

Fuel economy and social tour 2013

A good field of 15 cars tackled the 2013 fuel economy and social tour in fine and sunny weather; the sports car drivers decided to remove their tops soon after the event started. The event covered 270.6 km in 4 stages. The Chocolate Mill just north of Daylesford was chosen for morning tea, a winding track using back lanes provided some pretty scenery on the way to Castlemaine for lunch. After lunch we covered some more open countryside in a roundabout journey to Clunes. The last leg from Clunes to Ballarat was short and direct. No crew had major problems with navigation, although a few, such as **Noel Peers**, made use of mobile phone technology to keep track of the correct answers to questions missed when crew concentration lapsed.

The results are presented in the accompanying chart. Some noteworthy performances were:

- **Nigel Stevens** and family, driving a petrol powered VW Golf, scored highest on the economy formula, in the process beating the diesel powered vehicles which the director had suspected would win.
- The 2 diesel entries of **Ben McKee** and **Chris Robinson** filled the remaining spots on the podium.
- The heaviest crew was the Jeep driven by **Sean Payne**, at 2400 kg.
- The lightest were **Clive Howse**' team in a Mini and the **Chris Hall** team in an Austin Healey Sprite, both 840 kg.
- **Clive Howse**, in a 1976 Mini, used the least fuel, a very frugal 14.79 L.
- **Bruce Turner** used the most fuel, an eye watering 54.24 L of LPG, in his 5.8 L Ford V8 equipped Jaguar XJ 6.
- The best guess at weight was made by **Andrew Bayley**, only 5 kg less than their correct weight.
- **Ben McKee** brought the biggest crew (5).
- After lunch the field was required to leave through a police breathalyser check, and our classic car number plated vehicles were checked to make sure the logbooks were correctly filled out.
- The very HRA experienced GT Cortina was observed leading almost half the field into Clunes by a wrong direction.
- One competitor appeared to depart Clunes having misplaced a wife and a dog!

This event, after such a long time interval, was a learning experience for the director. It would appear that the allowance of 0.7% per year of age for older vehicles was insufficient to allow them to match modern efficiency. Next time this will be adjusted upwards, in the order of about 1.5%.

I would like to thank the operator of The Empyre Café for opening especially for us, despite a family bereavement which had caused him to close to the public in preceding days.

Special thanks go to **Jenny Blitvich** for helping at the start with meal arrangements and with results at the finish, to **Jeff Stewart** for his software development, to **Rob Prosser**, **Tracey Boyce** and **Mars** for the big weigh-in, to **Les Noonan** for coping with the unplanned mass arrival at the finish line re-fuel, and to **Nigel Stevens** for photos.

Thank you to all participants for making the event worthwhile.

Keith McElroy

Event Organiser

										Age & Fuel					
Driver	Make	Model	Year	Age	Diesel	Gas	Guess Wt	Actual Wt	Fuel Used	I/100		Fuel Econ		Type	
										MPG	km	Place	Tonne.mpg	Adjusted	Over all
Nigel Stevens	VW	Golf	2010	3			2100	1820	17.73	43.19	6.55	5	78.61	78.61	1
Ben McKee	Holden	Captiva	2012	1	Y		2100	2220	17.89	42.81	6.61	6	95.03	71.27	2
Chris Robinson	BMW	530D	2006	7	Y		1650	1840	15.21	50.35	5.62	2	92.64	69.48	3
Michelle Bayley	Holden	Commodore	2008	5			1710	1860	22.38	34.22	8.27	9	63.65	63.65	4
Paul Duncalf	Jaguar	XJ6	1981	32			1600	1800	27.03	28.33	9.99	12	51.00	62.42	5
Keith McElroy	Renault	R10	1970	43			987	1000	16.74	45.75	6.19	3	45.75	59.52	6
Christine Newell	Mini	Cooper S	2003	10			1450	1400	19.35	39.58	7.15	7	55.41	55.41	7
Clive Howse	Mini	1000	1976	37			1040	840	14.79	51.78	5.46	1	43.49	54.76	8
Ross Barnett	Porsche	911	1974	39			1320	1380	24.73	30.97	9.14	11	42.73	54.40	9
Jeff Stewart	Ford	Cortina	1965	48			1160	1120	21.45	35.70	7.92	8	39.99	53.42	10
Sean Payne	Jeep	G. Cherokee	2003	10			2350	2400	34.52	22.18	12.76	14	53.24	53.24	11
Chris Hall	Austin Healey	Sprite	1958	55			850	840	16.91	45.29	6.25	4	38.04	52.69	12
Andrew Bayley	Nissan	Skyline	1989	24			1475	1480	23.38	32.75	8.64	10	48.48	48.48	13
Andy Shugg	MG	B	1979	34			950	1280	27.09	28.27	10.01	13	36.18	44.80	14
Bruce Turner	Jaguar/Ford	XJ-V8	1982	31		Y	1850	2040	54.24	14.12	20.04	15	28.80	43.82	15