

# *The Alvis Car Club of Victoria*

*August 2004*



## **Rob Roy Hill Climb - July 18 2004**

*Above: Chester McKaige in the Ducksback  
Below: Geoff Hood in the Supercharged 12/50  
Both with Class Wins.*



## ALVALACRITY

Anyone who lives in Victoria must be aware by now that the RACV is celebrating its centenary year. As part of the celebrations the Councilors invited representatives of motoring clubs throughout the state to dinner. More than 230 invitations were sent out and about 90 people gathered at the RACV Club Rooms in Queen Street for a pleasant evening of conversation, wine and food. I am pleased to be able to report that I attended on behalf of our Club. I don't want to be an apologist for the RACV because for far too many years the organization ignored the needs of the vintage motorist, indeed any sort of "hobby" motorist. However a sea change seems to have come over the corporate style about four years ago. This was affirmed in one of the (thankfully light and short) speeches given by a representative from the AOMC. Since then there has been an increase in support for "our" type of activity. The annual "Show the Flag" tour has been very popular and sponsorship of the Macedon Ranges Tour was, I am told, generous. As well as those two there seem to be many more events in which the RACV is involved. Besides events the most valuable benefit on offer to the owners of elderly cars is the "Total Care" Roadside Assistance. Brian Kelly came to our Club a few years ago to explain the scheme, extol its advantages and encourage us to join. But then there was some sort of change of mind and cars over 25 years old were excluded. Whether that was a mistake on the part of lower ranked staff or what the reason was remains uncertain, but we are now assured that we and our funny old cars are covered. The same Brian Kelly is organising a "Mountains and Lakes Rally" involving 200 cars, to take place in March next year. Its dates coincide with those of our National Rally - "Mountains to the Sea". Guess what: as our 70 Alvises roar up Mt Hotham there will be 200 RACV cars coming down. This should make for interesting viewing for both parties..... I have asked Brian to make sure that his mob have adjusted their brakes before they depart!

JOHN HETHERINGTON

*Pat Parkinson would like to express her sincere thanks to members of the Club for the flowers and the support from the Alvis Family on the recent death of her mum.*



## SICK PARADE

It has come to the attention of the Commanding Officer that there are far too many ordinary members of the club reporting on sick leave each day. Henceforth all sickies will be named in a monthly report to be sent to the Minister of Red Triangle Services for his urgent attention and of much greater significance, they will be named in the newsletter.

**Private Richard Tonkin** of the Happy Family Section of the Legal Platoon has had various listening devices inserted in various orifices and is expected to make a full recovery and return to duty for the Rough Red and Pie event.

**Corporal David Head** of the Transport Division has reported problems with various joints and is expected to fit needle bearings in the near future before heading off on bivouac to the Kimberleys.

**Sergeant Stuart Macdonald** (ret) formerly of the motorcycle section of the Transport Division is awaiting the replacement of a left fork in his front suspension and is looking forward to becoming fully mobile again.

## A SIGNIFICANT EVENT!



Almost as significant as the signing of the Magna Carta, an event took place this week on the side of the Kingston Highway in Tasmania. Traveling in one direction was Ian Parkinson who was rushing to the Hobart airport in a vain attempt to find a Virgin to escort him to Melbourne. On the other side of the highway was Merv Coombs who was sympathetic to Parky's plight but had been asked to meet him there to receive the Bob Morrow Trophy for the best restoration. It is reported that Parky made an appropriate speech, presented the trophy wrapped in a freezer bag, shook hands and parted company. Pat Parkinson reports that she witnessed the whole event which took no longer than 2 minutes.

# THE ALVIS CAR CLUB OF VICTORIA (Inc)

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## NEWSLETTER

### ISSUE 7

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## Rough Red & Pies AUGUST MEETING

#### WELCOME

##### Bernie Mack

Has recently bought the ex Austin Tope SP20  
*We look forward to seeing you at a meeting shortly*

- 20 Aug General Meeting
- 17 Sep General Meeting
- 15 Oct Annual General Meeting
- 17 Oct Day Run to Yaringa Harbour,  
Sommerville Meeting at Park Golf Club,  
Melways ref Map 60 J3 Time 8.30 for  
9.00am  
Morning Tea at Berwick Old Cheese  
Factory  
Devonshire Teas. Cost \$6.60 per person  
Lunch Yaringa Café at the Yaringa  
Marina, Sommerville.  
Chester McKaige—organiser
- 14 Nov Geelong Speed Trials
- 19 Nov General Meeting
- 21 Nov Wings & Wheels—Lilydale—11.00am  
ACCV space for 10 cars.  
Chester McKaige organiser
- 5 Dec Xmas Party at the Parkies



The following article has been reprinted with the kind permission of the RACV's "Royal Auto" Magazine. It is an article addressing a very topical issue with predictions that Australians may be paying as much as \$3 per litre of petrol on the next 3 years.

.....ed

# WILL THE OIL RUN OUT?

**D**aniel Yergin in his novel *The Prize*, about the epic quest for oil, wrote: "We are so dependent on oil, and oil is so embedded in our daily doings, we hardly stop to comprehend its pervasive significance. It is oil that makes possible where we live, how we commute, how we travel, even where we conduct our courtships."

"Oil also provides the plastics and chemicals that are the bricks and mortar of contemporary civilisation, a civilisation that would collapse if the world's oil wells suddenly went dry."

So, how close to collapse are we? Probably not at all, as there are roughly 1047.7 billion barrels of proved oil reserves in the world and always the prospect that more will be found. Due to advances in exploration and production technology, the amount of oil that can now be extracted has increased. The world consumes about 29 billion barrels of oil each year, and most experts believe we have 30-50 years'

## DRIVE SMART

Choosing a car that uses less fuel is choosing a car that is better for the environment. So when it comes to buying a car or even choosing between two cars in your garage, consider their fuel consumption. Would a smaller, less-powerful car be sufficient for the task you have in mind?

Also, don't forget the many ways to keep fuel costs down with whatever car you drive:

- Keep it well maintained.
- Keep tyres properly inflated.
- Drive smoothly.
- Anticipate the next stop so you don't accelerate unnecessarily.
- Use the highest gear possible.
- Turn the engine off rather than idling for extended periods.
- Remove unnecessary weight and attachments from the car.
- Use the air-conditioner efficiently.

supply of oil in the ground, but there should be oil around for most of the 21st Century.

It is more than likely we will never run out of oil, as alternative fuels are found to break our reliance on both oil and the unstable Middle East.

The Organisation of Petroleum Exporting Countries (OPEC) – Iran, Iraq, Kuwait, Saudi Arabia, Venezuela, Indonesia, Qatar, Libya, United Arab Emirates, Algeria and Nigeria – provides half the world's oil exports.

After World War Two, there was an increasing demand for crude oil but OPEC was seeing a decline in purchasing power. The Yom Kippur War in 1973 rectified that with oil prices increasing 400% in six months to \$US12 per barrel, when several Arab nations imposed an oil embargo on countries supporting Israel, such as America.

From 1974 to 1978, oil stayed at the \$12-\$14 range. This was a first show of strength from OPEC, demonstrating it could control crude prices by enforcing production limits. This oil shock saw some adjustment in the way we lived with oil. Smaller cars became popular,

heating oil was replaced with gas and many converted their cars to run on LPG.

The next shock came in 1980 when crude oil exports reduced due to a war between Iran and Iraq and the price jumped to \$35.

The recession of the 1980s lowered demand and OPEC was forced to reduce prices.

From this time, OPEC has not fared well in keeping its members to the quotas it set.

But today a combination of stronger-than-expected supply/demand fundamentals and geographic and political concerns have pushed prices to a 20-year high at close to \$40 per barrel.

Strong vehicle sales in China, the demand for diesel and the so-called "driving season" which is about to start in the U.S., are not putting pressure on producers or futures traders to reduce oil prices.

Our world is not about to collapse, as Australia is about 80% self-sufficient in oil. But sustained high prices are inflationary and we'll see an adjustment in the way we live, which will hasten the introduction of cheaper alternative fuels.

David Cumming, RACV corporate & government relations manager

## RACV/SHELL PETROL WATCH



	Shell V-septico	Melbourne	Average non-metro	Albury-Wodonga	Bellarat	Bendigo	Echuca	Geelong	Lalrebe Valley	Mildura	Sale	Shepperton	Swan Hill	Warrnambool
Product cost	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6
*Federal tax	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
GST	8.6	8.9	9.1	9.1	8.9	9.1	9.4	8.9	9.2	9.4	9.4	9.0	9.1	9.3
Freight	0.0	0.6	1.7	1.6	0.8	1.1	1.6	0.5	1.3	2.6	1.8	1.5	2.4	1.3
Shell & retailer	1.6	4.1	5.5	4.7	3.5	5.1	7.6	4.1	6.9	6.6	3.8	5.4	6.4	4.4
Retail price	94.5	97.9	100.6	99.7	97.5	99.6	102.9	97.8	101.7	102.9	99.3	100.2	102.2	99.3

Average May prices for unleaded petrol (cents per litre)

\*Includes state subsidy of .43 cpl. Most non-metro retailers receive an additional 1cpl federal subsidy.

Get real-time fuel prices at [www.racv.com.au](http://www.racv.com.au).

## *A Bit More About Genevieve*

It was good to see the article in the last newsletter from Mike Osborne regarding the film Genevieve and with it a number of happy memories came flooding back to me.

As Mike states, the Darracq was owned by Norman Reeves. Reeves engaged his chief mechanic to look after both the Darracq and the Spyker during the making of the film and subsequently both cars ran faultlessly.

The Spyker, was owned by a Frank Reece, and the money that he got for providing his services was donated to the Veteran Car Club.

Gregson, actually learnt to drive on Genevieve as he had never driven a car before let alone a veteran whilst More it was said was "a natural".

As regards to what happened to both cars, the Darracq ended up here in Australia and for many years it was the main attraction at Gilltraps Motor Museum in Queensland.

It was sold a few years ago and I believe it went to Holland ending up alongside the Spyker again in a museum.

In 1986, my brother-in law Warriek Hansted and I did the Bay to Birdwood, Sal and I took our 1925 Austin Seven and Warriek his 1924 Sports Model Darracq.

In Adelaide we stayed at the same motel that was being used as "Rally Headquarters" and low and behold sitting in the car park was Genevieve in all her glory. She had been trailered down from Queensland for the rally.

Now it is not every day that you get to see two Darracqs, parked together in the same car park, anybody interested in such things would want to immediately grab the camera and take a photo for posterity. ....Totally forgot all about it and have regretted it ever since!!!!

The veteran cars competing in the Bay to Birdwood had to be scrutineered on the day before the run and it was found that one of Genevieve's front spring leaves was broken near the pad that bolts the spring to the front axle.

I produced some wire and with the use of a 12mm socket, we managed to make a rather rough repair, which was never spotted at scrutineering even though it stood out like the proverbial!!

I never saw the car after that, but my socket set since that day has always been depleted by one 12mm socket!

It is interesting as a side line that the model maker Lesney (Models of Yesteryear) made a fine model of a Spyker painted yellow with a not dissimilar body to the Spyker used in the film and that no model was ever made of Genevieve or indeed a Darracq.

Chester McKaige

# CALENDAR 2005

*The theme for next years Calendar will be*

## **"Ladies dressed for the Period of the Car"**

*A prize will be awarded for the photograph that the judges consider is the best of the 12 published!*

*If your car has not been in the calendar before, or for 3 or 4 years, I would be happy to consider your sharp focus, "landscape"  photograph with appropriate background for inclusion, by 31 August 2004*

*Please send your entry to: John Lang  
PO Box 129, Gisborne, Vic 3437 Australia*

*The Alvis brotherhood is alive and well. Many thanks to Richard Budd for his offer to reprint his article that has recently appeared in Alviatics and has a relevance to all serious preservers and restorers.*

.....ed

### **How Electroplating Can Assist with Car Restoration**

**By Richard Budd**

For much of my working life I worked in the aviation industry, thirty three years of which was managing the Hawker de Havilland electroplating facility at Lidcombe and from 1980 Bankstown NSW. It was company policy to fill spare capacity with outside work and for many years the facility offered a useful service to motoring enthusiasts. (Today, the facility is owned by Qantas who have the opposite attitude and will not consider taking on any such work.)

Over the years we did some interesting work and I thought some of our members would be interested in what can be done. Being an aircraft facility the coatings and treatments were functional not decorative i.e. plating for wear resistance, corrosion resistance, lubricity and restoration of worn or damaged parts.

The most called for process was cadmium plating. This process has some excellent qualities, first of course is its corrosion protection and lesser known qualities are its lubricity. It has the ability to hold a torque and when it corrodes it does not form a bulky oxide product that can cause seizure. Another benefit is its low contact potential with aluminium, thus its wide use in the aviation industry. All you people with aluminium bodied cars please note.

Rolls Royce used to cadmium plate the spring leaves on some pre war models. I should imagine that this would not only protect the springs from rusting but also offer smoother operation due to the lubricity of the cadmium. In the fifties cadmium plating was widely used, Jaguars for instance used silver cadmium on many items including suspension parts. Later cars had the plating deposit chromate passivated - this process offers further protection and usually is a gold colour. Modern cars have passivated zinc, which is similar in appearance. (There is now a move away from the chromate passivated zinc for environmental reasons (chromate is a carcinogenic). A plated deposit of .0005" and .0002" on threaded parts is all that is needed to give good corrosion resistance. The problem of hydrogen embrittlement really only effects heat treatable steels parts that have a hardness of 36 Rockwell C (350 Vickers) or greater. To eliminate the problem the parts require a post plating bake in an oven for 4 hrs minimum at 200 deg C. High tensile bolts, socket & cap screws require a bake. The same rule applies to all electroplated steel items be it hard chrome, nickel etc.

Alvis were not big on cadmium plating, if they had it would have been a lot easier to dismantle the cars. My car has every nut and bolt cadmium plated and many other items including the rear mudguards

Cadmium plating has become unfashionable for environmental reasons and it can be difficult to find a plater who will do it. However the process is still widely used in the aviation industry and will continue to be used until an alternative process is found.

Hard chrome is another process that is widely used. The main applications being to improve wear resistance and restore worn dimensions. The crankshaft on my Alvis had some journals ground, hard chrome plated and ground back to a standard size. There are many that have their doubts about hard chrome plating of crankshafts. I can only relate to you about a crankshaft that was hard chrome plated for Jim Read, the Australian drag racing star. The crankshaft was installed in the car he used to be the first Australian to exceed 300 mph over a standing quarter mile. The engine was stripped down afterwards and the shaft inspected - the chrome was perfect - the only problem was that the crankshaft had twisted due to the enormous torsional load. Nothing to do with the plating I might add.

**Nickel plating.** As most of you know the decorative parts of a car up to the late 1920's were nickel plated. A nickel finished plated part would be shiny. The shine was produced by post plating polishing and would have a slight yellow/green tinge to it. If left without the frequent polish it would go dull and flat looking. Chrome plating was introduced in the latter part of the 1920's. This was a very thin deposit of chrome over the polished nickel giving a brighter non tarnishing effect, very much as done today with some changes of course that I will cover later under the subject "decorative chrome plating".

For the car restorer who wishes to have his parts nickel plated as originally done, an electroplater who has an engineering (dull) nickel plating process should be found. This nickel will produce a ductile dull deposit that has to be hand polished to produce the desired level of shine.

Engineering nickel (as the name implies) main use is for engineering applications, such as electro-forming, restoration of worn components and corrosion protection, the latter application is usually very heavy deposits on components in highly corrosive applications. For the car restorer, it is the restoration of worn parts that is of interest. The nickel deposit that has a similar hardness to mild steel is fairly easy to machine and very heavy deposits can be applied. I have in the past re-built seals on power generation turbine shafts used in the sugar mills with up to 0.375" deposit. Some of the turbines were built in the 1930's and are still operating.



A car restoration example that comes to mind was the rebuilding of a crankshaft big end journal that had been damaged and machined at least 0.200" undersize. A replacement was out of the question and chrome cannot be used for that thick a deposit. In this instance the journal was plated with nickel to an oversize dimension, ground back 0.010" undersize and then hard chrome plated to size plus a grinding allowance and finally ground to size. The owner was aware that there would be the possibility of reduced strength of the shaft, but this was not a concern. Costly, yes but it put the car back on the road. The alternative would be metal spray, a method that many are wary of.

There is another nickel plating process that to my mind has many possible applications for the restorer. I am talking about electro-less nickel, as the name implies it is not an electro deposit but a chemically produced deposit, it is in fact a nickel / phosphorous alloy (around 90%/10%). The hardness as plated is around 45 Rockwell C and this can be increased by a relatively low heat treatment process to 65 RC. Being chemically deposited it has the advantage that regardless of shape were the plating solution comes into contact it plates an even deposit. As an example I recently plated a worn splined shaft with a .002" deposit for Rob Gunnell to take out the slack, no machining was required. All Rob had to do was lap the splines in to achieve the fit he required. The process does have a practical thickness limitation of 0.003".

On my car I electro-less nickel plated the cylinder head, masking the valve seats and spark plug threads. The idea being that the nickel would protect the water ways and prevent corrosion build up.

Electro-less nickel is also used as a dull nickel alternative on the previously nickel plated car parts. Take a look at Brian Hemmings 12/50 or those of you in Victoria, Chris Higgins' 12/50. Most of the bright work has been electro-less nickel plated on both cars. I have also used the process on open wheel race cars suspension parts and Bugatti beam axles.

Another process where nickel can be applied is by the selective plating method. It can also be successfully used with most metals that can be electroplated, except chrome. I will concentrate on nickel applications. The process is also known as brush plating. The process does not require plating tanks - the process is taken to the job. For example, cadmium plating is applied to the flap tracks whilst still fitted to the aircraft. Repairs can also be carried out on damaged landing gear cylinders.

The equipment required is a rectifier, plating tools (electrodes) and specially formulated solutions and a fish tank pump. A turning head (or a lathe) is also useful for building up shafts as by rotating the shaft whilst plating can speed up the process.

Car applications would be locally repairing damaged nickel bright work on the older cars. For example, a headlight casing or radiator shell with a scratch or dent in it, to repair, would require copper plating to fill the damaged area, polished back to blend in and then nickel plating. A light polish would be required to match the existing plating. (Unfortunately it is not possible to match bright chrome plating.) The repair could be carried out on the car.

Another example is the repair of a cylinder bore that has a deep gouge or score. To repair this, the damaged area is smoothed out and then filled with nickel plating. The operation requires frequent blending and plating operations if the damage is severe. The final operation is blending the plating deposit to the contour of the bore. For the doubters, remember the repair is a fill only and represents a very small percentage of the wearing surface. The applications for this process are limited only by the mind of the user. To find someone to do the work for you could be difficult.

Finally, I will cover some of the lesser known applications of electroplating for the restorer and conclude with a few words on decorative chrome plating.

Silver plating conjures up a very pleasing finish that tarnishes readily and requires frequent polishing. On most older cars the only silver plating would be the headlight reflectors. However silver does have engineering applications, for example, the engine bearings on the Pratt & Whitney R1830 engine are heavy silver plated to approximately 0.030" deposit with a thin deposit of lead /indium plated over the silver. The application that would be of benefit to the car restorer is the silver plating of threads on manifold and exhaust nuts. In the high temperature areas of an engine, as many readers would know, it can be difficult to undo a nut due to the threads binding together and in many instances a bolt or stud can be sheared. A deposit of 0.0001" - 0.0002" of silver on the thread of a nut or bolt will overcome this (it is cheaper to plate the nut or bolt all over). The silver being a soft material that does not degrade at high engine temperatures prevents the nuts binding and acts as a release agent allowing the nuts to be easily undone. Needless to say I have done this on my car.

It is common knowledge that magnesium can literally corrode away before your eyes. A form of corrosion protection is essential. Magnesium was used on many pre and post war performance cars. In many instances restoration is impossible. If the parts can be restored the treatment to prevent further deterioration would require glass bead blasting to remove all corrosion products and the parts immersed in a specially formulated chromate solution. This will turn the parts anything from a light brown to a black, dependant upon the alloy. This chromate film offers excellent corrosion protection but being very soft it can easily be damaged. To toughen up the coating and further improve corrosion protection it can be given a spray with a thinned down epoxy paint (or similar type coating) and cured at the required temperature. The epoxy is absorbed into the chromate film thus toughening it up. In this condition the part can be used

but it is preferable to apply at least one additional coat of the epoxy (not thinned down) for added protection. Much the same treatment applies to remanufactured parts, less the glass beading operation, as there should be no corrosion to remove. .

Decorative bright chrome plating is the most commonly used process when restoring a car. It is not my area of expertise as the process has no real aircraft applications other than cabin interiors. Over the past three years I have been involved with a company that does decorative finishing and have observed the various plating procedures.

Since chrome plating over the nickel deposit was introduced in the late 1920's, to prevent the nickel tarnishing, the plating solutions and methods have changed. To reduce the labour content nickel plating solutions now contain brighteners and levelers to eliminate the polishing operations, the deposit is very active and tarnishes readily. (If the bright nickel plating is used on pre 1929 cars without the chrome it would be preferable to give the bright nickel a light buff to dull down the very high luster of the nickel deposit which just does not look right on the earlier cars.). The modified nickel plating solutions produce harder and more stressed deposits than the engineering nickel and are quite unsuitable for heavy build deposits.

Today the process to plate a part would be pre-clean and bright nickel plate followed by a flash of chrome. In most instances the result meets expectations but does not stand up to close examination i.e. the imperfections are still there (it is called "down to a price"). If a better quality finish is required and corrosion protection improved the parts would be given a pre plate hand or machine polish to improve the surface finish. The parts would then be processed as before, excepting that a double (Duplex) deposit of nickel would be applied to increase corrosion protection.

If a part is to be restored the method is quite different. First of all the old plating has to be stripped. Once stripped it is best to take the part back off the plater and repair any corrosion pits or damage using silver solder or by brazing and blending in. Needless to say all dents must be beaten out. The part can then be returned to the plater, who will then give it a pre plate polish (not to a high finish). The parts are then bright copper plated. The solution like the nickel will have brightening and leveling qualities. Once copper plated the parts will then be highly polished, any imperfections will be seen and re-polished to remove them. In many instances the copper plating operation is repeated. When a satisfactory result is achieved the part is then bright nickel plated and chrome flashed, again in some instances a light final polish may be required to produce the highly reflective finish in some areas.

Now you know why re-plating of parts can be expensive! Decorative chrome is not restricted to the bright shiny finish we all know, it can be a satin finish, black or even a pearl finish.

Nickel/Chrome plating can be applied to various base materials such as ferrous alloys including stainless steel, copper alloys, zinc die castings and plastics. The latter two pose problems for the restorer. Zinc die castings are invariably badly corroded and require a great deal of preparation and polishing. It is possible to blend out the corrosion pits and fill with a conductive epoxy and dress back to the original configuration prior to polishing and plating. Re-plating of plastics is possible but try and find someone to do it! Fortunately for Alvis owners there is no chrome plated plastic on our cars and very little plated die cast zinc on them.

I have not covered anodising as much of the aluminium on cars is used for functional purposes e.g. clutch housings and gearbox casings and therefore little benefit other than appearance would be gained. However on many 1950's and 1960's cars bright anodized aluminium was used in place of chrome on windscreen / window surrounds, grills, headlight / tail light surrounds and side flashes. Restoration of such parts is a problem as there is little chance of achieving the original bright anodised finish and therefore virtually impossible to find someone to take on the work. Probably the best way to restore such parts is to forget about originality and have the parts bright nickel chrome plated.

Finally a word of advise, when sending a batch of parts to a plater - always count the parts, better still sketch or photograph them, digital cameras are ideal for this. Give the plater a copy and retain a copy. By doing so a considerable amount of grief can be avoided.

Richard Budd

### **RUST PROTECTION**

*See page 16 of your handbook*

Rust proofing is not required due to the unique British Car Dynamic Oil Spray System (BCDOSS) with which your vehicle is equipped. Also note there are no required winterisation precautions as the car will spend its winters in a constant state of repair.

*Written by a recently deceased American Car Owner!*



## THE STREAMLINE ERA OF THE 30'S

Soon after purchasing a Delage in 1996, I obtained a copy of a 1976 Automobile Quarterly that featured the marque with a selection of photographs of both touring and racing Delages. The photographs of cars of the 30's gave me an insight into some of the fabulous coach building available to those well heeled enough to be able to afford them. The streamline period with French bodies from Figoni & Falaschi, Tournier & Marchand, Larbourdette and others were over the top and the more restrained, but no less imposing were more to my taste but way outside cheque book.

A couple of years ago, one of Eric Nicholl's garage crawls found us at Black Art looking at a recreation of the Figoni bodied 1937 Le Mans winning Delage and my interest was rekindled in this body style and the streamline era.

The number of cars produced with these streamline bodies was miniscule in comparison to the number of bread and butter cars being produced in the world, however the streamline concept in fact influenced many of the car manufacturer's designs. I recall in the 1950's, one of the corner shop owners in East Geelong owned a Chrysler Airflow, ingloriously referred to in one of my many "Cars" magazine as "Detroit's Most Successful Flop." No doubt there are collectors and American car fanatics today, who would beg to differ.

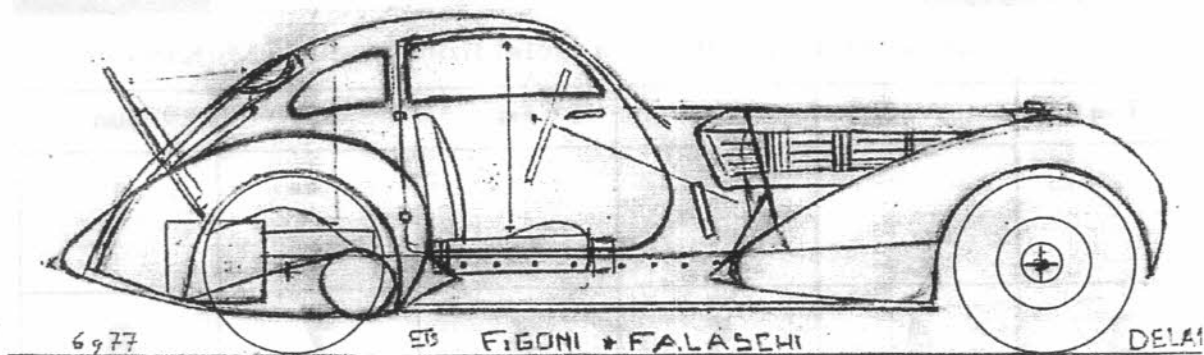
Recently I became aware of a book written by Richard Adatto called "From Passion to Perfection" in which he showcases the French coachbuilders of the era. His interest stemmed from many years ago when he first laid eyes on an example and he set about researching information relating to them. His work has made him a world expert both on them and also in relation to the Delahaye marque.

The book is a high class publication of the variety that has you reaching for the cotton gloves before you start reading and the coloured photographs are excellent with many posed and other period shots in black and white.

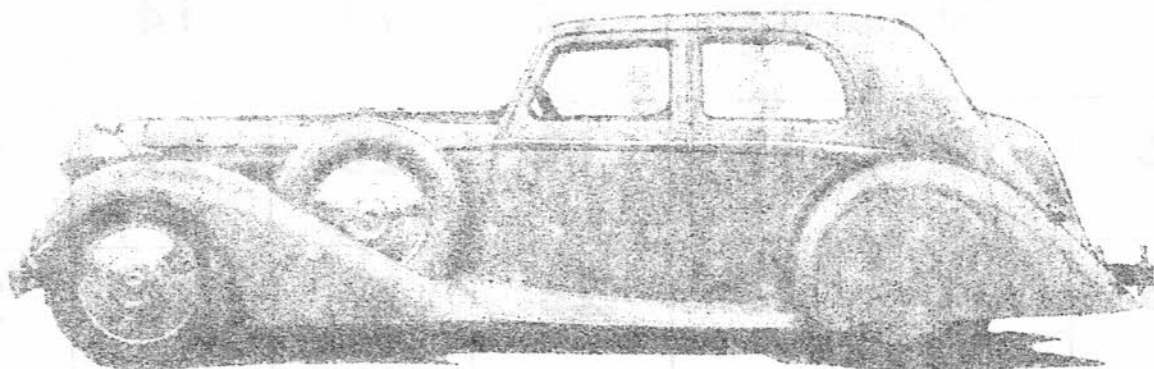
We English car owners tend to look at the extremes of the period and comfortably consider that Mr "Alvis" was very conservative and didn't respond to those influences, however when you look more carefully at the last of the SP25 and 4.3 litre cars without running boards, the helmet or pontoon guards do very much reflect the period far more than we would like to admit.

Before you pick up your pen to write a Letter to the Editor, look at the drawings below.

John Lang



Delage D6

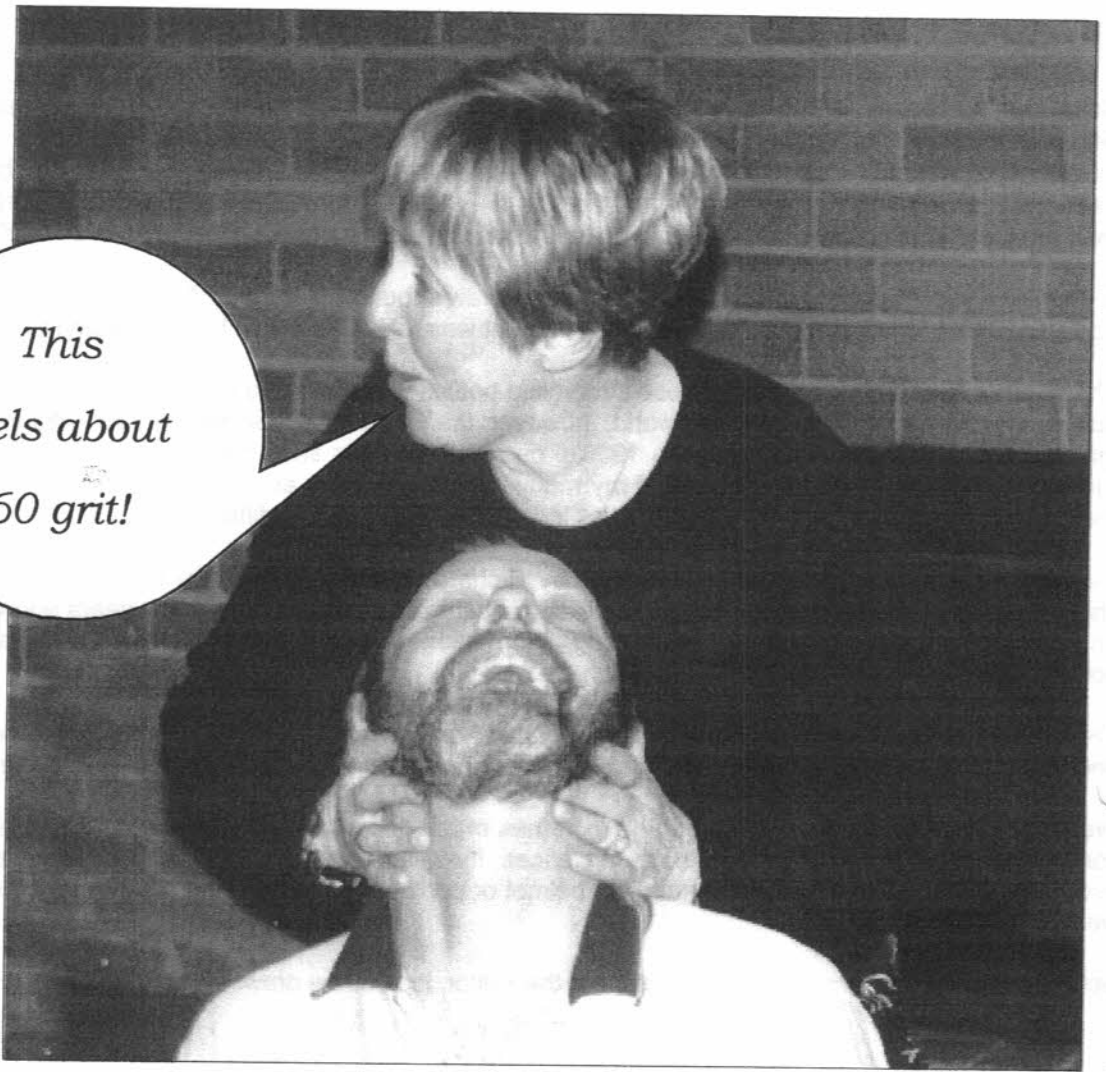


Alvis 4.3 litre Short Chassis

*Of interest—my purchase of the book overseas on the internet save me a whopping \$75 on the \$225 Australian purchase price.*

# AUGUST

*This feels about 60 grit!*



Andrew McDougall gets a facial from Noeline McKinnon

Mon	Tue	Wed	Thu	Fri	Sat	Sun
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

## Plans for Centenary

### Run to Ensay

Planning has commenced for the Bairnsdale-Ensay Centennial Car Run on October 1 and 2, 2005. Organised by the East Gippsland branch of the Gippsland Historical Automobile Club, the run will commemorate the centenary of the first journey by car from Bairnsdale to Ensay.

The weekend will include a ceremonial flagging off of participating cars from Bairnsdale on the Saturday, for their journey on the Great Alpine Road to Ensay; a dinner at Bairnsdale on Saturday evening; and a ceremony and display in the Main Street of Bairnsdale on Sunday morning.

Veteran, Vintage and Classic and Post Classic vehicle owners are welcome to take part.

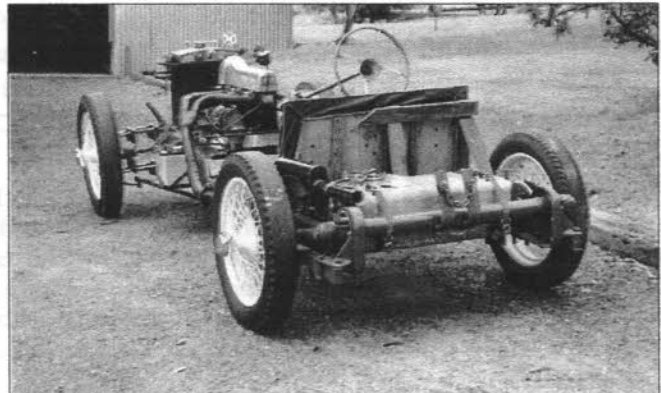
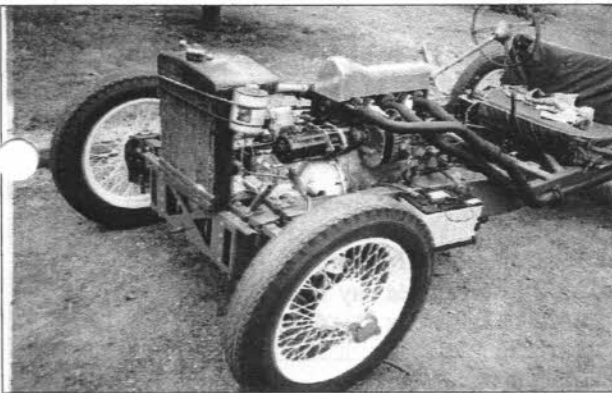
Clubs are invited to list the event in their diary of activities for 2005.

Those who would like further information about the Run should contact Bairnsdale Branch, GHAC, PO Box 964 Bairnsdale Vic. 3875, or email the organising secretary, Ron Yeates, at [rsyeates@b150.aone.net.au](mailto:rsyeates@b150.aone.net.au).

# SWAP, BEG, BORROW or STEAL

## WANTED:

Information about ALVIS STALWART's in private ownership in Australia. A current owner would like to hear from other owners with a view to forming a Stalwart register (possibly within the ACCV, if the current members don't mind.) Please direct information to Dale Parsell, Secretary, ACCV.



## WANTED:

### Speed 25

Hand Brake lever arm  
Generator louvred band to cover brushes  
2 x 1/2 Ball and wing nut as located on threaded brake rods  
Pass light Glass--2 of  
Gear Box mounting brackets--offside, nearside and rear  
Likely, models other than the SP25 will share the componentry.  
Cheers, Michael Lavender, NZ Alvis Club  
Call Collect 0064 33255704 (New Zealand)

## FOR SALE:

1928 Alvis SWB FWD  
supercharged. Car # 11982 Engine  
#7653 . Rolling chassis. Engine  
restored some years ago. Front  
splines worn. No Body, radiator  
surround or bonnet. Originally  
carried a Le Mans 2 seater.  
\$30,000  
Call Graeme Cooke (03) 51271401



## FOR SALE:

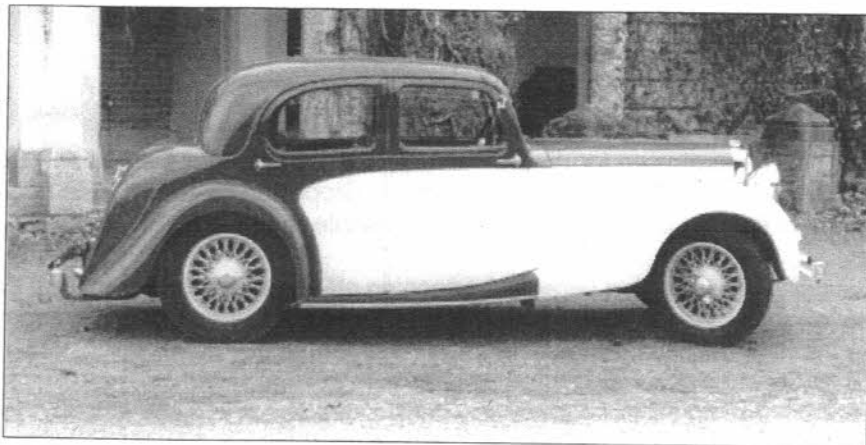
1937 12/70 Alvis Sedan.

Grey and white. Mechanically checked over & in good order. New rings fitted. Fully registered, completely re-trimmed, re-painted and re-chromed. Under 1000 miles since work carried out. 12 months full Victorian registration  
\$38,000 ONO

and

Good petrol tank for a 12/50 \$150

Contact Eric Nicholl (03) 9754 5412



## FOR SALE:

TC 21 formerly owned by Barry Turner as featured in October 2003 Alvibatics. Rego ADD45V. Red over silver \$20,000 ONO. Patricia Turner 02 6361 7739 or mob 0404 466 881

## WANTED:

Differential centre carrier or any parts for a mid 30's six cylinder car. Crown wheel and pinion condition not important.

Dale Parsell Tel (03) 5968 5170  
or dparsell@ozemail.com.au

## FOR SALE:

1 pair steel front mudguards and valance panels for mid 1920's 12/50 sports tourer and 1 pair steel rear mudguards for 12/50 beetleback, all require work - the lot for \$250 or near offer. Frank Corbett (AH) (07) 3378 7280; (BH) (07) 3228 6200; E-mail: f.corbett@peddlethorp.com.au

## FOR SALE:

1951 TA21 Saloon. Black with tan sunroof, period radio. Excellent interior. Previously owned by Richard Tonkin for 20 years. \$19,000. Phone John Willey (07) 5543 3929

## WANTED:

Head light reflector for a 14.75  
Eric Nicholl (03) 9754 5412

## FOR SALE

ALVIS TD21 2-door saloon by Park Ward. Chassis & Engine # 25996. Body # 18025. One of 783 built. 11 in Australia. Car suitable for restoration, straight body, good interior, pretty polished woodwork. Very original. Factory extras include sun roof, front disc brakes, wire wheels, original radio. Engine, gearbox, radiator, brakes & tank not fitted but with car. A/H manual gearbox. Comes with new water items, extra 4 outstanding Alvis wire wheels and most history since day 1. Unfortunately, spinal problems dictate selling. Price \$9500. Contact Robert Penn Bradley, phone (02) 6386 4348 or fax (02) 6386 4349

## WANTED:

Pair Bosch 10 inch diameter Headlamps JG 240 or JG280 and a pair of Bosch side lamps J120.  
Ring Geoff Hood (03) 9842 2181

## SWAP:

SP25 for 12/70  
Call Dale Hanley (07) 3219 1141 & discuss

*If your advertisement appears on this page and is no longer relevant, please notify the newsletter editor.*

*John Lang .....ed*

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