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BEACon July 2024

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Goulburn Soldiers Club **12/06/2024**

The old and the new(er) intermingle.

Man, but that wind was cold! Standing in the SHBG car park looking at the cars assembled for the run to Goulburn, I wondered if the icy conditions would have deterred some of our members from joining us. As it was, there was only one open topped car present, and that was the MGA of Charles, who was making his first ever run with us. His MGA was one of the 752 built in South Africa from CKD kits shipped from England. It was in a colour red that I think was unique to SA. The Woods brought their MGB, but they

(sensibly) had the soft top up. Also, I again noted Rob Taylor's dedication to our club, bringing his Alfa GTV down from the Blue Mountains for the run.

Charles' South African MGA.

The mean machine.

MGB 888

After the ‘rock it’ test of the new dampers for Owen’s Rover.

The end of an Era.

Photo: Owen S

After a briefing that warned us to look out for several nasty potholes en-route, we headed off through Bundanoon, Wingello and Marulan, where we took to the back roads towards Goulburn. Here we encountered brief on and off showers, but also a beautiful rainbow (first one I've seen for some time). At the club we were allocated two long tables in their large, attractively decorated dining area. In the entrance way to the dining room, there was a video presentation of a stylised version of the Claude Monet painting 'The Starry Night'. Very effective!

Photo: Owen S

Everybody getting stuck in.

Meals were ordered and fairly quickly delivered. Whilst the meals were not unusual (maybe the Porchetta was), they were all of good quality and were well enjoyed (by those around me anyhow). All in all, the experience was very satisfying, and reinforced the feeling that I already had that this is the best club in Goulburn.

After the shower passed, the sun came out fully on Owen's Rover parked across the road from the club. Photo: Owen S

The Monet style video running at the end of the entrance to the dining area. Photo: Jenny O'

This was another run that I personally enjoyed immensely. The club thanks Richard Holmes for putting it together for our pleasure.

Phil O'

Classic Cars and Their Impact

(The following is an extract from an ABC News Online article published 9th June)

'In NSW, any vehicle 30 years of age or older can be considered for special conditional registration under the Historic Vehicle Scheme (HVS).

Over 70,000 historic vehicles are currently registered under the scheme and can be identified by smaller number plates that end in a H or J.

The HVS comes with perks like cheaper registration fees and access to group outings — but also the caveat of only being able to drive it for about a quarter of the year.

One criteria of the HVS is being a member of an eligible club recognised by the NSW government.

The latest list sits at about 1,400 clubs from Tweed Heads down to Eden on the south coast.

A regular CHMC (Council of Heritage Motor Clubs NSW) straw poll continually finds that members tend to not use up all their set days in their logbook.

"In fact, they use anywhere between 10 to 20 on average … [and] people are travelling between 1,000 and 1,400 kilometres a year in their historic vehicles," Ms Fawbert said.

"We do get the odd person who has used the 60 days up," she added, saying the mileage usually comes from interstate runs but that it is "very, very rare that that happens

"Age wise, we tend to have more of an older profile … and for many years, it was sort of thought that our hobby would have a problem because we weren't getting young people."

However, there has been a shift in the last few years, with more people under 30 taking an interest.

"Some of the clubs are really experiencing a surge in younger members, we're seeing people who are 'third generation'."

According to an international survey of historic vehicle enthusiasts from 2020, the average owner age in Australia is 66 years old, while the cars themselves have an average age of 63.'

Now when it comes to the economic impact of classic vehicles, a new report commissioned by the Australian Motor Heritage Foundation (AMHF) and produced by the economic and advisory consultancy The Mercurius Group (TMG) 'sets out to measure the contribution of the motoring enthusiast-owned historical vehicle sector to the Australian economy in terms of output, value added, jobs and wages/salaries.' A summary of the report's findings follows:

Summary

Our main conclusions are:

1. It is estimated that there are approximately 970,000 motoring enthusiast-owned historical vehicles in Australia out of a total fleet that we estimate is around 21.8m vehicles (4.4%);

2. A survey distributed via 834 motoring clubs across Australia was determined as the best way to access and communicate with these historical vehicle owners about how much they spend on their vehicles and related activities each year;

3. 6,296 people responded and those people in turn owned 19,200 historical vehicles. This is one of the largest data sets TMG has ever worked with to determine economic value;

4. The owners of these vehicles spend, on average, $10,240 each per vehicle owned – around 12.5% more per vehicle (excluding financing costs) than owners of regular vehicle;

5. The three largest areas of expenditure (of the 19 surveyed) on motoring enthusiast-owned historical vehicles are mechanical repairs, parts & accessories and bodywork;

6. By multiplying the number of motoring enthusiast-owned historical vehicles by the average spend estimate derived from the survey, we can deduce the total amount spent in 2022 on motoring enthusiast-owned historical vehicles in Australia;

7. The motoring enthusiast-owned historical vehicle sector has a much bigger economic footprint than most people imagine. Once all related expenditures are considered, the aggregate direct turnover of the sector is $9.92b;

8. This $9.92b expenditure also has two "multiplier" or "indirect" impacts on the economy – a supply chain effect and a consumption effect. This means that each $1 spent on an historical vehicle has more than a $1 overall impact on the economy;

9. The total value of expenditure on motoring enthusiast-owned historical vehicles is – including direct and indirect effects - $25.2b;

10. The impact of motoring-enthusiast owned historical vehicle expenditure creates 78,670 jobs across the country (42,150 direct and 36,520 indirect);

11. Those jobs generate $6.2b in wages and salaries ($2.8b direct and $3.4b indirect); and

12. The motoring enthusiast-owned historical vehicle sector's value-added (i.e. contribution to Gross Domestic Product) is $11.4b ($4.3b direct and $7.1b indirect).

So, I hope now that all BEAC members will feel rightly proud that we are doing our bit to keep the Australian economy's head above water!

Phil O'

CLUB CALENDAR – July 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**

July 10th. Bargo Sports Club

July 24th. Bundanoon mystery run

Events run by other clubs

Sunday 30th June and the last Sunday of each month. Cars and Coffee at Berrima.

Sunday 15th September All British Day, Hawkesbury Showground

Friday 13th – Sunday 15th September Gathering of the Faithful Wagga Wagga

Blitz Trucks

As reported in last month's BEACon, Jenny and I spotted the above truck parked outside the Scottish Arms Hotel in East Bowral. I always knew the type as a 'Blitz Truck', but it turns out that was just their nickname. I'll let Wikipedia tell you their story.

Canadian Military Pattern (CMP) trucks were mutually coherent ranges of military trucks, made in large numbers, in several classes and numerous versions, by Canada's branches of the U.S. 'Big Three' auto-makers during World War II, compliant to British Army specifications, primarily intended for use in the armies of the British Commonwealth allies, but also serving in other units of the British Empire.

Canadian factories produced some 850,000 vehicles in World War II, including some 50,000 armoured vehicles, self-propelled guns and tanks, but the greatest significance is given to the vast majority – over 800,000 – of trucks and light wheeled vehicles, produced by Ford, GM and Chrysler of Canada.

Until the currency restrictions of the late 1940s, the Canadian automotive industry's output provided a major part of British Empire countries vehicles. These territories levied reduced "Imperial preference" duties on Canadian products, usually made by Canadian subsidiaries of the big U.S. auto manufacturers. In the late 1930s, Canada started drawing up standard designs, to prepare for the beginning of the war, which involved a unique and historic design-and-production collaboration between rival giant car-makers, especially Ford Canada and GM of Canada.

Canadian Military Pattern trucks not only motorized the militaries of Britain, Canada, Australia and New Zealand, but were also sent to the Soviet Union after the Nazi invasion, as part of Canada's Gift and Mutual Aid program to the Allies, comparable to the U.S. Lend-Lease Act.

During the war, CMP trucks saw service around the world in the North African campaign, the Allied invasion of Sicily, the Italian Campaign, the Eastern Front, the Burma campaign, the Philippines, the liberation of Northwest Europe, and the Western Allied invasion of Germany. CMP trucks also served in post-war conflicts in Indonesia, French Indochina, and the Portuguese colonies in Africa.

The United Kingdom's official *History of the Second World War* called Canada's war-time production of soft-skinned trucks, including the CMP class, the country's most important contribution to Allied victory. Canada's trucks are considered to have "put the British Army on wheels". In the North African Campaign, the British Eighth Army fought Panzer Army Africa using almost exclusively CMP trucks, and the Allied progress from Sicily through Italy and France depended heavily on the Canadian trucks. By the end of the war, Canada's vast supply of trucks provided a vehicle for every three soldiers in the field — compared to one vehicle per seven American soldiers — making it the most mobile army in the world.

Initially intended for Canadian military use, the vehicles were soon taken on by all British and Commonwealth forces. While the Dunkirk evacuation in the spring of 1940 succeeded in rescuing close to 340,000 Allied soldiers who had been encircled by the invading German army, the British Expeditionary Force had been forced to abandon most of its military vehicles in France. There then arose an urgent need to replace those losses and to provide new vehicles to equip the rapidly expanding armed forces of the Commonwealth. The logical answer was CMP vehicles, based on the British specification and with large manufacturing capacity.

Most CMP trucks were manufactured by the Canadian Chevrolet division of General Motors, and Ford Motor Company of Canada. The two manufacturers quickly ramped up their Canadian production utilizing the reserve production capacity that had remained idle ever since the Great Depression, and through an unusual act of collaboration between the two rival companies — the use of interchangeable components. A smaller number of CMP trucks were assembled from Canadian-made chassis and parts, typically first built on Canadian production lines, then broken (knocked) down, crated, shipped overseas, and re-assembled in Britain, Australia, New Zealand, South Africa (2,600), India (9,500), Italy, and Egypt. Following British convention, CMP trucks had right

hand drive even though most of them were built in Canada, which primarily used left-hand drive vehicles. The CMP specification proved versatile, and it formed the basis of a wide variety of different truck types and even some armoured vehicles. There were no less than ninety types of CMP army vehicles on twelve different chassis, including three different types of wireless trucks, four ambulance types, and thirteen field-workshop vehicle types. In Australian service (almost always with the No. 13 cab), the vehicles were known as the "Chev Blitz" or the "Ford Blitz".

Around 410,000 CMP trucks were manufactured in Canada, with GM contributing 201,000 and Ford making the remainder.

The Ford and Chevrolet trucks shared a standard cab design, which evolved over the years of production. The first (designed at Ford by Sid Swallow), second and third cab designs were called No. 11, 12 and 13, respectively. The first two types were similar, the main difference being a two-part radiator grille in the No. 12 cab (its upper part was opened with a bonnet, which was known as the "Alligator cab"). The final No. 13 cab, an entirely Canadian design made from late 1941 until the end of the war, had the two flat panes of the windscreen angled slightly downward to minimize the glare from the sun and to avoid causing strong reflections that would be observable from aircraft.

All the CMP cab designs had a short, "cab forward" configuration that gave CMP trucks their distinctive pug-nosed profile. This design was required to meet the original British specifications for a compact truck design that would be more efficient to transport by ship. The specifications also demanded right-hand drive.

Internally the cab had to accommodate the comparatively large North American engines and it was generally cramped. The standard cabs were then matched up with a variety of standard chassis, drive trains and body designs. Chevrolet-built vehicles could be recognised by the radiator grille mesh being of a diamond pattern, whereas Ford-built ones had grilles formed of a square mesh.

After 1945, newly manufactured and modified war surplus CMP trucks were used in several European armies (e.g. the Netherlands, Belgium, Denmark, Norway, Portugal, Spain), and around the world (e.g., South Africa, Argentina, Jordan, South Vietnam, and Malaya). CMP trucks were adapted after the war for a variety of civilian roles including forestry, grain transport, fire-fighting, and snowplowing. In Malaysia, after the Malayan Emergency, many CMP trucks were converted to log transporters or off-road trucks at construction sites with upgraded brake systems and more powerful engines.

Blitz fire trucks

Blitz logging truck

PS: the Germans had a Blitz truck too – the Opel Blitz. But that is another story……

Phil O'

Mount Kembla Village Hotel **24/06/2024**

Rover, VW, MGB, Jag, Merc, new Mini – the variety just goes on.

I think I owe everyone who reads this an apology, because I often start a run report the same way – by saying how much of a buzz I get from surveying the line up of cars ready for a BEAC run. This time it was no different – Gino D'Onofrio's Ferrari 360, son Alex's red Italian Job replica Mini Cooper S, Grant Freeman's Mini Cooper S, Steve Miller's MGA, Rob Stenvert's Rover 3500 and Ken Macaulay-Black's BMW Z3 M Coupe joined our regular group of classics for the run to Mt Kembla Hotel. Now Mt Kembla is a place Jenny and I have a particular affection for, from the time when they used to close the village off and run a two-day fair each year. It was at one of these that we discovered a love of blue grass music. Sadly, those days are now gone, but the village pub is still a good place to visit.

The star car – Gino D'Onofrio's Ferrari 360.

Photos: Owen S

OK, I admit it, I'm rather taken with this BMW!

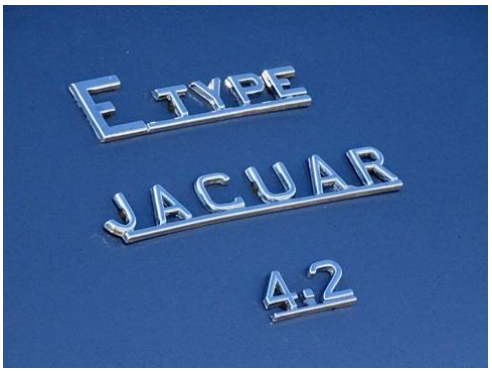

Photo: Owen S

The photographer photographed. Photo: Owen S

Photo: Owen S

Photo: Owen S

Now that's simplicity.

Run Sheets? Photo: Owen S

There followed a pleasant drive along Tourist Road, Macquarie Pass, Princes Highway and Cordeaux Road to Mt Kembla. Our parked cars lined both sides of the road either side of the hotel, with two of the Minis and Geoff Small's TD2000 snaring the prime spots in front of the pub. Later on the third Cooper S was able to get the remaing spot to make it three Mini amigos in line.

Photos: Owen S

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15217J

FAT 360

Photos this page: Owen S

Owen acknowledges the pest with the camera.

Once inside the pub, the food was ordered and the party began. The food when it arrived was typical pub large servings, and was enjoyed by most of us. Sadly, I ordered the Fish of the Day (I think the most expensive dish), but when it arrived, it was not cooked through. This might be OK for those who like Sushi, but I didn't care for it. It was a pity that this marred what was otherwise a very enjoyable outing.

All that was left was to drive home along the top of the escarpment to join Picton Road, then on the motorway for a while before switching over to Old Hume Highway for a more enjoyable (to those of us without 5th gear) run back to the Highlands.

The three amigos and the TD2000 ended up in the prime parking spots.

Goin' home! Photo: Owen S

On the expressway to home. Photo: Owen S

BEAC owes a big vote of thanks to Glenn and Millie Atkinson for taking the time to set this run up for us to enjoy.

Phil O'

MOTORING MIRTH

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