

*Mike Fisher 1940-2024*

*R. A. F. X*

Mike Fisher. 1940-2024.

Michael, the most wonderful person and a man of incredible talent.

He invented, designed, created, built, made, fixed.

Working with any material he would turn it into something amazing.

Michael had a natural talent for solving problems and great attention to detail.

He built his own kayak when young and handmade his racing bikes.

In the 1960's, as another of his interests was engineering, he became even more involved with Veteran Vintage and Classic cars.

Michael started his working life as an art student at the Birmingham School of Art and the Birmingham School of Jewellery and Silversmithing.

He became a Silversmith and worked for a large company, becoming the Designer, in charge of research and development.

After twenty-six years there, he found himself redundant, as the company, along with many, folded due to the recession of the late 70's / early 80's.

Following his redundancy he freelanced as a Silverware Designer.

With his ability and love of old cars, he also started his small business of restoring them, alongside his Silverware Design Business.

More restoration work followed.

Over the years Michael met, and became friends with, numerous, enthusiastic and lovely people, many came to him with their various projects.

There were four original 4.3 short chassis VDP's, all chassis up rebuilds, plus three 4.3 short chassis with one -off bodies.

One of his old business adverts, from around the year 2000, says so much. Just some of the superb range, at that time alone, entering and leaving through the shutter doors.

In the earlier years he was the AOC Midland Secretary, helping where he could, marshalling, judging, attending social events and showing old 16mm film, donated from the Alvis factory.

He had several Super 8 films made of the Midland Sprint, and Rod Jolly sprinting his first car, an ally-bodied 3 litre.

He interviewed Rivers Fletcher at the AOC Curborough Sprint, asking, " could you say a few words about your Speed 25 Special, Rivers" ?

Rivers answered " this isn't a Special, it's a car that Vanden Plas would have built, had they built it " ! Michael thought that was priceless.

Michael loved his time at Brooklands, driving with Ken Day on the banking.

He was kindly offered life membership from the MAC for his restoration of the Henry Edmunds Trophy, in time for the club's 90th anniversary.

Michael loved the world of steam too, and got to drive The Flying Scotsman and the Nigel Gresley.

He built for himself a fabulous Alvis Speed 25 Cross & Ellis tourer.

He also built his Alvis Firefly 25 Sport Special.

His friend for over fifty years told me, that when in their twenties, Michael had said to him, "I'm going to build a Special, took a piece of paper and just sketched it there and then," he was very talented like that", he said.

They referred to it as the Monza Alvis and if you look you will see the similarities.

By 2005 it was finally built and had VSCC eligibility documentation. It is Beautiful.

It was eventually named the Mike Fisher Special - aka, the Fish Special.

Michael retired in 2008, but continued with consultancy for a while longer and enjoyed his many interests, adding even more skills over his retirement years.

It was, and continues to be , devastating, having lost Michael unexpectedly after a short but severe illness in 2024.

He was always active and fit, weightlifting and press ups, morning and night . He fought hard.

Michael and I were married for forty-three years less three days.

It is said that there are well over a million words in the English language and it continues to grow.

There are none that would describe exactly how incredibly proud we are of Michael and how much he will always be loved and missed. For Michael will always be, totally unique.

A very " Special Fish."

# MIKE FISHER RESTORATION LTD

*Specialists in the Restoration and  
Careful Conservation of Fine Automobiles*

Over the years we have carried out full chassis up restorations and major rebuilds, most to our high concours winning standards, some to customers own requirements.

## *Some of the cars include:*

- |                                       |  |
|---------------------------------------|--|
| 4 Alvis 4.3 Short Chassis VDP Tourers | 2 Alvis Sp 20 SD Cross & Ellis Tourers |
| 1 Alvis 4.3 Short Chassis VDP dhc     | 3 Alvis 4.3 Specials                   |
| 1 Alvis 4.3 VDP Concealed Hood Tourer | 2 Alvis 12/60 Beetlebacks              |
| 1 Alvis 4.3 Offord dhc                | 1 Alvis 12/50 Narrow 4 seater Tourer   |
| 5 Alvis Sp 25 Cross & Ellis Tourers   | 1 Alvis 12/50 Special 2 seater Tourer  |
| 3 Alvis Sp 25 Charlesworth dhcs       | 1 Alvis 12/50 Brooklands Racer         |
| 1 Alvis Sp 25 VDP 2-door Saloon       | 3 Alvis Front Wheel Drive Tourers      |
| 2 Alvis SP 25 Charlesworth Saloons    | 1 Alvis TA 14 Carbodies dhc            |
| 1 Alvis 3.5 VDP Pillarless Saloon     | 1 TF Graber Saloon                     |
| 3 Alvis Sp 20 SA VDP Tourers          | 4 TD Park Ward Saloons                 |
| 1 Alvis Sp 20 SA Cross & Ellis Tourer | 2 TD 21 Park Ward dhcs                 |
| 1 Alvis Sp 20 SD VDP Tourer           | 1 TC 108G Saloon                       |

Along with servicing, maintaining and MoT'ing many other Alvis cars, we are also known for our restorations and maintenance of W.O. Bentleys, Derby Bentleys, Rolls Royce, Bugattis, Lagondas, Rileys, a Lanchester 40, a 1912 Sunbeam, the RAC 1901 Mors, 1897 Simms and 4.3; Aston Martins, Jaguars and one HRG.

*The secret is out!*





