



An incorporated club

A0035462V

**A friendly family social motoring club**

**Edition 98**

**July 2006**

**Your ABCCC News**

## **AHA! AN ALVIS!**



**This fine example of the later Alvis models is owned by Richard and Pauline Tonkin.**

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*Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett pictures!*  
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### **MEMBERSHIP SUBSCRIPTIONS**

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to Val Jefferyes and Jim Spence, PO Box 8092, Burnt Bridge, Victoria, 3134.

**Please Note: Membership subscriptions should be paid prior to the end of December.**

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23<sup>rd</sup> 1997**  
**THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.**

**"Owning And/Or Appreciating The Spirit Of Fine British Classics"**

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

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### IMPORTANT CLUB INFORMATION

#### Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

#### The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25<sup>th</sup> of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14<sup>th</sup> of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

#### The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

## ABCCC EVENTS DIRECTORY

**Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14<sup>th</sup> of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue. Events organizers, please get your event information to the Editor – SOON!**

### June 2006

- 30** The Great ABCCC Trivia Challenge – An ABCCC Event Frank Douglas (03) 9739 4829  
**Note the date revision!**  
Venue – Lilydale International, Nelson Road, Lilydale, Victoria.

### July 2006

- 8 – 9 Nagambie Wineries Weekend – An ABCCC Event Peter McKiernan (03) 9787 6003  
Venue – Nagambie Area.  
23 Christmas In July – The ABCCC Annual Dinner Colin Brown (03) 5964 9291  
Venue – Tokar Estate, Coldstream, Victoria.

### August 2006

- 6 Bylands Tram Museum Visit – An ABCCC Event Geoff Birkett (03) 9755 1772  
Venue – Meet at Lilydale International Car Park at 9:01 am.  
20 Point Cook RAAF Museum – An ABCCC Event Lyn Higginson (03) 9336 7306  
Venue – Point Cook, Victoria.

### September 2006

- 6 Mid-week Run – An ABCCC Event Frank Douglas (03) 9739 4829  
Venue – To Be Determined.  
17 Visit to HMAS Cerberus & Mulberry Hill – An ABCCC Event Rob Nolan (03) 5978 7798  
Venue – Mulberry Hill, then HMAS Cerberus, Stony Point, Victoria. Frank Sawyer 0408 633 778  
17 All British Day – All British Classics Car Club (Queensland) Richard Higgs (07) 3385 5312

### October 2006

- 1 Port Arlington Run – An ABCCC Event Tony Hodges 0419 307 026  
Venue – Port Arlington Area.  
14 Visit to Melbourne Zoo – An ABCCC Event Lyn Higginson (03) 9336 7306  
Venue – Melbourne Zoo, Elliot Avenue, Parkville, Victoria.  
21 – 22 Como Gardens Open Weekend George Hetrel 0418 323 376  
Venue – 79 The Basin to Olinda Road, The Basin.  
**30 – 5** Whale Watching – An ABCCC Event Tony Pettigrew (03) 9739 1146  
**Nov.** Venue – Lakes Entrance, Victoria and Eden, New South Wales.

### November 2006

- 18 – 19 Bendigo National Swap Meet – A Federation Event  
Venue – Prince of Wales Showgrounds, Bendigo, Victoria.  
26 Observation Run – An ABCCC Event Chris Newell (03) 9735 2335  
Route – To Be Advised.

### December 2006

- 3 Christmas Luncheon – An ABCCC Event Frank Douglas (03) 9739 4829  
Bookings are essential.  
Venue – RACV Country Club, Healesville, Victoria.  
17 Badgers Creek BBQ – An ABCCC Event Janet McGregor (03) 9735 2533  
Venue – Badgers Creek, Healesville, Victoria.

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## EDITORIAL NOTES – ISSUE 98

In this issue, being about one month into our winter, there is an item that is not about a British Classic car, but about one that is smack up to date and has remarkable performance qualities. Price wise it is out of reach for some of us, but as an entertaining read it is probably a good fireside read – nonetheless. Some of the ladies may consider this car to be very suitable transport for taking the children or grandchildren to school – particularly when running a bit late!

The car featured in the article is the sleek modern Bugatti Veyron, a super-car from the VW Group. It is certainly a mighty long way from the humble, flat out at 60 mph, VW Beetle.

There is also an item borrowed from *A30 Minutes*, the magazine put out by the Australian Austin A30 Club, for some of us it could be an important aspect of planning a long trip. It is all about a useful Website



that lists about 14,000 public conveniences in this country. I have visited this Website and found it to be most helpful and easy to navigate. Your taxes at work. It can also be used to assist journey planning from point 'A' to point 'B'. No doubt well worth while for those of us who chose to drive an open car in winter!

Mike Alfrey.

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## SOME WINTER READING

**WHAT A CAR!!!!** *By Jeremy Clarkson of The Sunday Times*

When you push a car past 180 mph (290 kph), the world starts to get awfully fizzy and a little bit frightening. When you go past 200 mph (323 kph) it actually becomes blurred. Almost like you're trapped in an early Queen pop video. At this sort of speed the tyres and the suspension are reacting to events that happened some time ago, and they have not finished reacting before they're being asked to do something else. The result is a terrifying vibration that rattles your optical nerves, causing double vision. This is not good when you're covering 300 ft (91 metres) per second.

Happily, stopping distances become irrelevant because you won't see the obstacle in the first place. By the time you know it was there, you'll have gone through the windscreen, through the Pearly Gates and be half way across God's breakfast table.

It has always been thus. When Louis Rigolly broke the 100 mph (161 kph) barrier in his Gobron in 1904, the vibration would have been terrifying. And I dare say that driving an E-type at 150 mph (241 kph) in 1966 must have been a bit sporty as well.

But once you go past 200 mph (323 kph) it isn't just the suspension and the tyres you have to worry about. The biggest problem is the air. At 100 mph (161 kph) it's relaxed. At 150 mph (241 kph) it's a breeze. But at 200 mph (323 kph) it has sufficient power to lift an 800,000 lb (362,880 kg) jumbo jet off the ground. A 200 mph (323 kph) gust of wind is strong enough to knock down an entire city. So getting a car to behave itself in conditions like these is tough.

At 200 mph (323 kph) you can feel the front of the car getting light as it starts to lift. As a result you start to lose your steering, so you aren't even able to steer round whatever it is you can't see because of the vibrations. Make no mistake, 200 mph (323 kph) is at the limit of what man can do right now. Which is why the new Bugatti Veyron is worthy of some industrial strength genuflection. Because it can do 252 mph (406 kph). And that's just mad – 252 mph means that in straight and level flight this car is as near as makes no difference as fast as a Hawker Hurricane.

You might point out at this juncture that the McLaren F1 could top 240 mph (386 kph), but at that speed it was pretty much out of control. And anyway it really isn't in the same league as the Bugatti. In a drag race you could let the McLaren get to 120 mph (210 kph) before setting off in the Veyron. And you'd still get to 200mph first. The Bugatti is way, way faster than anything else the roads have seen.

Of course, at £810,000, it is also jolly expensive, but when you look at the history of its development you'll discover it's rather more than just a car. . .

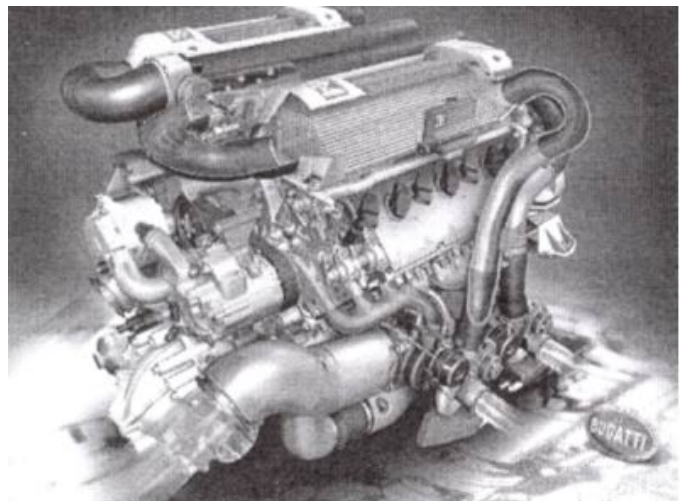
*Right: 1,001 bhp. This engine provides 'sufficient' grunt.*

It all started when Ferdinand Piech, the swivel-eyed former boss of Volkswagen, bought Bugatti and had someone design a concept car. "This," he said, "is what the next Bugatti will look like." And then, without consulting anyone, he went on. "And it will have an engine that develops 1,000 horsepower and it will be capable of 400 kph."

His engineers were horrified. But they set to work anyway, mating two Audi V8s to create an 8 litre W16. Which was then garnished with four turbochargers. Needless to say, the end result produced about as much power as the earth's core, which is fine. But somehow the giant had to be cooled, which is why the Veyron has no engine cover and why it has ten – count them – ten radiators. Then things got tricky because the power had to be harnessed.

For this, VW went to Ricardo, a British company that makes gearboxes for various Formula One teams.

"God, it was hard," said one of the engineers I know vaguely. "The gearbox in an F1 car only has to last a



few hours. Volkswagen wanted the Veyron's to last ten or twenty years. And remember, the Bugatti is a damn sight more powerful than any F1 car."

The result, a seven-speed double-clutch flappy paddle affair, took a team of fifty engineers five years to perfect.

With this done, the Veyron was shipped to Sauber's F1 wind tunnel where it quickly became apparent that while the magic 1,000 bhp figure had been achieved, they were miles off the target top speed of 400kph (248mph). The body of the car just wasn't aerodynamic enough, and Volkswagen wouldn't let them change the basic shape to get round the problem.

The bods at Sauber threw up their hands, saying they only had experience of aerodynamics up to maybe 360 kph, which is the effective top speed in Formula One. Beyond this point Bugatti was on its own.

Somehow they had to find an extra 30 kph (19 mph), and there was no point in looking to the engine for answers because each extra 1 kph increase in speed requires an extra 8 bhp from the power plant. An extra 30 kph then would need an extra 240 bhp. That was not possible.

The extra speed had to come from changing small things on the body. They started by fitting smaller door mirrors, which upped the top speed a bit but at too high a price. It turned out that the bigger ones had been keeping the nose of the car on the ground. Without them the stability was gone. In other words, the door mirrors were generating down-force. That gives you an idea of how much of a bastard the air can be at this speed.

After some public failures, fires and accidents, and one chief being fired, they hit on the idea of a car that automatically changes shape depending on what speed you're going.

At 137 mph (220 kph), the nose of the car is lowered by two inches (50 mm) and the big rear spoiler slides into the slipstream. The effect is profound. You can feel the back of the car being pressed into the road. However, with the spoiler in place the drag is so great you're limited to just 231 mph (372 kph). To go faster than that you have to stop and insert your ignition key in a slot on the floor. This lowers the whole car still further and locks the big back wing down. Now you have reduced down-force, which means you won't be going round any corners, but you have a clean shape. And that means you can top 250 mph (400 kph).

That's 370 ft (113 metres) per second.

You might want to ponder that for a moment. Covering the length of a football pitch, in a second, in a car. And then you might want to think about the braking system. A VW Polo will generate 0.6 g if you stamp on the middle pedal hard. You get that from the air brake alone on a Veyron. Factor in the carbon ceramic discs and you will pull up from 250 mph (400 kph) in just ten seconds. Sounds good, but in those ten seconds you'll have covered a third of a mile (0.55 kilometre).

That's five soccer pitches to stop.

I didn't care. On a recent drive across Europe I desperately wanted to reach the top speed but I ran out of road when the needle hit 240 mph (386 kph). Where, astonishingly, it felt planted. Totally and utterly rock steady. It felt sublime.

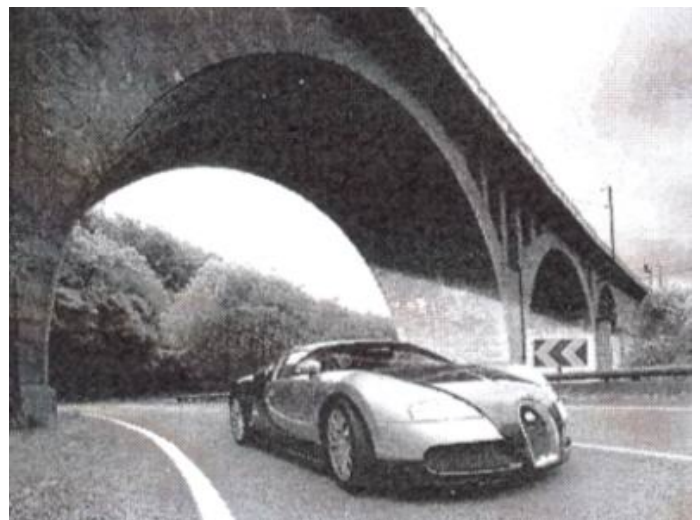
Not quiet, though. The engine sounds like Victorian plumbing – it looks like Victorian plumbing as well, to be honest – and the roar from the tyres was biblical. But it still felt brilliant. Utterly, stunningly, mind blowingly, jaw droppingly brilliant.

*Right: That imposing Bugatti shaped air intake.*

And then I reached the Alps where, unbelievably, it got better. I expected this road rocket to be absolutely useless in the bends but it felt like a big Lotus Elise.

Occasionally, if I accelerated hard in a tight corner, it behaved strangely as the four-wheel-drive system decided which axle would be best equipped to deal with the wave of power. I won't say it's a nasty feel or dangerous. Just weird, in the same way that the duck-billed platypus is weird.

You learn to raise an eyebrow at what's only a foible, and then, as the road straightens out, steady yourself for Prince Albert's boiler to gird its loins and play havoc with the space-time continuum. No, really,



you come round a bend, see what appears to be miles and miles of dead straight road, bury your foot in the carpet and with a big asthmatic wheeze, bang, you're instantly at the next bend, with your eyebrow raised again.

From behind the wheel of a Veyron, France is the size of a small coconut. I cannot tell you how fast I crossed it the other day. Because you simply wouldn't believe me. I also cannot tell you how good this car is. I just don't have the vocabulary. I just end up stammering and dribbling and talking wide-eyed non-sense. And everyone thinks I'm on drugs.

This car cannot be judged in the same way that we judge other cars. It meets drive-by noise and emission regulations and it can be driven by someone whose only qualification is an ability to reverse round corners and do an emergency stop. So technically it is a car. And yet it just isn't.

Other cars are small guesthouses on the front at Brighton and the Bugatti is the Burj Al Arab. It makes even the Enzo and the Porsche Carrera GT feel slow and pointless. It is a triumph for lunacy over common sense, a triumph for man over nature and a triumph for Volkswagen over absolutely every other car maker in the world.

### **Vital Statistics**

Model	Bugatti Veyron 16.4
Engine	7993cc, 16 cylinders in a 'W' arrangement
Power Output	1,001 bhp @ 6000rpm
Torque	922 lb.ft @ 2200rpm
Transmission	7-speed DSG, manual and auto
Fuel Consumption	11.7 mpg (combined)
CO <sup>2</sup> Emission	574 g/km
Acceleration	0-62 mph: 2.5sec
Top Speed	253 mph
Price	£810,345.00
Rating	Five Stars
Verdict	Deserves 12 stars. Simply as good - and as fast - as it gets

*From The Sunday Times – With Thanks.  
(Utterly, Stunningly, Jaw Droppingly Brilliant)*

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## **PAST AND FUTURE EVENT REPORTS**

### **COMO GARDENS OPEN WEEKEND – 22<sup>nd</sup> & 23<sup>rd</sup> April, 2006**

*This report is in the form of a letter from George and Pat Hetrel.*

Please convey to our fellow members of the ABCCC, by way of your monthly bulletin, our appreciation to those who assisted in the running of *Como Gardens Open Weekend* held in April.

The club's injection played a major role in the event's resounding success, reflected by the public response in attendance. The bottom line for the event amounted to a nett in the region of \$7,000.00, shared by the State Emergency Service and St. John Ambulance Service.

Meanwhile, a further cheque for \$1,000.00 has also been added to our club coffers in appreciation of its involvement.

We look further ahead now, to our spring event October 21<sup>st</sup> and 22<sup>nd</sup>, and look forward to the club's further participation.

Best regards,

*George and Pat Hetrel.*

### **OUR MID-WEEK RUN TO GAPE AT THE HUGE TREES – Wednesday 24<sup>th</sup> May, 2006**

Our President, Frank Douglas, had just returned home from the Western Hospital after a lengthy operation, and decided that a Mid-week Run to Marysville would be a good idea. In fact it was a splendid one and we soon had a good number of us joining in.

We gathered in the late autumn, morning sunshine at the Lilydale International club to set off on our run to Marysville and beyond. After casting a critical eye over building progress on our new 'clubrooms' just downhill from the car park, we set off for morning tea at Dot and Fred Sawyer's Motor Museum at Marysville. It was mentioned that we could very easily live in Marysville as we came into the township, but Sue mentioned the Black Spur if we wanted to go anywhere towards Melbourne. Healesville would be OK though! It is like that whenever we go to Marysville, there is always a warm welcome from Dot and Fred,



and of course, from Suzette at the fabulous Mountain Lodge – our lunch venue. We were utterly devastated to find none of those famous sausage rolls awaiting us at the museum. Never mind, we all enjoyed our morning cuppa immensely.

There was a new exhibit in the museum, a fairly modestly modified MG was sitting on its trailer and looked for all the world as if it was a simple matter of hooking up early the next Saturday morning and setting off for the 30<sup>th</sup> Historic Winton, so ably put together for some of us. Frank Sawyer intends to keep the dust and cobwebs at bay by hill-climbing this little treasure.

*Right: Frank, of the SSSS, telling us about the culvert.*

All too soon, it was time to set off to have a look at some of the biggest eucalypts in the southern hemisphere and, for that matter, in the world. We followed the red Reliant Scimitar GTE V6 on the road to Warburton from Marysville.

After passing the Lake Mountain turn-off, with memories of a brake and clutch-less Jupiter descending that lofty climb (snow packed around the pedals!), we soon pulled up and fully filled a parking bay with our classics. Fortunately, there was not any traffic at the time as we were marshalled into a tightly packed group to maximise the limited space.

It was here that the Sawyer Sociable Sightseeing Set got into full swing telling us about the Big Culvert that was located about one-hundred metres below and to our right down a forest path. We all took to the path to find the Big Culvert's damp and dark lair, with some of us concerned about the possible presence of those friendly little fellows – leeches. We descended into a tree-fern filled gully and soon saw the legendary Big Culvert.

This was a real culvert, not just road fill in a corner nook of the mountain. It had been built many years ago, using the old British craft of dry-stone wall building – only this wasn't dry in that sense, it was positively dripping! The Big Culvert had obviously been well built, because after all these years, there was not a single stone out of place, and there was even a large tree growing from the top of the graceful arch. For us, it was hard to believe that stone masons had brought wheel barrows and hand tools to build this incredible Big Culvert. It, and the Yarra Trail, were all to do with the finding of gold at Wood's Point, a fair distance from where we stood in awe, in the Great Dividing Range.

After taking in all the craftsmanship, we drove on to a proper parking bay, where we set off to view the biggest natural eucalypts in the world. At an intersection in the path, Frank informed us that we were standing on the old Yarra Trail that wound its way to Wood's Point and those goldfields. The trail here was reasonably steep and we were informed that, to make it easier for pack horses, trees were cut down and laid cross-wise on the trail, to give the horses purchase on the climb. In time the trees rotted away and some tree-ferns were similarly cut and laid. As we looked down the trail, it certainly looked as if an avenue of tree-ferns had been planted. But Frank informed us that they were self-sown from the trees cut and laid across the trail.



*Left: The old Yarra Trail Tree-fern Avenue.*

We then set off to view the falls and gape at the huge eucalypts along the trail. The falls were in full flow and here we were informed that the rock diagonal formations over which the water fell, were of volcanic upheaval activities over many eons ago. Looking at the falls as head-on as we could, the rock fault lines did resemble a St Andrews cross! Frank also told us that Marysville had been named after the wife of the Steavenson who had discovered the falls downstream near the flat area that is now Marysville.

After returning to the road, we set off for our lunch stop at the Mountain Lodge. This is a rather special place for members of our club. All meals here have been wonderful experiences, and our lunch on this run was no exception. After an emotional speech from Frank Douglas, with a number of "Hear, Hear's" it

was time to say thanks to Dot, Fred and Frank Sawyer, to Suzette for the wonderful lunch and to all of us for taking part and really making Frank's mid-week run the resounding success that it truly was.



*Above: Parking our classics at the Big Culvert, note the Ferrari (mit bremsen) interloper!*

Thanks to all, it was a great short-notice event and your participation was really appreciated.

*Mike Allfrey.*

## **THE GREAT ABCCC TRIVIA CHALLENGE – Friday 30<sup>th</sup> June, 2006**

First of all, please note the change of date – due to an editorial mishap, again.

Come and join us in the nation's most exciting trivia challenge, to be conducted by our *Trivia Maestro*, at the Lilydale International Club, Nelson Road, Lilydale.

Be there at 7:00 pm for a 7:30 pm start to our supreme test of knowledge on matters most trivial.

For a cover charge of just \$15.00 per person, there will be great entertainment and all the finger food you can possibly consume. The winning team will receive a grand prize.

Note that to win it, you have to be in it!

We look forward to you joining in on this most entertaining of winter nights. If you intend to join us, please contact Frank Douglas on (03) 9739 4829 to make your booking.

*Frank Douglas.*

## **NAGAMBIE WINERIES WEEKEND – Friday 7<sup>th</sup> to 9<sup>th</sup> July, 2006**

### **A Weekend of Wine and Indulgence**

Departing from Coldstream, at 9:00 am sharp, we proceed through the picturesque Yarra Valley stopping for morning tea (bring your Thermos and bun) before continuing via the Strathbogie Ranges to our lunch stop at Euroa. Departing Euroa, we are able to visit various boutique wineries in order to collect reinforcements for the evening, finally arriving at our accommodation, the four-star Nagambie Motor Inn, where we will be staying for two evenings in self-contained studio apartments.

After some time to refresh, we proceed to a well known Nagambie nightspot for dinner.

Saturday is spent visiting various local places of interest in and around the Nagambie and north-eastern region, returning to our motel for a barbecue and an evening of enjoyment.

Sunday is a morning of relaxation which may include visits to a nearby winery and also the Nutshack before attending at our luncheon venue, the Tabilk Winery, for a boat trip on the Nagambie wetlands and a sumptuous lunch at the Tabilk Wetlands Café, prior to our journey home.

The itinerary includes lunches on Friday and Sunday, dinner for two evenings and a breakfast hamper for two mornings. All this for \$430.00 per couple twin share. Places are limited and are filling fast.

For bookings, contact Peter McKiernan on (03) 9787 6003.

Please note, final payments are due by 24<sup>th</sup> June, 2006.

*Peter McKiernan.*



## **CHRISTMAS IN JULY – Sunday 23<sup>rd</sup> July, 2006**

If you haven't booked for this popular event yet, there are still a few places! Check with Colin Brown now – there could be space for you.

The venue is Tokar Estate Coldstream, in the heart of the Yarra Valley. Come along and join in the fun in fabulous surroundings!

Please confirm bookings on telephone number (03) 5964 9291 or on mobile number 0418 343 176.

*Joy and Colin Brown.*

## **VISIT TO THE VICTORIAN TRAMWAY MUSEUM – Sunday 6<sup>th</sup> August, 2006**



We have arranged for club members to visit the Historic Tram Museum at Bylands, just out of Kilmore. Our meeting point will be at Lilydale International car park, off Nelson Road, at 9:00 am, for a 9:30 am departure, then travelling along the Melba Highway, turning left to Kinglake, Whittlesea, Wallan and following the old Hume Highway up Pretty Sally Hill to Bylands, which is just outside Kilmore. There is a very short stretch of gravel road to the museum, but no problem with careful driving.

*Left: An historic picture of trams in Bendigo.*

There is a kiosk on site selling light refreshments and tea or coffee, or members can BYO. A museum guide

will be arranged for us by Society. We can enjoy a ride on an old 'green & gold' tram along two kilometres of track which has been laid through the paddocks on the property. Entry to the museum is \$8.00 per person and does not include refreshments.

Lunch is being arranged at the Royal Oak Hotel, Kilmore. It is located on the left hand side adjacent to the pedestrian traffic lights in the main street. There is ample parking at the rear of the hotel. On Sundays there is a special \$10.00 roast luncheon, or we can choose from the menu board.

Of course we would be obliged if members would contact us before the run if they are attending so the Museum and Hotel can be advised of numbers. Please call us on (03) 9755 1772 to make your booking.

*Judy and Geoff Birkett.*

## **VISIT TO POINT COOK RAAF AIR MUSEUM – Sunday 20<sup>th</sup> August, 2006**

We will assemble at the Todd Road Service Centre, on the west-bound side of the Westgate Freeway, adjacent to the KFC premises, at 9:30 am for a 9:45 am departure. We will travel west along the freeway to Point Cook Road. This road continues straight on as Williams Road and the RAAF Museum is on the RHS of the road. We will park our cars here and have them on display.

Unfortunately there is no tour guide available on Sundays, so we will be strolling around at our leisure looking at all the displays. Bring a picnic lunch which we can have in the car parking area. There will be a display fly-over at 1:00 pm. The day is a leisure day and nothing formal is arranged – just a day to mix with friends, lunch with friends and enjoy each other's company.

Please let Lyn Higginson know how many will be attending on (03) 9336 7306 (if I am not home, please leave a message on the machine).

Hope to see you there and we will have a very casual day together.

*Lyn Higginson.*

## **HMAS CERBERUS & MULLBERRY HILL – Sunday 17<sup>th</sup> September, 2006**

Give your car a spring clean, pack a picnic lunch and meet at 9:15 am for a 9:30 am tour at Mullberry Hill, Golf Links Road, Baxter, (Melways Map 107 Reference C2) to enjoy a Cultural Tour and morning tea. Joan Lindsay, who wrote *Picnic at Hanging Rock*, lived here with her husband Sir Daryl Lindsay who was a very notable artist and you will see his personal collection of art and his Georgian furniture. The house is a late 1920s Colonial style residence with commanding views of Western Port Bay. Cost is \$8.00 per person and includes concession.

Then we visit HMAS Cerberus for a Heritage Tour and Walk. We can relax with our picnic lunch around the ornamental lake and rose garden. Cost is \$3.00 per person and a barbecue is on site if weather permits and you want to use it.

Please advise Rob Nolan if you wish to take part on (03) 5978 7798 or [RobNolan@bigpond.com](mailto:RobNolan@bigpond.com)

*Rob Nolan and Frank Sawyer.*

## **RUN TO PORT ARLINGTON – Sunday 1<sup>st</sup> October, 2006**

OLÉ! This run is to a Spanish lunch affair at the Port Pier Café located in Port Arlington. To get to the luncheon venue, drive to Geelong and continue along Latrobe Terrace, make a left turn into Ryrrie Street which becomes the Geelong to Port Arlington Road (C123), continue along this road through Moolap, Leopold and into Drysdale. Follow the signpost to Port Arlington and, once in the town, turn left into Harding Street and go down to the Pier Restaurant car park.

Lunch will consist of Tapas and a main course of Paella. Cost of lunch is about \$35.50 per person, and is considered to be very good value. Numbers will be limited to forty people, so please ring me to make a booking on 0419 307 026, or E-mail to: [tonyhodges@abccc.com.au](mailto:tonyhodges@abccc.com.au)

After lunch we will walk it all off along Port Arlington Pier and then take a scenic drive along the Esplanade and then we can take the turn-off to Queenscliff for a look around this delightful township.

Bookings prior to 1<sup>st</sup> September please.

*Tony Hodges.*

## **VISIT TO MELBOURNE ZOO – Sunday 14<sup>th</sup> October, 2006**

Preliminary advice: At present it looks like we will have a guide to show us around the zoo. Lunch will be available in the bistro at \$7.00 to \$15.00. Exact details about this Zoological Excursion when they are to hand. Keep this date animated in your diary!

*Lyn Higginson.*

## **LAKES ENTRANCE & EDEN WHALE WATCHING – 30<sup>th</sup> October to 5<sup>th</sup> November, 2006**

It is necessary to confirm your bookings direct with the accommodation houses.

For bookings, please call:

Lakes Entrance	Abel Tasman Motor Inn	(03) 5155 1655	Nights of 30 <sup>th</sup> & 31 <sup>st</sup> Oct.
Eden, NSW	Twofold Bay Motor Inn	(02) 6496 3111	Nights of 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> Nov.

Depending on our chosen return route, motel bookings will be undertaken on the road.

When confirming your motor inn booking, mention that you are with the All British Classics Car Club group, and they will understand. Credit card deposits are required.

The Abel Tasman Motor Inn is located at 643 The Esplanade, Lakes Entrance (1.6 km east of PO)

The Twofold Bay Motor Inn is located at 166 Imlay Street, Eden, NSW (300 metres south of PO)

We look forward to you joining us on this trip.

*Maxine & Tony Pettigrew.*

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## **IMPORTANT!**

There is a change evolving for Frank Douglas' telephone number. The old number will be available for a short time only. The new number is:

**(03) 9739 4829**

Please make a note of this change, Frank's fax number is still the same (03) 9739 6324.

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## **WHERE TO GO WHEN YOU'VE GOT TO GO!**

[www.toiletmap.gov.au](http://www.toiletmap.gov.au)

This new website could be of interest to members who find that the enjoyment of travelling can be spoilt by uncertainty and discomfort. The National Public Toilet Map (the Map) shows the location of more than 14,000 public and private public toilet facilities across Australia. Details of toilet facilities can also be found along major travel routes and for shorter journeys as well. Useful information is provided about each toilet, such as location, opening hours, availability of baby change rooms, accessibility for people with disabilities and the details of other nearby toilets.

The development of the Map and the Web site is funded by the Australian Government through the Department of Health and Ageing as part of the National Continence Management Strategy.

What does the Map do? It provides toilet information for the estimated 3.8 million Australians who are affected by urgent needs:

- information on the nearest public toilet

- the capacity to plan short and longer journeys improves their independence and quality of life is convenient for people with young families

The Map is a useful tool for anyone undertaking a trip or holiday providing information on suitable toilet breaks before the journey begins.

The Map:

- details opening hours
- assists in finding toilets in a town/suburb
- identifies toilets that can be accessed by people with a disability
- assists planning a trip or holiday with suitable toilet and rest breaks known before the journey begins
- assists planning a trip around town or between towns and cities

How do I use the Map?

- browse the map in a particular State/Territory
- find to search for toilets by postcode, town or suburb, near a specific address or location such as a sports ground
- plan a trip with the Trip Planner and enter your starting and end addresses to get a turn by turn description for the quickest route and the toilets along the way

The website also provides information on how to use the map with a Global Positioning System, which toilets are fitted with MLAK locks allowing 24 hr access, where to find toilets near points of interest such as airports, bridges, historical sights etc. and how to subscribe to a free quarterly e-mail newsletter.

*From A30 Minutes – Newsletter of the Australian Austin A30 Car Club Inc.  
With Thanks.*

## A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you at one of our events very soon.

<b>New Members</b>	<b>Motor Car</b>	<b>Model</b>	<b>Year</b>
Robin & Anne Jervis-Read	Jenson	541 R	1959
Jill & Stuart Cooper	Jaguar	Mk 2	1962
	Jaguar	XJ 40	1988
Alan Ward & Patricia Nicholls	Jaguar	E Type Coupé	1968

*Val Jefferyes – Membership Secretary.*

## CAFÉ MATTO

Past Club members Aris and Lyn Imbardelli have opened Café Matto at 136 Burgundy Street, Heidelberg. The street was the setting for the re-enactment of Victoria's first ever motoring hillclimb event recently.

Café Matto would be a good place to enjoy refreshments on the hill.

*Frank Douglas.*

## HOW TO GET A GOOD QUALITY PEN – FREE!

From our Christmas In July function, we will be handing out to each club member who participates in a listed ABCCC event, a new pen with our club's insignia on it. This issue lasts until our December event, and after that the pens can be purchased from our Purveyor of Regalia – Bill Allen.

*Frank Douglas.*

## THE AHMF SURVEY – A MUST FOR ALL MEMBERS

At the May AOMC Delegates' Meeting, I managed to obtain a significant quantity of the AHMF Survey Forms. If you want a form to send in, I will be taking them to those events I am participating in. If, for any reason, you cannot make it to a club event in the near future, then please contact me and I will post you a copy. My contact details are on Page 2 of this magazine.



For the future of our wonderful hobby, it is seriously vital that as many of us as possible respond to this survey. This survey is not to be taken lightly and the AHMF requests your input to help form a database of information to help them effectively lobby the Government and other bodies on issues that may affect our interest in the historic motoring scene. The AHMF feel that it is important that the information be collected and collated in a form, which may be accessed quickly, and be of benefit to the movement.

Our club is desirous of its membership participating in the AHMF Survey with enthusiasm. Please take the time to be involved with this commendable action. To make it easier, club members can download the Survey Form from the AOMC Website at: [www.aomc.asn.au](http://www.aomc.asn.au)

Completed copies can be E-mailed to: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)

Or, forms can be completed and posted direct to:

The Secretary, AHMF, GPO Box 2862, Canberra, ACT 2601

Please be a part of this important survey and give the AHMF some real clout in its dealings with those who want older vehicles off our roads.

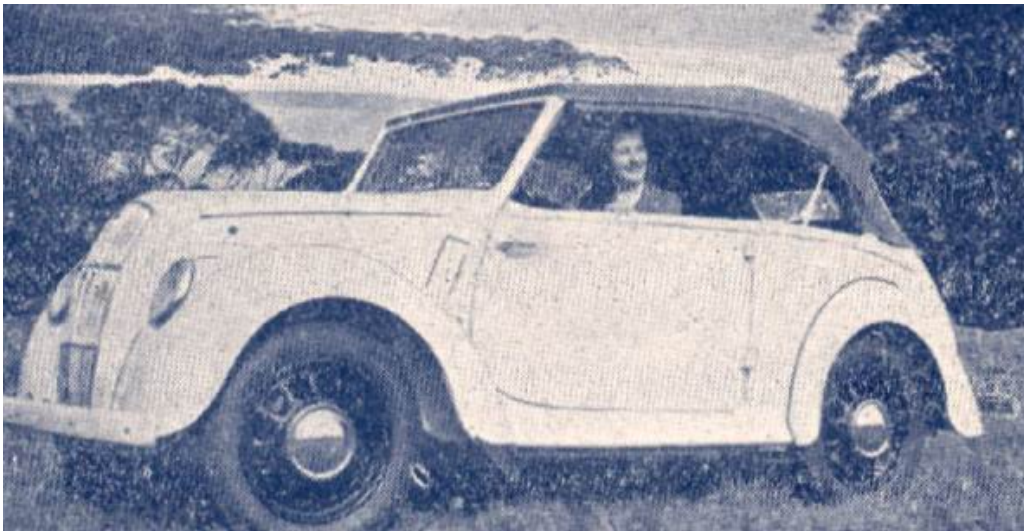
*Mike Allfrey – AOMC Delegate (JCCA).*

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## 1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 26 in the series.

### **Morris 8/40 Tourer**



*There has been very little need to remodel this hardy runabout as this smallest Morris still gives today's typical small-car value. The recessed headlights, luggage boot, parcel tray under the dash and hydraulic brakes are features not usually associated with the lowest priced cars. There are four models of this popular Australian choice, the roadster and tourer, two closed saloons, either with four or two doors. Its extreme economy both in first cost and upkeep ensure its future. There is no doubt that the Morris 8/40 has done much to popularise the small car here, and the run between any of our capitals is easy for this Morris.*

*From Motor Manual, 1949. With Thanks.*

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## **FOR SALE – 1968 Austin Princess 4 Litre 'R' Van Den Plas**

**Too Many Cars – This One Has To Go!** This car with Engine Number 40FB1704AH, is currently on the Victorian Club Permit Scheme plate number CH 3788. It is finished in Old English White, has immaculate leather upholstery, all the walnut trimmings and has a perfect headlining. There are spares to go with it.

The Austin runs well and a Roadworthy Certificate is being arranged. Priced at just \$8,000.00.

## FOR SALE – 1986 Rover 3500 Van Den Plas SE II

**Another Too Many – Also Has To Go!** This car finished in Oporto Red, all features in very good condition and it has all the luxury features. It is fully registered to 03/07 and its registration number is SJY 898.

Priced at just \$3,400.00.

For more information about the Austin and the Rover, contact John Cheeseman on (03) 9762 2749, ask for John.

## FOR SALE – 1967 Jaguar 420 Compact



This is a Jaguar that has been fully sorted and is now for sale. Our membership gets first choice on this one. The car is finished in metallic blue and features a fabric sun roof. The 4.2 Litre XK engine has been overhauled and the chassis and mechanical components are in excellent condition.

This Jaguar, registration number JAG-670, has all the interior appointments that the marque is so famous for. Asking price is \$22,000.00 or near offer.

For further details please call Frank Douglas on (03) 9739 4829 to make an appointment to view this lovely motor car.

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## EDITOR'S DESPERATE FOR MATERIAL DEPARTMENT

### THE PHYSICS EXAM – *From the Net (so it must be true)*

A question on a Copenhagen University physics exam paper read: "Describe how to determine the height of a skyscraper with a barometer".

One student replied: "You tie a long piece of string to the neck of the barometer, then lower the barometer from the roof of the skyscraper to the ground. The length of the string plus the length of the barometer will equal the height of the building." This highly original answer so incensed the examiner that the student was failed immediately. He appealed on the grounds that his answer was indisputably correct, and the university then appointed an independent assessor to decide the case.

The assessor judged that the answer was indeed correct, but did not display any noticeable knowledge of physics. To resolve the problem it was decided to call the student in and allow him six minutes in which to provide a verbal answer which showed at least a minimal familiarity with the basic principles of physics. For five minutes the student sat in silence, forehead creased in thought. The assessor reminded him that time was running out, to which the student replied that he had several extremely relevant answers, but couldn't make up his mind which to use. On being advised to hurry up the student replied as follows:

"Firstly, you could take the barometer up to the roof of the skyscraper, drop it over the edge, and measure the time it takes to reach the ground. The height of the building can then be worked out from the formula  $H = \frac{1}{2} g \times t^2$ . But that is not good for the barometer.

"Or, if the sun is shining, you could measure the height of the barometer, then set it on end and measure the length of its shadow. Then you measure the length of the skyscraper's shadow, and thereafter it is a simple matter of proportional arithmetic to work out the height of the skyscraper.

"But if you wanted to be highly scientific about it, you could tie a short piece of string to the barometer and swing it like a pendulum, first at ground level and then on the roof of the skyscraper. The height is worked out by the difference in the gravitational restoring force  $T = 2\pi \sqrt{l/g}$ .

"Or, if the skyscraper has an outside emergency staircase, it would be easier to walk up it and mark off the height of the skyscraper in barometer lengths, then add them up.

"If you merely wanted to be boring and orthodox about it, of course, you could use the barometer to measure the air pressure on the roof of the skyscraper and on the ground, and convert the difference in millibars into feet to give the height of the building. But since we are constantly being exhorted to exercise independence of mind and apply scientific methods, undoubtedly the best way would be to knock on the building caretaker's door and say to him 'If you would like a nice new barometer, I will give you this one, if you tell me the height of this skyscraper'."

*The student was Niels Bohr, the only Dane to win the Nobel prize for Physics.*

## CLUB REGALIA

New car badges are now available at a special LOW price of just \$10.00 plus postage. These are made of brass and are 90 mm diameter. They are very smart and can be obtained by contacting the writer. The pre-existing club car badge remains at \$35.00, so you will realize that this new badge is a STEAL! Get yours now.

Set out below is a listing of the ABCCC's current stock of Club Regalia items:

- |                                                                              |               |
|------------------------------------------------------------------------------|---------------|
| 1. Metal Bumper/Grille Badge                                                 | \$35.00 Each  |
| 2. Stainless Steel Key Ring (New!)                                           | \$10.00 Each  |
| 3. Window Decal – Club Logo                                                  | \$2.00 Each   |
| 4. Cloth Badge – 75 mm Diameter with Club Logo                               | \$3.50 Each   |
| 5. Cloth Badge – 205 mm Diameter with Club Logo                              | \$25.00 Each  |
| 6. Club Polo Top White and Blue (some with ABCCC on collar) All Sizes        | \$35.00 Each  |
| 7. Club Polo Top White and Black – Small Size Only                           | \$7.50 Each   |
| 8. Club Polo Tops 1 White, 1 Dark Blue (Small Size Only)                     | \$12.50 Each  |
| 9. Tee Shirts White, Black with Club Logo (Small Size Only)                  | \$7.50 Each   |
| 10. Jumbuck Jumper c/w ABCCC Logos                                           | \$120.00 Each |
| 11. Jumbuck Jumper Less ABCCC Logos                                          | \$100.00 Each |
| 12. Caps with Club Logo, Blue/Fawn                                           | \$15.00 Each  |
| 13. Caps with Club Logo, Black                                               | \$12.50 Each  |
| 14. Hats – Plain, Colour Fawn (Slightly Soiled) Large Size Only – Special at | \$5.00 Each   |
| 15. Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL.                | \$140.00 Each |

I will bring a limited range of Club Regalia to all events that we attend for perusal or purchase. The new key rings are rather special, place your orders now.

For all your Club Regalia requirements, please contact me on (03) 9846 2323.

*Bill Allen – Regalia Purveyor.*

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## WHO COMMITTED THE DASTARDLY ACT?

On our Parliament House visit, who slipped under the descending boom gate into the secure car park and incurred a finger waving scolding from the irate gate-keeper?

Being in the slipstream of a Land Rover was no excuse!

## IN THE 'CORRECT' ATTIRE DEPARTMENT

And, at the same venue, a question for Val and Judy,

Did Frank and Geoff have, "The right trousers on for barbecuing"?

We all need answers to this vexing question!

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**DON'T FORGET OUR GREAT ABCCC TRIVIA CHALLENGE!**

**30<sup>th</sup> JUNE, 2006 AT THE**

**LILYDALE INTERNATIONAL CLUB**

**7:00 PM – FOR 7:30 PM START**

**CONTACT FRANK DOUGLAS ON (03) 9739 4829**