

Alvic

The Newsletter of the Alvis Car Club of Victoria

September 2017





*Unexpected visitor at our Geelong Weekend Away.
Alvis Stalwart owned by Graeme Arkle*



September 2017
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SUPPER
The McKINNONS

*The Editor would like to thank all contributors to
this month's ALVIC*

2017 COMING EVENTS

- | | | |
|-----|----|--|
| SEP | 15 | GENERAL MEETING |
| OCT | 1 | CELEBRATE 50 YEARS SINCE LAST ALVIS MADE (Richard Tonkin) SEE Page 5 |
| | 20 | GENERAL MEETING (Guest Speaker Kevin Barker—Lucas Specialist) |
| | 22 | EMR (MARK WELLER) |
| NOV | 17 | ANNUAL GENERAL MEETING |
| | 19 | TALL SHIP CRUISE (Mark Weller) |
| DEC | 3 | CHRISTMAS PARTY - Barrabool (Dale Anderson) |

Front page: Dale Anderson's 12/50 framed in the front entrance to Barwon Park

PRESIDENT'S REPORT

Writing this report is proving to be a bit of a challenge as I am doing it with blurry vision and a patch over my left eye. Therefore this report is likely to be fairly short.

I am normally fairly safety conscious when working in the workshop, however in trying to get the Speed 25 ready to return to my panel man for final fit up and painting, I was completing a few jobs in difficult conditions. In future I won't undertake a major restoration on a low slung vehicle without the benefit of a hoist. I have spent so much time getting in tight places under the car and behind the dash. Up until now this has generally kept me supple, however, a week ago it resulted in a pinched nerve in my neck and referred pain on my left side. Also to compound the discomfort I was fitting the front door opening restraints when I found that the substantial steel brackets I had made to support the "B" pillars were in the way. It was too late to remove these brackets for reworking on the bench, so I got under the jacked up car and started modifying the brackets in situ, by means of drilling, angle grinding and with a power file. It was close up work and so I was wearing my reading glasses rather than goggles. The result was metal in the eye which I thought I had rinsed out, but some days later I found that there was still residual metal in the eye. As a consequence my schedule has been completely thrown out, leading me to not having the Speed 25 ready for return, preparation of our veteran motorcycles for the upcoming South Australian rally has not happened, my plans to spend a few days completing the engine assembly of Margaret Caldwell's TA14 and the servicing of Chris Higgins SU fuel pumps, have also not happened. We will be attending the motorcycle rally the week after next, but unfortunately only as spectators. On the positive side we will be staying with Don and Jill Bosanquet whilst in Adelaide. Well that's enough of my woes, however I hope my experience provides an indication of the importance of safe practices in the workshop!

Recently we thoroughly enjoyed the Bellarine weekend away. I wish on behalf of the participants to thank Dale and Judy Anderson, Mark Weller and Leigh and Helen Dwyer for organising and hosting us on what proved to be an excellent weekend of Alvis motoring, places of interest visited and good dining. Of special interest was having an Alvis Stalwart, owned by Graham and Josie Arkle accompany us on some of the runs. It is an impressive six wheeled vehicle and through some gearing changes and LPG addition Graham has improved its cruising speed and economy - from 1km/litre to almost 2 km/litre (a dramatic percentage improvement!). Also it was good to see the newly restored 12/50 Ducksback of Allan Wettenhall out for the first time and the long term TD21 restoration project of Leigh Dwyer making good progress. I believe that a full account of the weekend is elsewhere in ALVIC.

At the August meeting we really enjoyed having the company of Heather Goldsmith, President of the NSW Alvis Car Club. It was Heather's first visit to our Club and clubrooms and she was impressed from her observations that both clubs enjoy similar informality and camaraderie.

If any of our members are in Sydney at a time that the NSW Club is meeting or having an event, you will be made most welcome.

I am pleased to report that we have welcomed two new members to our Club: Adam McKenzie from East Malvern, who has purchased the ex Geoff Shepherd TD21, and Karen Heffernan from Closeburn Queensland. Karen is a daughter of Richard and Pauline Tonkin. Karen enthusiastically participated in the recent Warrick national rally and on one occasion thoroughly enjoyed driving the William's TA14 drophead. Consequently she jumped at the chance to purchase the excellent TA14 drophead of Kendall and Joyce McSkimming. We look forward to having Adam, Karen and families join us on future events.

Frances and I will be in South Australia later next week, so we will miss the September meeting. As Mark Weller is currently overseas, John Hetherington has kindly offered to conduct the meeting. In October we will be overseas so next month's report may well come from the Channel Islands or Malta. Mark Weller will run the October meeting and will also be introducing a guest speaker who will be giving a talk on electrical systems for our type of vehicles.

Normally the October meeting is also our AGM and Awards Night. This will be held over until the November meeting.

If you intend coming to the Malvernvale Hotel for a meal prior to the monthly meetings, for the September meeting you can let me know by Wednesday evening, by phone or email and for October it will be appreciated if you can let Mark Weller know numbers.

I am sorry that even with the blurry vision this report did end up being a bit long winded.

Andrew

It is planned to have a guest speaker at every second general meeting

If you can suggest anyone who you think would make a good guest speaker; not necessarily on Alvis or old car matters, the committee would be happy to hear from you



ALVIS CLOSE AND MACEDON PUB RUN

Marking the 50th Anniversary of the last Alvis car

Sunday 1 October

Where: Meet at Alvis Close, Taylors Hill at 10.30. Melway Map 356.
As it's not on older Melways, here are the directions -

Travelling north on the Calder Freeway, a short distance north of the Western Ring Road, exit at Route 40, Green Gully Road.

At the 1st roundabout (Old Calder Highway), go straight ahead (2nd exit);

At the 2nd roundabout, Sunshine Avenue, Green Gully Road becomes Taylors Road. Go straight ahead (2nd exit);

At the 3rd roundabout, Kings Road, go straight ahead (2nd exit). You are continuing on Taylors Road;

At the 4th roundabout, Westwood Drive/Calder Park Drive, go straight ahead (2nd exit) nearly there !

Turn right into Conrad Terrace, first street after the roundabout. Conrad then turns left. At the T intersection, turn left. After a short distance, turn right into Alvis Close.

We will stay in Alvis Close for about 30 to 40 minutes, chatting with the neighbours and showing them our cars.

Lunch: At around 11.00 to 11.15, we will leave for lunch at the Macedon Railway Hotel – 33 Smith St, Macedon, on the corner of Victoria Street – Melway Map 657 D10, arriving about midday.

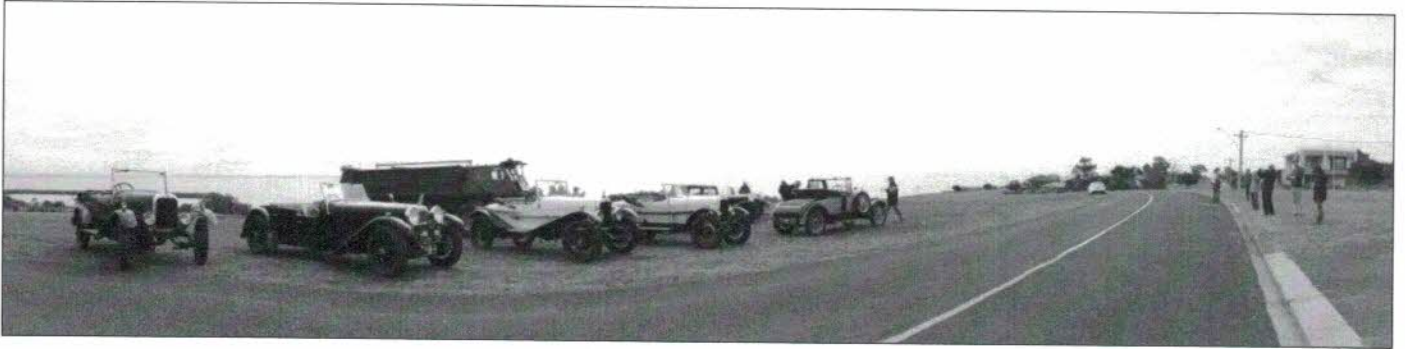
We have a private room booked. Route instructions will be supplied at Alvis Cl.

Please call me on 9710 1465 or 0407 944 987 or email rtonkin@tonkinlaw.com by Wednesday, 27 September so we can give the pub numbers for lunch.

Richard and Pauline Tonkin

WEEKEND AWAY: 25-27 AUGUST 2017

Bob Northey



One of the great pleasures of Alvis ownership is the opportunity afforded to be part of a multi-day event away from home. Following the pattern of local regional members preparing and hosting a driving event in their area (lastly the fabulous September 2016 Swaney/Hetherington Mansfield weekend) the Geelong area contingent rose to the challenge!

Local member Dale Anderson (assisted by ACCV vice president Mark Weller) had arranged three days of driving, sightseeing, and (possibly) eating too much.... Historical content, suitable roads, excellent food and company were all promised.

Anticipation was high amongst us recently retired folks at least (skiving off on a Friday!) as we headed for a mid-morning meeting in Geelong – we came from Castlemaine in our Speed 20 and enjoyed empty roads all the way, unlike The Gisborne Group who encountered the Western Highway blocked at Bacchus Marsh. Bother!

Nonetheless most people arrived in good order before the off. Careful surveillance of vital signs allowed Peter Mackay to quickly spot a lack of indicated oil pressure in the Silver Eagle on the way down from Ballarat; hopefully it's something simple!

At various stages or for the whole weekend we had quite the range of Alvises:

The 12/50 squadron of Dale and Judy Anderson, Allan and Roslyn Wettenhall, Peter Miller, Geoff Ross, Andrew and Frances McDougall, and Alan and Noeline McKinnon. Wow!

Silver Eagle: David Head with Geoff Everett riding shotgun

Speed 20: Mark Weller, Bob and Lesley Northey

12/70: David, Harriet and Rosie Williams

Firebird: Chris Higgins

TA14: Terry and Marian Wills-Cooke

TE21: Richard and Pauline Tonkin

Jaguar: Ross Sinclair

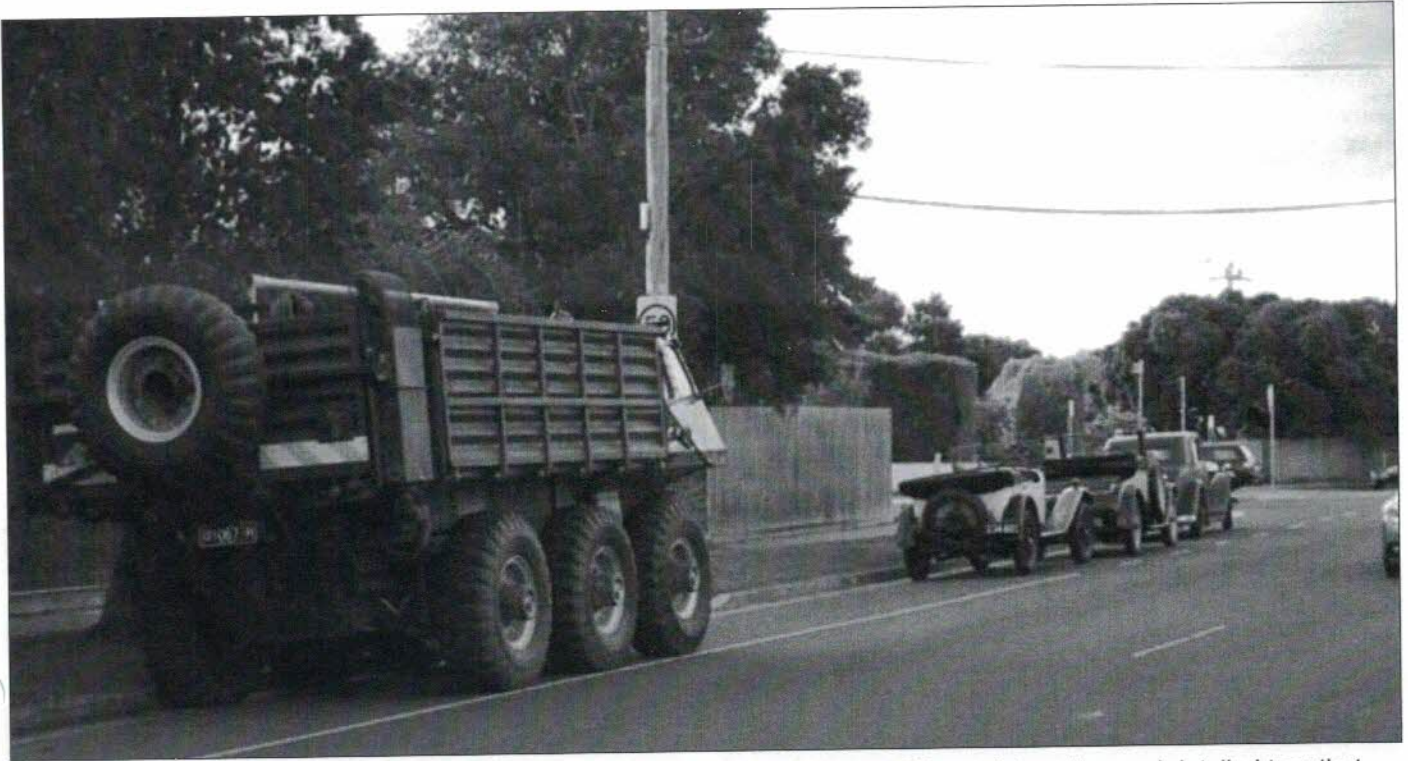
Stalwart (!): Graeme and Josie Arkle

In addition in moderns, were Dale and Maritta Parsell, John and Marg Lang, John and Marg Hetherington and Pete Mackay with Brad Mitchell navigating.

Brad's parents, John & Roma Mitchell, were long term Alvis people in SA and he had brought along some fascinating family folders of all things Alvis from the 1970s/80s.

The Stalwart was quite a surprise; it is heavy vehicle engineering with a staggering presence on the road – photos do not fully convey the scale of the device! We saw it on the Bellarine Peninsula parts of the weekend on the Friday and Sunday and for those of us with limited detailed knowledge of the Alvis military fleet this 6WD amphibious truck was extremely interesting.

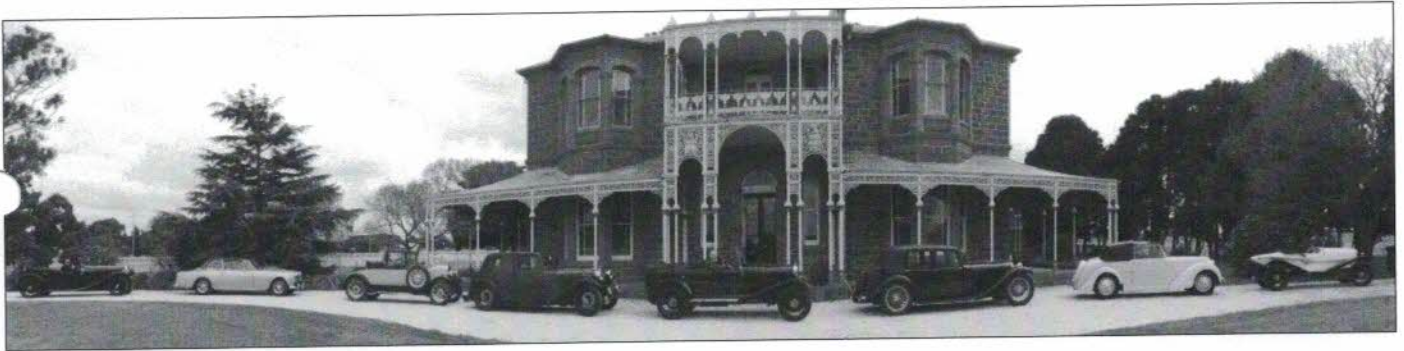
After getting away from Geelong we gathered briefly outside Crimea House, a Drysdale property that was an important early example of Victorian era social welfare – it was built to house destitute ex-servicemen from the Crimean War (ref: <http://www.geelongadvertiser.com.au/news/geelong/my-home-town-why-some-people-will-never-live-in-the-city/news-story/19f0313a5ad5be629af960eb12b7562f>).



After a light lunch in Queenscliff we moved over to the historic Fort Queenscliff for an interesting and detailed tour that concluded with excellent tea and scones and a look around the museum, and then it was off to our Belmont (Geelong) motel, most of us driving via Barwon Heads. An interesting aside is that our Mark Weller lived at Fort Queenscliff for a year as part of his officer training early in his career.

After the traditional Alvis pre-dinner gathering we did not go hungry at dinner at a bustling Italian bistro, a pleasant stroll "up" the road from our digs.

The Saturday drive initially headed out south-west of Geelong, arriving at the National Trust property Barwon Park. This wonderful property has been markedly improved since the last ACCV visit and it was really worth returning to. We recalled that 12/50 driver Alan Willingham was the heritage architect behind this effort: nice work!



After a leisurely but excellent pub lunch at Birregurra, there was a quick blast across to Barwon Heads (surely one of Victoria's finest coastal towns) for divine afternoon tea at Leigh and Judy Dwyer's house and some serious shed time. Leigh has owned and been working on a TD21 project as time permits for decades and is making solid progress – a Delage with a spectacularly dilapidated Martin and King saloon body is also being worked and a nice vintage Buick was a runner. A most interesting visit for us all!

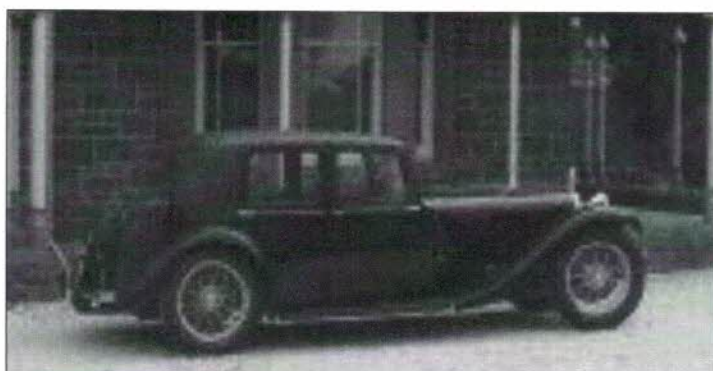
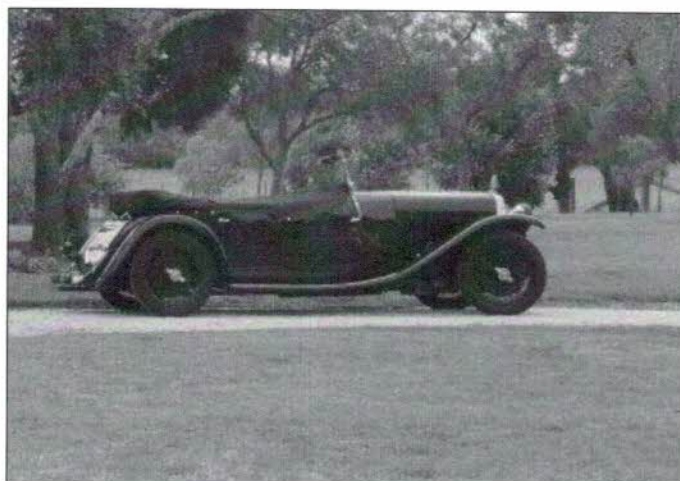
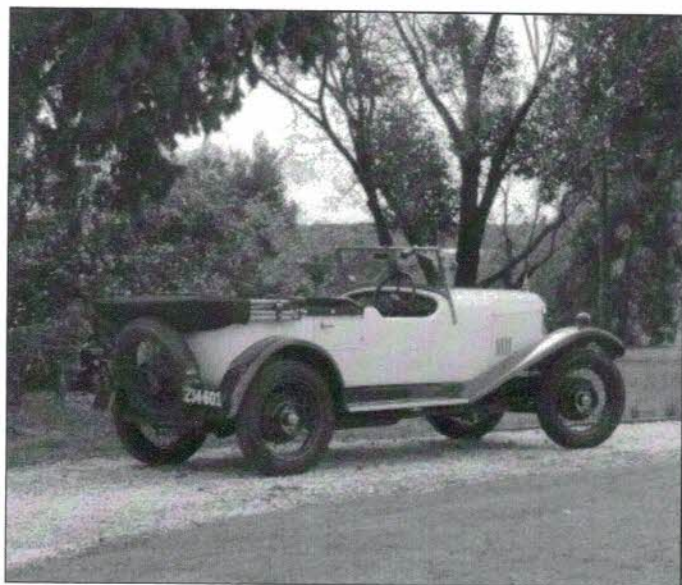
The Saturday dinner (theme: "Scottish") at St Regis winery produced some appropriately questionable outfits, some apparently sourced from 'McVinnies.' It was quite a night, commencing with apologising to the few other small tables as we arrived as we were The Large Group. Our organisers had thoughtfully arranged a bus to and from the winery; much appreciated!

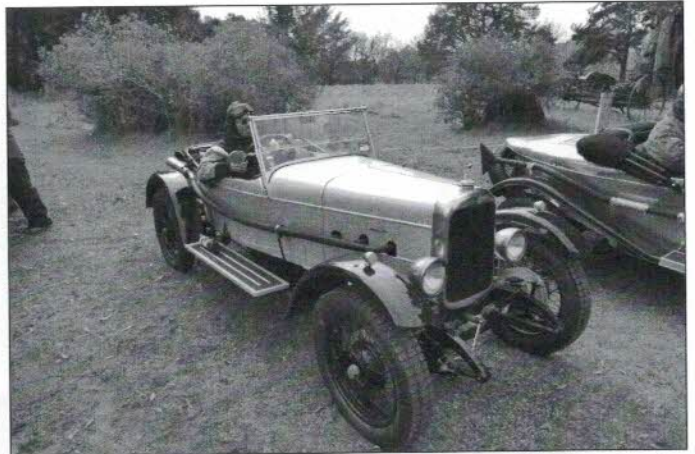
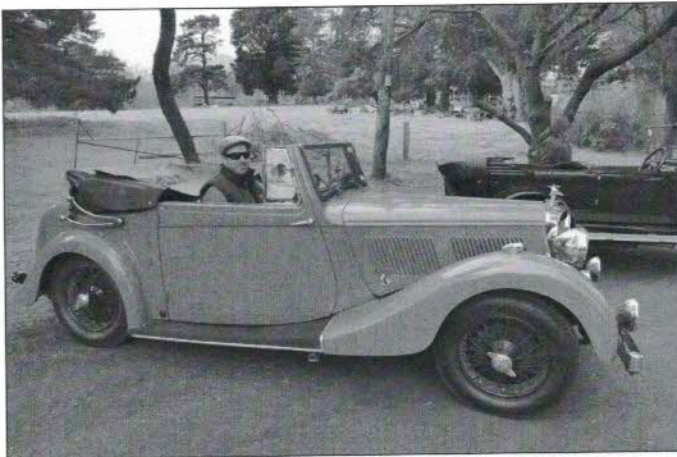
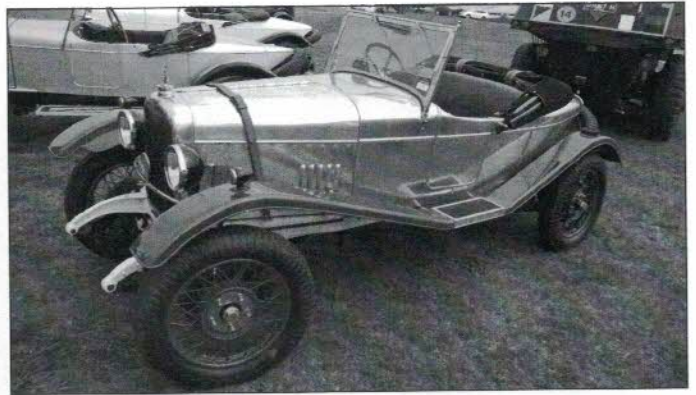


Sunday's drive passed by the National Trust property "The Heights" on the way out of Geelong; we had a good introductory briefing; apart from interest within the house itself the old stables and garden were real highlights and the lovely volunteers there made us most welcome. Then to Inverleigh Historic Hotel for a satisfying lunch with at least two other groups of car drivers – it's a big and very good country pub that copes with a lot of diners. Amongst the Ferrari/ Maserati/ Lamborghini/ Porsche fleet outside there was a McLaren, and there were red plated Valiants/ Falcons etc prowling around too. Good to catch up with one of our members, John Gove who was there with the Maserati contingent.

A general knowledge quiz on all things Alvis was conducted over the weekend by Geoff Ross; this was won by the Northeys and after lunch Geoff presented a superb framed picture of an Alvis 12/50 cut into a jigsaw with a nice personal anecdote to make it special and memorable.

Without doubt this was a most successful weekend and we all thoroughly enjoyed it: thanks to Dale Anderson and Mark Weller and others who contributed. It again validates the practice of having local people who know their area run events; we also got to see and meet many Geelong area members, which was the real weekend highlight.







CRUISE IN A TWO-MASTED SCHOONER

We are planning a short sail on Port Philip Bay on the replica of John Pascoe Fawkner's Schooner 'Enterprize' – the ship that sailed from Van Diemen's Land in 1835 with the first permanent white settlers, who started what has become the City of Melbourne.

The original vessel was built in Hobart in 1830, the replica being launched in 1979 in Melbourne. It is the only square-rigged ship built in Victoria in over 140 years and is the only sailing ship in the southern hemisphere using traditional materials, eg recycled timber, hemp and tar ropes and flax sailcloth.

We shall have lunch in Williamstown and then board the 'Enterprize' for a one-hour cruise.



Date: Sunday 19th November, lunch at 12 noon, sailing at 2.30pm – 3.30pm.

Cost: \$35 (\$30 Seniors) for the cruise.

As we need to reserve seats (in competition with the public), **payment is needed by the October Club meeting (20th October)**. Lunch venue yet to be determined.

Contact: John Lang (or after September, contact Mark Weller).

The 2019 ALVIS Down-Under Centenary Tour ***20 March – 7 April 2019***

Due to solid interest from both local and international Alvis enthusiasts this event is going ahead. Big thank you to those who have let us know they are keen to be involved.

This will be a 19 day tour of the best that south eastern Australia has to offer – so come and join us for an Australian celebration of 100 years of Alvis – taking in great scenery, wonderful roads and the best food. Starting from Melbourne heading up and over the Warburton Ranges, east along the scenic Victorian coast, trekking north along the New South Wales Sapphire coast, then up into the stunning Blue Mountains, inland through western NSW then back down visiting our nation's capital – Canberra, then through the snowy mountains finishing in Albury - the start of the 2019 National Rally.

For those wishing to only attend specific parts of the tour we will publish the tour outline in the early part of 2018 and you can let us know your drop in and drop out dates. We will then advise you of the associated cost based on your selected portion of the tour. At this time and until further notice any payment or instalment you send is fully refundable should there be a change in your plans.

If you are interested in being part of this wonderful celebration tour you will now need to formally register (on the attached registration form) as soon as possible to secure your participation. Payment will be via instalments and you will be contacted and advised when these are due. Unfortunately at this time the total cost is not clear as none of the venues will commit to a lock in price until early next year.

Any questions at all please contact one of the organisers:

Dale and Maritta Parsell: dparsell@ozemail.com.au

Alan and Noeline McKinnon: Noeline@antiquetyres.com.au

HISTORY

OLD & NEW

1928 Alvis FD 12/50 Car # 12096

Mike Williams



Facts and Figures (and a few guesses)

The car as it is now, parked in front of my home in Howrah, Tasmania

Identification Details

Car # :12096

Chassis # : 7192 (originally from car # 11988, replacement for # 7278)

Engine # : 7679 (crankcase), block # 128, crank # originally 7654?)

Body # : 7030 (Cross and Ellis modified by Brooks Mullins of Coventry)

Despatched: 22.12.1928 to Hallams, Birmingham.

Original Colour: Black with full length Ivory Stripe. (Now white)

Owner History (I think)

Original Owner: Miss *Brooke Adie*

1932? Flt/Lt *Adrian Lindley Trevor* (King) Cole RAAF (later Air Vice Marshall Cole CBE, DSO, MC, DFC) - early Vic reg 55-668 dates from between 1930 and 1939 implying that it was imported during that period.

date unknown *Don Cole* (Navy Lt, possibly son of AVM Cole?)

1950 *Graeme Cooke* - in Graeme's ownership the car sported Vic rego HD401 which is pre-1953.

1954? *Ken Hudson*

1956 *Les Lee?*

1962 or later (mid '60s?) *John Cole*

1969 *MV (Max) Kennedy*

24/5/2004 *RE (Bob) Blacket*

May 2017 to present *ML (Mike) Williams* of 5 Caroda Court, Howrah, Tasmania.

Previous Modifications

The principal deviations from original configuration are an increase in the size of the boot (probably in the UK in the '30s), the layout and content of the instrument panel (probably in the '60s), and the replacement of the chassis (originally 7278) by 7192 taken from the "Broken Hill" car in the 1970's by Max Kennedy. Less significant changes include moving the fuel filler to the centre of the scuttle and fitting a quick release cap (Max Kennedy), fitting Hartford dampers to the front suspension (probably MK), installing folding screen and aeroscreens (probably MK), and replacing the dummy honeycomb in the radiator shell with a square section mesh (probably MK).

Possible Future Improvements

There are still a number of areas in which the car can be improved – I'm not interested in restoring it, it's in very good condition, but there are some areas that might benefit from attention. These are:

Radiator grill – I'd like to see this be replaced with the correct dummy honeycomb. Under active consideration

Paintwork – presently pretty ordinary. I like it white but a little less like "Appliance White" might be nice. Likely in the next few months.

Seats – the current seats are good but look too modern and I can't get my knees under the steering wheel. Underway.

Dampers – It's planned to replace the non-standard front dampers with those fitted to the later cars along the lines of those Paul Bamford has made for his.

Instruments – The temperature gauge is modern and I'd like to fit something more correct to the period. It has a WW2 aircraft boost gauge that's now working and I'm currently trying to get the Hobson Telegage to do the same but I suspect it might be tricky as I can't get at the tank fittings without removing the body skin! The rev counter and speedo are very odd – large faces fitted to smaller chronometric originals – and while I like them and they have been there a long time, the faces are a bit amateurish and might benefit from refurbishment.

Competition History

Original owner *Brooke Adie* competed in the car in 1929 at Brooklands at Henly's Alvis Day and entered two races. In the first, a ladies 1-lapper, she placed second of 23 entrants to Miss CP Hunter and ahead of Ruth Urquhart-Dykes. She won the second (17 entrants) at 78 mph. Hells Confetti Gazette #5 referred to her competing in a Brooklands event on 14th June 1929, possibly the second race above, which was an event for all comers. Miss Adie was obviously a capable competitor so it would be surprising if she did not also participate in other competitions in the car.

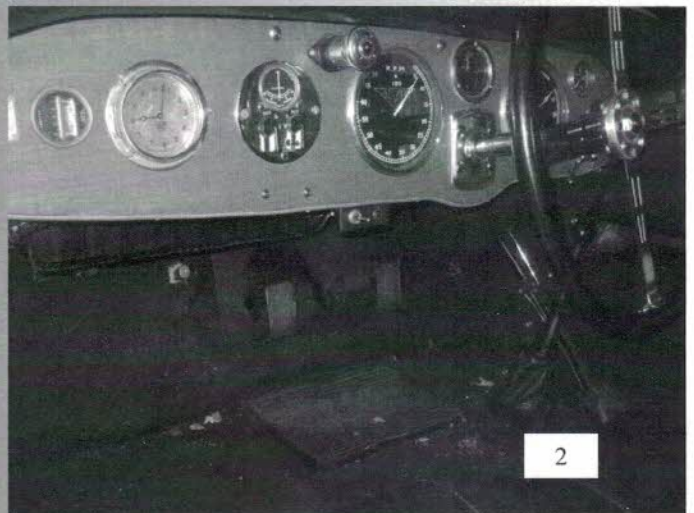
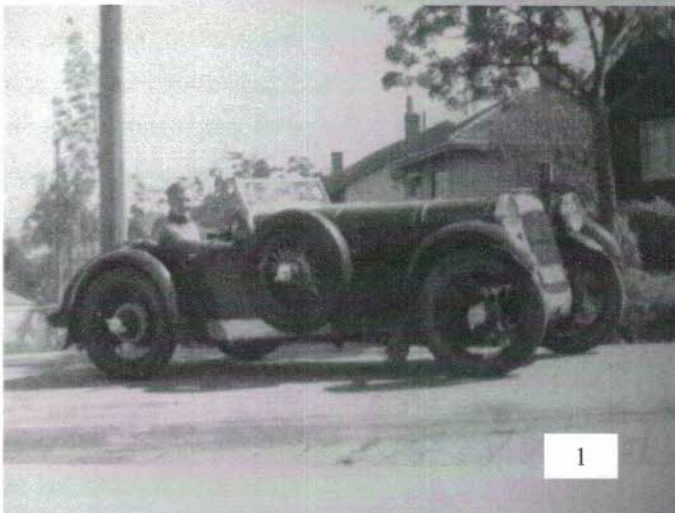
The only other owner known to have competed in the car is Les Lee ('50s and '60's), a photo shows him competing at Kalorama (Victoria) in 1962 in a "motorkhana" event. He was certainly getting stuck in, perhaps this contributed to the fatigue cracks in the chassis that caused Max Kennedy to scrap it and replace it with #7258. Another photo shows the car at a racing circuit (believed to be Philip Island) and he is also believed to have competed in the car at both Fisherman's Bend and Calder Park circa 1960 where he is reported to have placed second in a VSCCA handicap to Laurie Rofe's Alfa P3 with John Cole's (the car's next owner and third with the surname Cole!) 12/50 third – perhaps he was taken by the performance.

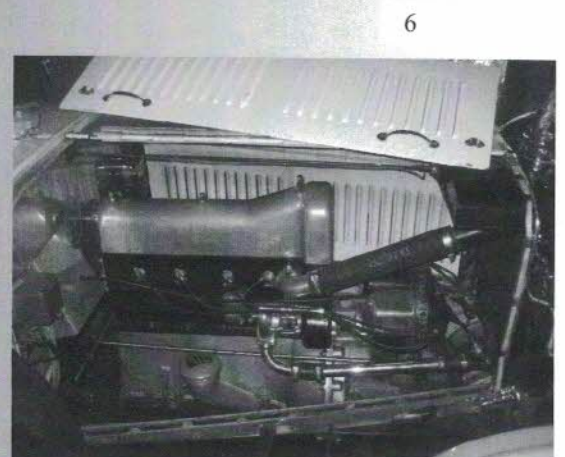
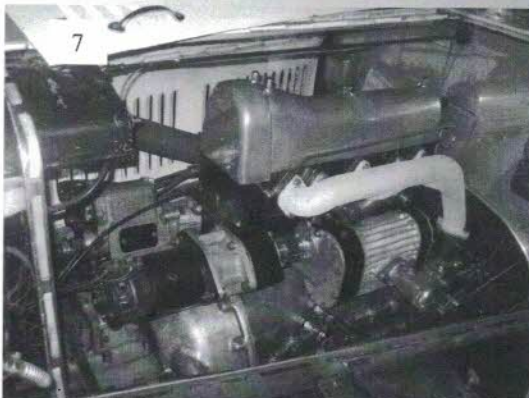
Personal

I bought my first Alvis, a TA14 saloon, from an Adelaide dealer on Boxing Day 1966 – I still have it. It was in Adelaide in the late '60s that I first encountered a Front Wheel Drive and remember being awestruck by it. That was back in university days and subsequently work, marriage, houses, children (and poverty) etc. mitigated against any aspirations I might have had of owning one. Later on my Alvis stable increased with an SC 12/50 (now Peter Miller's), and a Carbodies TA14 DHC (ex John White). FWDs remained only a vague wish. Knowledge of the car's outstanding technical innovation and impressive competition record kept me intrigued and about ten years ago I started actively, although not intensively, looking around for one. I had my eye on one magnificent example (Australia is fortunately over-represented with such machines) but could not persuade the owner to part with it, then recently another came on the market but didn't quite match my needs. In doing some backgrounding, I rang Bob Blacket in Sydney and learned incidentally that he was considering selling his – if that was the case, I was considering buying and we quickly agreed a price and I took delivery about three weeks later. I've had the car for a couple of months now and so far, my expectations have been amply fulfilled. She's well endowed with power, rides beautifully (compared with a 12/50), handles extremely well, and has a delightful gearbox. In short, it's a brilliant thing to drive. It's not surprising that they were highly competitive in their day and why so many are still intact – in spite of their complexity. Whether or not the car will return to competition I don't know but it will be the "Zero Car" at the forthcoming Lufra Hill Climb in Tassie in August and all and sundry are urging me to involve the car in the occasional historic race meeting – we'll see.

Photos

1. In Graeme Cooke's time
2. The current dash
3. - 5. In competition at Kalorama, Victoria in 1962. Presumably driven by the then owner Les Lee
6. The current mechanicals – near side
7. The current mechanicals – off side





IN THE WORKSHOP

"For the sheer joy of driving I'd like to go there in an Alvis"

(Advertisement in The Motor 1952)

**The Lucas Control box (background) – with emphasis on the 3 litre series.
Replacing a control box or upgrading an RF95 control box to the RB310 using original equipment
Control box electronic conversion modules**

**The "Dynator" alternative to both the control box and generator for pre-war and post-war cars
{the serious upgrade}**

In essence the function of the control box is to tame the generator. Unless controlled by the field coil windings, the generator output will increase with engine speed and therefore is unsuitable as a device for charging a battery or running appliances. The control box serves three functions, namely to maintain a relatively constant output voltage, to prevent excess current being drawn that could result in the generator burning out and to disconnect the battery from discharging through the generator when the latter is not charging or when the electrical system is switched off. Post-war cars in particular up until about the mid-50s used a 2 bobbin configuration, known as the "compensated voltage control" system where both output voltage and current were controlled on a single bobbin and the other bobbin acting as the cut-out. This system worked reasonably well when electrical systems were not current hungry, but it was a compromise. By about this time Lucas developed the RB310 control box, which was able to control both voltage and current separately by the addition of a third bobbin. This became the evolutionary endpoint of the then current technology.

Figure 1 shows the typical "compensated voltage control" control box as fitted to the TA/TC series. It is the Lucas RF95. It came into production in the late 1940s. On the left is the single bobbin that primarily controls the voltage and on the outside of the bobbin is wound a few turns of heavy gauge wire that serve to limit the amount of current that the generator is able to produce. In essence the tandem magnetic fields produced by the voltage and current coils opens the bobbin contacts thereby cutting power to the field coils which in turn cuts the generator output. This is happening approximately 15-30 times per second. It is primarily the number of these turns that dictates which model control box is suited to which vehicle as manufacturers specify different generators in order to meet their current requirements. That is why it is bad practice to substitute a control box that looks the same but electrically may be quite different. Part numbers play an important role.

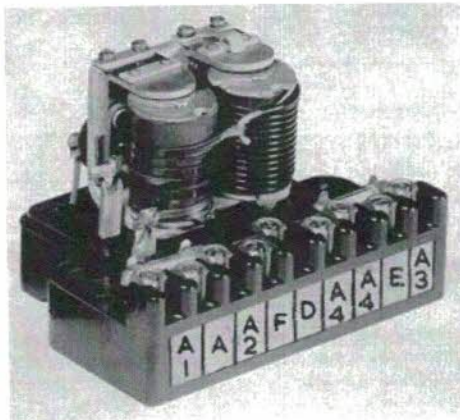


Figure 1

The setup is a compromise as the emphasis is on voltage regulation. During the 1950s car manufacturers were fitting both better as well as more electrical appliances to their vehicles. Take for example the headlamp bulbs as fitted to the TA21. These were rated at 36/42 watts a piece and on today's roads are quite inferior. To determine how many amps are required to run a pair of these bulbs the formula $\text{amps} = \frac{\text{watts}}{\text{volts}}$ is used. On high beam 84 watts is required. This means that the headlamps draw 7 amps. If you were add another 2 for all the minor lamps, 2 or more for the electric screen wipers and say 2 for the coil then a Lucas C45PV-3 generator, the forerunner to the one employed in the TA21, producing 13 amps, would just meet the requirements.

Now the TA21 also included a heater with an electric fan. A valve radio was an option. It alone would probably consume in the order of 4-5 amps. It doesn't take long to now bring the required generator output up to the 20 amp mark and we have not added in a popular set of driving and fog lamps as available on the TC series. The TA21 generator the C45PV-4 is rated at 20 amps. The later C45PV-5 is rated at 22 amps and was fitted to TC21. It is not surprising that by the time the TF was manufactured Alvis specified the C42 generator which had a capacity of 30 amps.

Lucas in responding to the need to power more appliances developed the new control box. To quote from their 1960 publication on the subject they state that "it was necessary for 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." (1) In other words the main disadvantage of

the 2 bobbin regulator was that the generator often worked below its rated output. In figure 2 Lucas continue to explain the situation graphically along with further explanation.

CHARGING CHARACTERISTICS

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 explained the essential differences between the two systems, let us look at one of our latest current voltage control boxes, the RB310.

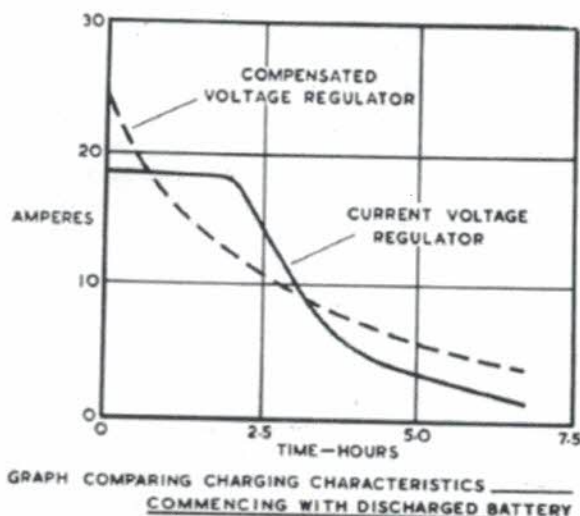


Figure 2

An image of the early version of the RB310, {with screw type terminals} along with explanation is reproduced in figure 3 below. Later versions had "Lucar" or blade terminals fitted. This became the new automotive electrical standard.

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.

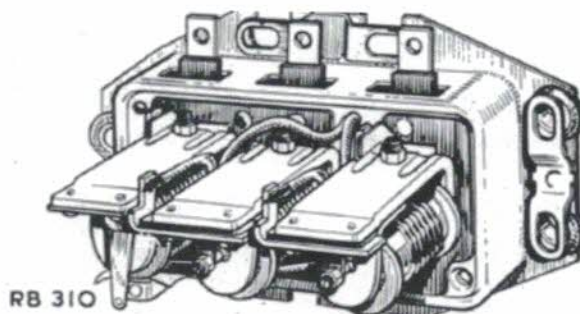


Figure 3

The 6GC and RB340 {the last of the 3 bobbin boxes} were variations on this theme and along with the RB310 remained in production into the 70s by which time alternators were replacing generators and all they require is voltage regulation as they regulate their own current output. Even a cut-out is not required as the diode pack serves that function as well as rectification. Modern cars often have alternators producing in excess of 140 amps. We have come a long way since the 1950s.

Lucas must be given due credit for these mechanical regulators are quite exceptional pieces of electrical engineering. If the box is in very good condition all it needs is a little occasional maintenance. Because they employ mechanical points, this time electromagnetically operated, they occasionally requires a clean with a very fine sand paper, {like very fine wet/dry} to remove oxidation from the point surfaces. This is probably the only maintenance necessary. Burnt points will need replacing and I have seen replacements advertised on eBay. It is only at this point do air gaps need adjusting. Lucas instruction manuals on this subject and others can be found at: http://mgaguru.com/mgtech/books/lts_otcc.htm Well that's the background, the actuality is that there are many control boxes that have badly pitted contacts as well as having corroded internally due to the entry of moisture. RF95 boxes did not have a seal and in the later 3 bobbin units the seal was prone to deterioration. The end result is a regulator that will let you down with a flat battery. The options are to (1) rebuild or replace the existing box with a new old stock (NOS) version {commonly found on eBay} or perhaps upgrading a 2 bobbin box to a 3 bobbin type again with a NOS box, (2) converting the box to an electronic equivalent or (3) dispensing with both the box and generator and replacing them with a "dynator".

Replacing the existing control box or upgrading a RF95 control box to Lucas RB310

If a NOS control box is intended to be purchased then it is important to see the bobbins. There is no point being the

owner of a box that has deteriorated. If it is a genuine item then the air gap settings should be untouched and as long as the correct version has been sourced it should function as intended. That said it is worth cleaning all the contact surfaces as a matter of course as there will be some oxidation due to the lengthy period of storage. The part number for the TA21 is 37076. In fact Lucas superseded the 37076 with the 37065.

For the keen fettler another option is to upgrade a 2 bobbin control box to a 3 bobbin using a NOS or rebuilt RB310 or other variant. Being tired of the poor light from the 36/42 watt tungsten bulbs on my TA21 I chose a pair of BPF 55/60 watt halogens made here in Australia. See - <http://classicandvintagebulbs.com/index.html> These fit the original "700" series lenses. (2 - see note re LED headlamp bulbs). Wanting an uprated charging system employing old technology I chose this option. The conversion was both interesting and straightforward. This upgrade could have been undertaken anytime in 60s or 70s as Lucas in the 60s encouraged owners to convert to their new more powerful sealed beams or in the 70s with the release of a range of halogen lamp and lens conversion kits. Hella advertisements in car magazines quickly spring to mind.

Three bobbin control boxes are rated according to their amperage. This is usually either stamped into the base {in the case of the 6GC regulator written on the cover} or determined by part number. If the owner is technically minded and is equipped with a quality volt and amp meter then an RB310 with screw terminals rated at 22 amps is fine. This unit can be adjusted down to a safe 18-19 amps suitable for C45PV-4 generator and the benefits of a three bobbin regulator are available. For those who do not possess the meters can opt for a later 6GC as long it has (19) written in red on the cover. Likewise a unit with (22) also written in red is fine for the uprated C45PV- 5 generator. The 6GC is mechanically identical to the RB310 but has a flat base assembly which is insulated from the vehicle body by means of rubber fixing posts. It is also provided with an earth terminal. The unit is certainly more modern looking with its plastic cover. With respect to the RB340 I bypassed this model as Lucas designed a special tool to adjust the bobbin settings.

When the author replaced his RF95/2 as in figure 1 all that had to be done was to transfer the two on-board fuses to another fuse box. In fact Lucas made a fuse box for this purpose as a later regulator the RB106 dispensed with the on-board fuses but kept the circuitry.

The fuse box in question is the FS6, part number 37132 and is easily obtainable on eBay. What I like about this fuse box is that it replicates the terminal names of the RF95/2 that are missing on the later regulator. All that is required is that the on-board fuse circuit wires be transferred to the separate fuse box. This fuse box can be mounted on the inside of the bulkhead and depending on the cars loom may not require the leads to be extended.

The fuse box is illustrated in figure 4.

As screw terminals are being used both on the regulator and fuse box the task of converting {or converting back} is made easy. The last task is to remove the old regulator and position the new one in order to mark the fitting holes. There are two mounting holes on one side. I found it easier to just use the top one. A point worth noting is that RB310 uses the two mounting holes as their earth connection unlike the RF95/2 which has a dedicated screw terminal. In my case I soldered a stout lead from the bottom mounting hole and connected it along with the RF95/2 earth lead to a common earth point.

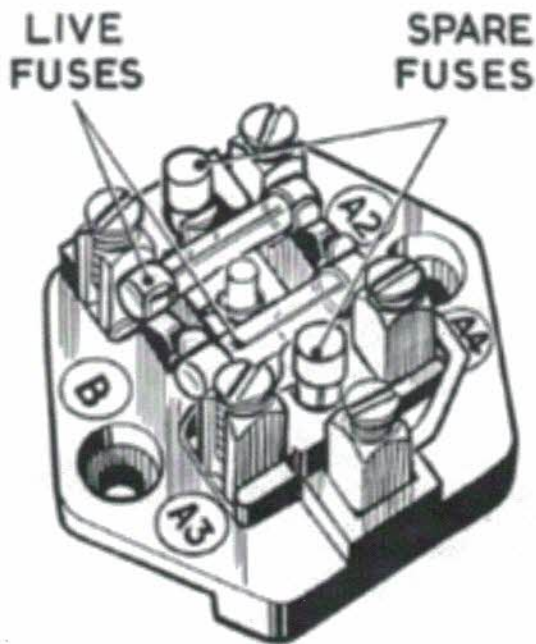
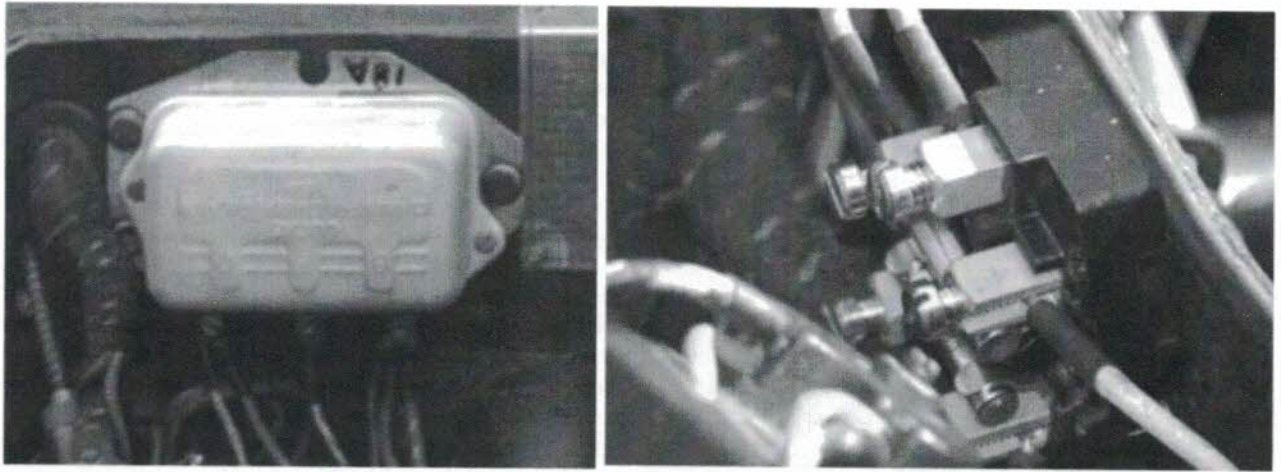


Figure 4

Figure 5 below shows a before and after sequence.



Figure 5



Control box conversions

There are firms that will convert the original Lucas control box to the electronic equivalent. Obviously they explain the weaknesses of the old Lucas product as a means of promoting the advantages of their 21st century solution. It is up to reader to assess the significance of these.

Two firms that I am aware of are from opposite sides of the Atlantic and offer electronic conversion modules. {That said there are probably others too.} In the UK there is Classic Dynamo and Regulator Conversions who can be found at - <http://www.dynamoregulatorconversions.com/conversion-to-an-electronic-regulator.php>

This firm will accept your own control box remove the bobbins and replace them with an electronic regulator with additional fuse. Figure 6 is a typical image of the unit.



Figure 6

In the United States there is Clover Systems at <http://cloversystems.com/>

Clover systems manufactures a new base with either screw type terminals or the later "Lucar" blade type and the owner fits their existing cover. Clover Systems explain all the issues very well and their instructions can be downloaded as a PDF. Figure 7 typifies their product.

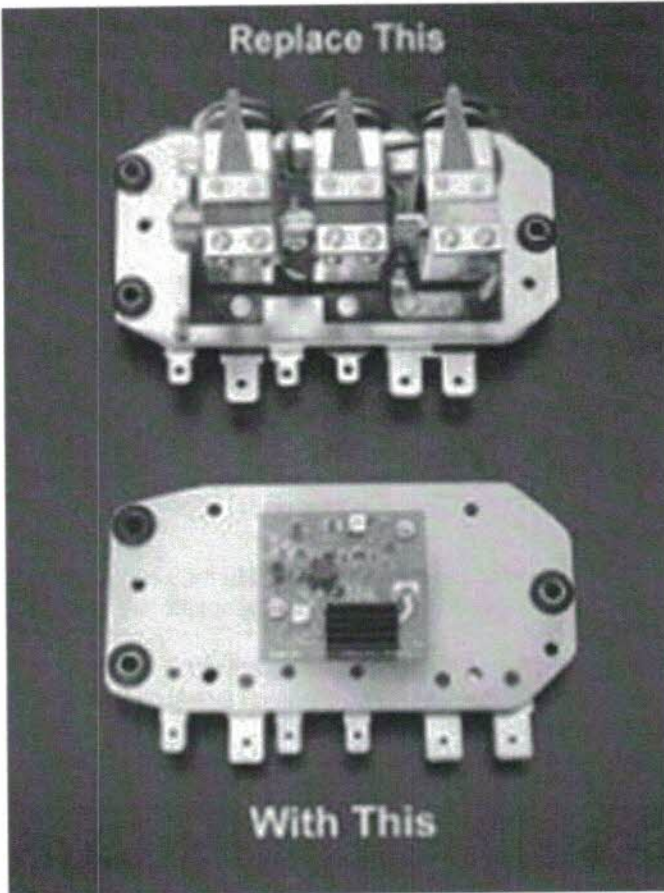


Figure 7 (note the Lucar blade terminals)

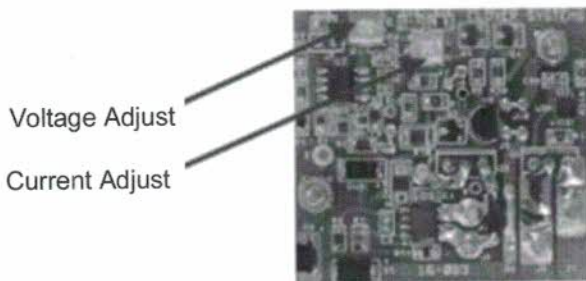


Figure 8 - Location of Pots



Figure 9

Before deciding to purchase it is imperative that the generator type be known, for example is it a C45PV- 4, or 5 or for that matter something else as it may **not** be the original equipment. This is important for the modules made by Classic Dynamo and Regulator Conversions come in various amperage ranges, namely 8, 11, 16, and 22 amps. The generator as fitted to the TA21, namely the C45PV-4 has a maximum output of 20 amps. The regulator must prevent the generator exceeding 20 amps. If intending to go down the conversion path with this firm it is important to share this information with them in order to see if a modification to one of their electronic module can be performed in order to keep it within the generators limits.

Later generators with 22 amp output {C45PV- 5} should pose no problem. The firm will also need to know whether the vehicle is running positive or negative earth and whether the system is 6 or 12 volts.

In terms of choice my preference is with the Clover Systems electronic module if replacing the existing 3 bobbin regulator on the Park Ward cars. This is because the more technical owner, along with meters, is able to adjust both the voltage and current settings of the unit. See figure 8. Clover Systems also provides the necessary instructions. Also the original unit is not destroyed in the process.

Replacing both the control box and generator with a "dynator"

For those owners requiring more current than their standard generator can provide should consider the disguised alternator, the "dynator" alternative. The units currently available come in both positive and negative earth configurations. These units have built in regulation. The existing regulator can be left in position as it is effectively bypassed. An expensive option but worthwhile if high current appliances are being used. A good starting point is the UK website -<http://www.fossewayperformance.co.uk/dynators-dynamos/>

This website also lists the models for both pre-war and post-war Alvis models, with prices being in pounds. Red Triangle offer a conversion service with an Alvis branded product.

Whilst I enjoy the old technology the "dynator" is the way forward. The biggest weakness of the generator in today's stop/start traffic is its inability to charge at low engine speeds. This is not the case with an alternator.

1 – Lucas Technical Service – Generator Output Control Units - Publication number SB470, 3rd Edition 1/60 - Page 24

2 - Headlamp **LEDs** will not produce the same beam pattern as regular filament bulbs so may not comply with Roadworthy Tests. – See Page 4 of their price list.

Richard Wallach
Melbourne
Aug. 2017

The Frustum

Hello John, I thought some of our members that have cars with cone clutches are probably familiar with their "frustum" for those that don't have cone clutches you probably would like to know what we of the cone clutch variety do with our "frustum." Last weekend on the Alvis Bellarine weekend, I became quite frustrated with mine and withdrew to my shed to see if I could discover what had gone wrong.

The frustum is the shape of the lining for the cone, which can best be explained as a rainbow shape. After much research about lining materials, I decided that if Rolls Royce and many others successfully used leather and found it long lasting and gentle on your car, then that is the way to go.

I sourced some 3/16 English harness leather and cut my frustum according to Mickey Radford's directions. After being totally shattered by trying to manage the clutch, I pulled it all apart and my findings are this. The "fabric springs" are absolutely not necessary with leather.

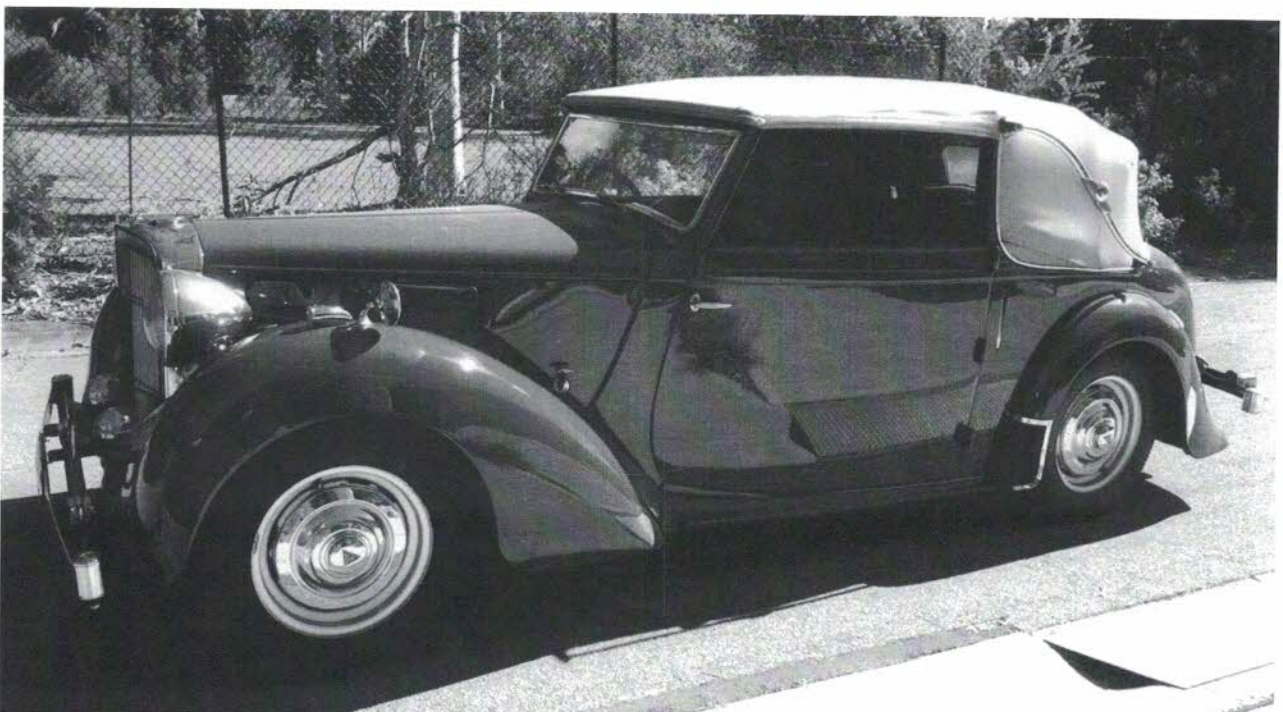
The pressure from the rivets give plenty of cushioning effect to the leather. I had no idea of the importance of accurate trimming of the leather so that no excess is exposed over the front or the rear of the cone. This excess can cause unwanted drag and make gear changing quite tiresome. I have trimmed mine level with the cone and bevelled all the edges including the ends of the frustum, so as not to pick up the outer cone and create drag. Next is a good oiling with "Geewhy" or "Dubbin." Anyway the result is a beautiful clutch, I can even reverse out of the shed without that dreaded lurch!

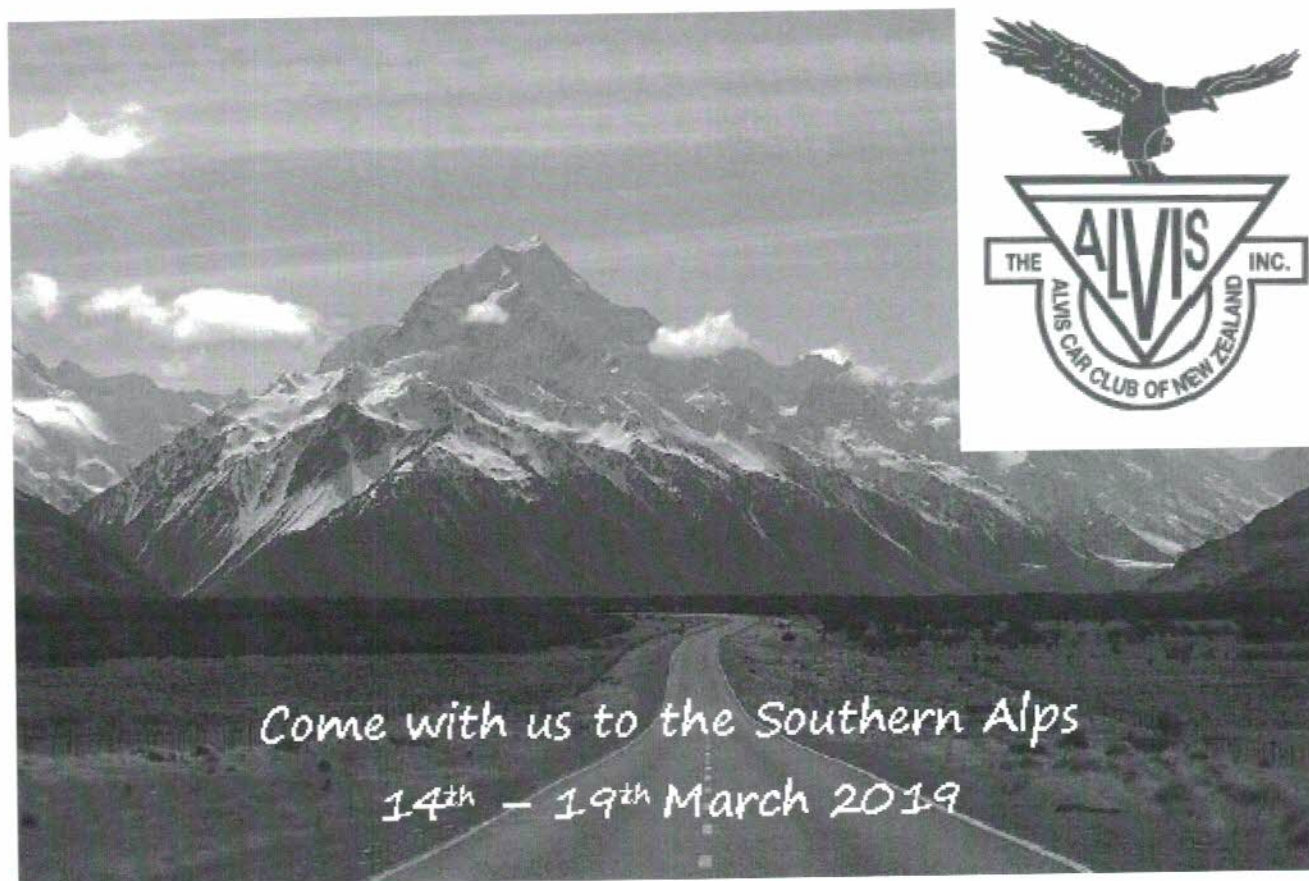
So there it is the story of the Frustum.

Cheers Allan Wettenhall

Car News

Karen Heffernan is the lucky new owner of the ex-McSkimming TA14. The car had been very active in Alvis events up until recently and it is expected that Karen will continue to get much enjoyment from its use.





*Come with us to the Southern Alps
14th - 19th March 2019*

Celebrating the 50th year of The Alvis Car Club of New Zealand Inc.

At 2 pm on the 13th September 1969 the first meeting of the Alvis Car Club of New Zealand Inc. met in a Primary School in Avondale, Auckland. There, the first officers were elected and the aims and objects of the Club were set down. These were to ensure that the Alvis marque was preserved and fostered while supporting the restoration and maintenance of Alvis cars through a spares service and technical knowledge. In addition, the holding of rallies, outings and social events were also to be held throughout the year.

To celebrate the foresight of the founding members, we are holding a 'special' event that will showcase one of New Zealand's most scenic areas. Based in Cromwell, our visit will include:

- Driving to historic Arrowtown and then on to Coronet Peak. Opportunities to go jetboating or ballooning will also be available plus visits to local cafes and wineries and dinner at the Gold mining centre
- Driving on more scenic roads to Wanaka to visit the many attractions, sample the products of a whiskey distillery and tackle the Crown Range road. Dine at another historical location
- After our AGM, visiting the Highland Motorsport Park and car museum, with lunch and gymkhana, followed by our Gala Dinner
- Driving beside Lake Wakatipu to Glenorchy via Queenstown and its attractions plus trips on the Lake or the Dart River plus another lovely dinner.

ALVIS PEOPLE BEHAVING BADLY!



A wistful Brad Mitchell at Fort Queenscliff

FOR SALE



1928 14.75 Alvis Silver Eagle modified with a 16.95 engine many years ago. Chassis No 7046 Engine No 7940. Total restoration incl new replica C&E Tourer body frame. Engine total rebuild incl new pistons, rods etc. New ratio CWP 4.7:1 Sale on behalf of my daughter \$65000. Des Donnan 07 5478 6630

Noted on carsales.com.au
1953 Alvis TA21 3 litre \$100,000



FOR SALE

SG Silver Eagle Sports Tourer
12,000 miles since complete restoration including new body & full weather equipment & tonneau. Chassis No. 12684 Original books & full history available
Restoration details available on request.
\$82,500 negotiable
Murray Fitch Telephone: 03 5766 2529

FOR SALE

1 x 1928 TA16/95 Silver Eagle, car no 12006. Complete car in need of full restoration, complete with some spares including spare cylinder block and cylinder head. Reco-gearbox with John Needham gear set and original gear set also available, spare diff housing and diff centre.

1x 1951 TA/21 saloon chassis no 23864 body # M2047, complete car.

1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

Also included is a host of spares for the 51/53 cars including a full set of doors, guards and bonnets in excellent condition as well as spare guards that are good for a pattern, radiator shell, 2 spare motors and gearboxes as well as a host of parts including lights, trim, starter motors and generators. Too much to mention. This is a quite extensive collection of spares for these cars and is almost a complete car's worth.

To be sold as a complete collection will not separate cars or parts.

Located in Kyneton, Victoria

Call for more details - 0439 320 496 Andrew Twomey



Melbourne 1970



WANTED

The "Innards" to suit Solex 30 MOV carburettor, eg choke tube, main jet and assembly, and auxiliary jet for a 12/50 engine.
Gary Guiver 03 6239 6467

WANTED

Smiths Ammeter in a 60mm diameter case

The loan of a "Charles Follett" instrument panel badge. Would be carefully scanned & returned to owner. All costs reimbursed.

John Lang 0419 890 313 or jdmelang@bigpond.net.au



If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.

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FOR SALE



1947 TA14 Saloon Chassis/Car No 21675

The car is in need of significant mechanical and panel work and recommissioning. The photographs - taken in better times.

OFFERS INVITED (where is, as is)

There is also a substantial number of parts available and a purchaser would be wise to include those in his offer for the car.

The parts are located with the car and there is a requirement for the location to be cleared totally of the car and those parts so that the car port is returned to a usable state.

Contact Andrew McDougall on 9486 4221 Or Richard Wallach on 0431 466 615



Having finished my car, I find it so different to 30's MG's that I've been playing around with all my life, that I've decided it's not my type of car and to totally convince me of my decision, I have just been offered another prewar MG as a project. I think I probably enjoy my shed time in preference to the driving. So here it is. A 1923 SA 12/50, chassis no 2410. Undergone a two year recommissioning, not overly restored. Engine by Crankshaft rebuilders, fitted with Auscrank and Argo rods, Cooper S pistons, high capacity oil pump and spin on filter. Cone clutch relined with 5/16" harness leather and all flex couplings replaced. Shackle bushes, brakes, bearings, magneto, instruments, etc. Body repaired by Richard Stanley. Leather upholstery. New hood, 5 new Blockley tyres and the list goes on. For sale at \$85000. That's less than build cost!
Phone Allan Wettenhall 0417 581665

WHAT WERE THESE OCCASIONS???????

