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BEACon November 2024

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Highlands Hotel Mittagong **2/10/2024**

Even a dull weather day does not lessen the attractiveness of these cars.

I often begin a run report by discussing the weather on the day. I do this because the weather is a critical factor in the success of any run, particularly to our open top brigade. (There are many other factors – run length, attractiveness of venue, family commitments etc, etc). As it happened, today was a rather dreary day, overcast with a possibility of rain. I think this contributed to keeping numbers down a bit compared to expectations. There were only two soft top cars in the line-up, and Geoff Woods was the only one to do the run with the top of his car down. It was nice to have Kaye Stevens back with us in her bright red Porsche Cayman.

An unmistakeable shape – the Edneys' TR7.

The run took us through Moss Vale, out to Berrima, along Greenhills Road and Wombeyan Caves Road back to Mittagong and the pub. This route avoided some of the busier roads, but there were a lot of roadworks being undertaken, with a number of 40 kph sections to contend with. Still, we arrived at the hotel right on time.

A contrast in eras.

Food expectations were high as a result of our last visit there in April. I (and several others) ordered the bangers and mash (and peas), but when the first few examples arrived, they had less than ten peas on the plate. Mine was the last order and it arrived with a whole twenty peas on it. I wasn't mad on the sausages themselves either. The other dishes around me seemed to be of good standard, but I was underwhelmed by the experience. We seemed to be just about the only people there, so maybe that had an influence on what happened. The staff were friendly and provided a good level of service to us though.

Note Ella's nifty little knee walker mobility scooter – beats crutches to get you going.

Now as it happened, it was Jim White's birthday on the day, so the pub provided a 'suitably large' birthday cake and candle, and we sang happy birthday to him in the approved style. It was a nice touch on a typical BEAC outing, with much conviviality among a group of good friends.

And lo and behold, it was Jim White's birthday, and he had the cake to prove it.

Run organizer Phil Davies can feel very satisfied that the club appreciates him for stepping in and getting this show on the road (so to speak).

Phil O'

The Limitless World of Custom Cars

Mini V6

VW Beetle rat rod

New Mini 'thing'.

For the US soldier in a hurry!

CLUB CALENDAR – November and December 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**

November

At the time of publishing this edition of BEACon, no runs have been established for 13th and 27th of November. Members should monitor the Events page of the BEAC website for the latest postings, and should expect to be informed by email of a forthcoming run.

December

Wednesday 11th December

Christmas luncheon at Bundanoon Hotel

Events run by other clubs

Last Sunday of each month - Cars and Coffee at Berrima.

Saturday 2nd November

Cooma Motorfest

The "2024 Snowy Hydro MOTORFEST"

Sunday 17th November Shoalhaven Turf Club Nowra Motor expo

Download Motor expo flyer Motor ExpoPoster

It was only a matter of time, first hybrids then electric and now vegan.

Pelican Rocks Cafe

16/10/2024

This was always going to be a hard day (to me, any drive to Nowra and beyond these days is a hard day, with two steep downhill stretches and one uphill stretch on landslip affected roads). To add to the problems, the weather in Bowral the previous day was lousy, and it looked like today would be more of the same. Only when the forecast was revised early in the morning did I decide to take the Mini. However, it was soon apparent the many other members either decided not to come, or brought their modern vehicles along. In the end there were twenty-two people doing the run, and only five classic cars, which I was a bit disappointed with.

At the run briefing, we held a minute's silence to honour Merv Dunlop, our friend and fellow club member who passed away recently. Then off we went, following the standard route to Nowra via Kangaroo Valley. It was a frustrating drive for me, with the Mini locked in third gear and me on the brakes all the way down Barrengarry, and no less than three sets of roadworks which caused us to have to stop and wait until traffic lights changed before we could proceed on the one open lane.

At Nowra we took a diversion along the bank of the Shoalhaven River which I had never travelled before, joining the Greenwell Point Road not far from the village. The Café was easy to locate, opposite the main wharf.

At this point I should explain my attachment to Greenwell Point. Some sixty years ago, my family holidayed for two successive years there, in a converted garage at the back of one of the (old) houses which lined the waterside. We had access to a small half cabin launch which we used to go fishing. Those two holidays were the best ones we ever had, and I have never forgotten them. Our best fishing stories came from there, and it was the place that I first drove a car (my father's Holden EK Special – see photo below. I so loved that car – wish we had kept it)!

I have often said that I am glad to be a child of the fifties, because I saw an innocent Australia, and Greenwell Point epitomised that innocent joy. Sadly, the communications revolution ensured that our innocence is long gone now.

Anyway, the Café had allocated us two tables in their dining area, which seemed to be packed out (not bad for a Wednesday). We ordered our fishy dishes and drinks and set to being good friends. When the food arrived, it justified the well-publicised awards that the place has been given. My Barramundi, Jenny's Fisherman's Basket and the other dishes at our table were all very good quality and quantity.

Our host Dan Cardow was circulating making sure all was going well, and the staff were attentive to our needs (not often noted when a venue is very busy). I felt that this was a happy place and one that was easy to enjoy.

Our host, Dan Cardow.

After our lunch Jenny and I walked around the main street and down through the park to the fisherman's wharf on the point, where it was easy to see how the Café obtained its name. A flock of pelicans stood calmly waiting for any cast offs from the man cleaning fish on the wharf. Whilst there have been a lot of changes to Greenwell Point in the sixty years since I first visited the place, its original form is still recognisable, and the pelicans made me think that the village culture hasn't really changed that much at all. Great stuff!

For the run home, rather than face the roadworks and two steep uphill stretches going via Kangaroo Valley, I elected to go up to Kiama and then up Jamberoo Pass. Unfortunately, this didn't prove to be an enjoyable run either, for different reasons. Never mind, the venue was worth the trip, and organiser Chris Brangwin can be assured of the thanks of all who made the journey.

Phil O'

All British Day - A Great Day with a Not-So-Great Ending

Sunday 15 Sept
Hawkesbury Showground

You can almost smell the leather in the air; All British Day is another one of those great days out for owners of classic Standard/Triumph cars.

A few BEAC members attended too: Merv and Heather Dunlop, and Grant Freeman, were spotted.

Alas, ABD is not held at The King's School anymore - but it is still being held, and that's the important thing. It was an extra 30+ minutes drive for most of us, but it was well worth the effort. The sight of all those classic British cars, even on the drive to the Showground, is enough to look forward to another day drooling over cars we could never afford.

My Herald ran perfectly to ABD…

My brother Ian had driven my Herald while I piloted my Morris Minor. There were none of the art gallery shows or jewellery for sale that we encountered at King's, so some of us saved quite a bit of money, with just the food and drinks vans to buy from.

Winning combination - coffee *and* donuts

My Herald at All British Day

And there were plenty of options, with one particular van doing very well by selling the daily double: coffee *and* donuts!

Wandering up and down the rows of cars, it was difficult to choose just which ones we would like to share our garages with along with our Triumphs. I saw two cars for sale, one affordable (Hillman Hunter) and one just a little out of my price range (red E Type Jaguar). I'd take the Hunter; at least that would get up my rather steep driveway, and I wouldn't have to sell my house to buy the car.

An interesting display was the Rolls Royce Merlin-engined speed boat (it wasn't called 'Aggressor' for nothing), and didn't that monster V12 engine sound great (from a distance). The 'Merlin' powered famous WWII planes such as the Spitfire, Hurricane, Mosquito, Lancaster bomber and the P51 (B/C and D model) Mustang. I have heard that some brave sole put a Merlin engine in a Rolls Royce and went hunting on the German autobahns; I wonder when someone will put a Merlin in a Stag?

After lunch many started to leave. It had been a most enjoyable day. The weather was dry, that was important, but the wind made it a 'coats on, it's cold; coats off, it's sunny' type of day, with a fairly constant breeze keeping everyone guessing. All car owners, though, left with a thin layer of dust on their cars.

So, all in all, a very good day. What I needed to do now was to get my two cars home to Bundanoon. I drove the Morrie home on Sunday, then drove Ian's car back to his place to drive the Herald home. What could possibly go wrong…?

V12 Merlin - in a boat

Ubiquitous Minis

Classic Brits: Aston Martin DB6 and Morris J Van

Cheers,
Owen Sinden

PS However, the good times don't last forever. I needed to shuffle my two cars back to Bundanoon, so on the Monday afternoon it was the Herald's turn. The car had been running better than ever: I was even quite pleased with the performance, sitting on 95km/h @ 3700rpm, cruising along - and that's when I heard a loud bang and expensive-sounding mechanical noises.

The diagnosis? A hole in number 3 piston and not a lot of compression in number 4. So, with an engine rebuild needed, I want to do a good job, first time. If you, or someone you know, has a spare 1200 (or 1300 Spitfire engine), I would like to talk to you/them. The engine will be stripped down and rebuilt, and will be part of an almost-complete overhaul of my Herald. At least them I'll be able to get

If you have to break down on the Hume Highway, there's worse places than Partridge VC Rest Area

A two-hour drive ended up being 7 hours

1200 Herald or 1300 Spitfire engine; please contact Owen Sinden at: osinden@iinet.net.au

up hills in 3rd gear, not 2nd. I can be contacted on osinden@iinet.net.au

Merv Dunlop

We were saddened by the news of the sudden death of a long term BEAC member Merv Dunlop recently. Merv had a great love of cars, particularly Morris minors and minis among others. He was very knowlegable and happily shared his expertise and advice with other members. The club organised flowers and a card to be sent and many members attended his final farewell last Saturday.
Heather, his wife sent the following message to all members.

"On behalf of my loving family, I extend my sincere thanks to all the members of our Club for their support, kindness, and condolences on the passing of Merv. To the members who were able to join us at his "farewell", thank you and to the Club for the beautiful arrangement of flowers and the minutes silence at the last meeting.

Merv's passing happened suddenly and was a shock to everyone. He didn't suffer for which we are all grateful and the medical and nursing staff at Liverpool Hospital were so caring, professional and compassionate.

Merv joined the Club in 2010 after we moved to Hill Top from Mt. Hunter. Thanks to Chris Mannion (a long-time friend from our days in business in Camden) for introducing us both to this very special group. We have enjoyed the 14 years of membership.

As most of you are aware, Merv loved a chat, especially about cars and his interest in the many marques he owned (and would loved to have owned) gave him plenty of material to talk about. He was a self-taught mechanic and loved a challenge, always seeking help from others if a problem arose.

Once again, my sincere thanks to you all and I look forward to attending future events."

Love,
Heather

Below are three of the vehicles that club members will fondly remember in association with Merv.

1962 Morris Major Elite

1970 -1972 Austin Tasman

2005 MINI Cooper S

Moss Vale Services Club 30/10/2024

If you wanted to show everyone an excellent example of the classic BEAC run formula, then today's run to Moss Vale Services Club would be the one you'd pick.

Let's go through the elements - the weather was superb, warm and sunny, the line up of vehicles was excellent in numbers and variety, including the open top brigade led by the MGBs, the route promised some of the best scenery of the Highlands, the venue was well known and the good companionship was (as always) guaranteed.

And that's pretty much how the day went. We didn't set out from the Gardens in a tight group, but as it turned out, some ten to twelve of us stuck together the whole way there, which always looks impressive when you pass through the towns and villages on the way. By the time we got to Moss Vale, the temperature was quite warm indeed inside the Mini, and I was about to turn on the air conditioning (open the quarter vent).

AAC 29H

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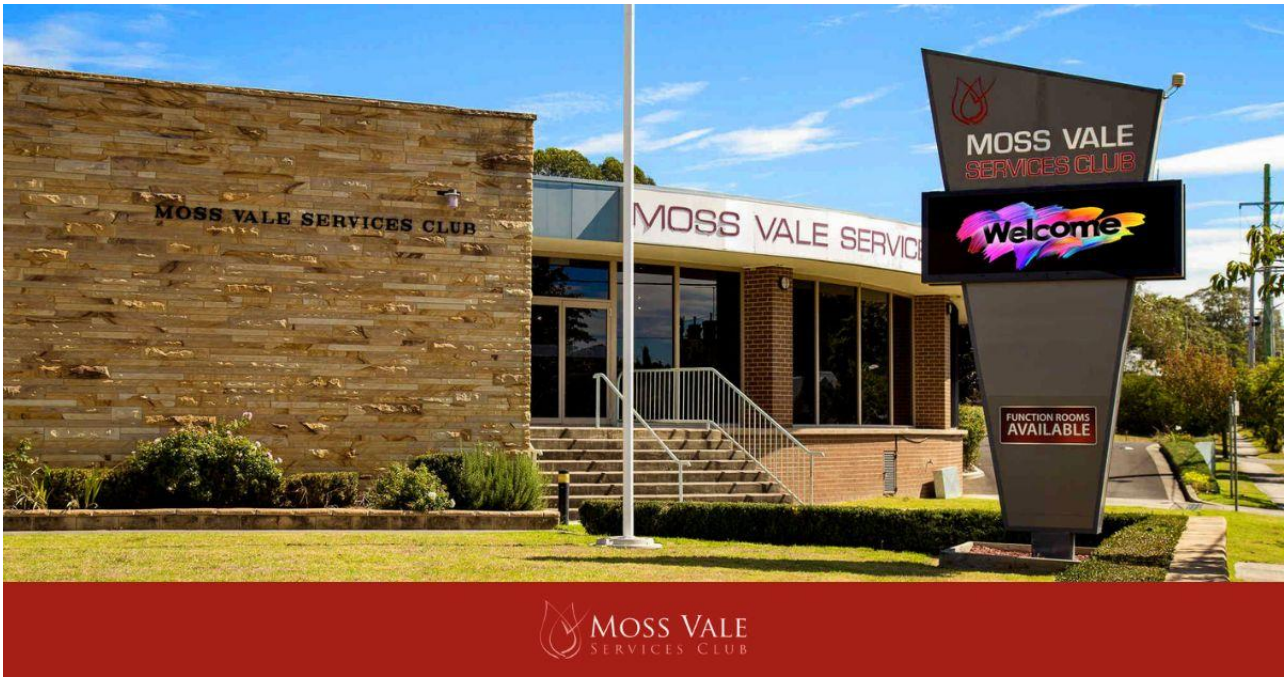
MA-372
KD 151


MOSS VALE SERVICES CLUB
MOSS VALE SERVICE
MOSS VALE
SERVICES CLUB
Welcome
FUNCTION ROOMS
AVAILABLE
MOSS VALE
SERVICES CLUB

PRC 116

Inside the club the food all seemed to be of good quality and of sufficient quantity that some of the ladies could not finish their meal. The atmosphere at the tables seemed to be very convivial, with everyone really enjoying the company of their friends.

A top day all round, with which organiser Ross Pollock can be well satisfied.

Phil O'

MOTORING MIRTH

Thank you to all contributors to this edition.

Phil O'