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NEWSLETTER

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EDITORIAL

Unfortunately this issue will probably arrive late. I do apologise, however I have simply not had time in the past couple of weeks to attend to the newsletter. I would like to pass on my sincere best wishes for a speedy recovery to Bill Barber who unfortunately suffered a stroke last Sunday, 4th August. I'm sure all members wish Bill all the best and hope to see him out and about in the 4.3 in the near future. I personally am always grateful for Bill's untiring support of the club, particularly his support of the newsletter with his regular and most interesting contributions.

On a lighter note, members will be pleased to know that Alan McKinnon has decided to continue selling tyres and not Range Rovers!!!

IAN McLENNAN

CHAIRMAN'S CHALLENGE

Firstly I must send my best wishes to Bill Barber for a speedy recovery from his recent illness. Bill, all the Club is thinking of you and I am sure that your great sense of humour will help you in your recovery.

August is the auction night as usual and I ask for a great roll up so that we can have a most successful auction. Don't forget that every dollar will help run the Club and help keep the annual subscriptions at the present level.

In my recent visit to Sydney I had discussions with several people over the "BOOK". These discussions have proven most successful and Sydney will be providing more information via the late Norm Adams' collection of writings. Eric Cunningham and Bill Bolderston are both keen to assist in this project. I am most pleased to see this project started again. We have formed a new book committee in Melbourne and we have a special target to get this project moving now and to have the book a reality by 1988 - the Bi Centenary of Australia. Any contributions will be welcome and may be made to the Book Committee: Bob Graham, Richard Creed, Ron Wilson, and David Wischer.

CHAIRMAN'S CHALLENGE (continued)

OTHER COMING EVENTS : The Economy Run will be held on Sunday, 23rd September
 Annual Dinner - Saturday, 17th November at Mt. Erica Hotel,
 420 High Street, Prahran (Paul and Lindy Chaley's hotel)
 Price - \$34.00 per double.
 1985 Interstate Rally - 4/5/6th May, 1985 - note THE DATE
 IN YOUR DIARY. This is not a long weekend but we have had
 a lot of discussions and most people have indicated that
 they would like to avoid the public holiday weekends and just
 make a long weekend. More details to follow.

Regards,

RICHARD

THE ALVIS INTERSTATE RALLY

Ron Wilson had prepared some detailed information about this forthcoming rally,
 but unfortunately there have been some hitches. Hope to publish firm details
 next month.

EDITOR

LETTER TO THE EDITOR

Dear Ian,

Congratulations to Bill Barber for expressing his opinions on competitive events
 within our Club. I heartily agree with you Bill, but I'm afraid it's an idea which
 will never come to fruition because it's "a barrow I've been pushing" for the last
 eight years.

I have even set out guidelines for point scoring for the Bas. Bowes Trophy,
 incorporating reward for results in events put on by other Clubs and for attendance
 at social events. Not only for using your Alvis cars in these but for being a Club
 member who gets out and has a go. At present there is no incentive for a member
 who is restoring an Alvis to attend events in the next best thing to an Alvis that
 he can use. But it has always been smothered by "tradition" and I feel it is past
 time that "what we did then should still be done now" be changed.

Many other clubs have altered their competitive aspect with good results and it's
 high time we did the same. I would like to see a whole meeting devoted to debate
 on the future of our Club and bringing in all the points you have raised.

But then, you'd probably only get attendance from the same few who do most of the
 work in the Club for the majority.

regards,

RON WILSON
 Club Captain.

THE WEARING O' THE GREEN

It is a matter of certainty that every clapped out MG advertised in the pages of
 "The Age" will be described as being painted "British Racing Green". By the same
 token it is unthinkable to have an Alfa in any other colour but Monza red - unless
 it is a FI GP car acting as a TV advertisement for a firm in the rag trade. One
 wonders though how many of us have ever considered just what lies behind this
 tradition.

Actually the racing motorist of the Victorian era had not heard of national colours.
 The Panhard that Charles Jarrot drove in the Paris-Berlin of 1901 was painted dark
 green, whereas previously Mss. Panhard et Levassor had felt that their cars should
 carry la tricolore and had painted their team of three cars red, white and blue
 respectively.

The first recorded use of national colours was in the Gordon-Bennett race of 1900
 when French cars were blue, American red, German white and Belgian yellow. After
 this the idea lapsed for a time and a number of S.F. Edge's famous Napiers were red.
 So much for the traditional Bentley green being listed on the paint maker's colour
 cards as Napier green. Looking back to Jarrot and his Panhard it should have been
 Panhard green!

THE WEARING O' THE GREEN (continued)

However for the last of the Gordon-Bennett series in 1905 the idea of national colours was revived and by that time there were so many entries that there were not enough colours to go around. Austria therefore was awarded black and yellow, presumably in honour of the ruling house of the dual monarchy, and Swiss entries were resplendent in red and yellow. At this stage one would have thought that green would have been allotted to Italy as green is the distinctive colour of the Italian flag for good historic reasons not un-connected with Garibaldi and his 10,000 but, no - green was given to Britain and Italy had to make do with black, in prophetic anticipation of Mussolini's followers' shirts!

In passing, when one feels in this day and age that every Italian engineer is a natural when it comes to designing sporting motor cars, it is remarkable how late Italy was in starting a domestic motor industry at all. Fiat was a native growth from the very first but Alfa (there was no Nicola Romeo around at that stage) was a Darracq built under licence - and not even a very good Darracq at that. The Diatto was a Clement and even the English Daimler was built under licence as a De Luca. Peugeot was also copied in Italy and when one considers how the name is mispronounced today in English the mind boggles as to how it would be rendered into Italian. Isotta too, had ties with De Dietrich but the writer feels that the connection here was only a financial one and that the car designs were not imported from Alsace-Lorraine.

To return to the colour question (fortunately the Union of South Africa is not involved) the national idea then lapsed for some time but it was revived for the Coupe de l'Auto in 1911. By now France was officially blue, Belgium yellow and Germany white. Italy now had a toehold on red as the S.P.A. sported a red chassis and a green body, while the U.S.A. got a red chassis with a white body. Green was given not to England but to Scotland while the Sunbeams and Vauxhalls wore red.

By the next year however things had been tidied up. Italy was officially red with England green. The powers that be overlooked Scotland; an omission that so incensed the ardent Jock nationalists that the Arrol Johnston team came to the line painted in the green and blue Johnston tartan. The mind boggles at the thought of a tartan racing car which, with the A. J.'s coal scuttle bonnet must have looked rather like a kilt escaped from the Victorian Scottish Regiment. (Yes, Ponsonby, I am aware that these troops wear the Gordon tartan but the two sets are so similar that probably only the Thistle King at Arms can readily distinguish them!)

Thus the tradition got under way. During the Vintage and PVT eras the U.S.A. was allotted black despite Murphy's Duesenberg and it was not until the entries of Briggs Cunningham's cars at le Mans in the post war era that that car's blue and white livery was revived and adopted as the American national colours.

As an aside one might refer to a use of colours in another sense. When Mr. Locke King opened his motor course on his estate at Waybridge it was considered unthinkable for a gentleman to have something as vulgar as a number painted on his car and so the traditions of the turf were adopted and the drivers wore coloured smocks. Fortunately this idea was soon abandoned however.

When H.R.H. Prince "Bira" started racing he claimed yellow chassis and blue body as the national colours of Siam. Doubtless there was a very good reason for this but the writer's knowledge of Thai history is too limited to understand it.

In passing, now that cars no longer have visible chassis, the chassis colour for bichromatic countries has degenerated into a stripe of the appropriate hue down each side of the body. Thus was born the ape tape without which no worn out Holden owned by an uncouth youth is complete.

There was an attempt made to upset the applecart in 1946. Many people in Britain believed that green was an unlucky colour. In this regard it might be mentioned that the first works racing Bentleys were painted a lighter shade of green and that, to a large measure, success eluded them until they adopted the much darker hue, in the hope that the Goddess of Fortune might mistake it for black, that they really achieved their successes. In any event this group, led by the Earl Howe, advocated a change to blue. It was suggested that this be a very much darker shade of blue than that traditionally used by French entrants to avoid confusion. After all, Howe had always done this with his own cars - presumably in deference to his naval and quasi-naval associations but this plan quickly foundered on the rock of British

THE WEARING O' THE GREEN (continued)

traditionalism. Perhaps they were right though. The first B.R.M. was painted a rather pale green and the marque remained the butt of music hall comedians until Alfred Owen had them turned out in a dark green livery!

In this regard it must be mentioned that the colours are not specific. There are almost as many shades of Bugatti blue as there are Bugatti cars, although erudite research has shown the factory colour to resemble the one Spartan Paints supply to the Ford Motor Company as Bristol blue. Therefore your GP Bugatti should be painted the same colour as a Fordson tractor! The Alvis factory used a particularly bilious shade of green, which perhaps explains why the car that Sammy Davis drove to victory in the Essex Six Hour race was painted black! Even the German white is non-specific. Fortunately so, as the first Mercedes GP cars built for the 750 KG formula were just slightly overweight, the superb Teutonic paint job was rapidly scraped off just before the cars had to come to the weighbridge and ever since then the cars from Stuttgart have appeared in polished aluminium.

Of course the whole international racing scene has now changed. Rather than motor sport we have a circus spectacular for the TV screen, in the same way that cricket has been reduced to the pyjama game! Cars, and for that matter even the drivers' clothing, have been reduced to mobile advertising signs. The writer used to laugh like a drain to read that Indianapolis had been won by a "Baby's Breakfast Biskit Special" or some such bolide even if he actually knew that it was a Kurtis chassis powered by a Meyer-Drake (nee Miller) engine. However, this laughter turned rather hollow when the GP scene deteriorated into the "Kosworth Kit Kar" era with the winner masquerading as the product of a cheese manufacturer!

In point of fact the writer can recall, when Australia was waiting with bated breath for colour TV to land on our shores, a treatise in which advertisers, potential advertisers and car entrants were advised as to the most photogenic colour schemes to impress the box watchers with their products.

So now we have the sight of Alfa-Romeos painted light green to promote their sponsor's sales in the garment industry (more up-market than rag-trade) and this is more or less where we began this effusion. Perhaps as a final thought it could be said that the drivers' suitably inscribed protective clothing represents a return to the Brooklands idea of "colours". It is just that the whole thing is no longer the preserve of gentlemen and that Lord Boile de Spudswell's colours of green with white sleeves and black bands has just been replaced by Mr. Watchmaker San's even more garish regalia.

BILL BARBER

MAILBAG

I have had an association with Alvis cars for almost 40 years. These 40 years have been dotted with a great number of happy highlights and events meeting people of similar interests and friendships spanning many years.

Over the years I have owned 3 12/40's, 1 12/50, 1 14.75 Silver Eagle, 1 16.95 Silver Eagle, 1 TA 14 that I did not have a ride in. My favourite Alvis is the rather agricultural side valve 12/40.

One of the most happy and memorable occasions with the marque Alvis was when Eva Jeanette and I met the entrants in the recent Gippsland rally at lunch in the Yinnar Community Hotel and after lunch to see the cars.

Today it is much different owning an Alvis car either vintage or modern. It appears to me that the ownership of an Alvis car or any vintage or post vintage thoroughbred car places the owner under an obligation to restore and maintain the car in a perfect or near perfect condition.

When I was an active Alvis owner and driver, one drove the car for all purposes - work, shopping, visiting, holidays, etc. You drove your Alvis until something broke or fell off. You then secured another part or welded it and you continued on. Parts of other makes were sometimes used as originality then was not so important as it is now.

The Alvis that you drove was very reliable and gave much pleasure. And if another Alvis was seen, enquiries were always made about its ownership, etc. This was how spare parts were located.

MAILBAG (continued)

I met the late Norm Adams in Martin Place, Sydney. I was alighting from my tatty 14.75 Silver Eagle and Norm was parked nearby in a 12/50 "Duck's Back". We were both attending the inaugural meeting of the 500 cc Car Club.

In those days many of us owned a motor cycle or a motor cycle outfit to relieve the Alvis of some duties.

Seeing those Alvis cars in Yinnar on the Monday holiday of the Queen's Birthday Weekend certainly was a great sight and gave me much happiness, as these cars embodied a lot of features that I greatly admire in automotive design.

The sight of a genuine German Silver honeycomb radiator set back on the axle line and the beautiful curving chassis dumb irons extending from beneath the radiator to me are exciting reminders.

The subdued gear whine from the 12/50 gear box in its intermediate ratios would cause a raised eyebrow by a modern transmission designer.

The lovely 4.3 litre with its traditional British coachwork, the set back radiator the centre lock wire wheels and Lucas P100 headlamps.

The Speed 20's low set build, the centre lock wire wheels, Lucas P100 headlamps and comprehensive instruments are truly soul refreshing sights.

The modern TA 14 and the 3 litre cars all indicate their good breeding and classic ancestry.

The low set exciting lines of the Graham TB 14 turned many a head and is the car recalled most by the Yinnar residents.

It was for us a happy exciting day in every respect and we would like to say thanks to Ron Wilson for organising the rally that included a visit to Yinnar that enabled me to see a number of my favourite breed of motor cars.

And to add to all this joy Claire Fitch gave me the jumper that she was wearing that carried the red triangle of Alvis.

I would like to add my little bit of detail to what was seen at the Hazelwood power station. I assisted with the erection of the eight Babcock & Wilcox radiant heat boiler units and the associated pressure pipe work. Each boiler has a working pressure of 1,600 pounds per square inch with a superheat outlet temperature of 1,050 degrees F and produces 1,650,000 pounds of steam per hour. Each boiler is connected to a 200 megawatt Parsons hydrogen cooled turbo alternator turning at 3,000 rpm. The boilers are connected to the turbines by two chromium molybdenum vanadium steam pipes, the welding of this material required a close adherence to the correct welding procedure. I was the senior welding supervisor for Babcock & Wilcox and was responsible for the welding of all pressure parts. Each boiler unit contains over 14,000 site welds.

I remember an unusual problem we encountered when commencing to weld the steam piping - the welders experienced great difficulty controlling the electrode. On investigating, it was discovered that these large alloy steel pipes were magnetic. After trying many ways to de-magnetise the pipes, I think we tried prayer, we sought advice from the S.E.C. They sent two young "boffins" to the site, armed with a gauss ?? meter and after doing some very clever things with electromagnetic coils de-magnetised these pipes. Of course we were curious as to why we had found this problem and we were told that the pipes must have been stowed for a long period of time parallel to the earth's magnetic field. Each boiler is connected to 450 foot high concrete stack. As Rob points out the brown coal or lignite contains 70% moisture and each pulverising mill is equipped with a drying shaft to dry the coal. The water of the cooling pond is used to condense the exhaust steam from the turbine back to boiler feed water. This lake water is warm and is a popular place for winter sailing, this is known as a "sauna sail".

Thank you all again for a great day and a chance to air a little knowledge.

All the best for a peaceful happy healthy future.

Yours

Ron, Eva and Jeanette (Foggo).

MAILBAG (continued)

Dear Ian,

Attached is a list of jumbled names of cars for your newsletter.

We have just had one inch of rain so the drought may be broken.

We look forward to receiving the newsletter, as we miss our friends and family in Melbourne, but would only return there to live "at gunpoint".

Shirley and I are prepared to organise a weekend campout which could be held in the beautiful Nyah forest on the banks of the Murray River, if 230 miles from Melbourne is not too far.

Regards,

COL WINSLADE
P.O. Lake Boga, Vic. 3584

EDITOR'S NOTE:

Why not try to sort this lot out. I will publish correct answers next month. Thanks to Col for his letter and puzzle. (Ed.)

D R O F	L O V E T H E R C
L I V S A	G A L A N I
T I G A T U B	E R V O R
I E Y L R	S Y R C L R E H
U N I T A S	B U M P I H O L E

TRADING POST

FOR SALE - Mercury switches for ignition

These were used in motor racing as a safety switch. If the car overturned the ignition switched off. They can be used in the N.C. normally closed position for battery ignition.

Also can be used in the NO normally open position for magneto ignition.

\$25.00 each

FOR SALE - One used 640-15 tyre and tube. Fit 3 litre.

Handy condition

\$17.50

FOR SALE - Lots of new piston rings from 2½ to 5". I have a ring micrometer and can ONLY IDENTIFY rings by size.

COL WINSLADE, P.O. Lake Boga, 3584.
Ring evenings (050) 37 2244.

FOR SALE - Full set of brand new knock-on hub caps to suit 4.3 litre and Speed 20 models \$240 (inclusive of postage).

Contact Eric Cunningham, Air Speed Books on tel. (046) 25 1381.

WANTED - Marles Steering Box to suit 12/50

Geoff Hopkins

WANTED - AlloyFoot Plate to suit sub-frame 12/50

Geoff Hood 842 2181

WANTED - Lucas C 5 R Generator

Richard Uncles 857 9417

WANTED - Lightburn Jack to suit TA 14

Maureen Adnam 870 1350.