



The magazine for vehicle enthusiasts
Classic - Collectable - Unusual -
Interesting

FUN -FRIENDSHIP- DRIVE



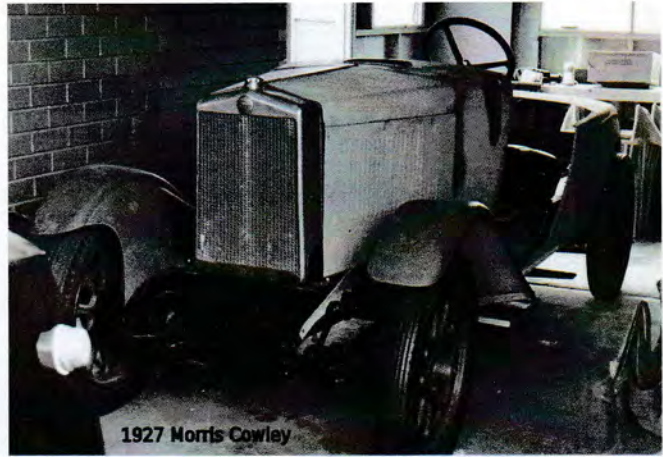
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THE CARS IN MY LIFE

My name is Ken, I live in Happy Valley about twenty five kms south of Adelaide the state capital of South Australia.

My interest in cars began when I was given two Dinky Toys for my eighth birthday a Fraser Nash and an Armstrong Siddeley and I still have them! After that my birthday and Christmas presents usually featured Dinkies and items for my train set.

As I got older I became interested in real cars and started scrapbooks of car adverts and articles cut out of newspapers and magazines. I still have these as well. They are like a time capsule to me. When I turned seventeen I bought my first car from an 'Arthur Daley' kind of car yard on the outskirts of Norwich. The car was a 1949 Alvis TA 14 saloon and it cost me 50 pounds.



1927 Morris Cowley



1958 Singer Gazelle



1949 Alvis TA 14



1972 Ford TC Cortina

The Alvis was an expensive car when new at about 2000 pounds. It was in excellent condition and a lovely car to drive, I used it for work daily.

Bob Wilkinson, my friend in Norfolk, and I did an extensive camping tour of Scotland with the Alvis and had no trouble at all. Since the Alvis and moving to Australia I have owned quite a few classic cars as a hobby. Here are some pictures in no particular order



1963 Austin Healey Sprite



1934 Vauxhall ASX Sedan

CAR INDUSTRY IN AUSTRALIA.

Being a country with huge distances Australians were very quick to see the benefits of the motor car and sales of cars boomed. Cars came in from all around the world and the major car companies set up factories in Australia. The 'Holden' company started as a saddle and harness maker in Adelaide and then expanded into building horse buggies and carriages and progressed into building car bodies on imported chassis from USA, Europe and the UK. In 1948 General Motors Holden (GMH) announced they would be manufacturing an all Australian car to be called the Holden 48/215 commonly known as the 'FX' - nobody knows why!



The first 48/215 to come off the production line was unveiled by the Prime Minister Ben Chifly on 29 Nov 1948

General Motors have closed the all the Holden factories now along with Ford and Toyota .

Over the years our everyday family cars have been about the same number of them as my classic cars. Our first family car was a 1963 VW Beetle (18 years) which we drove to Alice Springs and Ayers Rock now known by the Aboriginal name of Uluru. Uluru is huge monolith it measures 3.6 Kms long X 1.9 kms wide X 348 metres high above the very flat ground but goes down an estimated 2 kilometres below the ground! It is estimated that it is 600 million years old and used to be on the ancient seabed that covered most of the centre of Australia millions of years ago.



I climbed to the top of the rock and as you can imagine the view from the top is awesome in the true sense of the word! As it

is now recognised as an Aboriginal sacred site and climbing it is not allowed. When we drove up to Alice Springs from Adelaide in 1974 in the Beetle it was a sealed road for the first 295 kms and then a 1,250 km drive on the dirt road all the way to Alice Springs!

It has been sealed for quite a few years now.

There are at least 160 classic car clubs and modified vehicle clubs in Australia and as in the UK they generate a lot of business. I have been a member of the 'Sprite Club of SA' for thirty years. I joined the Sprite Club because I had a Sprite at time.



We have an annual joint 'display day' with the 'Austin Healey Club' at Glenelg a beachside suburb of Adelaide. We always attend the annual 'All British Day' held at Glenelg. Sunday runs are of course are on the events list but we also have midweek runs which are very popular with our retired members.

The smaller clubs often invite other clubs to participate in their display days to reduce the cost for both clubs.

South Australia holds the biggest Annual classic vehicles event in Australia and probably in the world. In 2020 it had about 1300 vehicles entered. It's called "The Bay to Birdwood." Starting from the seaside suburb of Glenelg the run follows a route of about 45Kms through the Adelaide Hills to the 'National Motor Museum' in the small Adelaide hills town of Birdwood. People from all over Australia and even New Zealand enter it!



I bought my ZB Magnette at an auction in 1988. It was only 30 years old then but it had been fully restored. It had been resprayed in the original Birch Grey, the engine was rebuilt, all the chrome was rechromed. The interior was completely renewed. All the seats were recovered in maroon leather, the timber trim was repolished, new roof lining, new maroon

carpets and it still looks good. It's given me trouble free motoring since I have had it.

In early 2020 I purchased a 1970 MGB GT. Our state government recognises the importance of these classic cars so they don't charge registration fees, just the compulsory third party insurance.



My favourite car from the thirteen classics I have owned? The Alvis was great but for practicality, comfort, spare parts and performance it has to be the Magnette which is why I still have it. Our current every car is a Subaru model 'XV' AWD SUV which is great for comfortable motoring on dirt and bitumen surfaced roads.

Ken Dutch Happy Valley South Australia

Editors Notes

There is an Alvis TA14 in bits awaiting restoration in a garage in Sheringham- I have checked and sadly, Ken, it is not your first car.

Testing Alvis's 1.9-litre TA14 sports saloon in 1946, 'Autocar' found the new model, "the most attractive car of its size which the well known company has produced, because it adds to the typical Alvis sure-footed and lively performance on the road a degree of all-round refinement which is quite impeccable. It steers lightly and with a confident certainty, and holds the road to perfection; the suspension is not hard, but most comfortable, the engine is very smooth and quite quiet, and the engine mounting conceals how many cylinders there are". The car's excellent tractability, well-spaced gear ratios and powerful brakes all came in for praise, Autocar concluding that the TA14's, "very high level of excellence puts this Alvis right in the front rank".

MOT EXEMPTION FOR MGB'S

40 years ago on that fateful day October 23rd 1980 the very last MGB Roadster rolled off the Abingdon production line.

On a more practical note it means that every MGB in the UK is now automatically MOT exempt (provided the car has not been significantly modified) from that date leaving the owner to either choose to keep doing MOTs or to use the exemption by declaring this next time the car's tax is due, either by form V112 when taxing at the Post office or ticking a box on the on line application

It also means that, with a Heritage Certificate from the British Museum Archive, late made cars and LE models registered in 1981 and later can enter the zero rate Historic Tax class from 1st April 2021.



The last MGB off the line

Launched in 1962 523836 were built. The last car off the line, owned by the British Heritage Centre Gaydon, is now housed in the Abingdon County Hall Museum.

The MGB was assembled in Australia from 1963 to 1972, during which time approximately 9,000 were sold. The cars were assembled from complete knock down kits shipped from England. Initially, assembly was undertaken by the Pressed Metal Corporation at its Enfield facility, but was subsequently moved to BMC Australia's Zetland plant in 1968. Both suburbs of Sydney. However assembly in Australia ended in 1972 when the government issued a requirement that, to enjoy favourable tariff treatment, locally produced cars should feature 85% local content. At the time, the local content of the Australian assembled MGBs was evaluated as just 45%. All MGBs assembled in Australia were roadsters.

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