

NEWSLETTER No. 31 – DRIVE IT DAY to BIDDULPH – 1st May 2017

This year's Drive It Day found 10 cars meeting at the Kingfisher (Dave Harding can be seen at the rear arriving in his Spitfire) preparing to entrust themselves to another of Deryck's circuitous routes to a destination unknown. Actually, this time we were aware of the final venue and a very fine one it was indeed - Biddulph Gardens.



As can be seen in the photograph, Heather and I had arrived at the Kingfisher in the gold Alvis TE 21 DHC but that was not the car we eventually drove into Biddulph! Considering that this was the car that got us both safely to Goodwood and back I was somewhat miffed to discover that it couldn't even get us to Stalybridge, since soon after setting off steam was emanating from under the bonnet. Suspecting a cracked hose I swiftly retraced my steps home eventually arriving at Biddulph in the Aston Virage Volante.

Martin kindly commented that for a moment I had the only steam-driven Alvis in the Country. In order to catch up the party Heather and I took a slightly different route to that laid down by Deryck and arrived shortly before the rest of our happy throng to what turned out to be one of the finest venues our Club has yet attended. Well done again Deryck! The day must come eventually when you are going to run out of ideas, but no sign of it yet.



I think I can safely speak for all of us when I say what a splendid day we had and some of us made a day of it, Heather and I eventually ending up at a fabulous new restaurant in Prestbury – Coast - which I can highly recommend. We had originally tried the Bridge but that was closed for a private wedding party and after discovering Coast we were pleased that it was. All in all a splendid day which everyone seemed to have enjoyed.



By the way it wasn't a cracked hose but a leaky core plug which was duly repaired internally with K Seal and externally with JB weld since I am confidently assured by our in-house technical advisor Alistair that in the case of the Alvis the core plugs are quite unnecessary and are simply there to assist in the actual construction of the engine. All I know is they are a pain in the neck and in the case of the one that failed I would have had to remove both exhaust and inlet manifolds (along with the SU's) to get at it so I was extremely pleased to come up with a simpler effective remedy.

Tony Littlewood