

October 2011

Alvic

*The Newsletter of the Alvis Car Club
of Victoria (Inc)*



Also

of Silver Eagles

Escape from South Australia



September 2011
VOL 50 ISSUE 8

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Alvis Car Club of Victoria (Inc)

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CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Dead-
line - first Friday of the month.

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www.alvis.org.au

PRESIDENT'S REPORT

Greetings,

At the next meeting, you will have the opportunity of voting in a new committee and seeing if you have won a trophy at our AGM and Trophy presentation night. Usually it is the case of re-electing the old committee because a. no-one wants a job or b. everyone thinks we have done such a fantastic job that there is no need to change. Whilst I hope the latter is the case, it would be nice to see some new blood.

A big thankyou to those who have served on the committee this year. I feel this year has been somewhat difficult with the introduction of the new permit scheme and the fact that most of us on the committee this year seemed to spend a lot of time overseas thus missing events, monthly meetings and committee meetings. Having said that, we have had some pretty good runs and I would like to thank those who organised runs (some at short notice) for their good efforts. The calendar for next year has already been organised so hopefully the new committee will be far better organised.

The Healesville Steam weekend was a great success and I had a nice email from the organising committee thanking us for our display. I think those who took part had a very enjoyable day / weekend. We had a pretty good turn out of cars that included the following. 12/50 Higgins, Northey, Roberts, Hetherington, Graber of Richard Tonkin, 3.5 litre Caldwell, TA21 Horton, Eagle Parsell, Speed 25 Lang and McKaige. Don and Jill Bosanquet also stayed the weekend, Don towing up my 1905 Darracq that was also on display.

Whilst most of us enjoy driving our cars rather than showing them off on "cold radiator days," some good things do come out of these type of events. We were approached at Healesville by the son of Paul Conrad who campaigned Alvis cars during the 60s. If you have a look on page 13 in the club 50 Year history book, you will see a picture of him campaigning a Bugatti Type 40 chassis fitted with 12/50 engine. This car eventually went to Des Donnan. I hope our "new friend" will come and share with you some of the stories that he told to those attending Healesville.

In the next couple of months, there will be some changes at the clubrooms. The quantity of spares that we have had sitting around in the spares room and in the garage will be put to auction. It is now no longer viable to keep spares in stock. Once the spares have gone, the "spares room" will become the library and will give us a bit more space in the main room.

Through the generosity of John Link, we will shortly be putting down some new carpet. As most of you know, our existing red shag pile got a bit damp and was a bit on the bugle. After much discussion and through the kindness of John, we will be purchasing some new rubber backed carpet that will withstand floods and tidal waves. Red will be replaced by green.

Well that is all the news from me so I look forward to seeing you all at the AGM.

Chester

For those who would like to join us for a pub meal before meetings:

Malvernvale Hotel, 1321 Malvern Rd, Malvern – from 6.00pm

A very Warm Welcome to David Stagg who has joined the club & recently accompanied Richard Tonkin & John Link in the UK on the Nick Walker Memorial Tour

Supper - the Northeys

2011 EVENT CALENDAR

October 21
23

Annual General Meeting & Trophy Awards
EARLY MORNING RUN
See page 6

November 18

General Meeting

December 4

Christmas Party — Allan and Jan Willingham will consider it a pleasure to host the 2011 Alvis Car Club of Victoria Christmas Party on Sunday 4 December 2011 at their inner suburban lot, being the big bedsitter 'Denton Hall' at the rear of 151 McKean Street, North Fitzroy 3068. Parking for proper cars can be arranged in the long laneway leading to the rear of 'Denton Hall', with a duly appointed 'guarda machina' to protect members unwholly investments. Melways Reference Map 2C 2F. Usual seating and catering arrangements apply, with Suns of Suction entertainment a possibility

Front page: Alvises at the Healesville Railway Heritage Festival see page 12

Log Book Based Club Permit Scheme Obligations

With the introduction of the revised Club Permit Scheme (Red Plate Scheme), commencing the 1st February 2011, your club, Alvis Car Club of Victoria (Inc), along with all other VicRoads approved clubs, has had to enter into a formal contractual agreement with VicRoads in respect to the operation and administration of the log book based scheme. This contractual agreement is legally binding and places obligations on your Club. VicRoads can access ACCV records and in turn the Club can access the VicRoads records in respect to the use of the Club Permit Scheme by its members.

Obligations:

Eligible Vehicle: At this time the ACCV club accepts all members cars that are older than 25 years and are not substantially modified from original, and suitable replica vehicles. The ACCV reserves the right to refuse a vehicle it believes does not meet these guidelines.

Safety (Provision# 1): Prior to obtaining a new vehicle permit, ACCV requires that the vehicle has a current, commercially obtained Certificate of Roadworthiness to be presented to VicRoads with the permit application..

Safety (Provision# 2): If the ACCV becomes aware that a vehicle is not in a safe condition, the ACCV will notify the owner that the vehicle's deficiencies have to be fixed within 14 days, otherwise ACCV is required to advise VicRoads that the vehicle is unsafe and is not in a suitable condition for use on the roads. If the repairs are not completed in 14 days the permit will be suspended until such time as the Club advises VicRoads that the repairs have been completed. At all times it is the responsibility of the owner to maintain the vehicle in a safe condition. The ACCV may require the vehicle's owner to provide a current roadworthy certificate.

Correct use of the club permit log book: The owner is responsible for the correct use of the log book, otherwise

the owner can be charged with driving an unregistered vehicle, which attracts a large penalty. The owner acknowledges that ACCV is obliged to notify VicRoads if it becomes aware that its members are incorrectly using the log book permit system.

Current Club Membership: ACCV club members holding a permit through this club must remain financial in order to use their vehicles on the club permit scheme. Members will be advised when membership subscriptions are due and the cut off time for payment. Any member who has not paid the subscription by the due date will be considered un-financial and will no longer be able to legally use their vehicle on the log book permit scheme. Members acknowledge that they understand that ACCV is required to notify VicRoads when a member becomes un-financial.

Selling or Disposing of a vehicle: If a vehicle which holds a permit through the ACCV is sold or disposed of without the logbook and permit having been destroyed, then the ACCV on learning that this has occurred is required to notify VicRoads that the vehicle has been disposed of incorrectly and that the permit is no longer valid.

Sale by arrangement in order to get an additional log book: The ACCV is required to notify VicRoads if it becomes aware that an owner notionally sells a vehicle to a relative or friend in order to gain an additional log book, whilst the original owner continues to drive the vehicle.

A failure by ACCV to comply with the above responsibilities may result in VicRoads revoking the approval of the Club to utilise the Club Permit Scheme. This would prevent any member of ACCV holding and using a log book club permit through the Club.

LETTERS TO THE EDITOR

Hi to everyone,

Hope things are OK down there.

I have not been able to get down as have been going to my daughter's place near Townsville. Still working on Alvises. Keeps the mind active, also me.

"Hi" to everyone.

*Gharre Dalliston.
(Queensland)*

VISITORS



We had the pleasure of a visit from Geof and Erica Littlejohns from the UK. They are seen here with Chester & Sally McKaige and Marg Lang. A ride in the FWD proved out of the question when it was found that the fuel filter was leaking copious quantities of petrol and was not able to be fixed in the available time.

However a second visit was successful for a brief drive before we limped home!

.....ed

Also had a visit from Alan & Colleen Bratt who were caravanning around Victoria and called in on the way through Gisborne.

You will recall that Alan bought the late Bob Graham's Speed 20 and I can report that the car has been recommissioned and being used.

Allan also owns the TB21 that David Seath spent many years restoring and will be displayed at the RACV Motorclassica that is being held in the Melbourne Royal Exhibition Building on 21-23 October.

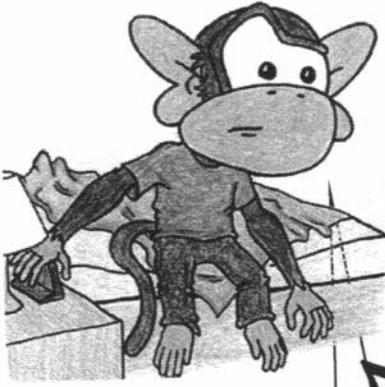
As far as I am aware, it will be the only Alvis on show within the building and Alan is to be commended on arranging this.

On the outside, Alan McKinnon's 12/50 will be on display with his Antique Tyres trade display.

Marg & I attended the event last year and it was well worth the experience.

John Lang





SUNDAY 23 OCTOBER



EARLY MORNING RUN or for some up at sparrows!

*Always
waking up
feeling depressed?
Come on the EMR!*

8:30 am for 9 o'clock start at the
Spotlight Fabric car park, Canterbury Rd, 500M east of
the intersection with Bayswater Road, Bayswater.

Join us for a tour of the Dandenong Ranges finishing at
a picturesque forest park for late morning tea. BYO tea/
coffee etc, BBQ's are available if required.

Contact Dale for further details
(dparsell@ozemail.com.au) or 0428 832 126

ALVIS CARS IN AUSTRALIA

Following the sad death of Eric Cunningham, you may have been asking yourselves, what now the fate of "Alvis Cars in Australia."

It is my intention to continue to gather information on what now totals about 350 cars and proceed with the book. Eric spent several decades collecting material for the project and I consider it my duty to see his dream reach fruition and it will be a fitting tribute to his efforts.

I commend Bruce Cunningham for accepting Geoffrey Farrance's offer to digitise and preserve Eric's documents and I am very appreciative of Geoff's promise to provide me with access to those records in this project.

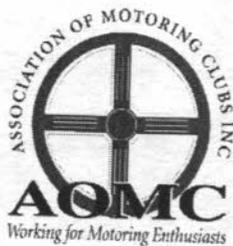
I would ask that people respond to my request for information about their cars as I am sad to say that a significantly small percentage of letters have been returned with any useful information.

It is worth restating that the clubs will not profit from sales of the book and both Eric and I had no intention of making money from its production. It will be sold at cost price.

It will truly be a labour of love.

John Lang

Alvic



NOTES OF THE AOMC DELEGATES MEETING Held on the 22nd August 2011 at the Oak Park Masonic Hall.

Club Permit Scheme Report:

Vic Roads currently dealing with Club record keeping requirements.

If clubs record key details: owner, car, permit, plate number & expiry date, that should be enough to satisfy Vic Roads.

West Aust situation: Currently they do not recognise permits issued in other states, and temporary permit (at a cost) needs to be taken out when entering W.A. AOMC will be tackling this situation.

Modified Vehicles: Vic Roads are currently looking at Street Cars. Will be requiring extra testing, and Vic Roads appear to not want clubs to do approvals.

Handbook: AOMC have published a new handbook covering the Log Book permit scheme. It is now available for clubs or individuals to purchase. It covers provisions of the scheme, how to go about getting a Club permit, and an extensive Frequently asked questions section that should answer almost any query you may have. It is a guide only, and there is not a requirement to carry a handbook with you, however it may be useful if pulled over by police unaware of the scheme.

Questions from the floor:

Question: Vic Roads not supplying to club full information of permit vehicles under club name.

Answer: Due to privacy legislation, cannot issue names of permit car owners until all documentation including permission to disclose information has been received. From April 2012, Vic Roads should

be able to respond to club request on vehicle lists.

Question: Vic Roads issued a permit to club member without Club certification. If member is unfinancial could club be held liable.

Answer: No, could not be held responsible for something they have not authorised.

Question: Do modified vehicle provisions also affect conversion to Right hand drive.

Answer: Yes, there would be a requirement for inspection when applying for a permit.

Public Liability Insurance: AOMC are looking at hosting an insurance scheme that clubs will take out through AOMC, who will then seek a bulk deal with Insurance company. Something needs to be done to help small clubs, some of whom pay huge minimum premiums of over \$500 and they only have 20 to 50 members.

Child Restraints: Lobbying not going well. Currently, NSW has exemption if car owner gains an engineers certificate (very costly), Western Aust has exemption for special events that club can apply for, (such as street parades), and Sth Australia has an exemption. AOMC has been attempting to engage a suitably qualified engineer to do a report on the issue, to back up any arguments put forward, but no-one in Victoria willing to undertake

Acknowledgement is made to the VSCC AOMC delegate in the use of his notes from the above meeting

EDITORIAL

I have previously written about the issues of Alvis cars that previously were advertised in ALVIC and remained unsold for months.

I was asked by the ACCV Committee to run advertisements for a 3 month period and then remove them. I have done just that and with advice from vendors will quite happily run them again for a further 3 month period.

It is not my intention to revisit the whys and wherefores of cars not selling, however two initiatives were mentioned in a recent AOC *pinkun*. For those not familiar with the *pinkun*, it is the monthly club calendar sent to AOC members, with a brief editorial and advertising various section events in the UK, cars for sale and matters that may be more urgent than the bi-monthly AOC Bulletin can accommodate. It is called the *pinkun* because it is printed on pink paper.

In a recent edition, there were two initiatives that drew my attention to the matter of selling cars.

The first was from an owner who really did have the Alvis movement at heart. He was offering to sell his car at a discounted price to the right person, who was not an Alvis owner or AOC member and who was prepared to make some serious commitments in relation to them becoming and maintaining, AOC membership and the retention and use of the car.

The second was the sale of ownership shares and obviously upkeep costs, in a TA21.

Without wanting to discuss the whys and wherefores of either arrangement. It is refreshing to see new ideas emerging in relation to matters serious to us all.

.....ed



Doug Young, Peter Mott and Frank Smith with Frank's Speed 25

The SA contingent consisted of Bill and Kath Austin, (SCC) with a 1947 TA 14 Saloon, Roger Cross and Jennifer Carter (from Burra), 1930 Silver Eagle Beetleback, Fred and Betty Jones, 1951 TA 21 Saloon, (SCC), Stuart and Claire Macdonald, 1961 TD21 (SCC), John and Katherine Murray, 1947 TA 14 Saloon, (SCC), Frank and Wendy Smith, 1937 Speed 25 4 door tourer, (Gawler Club), And of course the Motts, 1934 Speed 20 2 door tourer, (VSCC). We are all members of the Alvis Car Club of Victoria, except Roger and Jenny who are with the NSW Club.

At first the thought of driving all that way felt somewhat daunting and I was thinking "old car + Old Fart" = recipe for disaster, and began harbouring trailer thoughts. Then I remembered that three couples in our group were in their eighties, so tremblingly I gave myself the order to "be a MAN"!

Anne and I had only recently taken part in the Federation Run, using the Jaguar drophead so time was short and I needed to get busy fettling the Alvis. It's surprising how many loose nuts bolts and screws can be found when one really makes the effort to look and having recently experienced some of the roads on our intended route it was a good job I had checked. We all agreed that most road surfaces were unacceptable if not appalling, particularly if driving an old car and it was an unexpected pleasure to experience a smooth one occasionally. I suspect that the art of quality road making in Australia has been lost!

When packing we had to be prepared for any weather, cold to warm, as space was at a premium and there wouldn't be much chance of doing the washing, so we settled for possibly getting a bit smelly! As long as there was room for the toolbox, the jack and the pills!

The plan was for the group to meet at the Crafers pub (except for Roger and Jennifer who were to meet us the following evening at Hay) at the unholy time of 8.15 am on Friday 4th. but as we live "down south" we decided to spend Thursday night at Tailem Bend and meet them there at a more civilised hour.

We left The Bend at 9.30 heading for our first overnight rest at Ouyen, all connected by mobile phones, stopping on the way for leisurely morning teas and lunches and loos. After a well-earned rest and a cuppa we dined together at the local hotel and as usual the cars caused considerable interest among the locals. The time spent travelling to these rallies is good fun, as we all have similar interests and plenty of time to spend socialising and getting to know one another.

DAY 2

We set off about 9.30 to our next overnight sojourn, which was Hay, arriving about mid afternoon and meeting up with Roger and Jennifer, who had come direct from Burra.

Bill had been having trouble with TA14 engine expiring if his speed got too high, so the panel of experts (meaning all the blokes) gathered for a conference, eventually diagnosing the problem as an air leak at the glass bowl filter. Frank Smith, using my scissors, deftly produced a neat replacement gasket from what looked like a Kellogg's Corn Flakes packet and the problem was solved.

Earlier in the day, one of the side mirrors had fallen off Fred's TA21, due to the rough roads, but luckily he was able to retrieve it, although the threaded part of the stem was broken off. The opposite side fell off later in the trip, and could not be found.

The Murrumbidgee River was still up high and there was evidence of much flooding. We dined together in a very pleasant Bistro and again had a very good evening.

DAY 3 – Sunday.

Off to Wagga! The last Lap! Rough roads again with the occasional short smooth stretch allowing some of us to plant the foot for a while, although having the fastest car with the best suspension, Fred left us all for dead in the TA 21! We arrived in time for a late lunch, which Anne and I ate in a park before checking into the motel nearby.

The motel car park was buzzing with Alvises of all types and years, coming and going – it was quite exciting! We set off to the Wagga Wagga Veteran and Vintage Club where registration was taking place and a very welcome afternoon tea was provided. The car park was nearly full and it was great to meet up with friends we had met at previous Rallies and of course there was plenty to talk about. We were pleasantly surprised to find that Vic Elliot had managed to get there by flying to Sydney and hiring a car (with difficulty – ask him). He had experienced a health scare but had been well looked after by Heather Goldsmith, one of the very efficient organisers.

That evening there was a welcome dinner at the motel where good food and fellowship reigned supreme.

DAY 4 Monday

The accommodation was excellent as was the included breakfast in the Function Room and of course there was plenty of it. We had a free morning so I concentrated on wiping off some of the grot and meeting old and new friends and discussing Alvis things, while Anne went shopping for ladies' things.

At noon we all assembled for photos then headed off to Junee where we lunched in the café in the wonderful heritage railway station, which is still in use. The architecture is very impressive with high ceilings and cast iron internal columns. From there we drove to the Roundhouse Museum, which is now home to some restored "puff puffs" and carriages. There is also a thingamagig that was used for turning locos around so they pointed in the right direction.

Leaving Junee, we could see threatening clouds over Wagga way, so stepped on the gas, but to no avail, and were hit with a ferocious rainstorm such as seldom experienced in SA. Thankfully the hood was up but the side screens were nice and dry in the motel, while the water seemed to come from all directions, soaking us to the intimates! Pity the poor souls with folded hoods, it would be pointless trying to raise them in that downpour, (I doubt any were electrically endowed) although we passed a couple making the attempt.

We rested and dried out ready for another night of food and fun at the Country Comfort.

DAY 5 Tuesday,

Today we were treated to a 100 mile picturesque route through the mountains to Tumbarumba, via such towns as Wantabadgery, Oura and Tumblong. It was a great driving road with much twisting and turning and upping and downing while paying careful attention to the route notes and also searching for answers to the clues we'd been given in the navigation quiz. We were too busy enjoying ourselves so got most of them wrong! One of our instructions warned not to cross Purcell Bridge, but there was nowhere else to go, so after some confusion and map reading we decided to forge ahead anyway across this obviously new construction, discovering later that since our route was planned, the new bridge had been completed and the name transferred from an old bridge we had just passed.

Tumbarumba is quite a big town where we refuelled and had coffee in the museum, before driving to lunch at the Pioneer Women's Cottage in an attractive country setting a few miles out of town.

Returning to Wagga by a faster route, we called in to the RAAF Museum which has a display of historic war planes outside with Air Force articles and memorabilia inside. I was surprised to see a photo on the wall taken by my father in 1939, when he was a reporter for the Albury newspaper. He heard that two RAAF trainer planes (Wirraways I think), had collided in the air, one atop the other, with the top pilot bailing out while the pilot beneath skilfully

landed on a farm at Brockelsby with the piggyback still attached! Dad made haste to the scene with his Contax camera and found the planes fairly close to the fence and well guarded by MPs, so he took a shot from within the car. He then left the car to tell a guard that he was from the Press and asked if he could take pictures, only to be warned that should he do so his camera would be confiscated and he would be arrested. However his sneak picture turned out to be "spot on" and my grandfather was so pleased he gave him 30 quid, while that night the manager was on the train to sell it to the Sydney papers. It was soon to be reproduced overseas!



The Avro Ansons enjoying one another's company

DAY 6 Wednesday.

Off to Orange day, travelling the scenic route away from busy highways. As usual, we left late and were on our own for most of the way, except for morning tea and lunch stops where we would find ourselves among the rally group. At Temora there is an aviation museum which had been highly recommended and which we were keen to visit, so we entered the car park, noting a few other Alvises there, then decided we were far too late, so found a park with a loo, then had our coffee in company with Philip Dadd and Bev (TA 21 DHC), who preceded us.

Next stop was Grenfell, quite a large town where we refuelled the car and ourselves. While searching for a park, an Alvis behind tooted then drew alongside to warn that our spare wheel was falling off! The spring loaded catch that holds the hinged frame against the body had become unscrewed allowing the assembly to hang back but there was no danger of losing it and refitting was soon accomplished. Considering the knobbly road with potholes just experienced I wasn't surprised and this wasn't the only item I had neglected to check, as I discovered later. The café we chose proved to be a gathering of the faithful making our lunch break all the more agreeable.

The last few miles into Orange were quite mountainous, with roadworks thrown in, which slowed progress somewhat but the scenery was spectacular. As we'd spent a week there in late December, we were reasonably familiar with the town and stopped at a supermarket for "whatever" before heading out the Mitchell Highway to find Turners Vineyard hotel. While leaving the town the engine gave a few burps, which translated meant "switch to reserve." The light was failing so we kept a sharp lookout, slowing for one likely looking establishment, but the large sign carried a different name so we motored on, getting just a little anxious as it got darker and we moved deeper into the countryside. After passing through a small village it was obvious we'd gone too far, then we got caught up in roadworks being done under lights and preventing a U turn for about 2 miles. We returned to the

village where Anne checked at the pub for directions, and yes, we'd gone too far and upon looking closely found that Turners Vineyard was not the primary name on the sign noted earlier.

So we needed to rush to be in time for dinner, but it was worth it. We caught up with the SA mob and spent the evening swapping stories and ruining our appetites. I love these get togethers and enjoy extracting answers to my technical questions and getting advice from knowledgeable Alvis owners.

The accommodation was first class, situated on a hillside and our room had a magnificent view across the green valley with vineyards and sparkling dams and proved to be a perfect picture in the sunlight of early morning with a coating of frost from the near freezing temperature of the night

DAYS 7 and 8, Thursday and Friday.

Thursday was a free day, so before breakfast I moved the car in to the sunlight to free it from the frost and later fiddled and fettled for a while, tightening here and there and wiping off the dirt. We then drove to town for a café lunch wherein we found Chris Higgins and Eric Nicholl, so a long lunch ensued. Next we drove to the summit of Mt Canobolas, reputed to be the highest point between there and the Indian Ocean, where we met Dale and Maritta Parsell and admired the wonderful views from there.

With me being a very reluctant teetotaler, (who can resist anything except temptation), we did not join in the Decade of Grange tasting and had a cup of tea and a lie down instead, dreaming of tastings past!

After dinner that night we had a paper plane competition to see whose creation could fly furthest. I must have left my crumpled offering in reverse when I threw it, but it was a great idea and created a lot of fun.

Friday morning, in spite of the frost, we lowered the hood and departed for Bathurst, where we were to visit Abercrombie House for lunch. The route followed traffic free back roads, very twisty and fairly rough at times, requiring concentration to avoid taking a wrong turn, but it was challenging and the scenery was good. We had morning tea at a park with fellow Alvisi

then due to lateness, decided to chicken out and take the fast route via the Mid Western Highway, arriving in plenty of time to look through the house before lunch. I admit to reluctance when it comes to driving the SP 20 fast on rough roads, considering the effect it must have on that old timber frame, so I try to avoid this.

Abercrombie House is a large 19th century mansion in the style of a Stately Country Home and the current owners have lived there for over 60 years and amassed a wonderful collection of antiques and interesting artefacts found during their worldwide travels, including a very large Japanese be-heading sword, partly concealed behind a door (I shuddered then checked, and found it was blunt).

It was very pleasant lunching on the verandah in the sunshine, after which we looked through and around the sheds, noting various bits of machinery and about 15 Austin Sheerlines, ranging from decrepit to fairly good condition. There was also a vintage Chev hearse in usable condition.

The theme for dinner that night was fancy hats, for which many people went to a lot of trouble, producing wonderful examples of ingenuity, creating lots of laughs and making our last official evening most enjoyable.

DAY 9 Saturday.

During breakfast we all received a very welcome gift in the form of a USB containing about 300 photos taken by rally participants and collated by one of the organisers. Well done!

Having said our goodbyes and packed the car, we began the journey home and caught up with the SA mob for morning tea. Bill and Kath Austin were not with us as they went to visit their daughter in Canberra.

We kept together more or less as a group all the way home, spending Saturday night at West Wyalong, followed by Hay, arriving early Sunday afternoon where Frank Smith kindly offered me a drive of his Speed 25 tourer. What a great car this is, roomy and comfortable with effortless power, good handling and ride and servo brakes that WORK. I'd seriously consider a swap anytime!

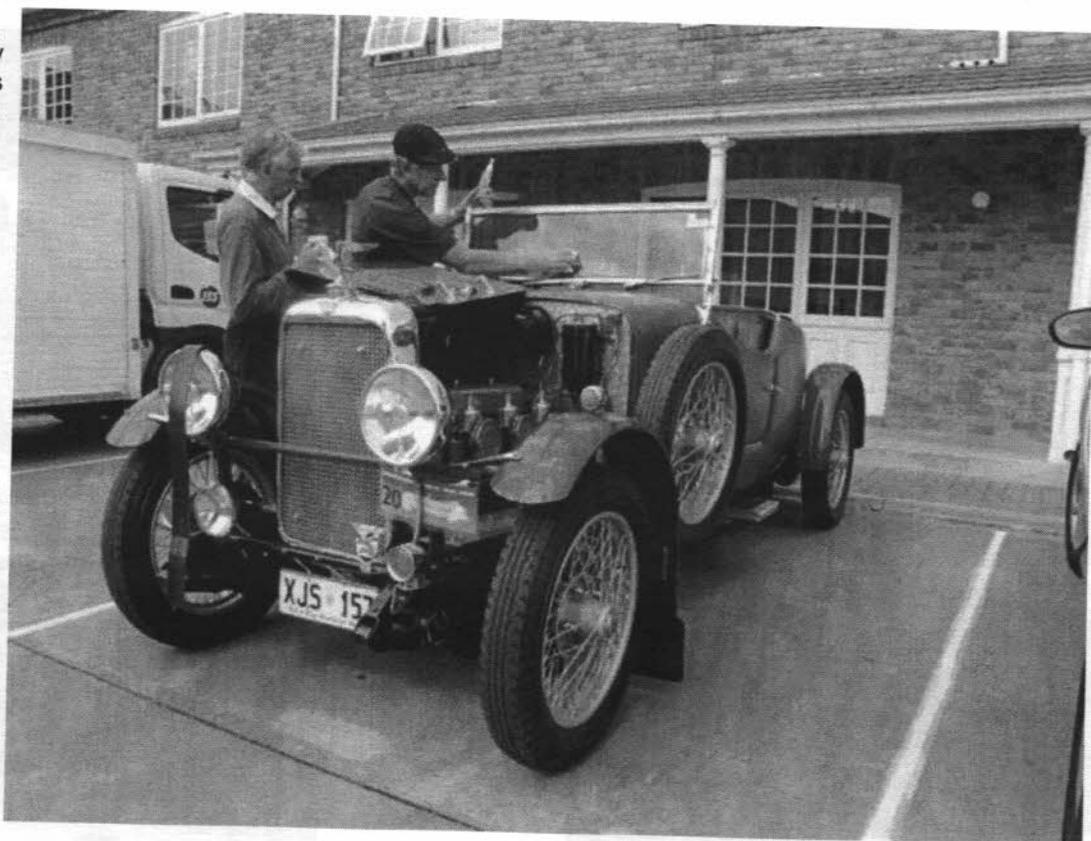
We were last to leave the motel and after filling with petrol, we left Hay and drove for about 4 miles before thinking that the road didn't look quite right. We stopped and checked the map and realised we were pointing the wrong direction, so did a U turn and went back through the town until we were heading west. How could we possibly do it? We've been there plenty of times before! Age is my excuse so I blamed my younger navigator.

We managed to meet our companions for morning tea then continued to our Ouyen motel. Upon entering the room we were confronted with

luggage and other evidence of occupation, then the manager realised they were double booked and would we mind trying the alternative two motels. Yes, knowing the other motels, we would mind, so I threw a mild tantrum and pointed out that we had booked at least 6 months ago, so we got our room someone missed out.

Tuesday saw us all arrive home safely. We really enjoyed our time away and wish to thank the Alvis Escape organisers for their efforts and excellent organisation.

Peter and Anne Mott.



Roger Cross and the Silver Eagle. John Lang demonstrates the wonders of "Rain Glaze," both unaware of the deluge that was to follow later in the afternoon

Healesville Railway Heritage Festival 2011



We had been invited to attend the 2011 Healesville Railway Heritage Festival for the third time and what a better place to display our cars.

In previous years we had booked into the Healesville RACV Club on the Saturday, visited the Festival and displayed the cars on the Sunday.

Again that formula worked and we had a most enjoyable weekend.

In reporting the event last year I recall commenting on several aspects. Firstly, that if we grizzle about the difficulties about restoring and maintaining a vintage car. What about the restoration and maintenance of a steam driven roller, truck or traction engine. Sure you can virtually stand up under one, but the sheer enormity of the components makes

Maritta Parsell and Marg Lang ignore the camera as they watch the crowd go by

for heavy lifting equipment, bigger lathe, bigger tools—bigger problems!!!!

I guess there are maybe other examples of the restoration challenge—possibly a Spitfire or a Mustang that had crashed in the jungle and not been found for 7 decades! My grumbles have subsided somewhat in thinking about other's projects.

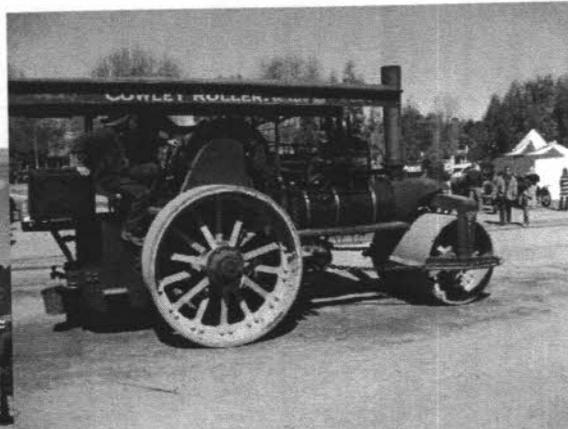
We rubbish one another about the occasional use of a trailer to get our cars to an event. The Festival car park had several very large low loaders in it—they weren't for show!

However once again the standout thing for me was the number of kids that were involved all dressed up in their boiler suits and leather boots not in the least ashamed of their dirty hands and faces—just having fun.

As with our own club, the ladies were in it as well. I watched one young lady (when you get to my age they are all young!) driving a traction engine. Looking at the number of turns lock to lock, I was happy not to have met her in the supermarket car park.

We had a good display of cars with the 12/40 of Rex Roberts, 12/50 entries from the Hetheringtons, Northeys and Chris Higgins, the Graber of Richard Tonkin, the Caldwell's 3½ litre, the Horton TA21 DHC, the Parsell's Silver Eagle and the Speed 25s of the McKaiges & the Langs.

All in all. A good weekend!



ALVIS PEOPLE BEHAVING BADLY



Meet Acting Constable Frances McDougall who is Australia's first riot policewoman. She is seen here dressed in her riot gear and mounted on a 1913 Ladies Douglas at the end of her first training ride at the Kingaroy Veteran Motor Cycle Rally. (editor's note: it is unclear why she chose this event for her first outing)

When interviewed she reported "that all has gone well and the bike managed the hills and I managed the ride really well - it was great."

Acting Constable McDougall, also reported that when she came to the hills, one of the other riders would slow down beside her and place their hand on her back and assist with the ascent. (It is thought that her belt was slipping!!!!)

SEPTEMBER OVERSEAS ACTIVITIES -ALVIS AND OTHER-

Andrew McDougall

My historic car friend, Mark McKibbin and I were fortunate in being able to go to the UK, France and Belgium for 3 weeks in September to attend the Beaulieu Auto Jumble, The Goodwood Revival Race Meeting and the biennial Sizaire Rally.

We flew by discount airline, Air Asia, in premium economy which provides a spacious, fully reclining seat, with an adequate no frills service at a good value price.

On arrival in Stansted Airport we collected our hire car and travelled a little distance to Mark's cousin's place in Norfolk where we stayed for a few days. Whilst there we visited a nearby car museum with a large eclectic collection of vehicles ranging from an 1898 Leon Bollé 3 wheeler to modern classics – unfortunately the vehicles looked to be typical unloved museum pieces. Next we visited a steam museum with large and small gauge trains as well as a steam powered carousel and electric dodgem cars. We enjoyed being big kids on the rides.

We then headed down to Kent to see Chris and Helen Storrar (AOC Chairman) and stay the night in a nearby B&B. On the way we spent 4 hours at the Duxford Air Museum. This is huge and has a wonderful collection of historic aircraft from very early examples up to relative modern military planes, housed in multiple hangers. We barely scratched the surface and could have spent far more than a day there. Of particular interest was the American hanger in which displayed was a huge B52 bomber and a 60's Blackbird spy plane built at a horrendous cost and capable of flying at over 80,000 feet and at Mac 2.5. It required the development of special alloys and fuel and burnt the fuel at a rate of 1000 lbs per minute! Outside we watched a Spitfire going through its paces with the characteristic wonderful sound. In the evening Chris drove us to a West Kent Alvis Noggin and Natter night. Here we met a number of Alvis owners including Richard Day, Malcolm Davey and Charles Mackonochie whom I had previously met a few months earlier on the Nick Walker Tour of GB. It was good to catch up with them again and to be able to reminisce about the tour and International Alvis Day at Brooklands. Next morning Chris took us to some nearby wartime airstrips and museums before we headed to Purley in Surrey to stay with Jo and Ian Todd who were on the JNBC tour with their 12/60 Beetleback.

The Todd's were very welcoming and generously provided us with a comfortable base. We were pleased to catch up with Sally Woodburn (JNBC participant). On the Saturday Mark, Ian and I drove to the Beaulieu Auto Jumble which is very well organised and similar in size to the Bendigo Swap. We didn't see much in the way of Alvis or veteran vehicle parts; however I was very pleased to get a nice set of correct horns for my Speed 25 saloon restoration project. Had we been into Austin 7s we would have been overwhelmed with parts. At lunch time, by prior arrangement, we met Martin Boothman, but unfortunately missed John Layzell from Florida (both ex JNBC). We were lucky with the weather as it has a reputation of being wet and muddy. Having covered most of the stalls and feeling footsore we decided to not return on the Sunday and instead went to London and visited the Science Museum, the Victorian and Albert Museum and the nearby fascinating Michelin Building which was built in 1906 and incorporates many ceramic tiled scenes of early motor cars and automobile races – all well worth visiting and they are free.

For the following week Mark and I travelled around the country, visiting many museums, including the Sammy Miller motorcycle museum with a large collection of early bikes in fine condition and with many still used in events.



Next, was the Haynes car museum and the nearby Fleet Air Arm Museum with its huge array of early planes, naval warfare and the amazing full size depiction of an aircraft carrier flight deck and bridge. These were followed by a visit to the National Motorcycle Museum, near Birmingham, where we saw a mind blowing collection of hundreds of motorcycles, dating from the earliest examples. There were many obscure makes which were unknown to us. All the bikes are presented in first class condition, which is particularly amazing as the museum and collection suffered severe fire damage less than 10 years ago. A number of the bikes had to be re restored from burnt remnants. In the afternoon we visited the British Heritage Motor Museum at Gaydon, which is also well worth a visit as it includes many interesting historic vehicles, an example of what was planned as a continuation Alvis post the TF 21 and which was cancelled by Rover, as well as the 3 jet powered Rovers. Next morning we visited Bletchley Park before returning to the Todd's place. Bletchley Park is a must see museum as it was the secret location of the World War 2 code breaking facility where very clever people and up to 9000 service men and women used deciphering machines and Colossus a multi thousand valve computer to decipher the coded German radio messages. It is said that the success of this facility, which amazingly remained secret throughout the war and up to the mid 1980s, was responsible for shortening the war by 2 years.

For the Friday, Saturday and Sunday of our second weekend in England we attended the mind blowing Goodwood Revival Historic Race Meeting. We drove 1.5 hours each way from the Todd's place as all nearby accommodation is booked up from year to year. We had pre-booked our entry tickets and Sunday stand ticket at least 6 months prior to the trip. It is an extremely well organised and slick event with an amazing array of historic racing vehicles and planes. You can almost spend a day wandering around the car park, for no cost, looking at the wonderful collection of enthusiast cars which have been driven there by spectators. There were many Alvis, but mainly post war. There were also many trade stalls, selling all manner of memorabilia and period clothing as well as car restoration and parts supply firms and the Bonhams historic vehicle auction (the clearance rate wasn't so high although some vehicles attracted huge prices). Red Triangle had a stand with about a dozen cars for sale, including the new 4.3 litre. They sold at least one car, a mid 30s Silver Eagle.



There are no Edwardian or vintage racing cars or motorcycles but rather from WW2 to the 1966 cut off date. Many of the spectators wear period clothing and all the facilities are a time warp back to the 30s through to the 60s. On Friday at 1.00pm we went to the Spitfire bar in the inner paddock and caught up with a number of friendly Alvisists, including: Chris and Andrew Storrar, Martin Boothman and his son, John Layzell, Charles Mackonochie, David

and Kay Webster and Richard and Sush Day. The racing over the three days was wonderful, particularly the tin tops with the Mini Cooper S giving huge Ford Galaxies a hard time, the very quick 4 cylinder Ford powered F3s, light weight E type Jags which was the featured marque, 50s and 60s sports cars including the wonderful sound of 12 cylinder Ferrari engines, front engined 50s racing cars, 500cc midget racers and beautiful sounding, mega-phoned, single cylinder motorcycles. The racing was interspersed with spectacular historic aircraft aerial displays with at one stage having 10 Spitfires in the air. The first 2 days were fine and warm, but Sunday was showery and cold so we were pleased to have the comfort of the sheltered stand whilst others by the fence got miserably wet. As can be imagined some of the cars became a handful in the wet and the drivers backed off, especially when some of the cars are worth hundreds of thousands of pounds or more!

The next day we flew from Southampton to Bergerac, near Bordeaux in France, collected our hire car and then toured up though central and western France seeing the Dordogne and Loire Valleys, Central Massif, Le Mans racing circuit, the wonderful Depanato, an Aladdin's cave of early vehicle spare parts, the WW2 D Day landing sites and the WW1 Somme battle fields and cemeteries, before reaching Brussels on the Friday afternoon. Here we joined the other entrants for the weekend Sizaire Rally. We were made most welcome and enjoyed meeting direct descendants of the Sizaire and Naudin families. As both Mark and I own 1909 single cylinder Sizaire et Naudin cars we were particularly interested in looking at other examples and having rides in them. The preparation and reliability of the cars left a bit to be desired as well as the driving in congested traffic around Brussels. However the French and Belgians certainly know how to wine and dine and we enjoyed some wonderful meals. We also visited some magnificent, large private car collections which were tucked away in suburban Brussels. It is amazing what is hidden behind inconspicuous roller doors. One collection included a fully working replica of the late 30s rear engine V16 Auto Union GP car – it was built in England from the original plans and is correct in every detail – it must have cost a fortune. There were many other interesting cars, including numerous Bugattis, a Veyron, Porsche and VWs as the private company is the only independent country representative for VW in the world. Having an original prototype VW gearbox they have now created a full working 1936 replica VW as made by Ferdinand Porsche. They got tired of lending it to VW so they made a second one and gave it to VW. The collection is owned by an amazing family company which has been going for 2 centuries and is in its 7th generation. It started off in the wheelwright business in 1805, then went onto making horse drawn carriages, bicycles, car body manufacture, car importation and assembly (Studebaker) and had the foresight to distribute VW once production commenced after WW2. Every time an enterprise went into decline they successfully found a new line or product. They currently own virtually every windscreen glass supplier in the world, including O'Briens.

With the rally over by lunchtime Monday we drove down to Orly Paris airport, using the Péage motorway at a steady 130kph, stayed the night and flew out Tuesday morning. So ended an excellent, very full motoring 3 weeks.

Andrew McDougall



Ian Todd, Andrew McDougall, Martin Boothman

OF SILVER EAGLES

Dale Parsell



1930 TA 19.82 car no 13229

As the current owner of two Alvis Silver Eagles, I have the good fortune to be able to explore some of the many differences between these two cars, and a couple of similar cars seen recently.

Here are some of those observations.

The first of the two cars is a 1929 TA 16.95 of which 612 were originally built (in 1928&9) and approximately 22 still exist. My second car is a much rarer 1930 TA19.82, 22 were built and currently only 1 is known to still exist.

The most obvious difference between the two cars is the change from bolt on wheels in 1929 to centre lock wheels in 1930. However when you start to look more closely at the cars there are many more subtle, and some not so subtle changes.



Jennifer Carter's 1930 TB 16.95 car no 13221 with Dale Parsell and Roger Cross deep in discussion

The chassis rails of the 1930 car are approximately 130mm further apart than in 1929 and consequently the track is about 130mm wider. In keeping with the design thinking of the time the engine crankcase of both cars are fully flanged and hence the 1930 crankcase is 130mm wider than the 1929 car. As an aside it is interesting to note that the engine in the TB16.95 belonging to Jennifer Carter, a wide chassis car from 1930 is of the wide crankcase variety whilst the very similar car belonging to Martin Boothman in the UK utilizes the narrow crankcase from my 1929 car mounted on small extension brackets bolted to the chassis rails.

Now we come to the gearbox, the 1929 car utilizes the 4 leg box used in 12/50's of the time which, apart from ratio's and

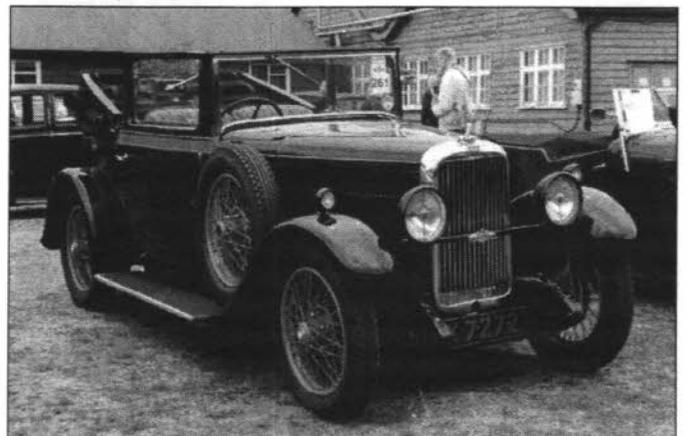
the change from 3 to 4 mounting legs has remained unchanged since its introduction. The unit in the 1930 car is similar in appearance to that used in 1929 but is completely different in both operation and construction. Gear change continues to be via a lever mounted on the right of the driver and operating through a gate, however there is not a pivot below the gate making the amount of movement required much smaller and more direct. The box itself was known as the silent third gearbox and although still a "crash" type box engagement of the gears is much easier.

The gearbox in my (1930) car is the same width as the earlier 12/50 box and hence it is mounted on small triangular brackets bolted to the chassis. Interestingly I have two spare gearboxes of this design, one is a narrow unit, the other one is wider meaning that it would mount directly on the chassis rails. Given the rarity of these cars one has to wonder where the spare gearbox's came from. If you examine the chassis rails carefully, they have been drilled to mount the wider box and then the triangular brackets for the narrow box have been bolted in place. The two TB 16.95's mentioned previously both have the 12/50 type gearbox however the 1932 TC 16.95 of Ian Barber has the Silent third gearbox fitted.



1929 TA 16.95 car no 12665

In addition to these two gearboxes, one should also remember that in 1932/33 the Alvis team designed and built the completely different gearbox fitted to the Firefly and SA Speed 20. With the many economic crises occurring during this period it is easy to look back and question how the thinking of the time could bring about so many changes that did not continue into the future.

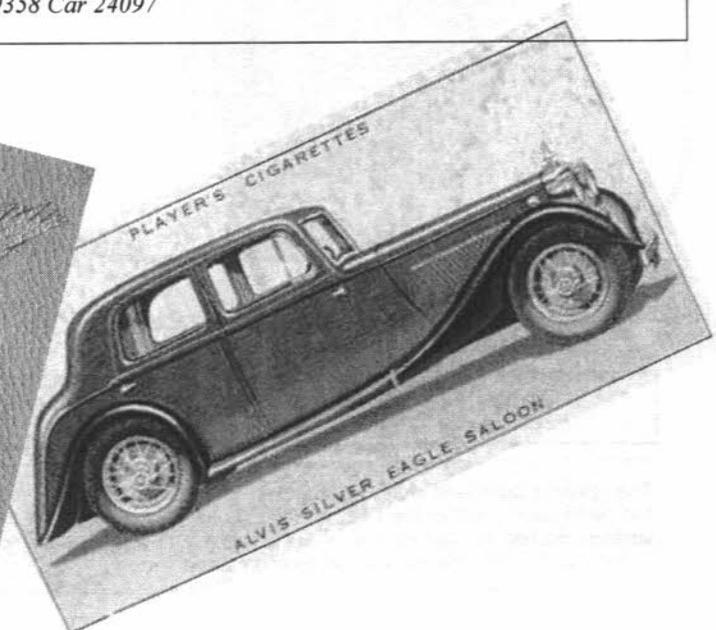
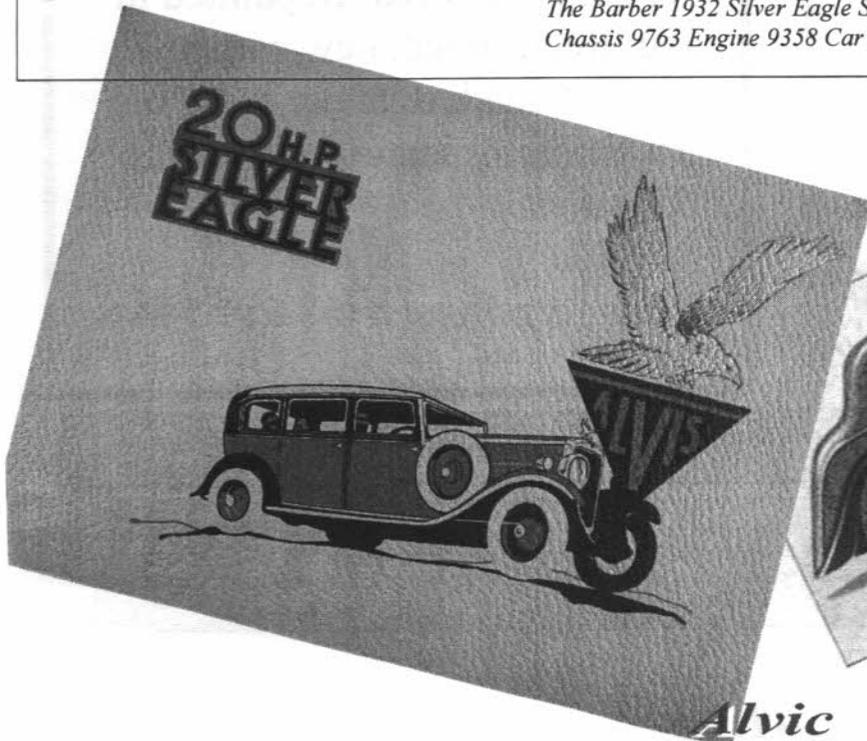


Martin Boothmans Silver Eagle

However we must remember that in many ways the Automotive Industry was still in a pioneering period with many new ideas being examined and then discarded until a breakthrough such as the synchromesh gearbox arrived in 1934 and was used in the majority of pre-war cars and then a number of military vehicles.



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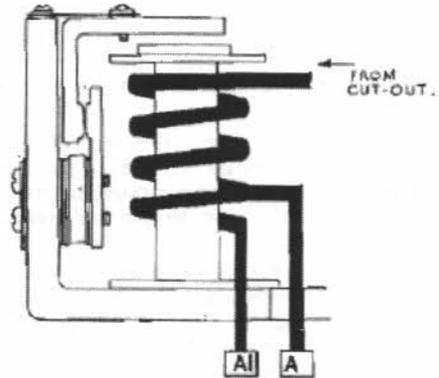
THE REGULATOR "LOAD TURNS"

If, when the battery is discharged, all the lights, etc., are switched on, a further drop in the LINE voltage will take place. To compensate for this, one or more additional turns will be added to the series winding and taken to a terminal marked A1 as shown. These are called LOAD TURNS and only become effective when the lights and any other external load are switched on.

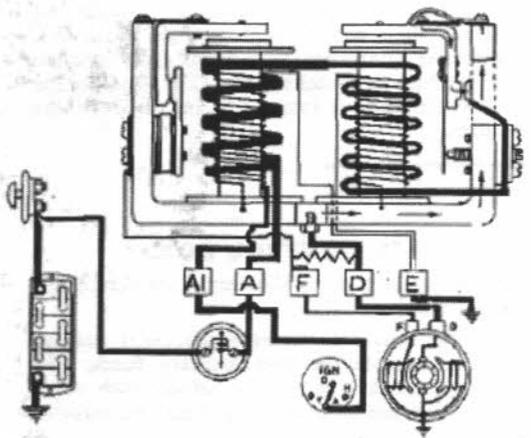
In appearance all the regulator units are similar and mechanically this is so. Also with a very few exceptions the regulator settings are the same.

So, in order to make this standard unit universally applicable to all types of generators and all models of vehicles it is necessary to vary the number of turns in the compensating and load windings. The compensator windings must be made to suit the generator and the load winding to suit the external loads, that is, the lighting, etc., for different vehicle layouts.

Thus each type of control box has an identification number which relates it to the correct generator and also the vehicle application. For this reason the control units must not be interchanged except as recommended in Lucas Interchangeability Lists.



REGULATOR SPLIT SERIES WINDING



THE MAIN CHARGING AND LOAD CIRCUITS (SHOWN IN HEAVY LINES)

CHARGING CIRCUIT: COMPENSATED VOLTAGE CONTROL

We are now in a position to study the complete charging circuit incorporating a compensated voltage control regulator. Let us trace the circuit from the generator to the battery.

We will start at the generator armature which is connected to the D terminal on the generator. This terminal is connected to the D terminal at the control box and a metal connecting strip joins the D terminal to the regulator frame, causing the frame to be at generator potential. We can follow the arrows from this point. We pass along the frame, through the moving contact, then to the fixed contact when the cut-out points close. The current is then able to flow through the series winding of the cut-out and through the main regulator series winding, being taken off at the tapping to the A terminal. The circuit then continues to the battery by way of the ammeter.

The circuit is completed through the vehicle chassis and so to the earthed brush of the generator.

You can see how the current for the load circuit is taken from the very bottom of the regulator series winding to the terminal A1 and from there to the main lighting and ignition switch.

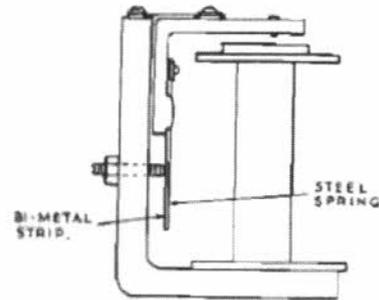
TEMPERATURE COMPENSATION

The regulators themselves, in addition to having compensating and load turns, are also TEMPERATURE compensated. This, like the regulator setting, is common to them all, but is not in any way adjustable.

Put in its simplest form, this temperature compensation aims primarily to make the generator voltage-setting follow the comparative battery voltage as it rises and falls due to marked temperature changes.

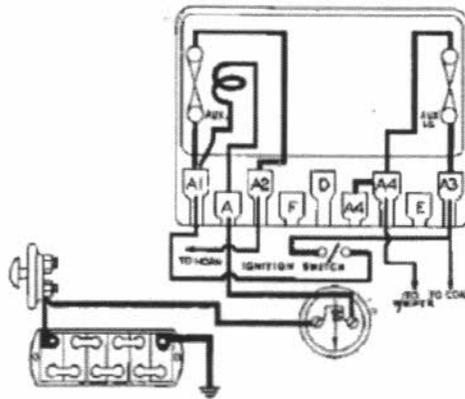
As the charge proceeds, the generator will heat up quickly. The temperature compensating feature enables an extra high charge rate to be applied to the battery with a cold generator and be maintained until the generator reaches its maximum working temperature, when the generator voltage is automatically reduced by the compensator and the charge proceeds at a normal rate.

To this end, as shown in the picture, a bi-metal strip is fitted behind the contact tensioning spring. Now you know that if two strips of metal with different co-efficients of expansion are welded together and the



BI-METAL STRIP FITTED BEHIND CONTACT TENSIONING SPRING

combination heated, the differing degree of expansion will cause the combination to bend as the temperature rises and resumes its normal shape when the temperature falls. Having then applied such a combination of metals to the regulator adjusting spring, we can obtain a spring tension which will vary automatically with the temperature of the equipment. The controlling voltage of the regulator will thus be higher when it is cold than when it is hot.



AUXILIARY IGNITION AND ACCESSORIES CIRCUIT

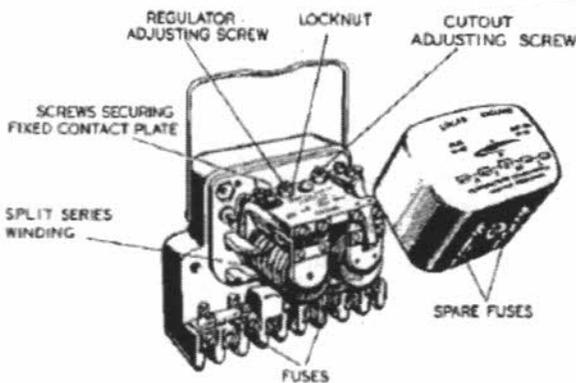
AUXILIARY CIRCUITS

We have now actually finished with the regulator itself, but there are other features of the control box which we must consider.

On some control boxes, additional terminals are provided to cater for accessories fitted on the vehicle, such as trafficators, windscreen wipers, etc.

Extra terminals on this type of box are, first: the A2 terminal. This, as you can see, is connected from the A1 terminal through a fuse marked "AUX" (auxiliary). Any accessories connected to this terminal will be fed from the battery via the ammeter through the load turns on the regulator bobbin, with a fuse in circuit.

Next, the A3 and A4 terminals. The A3 terminal is fed from the ignition switch, and is thus "live" only when the ignition switch is on. Both A4 terminals are then fed through a fuse from A3. Thus auxiliaries connected to A4 will only operate when the ignition is switched on. The feed to the ignition switch itself is from A1, i.e. through the LOAD turns.



COMPENSATED VOLTAGE CONTROL REGULATOR

THE COMPLETE CONTROL BOX.

We finish this section by showing you a sketch of a complete control box.

Most of the features we have discussed are indicated. You can see the two auxiliary fuses, and the right angle bracket or yoke on which both regulator and cut-out are mounted, regulator left, cut-out right.

The regulator split-series winding is pointed out; and the screws for adjusting the spring tension on the regulator and cut-out.

Control Boxes — Symbols, Types and Application

IDENTIFICATION SYMBOLS

The symbols used for identifying the different control boxes are as follows :—

- R indicates "Regulator", or "Resistance Incorporated."
- F indicates "Fuse Box"
- J indicates "Junction Box."
- B indicates "Box."
- 2, 5, 7 and 9 "Type of Regulator."

- 1 indicates ONE Resistance.
- 2 indicates TWO Resistances for four pole generators.
- 5 indicates TWO Fuses.
- 6 indicates No Fuse.
- 7 indicates Totally enclosed "Plug-in" terminals.
- X indicates partial radio suppression — may have a capacitor only.
- S Full suppression, with chokes and capacitors.

RF95, 96, 97, RB107 AND RB106/1 CONTROL BOXES

We can now review the Control Boxes themselves.

We are concerned with the RF95, 96, 97 and RB107 together with RB106/1 boxes.

To begin with, what are their characteristic features? With the exception of the RB107 they all use the LRT9 regulator, with a variety of series windings, but the voltage settings are sometimes special for particular applications.

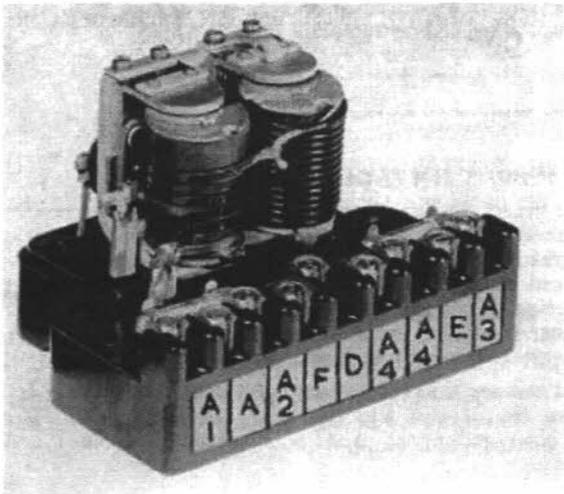
THE RF95 CONTROL BOX

This control box comprises a bakelite moulding upon which is mounted the LRT9 regulator and the cut-out assembly. The heavy series turns on the regulator are divided into the main and load compensating windings.

Two 35 amp. fuses are provided for the accessory circuits. The one fuse (right) is fed through the ignition switch. The second (left) has a direct supply through the load winding of the regulator.

The field points resistance is in the form of a cartridge placed on the underside of the base.

The terminal layout is indicated in the picture.



THE RF96 CONTROL BOX

This control box also has a moulded base assembly upon which is mounted a similar LRT9 regulator and cut-out. Again various split-series windings are employed.

The 96 is a more recent design than the 95 and is primarily intended for use with the heavier output generators, in particular the RA5.

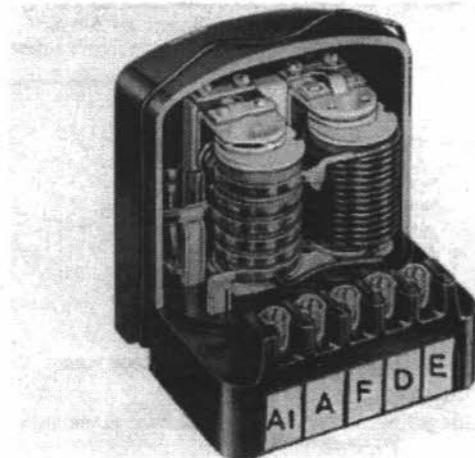
The split-series winding generally has fewer turns when used with the heavier output generators.

The simplified terminal board of the box is at once noticeable.

Only terminals required by the regulator and cut-out are provided; commencing from the left.

- A1 The supply for all external load; comes from the load turns of the split-series winding.
- A Comes from the main compensating turns of the series winding.
- F Wired to the generator field terminal.
- D Wired to the generator main terminal.
- E For the earth connection from the LRT9 assembly.

One or more independent fuse boxes can be fed from the A1 terminal according to car manufacturers' requirements.

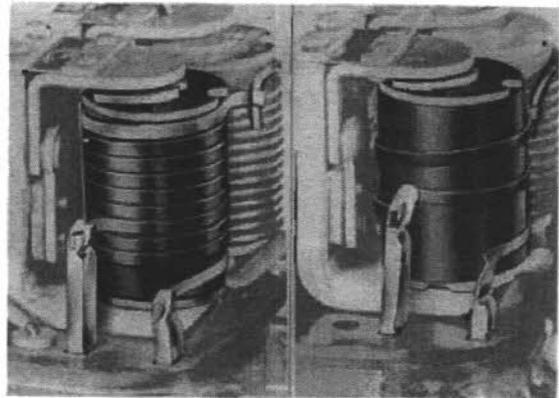


THE REGULATOR SPLIT-SERIES WINDING

You will have noticed by now that the number of series turns on the regulator bobbin varies considerably. We will sum up by saying that, generally, the higher the output rating of the generator, the fewer the series turns required. With the RA5 for instance, the high output generator used by Rolls Royce and Bentley, the regulator split-series winding has only 1 main turn, and 1 load turn.

At the other extreme, the regulator used with the fully enclosed, low output generator on the "Fordson" tractor has 6 main and three load turns.

We will stress here and now that no generator will work correctly unless it is used in conjunction with the appropriate control box.



THE RF97 CONTROL BOX

This is a fully enclosed metal box assembly, designed expressly for use in exposed working conditions. It is thus well suited for marine and tractor work.

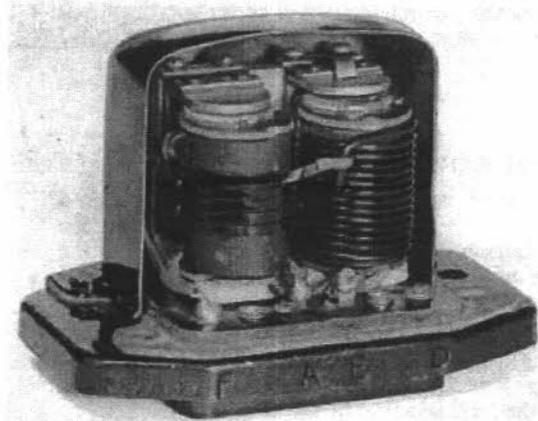
The LRT9 regulator-cut-out assembly used is fitted with a "Pellet" type resistance mounted on the back of the regulator frame and inside the box. Connections to the box are made by means of "Plug-in" terminals, thus keeping the unit watertight and dustproof.

The regulator series winding is of interest. You will notice that it is not a split winding. In other words, the box is not designed to provide compensation for a lighting and accessory load, but for use where the generator output is mostly required for charging the battery only.

The unit is sealed by means of a Langite Gasket visible in the picture and the cover is rivetted down.

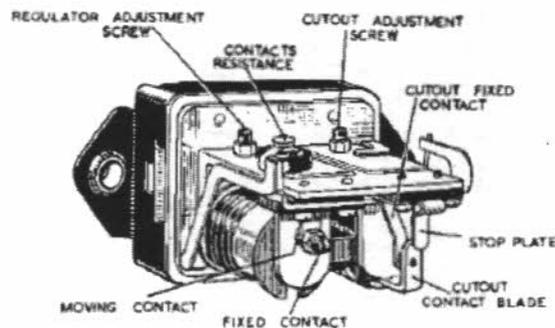
In the event of it being necessary to open the box the rivets should be drilled out and the cover re-assembled and properly re-tightened by means of 2BA or similar screws and nuts.

The change from a cartridge to a pellet type resistance was introduced to enable the resistance to be



included within the sealed cover and thus prevent corrosion and damage from exposure.

The unit is produced in both 12 volt and 6 volt and mostly applied to tractors.



THE RB107 CONTROL BOX

This recent design of control box is a replacement for the RF97. It has been designed primarily to give greater ease of adjustment and maintenance and is now in production for fitting to tractors and motor cycles. It is specially applicable to marine work. Its electrical operation is the same as other compensated voltage control regulators.

You can see that the main constructional changes concern the cut-out and regulator contacts. Both have been redesigned and positioned above the bobbins.

THE RB106/1 CONTROL BOX

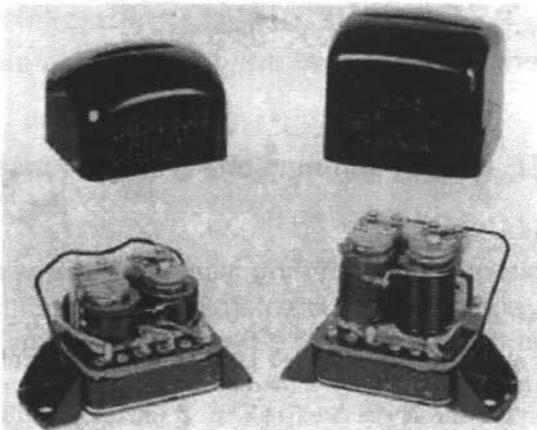
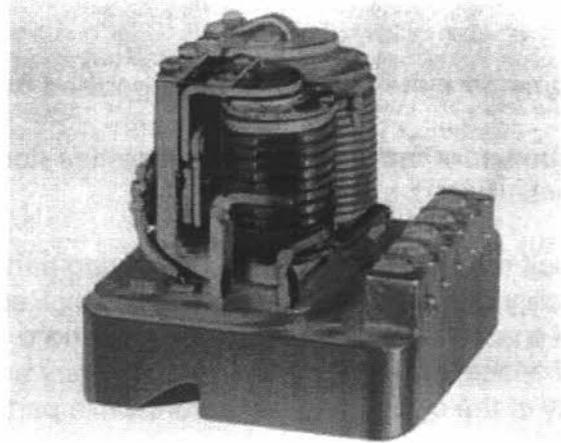
This control box is similar to the RF96, but has been designed for use with the higher output generators C45PV5 and C39PV2. It may have a series compensating winding consisting of only one main turn and one load turn.

Neither the RB106/1 nor the RF96 should be used with the lower output, fully enclosed generators, as the latter, in trying to maintain the regulation voltage with little series compensation, will be working outside their rated output and will thus over-heat.

On the other hand, if the older RF95 both with more series turns is used with the high output generators, their maximum output will never be available.

You will notice that no fuse positions are provided.

This unit is mostly used for 12 volt working but is also available for special 6 volt applications. The most recent development is the fitting of the new type regulator assembly on to the same base. This combination is known as the RB106/2.



THE MCR1 AND MCR2 CONTROL BOXES

These are two motor cycle control boxes. The later model is the one on the right, the MCR2 and it has superseded the earlier MCR1 on the left.

The standard LRT9 regulator unit with Pellet resistance is fitted in the MCR2.

Do not forget that the new RB107 box is now also being used on motor cycles and is superseding both the earlier models MCR1 and MCR2.

ADJUSTMENTS IN SERVICE

There is only a limited amount of service work possible for the motor engineer who will usually require to work with the components *in situ*.

The performance of the regulator may be affected by three factors :-

(1) Maladjustment of electrical setting, usually the result of tinkering adjustments.

- (2) Oxidisation of the points due to normal usage.
- (3) Incorrect air gaps invariably due to interference.

These troubles can usually be corrected quite easily.

The voltage can be set with the aid of a good Moving Coil Voltmeter as we shall detail in the next section of this course and in the following two pictures we shall show how the air gaps can be checked and the regulator points cleaned.

SPARE PARTS AUCTION
SILENT AUCTION
CLOSING DATE TUESDAY 15 NOVEMBER 2011

For some time now, the committee has agonised over the issue of Alvis spares.

Due to a number of factors, the committee has decided to quit the spare parts that are held by the club. Some of those factors are:

- A greater self reliance of members in procuring parts for their own cars.
- The availability of a significant listing of parts by Red Triangle Services.
- The lack of a volunteer to manage the club's spare parts holding.
- The lack of space for the club's expanding library and the need for the storage of its archive material.
- The inability of the club to provide a worthwhile parts holding for all member's cars.

As a result of this decision, the committee decided that a silent auction of the remaining spares would provide all members with an equal opportunity to purchase item/s of interest and for the club to realise on their value.

As an attachment to this ALVIC, there is a catalogue of those spares that are available for purchase. It is a silent auction in which members bids are handled administratively and the highest bidder will be the purchaser of the item.

In the event of identical bids on the same item, those bidders will be offered the opportunity to increase their bid until there is a clear winner.

Please note there is one item only with a reserve. The TD/TE radiator surround and grill has a reserve of \$2000.

The item numbers are consecutive through all model numbers and to confirm you are bidding on the correct item, please enter its number and description as shown in the catalogue. Where there are multiples of the same item, please list the number required. Please use the bidding pro-forma that is included with the catalogue.

If a successful bidder is unable to pick up their item /s, a pack & post charge will be made at cost price.

Bids can be made by email to jdmelang@bigpond.net.au or by mail to John Lang, PO Box 129, Gisborne, Vic 3437

The closing date of the auction is Tuesday 15 November 2011.

Winning bidders will be notified by either email, normal mail or phone following the closing date.

Part #	12/50/60/70
1	Water by-pass X 2
2	Lower Water outlet X 1
3	Radiator/ Head Lamp Support Bracket (Used)
4	Front Brake Cable Pulley Cover X 8
5	Spare Wheel Cover Plate X 5
6 P 3404	Exhaust Manifold Gasket X 5
7 1738	Front brake lever return spring external X 6
8	Assorted Engine Mount Rubbers X 23
9	Steering Ball Springs X 5
10	Track Rod Balls X 3
11	Wick oilers X 5
12 N 2000	Tappet Clamp X 7
13	Assorted Head Light globes 50/50 X 18
14	Valve Springs complete set
15	Oil Pump gears 4 sets
16	Oil Pump valve relief springs X 2
17	Shackle Pins [short] X 5
18	Magneto couplings 19/20 X 2
19 3614	Tie rod ends X 3
20	Front brake springs off side X 1
21	12/40 Rear brake levers RHS X 2
22	Shackle bushes X 2
23	Oil filler gauze strainers X 2
24	Track rod balls X 2
25	Clutch springs X 4
26	Cone clutch springs X 15
27	12/50 Rear LHS brake lever

Part #	Firefly
28 N13664?	Water outlet casting X4

Part #	Sp Models, 4.3, 3.5lt
29	Sp 20? Engine Support Rubbers X 56
30	Distributor Gears X 5
31	Sp 20 Valve springs X 4 sets

Part #	Miscellaneous
32	Used electric SU Fuel pump with repair kit
33	Pedal Rubbers Narrow X 12
34	Pedal Rubbers Wide X 18
35	Assorted Stabiliser Bar Rubbers X 9
36	Bat Master Switch (<i>modern - green knobs</i>) X 5
37	Brake yokes X 26 [unmachined]
38	Kick Plates X 5 [rough cast]

Part #	TA21
39 C5999	Clutch Pedal Pad Rubbers
40 C6263	Filler pipe
41 C6921	Steel Ball X 9
42 C6949	Washer steering worm adj race x2
43 B10641	Window winder handles X5
44 M1738	Clutch and Brake pedal return spring
45 C6926	Roller steering main nut X2
46	Pedal Rubbers X 11
47 C5929	Radiator pressure relieve valve spring
48 C6931	Oil seal stg rocker shaft
49 C5825	Engine valve collets X32
50 B10848	Plated door lock striker X 3 DHC only
51 B10779	Bonnet Rubbers Rear X 2
52 C5944	Trunnion Top X2
53 C5945	Trunnion Bottom X 4

54	C5763	Oil Pump Parts
55	C5939	Thrust Washer King Pin Top X 2
56	C5940	Trust Washer King Pin bottom X 2
57	C5942/43	Suspension dust covers X 2/4
58	C6948	Race adjusting steering worm
59	C5948	Nut suspension pin outer X 4
60	C4369/70	Assorted gaskets X 15
61	C5756	Anti roll bar rubbers X 6
62	C6032	Fork end brake cable X 2
63	C5673	Crankshaft starting dog
64	C6969	Rear spring shackle rubbers X 4
65	C5949	Suspension cotter pins X 4
66	N9542	Locking plates X12
67	C4305	Water Jacket cover joint gasket
68	N13151	Conrod nuts X 4
69	C5682	Lower suspension ring pin D washer X 6
70	C4258	Crankshaft thrust washers X 4
71	C5950	D washer king pin top
72	C5100/57 61	Push Rods X 6 / Cam followers X12
73	C4443	Lower wisher rubber bushes X 15
74	CO 6530	Tacho cable kit TB21 ONLY x 3
75	CO 2201	Tacho cable X 5
76	C0419	Nuts/bolts/engine mounting
77	C7095/96 /97	Various length clutch rods
78	C5967	CWP
79	C4227	Distributor drive housing
80	C6030	Distributor drive gear X2
81	C4216	Oil pump drive dog X 3
82	C5854/ C4443	Lower Arm Suspension Pin & end X2
83	C5873	Hot spot gaskets X 7

84		Pedal rubbers X 13
85		Solex Carb accelerator pump diaphragm X 52
86	C 5934	Water Inlet Pipe Frm Radiator X6
87	C105934	Upper Water Outlet
88	C4294	Water Cover X 5 Rear Cyl Head
89	C4207	Gudgeon Pin X 7
90	C6912	Main Nut Assby Steering Box X 2
91		Assorted Suspension Bushes X 11
92	C5851	Bearing Tube X 4
93	C4371	Big End Bolts X 5
94	C4332	Rear Engine oil seal X 6
95		Clutch Pedal Pad Rubber X 1
96		Assorted Brake Hoses X 8
97		Big End Shells (+50thou) X 25
98	C5552	Water Pump Carbon Gland X 5
99		Various Brake Parts box 12
100		Front Suspension Fulcrum Pin
101		Lower Control Arm [used]
102		Exterior Door Handles [used]

	Part #	TD/TE/TF
103		TD? /TE? Radiator surround [brand new]

Item 103 PLEASE NOTE RESERVE \$2000

