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BEACon April 2026

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Pelican Rocks Café
Greenwell Point

4/03/2026

Twenty-six members set off for Greenwell Point to the ever-popular Pelican Rocks Café, most in their "shopping trolleys" owing to the dubious weather.

We hit a couple of minor roadblocks on the way before driving into the infamous Valley fog on both Barrengarry and Cambewarra Mountains. Many said it lent a mystical air to the drive. Then down to the clear green paddocks and corn fields of the coastal plain, quite a long run, but people seemed to enjoy its many variations.

(Another car club attended 'our' venue for lunch too, and brought a couple of classics with them, including an LJ Torana and a 1968 Datsun 1600. I should have asked questions about the 1600, as I owned exactly the same model (with the clap-hands wipers), and the same colour - what would the chances be…? Owen Sinden)

The food at the Café was excellent as usual, and some of us went on afterwards to Jim Wild's Oysters for takeaway prawns and oysters.

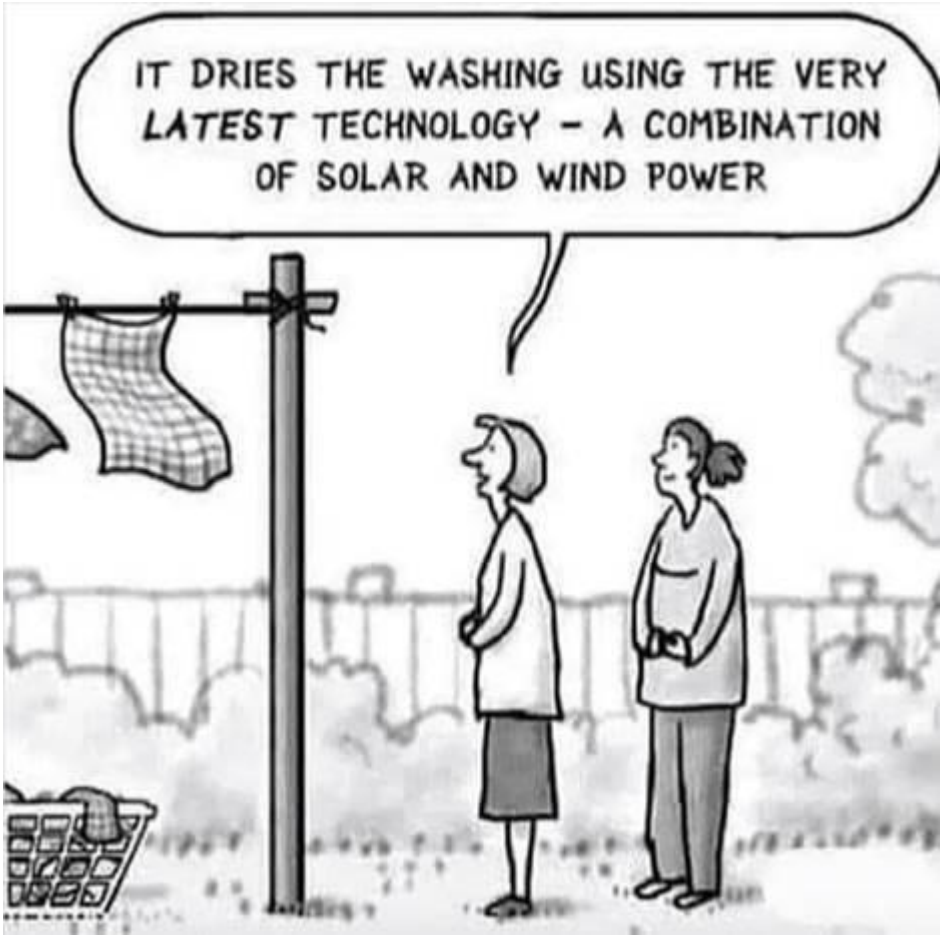
As we left for home in brilliant sunshine, several members were bemoaning the fact they hadn't brought their classic cars. Those thought soon changed to relief as we came up Cambewarra and the huge black cloud above us burst. Torrential rain then and again over Barrengarry thankfully ceased as we headed towards Bowral. As we drove into the garage the heavens opened again, dropping 25mls in an hour. Great timing for once!

Janelle B

Photos: Owen and Indra S

Owen provided the following comparison of the two Alfas that made the trip to Greenwell Point:

Not quite non-identical twins, more like older and younger siblings, maybe even cousins.
The Alfa 156 was produced from 1997 to 2007, winning the 1998 European Car of the Year. It spawned the Alfa 147 (2000-2010), 2001 winner of the European Car of the Year, of which the Alfa GT was a by-product of the platform.
There is no denying the obvious family resemblance between the 156 and the GT.
Alfa Romeo 156 (above) and GT below.



CLUB CALENDAR – April 2026

● **Please Note: upcoming run details, PDF files and links are available on the club's Events Web Page https://www.beac.org.au/events/**

● **Runs start at 10 am from the Botanical Gardens Car Park on the corner of Old South Road and Kangaloon Road, unless otherwise noted.**

● **Cars on the run are to leave the Gardens in the order of historic cars first, followed by modern classic cars (eg new MINI), then modern British and European cars and cars from other nations**

April

Wednesday 1st April

Camden Valley Inn 290 Remembrance Driveway, Cawdor.
Our club meets at 10am for Runs at Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Road
Organisers Geoff and Anne Wood

Wednesday 15th April

AGM Eling Forest Winery
12587 Hume Hwy Sutton Forest.

Wednesday 29th April

Golden Vale House and garden tour
378 Golden Vale Rd, Sutton Forest
Cost $25 (which includes morning tea) Pre payment into the BEAC bank account is necessary by 24th March.
Meet at the property at 10am for a 10.30 start.
If members wish lunch after, the Sutton Forest Inn is nearby.

Events run by other clubs

Last Sunday of each month - Cars and Coffee at Berrima.
Berrima District Historical Vehicle Club website http://www.bdhvc.com.au

Second Sunday of the month Cars & Coffee at Picton.

Picton

Grenfell Lights Poker Run - 18 to 20/21 September

BEAC members and friends are invited the Car Poker Run, an important fundraiser for the ***Grenfell Lights*** initiative by our Grow Grenfell Group, www.growgrenfell.com.au, part of the Grenfell Lights promotion.

https://aboutregional.com.au/new-light-shines-on-historic-town-of-grenfell-and-its-famous-silos/444026/

Attached is the poster for our 2026 Grenfell Lights Poker Run which is a 3 day event with the $2,500 Poker Run on the Saturday 19 September 2026. We have a hold on 20 units at the Grenfell Motel for our Poker Run weekend. The motel is situated in the main street.

Best regards
Jeff Gallimore

Lakeside Country Club

18/03/2026

The week of beautiful, highlands sunny weather was wonderful while it lasted, but alas the drizzle returned, unfortunately negatively impacting numbers for Richard Holmes' run to Camden Lakeside Golf Club.

Another negative impact was a certain American named Donald Trump, whose intervention in the Middle East has forced fuel prices sky high, which could have consequences for BEAC runs for the foreseeable future.

The ‘alphabet’ cars – an A followed by a B.

Michael Arahill arrives in the MINI.

The stunning Alfa Brera of Jeff and Suzie Gallimore.

MINIs - open the bonnet and the crowd will come: Peter Carpenter, Fred Edney and Michael Arahill.

With umbrellas at the ready - but unused - we met as usual at the usual place, and the usual thing happened: up came a bonnet and the usual gender of BEAC members gathered to look and discuss important things. Richard gave his briefing, warning of delays en route due to road works.

You-know-who's BMW.

Fred Edney's very well-known TR7.

MINI's on parade.

Phil Davies brought his vicious guard dog, 'Sweetie', to control the rowdy gathering…

'Sweetie' again, protecting Phil's car; make sure you count your fingers after patting.

Of the cars gathered, only about half joined the convoy to Camden Lakeside, carefully avoiding expressway use, but not roadworks, which really wasn't a problem as it only added about five minutes onto the drive. Glenn and Millie Atkinson joined us along the way, after which careful negotiation of the backstreets of Campbelltown led us to Camden Lakeside Golf Club for lunch.

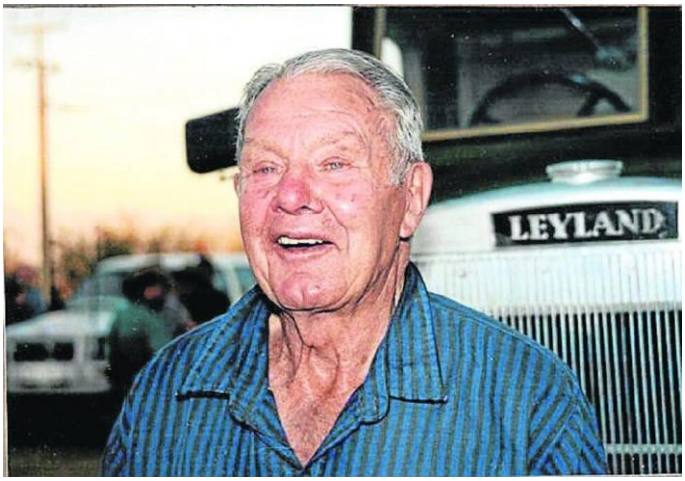
The servings were very generous, with some sharing a meal and still not able to finish the lot. The view of the golf course from our seats had at least one of us thinking of dusting off the golf clubs and having a hit (even though said person's ability on a golf course has been described as 'army golf'… left, right, left, right).

The Alfa owners table.

Richard made a point of thanking everyone for supporting the run, and we thanked Richard for taking the time and effort to arrange a really good outing.

Owen S

The Outback Mailman



Esmond Gerald "Tom" Kruse MBE (28 August 1914 – 30 June 2011) was a mail carrier on the Birdsville Track in the border area between South Australia and Queensland. He became known nationally as the result of John Heyer's 1954 film *The Back of Beyond*. He was appointed Member of the Order of the British Empire (MBE) in the 1955 New Year Honours, "for services to the community in the outback".

Early life

Kruse was born at Waterloo in South Australia to Harry (Heinrich) and Ida Kruse. He was the tenth of their twelve children. He left school when he was 14 years old, and worked as a casual labourer on local farms. However, due to the Depression, he "went 'bush'" around 1934 to work in John Penna's haulage business which ran out of Yunta in the mid-north of South Australia.

Kruse married Audrey Valma Fuller (known as Val) on 24 January 1942 in Adelaide, South Australia. They had four children: Pauline, Helen, Phillip and Jeffery.

The Birdsville Track and *The Back of Beyond*

In 1936 Henry Edgar (Harry) Ding (1907–1976) bought the mail contract from John Penna, and Kruse began his first run on 1 January of that year. Kruse bought the mail contract in 1947. He sold the contract in 1963.

Kruse worked the Birdsville Track mail run from 1936 to 1957, driving his Leyland Badger truck. He delivered mail and other supplies including general stores, fuel and medicine to remote stations from Marree in north-west South Australia to Birdsville in far western Queensland, some 325 miles (523 kilometres) away. Each trip would take two weeks and Kruse regularly had to manage break-downs, flooding creeks and rivers, and getting bogged in desert dunes.

Kruse came to fame with the release of John Heyer's documentary *The Back of Beyond* in 1954. While the film follows a "typical" journey made by Kruse, showing the various people he met along the Track and the sorts of obstacles he faced, this particular journey was closely scripted and includes a number of re-enactments and a 'lost children' story. John Heyer had undertaken a research trip with Kruse earlier. Shooting on the film began in late 1952. He was appointed MBE in 1955.

The Leyland Badger

Kruse abandoned the truck on Pandie Pandie Station near Birdsville in 1957.

It was located in the desert in 1986 during the Jubilee Mail Run re-enactment, and retrieved in 1993. A group of enthusiasts led by Neil Weidenbach, with the help of Kruse, fully restored the Badger between 1996 and 1999. The truck was gifted by Kruse and Valma to the people of Australia and is now on display in the National Motor Museum, at Birdwood in the Adelaide Hills. It is one of the featured vehicles in the National Motor Museum's installation Sunburnt Country, Icons of Australian Motoring.

Later life

Kruse retired in 1984, and moved to Cumberland Park in Adelaide. In May 1986, South Australia's 150th Jubilee, he re-enacted his run, with 80 vehicles joining in the northbound convoy. There was a second re-enactment in 1999, and in October of that year the Leyland was trucked to a few kilometres out of Birdsville so Kruse could drive it into the township for celebrations. The next morning it was loaded with mail for "The Mail Truck's Last Run" to Marree, a fundraiser for the Royal Flying Doctor Service. This run resulted in another documentary, *Last Mail from Birdsville – the Story of Tom Kruse*. As well as a book about Tom's life written by Kristin Weidenbach entitled *Mailman of the Birdville Track*.

In 2000 Tom was inducted into the National Transport Hall of Fame in Alice Springs, and in 2003 he was officially recognised as an Outback Legend by *Australian Geographic* magazine. Also in 2003, Tom and his truck, the Badger, were nominated South Australian icons by the National Trust of Australia.

Publicans Phil and Marilyn (Maz) Turner of the iconic Marree Hotel commissioned Ian Doyle, executive producer of 'The Tom Kruse Collection' to curate and with Mark Metzger to build the Tom Kruse Museum in the renamed Tom Kruse Room in the Marree Hotel. The collection includes hundreds of photographs, documents and memorabilia from Kruse's Marree to Birdsville mail run, including a floor board and the original grille from the 1936 'Back of Beyond' Leyland Badger and a signed and framed mailbag used in the production of *The Last Mail from Birdsville - the Story of Tom Kruse* in 1999.

MOTORING MIRTH

Thank you to all contributors to this edition.

Phil O'