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BEACon March 2023

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Primula Café, Bundanoon **8/02/2023**

Summer in the Highlands

I am beginning to think my Triumph Herald, “Ellie”, is jinxed. She has been to only two BEAC outings and on both occasions it has been raining at the meeting place. This time the drizzle lasted much of the run and well into the afternoon (it was Bundanoon after all) but that didn’t stop a fine turnout of members and vehicles.

Ellie in the mix.

Planning started back in January, and many thanks to Ross and Peggy Pollock for their enthusiasm and encouragement, as well as a trip to the Primula Cafe to check it out over lunch.

Numbers gradually increased on the Wednesday, and it was good to see prospective member David McIntyre there in his Austin Healey Sprite, along with his mate Charlie Cugaly.

David’s Sprite.

Indra enjoying the moment.

Chris Brangwin with MGB and botanical background.

Unfortunately, storm damage the week prior had destroyed one of the cafe's tarpaulins, so seating was a little on the squeeze side.

Tables set for the BEAC influx.

Still, it didn't dampen the enthusiasm of those attending, and neither did the sumptuous luncheon served up by Primula Cafe owners Sandra and Anthony. Quite a few attendees left with a doggy bag, too.

Cheers,
Owen & Indra Sinden

CLUB CALENDAR – March and April 2023

- **Runs start at 10 am from the Botanical Gardens Car Park on the corner of Old South Road and Kangaloon Road, unless otherwise noted.**
- **Please Note: all PDF files and links are available on the club's Events Web Page**

MARCH 2023

Wednesday 8 March

• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
•Robertson Bowling Club|1 Yarranga St, Robertson
•Robertson run sheet | Robertson Bowling Club
Contact | Ross Pollock | m | 0412 734 825,
e | events@beac.org.au

Triumph Centenary Celebration 17-19th March, 2023
•Venue| Bathurst
•Download flyer 100 year flyer

Wednesday 22 March
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Camden Valley Inn| 290 Remembrance Drive, Cawdor
• Runsheet Camden Valley Inn run
Contact | Ross Pollock | m | 0412 734 825,
e | events@beac.org.au

APRIL 2023

Wednesday 5th April
•Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Roses cafe | 59 Verner St, Goulburn
Contact | Ross Pollock | m | 0412 734 825,
e | events@beac.org.au

Proposed run to Mudgee | October| November 2023
Contact | Ross Pollock | m | 0412 734 825,
e | events@beac.org.au

Model Car Collections

Owen Sinden and I have been talking recently about a topic that has appeared before in BEACon – model car collections. We ended up exchanging photos of our collections, and some insight into why we have those particular models.

Owen provided the following description of his collection: 'Most are 1:43 scale models. The top shelf includes some of my most significant cars - the red/white EJ Holden was my first can (same colour) back in 1974, closely followed by a Triumph Herald. The green Fiat 128 3P is also identical to one I owned, a brilliant car.

The Ferrari F1 Sharknoses are hidden on the top shelf behind the Ford Anglia (a car I would like to own).

On Brian Cox's central west trip last year I found the red E-Type, which fits rather well on a reflective rotisserie.'

My contribution to the discussion was as follows:

'Above is a badly lit photo of two of the four shelves of the display cabinet in our study (man cave). They cover my trains and automobiles models. (The other two shelves cover planes, and the coffee cup, cans and bottles collection). Years ago I had many more such models, but they were all lost when the house burned down in 1994. After that, I decided that I would limit models to those which had some personal connections or specific interest to me.

On the train side of the top shelf at the front you can see two models of the CPH railmotor that I used to drive, the 73 class diesel that I was expecting to drive at Oberon (before I resigned from the organisation) and of course, Toby the tram engine from Thomas the Tank Engine series.

On the right side you have two Fiat 500s and a collection of Kombis (mostly splitties, whereas I favour bay windows and T3s myself), partially sitting on a Mack truck (because my eldest son was mad on them for a long time). Note the splitty towing the old caravan. On the bottom shelf left is a collection of Minis, including one made of compressed coal that we picked up in Wales, and two in black boxes with Union Jack backing that are actually USB thumb drives (the headlights come on when you plug them into a computer). How's that for trivia! Next to the Minis is an EK Holden, which was dad's car that I learnt to drive on, and drove for several years thereafter. The EK is the right colour too. Immediately behind the EK is a T53 low line Cooper and two earlier Coopers. Behind the T53 is a three stack of Citroen Xsara WRC rally cars which propelled Sebastian Loeb to WRC fame. Above them is a Lancia 037 (my favourite WRC car).

To the right of the Citroens is a wall of Holden VR/VS racing Commodores from the likes of Craig Lowndes, Peter Brock etc (closest model to my own HSV VSII Senator). In front of them are two very special models – two cars made famous by Fangio – the Lancia-Ferrari D50 and the Maserati 250F. The models are special because they were made in the 1960s from English Merit kits by my cousin John. John had exceptional talent at kit making, and for all the many models that he made in his life, these two always were my

favourites. When John died, his widow Lorraine gave me choice of any models he had made, and I chose these two. I think they deserve their own closer-up photo.

Further to the right (partly obscured) is a very good Shelby Cobra (I once enquired about buying a full size kit Cobra, but it was way too expensive), and in front of it is the most valuable model in the collection – the Allan Moffat Coca-Cola Mustang (a limited edition model put out by Moffat himself). Finally at the end there is a group of six kitted up Land Rover Defender models put out by Matchbox. They celebrate our younger son's passion for his Defender for many years and many adventures.'

The discussion reminded me of an ex-member of BEAC called John Pisani. John had his own model car company, making 1:43 diecast models of well-known Australian racing cars across many different classes. They were significant collectors' models. I saw the collection at his place, and it was exceptional. But he was trying to sell it, and not having any luck in doing so. He did not wish to leave his wife with the problem of disposing of them when he passed on. He maintained that the younger generations are not interested in models (cars or anything else). He asked his kids what they would do with the collection when he died and they said 'bin them'. Subsequently, when my cousin John died leaving his wife to get rid of his huge collection of kits and diecasts (and motor books and DVDs), it took an immense amount of time and effort on her part to dispose of just a small part of it, and she eventually used a specialist auction company in Melbourne to clear the decks. So it's probably not a good idea to collect models, unless you do it in a hard-nosed fashion, treating them as investments to appreciate and be sold.

If any BEAC members would like to have their model collection featured in BEACon, please send me some photos and a description, and I'm happy to oblige. Phil O'

Appin Hotel 22/02/2023

Our second run of 2023 proved to be popular with members, in spite of the continuing reverse summer weather which has dogged us for so long. It did have the effect of minimising the number of classic cars making the trip. Most members opted for either modern or hardtop classic vehicles. I think the Woods were the only ones to run their car (MGB) with the top down – brave people! One car (and couple) that it was good to see back with us was Geoff and Ella's TD2000.

Another bleak day, but we soldiered on.

If there was any marque which seemed to be prominent in the lineup, it was MINI Coopers, with three of them grouped together.

Thee flowing lines of Richard Holmes' immortal E-type Jaguar.

MINIs to the right of me……..

MINIs to the left of me, volleyed and thundered (well, something like that).

So nice to see the TD2000 again.

And so we gathered for the customary run briefing, given, as usual, by President Jeff. One piece of welcome news is that the upcoming membership renewal will be reduced to $30 for 2023/4. Also the club's bank account is changing and members will be advised of the new BSB/account number. Several members present at the briefing were heading off on Saturday for the tour of Tasmania, organised by Fred Edney, and we wish them a very successful trip.

And so we headed off on an interesting run that was very much shaped by the number of closed roads and roadworks between Bowral and Appin. At times we traversed roads that we had been on before, but this time we did them in the reverse direction to our previous runs. Before the run started I noted that it included two one lane bridge crossings, but at the hotel Anne Wood pointed out that there were actually four such bridges on the route – across the railway at Yanderra, across the railway again at Picton, across the Nepean River at Doulas Park, and at Broughton Pass. The spectacular road down from Douglas Park, with its traffic light controlled one lane section under a huge rock overhang, crossing the Nepean River alongside the towering motorway bridge, is a visual treat to enjoy.

Eventually we rolled into Appin, and parked in the car park alongside the hotel. The front of the pub projects an oldy-worldy image, but the rest of it is very much in the present. We had been allocated two very long tables in the middle of the dining area. At the run briefing the count indicated around 35 people were going to the pub for lunch, but it seemed to me that there were at least 40 actually sat down for lunch (which is great).

The lineup at Appin.

The pub had a large range of meals on offer at good prices. I ordered a satay chicken and rice dish which proved to be very tasty, but as in virtually every hotel these days, it was of generous proportions, which in the end I could not finish. Nevertheless, members set to the task of socialising with our usual gusto. I was delighted to find sitting behind me were Roy and Noala Potter, who we have not seen on runs for a very long time. Roy is one of just three BEAC founding members still in the club, along with Rob Turner and Tom Currie. A good finish to another successful club outing.

Socialising in full swing.

Phil O'

Automobile Art

Most car enthusiasts that I know have some form of pictures or illustrations of their current or previous cars, or cars that they admire and would like to own. Often these pictures/paintings/prints will adorn the walls of the house (particularly the study) along with photos of family members and the family dog or cat. Alternatively, many of the car visuals will feature on the garage walls, along with a selection of automobile memorabilia, such as car badges or oil company signs.

I am no exception to this practice. The wall of our study (man cave) has paintings and prints of my favourite cars and trains on it. Jenny tolerates this décor with the grace that many car enthusiasts' wives exhibit. On the wall of the garage there is a poster of the sort you will see for sale at a stall in just about every markets in the Southern Highlands.

And last Christmas our younger son completely surprised me with the gift of a drawing he had done of my Cooper S.

Matthew is not a professional artist, but is known to have great skill in drawing (which he inherited from Jenny), especially in very small details. The drawing was done on an ordinary A4 page of paper, so it isn't that big, but even the elements that make up the badge on the bonnet are there in full detail.

Now I didn't set out to make this article a general treatise on automobile art. To do that would take up several years' worth of BEACons. My cousin John, mentioned in the model car collections article above, was also a very good artist, and had amassed well over 100 books featuring the best illustrations of classic road and race cars (particularly F1 cars). The possibilities are endless.

No, my inspiration for these scribblings was provided at the assembly point for this week's run to Appin Hotel, where Jim Geddes gave me a print he had bought for me whilst on holiday recently. (Thanks Jim!)

This beautiful line drawing print of a Cooper S came from Artomobile, an art studio which is based in a shop in Ulladulla. (Ironic that jenny and I spent 10 days on holiday in Milton/Ulladulla recently, but I never found the place).

Their website is http://artomobile.com.au/ . Their reason for existence is 'Hand Painted Cars on Fine Art Paper'. To quote the site '*Founded by artist, Fiona Kain, the concept of* ***Artomobile*** *stems from a long relationship with classic cars, from her childhood through her father's eclectic assortment of cars, to more recent adulthood experiences owning several classic cars. Cars evoke memories of people, places and childhood, representing a time and place and journeys past. These paintings draw upon memories of your first car, the family car, the dream car, the car in your garage you are still trying to piece together'.*

LET US TURN YOUR AUTOMOBILE INTO A PIECE OF ART!

We just need the year, make and model. If you have photos of your car, we'd love to see them. Our collection has originated from our customers. Their passion for classic and vintage cars is what makes our car collection unique! From the classic Mustangs to the home-grown Holdens and muscle Fords; we've been commissioned to draw them all!'

As well as the custom artworks, Artomobile sells a range of prints of their work in various sizes, at good prices. The print range does not include many British and European cars, but they're still well worth a look.

So if you are in Ulladulla at any time, drop in and check them out.

Fiona's daily drivers (Triumph Herald Coupe and Mini Clubman) seem to confirm that she walks the walk as well as talking the talk.

Phil O'

MOTORING MIRTH

Back to a favourite topic!

Thank you to all contributors to this edition, especially Owen Sinden, who yet again has stood in for me on another of my enforced absences.

Phil O'