

# September 2023



Motoring Inc.  
Incorporated Association No. 0043721T  
Website: [www.escapemotoring.com.au](http://www.escapemotoring.com.au)

Facebook: Escape Motoring Car Club Members Only Group

## Early Morning Run (and AGM)- Sunday 10 September starting at 7:15am at the Mitcham Football Ground and going to the Beechworth Bakery in Healesville

**Note: as it is now Spring we will be starting out run at 7:15.**



Our September run will be to one of our favourite destinations, the Beechworth Bakery in Healesville. And it will be our **Annual General Meeting**. It has a nice area out the back for our AGM as well as terrific coffee, cakes and even breakfasts.

Our AGM is a good time to meet and chat to fellow Escapees and say thank you to two of our Committee members who are retiring, Graeme Hooper and Frank Freshi.



Graeme and Frank have helped make Escape continue to be a great club focussed on people who enjoy driving their favourite sporting car. Thanks Frank and Graeme!



Of course, you know what this means, there are vacancies on the Committee. Wow, what an exciting opportunity for you to stand up and become part of the Committee.

The AGM will also be a time when our President Patrick, can say a few words about Escape and even mention that our Christmas run will be a chance to celebrate 20 years of the Escape Motoring Club.

## Mid-Week Run - Wednesday 27 September

Our Mid-Week Run for August will be a lunch run so make sure you have it marked in your calendar.

## Helpful computer advice



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### Committee members

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**AOMC Delegates**  
Patrick Sawyer & Tony Hall

**AOMC Website**  
[www.aomc.asn.au](http://www.aomc.asn.au)

## Ursaab (*original Saab*)

From the late 1940's the Swedish company Saab made cars, all of them unique in styling, performance and features. But did Saab make cars before the 1940's and what was the first Saab?

In 1936 the Swedish Prime Minister Per-Albin Hansson, under the threat of war stated "our country should manufacture its own weapons as much as possible. We have good shipyards and armouries but we have no production in the country for warplanes." As a result SAAB was formed to manufacture military aircraft. Then, immediately after the war, Saab started project 92, to produce a car.



Saab 17 (first flight 1940)



Saab Draken (first flight 1955)

Normally a new Saab project would have been handled by the Saab testing workshop, but it was busy with the Saab 91 Safir (light aircraft) and the Saab 90 Scandia (truck). So development was passed to a separate, 16-person team, led by engineer Gunnar Ljungström and designer Sixten Sason.

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This team had no prior experience in making cars and out of the 16, only two had a driving licence. So to design a car they needed information. But they also had to keep the project secret. At the time most literature described how cars were made before the war. As a result they realised that much of the design and manufacturing process would have to be learned on their own and purchased a number of cars to study, including a DKW, a Hanomag, an Opel Kadett and a Volkswagen. But, apparently their learning and inspiration also came from a junkyard located near to Saab's factory.

The resulting prototype (*Ursaab*), was designed with a low drag coefficient (0.3). Safety was also a major issue and it even had wide wheel arches to allow for snow accumulation without obstruction of the wheels. The body structure was designed for strength including making the rear window as small as possible with a split-window design and no rear bootlid.



Ursaab with original grille and headlights

The engine was a 13 kW (18 hp) two-cylinder two-stroke engine placed transversely in the front of the vehicle.

The first prototype was tested over 530,000 kilometres, typically in utter

secrecy, on narrow and muddy forest roads and in early mornings or late nights. Today it is in the Saab museum in Trollhättan, with a cleaned grille and more roadworthy headlights.



Ursaab today (as displayed in the Saab Museum)

The company made three more prototypes (92002 to 92004) before the Saab 92 was released in 1949.

The Saab 92 had a 764 cc transversely-mounted, water-cooled, two-cylinder, two-stroke engine producing 25 hp (19 kW) and giving it a top speed of 105 km/h. The transmission had three gears with no synchromesh on 1<sup>st</sup>.



1949 Saab 92

It is interesting to note that the very unique shape of the Ursaab remained the styling basis for many future Saabs.



1949 Saab 92 and 91 Saab Safir aircraft

The Saab company still exists today as an innovative defence and security company, but Saab Automobile was bought by General Motors in 2000 and closed in 2011.

## A nice drive to inland NSW

With the warmer weather coming it's time to start planning a holiday. How about a drive to inland NSW? There are lots of wonderful places to visit. One of these is the amazing Mount Kaputar National Park. This amazing place was formed when two volcanos pushed Mount Kaputar high above the plains. Then over millions of years of erosion a dramatic landscape of narrow valleys and steep ridges has been carved. One of the resulting formations is the Sawn Rocks, one of Australia's best examples of a rock formation called organ-piping. And it really does look like a wall of giant organ pipes.



There are many ways to get to the National Park including through Shepparton, Cobram, Jerilderie, Narrandera, Parkes, Dubbo and Narrabri. Or go through Albury/Wodonga then to Dubbo. After visiting the National Park come home on a different route, maybe via Sydney and down the coast. Or head further North to Brisbane, then home along the coast.

## Kay Petre

Kay Petre was a racing car driver in the 1930's and in 1934 took the Women's Outer Circuit Record at Brooklands in a Bugatti at 124mph. Then in the same year she raised it to 129.58.

Through her racing career Petre drove many cars starting with a Wolseley Hornet Special then an Invicta and a Bugatti but was most successful in a series of Rileys. This included coming ninth in the 1934 Mountain Grand Prix at Brooklands in a Riley 1.5 and in the same year, with Dorothy Champney, finishing 13<sup>th</sup> in Le Mans driving a Riley Ulster Imp.



**RILEY Ulster IMP**  
4 cylindres en ligne, 1089 cm<sup>3</sup>  
Concurrent : Miss D. Champney

Miss Dorothy CHAMPNEY -  
Miss Kay PETRE  
2327,924 km à 96,996 km/h



Kay Petre with her 1924 V-12 Delage

In August 1935 her record at Brooklands was beaten by Gwenda Stewart, but Petre took it back on the same day with a 134.75 mph in a 1924 V-12 Delage.

Three days later Stewart, driving the Derby-Miller, achieved 135.95 mph.



Gwenda Stewart and her Derby-Miller race car

There is a great story about the rivalry between Kay Petre and Gwenda Stewart which is well worth reading: <https://www.hagerty.co.uk/articles/automotive-history/the-epic-battle-to-be-brooklands-speed-queen/>

Between 1934 and 1936, Petre was a regular at all the big British races including the Brooklands 500 Miles and Double Twelve Hours, plus sports car races at Donington Park and Crystal Palace. She also drove in rallies and was an accomplished hillclimber, claiming the Ladies' Record at Shelsley Walsh twice and came 6th in the Grosvenor GP at Cape Town. In 1937 she raced a "Grasshopper" Austin in the Paris to Nice rally.

Then in September 1937 while driving for the works Austin team at Brooklands during practice for the 500 Kilometre race, another driver misjudged an overtaking move, lost speed, slid down the banking and hit her Austin Seven from behind. She was seriously injured in the crash and never raced competitively again.

After this accident she turned to journalism and during the Second World War was a food writer, then a motoring correspondent for The Daily Graphic magazine. In the early 1950s, Petre was employed by Austin as a "colour consultant" to suggest colours and combinations for the new A40/A50 Cambridge. Many of her ideas for the exterior of cars, such as bright blues and pinks and, following the clothes fashions of the day, brown, dark red and rust were not adopted, but her ideas for the interior colours and fabrics were. As a result she was appointed a colour consultant to the British Motor Corporation, charged with brightening up the Austin image to appeal to women drivers and she designed fabric patterns for the interior of the Mini.

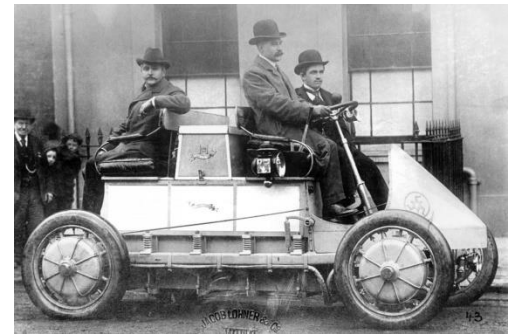


There are some great articles on Kay Petre (just search for her by name) as well as many tributes including that she and Gwenda Stewart were the only women to gain 130 mph British Automobile Racing Club (BARC) badges in company with 15 men, in the years from 1928 to 1939.

## Porsche electric cars

Did you know that Porsche developed an early electric car (and hybrid)?

From a young age, Ferdinand Porsche had a great interest in technology and was especially intrigued by electricity. In 1893, he joined the Béla Egger & Co. electrical company in Vienna. During his five years with Béla Egger, he built their first electric wheel-hub motor, a concept developed by an American inventor Wellington Adams.



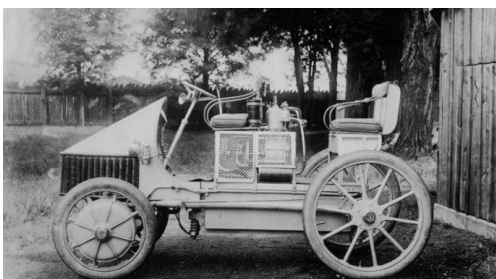
The Lohner-Porsche "La Toujours Contente"

Then at the age of 23, he moved to the Jacob Lohner factory where he was asked to develop an electric powertrain for the Lohner coaches. Porsche's prototype had hub-mounted electric motors directly driving the wheels. This created a lot of attention and an order for a car was received from E.W. Hart, a coachbuilder of Luton, Britain who asked for significant modifications. The resulting vehicle was dubbed La Toujours Contente ('always satisfied' in French), which was exhibited at the December 1900 Paris Exhibition.

The La Toujours Contente had a 44-cell, 80-volt lead-acid battery weighing 1.8 tonnes and its four electric motors weighed 1280 pounds giving the vehicle a total weight of over 4 tonnes.

In November 1900, the Automobile Club of Great Britain and Ireland sponsored an electric vehicle endurance trial, in which the four-wheel drive Lohner-Porsche was one of 11 entrants. The first-place winner of the trial was a Louis-Krieger car dubbed the 'Powerful'. Largely to its lighter weight and larger-diameter wheels, it achieved a first run of 59 miles at an average of about 10 miles per hour. Le Toujourns Contente, driven by Porsche came second but suffered tyre failures on its 34 miles.

Other vehicle entrants managed only 7 miles distance through the muddy, rutted course. Porsche subsequently caught a severe cold, and the Lohner-Porsche did not continue in the competition.



Lohner-Porsche "Mixte"

Also in 1900, Porsche designed the first functional hybrid car, the "Semper Vivus" (Latin for "always alive"). This had extended range as it had a petrol engine to drive a generator to supply electrical energy. One year later, a production-ready version was made known as the Lohner-Porsche "Mixte".

Over 300 Lohner-Porsche vehicles were sold through 1906.

## Samsung Safety Truck

Samsung has developed a concept called the "safety truck".

The truck has a camera mounted on the front which transmits live footage of oncoming traffic to four monitors on the back. This allows the driver behind to have a clear view of the road ahead.

The concept has the potential to reduce accidents, especially when the vehicle behind want to pass. However, concerns have been raised about the screen being distracting and the reliability of the system in adverse weather conditions.

The prototype has been successfully tested in Argentina and the next step for Samsung is to comply with national protocols and obtain necessary approvals to further develop.

But what do you think? Would it help, or just be distracting?



## Installing a hoist

Every motoring enthusiast needs a hoist. Even if you don't work on your cars, you still need a hoist so you can buy another car and park it on the hoist with your other car underneath. But if you buy one, do you ave some money and assemble it yourself or pay someone else to assemble it for you?

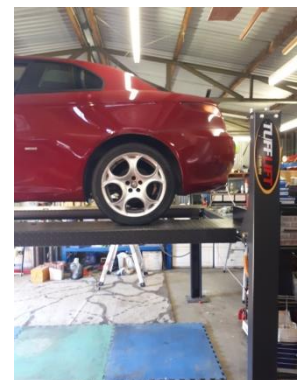
Some time ago (several months) I purchased a Tuff Lift 4-post hoist. The cost was around \$4,000 but it was going to cost over \$700 to have it delivered and assembled. So I thought I would do it myself.

Tuff Lift loaded it on a trailer and I brought it home and unloaded it in my carport. That was my mistake, as the ramps were both over 350kgs and I had no way of getting them down the steep driveway to my shed. So it stayed in the carport for several months, until my son Michael hired a large trailer to pick up his new car, a 1928 Austin 7 Chummy (he has now joined Escape and hopes to come on future runs. (But he may take the short way to the end).



We then used the trailer to move the ramps into the shed and I could start assembling the hoist. Luckily I had an engine crane so it was not too difficult, but in hindsight, I should have paid to have it assembled. And if you don't have an engine crane, then don't even try to it yourself.

Now I have the hoist I can lift up my cars, starting with my Alfa. This had a broken handbrake cable, a major job to replace lying on you back under the car or a 10 minute job when it is on the hoist.



## World's shortest bridge between countries

While travelling it is great to see different countries. But sometimes there are border check points which can slow you down. But between Portugal and Spain there is the El Marco cross-border bridge. Being 3 metres long, it is recognised as the shortest bridge between countries. It is just 1.45 metres wide so you can't drive over it but you can walk or ride a bike over.



Each side is also in a different time zone, so if you walk (or ride) from Portugal to Spain and it takes one hour, but from Spain to Portugal you go one hour back into the past.

## The longest bridge between countries

It's not technically a bridge and you can't drive over it or even walk on it, but there is a unique bridge between Vilnius in Lithuania and Lublin in Poland. This is an electronic portal positioned in the streets of the two cities.



Lublin in Poland

The cities are 600km apart, but people in one city can wave to people in the other. It is designed to highlight a connection between people living in different countries and with a different language and was particularly great during Covid lockdowns when people couldn't travel.

If you are ever in Vilnius or Lublin, visit the portal and wave hello to people in another country.



Vilnius in Lithuania

## Truck Crash

Did you hear about the truck crash? A large truck loaded with thousands of copies of **Roget's Thesaurus** crashed, losing its entire load. Witnesses were stunned, startled, aghast, taken aback, stupefied, confused, shocked, rattled, paralysed, dazed, bewildered, mixed up, surprised, awed, dumbfounded, nonplussed, flabbergasted, astounded, amazed, confounded, astonished, overwhelmed, horrified, numbed, flummoxed, speechless, perplexed, and gobsmacked.

Meanwhile, those waiting for the shipment were at a loss for words.



## One Owner BMW 323 for sale

It's not often that a one owner car in fantastic condition comes for sale, especially a beautiful 1985 BMW E30 323i.



Our Club member Tim Morris has decided to sell the car he bought brand new from Bryson BMW, South Melbourne on 27 December 1984. Then he had to wait for its manufacture in Germany, finally receiving it on 10 May 1985.

The BMW is a 6 cylinder manual coupe in lapis blue with beige cloth trim. It comes with air conditioning, sun roof, tow bar, steel wheels, headlight and number plate covers, mud flaps and

floor mats and has a mileage of 160,000 km. The car has been garaged since new and been regularly serviced with log-book and is in immaculate original condition inside and out. The car is currently on a Club Permit (since 2016).

Tim is offering this immaculate one owner car for \$20,000.

For more information or to see this magnificent car contact Tim on 0400 486 119 or 9486 1192.



**Early Morning Run (and AGM)- Sunday 10 September  
starting at 7:15am at the Mitcham Football Ground  
and going to the Beechworth Bakery in Healesville**



No.	Instruction	Section (KM)	Total (KM)
1	TL into Maroondah Hwy	0	0.0
2	TR into Mitcham Road (becomes Boronia Road)	0.8	0.8
3	Continue over Canterbury Road, Mountain Hwy and Dorset Rd		
4	TR into Forrest Road	11.9	12.7
5	TL at RAB (stay on Forrest Road)	2.2	14.9
6	TL into Burwood Highway	0.9	15.8
7	In Belgrave at the RAB TR towards Puffing Bill (C412)	6.3	22.1
8	Stay left at the RAB on C412 Belgrave-Gembrook Road	0.3	22.4
9	Straight on through School Road RAB		
10	In Emerald keep straight through RABs stay on C412		
11	At Avonsleigh General Store TL towards Macclesfield	13.6	36.0
12	Continue on Macclesfield Road		
13	At the T. TR onto Parslows Road	13.8	49.8
14	At the T. TL onto Healesville-Koo Wee Rup Road (C411)	0.3	50.1
15	At the T. TR onto Warburton Highway	5.4	55.5
16	TL at Don Road (C506 to Healesville)	5.6	61.1
17	TL at Dalry Road (C411 to Healesville)	1.3	62.4
18	TR at Healesville Koo Wee Rup Road (C411)	5.2	67.6
19	TR into Toolebewong Road (just after brown Tourist sign)	7.2	74.8
20	TL into Badger Avenue	0.6	75.4
21	TR at the T (Badger Creek Road)	1.3	76.7
22	TL into Don Road (C506 to Healesville)	1.0	77.7
23	TL into Maroondah Highway	4.5	82.2
24	TL Beechworth Bakery	0.2	82.4

Remember, take your time and enjoy the scenery – and no tailgating!!! Also if someone behind wants to go a little bit faster, pull over in a safe place and let them pass. And if you want to go a bit faster don't sit on the person in front's tail as they may be going as fast as they feel safe.

If you want to use the Google maps open the link when you are at the start:

[https://maps.app.goo.gl/37GpiqobdxUyDEpm7?g\\_st=im](https://maps.app.goo.gl/37GpiqobdxUyDEpm7?g_st=im)