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BEACon November 2023

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Camden Valley Inn 4/10/2023

That timeless shape!

After the last couple of BEAC runs were blessed with beautiful sunny weather, cooler conditions returned for our journey to Camden Valley Inn. As I result, the number of classics making the trip was down somewhat. I intended to take my Mini, but fate intervened. A couple of days before, I did a run over Tourist Road, Kirkland Road and Kangaloon road. Now far be it from me to say Tourist Road has a rough surface, but at the end of my run, I looked down and saw the Mini's central heater unit lying on the floor. Vibration and the impact of hitting bumps had loosened the screws holding it in under the dash, and it came away. I hadn't had the time to fix it, so we brought Jenny's BMW instead.

Always enjoy the range of makes and models in the BEAC line up.

74291·H
NSW - HISTORIC VEHICLE

CGO·97P

Dunno if this was one of our cars or not.

Looks just as beautiful coming or going.

So off we all went via Picton to the Inn. It was school holiday time, and when we got into the car park, it seemed like every second family with young children in south west Sydney was there. Needn't have worried though – the Inn has extensive family friendly play facilities and I didn't really notice the children while we were there.

We partook of good food and drink and socialised like it was going out of style. I again contemplated just how much money has been spent on facilities at the Inn to ensure everyone has a good time there. I think we certainly did.

Ross got to lead the faithful at the briefing.

On behalf of the club, I thank Ross Pollock for organizing this very successful outing.

Lots of nice food to enjoy.

Looks like happy days are here again.

Phil O'

CLUB CALENDAR – November and December 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**

November

Wednesday 1st November
The Mittagong Hotel. Main Street Mittagong
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825

Wednesday 15th November
Berrima
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825

Wednesday 29th November
Lakeside Country Club, Camden
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825
Wednesday 13th December

December

Wednesday 13th December

Christmas Lunch Bundanoon Hotel

Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads

• Contact | Ross Pollock | m | 0412 734 825.

World's best Jerrycan.

Classic Rallying

(This article and most of the photos are taken from the Classic Rally Club website www.classicrallyclub.com.au).

The Classic Rally Club of New South Wales is the home of classic navigational rallying on the east coast of Australia. Classic rallying involves recreational car rally events held on sealed roads open to the public. Classic rallies are not races. The emphasis is on using navigational skills to follow route instructions.

Any vehicle that is road registered (or on historic vehicle plates) and has at least two seats is eligible to enter events.

On our website you can learn all about classic rallying, see what rallies are on the calendar and read the monthly newsletters to see what we have been up to.

We welcome people who are interested to come along to our monthly meetings.

Before the event

Events are advertised on the website, and also in the newsletter.

Each event will have a set of Supplementary Instructions, which give details such as the start and finish locations, the rough length and specific details about how the rules will be applied. You should read these before the event.

Entry forms are also available on the website and newsletter. Entries normally close about a week before the event, but Rally Directors appreciate early entries, as this assists with planning.

Before the event, you will need to get your car Scrutineered. Information about scrutineering sessions is included in the Supplementary Instructions. If you go to the official Registration/Scrutineering session, you will probably also get a Rally Pack, containing your car

number, maps and other bits and pieces. If you get your car scrutineered separately, you will collect the Rally Pack on the morning of the event.

The event runs along a route planned by the Rally Director. The route will predominantly be along sealed roads, although occasional stretches of unsealed roads may be used. This will normally be noted in the Information Sheet/Supplementary Regulations for the event.

Events usually take place over one or two days: for two-day events, the Rally Organiser arranges overnight accommodation for competitors (costs are included in the entry fee).

At the start

The event will start with a **Competitors' Briefing**, about 30 minutes before the first car is due to depart. You **must** attend this, as important information about how the rally is run (including possible last minute changes - e.g. due to roadworks) is given out.

At some point after this, you'll be given the morning's **Route Instructions** for your Class: see the Navigation levels page for more information on Route Instructions and Classes.

Most events have a list of **questions** at specific distances that you must answer en route: these are generally at the back of the Instructions. The point of these questions is to prove that you drove the correct route.

You will normally have 5-10 minutes to study your Route Instructions before you need to leave.

On the road

As you leave, you pass through the first Major Control, where you will be given your **Road Card**: this is the document on which you enter answers, and officials enter times or stamps at various controls.

In addition to answering questions along the way, you need to keep an eye out for VRCs (**Visual Route Checks**). A VRC is a white board with a large "P" on it, and a smaller letter or number in the bottom right corner. When you see a VRC, you need to write the small letter/number on your Road Card.

You may also come to a **Manned Passage Control**: a board with a "P" and one or more officials waiting for you. You need to pull in and have your card marked by the official.

When you arrive at the end of the first section (which will normally be about lunchtime) you hand in your completed Road Card to the officials at the Control point. You can then have lunch, and get ready to collect your afternoon instructions!

Scoring

The winner of a rally is not the team who does it fastest: it is the one whose Route Card has the least mistakes. Points are deducted for missed VRCs, missed/incorrectly answered questions and Manned Passage Controls that were either missed, or entered from the wrong direction.

Just remember - it's all fun. You're not playing for sheep stations.

Classes

Most rallies are run at three levels: Master, Apprentice and Tour. There may be slight differences in the routes driven by the classes, but the key difference is the level of difficulty in the navigation.

Tour

The Route Instructions provided for the Tour Class are quite specific.

You will be given the exact distance at which you need to make turnings, etc, and may even be given road names or signpost details.

The Instructions will use standard rally abbreviations (e.g. BL=bear left, TR=turn right, RL=railway line, XR=cross roads, etc) so it is a good idea to familiarise yourself with these. The Supplementary Regulations for the rally will normally contain a list of abbreviations used.

- Sample Route Instructions for the Tour class (from 2007 Alpine Classic)

In some rallies, you may be able to do the entire Tour Class without ever looking at the supplied maps: everything you need is on the Route Instructions. In other cases, a very small amount of map reading may be required.

Editor's note: I have not included any details of how the Master and Apprentice classes operate, as they require a greater commitment than Tour does. If you are interested, you can find the details on the Classic Rally Club website.

Phil O'

Rules are rules

I had an interesting correspondence recently with ex BEAC member Barry Noakes. Barry was a regular on most BEAC runs until an accident smashed his Femur three years ago. During his operation for that, a heart condition was revealed which caused his driver's licence to be cancelled. He takes up the story from there.

'We have found our social life has suffered as a result of being immobilized. A bit disappointing but that is how it is. We will probably sell the SLK350 which has not been driven for 2 years, other than for service and registration. It is on a trickle charger and I regularly run the motor, put the roof up and down etc to keep it all working. We do have a 14 year old VW Tiguan diesel that our daughter and son-in-law ferry us around in when needed. It is technically now their dog's car for visits to the vet and groomer, but occasionally helps us out when not needed by the dog.

One thing I have found out about that may interest older BEAC members, who wish to continue driving their older cars (or any cars –Ed);

- NSW is the only state that has such draconian laws that discriminate against older people from driving a car. A parting gift from the Liberal State Government.
- From age 75 annual medical test reports required. Even Asthma is a reportable/questionable condition? There is a list of 20+ conditions.
- Age 85 a new driving test is required every 2 years up to age 89. Restricted licenses are possible depending on location and medical condition.
- Victoria, there is no age limit, or driving test at 75 or 85 in Victoria. There is a requirement that a doctor advise the State if they believe a person is unfit to drive. If you don't go to the doctor?? Not as restrictive as NSW.
- Queensland, at age 75 an annual medical test report is required. Not as restrictive as NSW. No driving test at 85.
- South Australia, Only a self-assessment is required at age 75. No sure if this as annual? No driving test at 85.
- Tasmania and Northern Territory, no age related test or reports required. Self-regulated.
- ACT, age 75 an annual medical report required. No driving test at 85.
- WA, age 80 an annual medical report is required. If recommended by doctor a "sensible" driving test may be required.

AS Mark Twain said "Laws control the lesser man, right conduct controls the greater one".

As Barry Noakes said "Driving without a license is only illegal if they catch you". But then again MT "Few things are harder to put up with than the annoyance of a good example."

Barry N.

The Future for Classic Cars?

As the world heads towards the end of the era of internal combustion engine cars, owners of classic cars begin to wonder how they can continue to operate their beloved vehicles. There are already a number of companies offering to convert classics to an electric platform. But such a conversion is very expensive, and the result is a vehicle which looks like a classic, but in nature is not one.

A recent article appearing in ABC News online (by Georgina Carroll from ABC Shepparton) heralded the development of synthetic fuel as the answer for keeping the classics going.
https://www.abc.net.au/news/2023-10-14/future-of-classic-and-prestige-cars-petrol-free-planet/102934624

Following is an extract from the full article.

'University of Technology Sydney Institute for Sustainable Futures senior research consultant Maartje Feenstra said while electrification would be the goal for most aspects of the automobile and transport sector, synthetic fuels could work well for the classic and prestige car communities in the future.

"It will be a more specific product because in general we want to electrify as much as possible because that is the most efficient use of renewable energy," Ms Feenstra said.

"There are a few conversion steps involved before you end up with a new fuel and if you could use that electrical energy directly in a car, that would be more efficient."

While Ms Feenstra predicts road transport will aim for mostly electrification, sectors such as shipping and aviation will need another option.

"We will really need synthetic renewable fuels for certain sectors," she said.

"For instance, long distance maritime and aviation will really need longer carbon chains to still be able to function because batteries cannot deliver that type of energy.

"Even in a sustainable scenario we will still have synthetic fuels, and classic and prestige cars could be a niche application of that technology."

Synthetic fuels are fuels that are artificially synthesised from smaller building blocks such carbon dioxide and hydrogen, and they are still in the development stage.'

The Friendly Inn 18/10/2023

There's not a lot for your humble wordsmith to say about the run to the Friendly Inn. It was a well-known run for the club, down scenic Barrengarry and into the Kangaroo Valley. The village has a good selection of arts and crafts shops, lolly shop, ice creamery and the like and a very laid back country atmosphere. The Inn is a well-known destination with proven good food and drink in comfortable surroundings. So what could go wrong? Well, nothing really. The weather was a bit miffy when we set out from Bowral, but by the time we got into the valley it fined up and was very nice indeed for the rest of the day.

Contrast in style of two British classics.

New (old) front on Rob Stenvert's car.

The Pollock's Merc certainly looks the business.

N B1 71K

Gathered for the briefing.

Photos: Jenny O'

Some of our mob arriving in town. Photos: Jenny O'

After a pretty good run down the hill, we settled into the Inn and proceeded to enjoy ourselves in the classic BEAC fashion.

Upon leaving the Inn, a number of our contingent took the time to visit the various shops to see what they could find there. Jenny and I took particular note of the magnificent rocking horses in Kangaroo Valley Woodcrafts (but at nearly $2,000 a pop, we didn't get one for our young grandson).

On behalf of everyone who came on the run, I thank Ross Pollock for putting this good outing together.

Phil O'

It's a 'rustic' village. Photos: Jenny O'

Park in the street or in the pub's car park.

Marilyn is still out front.

The little mermaid?

James motorbike.

Quite a collection gracing the front of the pub.

Now that is a country table!

Comfortably ensconced in the pub.

Buy it – you're off your rocker!

Leaving the valley with a last look back from Barrengarry Photos: Jenny O'

MOTORING MIRTH

Thank you to all contributors to this edition. **Phil O'**