

# May 2024



Motoring Inc.

Incorporated Association No. 0043721T

Website: [www.escapemotoring.com.au](http://www.escapemotoring.com.au)

Facebook: Escape Motoring Car Club Members Only Group

**Our May Early Morning Run (Sunday 12<sup>th</sup>) departing at 7:15am from Goldfields Shopping Centre, Warrandyte. Destination: Westerfolds Park, Templestowe.**



Starting at 7:15 from the Goldfields Car Park we will be heading east then back in a loop through Yarra Glen, Kangaroo Ground, and Eltham, finishing in Westerfolds Park.

This is a moderate length run of just under 88km so there will be plenty of time to stop at Eltham to buy a coffee as there is no coffee shop in the Park. Maybe you could even buy a donut or a take away breakfast to enjoy.

Better still, bring your own thermos and have a couple of coffees, hot chocolates or teas. You could even share it with fellow Escapees who forgot to stop to buy a hot drink, and these mornings have been rather cold.



Westerfolds Park is a great destination with lots of lovely big gum trees and open spaces. It also has a nice shelter in case of rain.



If it's dry weather you can enjoy a walk around the park after the Wig Wam, maybe down to the Yarra River. There are also picnic areas and the Wombat Bend playground for kids.

Just south of the park is Melissa Cakes Cafe Bar (65 Parker St Lwr Tempelstowe) where you could get another coffee, cake or other snacks. It's a walk of about 1.7km. Head south from the carpark to Porter St, turn right and then follow the curve on to McLachlan St and then right onto Swilk St. Follow to Parker St and Melissa's.

To use Google maps open the following link when you are at the start:  
[Goldfields Shopping Centre to Westerfolds Park](#)

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**AOMC Delegates**  
Patrick Sawyer & Tony Hall

## Mid Week Run - Wednesday 29<sup>th</sup> May

Our next Mid Week run will be a lunch time run so remember to mark it in your calendar.

## Historic Winton

For those interested in historic car racing remember that Historic Winton is on 25–26 May.



## Visit Ballarat

It's always great to go for a drive in your favourite car and Ballarat is only about 100km from Melbourne, just a nice trip and a great destination. And from 17 to 26 May is the Ballarat Heritage Festival.

There are several ways to get to Ballarat. From the east side of Melbourne take the Monash or some of the other roads to the Domain Tunnel, then continue over the Westgate Bridge. You can also get to the Westgate from EastLink, then going south to join the Monash at Burnley or go to the Bolte Bridge.

But if you enjoy a bit more country driving then join the Tullamarine Freeway (M80) or head north from wherever you live until you feel like turning west and finding your way to Ballarat.

Once at Ballarat there is lots to see, especially during the Heritage Festival. These include the Ballarat Classic and Vintage Car club cavalcade of historic vehicles, motorbikes and caravans in the historic Lydiard Street. (Sunday 19 May, 10:00am - 3:00pm).



There are also many events and activities including:

- Ballarat Town Hall After Dark Tour (17 May - 18 May)
- Bootmaking Workshop (19 & 26 May) - gain an insight into the workings of one of Australia's last remaining shoemaking workshops



- City tours and hidden lanes (17-26 May)
- Botanic Gardens Tour – Narrowed down to needles – is it a pine, spruce or cedar? An hour long leisurely stroll amongst their magnificent centurion pines (26 May)
- Minerva's secret night tours Explore tales of the weird and supernatural at the Ballarat Mechanics' Institute at night. (17-21 May)

- Treasures from Sovereign Hill collection tour (open now to 31 July) featuring Wadawurrung Elder Marlene Gilson's artwork to Eureka rebel Peter Lalor's chair.
- Heritage harvest weekend at Sovereign Hill (25-26 May)
- Craft lab 24 traditional artisanal skills matched with contemporary treatment. Done in partnership with Craft Victoria and the Rare Trades Centre (18-26 May)
- Ballarat Tramways Museum (every day of the Festival)
- Avro Anson Museum (18 - 19 May)



- Ballarat steam train rides (25 - 26 May) an 18km run to the town of Lal Lal, then return to Ballarat Station. One way steam trains will also be operating between Melbourne and Ballarat.

There will also be lots of exhibitions, entertainment, shows, talks, tours food and drink.



For more information go to: [www.ballaratheritagefestival.com.au](http://www.ballaratheritagefestival.com.au), or just search for Ballarat Heritage Festival.

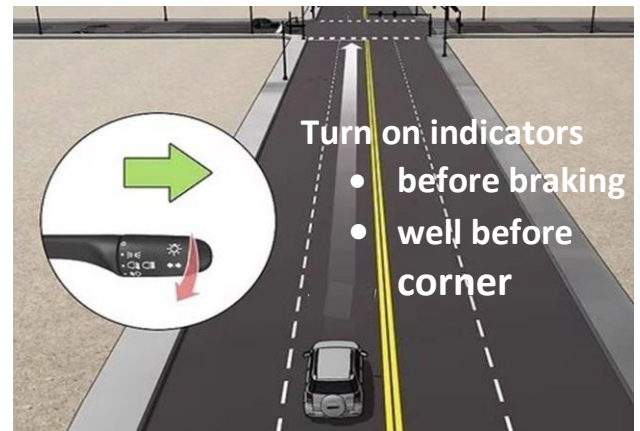


## When should you use your indicator?

Today every vehicle must have flashing indicators . This is to inform other drivers (and pedestrians) that a vehicle is about to turn or change lanes. However, have you noticed that some people turn their indicators on just before the corner? Some even turn them on as they enter the corner and start to turn the wheel.

This can be annoying, frustrating and dangerous.

Vicroads state *“You must always use your indicators for long enough to warn others that you are making a turn, changing lanes or changing direction.”* This means that the indicators should be turned on before a driver starts braking for a corner and certainly before they start to enter the corner. Also they should be turned on before entering a turn lane, not once the vehicle is already in the lane. They should also be left on in that lane as some other drivers (including those coming in the other direction, may not be aware that it is a turning lane.



According to the RACV, a turn signal must give enough warning to other drivers. So, no flicking on an indicator at the last minute! So the challenge for all us of is to:

- Remind ourselves that the purpose of indications is to give advanced warning,
- Remind others of the purpose of indicators.

## Merging lanes

Talking about indicating brings to mind the rules relating to merging and it comes down to the line markings.

When two lanes merge into one there may be a dashed line or no dashed line.

**Dashed:** When a vehicles has to cross a dashed line, such as merging onto a freeway, the vehicle switch lanes needs to give way to cars already travelling in that lane. In this case vehicle B must indicate its intention to merge but must give way to vehicle A.



**No dash:** In this situation the vehicle in front should be given way to. In this case vehicle A must give way to vehicle B.

When merging the RACV also recommends that merging drivers should try to match the speed of the traffic and when changing lanes, drivers must give way to vehicles already in the lane.

For more detail refer to rules 45, 46, 48, 148 and 149 of the Victorian Road Safety Road Rules 2017.

## Indicators

Today all vehicles must have flashing turn indicators and many also have move in the direction the vehicle is turning. But the first vehicles had no indicators, in fact the very first vehicles had no brake lights either. But as the number of vehicles increased it became important for drivers to give warnings to others. As a result hand signals were developed and became standardised in Australia and around the world.



Hand signals required in Queensland in the 1920s

Cars were also designed so that drivers could do hand signals. This meant either no side windows or windows (side curtains) that had a flap where an arm could be extended. Even early up market cars such as Rolls Royces had the (chauffeur) sitting in an open cabin with no side windows so they could do hand signals (and so they were separate from the Lords and Ladies).



Hand signals continued well into the 1950's with cars such as the T series MGs (and the first MGA's) and Triumph TR2's having canvas flats and low doors so that drivers could do hand signals.

For large vehicles such as trucks and buses, hand signals could sometimes

not be seen. As a result heavy vehicles had a hand operated signal. This was an image of a hand on the end of a rod. The rod would be lifted to the horizontal position and then the hand either pointed out to indicate turning right, or pointed up to indicate stopping.



During the early part of the 1900's several other cable or pneumatic signals were trialled but these were superseded by two French inventors, Gustave Deneef and Maurice Boisson, who used a solenoid in 1923. Then in 1927 Berlin-based Max Ruhl and Ernst Neuman combined internal illumination and solenoid operation leading to the trafficator (also called the retractable semaphore).

Trafficators swung out to a horizontal position and could be added to vehicles and became widely used by many manufacturers.

Trafficators were usually mounted behind the front doors and were yellow in colour and illuminated, although the light was not very bright during daylight.



As well as not being very bright and visible, the trafficator was often fragile and could be easily broken off or would stick in the closed or open position. As a result, when the modern flashing indicator was patented in the US in 1938 it became the most common feature on cars and became mandatory in the 1950s in most countries.

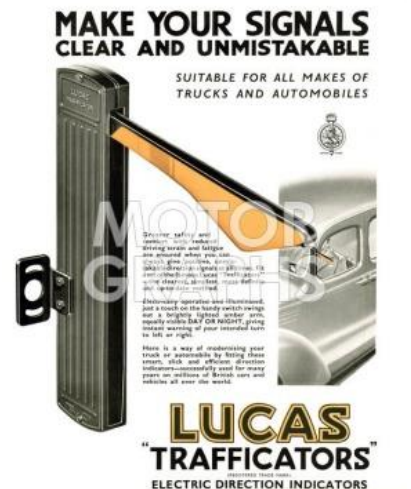
Now all vehicles must have indicators that meet strict design rules relating to minimum and maximum intensity levels, minimum horizontal and vertical angles of visibility and minimum illuminated surface area, to ensure that they are visible at all relevant angles, do not dazzle those who view them, and are suitably conspicuous in conditions ranging from full darkness to full direct sunlight.



I am going to turn right



1950's MGTD with flap on side curtain to enable hand signals



## Australian 6

After the First World War began, the Australian government restricted the import of luxury items including complete motor vehicles. As a result vehicle components and chassis were imported and assembled in Australia. Near the end of the war Frederick Gordon from Sydney visited the United States to inspect mass assembly factories. He is also reported as having purchased obtained the specifications for an innovative six-cylinder car from the famed engineer Louis Chevrolet, then working for American Motors Corporation.

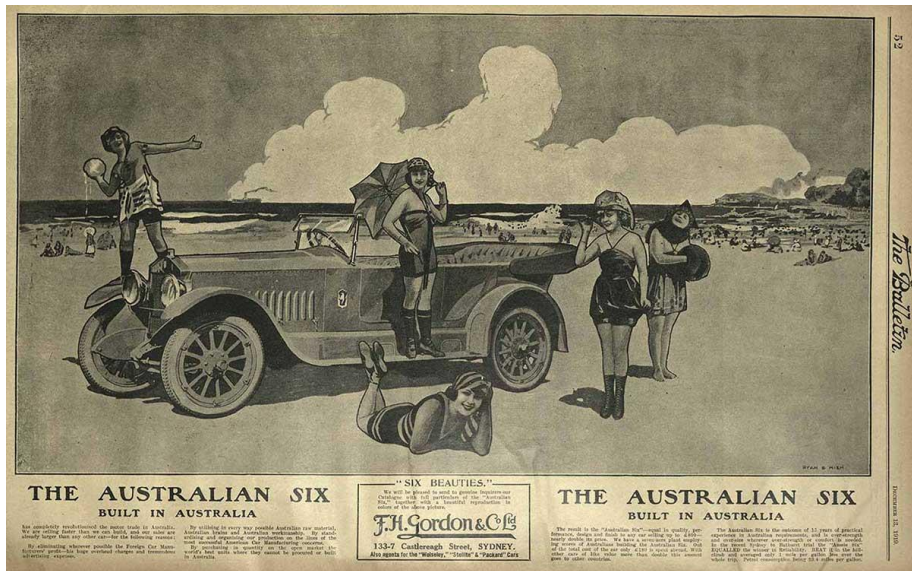




When Gordon returned to Australia following the Armistice, he also brought with him three partially assembled prototypes for pre-production mechanical evaluation. He then set about assembling cars on American, British and European chassis.

FH Gordon & Co. launched the 'Australian Six' marque in early 1919. Cars were assembled at Rushcutters Bay and the bodies built by Miller's Motor Bodyworks in Randwick and the local manufacture, the use of Queensland maple, Newcastle steel and Melbourne leather, as well as the employment of ex-servicemen featured prominently in advertising and promoted as 'Made in Australia, by Australians, for Australia'.

Gordon invested heavily in mechanical components and machinery from America and in 1920 he established a huge purpose-built factory at Ashfield.



The Australian Six was manufactured from 1919 to 1925 with a choice of five bodies. However, despite Gordon's far-sighted approach, the company floundered almost immediately due to rising costs and production problems. Also there was competition from other rudimentary and cheaper cars. As a result only around 500 of the luxurious Australian Six were built. The company eventually succumbed to financial misfortune around 1930.

According to Wikipedia there are only 4 Australian Sixes thought to survive, one in the Powerhouse Museum automobile collection in Sydney, one in the York Motor Museum, York, Western Australia, one in the National Museum in Canberra and one in Birdwood Museum, South Australia. However Shannons auctioned a 1924 Australian Six Roadste (the car in the Birdwood Museum) and advised that there are 5 vehicles still in existence.

The term Australian Six (or "Big Aussie six" etc.) has been used to refer to Australian-built large family cars such as the Falcon and Commodore, Valiant & even the the Leyland P76. But the Australian 6 pre dated them all and in 1984 it was honoured on a postage stamp.



Between 2007 and 2010 an Australian 6 restored by George S Gilltrap and was a comprehensive restoration project to preserve or replicate the vehicle's original specifications. This is now located in the National Museum in Canberra.

Another Australian 6 is located at the York Motor Museum, York, Western Australia. This vehicle was built in 1919.





## Camille Jénatzy

Most of us would not know the name Camille Jénatzy (nicknamed Le Diable Rouge ('The Red Devil') because of his bright red hair and beard. Jénatzy was the son of a Belgian rubber-tyre manufacturer who studied civil engineering and spent his spare time competing in bicycle races.



In late 1898 and early 1899 Jénatzy and another driver, Frenchman Count Gaston de Chasseloup-Laubat started competing for the speed record. This started in December 1898 in Achères, France when de Chasseloup-Laubat, in response to a competition by French car magazine, La France Automobile, completed a flying kilometre at a speed of 63.13km/h in his electric-powered Jeantaud. This is recognised as the first world land speed record holder in a car.



Jenatzy in the CHA Dogcart

Then on 17 January 1899, Jenatzy reached 66.66km/h in a CHA Dogcart. But on the same day de Chasseloup-Laubat reached 70.31km/h.

Ten days later Jenatzy reached 80.35km/h and on 4 March, 1899, de Chasseloup-Laubat reached 92.78km/h in the streamlined Jeantaud Duc Profilée.



de Chasseloup-Laubat in the Jeantaud Duc Profilée

This inspired Jenatzy, to work on his purpose-built car called La Jamais Contente (The Never Satisfied). This had a torpedo-shaped body crafted out partinium, a light alloy comprising aluminium, tungsten and magnesium.



Jenatzy in his purpose-built La Jamais Contente

Two direct-drive electric motors mounted on the rear axle sent 50kW in total to the rear wheels fitted with pneumatic tyres. The pneumatic tyres replaced the usual solid rubber tyres and were as a result of the French brothers, Edouard and Andre Michelin.

Returning to Achères on 29 April, 1899, and with officials from the Automobile Club de France on hand to scrutinise and sanction his attempt, Jenatzy drove an average of 105.88km/h

At the time physicians didn't believe the human body could endure travelling at 100km/h. After proving them wrong, Jénatzy described what it felt like: "The car in which you travel

*seems to leave the ground and hurl itself forward like a projectile ricocheting along the ground. As for the driver, the muscles of his body and neck become rigid in resisting the pressure of the air; his gaze is steadfastly fixed about 200 yards ahead; his senses are on the alert."*

It took almost three years for Jenatzy's record to be broken, Frenchman Léon Serpollet recording 120.80km/h in a steam-powered car. His record stood for just a few months, when American William K Vanderbilt, drove his Mors to a top speed of 122.438km/h on 5 August, 1902, the first petrol powered land speed record car.

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**Can't decide if you want to take up rodeo or motor cycle racing.**

**Why not both - with your own Cowasaki**



**Early Morning Run, Sunday 12 May, departing at 7:15am from  
Goldfields Shopping Centre, Warrandyte.  
Destination: Westerfolds Park, Templestowe**

No.	Instruction	Section	Total
1	T/R from the shopping centre towards Warrandyte stay on Yarra St (route 42 then 9)	0	0
2	At RAB T/L Jumping Creek Rd (route 9)	3.8	3.8
3	At T T/L Homestead Rd	5.2	9.0
4	Vere Rt into Lower Homestead Rd	0.2	9.2
5	At minor T T/R onto Paynes Rd	0.6	9.8
6	At T T/L onto Edwards Rd	3.0	12.8
7	At T T/R onto Coldstream West Rd. Continue over Victoria Rd through zig zag <b>(Caution traffic)</b>	3.4	16.2
8	At T T/L onto Maroondah Hwy (B300)	4.3	20.5
9	At T T/R onto Kilara Rd	0.1	20.6
10	At T T/L onto Medhurst Rd	4.4	25.0
11	At elbow T/L onto Madderns Lane (Continuation of Medhurst Rd)	3.7	28.7
12	At T T/L onto Maroondah Hwy B360	3.8	32.5
13	At T T/R onto St Huberts Rd	4.7	37.2
14	At the end of St Huberts Rd sharp left then T/R onto Melba Hwy(B300)	3.4	40.6
15	Pass through Yarra glen then T/L Eltham Yarra Glen Rd (Symonds St C726)	5.4	46.0
16	At T T/L Kangaroo Ground Rd (Route 44)	18.1	64.1
17	Continue through Eltham on Main Rd <b>(Grab a coffee here)</b> - T/L Fitzsimons Rd	7.2	71.3
18	T/R Westerfoldd Park	5.7	77.0
19	Follow entrance road T/L at RAB T/L into SwampGum carpark.	0.6	77.6

**To use Google maps open the following link when you are at the start:**

[Goldfields Shopping Centre to Westerfolds Park](#)

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.

