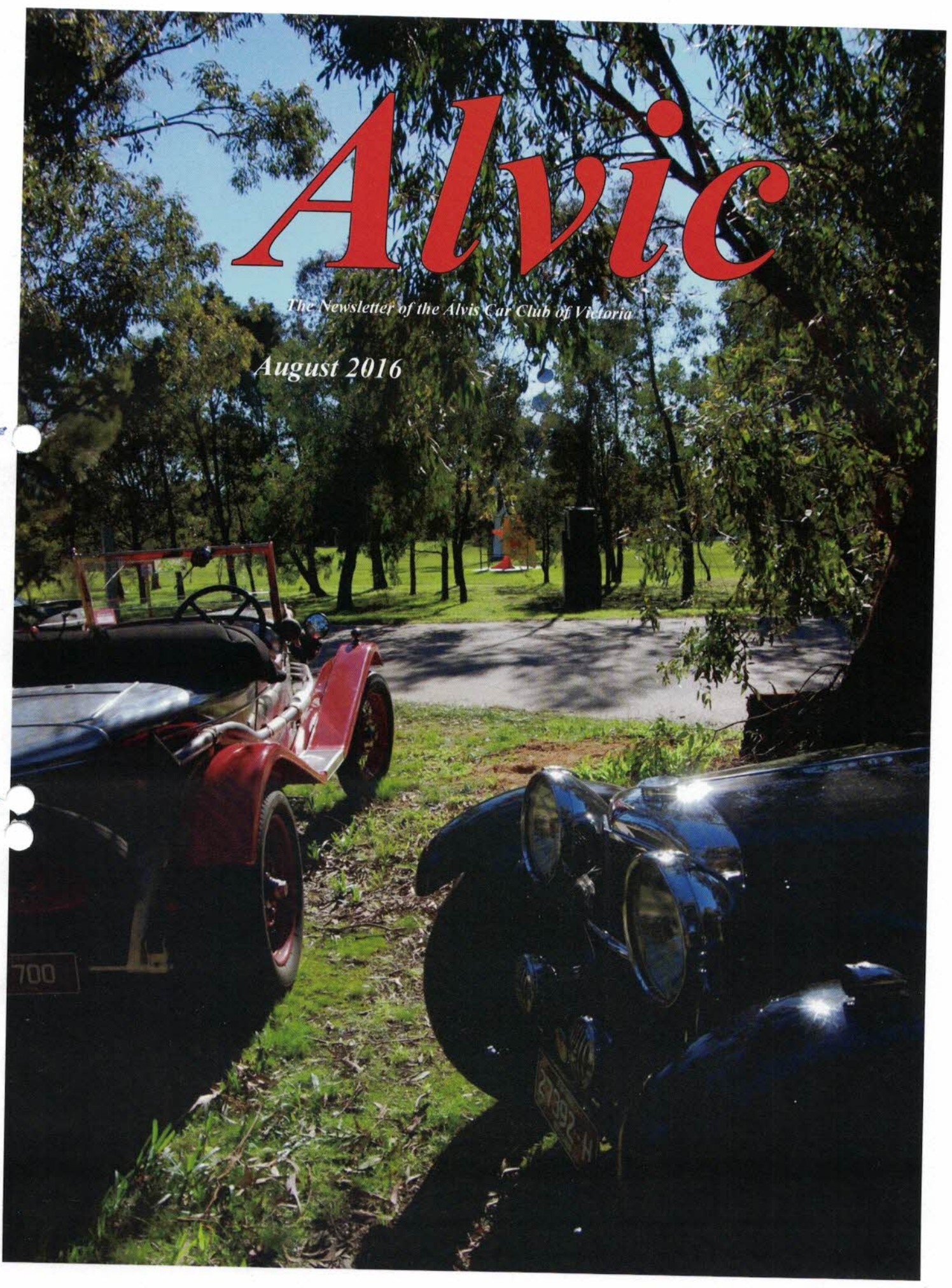
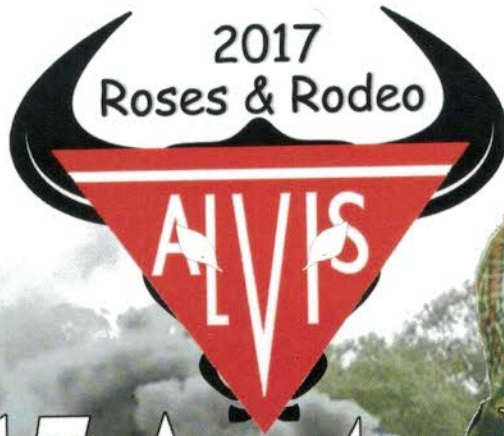


Alvic

The Newsletter of the Alvis Car Club of Victoria

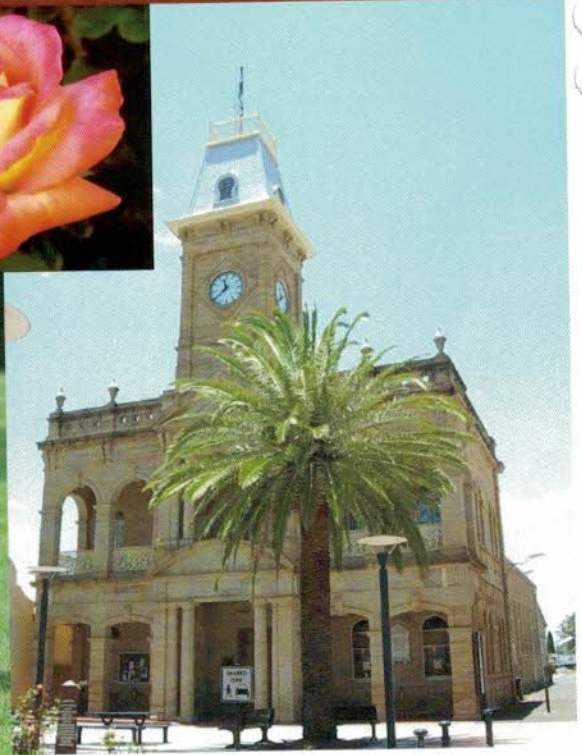
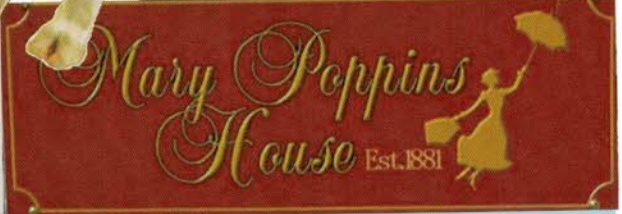
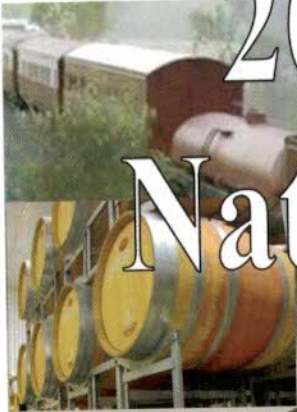
August 2016





2017 Australian National Alvis Tour

7 - 13 May





2017 AUSTRALIAN NATIONAL ALVIS TOUR

"ROSES & RODEO IN THE GRANITE BELT"

7 May — 13 May 2017

*Queenslanders are looking forward to hosting
the coming Australian National ALVIS Tour and
welcoming you
to our wonderful state.*

*Below you can see all the amazing things we have
planned*

and know you will enjoy your stay.

*Come along to Warwick for a week of Queensland
hospitality, in the company of your Alvis friends and
the chance to*

drive your Alvis on pleasant country roads.

Two years is a long time to wait for the next one!

FOR MORE INFORMATION

Contact Ronnie Brown

2684 Moggill Rd, Pinjarra Hills Qld 4069 Australia

Tel: 061 7 3202 7462; email: alvisronnie@gmail.com

THE PROGRAM

*Sun 7 May - Welcome & register at the
Coachman's Inn, Warrick.*

*Mon 8th May - Lunch at the Rotunda at
Leslie Park and welcome by the Lord
Mayor. Explore Warwick
Dinner at the Coachman's Inn*

*Tuesday 9th May - Drive to Stanthorpe
Morning Tea and demonstration at
Lawdogs. Lunch and tasting at
Ballandean Winery. Afternoon at
Anna's candlemaking & Jamworks
OR visit Dave Ford's Restoration
Workshop. Return to the Coachman's Inn
for dinner.*

*Wednesday 10th May - Morning Tea at
Private collection of Sulkies, Coaches,
Wagons and horsedrawn vehicles.*

*Lunch at Warwick Golf Club. Afternoon
Tea at Rodeo Heritage Centre.
Dinner at Coachman's Inn*

*Thursday 11th May - Bus takes us to
railway station Steam train to Clifton.
Lunch at Clifton Arms hotel. Return by
steam train to Warwick and by bus to
The Coachman's Inn.
"Bushies/Federation" Theme Night*

*Friday 12th May - Morning Tea at
Mary Poppins house at Allora
OR Allora Regional Sports Museum
Lunch at Killarney hotel. Visit heritage
centre and Queen Mary Falls
Final Dinner at Coachman's Inn*

Saturday 13th May - Depart for home.



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 Deadline - first Friday of the month.

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www.alvis.org.au

August 2016 VOL 55 ISSUE 7

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SUPPER The NORTHEYS

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

2016 COMING EVENTS

ACCV 2016 EVENT

- | | |
|--------|---|
| AUG 19 | GENERAL MEETING |
| SEP 16 | GENERAL MEETING |
| 23-25 | WEEKEND AWAY - MANSEFIELD AREA (ROHAN SWANEY) SEE PAGE 7 FOR INFO |
| OCT 21 | ANNUAL GENERAL MEETING |
| NOV 18 | GENERAL MEETING |
| DEC 4 | CHRISTMAS PARTY (RICHARD TONKIN) |

Front page: A Dale Parsell photograph of Geoff Ross' 12/50 & Mark Weller's Speed 20 chatting under the trees at Cranbourne

PRESIDENT'S REPORT

I am pleased to report that three new members have joined our Club in the past month. We welcome Bru Jones from Rosebud, who purchased Chris Higgins TJ 12/50 Doctor's Coupe and who is giving it a good fettling prior to commencing the joys of driving a 12/50. We look forward to having Bru as a regular participant on our events.

Equally, we welcome Harriett and David Williams who are about to become Geelong residents. Harriett is Chris and Helen Storrar's eldest daughter. They are about to bring Chris' magnificent 12/70 to Australia. We will particularly appreciate having them as members and on our events, as it will maintain our connection with Chris and the car he owned for so many years and on which he lavished so much care and attention.

Our guest speakers at the August meeting will be our own Dale Parsell and Alan McKinnon. They will be providing us with a presentation on their great Alvis experiences from their recent visit to the UK. This will include the AOC International Alvis Weekend, the Alvis Register week in Scotland and their journey as far north as the Shetland Islands. Of course all this came about through the friendship and generosity of the Alvis movement and with David and Kay Webster in particular, providing Alvises for the Parsells and McKinnons to use. This great relationship with members in the UK stems from the legacy arising from the success and camaraderie of the Julian Collins Memorial Tour we held in 2008.

Ideas are beginning to form for the celebration of the Alvis Company Centenary. It was formed in 1919, but production of the first car was in 1920. Therefore it is proposed to make the celebration a world wide event, commencing with tying into the 2019 Australian National Rally to be run by the NSW Club in Albury in April.

At the upcoming ACCV committee meeting we will commence planning for a special 100th anniversary run with a proposal to commence in Melbourne, travelling via Broken Hill, to Dubbo and onto Canberra, prior to arriving at Albury for the Australian National Rally. This way we hope to attract participants from the overseas (UK, Europe, USA and NZ etc.) and also more remote Alvis owners from WA. Later in 2019 there could well be an Alvis 100th anniversary rally in the USA and then in 2020 a rally in Europe prior to finishing the celebrations in the UK and a drive by the site of the factory in Coventry. A number of our members are already considering shipping their cars to Europe and the UK and in particular I look forward to taking my 12/50 back to its origins in Coventry. New Zealand will be holding its 100th anniversary celebrations in 2020 with runs commencing at the extremities of the North and South Islands and meeting in the middle. More detailed information will be provided as it comes to hand.

Whilst on the subject of the committee, we currently have at least one committee member vacancy and with the AGM coming up in October it would be good to have some new blood join us with fresh ideas. Please give it serious consideration and feel free to talk to me about your interest. It is not an onerous role.

I am off to an AOMC delegates meeting this Saturday at which VicRoads will have representatives in attendance. They will be talking about the issuing and transferring to "M" Plates for modified vehicles. The aim being to retain the original intention of the club permit scheme by having the "H" red plate retained for original or lightly modified classic vehicles and a separate classification and assessment system for modified vehicles.

Whilst the police can make a ruling on a vehicle's classification and can direct a transfer from H to M for particular vehicles, a system is likely to be available for the public to report misclassified vehicles. Also whilst the Club Permit scheme is still on a separate database and not the main frame, police now have number plate recognition capabilities for permitted vehicles and are able to check if a vehicle has a current permit and who is the owner. At times, due to system glitches, a permit renewal is not issued and it is up to the owner of a permitted vehicle to remain vigilant and ensure that the permit is current. If it lapses, you are then driving an unregistered vehicle and when getting the vehicle back onto the permit scheme it will have to undergo another roadworthy inspection. I will provide more feed back from the AOMC meeting in due course.

There has been some progress with the reassembly of my Speed 25 Saloon. With advice from Peter Miller I have run new lines for the fuel system. The old copper lines had a lot of stale fuel residue and I was not confident of being able to clean them thoroughly so they have been replaced and I have re-routed them, as I was not happy with the way the previous pipes came out under the chassis. My car was converted to hydraulic brakes in 1950 and when I got the car the cylinders, hoses and pipes were in an advanced state of deterioration.

Some years ago I had all the cylinders stainless steel sleeved and had new seals, hoses and pipes supplied. It is only now that I am getting to install these items and I have found that the photos I took at the time of dismantling were not so good – blurred and a lack of definition due to the dirt and corrosion and labels with indistinct writing. This has made reassembly a bit of a challenge. It pays to take good clear photos at the time of disassembly!

Also due to normal brake fluid attracting moisture leading to system corrosion, hydraulic brakes are not ideal for cars which sit around unused. I am going to the expense of using Dot 5 Silicon brake fluid. This will ensure that the system remains functional well into the future without the need for periodic fluid changes. I hope to have this car ready for the 2019 Alvis centenary celebrations.

Whilst this is not directly Alvis related it is relevant to the male Alvis owning members. My brother in law who is 68, is fit, youthful, looks and feels well but has annual medical checkups to see that everything is functioning ok. Prior to this July his medical results had been fine, however this one alerted the doctor, due to a rising PSA level in his blood. Subsequent tests and scans showed that he had aggressive prostate cancer, which fortunately had not gone beyond the prostate. The doctor said that if he had gone another year without a medical it would have been too late for him and that the cancer would have been in his other organs and bones. He was operated on early last Tuesday, via keyhole surgery and was discharged from hospital the following Friday. His prognosis is excellent and is unlikely to need any other treatment such as chemo or radiation. Therefore I think that this is a great example of the need and benefits of having regular medical examinations. We wish to retain our male membership for as long as possible! Of course we also want to have our female members for as long as possible to.

Please let me know if you are coming to the Malvernvale Hotel for a meal, prior to next Friday's meeting.

Andrew McDougall

HISTORY

You will recall that the May, June & July ALVICs asked if you could identify any the 8 cars in the photographs that came from the late John Mitchell's photo album. Last month we were left with a 12/50 and a TA14 unidentified.

Don Bosanquet owned up to being part of the 12/50's history, but was unable to recall the chassis number.

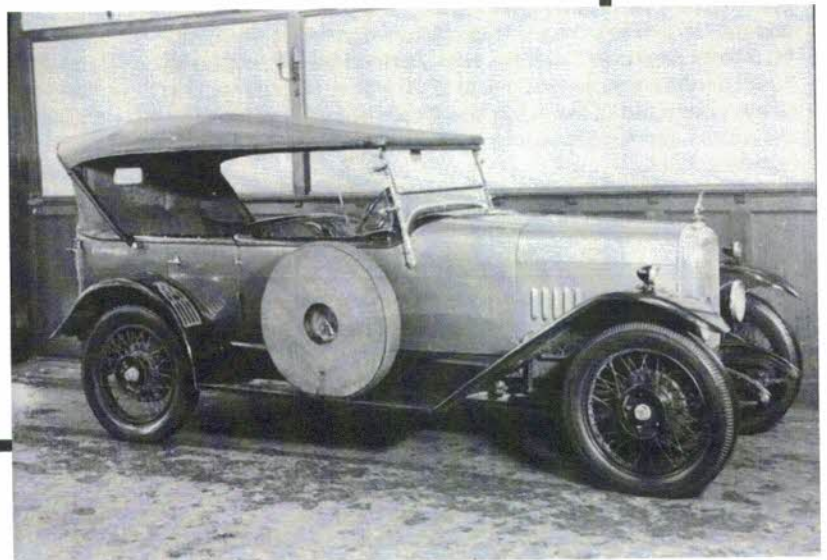
The TA14 still remains a puzzle!

Now to really test your recall, Rob Sands owner of TG 12/50, chassis No. 5385, sends the following challenge to identify the cars in the photo below. Just to make it easy, his is the car on the left on the photo immediately below.

If you are on a winner, please advise the location and occasion.

Just the ID of the car in the lower photo will do!

.....ed



SPRING IN THE HIGH COUNTRY

SEPTEMBER WEEKEND AWAY

Friday 23rd, Saturday 24th and Sunday 25th September 2016

Planning: The weekend is being planned by Rowan Swaney and John Hetherington.

Where: The weekend will be based in Mansfield. Day trips to the King Valley and the Strathbogie Ranges have been planned.

Accommodation: Accommodation has been reserved at the Alzburg Resort, Highett Street, Mansfield (Corner of Highett and Malcolm Streets). A number of options are available.

Motel Room - \$133 based on 2 people, per night.

Hotel Spa Room - \$151 based on 2 people, per night

2 Bed room Standard Suite - \$215 based on 4 people, per night

2 Bed room Deluxe Suite - \$244 based on 4 people, per night

Other arrangements can be made through Reception at the Alzburg Resort

Breakfast is also available at a cost of \$25 per person per day. However, this assumes a minimum of 20 persons. As the resort is a pleasant 500 metre stroll from the thriving Mansfield CBD, home to more than 25 purveyors of fine tea and coffee, you might prefer to have breakfast in town.

In any case, if you wish to join us for the weekend, we ask that you contact the Alzburg directly and book your accommodation. Details are provided below.

The Route and the Itinerary.

Friday: Our early plans are to meet for lunch at a restaurant near Alexandra at 12 noon. Members can then choose whether they wish to make their way via the Black spur, or through Whittlesea and Flowerdale, or through Yarra Glen and over Mt Slide, or via the Hume Highway and Tallarook. The route from Alexandra to Mansfield will include some of the most scenic countryside of Victoria and road that seem to have been specifically made for Alvis cars.

Dinner on Friday night will take place at one of the fine restaurants in Mansfield, where excellent food and wine is available at remarkably good prices.

Saturday: From Mansfield we head up towards Whitfield via Powers Lookout and into the King Valley, where lunch will take place at one of the excellent wineries that are now making this region famous. There will be plenty of time for people to look around the numerous wineries and points of interest in the Valley. The scenic return route to Mansfield will include Wangaratta where John Kent has kindly offered to open his business, Crank Start Engineering, for us to see some of his current projects. These include interesting Edwardian aero engine cars and a significant collection of pre GM vintage Vauxhall cars and parts. Dinner on Saturday evening will be at another excellent restaurant in Mansfield.

Sunday: The route for Sunday takes in the beautiful countryside of the Strathbogie ranges. Lunch will be at the renowned Ruffy General Store and participants can then decide whether they wish to head home or to head back to Mansfield for another night of good company and tall stories.

If you wish to join us for this weekend, please do the following two things as soon as possible and preferably, in the very near future:

1. Phone or email the Alzburg Resort and book your accommodation. The telephone number for the Resort is (03) 5775 7400. The email address of the Alzburg Resort is: info@alzburg.com.au
Please make sure to mention that you are with the Alvis Car Club of Victoria.

2. To ensure the co-ordination and smooth running of the weekend, please email or phone John Hetherington and Rowan Swaney with your intention to participate. Our email addresses and phone numbers are:

Rowan Swaney: rwanswa@bigpond.com Mobile 0419 522 921

John Hetherington: jfh@mcmedia.com.au Mobile 0419 319 339

We are very fortunate to have amongst our ranks, some very knowledgeable people who have been prepared to carry out the research, provide the articles and to share with us, their findings on the history of the Alvis company and in particular, some of the major players.

Nick Simpson, now resident in Roussillon, France, is one such person and we are indebted to him for permission to reproduce this article that appeared in two episodes in the AOC Bulletins of Jan/Feb and Mar/Apr this year.

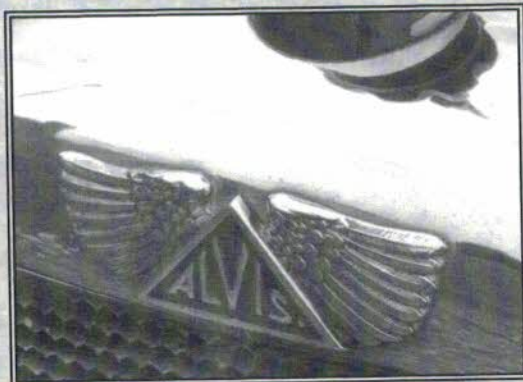
The first episode is here for your pleasure.

There is a copy of this article in booklet form in the ACCV Library.

Ed.....



G.P. de Freville, DFP and the Alvis,



By Nick Simpson



G.P.de Freville, DFP and the Alvis,



Nick Simpson

AOC Technical Officer

*Copyright Nicholas Simpson
2015*

While this article is principally concerned with the people and their moves that lead to the birth of the first Alvis car, it also opens a window onto the amazing, bustling workshop industry that was the City of Coventry during and after the First World War. There was nowhere quite like it; factories, some little more than workshops behind and on the first floor of houses, supplied a mass of parts, services and sub-assemblies that the entrepreneurs could put together to create, in the main, wheeled transport. Starting with carriages in the Victorian era it moved through the bicycle, motor cycle and cyclecar era into the motor car age.

With the post World War One motor car industry booming, T.G. John took full advantage, but instead of creating the more usual 'bitzas,' he used the facilities cleverly to create his own motor car quite differently from the others. To do it he found a redundant war materials factory, a foundry business and there were plenty of skilled people released from war work to help him build a new car. Most important of all, he was presented with the basis of a great design.

Many other well-known cars started their lives in Coventry; Daimler, Standard, Triumph, Humber, Rover and Riley to mention a few and even William Lyons with his S.S. (later Jaguar) had moved from Blackpool to make use of the unique motor facilities the city provided; his first cars were 'bitzas.' Coventry was a magnet that attracted many pioneers and entrepreneurs with the skills and knowledge available concerning things mechanical. In the First World War Coventry industry was premier in the development and production of aero engines, military vehicles, trucks and aircraft; at least 110 makes of car have been recorded as being manufactured there! Today the city is but a shadow of its former manufacturing self as aircraft, aero engine and motor manufacture has rationalised into a different pattern in what today has become a global automated industry.

The people mentioned in this article, de Freville, Buckingham, John, Smith-Clarke, Dunn and Bentley, to name a few, all converged on Coventry during their careers.

Researching early alloy pistons, I came across references to DFP cars, W.O. Bentley, Siddeley-Deasy and the first Alvis car. Looking further into the lives of the personalities connected with these firms proved interesting; G.P. de Freville, W.O. Bentley, T.G. John, J.F. Buckingham and G.T. Smith-Clarke were all born in the late Victorian period, between 1880 and 1888 and all except de Freville were time-served engineers who emerged from that wonderful period when the engineer was king and the sales force sold what they created. They possessed a conviction that enabled them to make a success of their careers in the motor industry.

The group mentioned were early users of alloy pistons and interestingly, G.P. de Freville's name popped up all over the place and seemed to be a connecting link with them all. He was an interesting character working with and organising new ideas for business and trading them

to his advantage whilst always looking for the next business opportunity right up to the 1950's.

Piston developments in alloy materials began with two French manufacturers before 1910, but with aluminium metallurgy being in its infancy, it had shown little success when used in production cars. The material burnt away too easily until the introduction of more sophisticated alloys. At least one early motor racing team experimented with them and found that the increase in performance was so great that it out-weighed the time it took to change burned sets of pistons during the race! They secretly drove their car off the track into some woods to change pistons; this was got away with under the pretext that the driver suffered from a weak bladder.... Different days! – but it did illustrate the tremendous advantage of the new alloy piston.

The development of alloys brought business opportunists in to play; the entrepreneurs as well as the engineers discovered the magical increases in performance that could be gained by re-equipping an otherwise ordinary engine with alloy pistons. The new material enabled motors to rev more freely and reciprocating parts with lighter weight could be used; compression ratios could be increased as a secondary aid to increasing performance. Alloy pistons were an amazing advancement to those who knew how to use them, however further development for motor-car use was halted by the First World War.

The origins of the design for T.G. John's first Alvis, the 10/30 has never been positively proven although it has generally been known that a set of drawings emerged from G.P. de Freville. I was interested that Kenneth Day mentioned in an article that it was thought the origins of the first Alvis may have derived from the French D.F.P. car. By independent research I have arrived at a similar conclusion, so I thought I would share my findings. If you think this is a history of DFP and Bentley cars, keep going, because it is not; but parts of their stories seem to be interlinked en route to the birth of the Alvis.

G.P. de Freville, the son of a Kent parson, began his working life as a poultry farmer in Gloucestershire, to where his parents had removed from Kent. Perhaps this rural career did not promise the returns he expected and he decided the motor trade was a better career.

He 'moved into motors' at the Long Acre Motor Co in London; they were importers of foreign cars. De Freville was an able linguist, particularly in French and German so it was not surprising that he should find employment at a firm importing continental cars. He liked cars and the 21 year old was fined for speeding in Stroud as early as 1904!

During 1906 in a career move, he transferred to a competitor becoming General Manager and Company Secretary of Lecoq & Fernie, a French firm who were the London importers of DFP cars with showrooms in Hanover Street. One of the directors, Mons. Lecoq was also chairman of Vuitton Trunks.

With French owners and a French product, de Freville's linguistic abilities would have been very useful when



G.P.H. de Freville.

An extraordinary man:- poultry farmer, car salesman, linguist, car dealer & manager, marketer of 'Alvis' alloy pistons, said to be the designer of the first Alvis car, racing engine designer and German translator.

marketing a French product into the British market. The ex poultry farmer, by this time described as an engineer with a pessimistic nature, had acquired motor engineering knowledge along with business and managerial experience during the daily life of running the car dealership; in the course of his duties he made visits to the DFP factory at Courbevoie, a suburb of Paris.

Auguste Doriot, a severe man, was the founder of DFP. He was a pioneer motor engineer-manufacturer and incorporated sound features in his cars that were otherwise dull, but with appeal in the premium sector of the market. Doriot had been a mechanic and driven racing cars for Peugeot before manufacturing his own cars with the aid of two partners, Mons. Flandrin and Mons. Parant.

As the combined name of Doriot-Flandrin-Parant was too cumbersome for general use, the cars were known as DFP, which occasionally French wags rendered as 'Derniere Ferraille Parisienne' (latest Paris Scrap-iron!). Nevertheless, the cars were well engineered and well thought of with, unusually; pressure oil feed to the crankshaft allowing higher revolutions for longer duration. Later cars had a starter motor, a novel feature at that time making it appealing to those who did not want to crank their motors by hand. The DFP handled very easily and was well liked, although their side-valve engines were

lack-lustre in performance and the standard French coachwork was not especially appealing to British tastes.

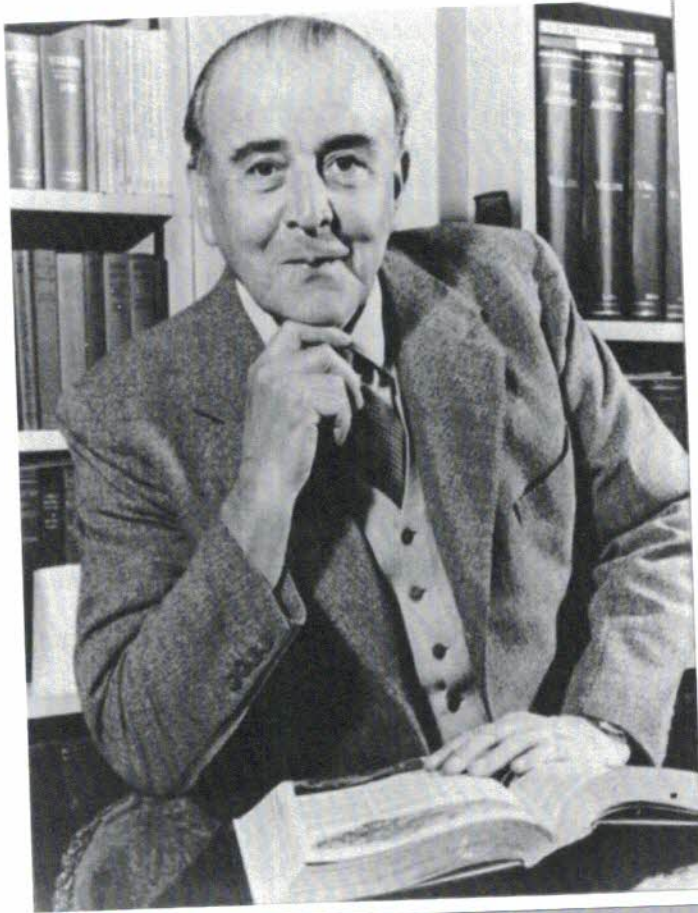
Lecoq & Fernie was not profitably run while de Freville was there and the directors were ineffective and diverted by their other interests; very few cars were being sold in spite of a buoyant market and new investment was sought by the directors. The firm was acquired in 1911 by the Bentley brothers, (H.M. & W.O.), who bought it to enter the burgeoning British motor market. The agency was renamed Bentley & Bentley.

The Bentley Brothers acquired Geoffrey de Freville with the business, useful for dealing with Doriot at DFP, as the Bentleys did not speak French. De Freville was mentioned as being very capable. The Bentley brothers ran the agency successfully; imported DFP's as chassis only and fitted good quality standard as well as bespoke London coachwork, to improve their appeal to premium British buyers. Before the war, three models were imported:- the 10/12 hp, the 12/15 hp and a luxury model rarely seen, the 16/22 hp.

Like many motor agents at that time, the young Bentley took part in sporting trials and other events at the weekends to gain publicity for the DFP. Potential buyers could be impressed with a marque's competition successes and there was a popular 'jingle' in those days: "Win on Sunday, sell on Monday." Bentley was successful and with his engineering knowledge, began to tune his 12/15 DFP for increased performance to keep ahead of the competition. Of the three models, he found the 12/15 was the most technically advanced and responded best



Another extraordinary man, a Naval Architect at 27 years old, later manager of the Vickers Shipyard at Barrow in Furness moving to senior Management at Siddeley-Deasy in Coventry at 35 years old. He started his own firm, T.G. John Ltd, later to become Alvis and went on to manufacture cars, military vehicles, aero engines and other engineering products.



W.O. Bentley.

An extraordinary engineer, motor dealer, racing car tuner and driver, WWI aero engine designer and later, universally known for his Bentley cars.

to tuning. Initially, modifications were limited to lightening the reciprocating parts, increasing the compression ratio and fitting a very light, skippy and streamlined body. It was not long before the inevitable problem developed with the steel pistons: with prolonged driving at around 80 mph they were unreliable and liable to disintegrate turning an engine to scrap metal in a few seconds.

Let's take a brief look at early piston design; most production engines were fitted with cast iron or steel pistons, these being the only regular materials that would stand up to motor combustion temperatures and their performance was designed to be well within their revolution capabilities. The disadvantage of steel and iron pistons was their weight; it increased the reciprocating forces limiting engines from turning fast. There were also problems using steel piston rings on steel pistons.

Prior to the First World War developments with aluminium alloy pistons was gaining interest. In 1913 Bentley, in pursuit of his

quest for speed with his DFP and on the advice of Augustus Doriot, turned again to quality French engineering. He visited Champagny in the Haute Saon, east of Dijon and obtained the sole UK agency for the high quality cast alloy pistons manufactured there at Fonderies Maxime Corbin et Cie, the firm Doriot used for his alloy castings.

Experiments with Aluminium pistons had been tried but the rapid heat transfer capabilities had not been properly exploited and most failed with rapid burning of the crowns due to the low melting point of the metal. Corbin had developed an alloy based on 85% aluminium and 15% copper and was later, officially typed "L8." With clever design to the underside of the piston crowns, they were able to take advantage of the high thermal conductivity of the material so that the heat could be got away efficiently via the piston rings to the adjacent water-cooled cylinder bores. The only problem with the Corbin, was excessive noise (piston-slap) during warm-up, due to the larger tolerances while the material was cold. Alloys of that period had several times the coefficient of expansion of iron or steel pistons and sophisticated skirt design to eradicate the noise problem had not been developed. The noise disadvantage therefore limited the market to mostly sports and racing cars; Bentley had also anticipated their utility for the new wartime aero engine industry where mechanical noise was unimportant.

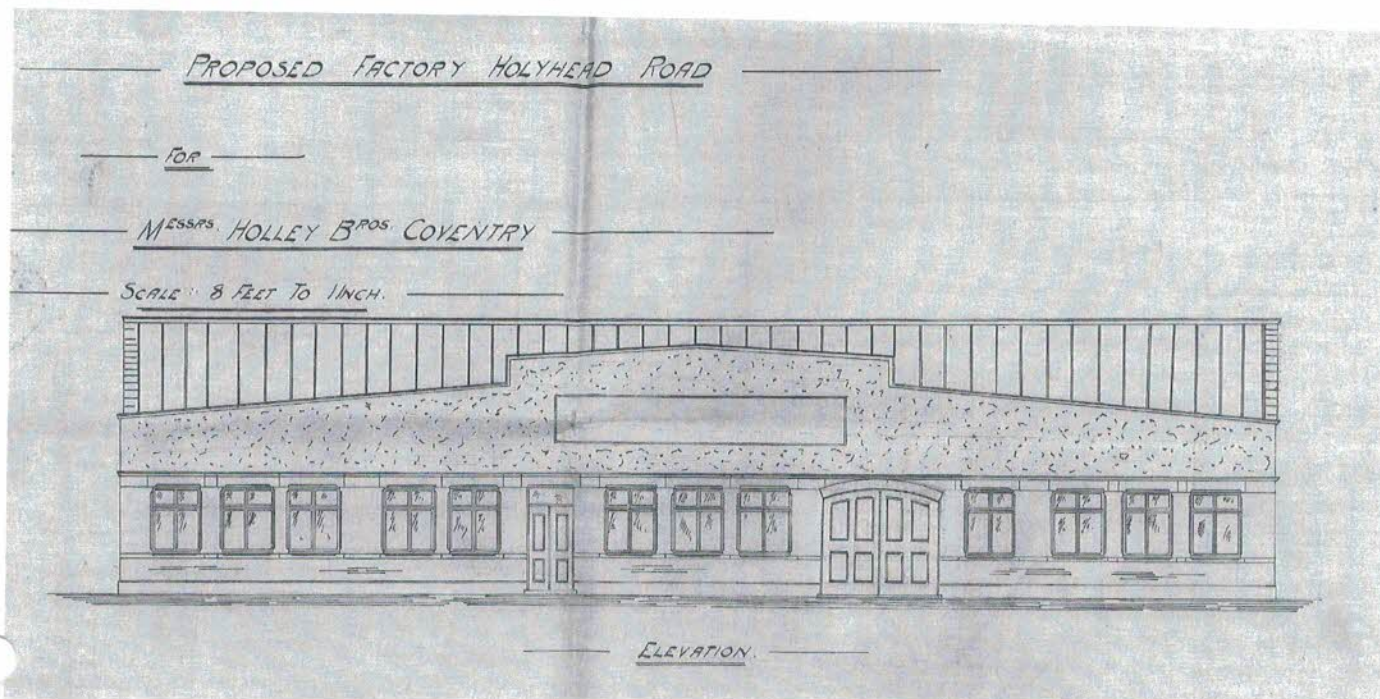
Bentley adopted Corbin pistons with generous clearances for his competition DFP and by means of gentle warming-up and further increases in compression, raised the top speed from 67 mph in 1912 to 83 mph with reliability, in late 1913. He even took sixth place in the Isle of Man TT in 1914. On the eve of war Bentley & Bentley in collaboration with DFP, had introduced their own Special Sports version of the DFP 12/40 with alloy pistons for the UK market; this model would have been a great success, but the war put a stop to any further progress. The onset



Un Coin de l'ébarbage - Les Gabarits pour la vérification des Pièces

The Corbin factory at Champagny, Haut Saone, France.

An advanced French firm specialising in the manufacture of alloy castings for many motor manufacturers including DFP and early manufacturers of successful aluminium alloy pistons.



Holley factory Holyhead Road 1917

The Holley factory in Holyhead Road Coventry. Here is part of a drawing for the Planning Application to Coventry City planners in May 1917, at about the time it was purchased by T.G. John. The enigma here is that John took over the Holley Co in May 1917, a few days before the planning consent was given, so it is possible the actual building did not exist at the time of the take-over. Perhaps Holley Bros had been using another older factory somewhere else in Coventry and John took it over to build it? Although taking over in 1917, it appears his first Holley and Electra products were not advertised until March and August 1919, two years later.

The original 'Holley' fascia was retained and incorporated into the Alvis Car & Engineering Co's extended road frontage lasting until destruction in WWII.

of war cancelling this promising car may have been the vital factor that allowed the birth of the Alvis.

The First World War halted new car development and manufacture as military production replaced it.

Unable to obtain further supplies of DFP cars or Corbin pistons, Bentley & Bentley were only able to deal in used cars and servicing DFPs. They also began to supply pistons to the new wartime aero engine industry; Bentley's pistons, presumably incorporating Corbin ideas he had learned, were manufactured for him by Hill's foundry in Coventry. At the time, very few people seemed to know about the qualities of these pistons. With war under way, W.O. Bentley, with his engineering design abilities, was diverted and eventually moved to Humber in Coventry; a company with sufficient resources to enable him to design his BR1 and BR2 Rotary aero engines (with alloy pistons).

At about the same time, Auguste Doriot halted car production at DFP and handed his factory keys to the French government, who turned out everything to do with car making and re-equipped it as a shell production factory. There were other key events at this point in the story. Just after Bentley had been moved to Coventry; de Freville was left in charge of DFP servicing and the piston business at Bentley & Bentley in London. While Bentley was at Humber and about the same time, T.G. John, a young Naval Architect moved from Armstrong-Whitworth at Barrow-in-Furness where he had been involved in the

design of the navy's top-secret 'K' and 'M' Class submarines. He moved to the Siddeley-Deasy Company at Parkside in Coventry (much later to become Armstrong-Siddeley Motors). There, among many other motor products for war use, John was close to the development of the Puma aero engine, also designed to run with alloy pistons.

In January 1916, de Freville hastily exited Bentley & Bentley and with a co-director A.E. Ware, opened a used car business named Ware & de Freville. It was situated at prestigious premises, Walmar House, Great Marlborough Street in London's West End, ostensibly to take advantage of the sellers' market for used vehicles during the war. Interestingly, tucked away in the Articles of Memorandum of the company was a sentence stating that they were "manufacturers and dealers in aluminium alloy pistons for aircraft and other engines etc." The business was named Aluminium Alloy Piston Co.

Ware & de Freville may have been a useful 'bread-and-butter' earner and also a 'front' to provide de Freville with smart premises to develop his next venture, a piston supply business, possibly using the knowledge he had gained with the Corbin at Bentleys.

De Freville's untimely defection caused serious delays with Bentley's piston supplies to the aero engine manufacturers. The resultant disruption was serious and

the Ministry of Munitions removed de Freville, his firm and its products, from their Approval Lists.

In 1917 de Freville had a busy year; on the move again, he married May, daughter of a Reading brick merchant and announced in the aero press that he had severed his connections with Ware & de Freville. He had distanced his piston business from the used car dealer image and started a new firm with premises in Wandsworth, with a co-director, T.F.Taylor. This business was named 'Aluminium Alloy Pistons Ltd.' De Freville's pistons must have been of good quality, because the Ministry eventually withdrew their embargo and supplies resumed; perhaps wartime pragmatism, a good product and supply shortages overcame the earlier difficulty? A reference states: 'Aluminium Alloy Pistons Ltd,' advertised themselves as "makers of castings and pistons for aero and tank engines and Siddeley-Deasy became one of their first customers." So, there was a likely first contact with T.G. John who was occupied with the firm's aero engine development. At much the same time Bentleys changed the name of their piston manufacturing business to Aerolite.

1917 was also a busy year for T.G. John. The front cover of the Memorandum & Articles for "T.G. John Ltd (late Holley Bros)," dated the takeover of Holley's as 17th May 1917. This shows John was organising his own business much earlier than previously thought; well before the end of the war. His factory address was said to have been at 17 Hertford Street Coventry; this is incorrect; this was a city centre address traced to Piersons, the accountants, in bank chambers over the London County & Parr's Bank, not a factory. It was probably a 'brass-plate' convenience address. John took over the Holley site in Holyhead Road although it is not clear if the factory was, actually at that date.

De Freville's alloy pistons were each branded with a triangle on the crown with his trademark 'Alvis' within the triangle. De Freville was questioned more than once about the origins of the Alvis name. When pressed, he became agitated, stopped enquirers short and insisted he had "invented" the name himself; could this slight impatience be a hint that the Alvis name may have come from elsewhere and if so, where - could it have had French origins? Curiously, in 1913/14 there was briefly a short-lived French car manufacturer named Alva in Corbevoie, the home-town of DFP. A smart person with an eye to the future may have taken over the name.... If one speculates and drops the second 'a' and add 'is'.... Entrepreneurs and marketing people liked names that were easy to pronounce in different languages and preferably using the letter A, as it figured at the top of directories and alphabetic lists.

Had the ex poultry farmer, manager and car dealer been capable of engineering and developing a new and technically advanced piston suitable for the aero engine or did he simply organise an existing design - perhaps incorporating features from the Corbin? De Freville would have known the product and its applications well from his time in charge at Bentley & Bentley. De Freville did not actually manufacture his own pistons; they were produced for him by alloy casting specialists R.W. Coan at Goswell Road in London EC1.

DFP re-started car production after the war, using warmed-over prewar designs with, surprisingly, bought-in engines from Altos and Sargant - why? Had DFP's engine designs for their next models been lost, captured or disposed of? At the outbreak of war, when prospects for a re-start were uncertain - could they have been exchanged in some sort of a deal?

After the war, French industry was struggling to re-start with raging inflation and crippling strikes. Doriot's well-educated son Georges, had been in the business from just prewar. Seeing little future in the postwar industrial climate of France or his father's business, he departed for the USA moving into finance and later became a Harvard Professor and famous in his own right as the 'Father of Venture Capital.' By this time W.O. Bentley was well on the way to the manufacture of his own cars; he and his brother took less interest in the DFP agency as they prepared to manufacture Bentley cars and market them from Hanover Street.

By early 1919 lucrative war contracts came to an end and

Run your "FORD"
at less than
HALF COST
by fitting a
"HOLLEY"
PARAFFIN
CARBURETTER

The logical Carburetter for the millions of FORD cars, trucks, and plough attachments now in use.

Tens of thousands of FORD vehicles fitted with these Carburettors are in constant operation in all parts of the world.

They have stood the test of time and experience, and are A NECESSITY TO EVERY FORD OWNER

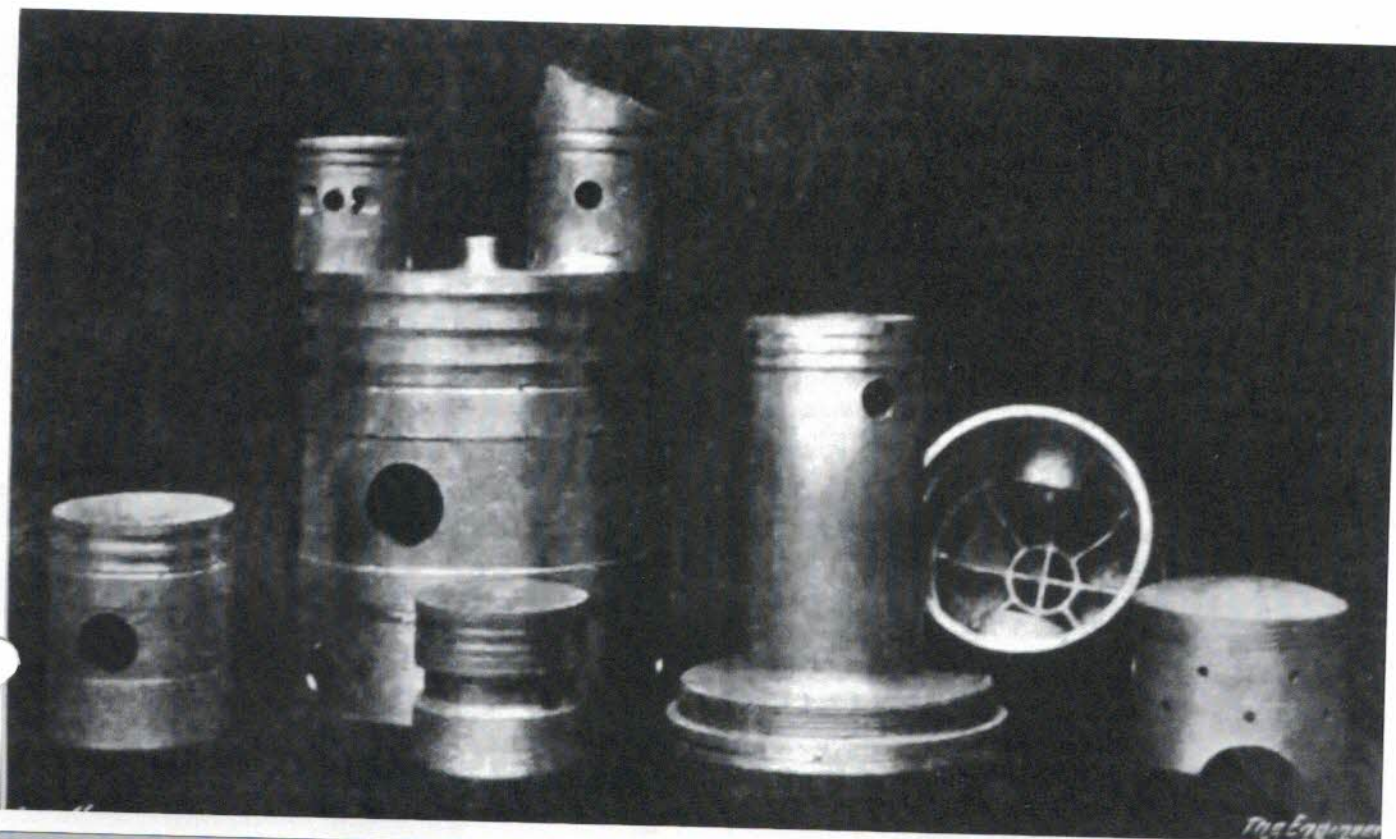
GREATER ACCELERATION, SPEED, AND ECONOMY.
NO SMOKE OR SMELL. PERFECT ON SLOW RUNNING.

Price £12-0-0 complete
Ready for attaching.
Immediate Delivery from Stock OF ANY QUANTITIES.
Special Trade Terms on application.

T. G. JOHN LTD.,
COVENTRY.
Manufacturers of "ELECTRA" Engines and Equipments.

John/Ford/Holley advert.

One of T.G. John's earliest advertisements in Autocar in 1919 advertising his first products.



De Freville's pistons.

De Freville's alloy pistons; a photograph he sent to The Engineer in 1916 with a letter cheekily gaining free advertising for his products. (Unfortunately the scanned resolution is poor and it is not possible to see if the Alvis name was stamped on the piston crowns).

De Freville knew how his pistons should be and the second from right example in the picture, upturned, shows the fins under the crown leading to the skirt, to distribute heat to the rings for cooling.

The caption to de Freville's advertisement reads:-

"Sir - We have pleasure in enclosing a photograph showing eight aluminium alloy pistons which were designed and manufactured by us. These range in size from 62mm up to 8 inches and are intended for motor car and motor cycle engines and for heavy oil engines. In view of the widespread use that is now being made of aluminium pistons, we think that the illustration will be of very considerable interest to your readers. We should imagine that the 8 inch piston is the largest aluminium piston that has yet been manufactured."

("For Aluminium Alloy Piston Company")

"G.P.H.de Freville."

"London, October 19th"

alloy pistons having been improved during the war, had become big business as the larger car makers standardised them for their post war models. This threatened the small players who could not compete with the big boys and de Freville, ever the opportunist, disposed of Aluminium Alloy Pistons Ltd to Aerolite Pistons (Bentley's piston company!); quite a tangled web. As they say, 'one door closes and another opens;' the astute de Freville, having got out of the piston business, retained his triangular Alvis trademark and appeared during 1919 in Coventry at T.G. John Ltd and produced drawings for an as yet unmanufactured car. De Freville was looking for someone with a suitable factory to

manufacture it and he would have been aware that John's new business was up-and-running with some spare capacity. A deal was struck that included the Alvis name with the drawings and de Freville joined John to bring the design to reality.

It is not clear if the drawings were for a complete car or simply engines and gearboxes, but other scribes suggest that it was for an engine and gearbox only. Did those drawings originate from DFP? Were they for the engine for the postwar DFP? De Freville the fluent French speaker and knowing Doriot very well, may have had opportunities to acquire them on visits to France to Doriot,

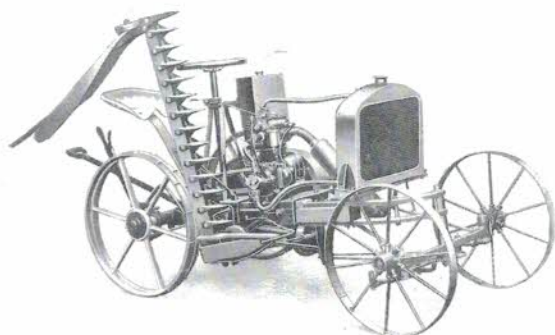
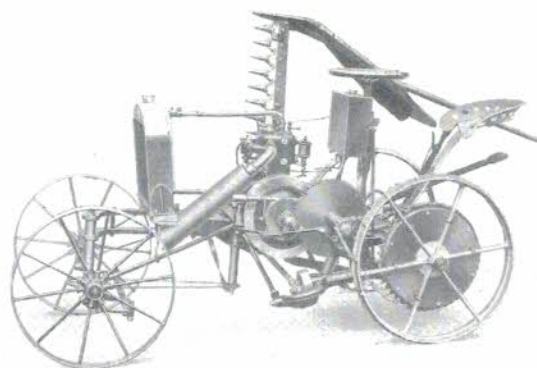
when DFP and France was in chaos and the future of French motor manufacture was uncertain.

John's new business was well-supplied with know-how as he already manufactured a wide range of engines and equipment; a grass cutter, carburetor parts, Holley carburetor conversions for Ford 'T' cars, Stafford as well as Arden engines for other maker's motor cycles, scooters and bicycles. He had already begun motor manufacture in a modest way with the Buckingham cycle-car, designed by J.F.Buckingham, a Coventry engineer. The Buckingham was typical of its type with twin cylinders in 'V' formation with belt drive transmission. It was beset with problems. The appearance of de Freville with his 'Alvis' design enabled John to enter 'proper' car manufacture with a unique product of real appeal that could be sold to a premium market alongside the Buckingham, intended for the budget market for those

moving-up from motor-cycles.

John was interviewed by Motor Sport Magazine and was asked why he chose the Alvis:

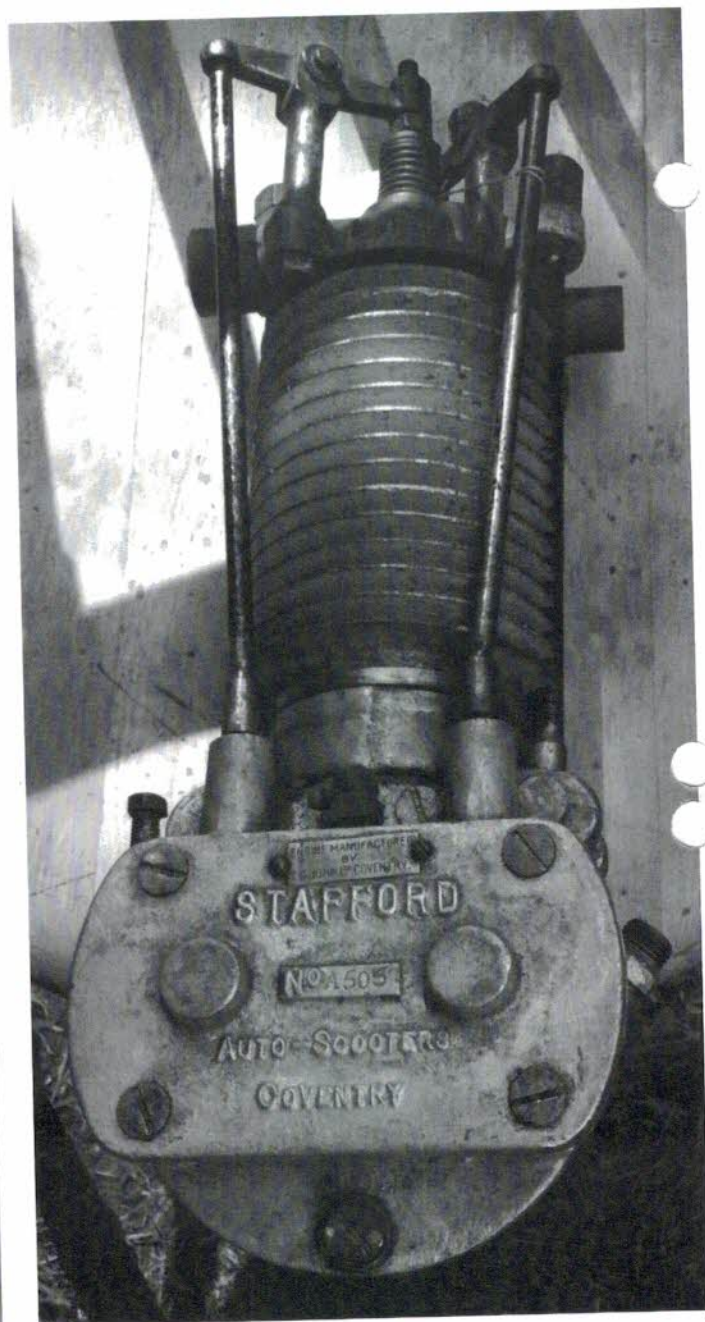
...."We felt..... that there was a definite market for a really high performance light car and decided to cater for it. At the time this class of vehicle was not made in this country, so we experimented and put the first Alvis on the market. This was a 10 hp two seater and had a 4-speed gearbox which was a novel feature on a car of this type. It was not a cheap car as it was priced at about £750, but it was really fast!"



4 h.p. "ELECTRA" MOTOR MOWING OR REAPING MACHINE.

Electra reaper/mower.

The Electra mower/Reaping Machine. Another of T.G.John's early products: his first motorized four-wheeler. The radiator may have come from a car design of the period – Hillman? Motive power was from a standard Electra 4HP stationary engine driving through a simple, open clutch with a single speed. One wonders if one of these cut the lawns at Rouncil Towers, John's home in Kenilworth!



Stafford engine.

This was a 142cc overhead valve motor manufactured by T.G.John Ltd at Holyhead Road for the Stafford Mobile Pup scooter

The KENILWORTH

UTILITY MOTOR

THE ONLY MECHANICALLY PROPELLED MACHINE WHICH
SUPPLIES THE EVERYDAY NEED OF THE MULTITUDE.



PAT. NO. 154707/19 AND 32804/22.

"A Gear for Every Hill."

EFFICIENT AND DURABLE. FOOLPROOF IN OPERATION.
ALL CONTROLS ON HANDLEBARS.
ECONOMY WITH RELIABILITY—COMFORT WITH CLEANLINESS.

Price Complete - (with Mechanical Starter) - 35 Gns.

Kenilworth Scooter - catalogue cover.

This was one of Capt Smith-Clarke's early developments, manufactured by the Coventry firm of Booth Bros. Note the prominent position of his Patent Numbers. Smith-Clarke was a keen patentee and Alvis cars sported lists of them on their brass plates for years. Arthur Varney said that The Captain arrived at the office at least twice a week with arms full of other manufacturers patents and often bragged that he could find a way round anything that presented itself....

These patents usually came from the local Patents Office next door to the Bank in Hertford Street, Coventry where Mr Urquart-Dykes, a keen Alvis racing man was in charge....



*No not candidates for the Alvis People Behaving Badly section!
No the opposite.
Peter Mackay & Jen Hopkins representing the ACCV at the recent AOC South West Section (UK) 40th Anniversary Celebrations*

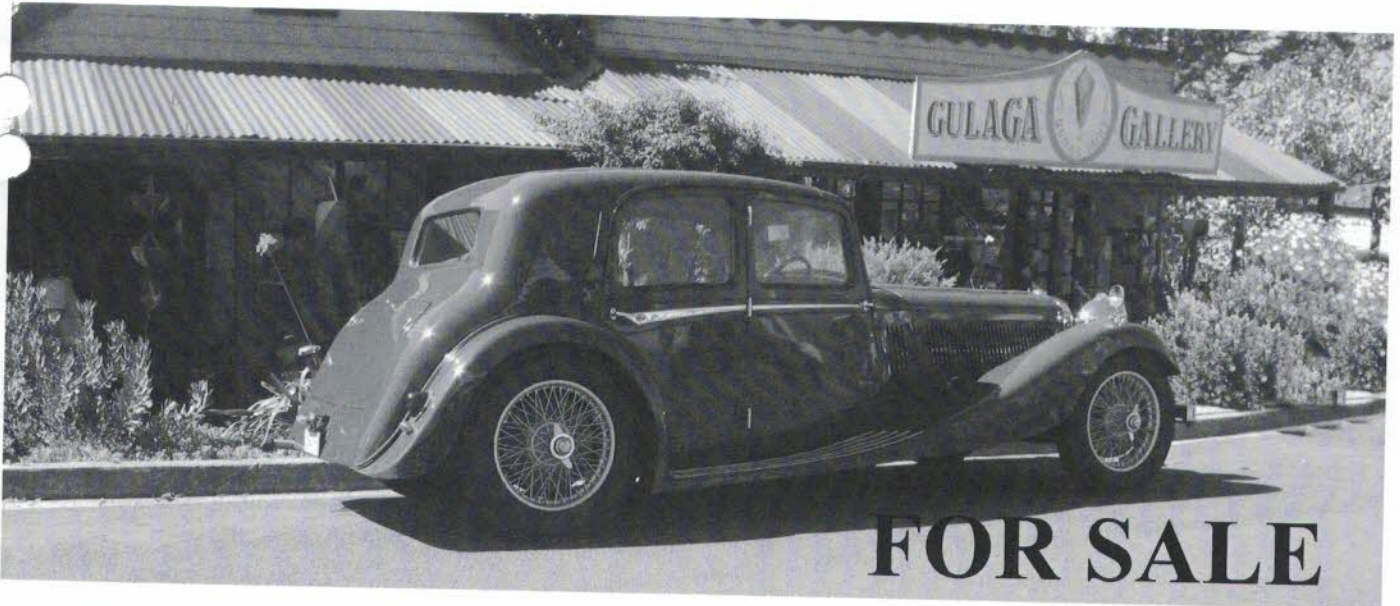


Noted on carsales.com.au (Aug16) a time warp low mileage 12/40. Seen at the 2015 National Rally

ALVIS PEOPLE BEHAVING BADLY

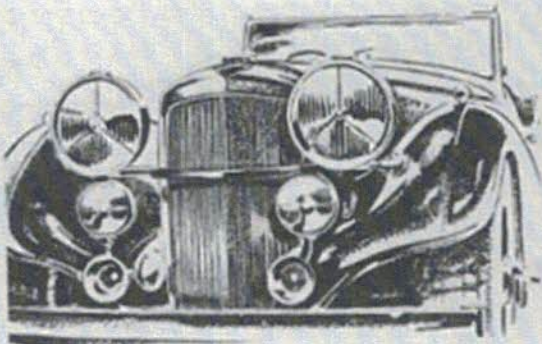


Spot the monkey!



FOR SALE

1935 Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.
Despatched from the factory: 27th March 1935.
Body by Charlesworth, Body No. 13502, asking \$70,000 or near offer.
Ring Nigel Spragg is on: 0417 106 564



WHAT EXACTLY DO YOU WANT IN A CAR?



OVER 100 M.P.H.

* The 5.3 Litre Sixteen exceeds 100 m.p.h. without effort. 8799

OVER 95 M.P.H.

* The Speed 25 Station exceeds "95" m.p.h. safety and quiet. 8385

OVER 80 M.P.H.

* The 12/75 gives you this with six cylinder uncoupled, best fuel economy. 6435

**STAND
134
EARLS COURT**

IS IT exceptionally quiet performance in regard to engine—gearbox—transmission?

IS IT suspension that is smooth, yet firm, throughout the speed range?

IS IT brakes that instil confidence by the extremely rapid way they pull you up on any road surface?

IS IT sensational acceleration that is so smooth as to seem almost unimpressive unless timed?

IS IT sustained high cruising speeds?

IS IT hand built coachwork of exceptionally fine detail finish and beauty?

OR IS IT a combination of the foregoing **PLUS** that remarkable feeling of safety you always have at the wheel of

The

INAUDIBLE

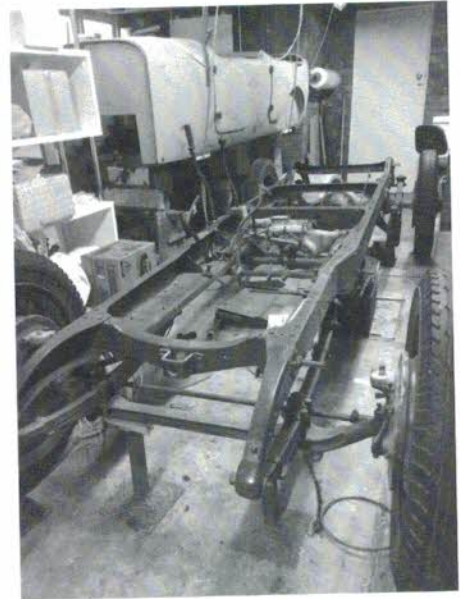
ALVIS

* Any Alvis dealer or our London Showrooms will gladly put a car at your disposal for test—without obligation.

ALVIS LTD. COVENTRY. London Showrooms, 7-9 ST. JAMES'S STREET, S.W.1. (Dial 01-2351)

ALVIS PERFORMANCE IS TAKEN FOR GRANTED

FOR SALE



ALVIS vintage 1475 tourer

Chassis # 5963

Engine # 6739

Cross & Ellis body # 1392

Complete car more than 50% restored. Built 1928

Chassis

Brakes: replaced

Diff: new crown wheel and pinion 4.5:1

Bearings good

Tyres: new

Engine restored: bored and sleeved, new pistons, new bearings, new improved cam. Head original have new valves and guides.

Gearbox: OK

Tail shaft: needs new bearings.

Clutch plate: new

Suspension: original

Body

Guards: new aluminium

2 radiators

Body work: completed needs paint

All lights OK

Gauges: original.

Steering: original

Have all necessary workshop manuals.

Asking price \$25,000

Call Geoff (Caves Beach) 0419 976978



OFFERS INVITED

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.

The car has significant mechanical problems and would be sold AS IS, WHERE IS.

Initial contact should be made to Andrew McDougall who is assisting the owner.

Andrew McDougall 0427 220 249

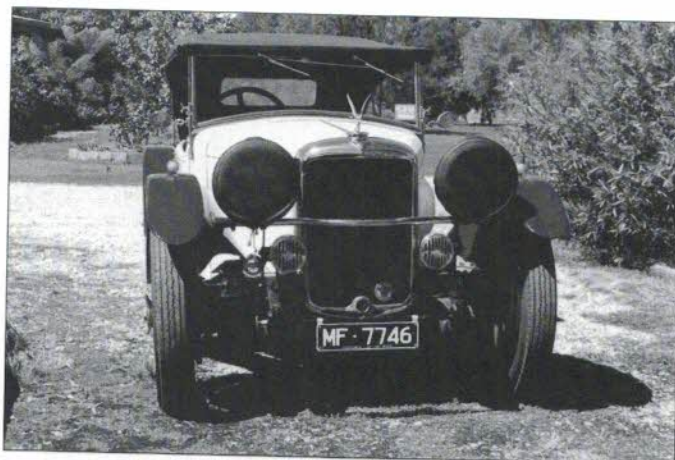
FOR SALE

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.

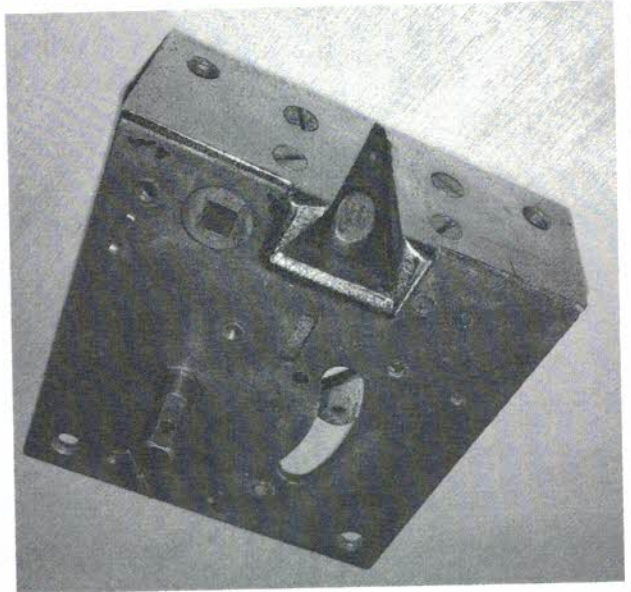
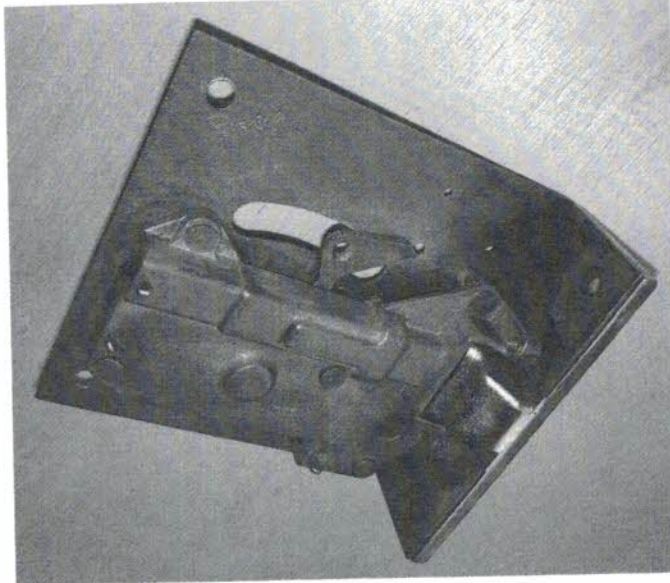
\$82,500 negotiable

Murray Fitch Telephone: 03 5766 2529



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

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WANTED

Peter Miller would like to obtain a door latch mechanism for his Speed 25 project.

They are handed

He has the driver's door (as pictured)

And would like a passenger door latch of the same design
Call Peter on 03 5426 4048

FOR SALE

Club grill badges \$30.00 each

Lapel badges \$10.00 each

Cloth badges \$5.00 each

Key rings \$15.00 each

Fridge magnets \$3.00 each

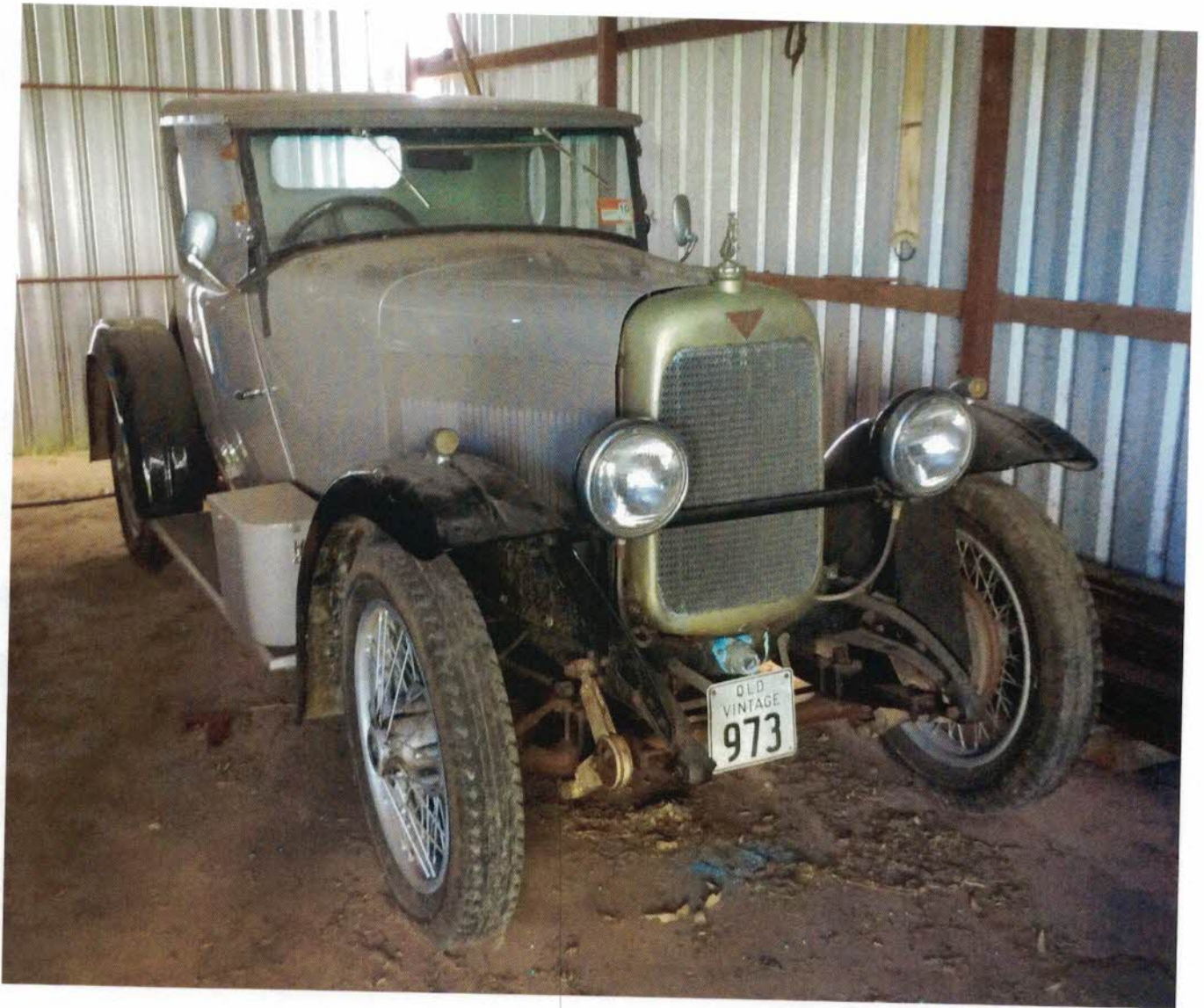
Ring Marg Lang (Treasurer) on
0407 667 609



FOR SALE

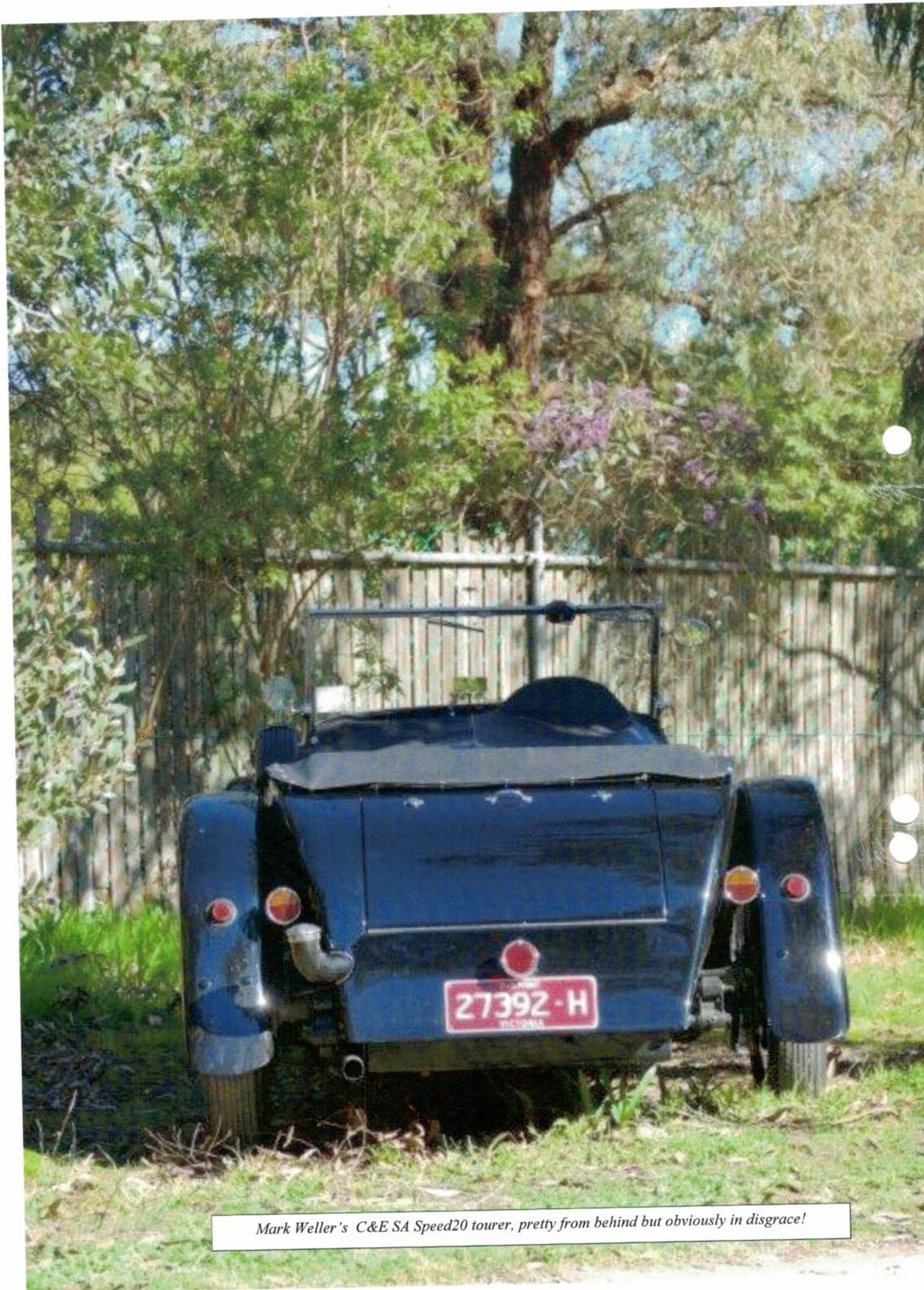
TB14

As sighted on the Just Cars website:
justcars.com.au



FOR SALE

1929 SILVER EAGLE
Engine Number 7926
Three brass carburettors
Re-bodied with Beetle back type
Concessional Registration
\$40,000
Stuart Paton
Tel: 07 5441 5437.
E-mail: stu.mir@bigpond.com



Mark Weller's C&E SA Speed20 tourer, pretty from behind but obviously in disgrace!