

VIC An incorporated club A0035462V

A friendly family social motoring club

Edition 43

September 2001

Club members enjoying a morning tea break on our recent run organised by Maree & Mike. A nice drive, nice lunch & nice company.



President

Frank Douglas. 8704 2533

Vice President/ Treasurer Tony Hodges. 52631 580

Secretary
Val Jefferyes. 9879 1213

EVENTS.

Tom & Heather Cannon 9791 2949 Ross Wolstenholme 5975 0970 Pat Douglas 8704 2973

Early morning runs. Neil Wakeman. 9841 7773

MEMBERSHIP. Tom Cannon 9791 2949

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I am going to ask you three questions. AND you have to answer them instanly. You can't just take your time you have to answer IMMEDIATELY or you go to the dunces corner. Remember IMMEDIATELY.

SO; Let's find out how clever you REALLY are.....READY?

GO !!!!!

First Question.

You are participating in a race. You overtake second just prior to the finish. What position do you finish in?

Second question.

If you overtabe the last then you finish in what position?

Third the tile of the ry, very tricky maths!

Note: This rights must be done IN YOUR HEAD ONLY and NOT using paper & pen.

- was the second

Take 1000 & add 40 to it, now add another 1000, now add another 30, now another 1000 and add 20 then another 1000 plus 10.
What is the total?

Answers.

- 1/. If your answer was first then you are wrong!!! Cause when you overtake second you take his place, so you finished SECOND.
- 2/. If you answer that you arrived second last then you are wrong AGAIN?, Tell me how can you overtake the LAST??? Unless you are first & lapping. The question is wrong.. You are not very good at this are you???
- 3/. Did you get 5000?.. The correct answer is actually 4100.. Don't believe me? Check with your calculator! The decimal sequence confuses our brain that always jumps to the higher decimals [100s instead of 10s].
 ALL in all this should have you in a bad mood for the rest of the day..
 BACK TO MY FISHING..

AR WHITE OF COME COME CONTROL

Bits & Pieces

We all know how clean and efficient the modern motor car engine is. Some manufactures are now claiming that their cars are cleaning the air when they are driven in congested environments. This is wonderful advertising copy, but what is never discussed by anybody, be they manufacturer or supposed environmental protection body or even the RTA is that driving a car is the cleanest part of the motor industry.

Consider these bits of information.

A study by the Environment and Forecasting institute in Heidelberg, Germany, found that the raw material production, manufacture and eventual disposal of one single car produced 1,524 million cubic meters of polluted air. Allowing 102 million cubic meters for disposal, that means the nice clean car has produced 1,422 million cumt. of polluted air before it leaves the showroom

The average car, driven 13,000k per year for ten years will produce approximately 1,000cu/ml. of polluted air. So if we assume our old cars produce even twice that figure then we can drive for about 7,000,000 years before we equal the pollution of building one "nice clean car"

it would seem to be more environmentally friendly to drive a "dirty old car"

A few more points may be relevant to this situation;

- An English study found that power stations not motor vehicles were the main source of particulate pollution.
- Research from the Australian Academy of Technological and Engineering Science shows that the most polluting cars are from the mid 80's and not the 60's 8.70's as we are often ted to believe. The main reason seems to be that the earlier cars were built to be basically efficient as they are, while the later cars rely on add on components that lose efficiency or break down altogether such as air pumps, catalytic converters, oxygen sensors, air flow meters etc.
- We often hear talk about the possible introduction of road side exhaust testing. It is interesting to note that in California 160,000 cars were tested in this manner and the results showed that the 'dirtiest' car was a 1986 Jaguar whilat the 'cleanest' was a 1936 Chevrolet.

I would like to thank all you drivers of old, duty cars for helping to protect our environment.

If 7-11 is open 24 hrs a day 365 days a year. Why do they have locks on their doors.?

If you are driving at the speed of light & you turn your headlights on.. What happens.?

All British Classics Car Club inc. Treasurer's report for 6 months ending 30 June 2001

Balance 1 Jan 2001

5747.90

Add receipts:

Members subscriptions
Sale of club merchandise
Interest received

770.00 114.00 25.12

Sub total

6657.02

Deduct payments;

Printing Mag. Postage &

stationary purchases.

777.90

Business Affairs, Inc. Fee

33.00

Club promotions

50.00

Club events

469.94

Bank charges

8.90

1339.74

= balance at 30 June 2001. As per bank statement. 5317.28.

Notes; The figure for members subsides not include a significant number of members who paid their subscriptions before Jan 1..

These will be included in the figure for the year ending 31.12.2000.

The club magazine costs 25 cents per page to produce. Multiply this by 8 pages & we have a total of \$2.00 plus postage & envelope making a total of \$2.50 each.. 12 editions a year then total \$30.00 per member & as members subs are only \$25.00 we lose \$5 per member & therefore NEED the revenue from the RACV Great Australian Rally & other sources.

Just thought that you would like to know.

A.J. [Tony] Hodges Treasurer. On a cool and overcast Sunday morning 13 brave souls sat around the table at the petrol station restaurant drinking a cuppa, while 6 fine British ruotorears sat in the car park waiting to be taken for a drive through some picturesque parts of outer Melbourne

Marce and Mike, who were organizing the days outing, assured us that once we were clear of the city the weather would improve.

On that positive note we all headed off, all except for John & Patricia's Jaguar, which was a little reluctant to start, but with a little persuasion it finally agreed to join us

Our route for the day took us through Whittlesea, then on to Kinglake West, before making our way to the pretty little townships of Flowerdale, Strath Creek and Tyaak.

By the time we reached Broadford, Maree, true to her word had organized some nice warm sunshine, which went well with the cake she had made. Be careful Maree, we will expect this kind of service next time.

After finishing our cupps we made our way through the bolder strewn fields of Kilmore and Lancefield, before arriving at the Stags Head Hotel Tooborac for lunch.

While enjoying a delicious lunch we took the time to chat with old friends, and make welcome new members, Mel and Carol Kitchen, who were driving a very nice Jaguar XJS.

After we had finished hunch it was back into our cars as we went our separate ways.

Many thanks to Marce and Mike organizing a great days drive in amongst a very scenic part of outer Melbourne.

Tom Cannon

PS

If you have a suggestion for an outing please drop us a line, it is your club and we need your input.



MAFIA CAR CLUB Afflication form.



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Watsa Ureel Name
Streets Mame with a role taken to be taken for a drive bar and of the star star of the star of outer Melbourne
Is U a man or dos U were dreses
Putta down were U worka now
Wasa U ever in da bigga ouse? Si No
U no- ' the BEEGGA OUSE ' Trans of the BEEGGA OUSE '
For wat was U inna the big ouse for? U shoota someone?
Sybodmos aggrands U Keednappa sombody?
>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>
U wanta be a BIGGA SHOTZ somday A DON maybe
U no ow to maka ciment shoose Si No No
U ava de car? Si No Wata kine. De Falcon GTE
weblen nwests reblod ent de de cour way through the bolder strewn fields
(atoH busH sgatZ on) is gniving and De Fiat [ha, ha, ha, ha, ha]
De Pommie one, wit fat tires
While(eno state) neblo ed ch we took tire time to citat with old friends.
U metta de GOTT FADDA? [or justa see de movie]
ifa ur aplicaton issa OK U wil getta dese benifets 1 pair daka glass
U JOINA DE CLUBBA NOW [while u can stilla write]
De Mafia Car Club issa de equil oppertunni organnissattion.
And a hellofa goot car club also. Lots of fas cars wit fat tires
U Maka ur markPronto, PRONTO, Pronto.