

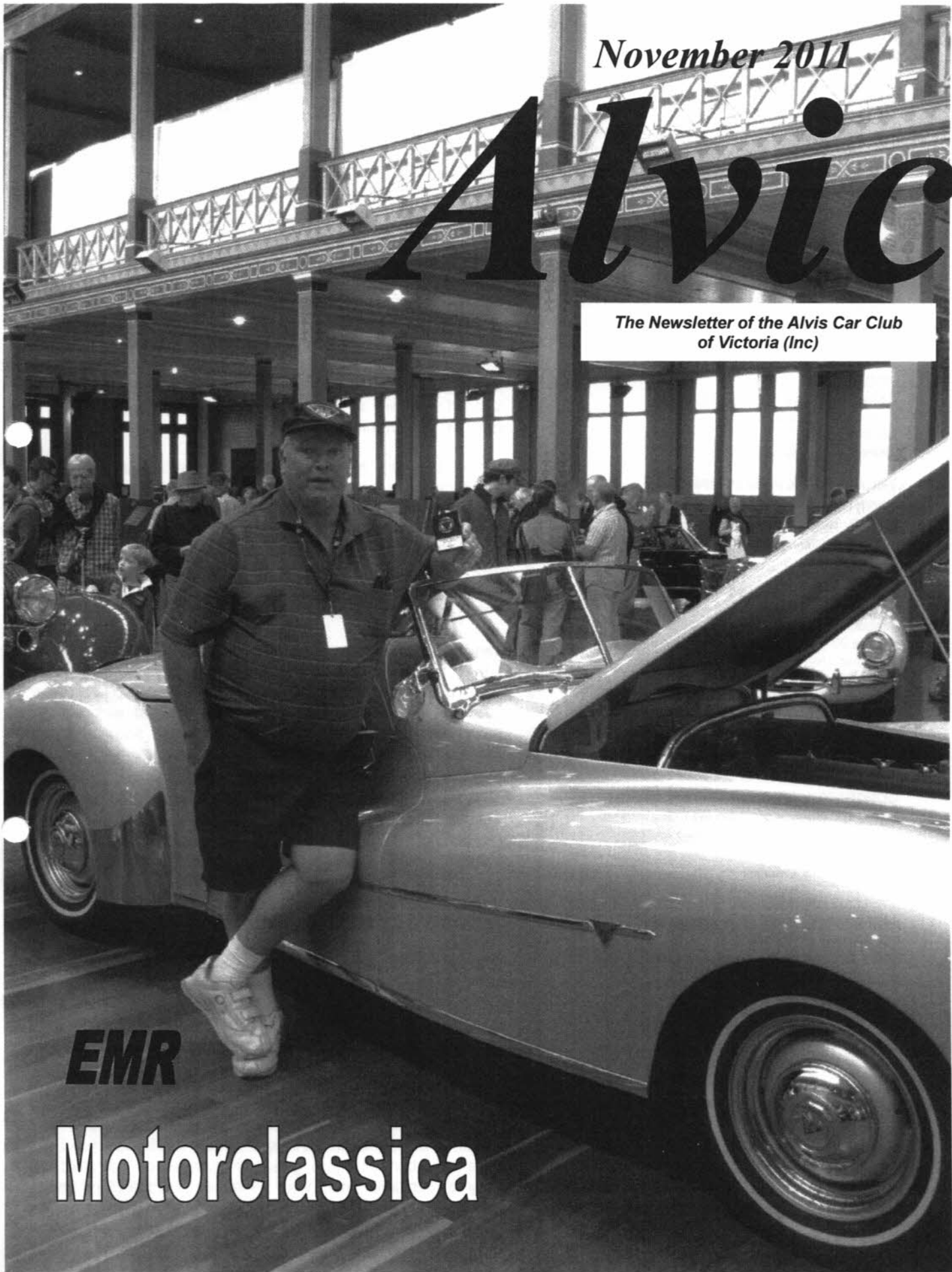
*November 2011*

# Alvic

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

**EMR**

**Motorclassica**





**November 2011**  
**VOL 50 ISSUE 8**

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**Alvis Car Club of Victoria (Inc)**

A0017202F

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.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
*www.alvis.org.au*

**PRESIDENT'S REPORT**

Greetings,

Well, you all must have thought that your committee is doing a great job as we all were returned without any challenges or new blood to make it more interesting. I would like to take the opportunity to thank Richard Tonkin who after a number of years serving on the committee has decided to step down to indulge in other activities. Likewise I will be standing down at the next AGM, so you have twelve months to think about a new replacement President!

Motorclassica has been and gone and apart from the good reports regarding the presentation of Alan Bratt's TB21 and the concourse won by a fake Speed Six Bentley, that in a previous life was a 6.5 litre saloon fitted with a superb Weymann body, not a lot has been mentioned. Perhaps one day we may see an original car winning the major award, but we live in hope!

Bendigo Swap Meet is on once again and provides the ideal opportunity to catch up with friends and hopefully finding that elusive part. It was reported last month that Ballarat Swap Meet had met its demise but I'm told through a very reliable source that it will be back again next year under new management.

I have been approached by the RACV to sit on a discussion panel to come up with some new ideas and projects for the next five years or so. I believe the biggest issue that will face us all in the not too distant future will be the widespread use of ethanol fuel. This is one such topic that the RACV along with AOMC can get its teeth into.

The run last month organised by Dale was excellent with good road through the Dandenongs and a very pleasant morning tea. It was a pity we couldn't have had a few more people but those that went certainly had a most enjoyable time. We were back home by 12.30pm and after indulging in Jill Bosanquet's jam and cream scones, lunch was not required.

Next year we have decided to have a run every second month rather than attempt a run each month with the hope of attracting a greater number of participants. Many of us are involved in other activities and it sometimes gets hard when there is a clash of events. For the first time ever, your committee has planned a full year for 2012 and people appointed to organise a

event. We kick off the year with our annual barbeque. See coming events.

I have just returned from a week long rally with the Delage club. We ended up in Canberra but spent a wonderful few days getting there along some magnificent Alpine roads. I have a few ideas about doing something similar later on next year but without ending up in Canberra.

Well that's about it from me. See you at the next meeting.  
Chester

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

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



## Supper - the McKaiges

### 2011 EVENT CALENDAR

November	18	General Meeting
December	4	<b>Christmas Party</b> — 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: Alan Bratt and his TB21 at the Motorclassica. Allan is holding his personal trophy of the McDougall award for the best presented car

## 2012 EVENT CALENDAR

Opening BBQ

13<sup>th</sup> January 2012

18/3/2012

Darryl Horton

17/6/2012

John Lang

19/8/2012

Chester

12/10/12

3 day event

John Hetherington

2/12/2012

Balnarring Beach

The only Alvis competing at Mt Tarrengower hill climb was that of the redoubtable Mark Burns

*Pic courtesy of the VSCC newsletter*



# REPORT ON THE ANNUAL GENERAL MEETING & TROPHY NIGHT

## Alvis Car Club of Victoria

### 21 October 2011

Chester McKaige opened the AGM and declared all the committee positions vacant. Richard Tonkin was then asked to chair the meeting, during which the President and Treasurers' reports were accepted.

Richard had previously advised that he would not seek re-election and as there was only one nomination received for each of the other vacant positions, a ballot was not required. The outcome of the elections:

PRESIDENT	Chester McKaige
VICE PRESIDENT	Andrew McDougall
SECRETARY	Dale Parsell
TREASURER & PUBLIC OFFICER	Darrell Horton
NEWSLETTER EDITOR	John Lang
COMMITTEE PERSONS:	
	Lesley Northey
	John Hetherington
	Alan McKinnon

The position of Librarian is not a committee position, however Frances McDougall was again confirmed in that position

The Treasurer's Report included the auditing of the club's financial affairs and the accountant's statements are listed below. A resume of the audited accounts is listed on the next page.

Following the General Meeting, the trophies were awarded.

#### ALVIS CAR CLUB VIC INC. INDEPENDENT AUDIT REPORT

##### Scope

I have audited the financial report of Alvis Car Club Victoria Incorporated for the period July 1<sup>st</sup> 2010 to 30<sup>th</sup> June 2011. The Committee members are responsible for the financial report. I have conducted an independent audit of the financial report in order to express an opinion on it to the members of the incorporated body.

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance as to whether the financial report is free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with Accounting Standards and other mandatory professional reporting requirements to present a view that is consistent with our understanding of the Association's financial position and the results of its operations.

The audit opinion expressed in this report has been formed on the above basis.

##### Audit Opinion

In my opinion, the financial report presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements, the financial position of the Alvis Car Club Victoria Incorporated for the period ended 30<sup>th</sup> June 2011 and the results of its operations.

Dated this 6<sup>th</sup> day of October 2011



\_\_\_\_\_  
GEOFFREY I. KIDD

P.R. Jennings & Co  
Certified Practising Accountants  
230 Main Street  
MORNINGTON VIC 3931

#### ALVIS CAR CLUB VIC INC. RALLY ACCOUNT INDEPENDENT AUDIT REPORT

##### Scope

I have audited the financial report of Alvis Car Club Victoria Incorporated Rally Account for the period July 1<sup>st</sup> 2010 to 30<sup>th</sup> June 2011. The Committee members are responsible for the financial report. I have conducted an independent audit of the financial report in order to express an opinion on it to the members of the incorporated body.

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance as to whether the financial report is free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with Accounting Standards and other mandatory professional reporting requirements to present a view that is consistent with our understanding of the Association's financial position and the results of its operations.

The audit opinion expressed in this report has been formed on the above basis.

##### Audit Opinion

In my opinion, the financial report presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements, the financial position of the Alvis Car Club Victoria Incorporated Rally Account for the period ended 30<sup>th</sup> June 2011 and the results of its operations.

Dated this 6<sup>th</sup> day of October 2011



\_\_\_\_\_  
GEOFFREY I. KIDD

P.R. Jennings & Co  
Certified Practising Accountants  
230 Main Street  
MORNINGTON VIC 3931

**ALVIS CAR CLUB OF VICTORIA (INC)**  
**STATEMENT OF RECEIPTS & PAYMENTS**

for the period July 1<sup>st</sup> 2010 to June 30<sup>th</sup> 2011

Cash Balances Brought forward 1/7/10		
ANZ General Acc 3082-11381	4905.97	
ANZ Term Deposit 9847-604731	<u>17587.19</u>	22492.16
<b><u>Add receipts</u></b>		
Cancelled chq	50.40	
Catalogues	31.40	
Badges	128.15	
Interest- Gen Acc	0.63	
Interest- Term Dep	1038.41	
Picture Framing	170.17	
Rally Deposit 2012	1800.00	
Sale Spare Parts	275.00	
Subscriptions	7874.61	
Supper	226.85	<u>11595.72</u>

34087.88

**Less Expenses**

AOMC	191.00	
Auditor	660.00	
Bank Fee	30.00	
Booklets	195.80	
Brochures for Rally	250.00	
Consumer Affairs	113.50	
P Copying Membership Forms	78.70	
Donation Heart Foundation	350.00	
Federation Fees	40.00	
Fluro Vests	200.00	
Gift NSW Rally	226.00	
Insurance	595.00	
Newsletter	553.50	
Office Supplies	457.09	
PO Box Rental	86.00	
Postage	967.95	
Print Framing	163.00	
Supper Supplies	16.23	
Trophies & Engraving	<u>250.00</u>	<u>5423.77</u>
Members Funds	<u>28664.11</u>	

**Cash Balances as at 30<sup>th</sup> June 2011**

ANZ General Account 3082-11381	10038.51	
ANZ Term Deposit 9847-604731	<u>18625.60</u>	<u>28664.11</u>

**Bank Reconciliation 30<sup>th</sup> June 2011 Account # 3082-11381**

Balance brought forward	4904.97	
Add Deposits	<u>10637.31</u>	
	15542.31	
Less payments	<u>5503.77</u>	
	<u>10038.51</u>	

Balance as per bank statement as at 30<sup>th</sup> June 2011 10038.51

**Term Deposit as at 30<sup>th</sup> June 2011 Account # 9847-60431**

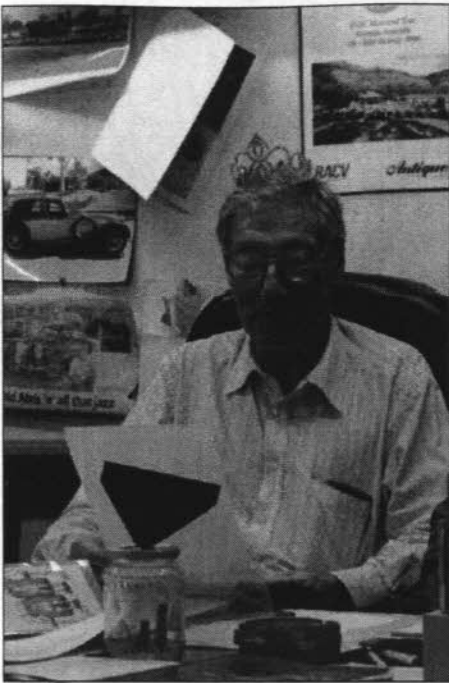
Balance brought forward	17587.19	
Add Interest	<u>1038.41</u>	
	<u>18625.60</u>	
Balance Bank Statement 2	<u>18625.60</u>	

**Rally Accounts as at 30<sup>th</sup> June 2011**

Cash Balances brought forward		
ANZ Rally Account 013-623 9830-87302	19265.31	
Add Interest		<u>655.12</u>
		<u>19920.43</u>

**Represented by**

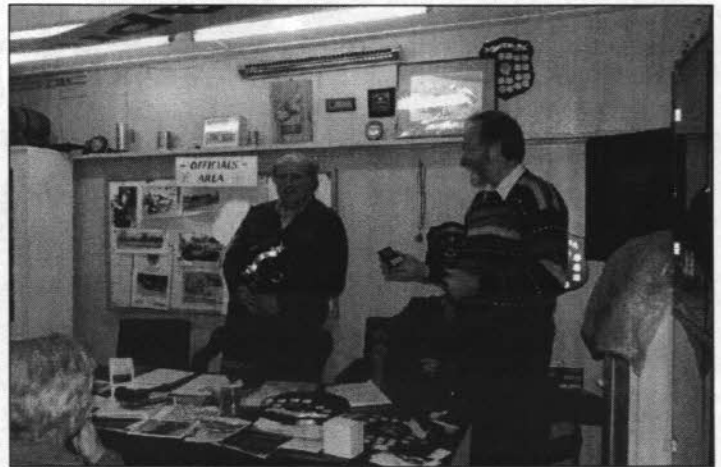
ANZ Rally Account 013-623 4923-68097	0.00	
ANZ Term Deposit Acc 9830-87302	<u>19920.43</u>	
Balance as at the 30 <sup>th</sup> June 2011	<u>19920.43</u>	



Left: Complete with tiara, Richard Tonkin assumes the chair



Above: Chris Higgins receiving the David Muirden award



Above: Chester McKaige and the Andy Hannam trophy



Right: Frances McDougall receives the Bill Barber award from Ian Barber

## The Awards:

The **Bill Barber Literary Award** was won by Frances McDougall who has, during the year, provided the newsletter editor with reports and photographs from all over the world.

Chris Higgins was the recipient of the David Muirden Trophy as Clubman of the Year, for his superhuman efforts to support the majority of the year's event with significant transit times to and from venues.

Andrew Green was the winner of the Simon Ramsay award for fastest Alvis up Mt Tarrenhower.

Chester McKaige won the Andy Hannam Trophy for his attendance at the most club outings in a proper car.

As reported, Alan Bratt received the McDougal Trophy for the best presented car at a designated event.

"WANTED - Marles steering box of the type fitted to Speed 25s and the like. Any condition. E-mail Mike Williams at [mik.williams@bigpond.com](mailto:mik.williams@bigpond.com) or phone 0418478947."

# RACV

# MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

21-23 OCTOBER 2011

ROYAL EXHIBITION BUILDING MELBOURNE, AUSTRALIA

**M**otorclassica was an international car show that first appeared in 2010, showcasing some interesting and not so interesting cars at the Royal Melbourne Exhibition Building.

To clarify my comment, I am acknowledging everyone's right to choose what they like and what they don't, so in no way am I demeaning the event, simply suggesting that there was something there for everybody!

From my personal point of view, I think it is important to support the efforts of people who stage an event like this otherwise it is easy to grumble that one has to go overseas to see an event like it.

This year the RACV became the major sponsor with naming rights and the event was bigger and better.

I personally don't like Concours d'Elegance events as they become very subjective and I question the ability of judges to fairly select a winner from 20 or 30 cars of different marques, from different countries, from different eras.

Questions always arise in relation to an award made to a car that started life as a saloon and is now judged having had a most significant make over to become a tourer.

Now let's get serious! This was a great event! There were many cars that one would not see on the road or in the one place at the same time. The majority of the cars were accessible as distinct from being roped off. The owners were welcomed to be there to look after their exhibit and there were concessions made for their well being by way of a rest room and food.

The ability to talk with the owners was a major bonus, as just like Alvis people, they love to talk about their cars. Derek Bell and Vern Schuppan, both multiple Le Mans winners, were there as special guests and moved around and interacted with the crowd. They were also interviewed from the main dais and a friend commented that in 60 plus years of being a petrolhead, the interview was a real highlight.

The organisers had various sessions including "buying your first classic car" to "restore or preserve," free demonstrations and much



more. Trade exhibitors were there in force and for anyone needing advice on virtually any service - it was there.

Alan Bratt must be congratulated on his initiative to offer his TB21 for display as his was the only Alvis there other than Alan McKinnon's 12/50 which accompanied his Antique Tyres booth on the outer forecourt.

In the periods that I was there promoting the Macedon Ranges Grand Tour, Alan Bratt had no shortage of interested parties, many surprised that it was a well used car.

Also I had the opportunity to give Alan his McDougall Trophy for the Best Presented Car at a nominated outing.

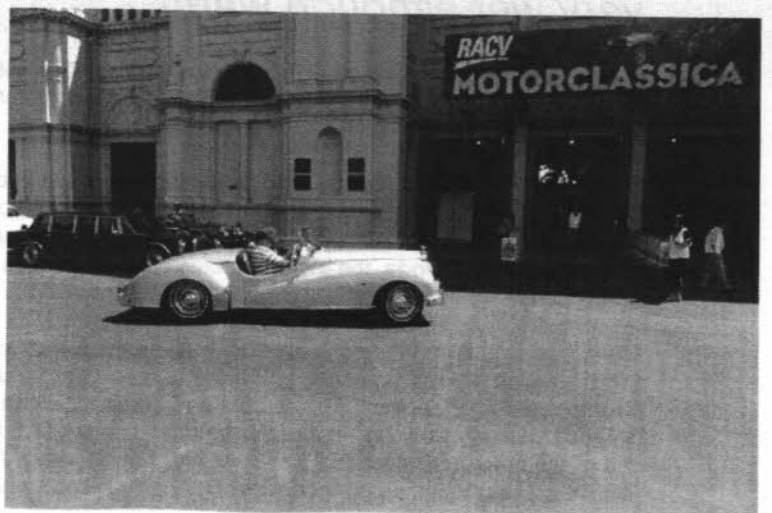
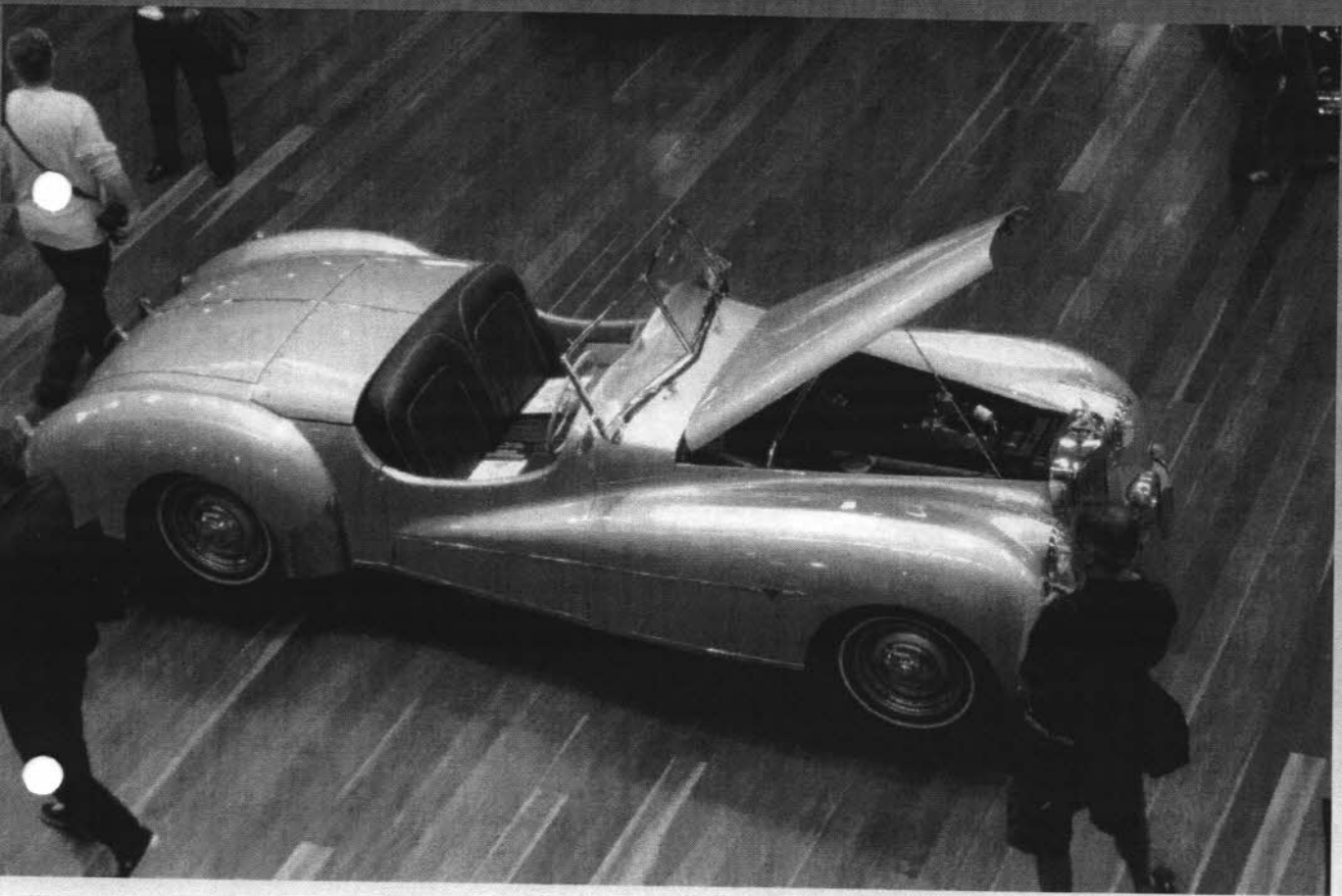
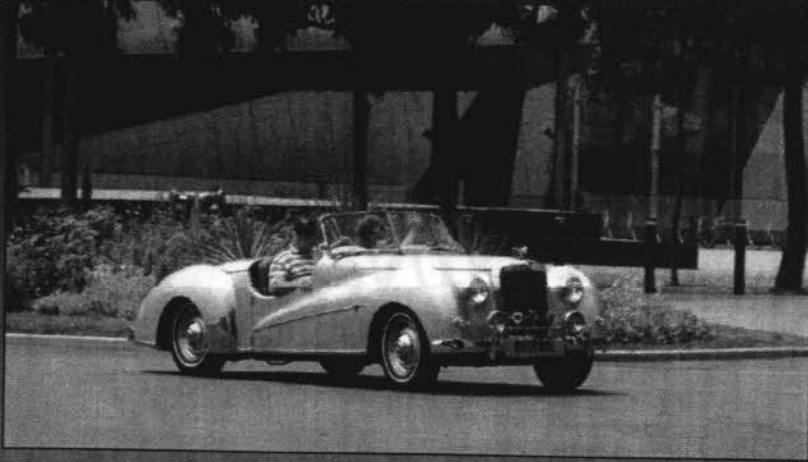
Unfortunately, due to a communication mix up Alan did not get to the trophy night unaware that he was to take away a prize.

Motorclassica is on again next year.

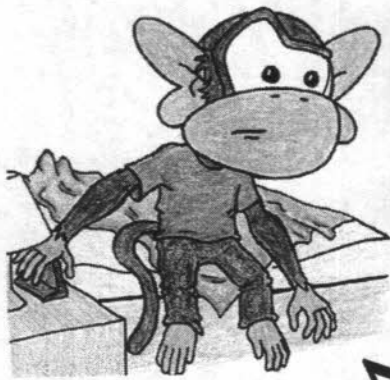


*Alan accepting the trophy*





Photography by Frances McDougall & Marg Lang



# SUNDAY 23 OCTOBER



## EARLY MORNING RUN or for some up at sparrows!



*Sunday morning was warm and sunny in stark contrast to Saturday which was very wet although warm*

8 Alvis and 1 MGB appeared in the Spotlight Car park in East Ringwood and proceeded to travel approximately 50km around the Dandenong Ranges to finish at the Rupert Hamer Arboretum in Olinda.

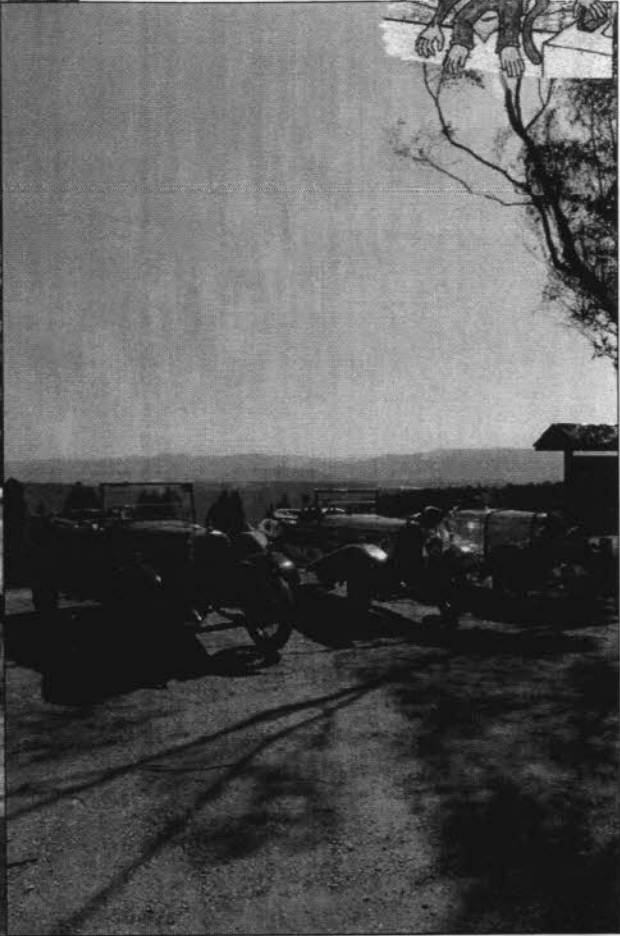
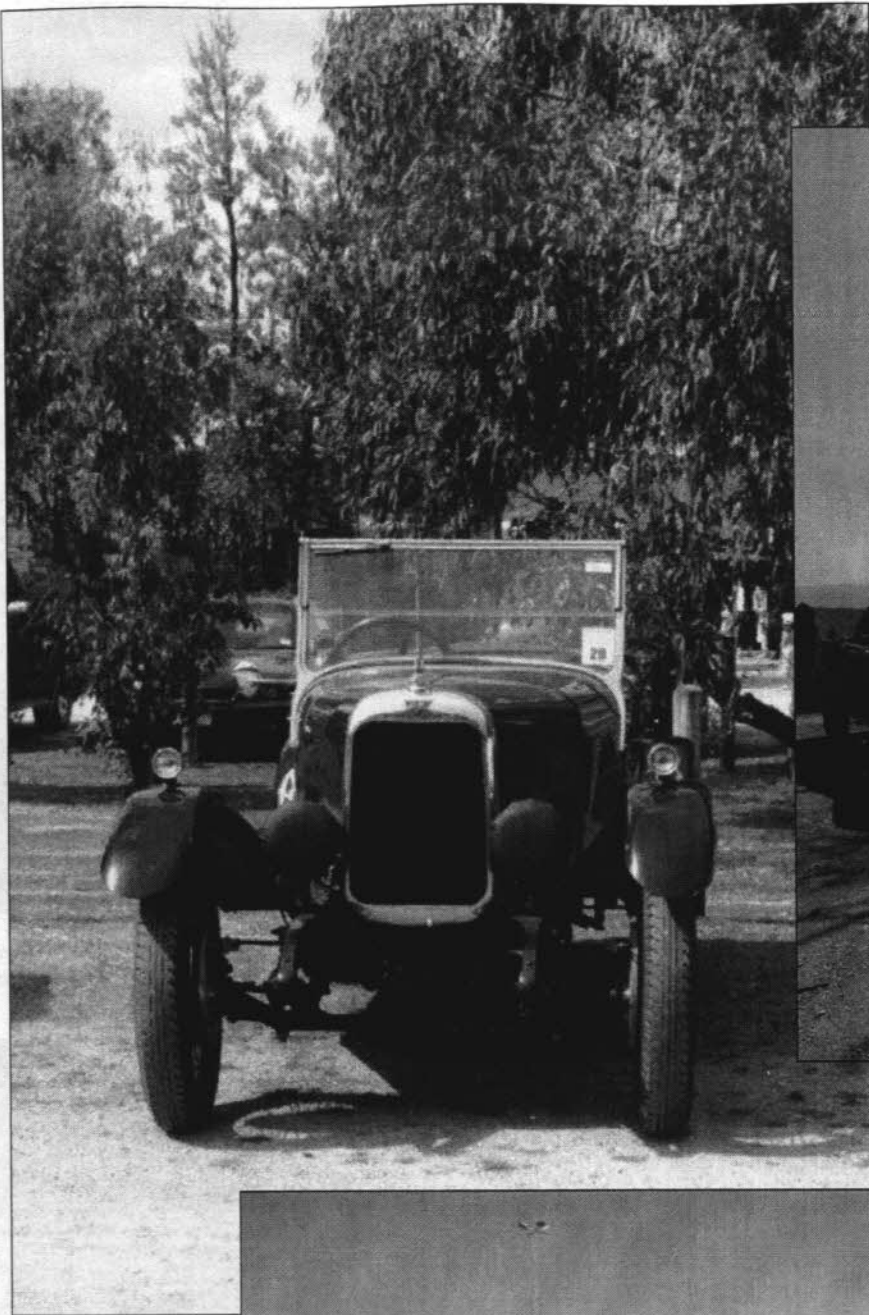
This 126 hectare area of exotic and native trees was planted during 1976 to 1978, created after disastrous fires in 1962 destroyed the softwood plantations in the area. It was built partly as a recreational area and partly as a firebreak for Olinda, the exotic species considered less flammable than native trees.

There's around 200 different species of trees in the arboretum. As you might imagine, there's a spectacular array of colours in Autumn, when the liquidambers and maples burn rich colours from orange and red to purple. But the trees and views are impressive at any time of year. And if you follow one of the many walking trails, you soon enter thick, shady forest. The roads around the Dandenongs are very picturesque when the weather

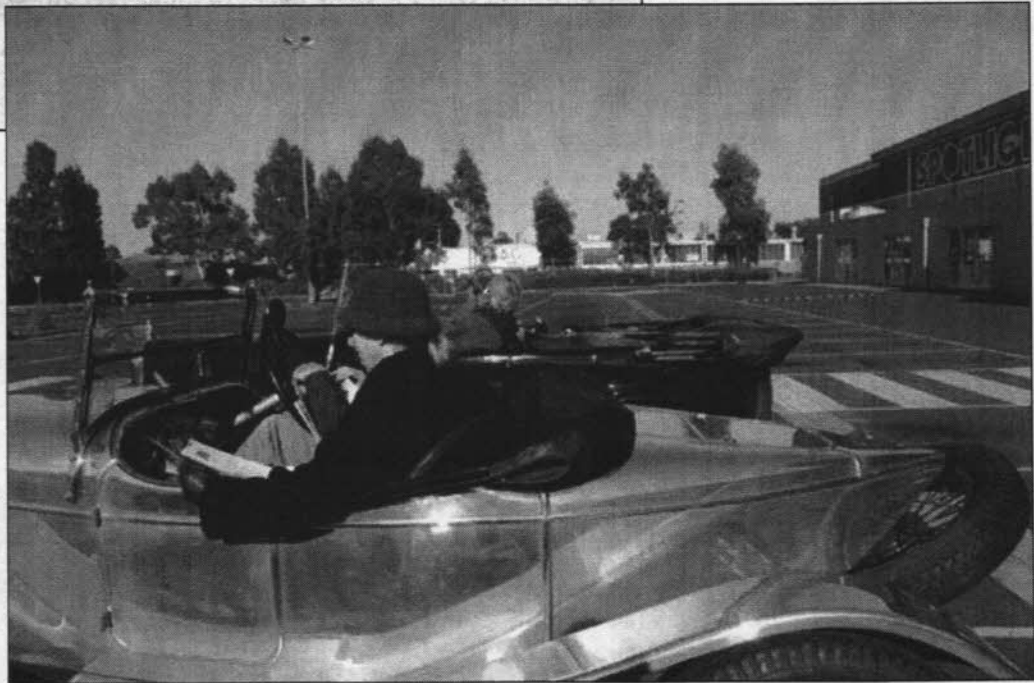
*Raring to go from the Spotlight car park*

us good and this morning was perfect, apart from the mobile chicanes, bicycles, which seemed everywhere. Everyone managed to not get lost although our President did manage to take a "U" turn when instructed by his navigator. A few suspected we had gone in the wrong direction and were very close to the truth. Attendees were: Bob and Lesley Northey 1950, Andrew and Francis McDougal 12/50, Che and Sally McKaige & Jill and Don Bosanquet Silver Eagle, Dale Parsell & Tristan Roberts Silver Eagle, Maritta Parsell & Lyn Roberts MGB. Thank you to all for coming along and for those who stayed home you missed a great morning drive.

Dale Parsell



*Left: the McDougall 12/50*

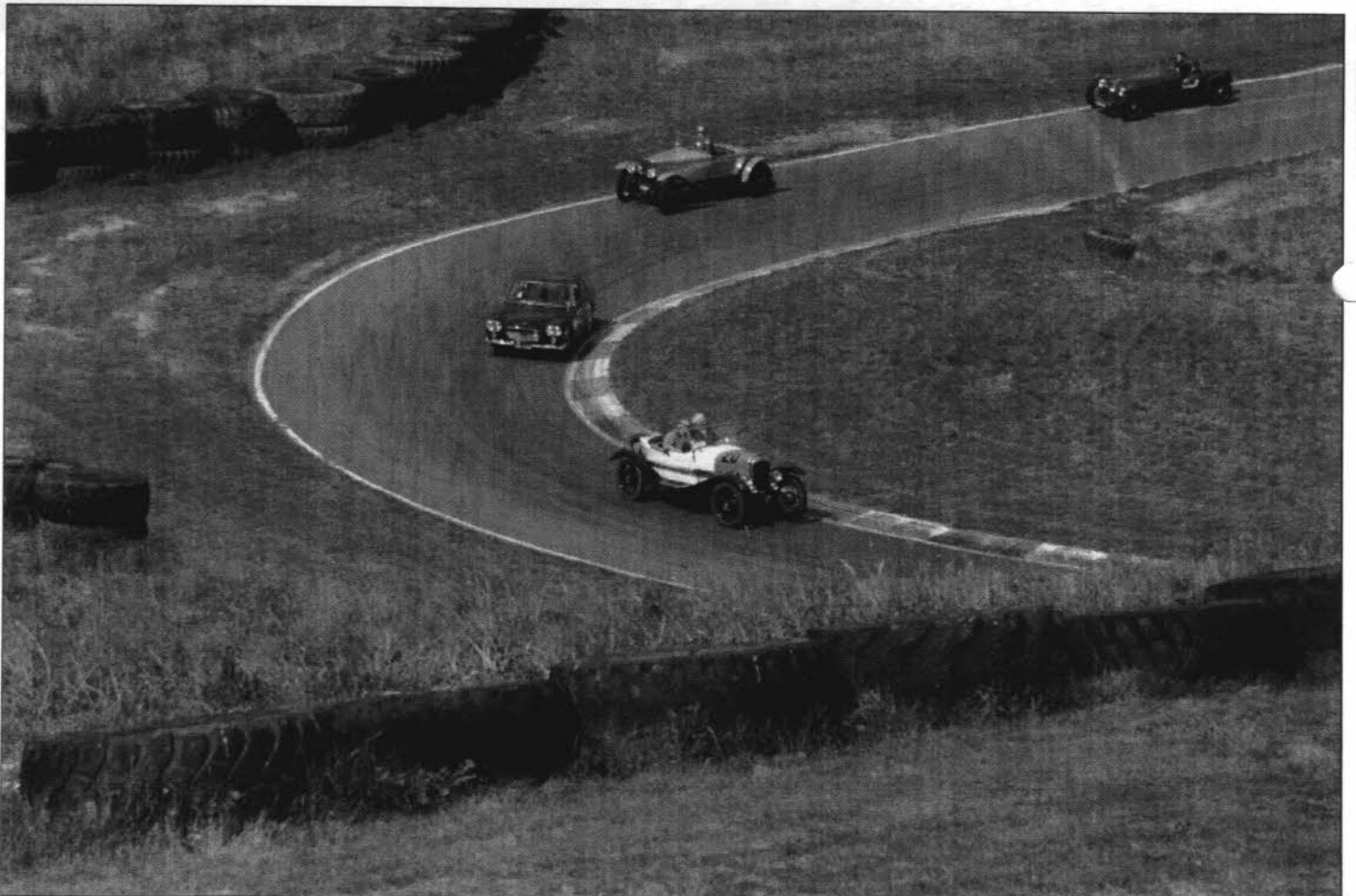


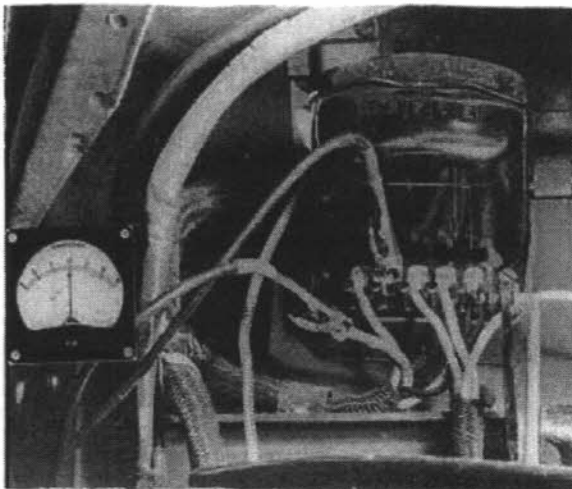
*Above: the Northeys ready to launch*

*Photography: the Parsells*



*Above & below: Dale Parsell provided the following pics of a picnic outing to Morwell on 18 September for the VSCC to assess the Haunted Hills track's suitability for hill climbing. The Parsell Silver Eagle on the right, Andrew Green's beetleback next to the Alta and Mark Burns Ducksback second in on the left.*





### TO CHECK THE CHARGING CURRENT

If an ammeter is not fitted to the particular vehicle, the charging rate can easily be checked by connecting a test ammeter in series with the A lead. The most convenient point is at the control box.

To check the battery charging rate see that all switches are off, the charge should be approximately as shown in the guide.

Specific Gravity	Amperes
1270	5A or Lower
1250 or Lower	8A to 12 amps
1200 or Lower	15 to 17 amps

As a final check, switch on the full normal lighting load, i.e. Heads, Sides and Tail. With generator running at full charging speed the ammeter should lie between zero and approximately four amperes on the CHARGE side.

### THE CHARGING CIRCUIT — COMPLETE

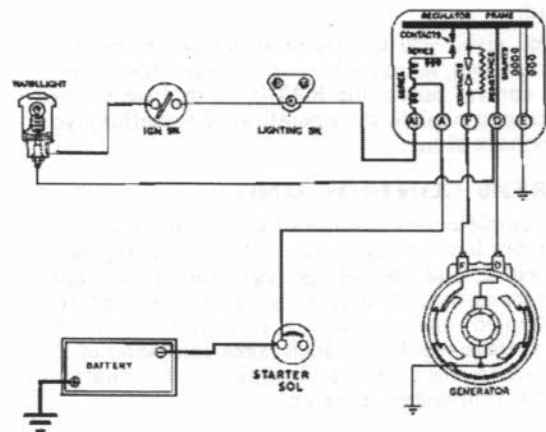
And just to remind you what we have been checking, here is a specimen charging circuit.

Our first checks, you will remember, were made at the battery : the hydrometer and high rate discharge tests.

We then checked the generator and the D and F cables from it to the control box. We made two tests : the first with a voltmeter between D and earth which checked the armature and brush circuit, and then we added an ammeter between the D and F terminals — to check the field current.

Then, at the control box, we checked the regulator open circuit settings. We showed you how to adjust this setting, with the A1 and A leads disconnected and joined together. We also made sure that the control box earth was good.

We then checked the operation of the cut-out and finally the warning light and ammeter. In this particular circuit, you can see there is no meter fitted. You remember too how we stressed the importance of good wiring and connections throughout the circuit.



CHARGING CIRCUIT

### CHECKING THE CHARGING SYSTEM

- | BATTERY                | GENERATOR              | CONTROL BOX               |
|------------------------|------------------------|---------------------------|
| ① HYDROMETER TEST      | ③ DRIVING BELT         | ⑨ O/C SETTING             |
| ② HEAVY DISCHARGE TEST | ④ BEARINGS             | ⑩ WARNING LIGHT & AMMETER |
|                        | ⑤ BRUSHES & COMMUTATOR | ⑪ CABLES & CONNECTIONS    |
|                        | ⑥ ARMATURE CIRCUIT     | ⑫ CUT-OUT OPERATION       |
|                        | ⑦ FIELD CIRCUIT        |                           |
|                        | ⑧ CABLES               |                           |

### THE TEST ROUTINE

And finally, to summarise the whole business, here is a list of the operations which should be carried out in the order shown.

# Current-Voltage Regulators

## CURRENT-VOLTAGE CONTROL

The increasing number of electrical appliances now being fitted to the modern vehicle, many of which consume relatively heavy currents, has made necessary the introduction of a system of regulation more positive in its action than the compensated voltage system.

Current-voltage control of the generator is more positive because not only is the generator output controlled at a safe maximum, but this maximum output is used to full advantage, being available if necessary for a longer period at the beginning of the charge.

## CHARGING CHARACTERISTICS

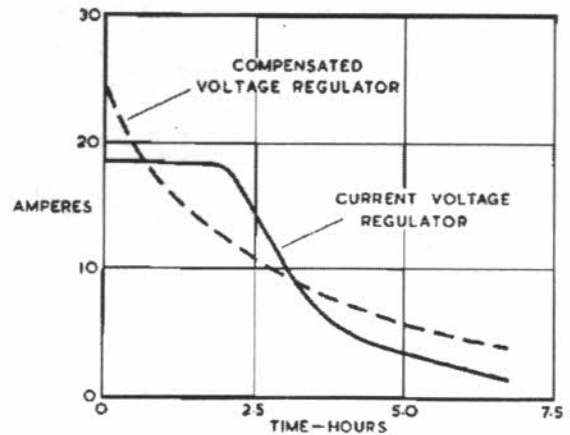
This graph will best illustrate what we mean. We assume our battery to be discharged. As shown by the broken line curve, with the Compensated Voltage Control System, charging commences at a relatively high rate, but quickly begins to taper off, after which, the charge steadily falls away as the battery voltage rises and finally becomes reduced to a "trickle charge."

With the Current-voltage Control System, however, the battery is charged at a uniform high rate, thanks to the *current regulator*, until the voltage of the circuit reaches a pre-determined figure, when the *voltage regulator* commences to operate and the charging current tapers off until finally only a trickle charge is delivered.

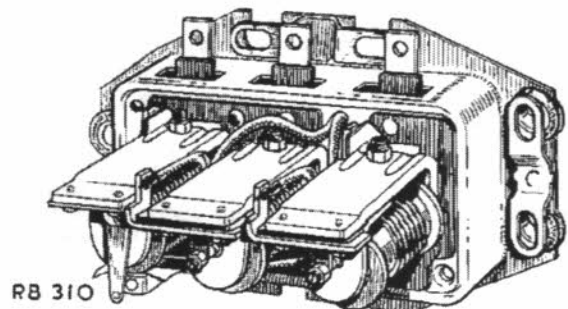
Having given you the essential differences between the two systems, let us look at one of our latest current voltage control boxes, the RB310, so that we are not attempting to explain the operation of something you may not have seen.

## THE RB310 CONTROL UNIT

The complete unit consists of a normal cut-out (on the left), but has two regulators: the current regulator in the centre, and the voltage regulator on the right. It is the series-wound current regulator which controls the sustained initial charging rate and the shunt-wound voltage regulator which takes command of the system when the current flowing in the charging circuit has diminished in value.



GRAPH COMPARING CHARGING CHARACTERISTICS COMMENCING WITH DISCHARGED BATTERY



## HOW THE CONTROL UNIT FUNCTIONS

This Control Box comprises three components:—

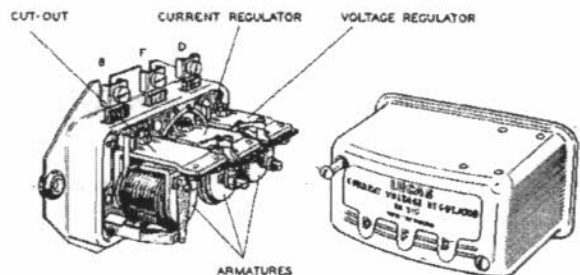
- A Cut-out Switch to connect and disconnect the generator and battery automatically.
- A Current Regulator which allows the generator to give its maximum continuous output for about one third of the time necessary to recharge a flat battery.
- A Voltage Regulator which takes over control of the output for the last two-thirds of the battery charge and thus provides a charge tapering to a finish.

Each of the items which we have mentioned has its own separate circuit in the control unit:

- The Regulator and Cut-out operating coil circuits.
- The main generator cut-out circuit.
- The Field Regulator Circuit.

We shall now study each component of the control individually after which it will be simple to follow out the overall method of operation and understand how the components combine.

First let us examine the mechanical build-up of the unit.



## THE CONSTRUCTION OF THE CONTROL UNITS

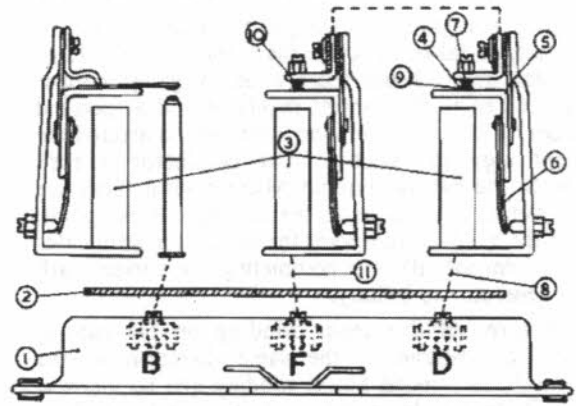
The unit is built up from a metal base (1) upon which is fixed an insulating pad (2), mounting three iron angled frames each with an iron core (3) on which will be fixed a coil winding.

Let us first consider the Voltage and Current Regulator Units (on right and centre) which are basically similar.

A pivot angle bracket (4) — the Armature — on which is fastened one contact point is mounted by means of a spring blade (5) in metallic contact with the main frame. The horizontal member of the armature lies immediately over the bobbin core. On its vertical member a spring blade (6) is fixed downwards and coincides with an adjusting screw in the back of the frame. This armature is the moving member of the contact set. The fixed contact point is screw mounted on another and smaller bracket (7) and is also fixed to, but insulated from, the top of the main frame. By means of the setting and adjusting screws the pressure between the pair of contact points may be varied to provide the requisite voltage and current settings of the regulators.

The main D (Armature) terminal of the generator connects to the frame of the Voltage Regulator (8) and thus to the moving contact point (9). The fixed point (7) is interconnected with the fixed point of the Current Regulator (10) and the current regulator frame connects directly to the F (Field) terminal of the generator.

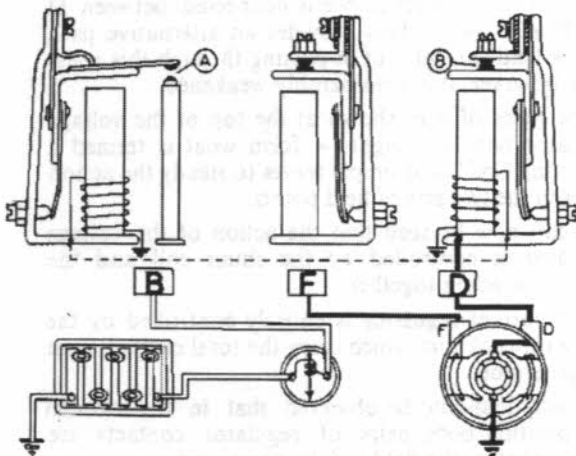
When at rest the two pairs of contacts will be closed thus completing the circuit between the generator



armature line and the "Field." In this condition the generator will charge, but immediately either of the contact pairs is opened by the magnetic pull from the Coil bobbins, the field circuit will be opened and the generator will cease to charge.

When in operation this becomes an alternate rapid opening and closing of the contacts at a frequency in the order of 60 to 100 times per second, enabling a very fine regulation of the generator Field to be obtained.

The contact point assembly of the automatic cut-out switch — left — is of general similar construction but a single opening and closing operation connects and disconnects the generator from the battery. In the "At Rest" position the cut-out points are open whereas both pairs of Regulator points are closed.



## THE REGULATOR AND CUT-OUT OPERATING WINDINGS

The electro-magnetic relays which operate the cut-out switch contacts (A) and the voltage regulator contacts (B) are energised or "excited" by coils of fine enamelled wire mounted on the respective bobbins and permanently connected across the generator main circuit, i.e. "in shunt."

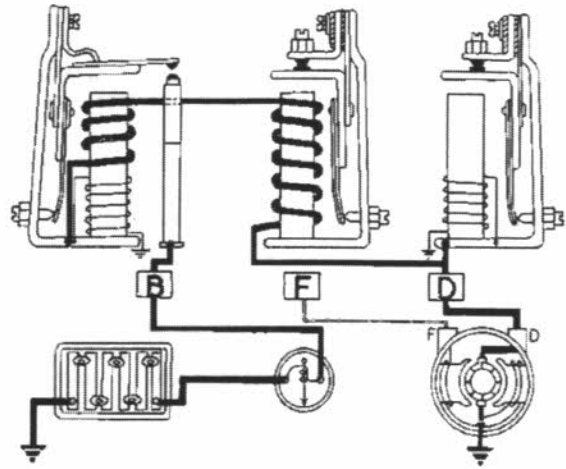
When the generator "builds" a sufficiently high voltage the current flowing in these windings induces a magnetic field in the cores of sufficient strength to pull down the armature and close the contact points, in the case of the cut-out, and separate them in the case of the voltage regulator.

## THE GENERATOR AND CUT-OUT CIRCUIT

The current path from the generator D terminal (or armature) is taken direct to the frame of the voltage regulator unit. From there a heavy gauge copper wire is taken to the current regulator and a specified number of turns of the conductor wound around the current regulator bobbin. The conductor is then taken to the cut-out bobbin where several turns are made before it connects to the moving cut-out point. From the fixed cut-out point the conductor terminates at the terminal (B) thus completing the current path from generator to battery.

The turns of this series winding on the cut-out bobbin are wound in the same direction as the previously mentioned Shunt winding and so increase the pull, thus holding the contacts together tightly. The Shunt coil closes the cut-out points at 12.7 volts on the 12 volt system and current in the series winding holds them down.

When the generator ceases to charge and the voltage falls, these points should re-open at between 9 and 10 volts. A reverse current will commence to flow back from the battery into the generator windings. This reverse current de-magnetises the core and immediately throws the armature off, thus opening the contact points.



## THE GENERATOR FIELD REGULATION CIRCUIT

To make the generator "build" it is necessary to connect the Field coils to the generator main circuit, i.e. connect terminal F to D.

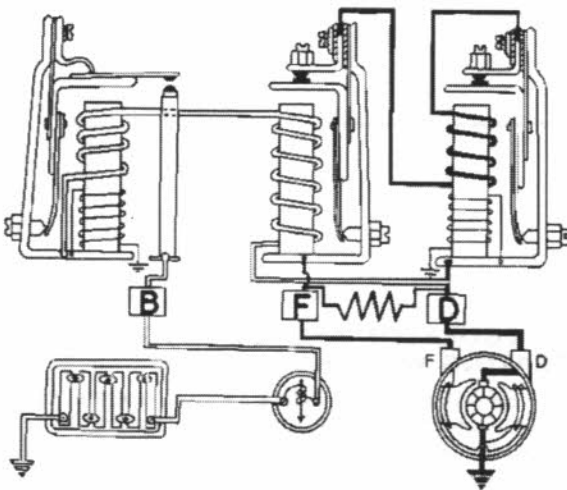
As shown in this picture the F terminal at the generator is connected to the frame of the current regulator. From the frame we pass to the moving contact point, from the fixed contact point through a number of turns of wire on the upper part of the voltage regulator and then to the fixed contact point of the voltage regulator. We continue from the moving contact on the voltage regulator to its frame which is the generator main connection (D). Thus the field circuit is connected through two pairs of contact points "in series" and if either is opened the field circuit will be broken or "opened." When this occurs a heavy destructive flash would take place at the contact points and quickly damage them. To prevent this, a resistance is connected between D and F as shown. This provides an alternative path for the field current, but in passing through this resistance however, it is considerably weakened.

The turns of wire shown at the top of the voltage regulator bobbin — right — form what is termed a "Bucking Coil" and simply serves to steady the action between the two sets of field points.

It can now be seen that the action of the voltage regulator is controlled by the shunt coil and the bucking winding together.

The current regulator is entirely controlled by the heavy turns of wire which carry the total current from the generator.

Finally it should be observed that in the normal rest position both pairs of regulator contacts are closed; that is, the field is fully connected.





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Ardrossan SA

## FOR SALE

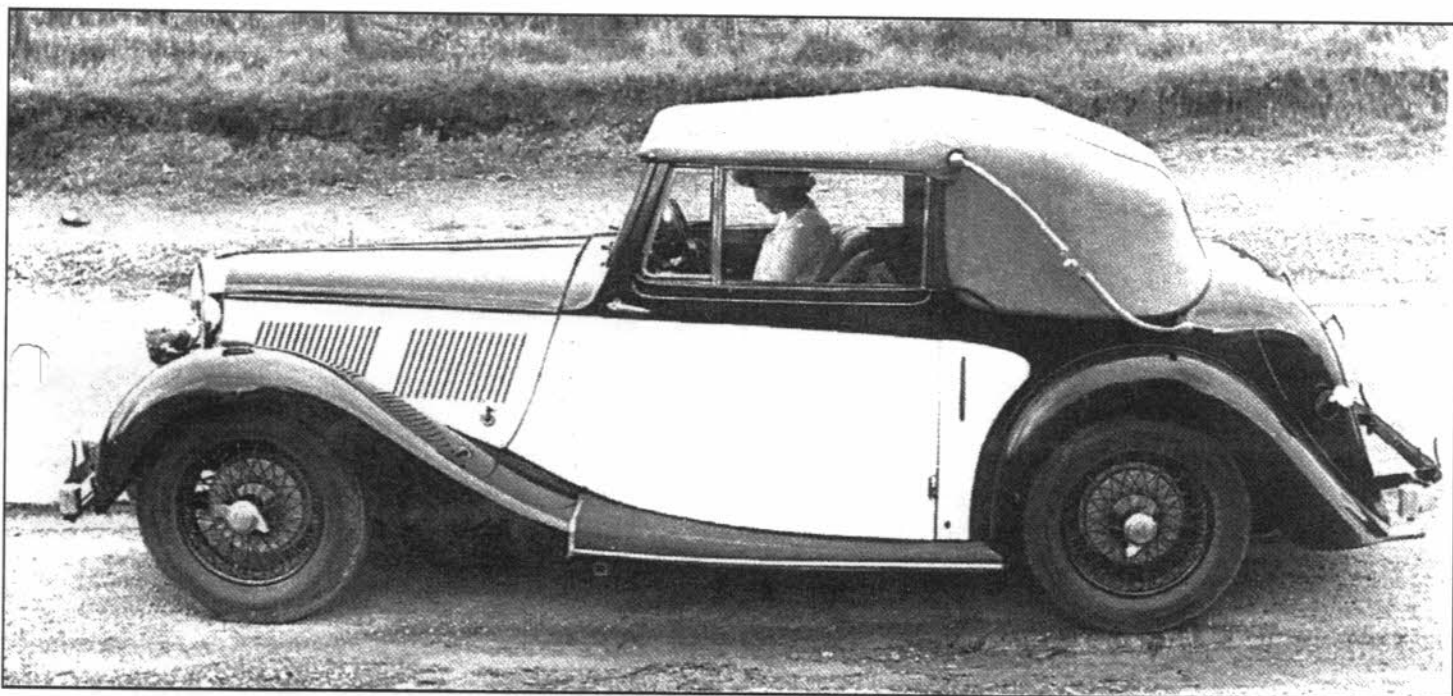
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