



Monkey Business

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Written By Chris Taylor

Bunged Together By Simon Griffiths

That's more like it! 17 happy friends gathered at the Bulls Head, Mottram St Andrew, with apologies from Simon and Mel. The weather was kind, a bit changeable however, with bright sunshine at our time of travel. The garden room with its direct access from the lower car park is perfect for our needs and the venue's system of ordering and paying is pleasant, well trained and efficient. So, with this now being our 3rd month at the Bulls Head, and our numbers recovered, it's now our home and great thanks go to Tim & Jayne for finding and recommending it.

Ian and Laura Francis called at Disley in CG4871 their gorgeous SA speed 20 which, being a late model, sports the then 'new style' Cross & Ellis tourer body. Together with me in AYF 93 we set off for the meeting. Ian took us through the byways of leafy Cheshire lanes to make a good run to get to the Bulls Head which certainly gave AYF a good shake down in the steering and brake departments. I decided to take the direct route home as I had not tested AYF's ability to make enough electricity to heat up its hot wire lamps (which incidentally it did perfectly) but not so Ian, who took an equally circuitous route home and sent me the most perfect view of the night which is the sun setting over the bonnet of his SA 20.



My trip home was uneventfully boring by comparison to AYF's other ventures out and for the first time the car didn't need the spanners at all in preparation for its next run to Chester. However it didn't last as, returning from Chester, a rhythmic thumping sound started up on the motorway home which reduced me to 30MPH; at which speed it stopped. So, having suspected the rear springs had terminally settled, the car is as, we speak, waiting for a pair of new rear springs to

be made and put back, which I hope is the cure for the not exactly identified noise - the joys of returning a long dead car to the road seem endless but as they show up I'm dealing with them.

So to the meeting where Dave Culshaw presented me with a copy of the Historic Lotus magazine with an article he had submitted and has been published; in its pages he referred to the creation and spirited use of a Lotus Mk 8 (777FRE). The information he used thanks to Nina, Ernest Shenton's daughter who had kindly passed her father's papers and photographs to David to write this most interesting prose. In discussion with Dave we discovered that, amongst the artefacts passed to me from Nina, I have one of the pistons from the 1 1/2 Litre development of a Lea Francis engine, together with a valve head deeply buried in it but that is another story for another time & place. It is marvellous that these golden nuggets of motoring history keep being researched by dedicated people like David.

Peter Lakin joined us in JJ8761, his Firefly, and Peter reported progress on two fronts; firstly he had collected the rebuilt radiator for his Phantom 2 Rolls which, the Pilling



family (also Alvis TD owners) who are attending to the rebuild of the car, now report the engine is refitted so the car is full steam ahead to come back on the road. Please note, by full steam ahead I do not mean that literally considering what has been spent on the radiator and even more so now that its thermostatic shutters are working.



Secondly Peter is putting the final touches and bits back onto PN, his 12/60 saloon, that took a spill driving to our meeting at the Alderley Edge Hotel; so much so that there is a strong possibility it may well be with us on the 7th.

Mick Fletcher and Gez Holt were able to join us this month in COA 208 Mick's Firebird saloon.



This most original car - possibly THE most original prewar Alvis car on the road - was following AYF 93 on our return journey from Mick's 3rd Sunday breakfast meeting at Hamish's of Blacko and Gez kindly sent me a short phone video on the M60, approaching Stockport. I am also pleased to report the Big End is back on display at Big End if you look closely in the upstairs window.

So, I have managed to get a few miles on AYF's clock as it



also made a trip without issue to Bowcliffe Hall and back for the AAT's 3rd Wednesday lunch meeting. I was pleased to take a photo of the car at the front of the hall as there is a photograph inside the hall of Robert Blackburn with his new Speed 20 outside the very same front door, as at that time Bowcliffe hall was Robert's home.

Back to the meeting where Elizabeth Bennet and Duncan Mather were preparing their Alvis steeds for the trip to the AOC's international weekend; which this year I would have attended but for AYF deciding it needed a rest and concocting this problem with a saggy bottom. Something I



needed to solve quickly as the car is attending a wedding in mid-July, so the pressure is on but it will be touch and go! Anyway I know completed the round trip to IAD but, until the 7th, I have no news about Elizabeth's adventure.

John Woodcock joined the throng and reported progress with his 3 litre - I know only too well how painfully slow that progress can be but it will get there. Andrew Myers was also with us with; his Alvis ambition of ownership drawing a little closer as I detected stirrings that suggested progress is being made in his acquisition department.

We are always pleased to welcome Eric and Denise Ody as Eric is the host of the meeting started by the aforementioned Ernest Shenton; which was in fact my first Alvis meeting 50 years ago and probably the longest running Alvis meeting still operating. And for the month of July on the 14th, at The Coach & Horses Fenny Bently, the theme is Unusual & Quality Tools, so be there with something to show.

Now just in case you thought I had forgotten I will now turn to the cheeky chappie - our mascot with Claire alongside to keep him in check; a job at which Claire is fully qualified having been awarded cap and gown in meeting mascot management (and if you believe that you'd) but it is always great to see Norman 'working the room' and amusing us all.

So, to the last car to grace the park and to our stalwart members Charles and Judith Van-ingen in their TD DCH, 975 JGC and to avoid any confusion I am spelling stalwart with a small ess as JGC does not have a FV prefix!



That makes a meeting total of 5 gorgeous Alvis cars in the lower car part thus fully satisfying Duncan's wish from last month's report by showing the locals what real cars look like!

Finally to July's meeting, which, as I have said, will be held on Tuesday July 7th in the Garden Room, at the Bulls Head, Wilmslow Road, Mottram St Andrew, SK10 4QH at 6.30 pm for 7.

And now a message from our Roving Reporter, Dean O'Spyder...

This month saw me near Leamington Spa at International Alvis Day where I espied several Drummers and their cars. So many in fact that had it been on a first Tuesday I think Chris would have been in the Bull's Head on his own!

Tim and Jayne were there in their TD21. Tim had several duties over the weekend including overheating more than a 6 cylinder while directing parking at the show!

Elizabeth's TC21 (if that's what it actually is given how many differences from a normal TC there are) had made the journey having been at Mick's for a spot of fettling, including a new head gasket.



I spotted Duncan's very smart TD21 being inspected for the concours and also Norman and Claire were there in their TA14 and Charles and Judith had made what was their equivalent of a round the corner trip



Simon and Melissa had arrived in style in BVC although Simon seemed reluctant to enter the concours for some reason. He was less reluctant on Saturday night as he and Melissa won the fancy dress costume, dressed as Rockabilles!



On the way down I took a detour to peer into the garage at Taylor Towers and saw he'd got the wheels off and the back end in the air waiting for new leaf springs. Fortunately, the SB springs are the same as several other models so obtaining new was a fairly simple job. Unfortunately, they have arrived too late to get them back on the car in time for the meeting on Tuesday

