



Eynesbury for Lunch

SUNDAY 17 July

Bob & Lesley Northey were our hosts for the run.

What a line up of 12/50s were waiting at the Scienceworks dockside parking area. Sands, Burns, McKaiges and Northeys, and, it was going to get better.

Just to spoil the 12/50 party, the Langs arrived in the Speed 25 and then the Links in the TA21 special. Several moderns carried those from far away places. But, AWOL were Chris Higgins in another 12/50 and the Caldwells in the 3½ litre.

On departure we cruised past the now disused British Petroleum plant and through the streets of Williamstown and the esplanade to stop at the memorial to those who died in the loss of the corvette HMAS Yarra, in what is considered one of the bravest acts in Australian Naval history. The vessel was escorting 3 merchant ships to Fremantle via the Indian Ocean, when the watch sighted a complement of Japanese cruisers and destroyers on the horizon. The convoy scattered and the Yarra steamed straight for the Japanese fleet. The lightly armed corvette was no match for the Japanese and went down with the loss of 151 sailors.

On past the Time Ball Tower, where JNBC participants parked on the first day of the event and were accosted by the Victoria Police re-enactment group in their Wolseley 6.90. And where David Little managed to turn the tables on the "Police" by pinching the keys for the handcuffs he was wearing and caused them some anxious moments when they thought the key had been lost.

We then proceeded through the Williamstown foreshore slalom. More speed humps than you could ever imagine. Obviously the local council had stocked up on speed humps and then ran out of somewhere to store them. So where better than the foreshore; pity about the traffic!

More speed humps through the west of Williamstown and on to the Newport Lakes; a reclaimed quarry, for morning tea. The council are not a pack of duffers after all! What an interesting place! We passed the Caldwells on their way into the Lakes entrance which was an alternate place to meet for those who slept in.

On to Altona. The route notes reminded us of the fact that the Prime Minister lives in the area.

Our route notes called for a right turn at the end of Merton St and my navigator freaked out, when, committed to the right turn, she saw the road was blocked off.

The 40 ft turning circle of the Speed 25, once again attracted my attention to the job at hand. Amazing how a three point turn can change into a five point turn! Does anyone have a 12/50 for sale?

We knew best! The Northeys really have meant a left turn. Off we went looking for Burns road on the left, through the shopping centre to be presented with the freeway on ramp to Melbourne. Backup, another 5 point turn, this time with many curious on lookers.

Back to the Melways, as guidance from above was not forthcoming!

Off to the Black Powder Mill. The route notes listed that the building was erected in 1942 and is the only survivor of about 400 buildings of the Albion Explosives Factory, formerly a significant and important defence production facility.

With the gastric juices making their presence felt, we headed for the Eynesbury Homestead to the south of the city of Melton. An interesting satellite city is being built in a rural environment complete with golf course and other amenities.

Unaware of whether we were first there or last, it was not obvious where to park. We took the unmarked driveway on the right and proceeded into what turned out to be the back of the building, not the front! A member of the staff said that we should park on the grass as that is where the limos park when there is a wedding. The grass was pristine and manicured and the idea of a 2 ton car on narrow tyres suggested an alternate park would be more desirable.

Lunch was served in a nice environment and people enjoyed the company.

Chris Higgins was there and told a story of woe and luck. A breakdown in Williamstown, beside the Links car led to a rescue and safe storage for the 12/50 which had failed to proceed. The Links in true Alvis fashion transported Chris & Angus to lunch.

Geoff Ross arrived at Eynesbury as it was an easy drive from Geelong and his 12/50 was on its first club run.

With the sky threatening to open its flood gates, the cars left for Melbourne.

A most successful outing, with many thanks to the Northeys.

Mark & Susan Burns 12/50 Ducksback

Rob & Christine Sands	12/50 Ducksback
Chester McKaige & Don Bosanquet	12/50 Ducksback
Bob & Lesley Northey	12/50 Ducksback
Geoff Ross	12/50 Ducksback
Chris Higgins & Angus Gibb	12/50 TA21
David & Lyne Vaughan	3½ Litre
David & Margaret Caldwell	TA21 Special
John & Annie Link	Speed 25
John & Marg Lang	Modern
Darrel Horton & Joc Coates	Modern
Sally McKaige & Carol Remfrey	

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“ North by Northey “

Who would miss a day's ramble through the near northern plains organised by the inimitable Northeys?

Well, some did, and it should be to their everlasting sadness because these organisers do not overlook the minute-ist thing - even to the little dog who brought it's keeper to the assembly point for a viewing, and chose to pee on an Alvis wheel over some moderns that were as readily available.

That's detail !

Muster at 0930 on the shore of Port Phillip Bay at Newport on a brisk morning - a brief greeting and coffee for some, and then a bevy of 12/50 's shepherded by a gleaming Speed Twenty and tailed by a couple of dreary moderns, set off on a romp along roads specially constructed for older machines and their mature but, as ever, young-at-heart pilots.

At this point acknowledgment must be made of the attendance at the departure point of the locally resident TA21 special , which had come along to greet it's seldom met “ siblings “, and had it not brought along it's worthy keeper, the contents of yet another 12/50, that had sadly failed to complete the journey to Melbourne , may have been doomed to an early end to their day.

As it was, this misfortune saw not only the attendance at lunch of the broken-hearted but of the generous benefactors as well, the incident serving yet again to demonstrate the camaraderie of the Alvis community.

The cavalcade bounced and rolled along the pleasant route to the morning tea break where

waiting to greet the party was another gleaming TA21, it's conductors, new to the fraternity, being warmly welcomed for the remainder of the event to the luncheon venue. It's a well known fact that old cars, and particularly Alvis's, run so much better after a morning tea break on a cool day, and without further incident, the happy tourists arrived at "Eynesbury", the former grand homestead of a substantial pastoral empire that, at it's peak, comprised over 100,000 acres of prime land. Today, the well-preserved home plays host to groups such as our Club, and to the work-

weary , who work out their worries and frustrations on the golf course. An excellent and generous meal lived up to the Northey's assurances and by home time all departed in a state of bliss, looking forward to a dawdle home. For the writer, the two and a half hours to the front door was accompanied by a feeling of a day well lived and a warm feeling in the heart for the organisers who have "done it again". Thanks. Leslie and Bob.

"Toad" Horton



Geoff Ross and his 12/50

Alvis 1924 SA 12/50 Ducksback Car # 8460; Chassis # 3096; Engine # 2722

Short wheelbase 9' 2" despatched in August 1924 .

In 1981, Denis Rule purchased this car in boxes, complete with running gear, from Ian Guthrie of Wodonga. There were no mudguards or body panels.

The body panels, wooden frame and mudguards were built by the late Dave Gittings. Karl Richardson of KJR Coach Building completed the restoration.

In 2003 it was trailered to Orange NSW and driven in the George Green Rally, honouring 100 years of Vauxhalls. The Alvis was driven for a week, keeping up with the big Vauxhalls and doing some 500 miles.

Geoff purchased the car in late 2010.

Geoff has been an ACCV member for many years and it was good to see him on this, his first club run in the car.

The Whistlestop Run

Sunday 19 June dawned chilly and the occasional shower, which in no way daunted a gathering of Alvises at the car park of the main runway at Melbourne Airport.

just north

Those present were the Caldwells in the 3½ litre, Northeys in the Ducksback, Chris Higgins and Cliff Langs in the Speed 25 and Remfreys, Bosanquets with friends the Tilleys, and the Heads, all in moderns.

present were the Caldwells in the Ducksback, Chris Higgins and Cliff Langs in the Speed 25 and Remfreys, Bosanquets moderns.

The intent was to travel through Wildewood, New Gisborne for morning tea. It is amazing for a short distance and be in a rural environment. greeting us on the roadside through Wildewood and virtually no traffic at all to Riddells Creek. Then patchy traffic until entering the wilds of New Gisborne where again the kangaroos and the wildlife were the only observers.

Run

Konagaderra, Riddells Creek to the Langs in how quickly around Melbourne you can travel Thus was the case today with a couple of geese

It was difficult to get people to leave the fire when we headed off for lunch at the Whistlestop. The route took us onto 7km of gravel road - a sin I will live to regret! I had driven along the road on the previous afternoon and the surface was firm with no dust. The rain during the night changed that and the Northey's car was at home in the wet. The route took us through Heskett, around Hanging Rock to Straws Lane, Woodend and onto Black Forest Drive and back to the suburbia section of New Gisborne.

Eighteen diners enjoyed the fare and a very pleasant lunch was had by all.

Fortunately the run back from the Eynesbury outing a few weeks later, was in rain and the mud from Whistlestop was washed to oblivion.

.....John Lang

