



Monkey Business

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Bunged Together By Simon Griffiths

Hello everyone, it's been a while! However, as things slowly return to life as we knew it, at least 8 Alvis cars gathered at the Deanwater on the first Tuesday of August stretching their legs and getting the wind through the cylinders.

We should use the cars as much as possible before the tree hugging minority focus in our 'dirty' machines when there are no more targets for them to attack. Although I did see a very interesting interview cum-factory tour given by Lord Bamford, of JCB fame, where he quite assertively makes it clear that electric traction is perhaps suitable for the urban driver but not for much else that cannot be supplied by a catenary system. However, he then went on to show us his hydrogen powered engine that he and his team have developed in SIX months. This uses their standard diesel engine from the head down but with a specially designed head to meter the Hydrogen gas and spark ignite it. He goes on to say that the finished machine is no heavier than the existing machines, the engine is recyclable and non-Inflationary. To me that's a no brainer and seems to me our best way forward as we are already spark ignited and internal combustion. We shall see!

However, to catch up; whilst we have managed to sneak in a few meetings over the past 18 months or so and, of course, my great thanks go to both Simon and Tim who used Zoom to keep us together between lockdowns, tiers and national borders we didn't really know were there before this lot started, we stoically met when Barry and the Deanwater team were legally able to host us.

On the subject of meetings with a somewhat reduced, but nevertheless a happy throng, we gathered at Tatton for the two day show and a most enjoyable time we had celebrating being out in the fresh air. The weather was wet on the Saturday and a bit weepy on the Sunday but not enough to



get even close to dampening our spirits.

So at the August meeting, as I said, we had a brilliant turnout in the lovely summer evening weather with an example of every decade in which Alvis made cars except the fifties. Mike Robinson showing us the roaring twenties with his 12/50, Peter Lakin's Firefly with mine and Steve Walley's Firebirds representing the thirties, Norman and Claire the forties and then a plethora from the sixties including Tim and Jayne Brown's TD, Charles and Judith Van Ingen's TE and last but not least is the lovingly restored 1964 TD. Brought to us by Chris Anderson it was repatriated from France as a complete 'at life's-end' wreck of a saloon and now presents itself as a fantastic phoenix drop head.

Mmmm, a 3-litre saloon repatriated from France and now a DHC, seems to me there's a bit of a theme developing here as I think I have heard this one somewhere before. Anyway whatever anyone's thoughts there are now two fine Alvis cars on the road and being enjoyed and nothing else matters.

Tari had also joined us, along with Chris Bluer, as well as Elizabeth Bennett who had made the journey from Chester,





but the greatest distance was Simon's who'd travelled up from Rugby, again, where he'd been teaching for a couple of days - do you think he's hoping for a trophy?

Other news is that we will be having a Christmas dinner at the Deanwater which will be on our usual First Tuesday and I expect the menus and costings will be with us soon so put it in your diary and look out for my request for about £25 or thereabouts and menu choice which will be accompanying the October write up in time for November's meeting,

I will sign off now, as I am a bit time poor right now, but I do hope to see you all at the Deanwater for the normal monthly bash on Tuesday 5th October at around 7PM.

