



VICTORIA

NEWSLETTER

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EDITORIAL

Thank you to everyone who have contributed to this issue, it really does make my job a lot easier. I'm happy to report that Bill Barber is on the road to recovery. I have reprinted in this issue a book review written by Bill recently for the VSCC newsletter, which as usual is most interesting.

IAN McLENNAN

CHAIRMAN'S CHALLENGE

September sees the time for nominations for office bearers for 1985 committee. We have several vacancies which must be filled. Firstly, Ian McLennan will not be able to do the newsletter, due to pressure of work. Ron Wilson has also indicated that due to pressure of work he will not be standing for Club Captain. We also require a Spares Registrar and PVT Spares Officer. As you can see, we need plenty of manpower. Please think about the Club and offer to help. Nomination form enclosed, please complete and return to the Secretary.

COMING EVENTS

ECONOMY RUN - 23rd September, Sunday :

Start 10 a.m.

Place Shell Service Station, 281 High Street, Kew

Distance You will find out at the end

Remember This time we have a special timed sprint section to sort the wheat from the chaff

Finish Whittlesea - BBQ, BYO at Creed's farm?

30th ANNUAL DINNER

Date November 17th

Place Mt. Erica Hotel, Cnr High Street and Williams Road, Prahran
(Lindy and Paul Chaley's hotel)

Price \$34.00 double; \$17 single

Entries John Stewart, 17 Fromer Street, Moorabbin

Phone: 633 645 (business)
557 3936 (home)

COMING EVENTS (continued)INTERSTATE RALLY 1985 MAY :

Already large bookings have been taken and we will have also good attendance from both N.S.W. and S.A.

ALVIS BOOKS : We still have a few copies of the Ken Day Alvis Book in stock. Priced at only \$30. These are the only copies left in Australia. Don't miss out on a copy.

SPECIAL NOTICE

Annual Subscriptions are due and payable on January the 1st each year. Payment forms have been provided in the newsletter, and recently Accounts have been rendered to unfinancial members.

I have been authorised by the Committee to say that, unless your subscription has been paid, this is your LAST newsletter and you will no longer be a member of this Club. You will therefore forfeit all Club privileges, including spares and event participation.

Subscriptions : Metropolitan \$20 Country \$12.50 Interstate \$12.50

J. F. TWOMEY
Hon Treasurer.

THE ALVIS INTERSTATE RALLY, 1985

To avoid paying penalty rates for accommodation in motels over holiday weekends, and to have a wider choice available, it was decided to have our Interstate Rally over a normal weekend next year.

Taking a Monday off shouldn't worry the vast majority because if you are not retired or semi-retired, then you probably work a 9-day fortnight or have flexi-time, or in the Public Service where you wouldn't be missed, or as part of the Construction Industry where you work only every second Monday anyway. So the dates have been set as SATURDAY 4th, SUNDAY 5th and MONDAY 6th MAY, 1985.

The venue will be LAKE BOGA which is 8 miles east of SWAN HILL. Why not Swan Hill? Well, the sad and irritating fact is that no motel in Swan Hill could, or would, accommodate us, or if they could, had no intention of co-operating in any way. But at Lake Boga it was just the opposite.

The Owners of THE AQUATIC LODGE there went out of their way to be helpful. It's a good motel with a licensed restaurant, a pool and 5 acres of grounds to spread out. Each unit has a double and 2 single beds and the special group rate is \$33.00 per shared twin which is very good indeed.

An interesting programme has been worked out for the weekend which includes a barbeque followed by an Alvis dinner for the Sunday and I feel it's going to be a good, relaxing weekend.

Now at some of the Interstate Rallies over the years we've not had overwhelming attendance, so let's make this one the best. Lake Boga is an easy run from Melbourne up the Calder Highway and even the later model Alvis cars should do it in four hours. But, if your Alvis will still be in a thousand bits by May next year, then don't worry - come along in your modern because even though Alvis cars are important - people are more important, and we want to see you.

So fill in your entry form now and post it to me as soon as you can.

RON WILSON
Club Captain.

LETTER TO THE EDITOR"CHIEFS AND INDIANS"

I would like to congratulate Ron Wilson for all he is trying to do for the Alvis Club and wish to endow him with the catch call of Australia's no. 1 Ocker.
"Keep up the GOOD WURK, Son".

COL WINSLADE

LETTER TO THE EDITOR

"Merrimeet Place", 40 Showers Ave.,
Bright, 3741.

Dear Ian,

I have known for several years that my tourer 4.3 litre was a most unusual Alvis but it was only this week, with restoration of the chassis nearing completion, that I found it to be more unusual than I had thought. The wheelbase is 10'3" and not 10'4" as given for all 4.3 short chassis in every reference I have ever seen.

I have a letter dated January, 1981 from Red Triangle over the signature of Mr. Michie which reads in part - "The tourer car, number 18928, was shipped as a chassis only to Mr. R. J. Hancock of Melbourne on the 27th July, 1937. It appears to have been very much a pre-production SC 31.48 as the despatch note indicates that it differed in only one respect from the SA model in that it was built on a short chassis frame.

It has a single exhaust system and the engine was the same as that used on the S.A. model. The steel bladed fans were fitted from engine number 14759 and both your cars have engine numbers well before that.

I can only assume that at the time this car was built Alvis were experimenting with the short chassis SC model and must have been persuaded to produce this car specially for Mr. Hancock."

The Alvis Car by K. R. Day infers in several places that the SA 31.48 was current from late 1936 to late 1937 or early 1938, followed by the SB 31.48 until late 1938 and then the SC 31.48 until the war.

The plate on my car clearly shows SC 31.48 and this some 15 months early for that model and about 9 months before the SB 31.48. However, the memo on the despatch note mentioned by Mr. Michie appears to be not quite accurate. The SA models are stated by Day (SB models too for that matter) to all have the 4.11 rear axle ratio whereas my car has a 3.818 ratio as fitted to no other Alvis than the SC 31.48. My starter is a Lucas Type 45G, correct, according to Day for an SC whereas he says the SA has a Type 418A. My fan is mounted on the cylinder block whereas on my long chassis SA it is mounted partly on the block and partly on the crankcase.

I am sure that I have read somewhere that the short chassis 4.3 litre was simply a 4.3 litre engine fitted in a Speed 25 chassis which seems to me to be logical. I have a General Arrangement Blueprint of an SB long chassis. This appears to be identical with my car except for minor differences in length which can only be picked up with careful measurement. I wasn't unduly surprised to find the chassis rails to be closer too - the distance between front bumper bar mounting bolts on my car is 25½" against the 26½" on my SA long chassis, and also on the blueprint - because I reasoned that the Speed 25 must be narrower too.

But my theories were knocked over when I found the wheelbase to be 10'3" instead of 10'4". It now seems to me that either my car was built on a Type SD (presumably) Speed 20 chassis or it was a one-off special.

In either case I think it very doubtful that it was built at the request of Mr. Hancock. I think it much more likely that it was a prototype of a model which Alvis decided to withhold. Possibly it was sold to Mr. Hancock as a convenient means of getting it as far away as possible from the prying eyes of the opposition.

A minor point which seems to support this is the fact that the first coat of paint on the chassis generally was a brilliant red and there is no evidence of this colour anywhere on the Australian built body. If Hancock had ordered a special chassis surely it would have been painted a colour of his choice. Unless he had a change of mind it would have been painted the black of the underparts of the body and the second coat of the chassis.

What I would now like to find out is whether my chassis is a Speed 20 Type SD or a special. Is there any reader who can tell me what points I should look for to establish this before the body goes on making it so much more difficult to measure?

RUSSELL STAPLETON

MASSISM - THE LOSS OF INDIVIDUALITY

With the death a few days ago of the famous English author, J. B. Priestley, I was reminded of this little article written by him and which I first read several years ago. This being 1984 and the fact that Alvis Ltd. used the word "Individuality" in its advertisements for several years, I felt it was perhaps apt to submit Priestley's thoughts for our readers.

"The politicians, the journalists, the radio commentators, the advertising men, all the people who make the most noise, are no help to us now when we confront this particular menace. They do not recognise that it exists. We must look for a recognition of it only among artists, philosophers, social critics and certain schools of psychology, notably that of Jung.

It is unfortunate that as yet there is no name for this danger. We might call it "Mass-ism"; it represents the subordination of the individual to the mass mind and to mass values. It encourages regimentation in political, social and cultural life. It discourages, and sooner or later blots out, variety and experiment, personal values, an individual flavour in living, the clear-sighted efforts of small independent groups. It works through gigantic organisations (including the State), and standardisation and mass production both in work and play. It does not recognise man as a spiritual being. And although progress is often its watchword, it is in fact the gravest challenge to man's essential progress this world has ever known."

I can't help feeling wary when I hear anything said about the masses. First you take their faces from 'em by calling them the masses, and then you accuse them of not having any faces.

(Courtesy ERIC CUNNINGHAM)

V.S.C.C. OULTON PARK 1984 JUNE

Many people told me that they consider this event to be the best of the season and I think they may be correct. The major events were the Richard Seaman Memorial Trophies, one each for Vintage and Historic racing cars.

Blessed with warm sunshine and set in a large park, the two and a third mile course offers a variety of conditions including two long straights. Once again, it is challenging to spectators as one needs to be quite fit to see all the action. English events are conducted at quite a slow pace with the first event at 1.15 and the last at 6.00 p.m., with only nine events in between; races are quite long, the major ones being nearly 30 miles.

The first event was a Vintage and PVT handicap race and the second a 500cc race, both interesting but unremarkable. The Seaman has been held here since 1950 and a wide variety of cars have won it previously. This year saw a runaway win by Ron Footit in his Cognac Special (or GN with an AC engine) with Horton (a Bug 35B) a long way behind; however he was hotly pursued by the 24 litre Bentley Napier, well driven, mostly sideways. Not far behind was an amazing little 3-wheeler Morgan with an 1100cc engine driven by Harper; these cars mostly lapped the balance of the field, some 20 others. Tom Threfall was well up but slowed about the two-third mark. He drives a Ford Dirt Racer, nominally 1930 vintage.

The next major race was the Seaman Historic one, with a dazzling field of 8 ERA's, Maserati 4CL and 8CM, Bugatti 51's, Alfa Romeo Type B, a Monza and many other cars including the Riley Treen with its 6 carb, home made by Freddie Dixon (?) with square intakes. Talking to the owner about tuning, he told me that using pure methanol, tuning is not too important as long as they all open about the same. Anyway, it was a superb race with David Black (A-R Tipo B) being harried by Hon. Pat Lindsay ERA R5B for most of the race, but winning after the ERA retired. Third was Ron Footit (Cognac) just beating Davie Heimann in his T 51 Bugatti. It really was an exciting race and the large crowd was very impressed.

The last major race was the Allcomers Race which was dominated by 2 Lotus 16's driven by Willie Green and Chris Mann. A magnificent Maserati 250F (one of 3 competing) driven by Cottam was third. The other minor 3 races were handicaps and were all filled with 30 to 35 starters. A concours provided a pleasant alternative between races. For me the outstanding cars were the 24 Litre Napier Bentley and the Type 47 Bugatti with its H16 engine.

BOOK REVIEW

"DUESENBERG, THE PURSUIT OF PERFECTION" by Fred Roe, published by Dalton Watson, London, England. Australian price unknown. Our copy by courtesy of Ivan Saxton but it should be available in suitable book shops.

In this volume the author details the history of the Duesenberg brothers and the magnificent machines that they created. It is of the usual Dalton Watson pictorial marque history format and makes fascinating reading.

The book describes the brothers' early work from their earliest creations, via the Mason car and the manufacturers who used Duesenberg propriety engines such as Roamer, and their marine and aero engines.

Among the more interesting chapters is that which describes the model A cars. It has been suggested by some that the model A Duesenberg was not a commercial success because of its dowdy appearance. In point of fact one doubts that it looked significantly worse than the contemporary rivals. One is more inclined to think that Cadillac Lincoln and Packard prospered because they had the advantage of firmer foundations.

The racing history of the marque is largely confined to the Indianapolis appearance. This is fair enough as an attempt to describe all of the multitudinous county fair type of event in which Duesenberg cars, or those specials powered by Duesenberg engines would only have been tedious to all but the most extreme fanatics. It is worth mentioning that, unlike so many marque histories, Mr. Roe is not so obsessed by the undeniable qualities of the Duesenberg that he is still able to praise Harry Miller's jewel-like cars. He might have emphasised the point however that while Miller was always ready to build one or two cars for any given formula the Duesenberg brothers were always more production minded and tended to think in terms of reasonable numbers and practical production.

Fred's practical streak is shown by his adoption of the single overhead cam layout for a A type engine. He was well aware of the theoretical advantage of the classic twin cam engine but felt that the single cam was a more viable proposition in relative life. One wonders though about the use of the twin cam head in the model J, thirty two valves and two camshafts upstairs must have contributed a degree of commotion that a typical millionaire buyer would have found unacceptable and so driven him to purchase a Packard instead, whose Super Eight - or more so V12, offered a silence and smoothness that was unsurpassed.

The author acknowledges Elbert's "Duesenberg, the Mightiest American Motor Car" as source material and deliberately refrains from duplicating any of the material printed in that work. This restraint is perhaps a pity as this critic would have appreciated much more information on the subject of the mechanical niceties of both the A and J model cars even though some catalogue extracts are included.

Mention is made of the power output and performance figures of the J but there is no worthwhile contribution made toward settling the controversy that has always surrounded these cars. This is a pity as there is a reasonable amount of contemporary test report material available including, I believe, "the Autocar" as a neutral reference. Perhaps the whole question can best be settled by copying the example of Rolls-Royce and Aston-Martin who, when asked the power output of their engines, merely reply "sufficient"!

As is usual in this series the bulk of each chapter is devoted to a series of what must be virtually every body erected on these chassis. These range from the sublime to the Gorbimey. For once the products of Walter Murphy, coachbuilder, Pasadena, are not photographed on that well known bridge. One feels too for some of the coachbuilders who had to cater for customers of whose taste it could be said that it was found only in their mouths! Perhaps some of these numerous illustrations, excellent quality though they are, of almost identical bodies could have been replayed by some showing more mechanical details.

The Duesenberg was a somewhat controversial car and perhaps does not apply to all tastes but it should be remembered that the J was a flamboyant product for a flamboyant nation and built during a flamboyant period. It did however represent a very talented team's attempt to provide the ultimate in high performance luxury motoring and, as such, is worthy of the highest respect. Consequently, this book is a fitting tribute to the marque.

BILL BARBER (reprinted courtesy
V.S.C.C. of Vic)

LETTER TO THE EDITOR

Dear Ian,

I was recently lent a copy of "Motor" dated January 7th, 1936. The issue is disappointing in that there is no mention of Alvis except in advertisements - but more of that later. I was lent the magazine because it contains the first Road Test of the four wheel Morgan. The headline reads "Entirely New High Performance Ten". Performance figures are not quoted. (1122cc Coventry Climax engine).

Some of the matters raised have a dreadful ring of familiarity about them; complaints that insufficient revenue raised from the motorist was devoted to the roads; complaints that a police car killed a pedestrian whilst pursuing a speeding motorist. It's all a bit "deja vu".

As well as the Morgan, the Lanchester 18 is road tested. The other road tests are of a Buick a Chrysler and Chevrolet. That reminded me of the popularity in U.K., in the thirties, of U.S. cars. I remember just post-World War II, my father bemoaning the fact that he could not obtain a Chrysler in U.K. So much had he enjoyed one in the thirties, despite road tax disadvantages. The scale of U.S. manufacturing must have pushed their products outwards with an almost centrifugal force. The balance of World Trade was obviously different, the disparity in size between U.S. and European cars may have been less obvious and European roads less crowded but whatever the reasons there must have been a clientele in U.K. in the thirties, which was repeated by a devoted section of the Australian population in the sixties, who doted on their Pontiacs and Dodge Phoenixes, etc.

"Motor" has an article describing a wrecked car squashing/recycling plant at Dearborn, saying that such plants are necessary because (1936, remember) two and a half million cars per year were being wrecked in the U.S.A.

The advertisement sections make interesting reading. I can never read old motoring literature without drooling over availability and envying prices. I know such thoughts are not intelligent but I excuse myself on the grounds that driving anything other than a Toyota Corona is probably unintelligent and that, anyway, it takes more than intelligence to enjoy anything in this life!

The Alvis New Car price list for 7.1.36 :

Speed 20	Chassis	£600
	Four seater sports	£700
	D.H.C.	£850
	Four door saloon	£850
Crested Eagle	Chassis	£575
	Four or six light saloon	£800
	Limousine	£900
Silver Eagle	Chassis	£485
	Four or six light saloon	£598
	Tourer	£585
Firebird	Chassis	£410
	D.H.C. or six or four light saloon	£510
	Sports four seater	£480
3½ litre	Chassis	£775

For comparison :

Bentley	3½ litre chassis	£1,100
	Sports saloon	£1,712
	D.H.C.	£1,485
Morris	8 two seater	£120
	25 horsepower chassis	£210

The second hand section has for sale a total of 84 Alvises, 70 Bentleys and no fewer than 276 Morrises. (Several of the Morris ads. were by dealers who also had "200 other Morrises to choose from" - eat your heart out, Kevin Dennis!)

Of the 84 Alvises, 32 were Speed 20's, 15 were Silver Eagles, 15 were 12/50 and 12/60's, 5 were Fireflies, 3 of which had preselector boxes. There were 4 Crested

Eagles and 2 Firebirds. Eleven of the ads. were not specific. For 12/50 and 12/60 cars prices varied from £17.10 for a 1926 Tourer to £125 for a 1931 12/60. Most were in the £30 to £40 or £70 brackets.

Initially, considering the relative production figures I was surprised that there were few 12/50's, then I realised that the ads I was looking at were the equivalent of the "mainstream ads" in Saturday's "Age" and that by six-years-on the majority of 12/50's would have been sold through "Exchange and Mart" or "Melbourne Trading Post". It would be fascinating to see a copy of "Exchange and Mart" of the same date.

That 1936 world was certainly different. A sighting of note was the first ever Datsun 9 - a "car manufactured wholly in Japan" (how do they do it?), spotted and photographed by a traveller returning through the Malay States. But we Alvis owners need never worry; "Motor", blowing its own trumpet about the efficacy of its advertising, printed a letter from a satisfied advertiser who sold his Alvis within two days of the ad. appearing. He had "nearly forty enquiries from all parts of England and from the correspondence it was apparent that they were a good class of customer".

I am not sure what that says about 12/50 sellers whose wares had, in all likelihood, to be hawked elsewhere!

JOHN HETHERINGTON

ED: Many thanks, John. Regards, Ian.

LETTER TO THE EDITOR

Dear Ian,

I was very sorry to read that Bill Barber is having health problems. While I have never met Bill, I have spoken on the phone to him and I am sure that he is a man of impeccable taste - he not only owns an Alvis but it is a 4.3.

My sincere good wishes go to Bill and I am sure that he will not be offended if I, at the same time, point out that he appears to be slightly off the beam in his very interesting article "Wearing o' the Green" when he infers that Napier Green is a bit of a myth.

When I was restoring my 1912 Napier some 25 years ago, I did quite a bit of research into Napier Green. At the same time Derek Grossmark in England was doing the same thing. We subsequently pooled our findings and agreed on everything except the actual shade of green.

From a distance of a few yards the colours listed then (and as far as I know they still are) on at least two English paint/enamel colour cards as Napier green, Bentley green and English Racing Green are the same. Any of our lady folk who are keen knitters will know all about die lot variations in colour and I am sure this accounts for the variations here.

Most, if not all, Napier veteran speedos etc. had dials painted Napier green. I went to the trouble of scraping away the top surface of a tiny portion of mine where it could not be seen, to be sure the colour I had made up for my car, was the original and not affected by 50 years of fading. Derek did the same, nevertheless there is a slight difference in our two colours.

So much for the actual shade. How it got its name is less certain. Bill is quite right that not all Napiers were Napier green but I am sure that I found out that the original 1000 Miles Trial car, Glidden's car and the Gordon Bennet car were all that colour - and they all received an enormous amount of publicity in their day.

Also I am sure that the majority, if not all, pre-war Napiers entered by the makers in motor shows, etc. were Napier green. No doubt it was originally simply some-one's choice of a pleasing colour but Edge would have been just the man to make the most of it.

Obviously the idea had run its course by the end of the war because my 1923 40/50 Napier is the actual car in the 1923 London Motor Show and it was all grey with grey upholstery.

RUSSELL STAPLETON

IDLE ALVIS NEWS

Rod Warriner is now working full time on car bodies from his home at 9 TANDAROOK COURT, DONVALE. Phone: 873 3084. Rod's reputation for fine work is well known and he will undertake the construction and fitting of complete coachwork as well as alterations and repairs. So, if you're not happy with your body - forget Gloria Marshall - give Rod a ring.

Ron Wilson's 12/50 "Albert" is due back on the road this month after elective surgery performed by Alan McKinnon. A rebore - new pistons and rings - full balance - and a complete top overhaul should make this car fully competitive next year, and it's not true that due to this work being carried out, a certain TB 14 owner is considering a Turbo charger.

Another serious contender for the Trophy next year will be Alister Cannon's 12/50 DB which is now back on the road after an overhaul and is growling more ferociously than ever. If you notice Alister walking with a limp you'll find it's the special lead shoe he is wearing.

Haven't heard much from the Fitch front of recent times, but it could be that some secrets are being very well kept and maybe this excellent Silver Eagle restoration will add to the array of competitive machinery tuning up for 1985 - and wouldn't that be something to see?

CORRECT ANSWERS TO COL'S PUZZLE IN AUGUST NEWSLETTER

Ford, Chevrolet, Alvis, Anglia, Bugatti, Rover, Riley, Chrysler, Austin, Hupmobile.

Eric Cunningham submitted the following solution to the puzzle :

Ford, Chevrolet, Alvis, Lancia *, Bugatti, Rover, Riley, Chrysler, Austin, Hupmobile.

* "G" should have been "C" in August Newsletter.

ERIC CUNNINGHAM

ED. You should have stuck with the English makes, Eric.

PRACTICAL BLAST CLEANING TECHNIQUES By courtesy of the Five Hundred Owners Association (U.K.) (Reprinted Courtesy Alvibatics N.S.W.) Sent in by Rob Gunnell.

Most people concerned with the restoration or care of classic cars have, at some time or other, had components blast cleaned using one of several available methods. The particular method used on any one component is critical. On the one hand the part could be ruined and on the other, you would be paying for a far better finish than you actually need. In this article I hope that sufficient information has been given for you to be able to select the most suitable process for your requirements.

All blast cleaning processes remove metal. Dry grit blasting using a coarse grit will remove a lot of metal; vapour bead blasting will remove very little. Metal removal means 'damage'. A classic case of wrong process choice often occurs with motor-cycle mudguards, or indeed any thin metal panel. How often have you seen such items come back from the blast cleaners looking like lacework? It is inevitable that some holes will appear where the metal has rusted through but in most cases these panels are blasted using a coarse grit at too great a pressure. Result : even where there is good metal underneath the rust, that too is blasted away. Remember that it is much easier afterwards to restore a panel which is thin in places than one which has had good metal blasted away leaving a hole. I have listed below the various processes in order of aggression.

1. Dry shot blasting
2. Dry grit blasting (with pressurised grit supply)
3. Dry grit blasting (with suction grit supply)
4. Dry bead blasting
5. Vapour bead blasting.

1. DRY SHOT BLASTING : Although most people regard any blast cleaning process as shot blasting, technically 'shot' blasting refers to blasting with round steel balls. This is a very aggressive process and because of this it is totally unsuitable for the car restorer.
2. DRY GRIT BLASTING (with pressurised supply) : With this method the container of grit is actually pressurised and, like shot blasting, is very aggressive, but it does have its uses. It will remove heavy rust and thick paint deposits from steel both quickly and cheaply. On large areas, therefore, such as car chassis, it is probably the best process to use. Remember, though, that it is really only suitable on thick steel parts. The reason for this is that a firm that carries out this type of blasting would normally use a coarse grit operating at high pressure. If this were the case then it would be all too easy to blast through a thin section such as a car wing, or even to distort it because of the 'peening' effect of the grit. Moral : go to a firm who are experts in the field of blast cleaning. If you are having a chassis cleaned, remove all components which may be damaged in the process. This means such items as brake callipers, brake lines, or wiring. Any items which cannot be removed and which may become damaged must be masked off. One layer of masking tape is NOT adequate. It requires several layers of, for example, PVC insulation tape. Finally the chassis must be completely free of grease or the rubbery type of underseal. This is because they absorb the grit and in the time it takes to blast off a blob of grease or underseal, the surrounding area will have been well and truly 'over blasted' or even blasted straight through. After any component has been grit blasted, paint it as soon as possible with a good quality anti-corrosion primer. It is surprising how quickly rust will form on clean oil-free metal.
3. DRY GRIT BLASTING (with a suction grit supply) : Instead of being forced to the gun, it is sucked and, because of this, the concentration of grit at the gun is much lower. This form of grit blasting is therefore less aggressive than that described in (2) above. It can be used for removing rust and paint from most metal items without too much damage being done to the metal underneath. Again, remove any parts which may become damaged - oil seals must be either removed or well masked off. This is probably the best process for such things as suspension springs, links, or any other relatively small item which is to be repainted.
4. DRY BEAD BLASTING : This is more of a cosmetic finish and uses glass beads instead of grit. Because the beads are spherical they do not have a cutting action. They will therefore remove contamination and finish surfaces without destroying critical tolerances of the parts being treated. Bead blasting is a much slower process than grit blasting and is therefore more costly. Use it on parts where the surface would otherwise be damaged. As a true decorative surface I consider that it is over-rated. Although a freshly bead blasted surface is beautifully clean and has a slight sheen, it does tend to be a 'spikey' surface and, because of this, it becomes dirty quickly and is difficult to clean - as you will know if you have had any components dry bead blasted.
5. VAPOUR BEAD BLASTING : The least aggressive form of all the cleaning techniques previously described. Absolutely ideal where you do not want to damage the component. Vapour blasting uses glass beads and compressed air, but in addition it also uses water under high pressure, the glass beads being suspended in this high pressure water-air jet. Because of this high pressure water jet, each small glass bead is cushioned by the water when it hits the surface being cleaned. The result is that the vapour blasting process actually smoothes and polishes the surface, unlike the dry blast process which tends to roughen the surface the more it is processed. Vapour blasting is the only process I know of which will reproduce the original bright, shiny finish as seen on new aluminium castings such as cylinder heads, blocks, or gearbox casings. The surface literally shines just as it did when first manufactured. Unlike dry blasting, the surface will not mark easily and when it does become dirty, it can be cleaned easily because of the 'closed' texture of the surface. This 'closed' surface texture also means that the component will be far less susceptible to corrosion. For this reason it has been found that alloy wheels, when vapour blasted and lacquered, will resist corrosion far better than the original polished-lacquered surface.

If you take components to be vapour blasted, it does not matter, within reason, if they are oily and greasy because degreasing and cleansing is carried out in one operation. In addition, rust inhibitors are added to the water so that steel items

will not subsequently rust. This is not a permanent rust-proofing process, but will give protection for one to two weeks - long enough at least to prime the parts. Vapour blasting is the most expensive of the five processes described because it is the most time consuming to perform and because the equipment costs around six times more than for other blast cleaning processes.

Description of the five different types of blasting is, of necessity, generalised. As an example of type (2), a very fine finish indeed can be obtained with this method if a fine grade of grit is used at low pressure. Indeed, car wings can be processed like this without distortion and with minimal surface damage.

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