

June 2006

Alwic

The Newsletter of the A.V.C. Car Club of Victoria (Inc)



Richard Tomkins
New Love!



*Faces in the
Outback*

Alvis Car Club of Victoria (Inc)

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Front page: just as easily taken in England on a drizzly day, Richard Tonkin's Graber sits under a tree in Romsey (Victoria), surrounded by autumn leaves.

ALVI-WHAT-NOT!

With the McKaiges, the Hetheringtons, the Hortons, the McDougalls and the Northeys away overseas at the moment and the Parkinsons interstate, the June meeting is going to be a rather quiet affair and the usual difficulties associated with navigating across or around the club rooms will be non-existent. It has befallen me to write some words of wisdom to fill this space that is normally the domain of the President.

Arrangements are proceeding quietly in organising the JNBC Tour and recently Lesley Northey agreed to join the organising sub-committee. Chester and I recently spoke with the RACV to consider some sponsorship for the event. The reception we received was warm and following an hour's discussion we left with some optimism.

While mentioning the tour, another Alvis milestone that must be celebrated next year is 80 years of the four cylinder production FWD. Some thought will be given to something special during the JNBC Tour. My calculation suggests that there could be 6 of the 11 Australian cars present at such a celebration. More on that later.

Being a cheapskate, I buy my "The Automobile" magazine from the newsagent a couple of months after those who receive it by mail are reading next years! It was interesting to read the report on the London City Council's push to tax older cars that do not meet modern emission standards that see fit to venture into their patch and consider even stiffer penalties into a future yet to be defined area. The Automobile asks the question about possible impact on the London Brighton.

Without dwelling on those English issues, it may be worth thinking about our own Federal Government and Opposition's approach to global warming and what are the ramifications for groups like ourselves who use old cars sparingly, for recreation.

It is important that we stay financial with our various representative bodies and as individuals provide our monetary and physical response if the need arises.

Obviously it would be a brave government to demand impossible restrictions on emissions in our types of cars, but silly things happen just to win an election!

JL

SUPPER The TONKINS

Congratulations to Thorpe Remfrey on his purchase of the ex Bob Blacket, Norm Webster 12/70 Special

Noteworthy Efforts

The achievements of Chris Higgins and Eric Nichol are to be applauded for their efforts to participate in the recent National Rally. Chris drove his 12/50 single handedly from start to finish and Eric overcoming some restoration set backs and participation under the watchful eye of Bob Northey. Well done gents!

LETTERS TO THE EDITOR

John Lang
The Editor
"Alvic"

Having read Chester McKaige's Alvicity in the April 2007 edition of "Alvic", I am prompted to write to you and quote from a letter just received from one of my 3 litre vintage Bentley owning friends in the UK.

"I bought the book on Bentley coachwork that was reviewed in the BDC of Australia Newsletter you sent me and found it very interesting. When I read that the chassis number should be stamped on the lower front corner of the bonnet I went straight out to check and there it was, forty five years and I had never noticed it, so at least the bonnet on our car is original. My first 3 litre (chassis number deleted to avoid defamation proceedings RP) came up for sale at the end of last year at Stg 99,000 as an original all matching numbers car. It wasn't very original when I had it, perhaps originality improves with the years."

Regards
Robert Peel

25th May 2007

PO Box 218
KENMORE QLD 4069

Dear John,

Undoubtedly you would have heard that at Renmark, on the way to the National Alvis Rally, my 12/50 suffered major engine trauma. The immediate problem was what to do with a disabled 12/50 when one is some 2000 kilometres from home. After many phone calls a storage facility was located in Renmark and arrangements made to place the car in storage the following morning. Fortunately, Renmark was the overnight stop for those members of the N.S.W. Alvis Car Club who were also on their way to the Rally and when one strikes car trouble the generosity of the Alvis fraternity immediately manifests itself.

I wish to place on record my appreciation to the following persons who generously assisted Henry Anderson and myself in placing our car in storage and then ensured that we were provided with seats in cars for the remainder of the Rally. Without hesitation, Roland Comfort reorganized the luggage in his Speed 20 to provide a seat for me from Renmark to Port Augusta. He also drove me around Renmark whilst I put my car into storage. All of this was done with Roland's typical good humor and the trip to Port Augusta will remain with me as one of my most enjoyable in an Alvis. Richard Tonkin and Penn Bradley also shuffled their luggage around to provide space for Henry in Richard's Graber bodied TA21.

Whilst in Port Augusta and Wilpena, Andrew and Frances McDougall and Dean and Christine Prangley made room for us in the back seats of their cars. Richard and Jutta Williams reorganized their trip home and drove us to Adelaide Airport after the Rally so Henry and I could catch a plane back to Brisbane. I thank them for their generosity and pleasant company which made this trip most enjoyable. One observation I did make however was that the back seat of the Williams' Toyota is drier, warmer, quieter and far less breezy than the back seat of the McDougall 12/50, but the 12/50 is far more exciting. Thanks also to Derek and Gaye Dixon who took the bulk of our luggage back to Queensland in their four wheel drive which allowed us to squeeze into Richard and Jutta's Toyota with the minimum of fuss. At this time it is appropriate to applaud Duncan Scott and Stuart McDonald and their band of assistants on staging a most enjoyable Rally.

My car arrived home just over a week ago in an enclosed semi trailer in the worthy company of a Range Rover and a brand new hard top Aston Martin Vantage. The engine is out of the chassis and an inspection confirms the damage is extensive (a broken crankshaft and a ruined crankcase and sump). I have started to build up another engine but unfortunately the crankcase is from a flange frame 12/50 instead of the sub-frame crankcase that I would have preferred, but beggars can't be choosers. I have all the necessary parts to rebuild this engine with the exception of a generator. So if any one has a surplus generator for a flange frame crankcase then I will be pleased to hear from them.

During the Rally's closing dinner I received the "hard luck" prize, a 22" long golden spanner. Being the sort of person who only has tools that I need I was sure that the spanner would fit at least one nut or bolt on my 12/50, but to date I have not succeeded in finding any. Maybe the intention of the originators of this award was that the spanner should be used as a weapon to ensure complete destruction of my damaged engine. But such use would surely damage the expensive golden finish, so I have elected to have the spanner mounted in a suitable display case along with the broken crank shaft so that others can admire it.

Kind regards,

Frank Corbett

My grandmother always referred to England as "Home" and this was accompanied with a slight wave of the uplifted right hand. Such was the fashion in those days for genteel ladies. She was a retired gentlewoman of considerable means and I am sure she paid the fees for my sister and I to go to grammar schools.

During the 1960's, I flew to Japan a few times in a Boeing 707, I estimated, with my engineer's eye and experience, the wing tips dropped 3 to 4 feet when on the ground compared with being airborne. Enough of that.

I left home (Australia) to go to England, flying in a Boeing 707, for about 8 weeks in 1979 and this is an account of some of the happenings.

After arriving at Heathrow, I flew straight to St Peters Airport in Jersey, the largest of the Channel Islands. Everyone is aware that these islands were occupied by the German Army during the Second World War and evidence of their presence is everywhere - massive concrete fortifications abound - particularly along the coastline. The Germans also constructed a huge underground hospital - literally mammoth in dimensions. Part of it (this site) was used to grow mushrooms when I was there. Jersey is very well held down to its foundations by thousands and thousands of tons of concrete put there by the German Army.

I went on the usual tourist trail and went to Elizabeth, Orgueil and Gorey Castles and some of the accessible Roman concrete structures. In the centre of St Helier (the capital of Jersey) is King George the Third Square complete with a gilded statue of that worthy monarch. The story goes that during the war, the square was retiled in black and grey slates. The cunning Jersois laid the black tiles in the form of a huge Vee - V for Victory and the Germans weren't aware of this display of Churchill's fingers! Whilst in the square I was pooped on by a pigeon, right slap-bang on top of the head. It is said for that to happen it brings good luck. I am still waiting.

The tides in Jersey rise and fall about 36 feet and the beach slopes very gently, so at low tide, a swimmer has to walk at least half a mile to reach the water. All the small boats and yachts have two keels splayed about 30 degrees apart so that when the tide drops, these craft settle on the seabed and stay upright. The mariners take this opportunity to walk out and work on their boats, some even drive their cars on the sand alongside their boats, possibly to carry a heavy load, and then again, it can be more convenient to ride than walk. I was having a refreshing beer or two in the Yacht Club one afternoon, the tide was coming in and one car wouldn't start, so I guess the owner was saying some very rude four-letter swear words as his car disappeared under the waves.

Back in London I took in the usual tourist spots, you know where I mean. One day I was strolling along The Embankment and the massed tulips were all in magnificent bloom. Queen Beatrix of the Netherlands was due on an official visit in a week's time so the gardeners were spraying the tulips with hair spray to keep the petals on for another week. I walked for miles and miles and visited some of the marvelous museums and one day I went to the Tate Gallery. Here I was literally "gobsmacked" by use of light by JMW Turner in the many of his paintings on display. It must have been a Saturday or Sunday as the factory was closed,

I am going on memory here and not referring to my diary. I took a taxi to the Talbot works in Barlby Road, North Kensington, where, during the 1920's and 30's, Georges Roesch ruled the Design Office and the Factory with a mixture of Germanic oaths and workshop-learned English vernacular. Talbot became part of the Rootes Group in 1935 or '36, and Rootes were taken over by Chrysler in the late 60's. The factory was a Service Centre for Chrysler and Rootes Group cars in 1979. The guard on the gate heard my story of a mere colonial brought up on Roesch Talbots and took me into the foyer of the office, where on display, mostly in glass cabinets, were the silver cups and trophies won by Talbot cars over the years. Remember Percy Lambert drove the side valve 4½ litre streamlined Talbot to be the first car ever to cover more than 100 miles in one hour in 1913. Fox and Nichol campaigned the Roesch Talbots with a great deal of success, starting with the "90" in 1929 and then with the 3 litre "105" up to the mid thirties, the cars all being owned by the factory. Brooklands races, Le Mans, Alpine Cups and Irish TT races were all competed in by Roesch Talbots

successfully. After taking many photos, the guard then took me to the Test Track running around the factory where all cars were tested before going off to the Darracq works to have their bodies fitted. All in all, a most gratifying day.

I picked up a rent-a-car and proceeded on a clockwise tour of England and Scotland. My first stop was the National Motor Museum at Beaulieu where I spent several hours examining and admiring the collection. The motoring exhibit I liked best was Seagrave's World Land Speed Record car, the aero-engined "Golden Arrow." Heading westward I came to Devon, where, entering a pub, a young good-looking, busty barmaid would say "Hallo lover what would you like?" This greeting did all sorts of things for the ego of a fifty-two year old but I curbed my libido and replied "Half a pint of beer, please."

Further west I came to the Royal Albert Bridge at Saltash. This railway Bridge was designed and constructed by England's premier engineer of the 19th century and connected Cornwall to England by rail for the first time. I was quite emotional when I saw emblazoned on the first pylon "Isambard Kingdom Brunel – Engineer."

During my stay in the West Country, I rang Anthony Blight, the author of "Georges Roesch and the Invincible Talbots," which is one of the best engineering and motoring books in my library. He invited me to visit him, saying he would pick me up from a pub near his home. So, at the appointed time, I boarded a London double-decker bus and traveled along narrow country lanes with branches from trees along both sides of the lane - too bad if you are driving on one of these lanes and you meet one of these leviathans - you just have to back up to a lay-by and allow the bus to go past. Anthony duly picked me up and we drove to his home where I met his wife. We lunched on real Cornish Pasties - very tasty and quite different to the Australian version, definitely no need for tomato sauce. After lunch we ventured out to his motor-house. Here were the three Talbot 105 team cars in their pale green livery with darker green mudguards. This was the only collection of a complete team of cars of any make in England. Also in the garage was BGH 23, a standard 105 chassis fitted with the 3.3 litre motor, all square fronted with the Talbot radiator, unstreamlined but still a 130 mph car and quite capable of mixing it with the Blower Bentleys and other racing cars of the era. Anthony was very disappointed that 5-star petrol was no longer available which meant that racing the Talbots in VSCC events just wasn't practical any more. The weather was beastly that day but the company and the motorcars were most pleasant.

Somehow I reached Donington where I was not allowed onto the race track so I went to the museum. This was in the days when the museum contained all types of cars and was not devoted solely to racing cars. I saw the Bentley of Jumbo Goddard which I think was a turbo-charged 8-litre engine in a 3-litre chassis which Jumbo drove at insane speeds on a highway somewhere in Belgium. Amongst the exhibits, my main delight was to see the 4½ inch diameter exhaust pipe of the 13 litre straight eight Bugatti Royale. Ettore certainly wanted all that exhaust gas an easy exit.

I went to Scottish Alvis Day at Mellerstains House, near Edinburgh. A sort of gymkhana was the competitive side of the day, but I thought the driving wasn't very spirited and the people there didn't seem to want to talk to a colonial Alvis owner. I was disappointed in the day.

I spent a few days in Edinburgh, I toured the Castle, saw the massive cannon "Mons Meg" and the Scottish Honours. These are the Scottish Crown Jewels which were lost for years until found by Sir Walter Scott in time for the first visit to Scotland of a reigning Monarch (I think George IV) since the days of the Stuarts. I strolled along the Royal Mile from the Castle to Holyrood Palace. I climbed the Sir Walter Scott Monument in Waverley Gardens, I lost count of the steps after 187, I think there were only another 20 or so. I was horrified to learn the favourite tippie of the average Scotsman was whisky and lemonade, Princes Street, the Newtown, Calton Hill etc, it was all very interesting. I went to Bannockburn, Stirling Castle, Perth and up into the "Hielands." Driving south on the new road bridge I saw that engineering masterpiece, the Firth of Forth railway bridge. The new road bridge is a very elegant concrete structure using modern techniques.

Australians don't know what a green country is until they see the view from Scott's Corner, being springtime it was simply glorious. This is the spot where Sir Walter Scott would halt his carriage and gaze over the Border Country to refresh his inspiration while living at Abbotsford and writing the Waverley Novels.

I went to York, toured the Minster and saw the magnificent stain-glass Rose Window. Darien Cassidy, a past member who had several 3 litres over the years, was Architect-in Residence at the Minster for 5 or 6 years. I strolled along The Shambles (a medieval street), otherwise I was a bit disappointed in York. I didn't have much time and I missed the Railway Museum, reputed to be the best in England.

I headed to Whitby to see the statue of Captain Cook and the port from which he learnt the art of sailing such ships as H M Endeavour Bark. On the other side of the bay lie the ruins of Whitby Abbey where Bram Stoker tells us of the arrival in England of Dracula.

I went to Cambridge and called at the University and its colleges, saw The Backs where the undergrads go punting (not betting but poling a punt along the River Cam). I made a point of going to Kings Chapel to see the stained glass windows and the place where the carols are sung at Christmas time. However on earth did the masons build those giant Gothic cathedrals all those years ago? They must have had skills which are lost today.

Then Canterbury and the Cathedral and on to Dover, its castle and port. Whilst I was at a high point overlooking the port, I saw a large passenger hovercraft come in and noted its limited steering capability. I seem to remember that an Alvis Leonides aero-engine powered the prototype hovercraft. It was all very interesting and entertaining and expensive.

There is so much to see and do wherever one goes in a country of such antiquity and history. Of course the same applies to Australia, even with only 200 years of history each little country town many points of interest. England and Scotland are very pretty countries but are pocket-handkerchief-sized with their stone-walled fields (not paddocks) and while I was there the weather was very good but I would find the snow in winter hard to take. No doubt I am biased but I prefer a sunburnt Australia.

Robert Graham

Thank you

The newsletter editor would again like to thank all those who again contributed to the newsletter whether by way of photographs or articles.

I would like to acknowledge the photographic skills of the Parsells & the McDougalls, also Geoff Farrance for the use of National Rally pics and Richard Tonkin for the Graber pics.

.....Ed

COMING EVENTS

- JUN 15 General Meeting
- JUL 20 General Meeting
29 "Peninsula Ramble" (organised by the Hortons)
- AUG 17 General Meeting "Rough Red & Pie Night" (organised by the Parkies)
26 Day Run to take in Rob Roy Hill Climb (organised by the Tonkins)
- SEP 21 General Meeting
Maffra Run (organised by the McKinnons)
- OCT 19 General Meeting
- NOV 2 Camperdown Weekend Away
16 General Meeting
- DEC 2 Christmas Party at the Tonkins, Smiths Gully





This, of course, is all Andrew McDougall's fault. It is he who must take the blame (and my thanks) for, without his involvement, none of this would have happened.

It was the Melbourne Cup weekend in November, 2005. The Club had gone to Camperdown for a weekend jaunt. We were sitting around on the veranda at our venue, enjoying a late afternoon drink and chatting about matters Alvis. Andrew handed around a recent copy of *The Automobile*, the excellent British old car magazine. As Dale Parsell says, "*I always open it at the back - the ads are as interesting as the articles*".

Idley browsing through the ads, I came upon a 1953 TC 21 with body by Graber of Berne, in Switzerland. The car was for sale by a dealer in England. You know the feeling when, with absolutely no intention whatsoever of ever purchasing another Alvis, you stumble upon an ad for a car that you were not looking for, that you never thought you would buy and in which you had no interest and, suddenly, there it is, in full colour and for sale!

In 1952, Hermann Graber ordered six TA 21 chassis from Alvis. Five were built as Dropheads and the sixth, 25089, was clothed in a stylish, two door coupe body - Graber's first fixed head Alvis.

Graber is often associated only with Alvis. He took over his father's coachbuilding firm in Berne in the 1920s and, up until his death in 1970, he bodied a wide variety of European and American chassis, including Adler, Ansaldo, Aston Martin, Bentley, Bugatti, Delage, Hispano-Suiza and many others. As for Alvis, Graber

made 120 bodies between 1950 and 1967.

This car was built by Hermann Graber for the Geneva Motor Show of 1954. It had been delivered by Alvis to Graber on 1st January, 1954 (they didn't get much time off for Christmas and New Year in those days), so that Graber must have built the body and had it ready for the show in only a few months. The car eventually found its way back to Graber's workshop and it was there when Hermann died in 1970.

In 1975, Nick Simpson, of Earley Engineering, the Alvis restorers in Abergavenny, Wales, and his wife, Pat, attended the annual Friends of Graber gathering near Berne. During the visit, Madame Liane Graber invited Nick and Pat to her home, where Nick discovered the Graber. Nick was intrigued by the car and he offered to buy it from Madame Graber if it ever came up for sale. It took about a year of Nick's persuasion to get Madame Graber to part with the car and, in 1976, he collected it from Switzerland and drove it back to Wales.

Nick stored the car for a year until he undertook a light restoration in 1977. He and his family then used the car, virtually as their daily driver, and, between 1978 and 1990, it covered some 30,000 miles, including a family trip to Norway.

Then, on 1st January, 1991 (Nick obviously doesn't take many holidays either), he began a serious, body off rebuild of the car. That was completed in 1992 and a major article on the car appeared in the February, 1993 edition of *Thoroughbred and Classic Cars*.

Nick sold the car at the Brookes Auction in Geneva in 1997 and it then disappeared from view until 2005, owned by a gentleman who held it in a private collection.

Meanwhile, back at Camperdown, the prospect of a genuine Graber-bodied Alvis in the family had whetted my appetite and I went home and told Pauline about it. There were then some discussion about a new ensuite bathroom. Intensive negotiations followed and permission was granted to get Nick Simpson to visit the dealer and prepare a report on the car. He duly did so and advised that, while it needed some tidying up, with some attention to the paintwork, the bumpers and the

workshop run by Nick, who has a prodigious knowledge of all things Alvis and, in particular, the pre-war cars.

Pauline and I picked up the car from Nick's workshop and we then drove it for a weekend Rally organised by the UK Alvis Owner Club into the Welsh mountains, where we joined some 30 other Alvises. It was a great weekend and there is an article about the trip in the November, 2006 Avlic. The car ran very sweetly and, after the Rally, we drove it south to Cornwall, where we stayed for a week, and then back to Abergavenny, where Nick's son, Alex, prepared the car for shipment to Melbourne.

It had been my hope and intention to take the Graber



Due acknowledgement to Classic Cars for the reproduction of this photo

rear seat, it otherwise appeared to be in good, sound condition – in fact, Nick told me that he would have liked to buy it back himself!

Further discussions then occurred at home and permission was granted to commence negotiations with the dealer (Pauline's version is that I simply went and bought the car, but that is completely incorrect – would a lawyer lie?). The deal was done in July last year and it was then a matter of getting the car from southern England to Nick Simpson's workshops in Wales, so that he could do a mechanical recommissioning and get the car ready for a visit that Pauline and I planned for October.

We duly arrived by train at Newport Station in Wales, where we were met by Nick. They are a delightful, hospitable family, and Nick and his wife Pat plan to join us for the JNBC Memorial Rally next year. I hope that many of you can meet them and that we can organise a

on the 2007 National Rally to South Australia and the initial plan, which was that it would arrive in December, would have allowed me ample time to do the non-technical fiddling, for which I am famous (mostly polishing, and tightening windscreen wiper nuts), ready for the Rally. However, various things conspired to delay the arrival and, eventually, the car landed in Melbourne in a container on Good Friday. I was due to leave for the Rally 7 working days later, during which time I had to get the car through Customs and Quarantine, get a roadworthy, get a Vic Roads permit and, of course, make sure that it actually worked.

The whole thing was very much touch and go until the last day but I managed to get all of those items attended to. When I finally got the car, a couple of days before my friend, Penn Bradly, and I were due to leave for South Australia, it was running like the proverbial chaff cutter. I spoke to Claudia, the TE 21, in loving terms, telling her that she was Plan B for the Rally. However, I rolled up my sleeves, got my fingernails very dirty and, after some cleaning and adjustment of the

spark plugs, the distributor, the twin SU filters and some general fiddling around, I took her for a half hour run and she performed perfectly. I am seriously thinking of approaching the present Alvis owners, BAE, for permission to be licensed as Alvis Main Agent for Melbourne.

My grateful thanks to Greg Gibson, the freight forwarding agent, who got the car through the formalities and released it to me, my friend Graeme Cuthbert, who arranged the roadworthy and the Vic Roads permit under a very tight schedule and Alan Russell of the New South Wales Club, who gave me most valuable advice over the telephone the evening before I started fiddling with the car, as to the possible cause of the problems – thank you Alan. It was, in fact, the simpler of the many matters that we discussed, ranging from a complete engine rebuild to a loose spark plug lead. It was a shame that Alan and his wife, Margaret, could not be on the Rally to see the car.

Penn Brady and I then bravely set out for South Australia on the morning of Friday, 20th April. We had a pleasant and uneventful drive to Sea Lake, heading for Renmark that night. We decided that we could do the trip to Port Augusta in two days if we pressed on a bit. When we got to Sea Lake, Penn, who has a great knowledge of motoring in all its forms, said that he did not like the look of the walls on the two rear tyres. They were crossplies and Nick Simpson had mentioned to me when we were in England that they would need replacing, preferably with radials, but I did not think it would be that soon. Penn issued dire warnings about blowouts, losing control and smashing into a Double B, which, without seatbelts, painted a messy picture.

We telephoned to Mildura and found a tyre dealer there, Good Deal Tyres, who said he had two Cooper radials in stock. We hastened there (my imagining blowouts at every turn). The Good Deal Tyre people dropped everything to attend to us and we were on our way to Renmark within about 40 minutes, with two new radials on the back and the two old crossplies on the front. The handling of the car at that stage became somewhat dubious, to say the least. Penn's comment was that we were aiming it, rather than driving it. However, the trip from Mildura to Renmark and, the next day, from Renmark to Port Augusta was relatively uneventful.

There was, however, one little incident while we were travelling between Port Pirie and Renmark, at the end of our second day on the road. I was driving, Penn was next to me in the passenger seat and Henry Anderson from Brisbane, who we were giving lift from Renmark, was in the back seat. It was getting late in the day, we were all a bit tired and Penn and Henry were dozing. We came to a particularly uneven section of the highway, doing about 110 kph. The car suddenly wobbled quite violently and, as I struggled to gain control (well, it sounds good), there was a gasp from the back seat. When I got the car back on an even keel, I turned around to Henry and said, "It's O.K. mate, you can put the sick bag back in the pocket now." In Port Augusta we found an equally helpful tyre dealer, D & G Tyre Sales, who got two more Coopers up from Adelaide overnight, which were duly fitted the next morning, so that we had four radials, each the same brand, sitting on the four wheels. We were now driving

the car rather than aiming it.

The rest of the Rally proceeded uneventfully for the car, except we discovered that, during its long years of storage in the private museum, the windscreen and other rubbers had reached the stage where they were no longer preventing the entry of rain, and rain it did for a couple of days of the Rally, including on the way home. Water came in the windscreen, the leading and trailing edges of both doors and the back window. Pauline's hairdryer was out of the bathroom and into the garage for some time after we returned. Once the waterproofing and paint issues are attended to, the bumpers repaired and the back seat recovered (he/she – which is it? – I can't decide), will be a lovely European sporting saloon.

Being mainly built of aluminium, with no wooden frame and therefore lighter than the TA 21 Mulliner Saloons and Tickford Dropheads, (although the car has the standard Alvis four speed box with no synchro on first), it really lopes along the highway in top gear. Graber replaced the original TA 21 differential with a higher ratio unit, fourth is almost an overdrive and there was no feeling that the car needs another gear. The instrument layout is different to the standard TA 21, with the dials and switches more in front of driver, rather than spread out across the dashboard. Dashboard is painted the same colour as the car, except for the actual instrument section, which is polished walnut. There is quite generous room in the rear seat, as passengers that we drove during the Rally confirmed.

I hope, and I am sure, that we will have many happy years use of the car. As Nick Simpson said in the Thoroughbred and Classic Cars article in 1993:

"We may own these things but we are really only their keepers for our allotted span.... I was able to buy the car from the wife of the man who built it. I did the research, speaking to people who worked on it when it was being built. I have combined everything I know to get the car back to its original state. I have original documentation, factory records and historical background, so that when I am finished with it, it can all go to the next owner. I have done my bit to pass it on as intact and original as I can. For now, I will just enjoy it."

Thank you Nick. Pauline and I will try to ensure that the Graber is in safe hands until we, in turn, are ready to pass it on to another appreciative owner.

I acknowledge the kind permission of Classic Cars to reproduce the quotation from Nick Simpson's 1993 article.

Richard Tonkin



Faces in the Outback



Benni & Tasha Hannam & Duncan Scott



A visit to the railway workshops



Peter & Bev Briese, Mary & Mike Osborne & Pat Parkinson



The Pianoman assisted by Denise Blacket



Geoff Hood, Bob & Denise Blacket, Marg Hetherington et al.



The "God's Own Country Run"



We met at the Mickelham Primary School and departed for some of the prettiest country Australia has to offer. The day had been identified countrywide as the day to get your old car out of the garage and remind politicians and others just how important the old car movement is, by way of voting power and benefit to the communities and the economy.

Driving down Konegaderra Rd we passed about a dozen Ferraris of various ages traveling in the opposite direction. Some of the skeptics on the run suggested that I hadn't organised it at all, it was just part of the national day. Tut tut!

Our tour took us through Clarkefield, Riddells Creek and past the Kerrie Community Hall where we were to stop for morning tea. Arriving to find it occupied by others, one of whom was bogged, we moved onto plan B. What a surprise it was to see 4 Alvis heading in the opposite direction, very pretty but not according to the route directions!

Tea at Heskett and a drive past the famous Mt Diagoniese better known as Hanging Rock, to Rochford, Lancefield, Pyalong and to Romsey for lunch.

The day had been marked by intermittent light drizzle. It's amazing how good RainGlaze is. Moderns had their wipers going but the water just blew off our windscreen. I didn't hear Richard Tonkin complaining about drips inside the Graber, so either the rubbers are starting to do their job or he avoided the rain.

Lunch was at the Soltan Pepper restaurant and it's amazing how quickly the ladies had stoked what was previously a very lazy open fire into immediate action.

The company was great and the food and wine not far behind.

On the run were, the Hetheringtons SP20, the McDougalls 12/50, Thorpe Remfrey & the McKaiges SP25, Frank Mornane SP25, the Links 3 litre special, the Parsells SP20 special, the McKinnons MGA, Richard Tonkin TC21 Graber, Allan Willingham 12/50 and our SP25 and the Northeys met us in Romsey for lunch.

JL



Above: Hot to trot.
Right: Enjoying the company.



WINTON 2007

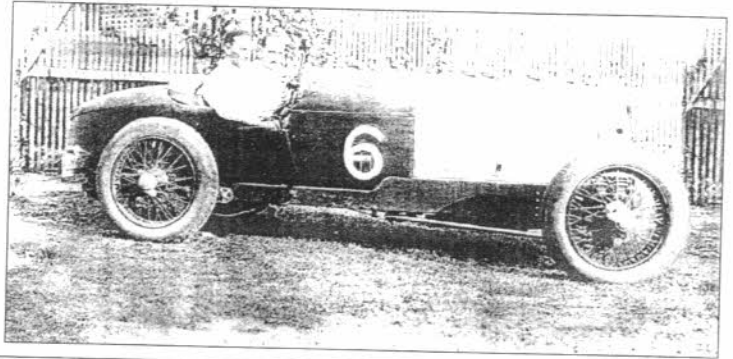


Trevor Eastwood in the 4.3 litre special with the Briese's SP20 Special in hot pursuit

SWAP, BEG, BORROW or STEAL

FOR SALE

1928 FA FWD. Engine # 7598
Chassis # 7035. Licence to build a
serious car for serious money.
Ring Geoff Hood (03) 9842 2181



THE ESTATE OF THE LATE LAURIE BUCKLAND

FOR SALE

TA21—partially restored
Contact - Clive Bucknal 5449 6127 or 0421 344 527.
(The 14.75 also part of the estate is thought to have been sold)

WANTED

Wanted, Starter motor or parts for a Silver Crest (Model No RMO 418G or similar, Speed 20 should be similar). Particularly need armature.
Contact Dale 03 5968 5170 or 0428 832 126.

FOR SALE

1947 TA14 Carbodies DHC
Rainsford Classic Cars – Adelaide
Restored in the 1980s
Car # 21766
\$25950
www.rcc.on.net
or phone (08) 8293 3191



WANTED

Wanted, Tall 12/50 or Silver Eagle radiator, core condition not important. Shell (measured at the back), 425mm wide x 675 high (core 370 x 548mm). Can swap for a standard 12/50 radiator if required (~25mm shorter).
Contact Dale on 03 5968 5170 or 0428 832 126

FOR SALE

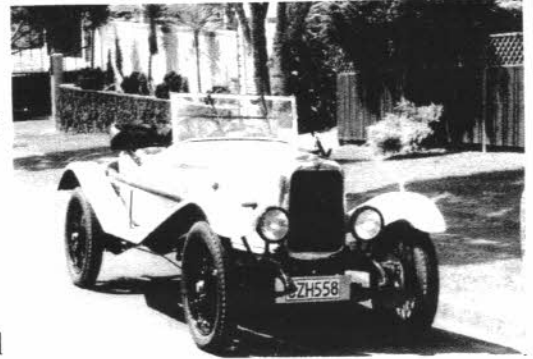
1925 TE 12/50 ALVIS DUCKSBACK.

The car has been built from a ground up restoration over the past 4 years. The following work has been completed.

New Radiator core, all Alloy pipes and housings are new, mag. overhauled, motor has been fully reconditioned including the head. full flow oil filter. new clutch components flexible joints all new bearings and close ratio gears in the gearbox, fully balanced driveshaft new bearing in the diff and new crown wheel and pinion high ratio, all new wheel bearings and new wheels (centres and rims) new wooden body and skin. New upholstery. and windscreen.

This car was on the ALVIS NATIONAL RALLY IN APRIL in Sth. Australia and went well. the car has travelled 1350 miles since being restored. I am selling the car as I have bought another 12/50

Price: \$70,000



Contact Derek Dixon on (07) 5443-4320 or on email d_g_dixon@bigpond.com

WANTED

Wanted, generator for flange frame 12/50 engine. Frank Corbett, 07 3378 7280.

FOR SALE

SPEED 25 ENGINE PARTS

Crankcase / crankshaft / block / conrods & pistons / cam shaft & bearings / chain tensioner & sprockets / distributor drive shaft & casing / distributor magneto / generator / water pump / harmonic balancer / clutch housing / jack shaft / fly wheel / main bearing oil gallery / cylinder head—unserviceable \$8000

1936 3½ litre radiator / 2 brake drums / L & R hubs - rough but serviceable / left & right knock ons / 4 x 19" rims / Andre telecontrol shockers & gauges / 6 jelly moulds - offers invited

Frank Mornane (03) 9592 8320

WANTED SMITHS 0-80 mph speedo, black face, white figures, to use in my 1928 FWD Alvis. It would have to match my Rev counter which is shown in the photo. I have for sale (or swap) a 0-80 mph JAEGER speedo, beezel face, excellent condition.

Cheers Des Donnan 07-5445 9981



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