secure ALV 1S, at great personal expense, befriending the Liverpool LVLO employees, only to fall at the last fence when the registration wasn't issued in its correct time slot - however I see it has been issued since and now resides on a VW of all things!



Since our April meeting Dave Culshaw, supersleuth, has been researching Alderley Edge's most famous motoring son, and here I precis David's work so far completed. The first to own a house in Alderley Edge was Reid Railton who worked at Leyland Motors alongside JG Parry-Thomas. Railton, of course, being famous for the American based Railton cars and the land speed record cars. Parry Thomas, who was sadly killed on Pendine sands in his car, Babs, also lived in Alderley Edge. Strange how these things come round, I can think back to Owen Wyn-Owen visiting the Dandy Cock in Disley several times as he was supervising the restoration of Babs, whose wings were being fashioned somewhere in Stockport. Keep up the good work, David.

I was very pleased to see our ladies were out in almost full force with Karen Lakin giving us a second visit, along with Michelle Mirza, Claire Blundell, Gez Holt, Melissa Griffiths and last, but not least, Judith Van-Ingén with arrived with Charles in their lovely TD.



I must make mention of Eric Ody who travelled to us from Uttoxeter; Eric, as you may know, is the host of the Ernest Shenton meeting at which we enjoy a lovely meal at the Coach and Horses at Fenny Bentley (A515 out of Buxton), held on the 2nd Tuesday, where we do have a couple of crossover members; namely myself and Duncan Mather. Duncan is coming with good reports on progress with his TD restoration. Ernest Shenton's meeting, at the Red House in Caverswall was, in fact, the first Alvis meeting I attended exactly 50 years ago this year, where did they go?

Having mentioned our ladies, I must mention some of their other halves, starting with Simon Griffiths, now raised to the exalted rank of compiler of the AOC bulletin. Very soon, I trust, he will be able to write about himself and BVC 46, his long-awaited Firebird restoration which is soon to fly in formation for the first time in about 50 years. Next up for a mention is Peter Lakin, who, by the time of our meeting, will have collected his restored engine for JJ, his Firefly, so that car should take to the road fairly soon now. It's all looking good for the season, all we need is the weather to buck its ideas up and we should have a good turnout. Talking of which I understand the Northern Section Drive it Day at RHS Bridgewater was a good 'un and Mick Fletcher was telling me he not only drove JUR, Gez's TA14 (Tick), but also his own Firebird saloon, so Mick had a double helping on the day. I, for my part, headed South to Tamworth in GS, my Firebird, along with Eric Ody in his gorgeous Crested Eagle, to meet up with Vic Allen in his twin-tone green 12/50 to the Statfold Barn Railway centre. Where, because young Stephen (who attends Eric's meeting) is employed there in

the engineering facility, we were treated to a tour of the machine shop. Stephen gave us a demonstration of how a fire tube is expanded to seal into the holes in the tube plates on a steam engine boiler. I was fascinated to watch the Victorian process which, to this day, has not changed.

I think that's all for the report so to this month's meeting, I will have hopefully returned from Dusseldorf on the overnight ferry to Hull Sunday/Monday so if all goes to plan I will see you all at: The Alderley Edge Hotel, Macclesfield Road Alderley Edge, SK9 7BJ on Tuesday 2nd May at or around 19.00 hrs.

And now a message from our roving reporter, Dean O'Spyder...

Well, recent roving has revealed much burning of the midnight oil in Simon's car-thedral, with his desperate attempts to get his Firebird ready for Melissa's eldest son's wedding. I don't want to sound too hopeful but he has got it insured from Friday, so as long as it starts, when he presses the button, and moves when he engages a gear, he's in with a chance.

I also caught sight of him in Disley, at Taylor Towers delegating the job of making his hinges at least keep the door something like level to Chris. This seemed a lot more complicated than either first thought!



Drive it Day at RHS Bridgewater (top) and Statfold Barn (bottom)



I understand Mr Taylor has also been pressganged into being the telephone helpline on dynamo wiring so I guess he too will be happy when it's finally on the road.