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BEACon April 2024

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Robertson Bowling Club **6/03/2024**

Not your average car club line up.

Well, it certainly seems that the good times the club has seen from the start of 2024 are still continuing unabated. The run to Robbo Bowlo saw another great turn out of classic cars taking in the sunshine at the Botanical Gardens car park. Members heeded President Geoff's advice to make space for a second row of cars to park, and that seemed to work well. An unexpected delight was having Pam Payne with us for the run, being chauffeured by her friend Robbie in her delightful Morgan.

Pam's limo.

Did you hear the one about the Daimler and the Tasman?

.

It’s the difference that counts.

VMC 014

08765 J

A classic viewpoint.

A British GT and an Italian GT.

A Minor confrontation.

We headed off after the briefing from our one and a half-legged President Geoff. I was second last in the convoy and all proceeded well along the route until the cars in front of me took a ‘shortcut’ through Burrawang instead of proceeding on to Sheepwash Road. Whether the shortcut was intended or not I don’t know. This did lead to some comments that taking shortcuts or driving direct to venues is not in the spirit of the club’s operations (though it is accepted that there are times when it is necessary to do so).

Anyway, we all made it to the bowlo, and there a significant problem arose. In spite of them being aware that thirty plus people were coming for lunch, there was only one (1) person working in the kitchen – taking orders, making meals and delivering them (and probably washing up afterwards). This inevitably meant that people were going to wait for some time before receiving their food. (I was one of the very last to order, and got my bangers and mash at 1:40pm). Run organiser Ross Pollock was very upset by this deplorable situation, and made his displeasure known to the club manager. (Ross looked like he was waiting for them to deliver him some chips, so he could spit them!) Given the difficult situation, I thought the young Asian guy in the kitchen did a very commendable job, and I made appoint of thanking him on behalf of the club. (He seemed very grateful for the thanks). But I'd say that the chances of BEAC returning to the club in future are very slim indeed.

Despite the trouble encountered, the run was another good opportunity for members to socialise and have a run in their classic cars. And for that we have Ross Pollock to thank.

Phil O'

Another Point of View

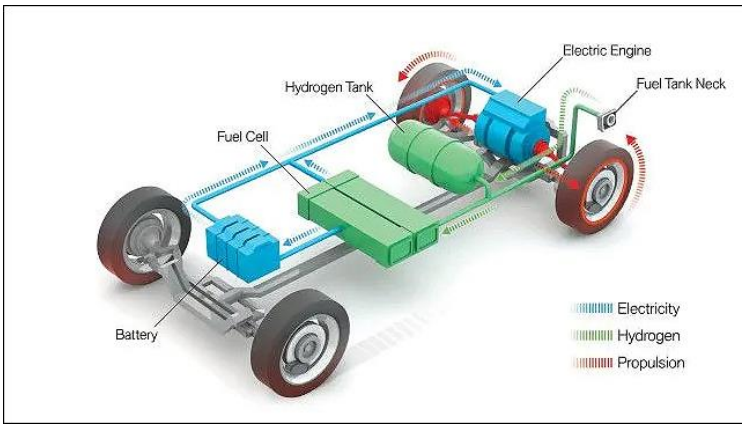
Last month I published an article listing the mining effort necessary to produce the elements that form the battery of a Tesla car. I was critical of the point made in that article, calling it 'spin'. Looking at it now, perhaps I was a bit hard on the thing, as it did have a valid purpose in listing the resources required. Maybe I was a bit grumpy that day (it does happen).

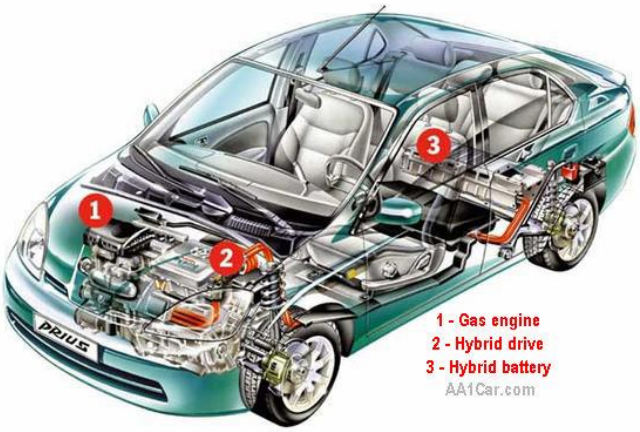
Now I don't really want to turn BEACon into an ongoing platform for debating the pros and cons of electric vehicles vs hybrids vs ICE (internal combustion engine) vehicles vs whatever else (as this is not our club's focus), but when I see an article on the subject that I think is worthwhile, I'll feature it.

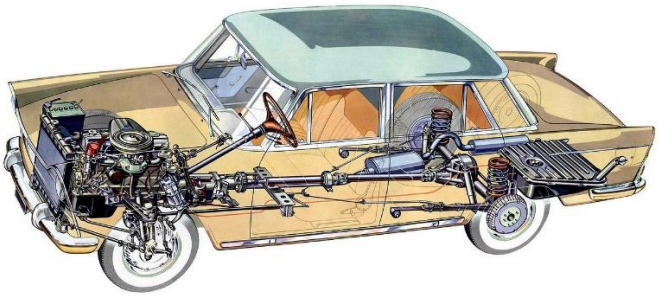
Now in this morning's ABC News Online, there was an article by the ABC's business editor Ian Verrender (a guy I have great respect for) which detailed a few 'speed bumps' in the uptake of electric vehicles and some of the technological developments which may change the electric car scene considerably, significantly denting the mini mining boom which Australia was looking forward to along the way.

https://www.abc.net.au/news/2024-03-12/return-of-the-hybrid-ev-battery-technology-critical-minerals/103574604

Personally, I think that the changeover to electric cars will continue to gather momentum, though the batteries in them may be different types from the current crop. I think this will happen because China is driving it (pardon the pun). China sees electric cars as a means to prop-up their faltering economy and give them technological cred which they crave. Even if another technology (hydrogen?) turns out to be better, China's manufacturing muscle will win out. It's a bit like the old VHS vs Beta video tape wars (remember them?). Beta was the better system technically, but Panasonic's manufacturing and marketing clout won out for VHS.







Hydrogen, Hybrid, Electric or ICE (in this case classic Fiat) – you choose?

Phil O'

CLUB CALENDAR – April and May 2024

- **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**

April

Wednesday 3rd April

Moss Vale Services Club, Argyle Street Moss Vale
Download run sheet Moss Vale Services Club run pdf.
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 17th April

Bargo Hotel 225 Great Southern Rd, Bargo
AGM Bargo Hotel 11.30 am
Download Notice of AGM and agenda agm 2024 notice
Download 2023 minutes 2023 AGM minutes
Download Nomination form beac nomination form 2024
Download Committee responsibilities BEAC AGM Outline of Committee Responsibilities

MAY

Wednesday 1st May

Lakeside Country Club
50 Raby Rd, Gledswood Hills
Download run sheet Lakeside Country Club Run
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Richard Holmes| mob 0428101880

Wednesday 15th May Highlands Hotel Mittagong
Main street, Mittagong
Download run sheet Mittagong Hotel run
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
Contact | Phil Davies| mob 0418169536

Wednesday 29th May Burrawang Hotel
Hoddle Street, Burrawang
Download run sheet Burrawang hotel run
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
Contact |Ros and Kevin Bell| mob 0439523134

Ultimate Potholes

In last month's BEACon, I included a photo of a girl sitting in a water filled pothole, under the title "Potholes Revisited". I intended to say that it would be the last pothole joke I would publish, but I didn't. And just as well, as Jenny found the image below, and I am somewhat gobsmacked by it. I am in awe of the Photoshop skills of its creator. Every element in the image looks realistic and goes together seamlessly (unlike a certain royal princess's effort recently). I don't think there'll be another pothole joke to top this one.

Carrera Panamericana

As usual, Wikipedia is the place to find out the history of this event. It is not as well known as contemporary open road races, being somewhat 'The Wild West' of the genre. It was run from 1950 to 1954, but I have only included the reports of the 1951, 1952 and 1953 races here. If you are interested in the fully history, go to https://en.wikipedia.org/wiki/Carrera_Panamericana . Phil O'

‘The **Carrera Panamericana** was a border-to-border sedan (stock and touring and sports car) rally racing event on open roads in Mexico similar to the Mille Miglia and Targa Florio in Italy. Running for five consecutive years from 1950 to 1954, it was widely held by contemporaries to be the most dangerous race of any type in the world. It has since been resurrected along some of the original course as a classic speed rally.

1951

The second year, the race was run from south to north, starting in Tuxtla Gutiérrez, Chiapas on the Mexican/Guatemalan border and finishing in Ciudad Juárez, Chihuahua on the Mexican/U.S. Texas border near El Paso. This was changed from the previous event because of the lack of accommodation available for race officials, drivers, crews and press in El Ocotal and the jungle. This northerly direction also allowed the U.S. drivers to finish at their border. The race was moved from early May to late November to avoid the hot and rainy weather at that time of year in Mexico and to give the European teams a chance to compete during what was normally their off-season. For the first time, a European manufacturer entered a 'factory' team, Ferrari entering several cars including a 212 Export LWB Vignale. Although the Ferrari entries did not technically satisfy the requirements of the touring car category, the Italians were permitted to compete anyway.

The race would prove to exact a heavy toll upon drivers. During the first stage, José Estrada and Miguel González died after their 1951 Packard left the road and fell 630 feet (190 m) into a ravine. Estrada was an experienced racer and car dealer, who had announced at the start of the race: "I will win, or die trying." The next day Italian driver Carlos Panini also died after an accident. Panini was a pioneer of Mexican aviation who established Mexico's first scheduled airline in 1927. He is credited with being the first pilot to fly a light plane around the world. The fatal accident occurred on the second day, during the second stage from Oaxaca to Puebla. Although the registered driver

for the race was Carlos' daughter Teresa, he was at the wheel of a 1949 Alfa Romeo 6C 2500 SS despite poor health and not having a valid license. The accident happened while a young Bobby Unser was trying to overtake Panini in a Jaguar, as Unser related in his book *Winners Are Driven: A Champion's Guide to Success in Business & Life*:

On the second day, we were in seventeenth and coming up to pass the car of millionaire Carlos Panini and his daughter, Terresita. She was the registered driver. However, Carlos was behind the wheel instead and was in ill health. He shouldn't have been driving. He didn't even have a driver's license. The rules were that the slower car was to allow the faster car to pass if the faster car honked its horn. We were in the mountains, and I came up to Carlos and honked, but he wouldn't let me pass. This went on through about ten turns, with Carlos blocking me each time. We were probably doing about 90 miles per hour at this point. The next time I tried to pass him, he bumped my right-front fender, which almost pushed me off a sheer cliff to the left that was some 500 to 800 feet down. My left front tire went over the edge, but fortunately I regained control of the car. Carlos over-corrected his car to the right, and went straight into a solid rock wall. The car exploded on impact like an egg hitting a sidewalk. I didn't know it at the time, but Carlos was killed instantly. One of the rules of the race was if you stopped to help anyone, you were automatically disqualified... Seeing the explosive impact, I wanted to stop to help, but daddy told me to keep going. He knew the rules and told me that people were there to help. That was hard for me - I slowed down to about 15 or 20 miles per hour. He insisted that I keep going, and grimly, I did.

—Bobby Unser

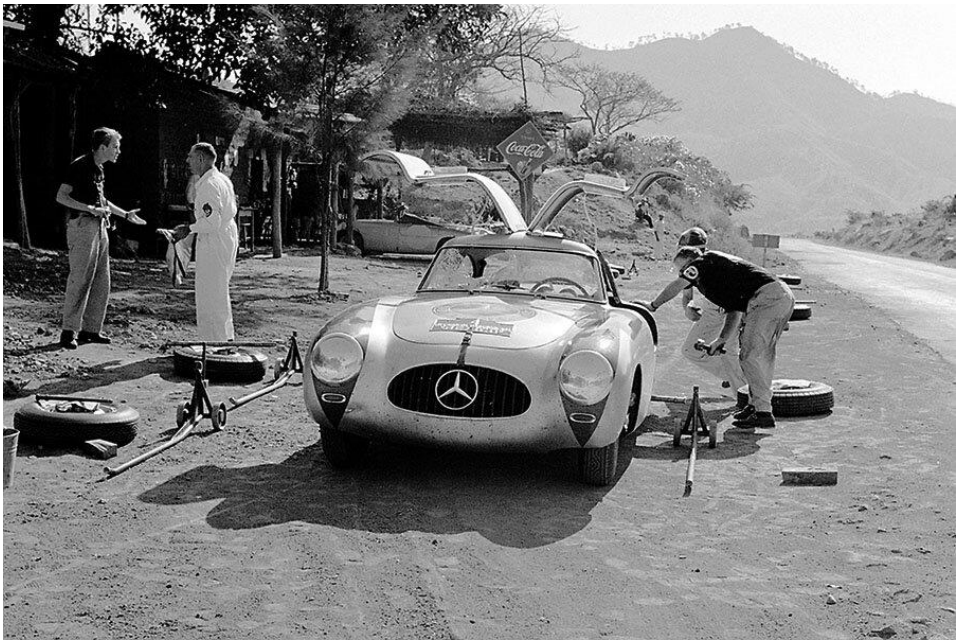
Alfa 6C and Mercedes side by side.

Ricardo Ramírez of Mexico City abandoned the race to rush the Paninis to a hospital in Puebla, but Señor Panini was announced dead on arrival. His daughter survived with minor injuries. The deaths of Panini and Estrada resulted in denunciations of the race by Mexico City's *El Universal* newspaper, who called the race a "crime", and by a government official who stated the race was "an imitation of North American customs not suited to Mexican characteristics." 4 people were killed during this edition of the Carrera Panamericana: in addition to Panini, Estrada and González's deaths, the mayor of Oaxaca, Lorenzo Mayoral Lemus, lost his life during a run of the first stage between the cities of Tuxtla Gutiérrez and Oaxaca. His car went off a mountain road and he died in a hospital in Oaxaca.

First and second places were won by the works Ferraris 212 Inters driven by Piero Taruffi and Alberto Ascari, third and fourth by ordinary American cars. Bill Sterling, a salesman from El Paso, Texas, placed third in a Chrysler Saratoga entered by Carl Kiekhaefer of the Mercury Marine boat motor manufacturer, and well-known race car driver Troy Ruttman followed him in a flat-head V8 Mercury Eight he reportedly had bought for $1,000 in a used car lot in El Monte, California yet bested several factory Lancias and Ferraris.

1952

In 1952 the organizers of Carrera Panamericana divided what had been a single class into Sports Car and Stock Car entries so heavy American sedans did not have to compete directly with nimble European sports cars. The major automobile manufacturers had taken notice of the race and Mercedes-Benz sent a highly organized team of drivers, mechanics, and 300 SLs. Karl Kling and Herman Lang finished first and second, and a 1-2-3 finish may have been the final result had American John Fitch not been disqualified for permitting a mechanic to touch his car on the second to last day. American Chuck Stevenson won the touring car class in a Lincoln Capri, his first of two consecutive victories in the event.



Mercedes tyre change.

The Mercedes-Benz W194 of Kling and Hans Klenk won despite the car being hit by a vulture in the windscreen. During a long right-hand bend in the opening stage taken at almost 200 km/h (120 mph), Kling failed to spot vultures sitting by the side of the road. As the birds scattered at the roar of the virtually unsilenced 300 SL, one impacted through the windscreen on the passenger side, briefly knocking co-driver and navigator Klenk unconscious. Despite bleeding badly from facial injuries caused by the shattered windscreen, Klenk ordered Kling to maintain speed, and held on until a tire change almost 70 km (43 mi) later to clean himself and the car up. For extra protection, eight vertical steel bars were bolted over the new windscreen. Kling and Klenk also discussed the species and size of the dead bird, agreeing that had had a minimum 115-centimetre (45 in) wingspan and weighed as much as five fattened geese.

Klenk used pre-prepared 'pace-notes' to identify and communicate upcoming road bends in rapid shorthand to Kling. This system proved so effective that it is used in all motor sports involving a navigator today, such as stage rallying. The highly organized Lincoln teams also used a similar system. Only one person was killed in this event, Santos Letona of Puebla, Mexico, who died in a crash near the town of Texmelucan on the third stage between there and Mexico City.

Crash

1953

In 1953 the Sports and Stock classes were both subdivided into Large and Small groups, giving four categories in which to compete. These were split by engine cubic capacity; sports cars under and over 1600 cc were Small and Large respectively, and stock cars under and over 3500 cc likewise. This was to accommodate the huge number of participants and the diverse breeds of cars within the race. This race, like the subsequent running of the Carrera Panamericana was to be the last round of the 1953 World Sportscar Championship season.

Both Lincoln and Lancia came to the race highly organized and both factories swept 1-2-3 finishes in their respective categories. The Mercedes team did not return because of its focus on Formula One. The Europeans dominated the sports categories, and the Americans the stock. Large Sports Cars was won by Juan Manuel Fangio of Argentina in a Lancia, Small Sports Cars by José Herrarte from Guatemala in a Porsche. Large Stock Cars was won by Chuck Stevenson of the United States in a Lincoln and Small Stock Cars by C.D. Evans (again of the U.S.) in an ordinary six-cylinder Chevrolet. Stevenson has the distinction of being the only person to ever win twice in the same category in the original race.

Fangio leads Lancia team.

However, the race was marred by the death of a number of competitors. The co-driver and pacenote systems championed by the Mercedes teams of the previous year were vindicated by the failure of an alternative contemporary system used by some other works drivers, notably those of Lancia who in 1953 year had entered five cars; three 3.3-litre D24s for Felice Bonetto, Juan Manuel Fangio and Piero Taruffi, winner of the 1951 edition of the race, and two 3-litre versions for Giovanni Bracco and Eugenio Castellotti. During pre-race runs of the route at much safer speeds, Bonetto and Taruffi painted warning signals on the road to remind themselves of particular hazards. As the D24 was both open and single-seat, there was no co-driver. This resulted in the death of Bonetto who, leading the race under pressure from Taruffi, missed his own warning signs. Entering the village of Silao, he encountered a dip in the pavement at excessive speed and impacted a building, killing him instantly.

Ferrari

The 1953 running was the bloodiest year of the Carrera Panamericana. In addition to Bonetto's death- 8 other people were killed in unrelated accidents, including an incident where 6 spectators were killed by a flipping car. On the first stage between the cities of Tuxtla Gutiérrez and Oaxaca, American Bob Christie, with his mechanic Kenneth Wood, failed to make a left turn, and his Ford went off the road backwards. The car plunged over the embankment on the side and came to a cushioned but smashing stop upside down in the mud of the river bank, below the level of the highway. Christie unfastened his belts and helped "K" to reach the bank. A fairly large crowd of spectators hastily assembled on a ledge below the road to find a better view of the accident. Many of these spectators swarmed to Christie's and Wood's aid immediately and were relieved to find out that both were uninjured. But then, Mickey Thompson, a Bonneville Salt Flats record holder, crashed at the same place after his brakes jammed. Thomson's car went straight into the embankment and killed 6 people who were standing there to get a better view of Christie's accident. In addition to this horrific tragedy, Italians Antonio Stagnoli and his co-driver Giuseppe Scotuzzi in a Ferrari 375 MM lost their lives when a blown tyre caused them to crash in the small town of Juchitán de Zaragoza on that same first stage between Tuxtla Guitierrez and Oaxaca. Of the 9 fatalities in this running of this most famous Mexican road races, 8 of them were on the same stage on the same day. The exception was Bonetto's accident, which happened on the fourth stage.

1954 – Stock class winning Lincoln.

1954 Sports class competitor.

Cancellation

Due to safety concerns and the expense to the government, the race was cancelled after the 1955 Le Mans disaster, although the President Adolfo Ruiz Cortines announced only that the race's original task of publicizing the highway was 'complete'. 27 people had died during the five years of the Panamericana, giving it one of the highest mortality rates per race in the history of motor sports. Only a third of entrants typically finished the race. Unlike more compact circuits, the long stage sections were impossible to secure entirely, making it possible for crashes to linger for several hours before being noticed. During the years the race was originally held, racing automobile technology and performance advanced quickly and racing speeds almost doubled as a result. Despite the increased speed, safety controls remained static and competitors, spectators and safety control personnel alike became casualties.

Legacy

Despite being abandoned, the race would not be immediately forgotten. Despite their models being small and often quite underpowered (especially with regard to American and other German opponents) Porsche enjoyed some success in the race, mainly class wins. A 550 Spyder won the Small Sports Car category in 1953.

Porsche 550 Spyders

Later, some Porsche road cars were named Carrera after this race (in the same theme as the Targas named after the Targa Florio), and in 2009 the company shipped the Panamera, a 4-door touring car with a name inspired by Panamericana. Similarly, the watchmaker Heuer, then known for its motorsport stopwatches, introduced a chronograph called the "Carrera Panamerica" after the 1953 race, which developed into its long-running 'Carrera' range.

Panamericana Grille as seen on a 2019 Mercedes-AMG GT 53 4MATIC+ 4 door Coupé

In the same way, Mercedes-AMG (high performance division of Mercedes-Benz road cars) named a new grille after this race: the Panamericana-Grille can be found on almost all AMG vehicles starting from 2018.'

Jamberoo Hotel **20/03/2024**

Owen Sinden's new ride – a Rover P6 3500.

Jamberoo Hotel is another of our well-known destinations down the hill. I like the run because it contains my favourite road to drive my Cooper S – Jamberoo Pass. But as luck would have it, the weather was raining earlier in the morning, so I chickened out of driving the S and we took Jenny's modern BMW instead. The lineup at the Bot Gardens featured a couple of cars new to the club. Owen Sinden arrived in his just bought Rover P6 3500, looking very fetching in its orange livery. Nice to have another P6 on our club runs. Then Chris Manion's grandson arrived in a very slick white Mercedes saloon.

A very sleek looking Mercedes.

At least one Cooper S made the starting lineup.

LANCIA

ALFA ROMEO

BMW

000·880

27930 J

Tidy Rover engine bay.

The run briefing was brief, and off we went through Robbo and down the pass.

Photo: Owen Sinden

Photos this page: Owen Sinden

Parking in the sports field car park at Jamberoo was taking some time, but I found another public car just past the pub which had good space available.

Photo: Owen Sinden

The pub had allocated their back room to accommodate us, and soon the orders were in and the joint was hummin'. The food came and went (down the hatch) and many stories and anecdotes were exchanged among friends.

The pub's décor is interesting, with walls plastered with many different articles of sports memorabilia. I even spotted a Glasgow Celtic jersey a long way from home! Eventually though it was time for us to wend our way through the beautiful green countryside and back up Jamberoo Pass to our homes.

Although the day's weather was only so-so, overall the run was a success, and we owe thanks to Fred Edney, who put his hand up in answer to Ross Pollock's call for members to organise a run.

Phil O'

Regalia

Just thought I'd throw in a reminder of the items that you can buy from Treasurer Peggy Pollock to decorate either yourself or your car. It is obvious that the new caps are quite popular, but there is also the club scarf, the woven badge, the window sticker and the car badge. Check 'em out on our website at https://www.beac.org.au/regalia/ and go see Peggy.

MOTORING MIRTH

Two vehicles in one! (A Smart graphic job).

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