



HERITAGE TIMES



Issue No 107 – Month of December 2023.

The newsletter for members of

THE BEGA HERITAGE MOTOR CLUB Inc.

BHMC since 2002. Prior to that, it was the Bega Branch of the Classic & Historic Automobile Club of Australia

Our aim: TO ENCOURAGE THE PRESERVATION, RESTORATION & USE OF OUR MOTORING HERITAGE



*Can this 10hp microcar make it up Brown Mountain?
For the answer, see page 4.*

Address: The Secretary, PO Box 49, BEGA NSW 2550 or
begaheritagemotorclub@gmail.com

Meetings: Club Bega, 82 Gipps Street, BEGA
at 7.00pm on the first Monday of each month (except January)



CLUB OFFICE HOLDERS

President: Andrew Duchesne
Vice-President: Rick Fletcher
Secretary: Rhonda Leggett
Assistant Secretary: Vacant
Treasurer: Tony Winterburn
Assistant Treasurer: Alan Smith
Management Committee: President, Vice-President,
Secretary, Treasurer, Registrar, David Boardman, Garry
Thornton, Rhonda Crowe, Bob Whiting & Neil Wood
Public Officer: Rhonda Leggett
Librarian and Historian: Tony Watson
Merchandise Officers: Peter Campbell & Janet Noble

New Member Officer: David Boardman
Events Coordinator: Rhonda Crowe
Events Assistant: Len Crowe
Publicity Officer: Dave Burns
Newsletter Editor: Dave Burns
Raffle: Linda Boardman & Fran Thornton
Registrar: Anthony Dack
Responsible Persons who can sign Declaration Forms:
Anthony Dack, Henry Petterson and Gary Gerrey
Registrar Assistants: Stan Arnts, David Boardman, Gary
Gerrey, Henry Petterson, Garry Thornton & Neil Wood
Sergeant-at-Arms: Garry Thornton

Bega Heritage Motor Club Inc – Authorised Events



DECEMBER 2023				
2	Saturday	Christmas Party Lunch	11.30am	Club Bega
4	Monday	Monthly + Annual General Meeting	7.00pm	Club Bega
14	Thursday	Last Mid-Week Run for 2023	11.00am	Lunch Tura Beach Country Club
JANUARY 2024				
13	Saturday	Pambula Show'n'Shine	Pambula by 9.00am	Pambula Sporting Complex. See note 1.
FEBRUARY 2024				
3	Saturday	Nimmitabel Show	7.15am	BYO food and drinks or purchase there. See note 2.
5	Monday	Monthly meeting	7.00pm	Club Bega
11	Sunday	Tathra Lions 50 th Anniversary	TBA	To be advised
15	Thursday	Mid-week run	11.00am	To be decided
24	Saturday	Monthly Run	9.00am	To be decided

Notes from Events Director

1. Display vehicles need to be at Pambula Sporting Complex by 9.00am. Make your own way there. If you plan to display your vehicle, please advise Rhonda Crowe (0412 694 803) by 6 January.
2. If you plan to display your vehicle at the Nimmitabel Show, please advise Rhonda Crowe (0412 694 803) by 27 January.
3. All runs start at the parking area in front of the indoor sports centre in Bega St, Bega, 100m downhill from the Auckland St intersection, unless otherwise stated.

The registered operator under a conditional registration scheme (HVS or CVS) must be a financial member of an approved club. ***If a member is not financial, their vehicle automatically becomes unregistered and uninsured.***



President's Message

Dear Members,

Well members, it is confirmed we are in the last month of the year and our last meeting and AGM will soon be here. As previously mentioned, please think about how you can help out by taking on a position in the club's administration. Please complete the nomination forms sent out by Rhonda and return them ASAP. Thank you for the privilege of being President over the last 12 months; I greatly appreciated the support and help I received during that time.

A huge thank you to all those who have contributed in some small or large way to help the club run this year. It has been a tough year for a number of members, with sickness, bereavement and losses in other ways. It is great though that the club, I believe, has flourished this year due to the outstanding job done by our members. To the executive team, to those who helped out with registrations, edited the newsletter, contributed stories and summaries of events and meetings as well as to those who have attended meetings and outings, a huge thank you. That is what our club is about, being involved. If club members aren't,

what's the point of being a member. Thank you to those people who have added to our ranks and become club members. Again, without new blood, things can become stale.

To all those people who helped put Rhonda back together, sorry I mean Rhonda's Morrie Elliota huge thank you as well. The times we spent together was a great way of using different peoples' expertise to help another member. Last, I heard we need a rear brake drum and the job is complete. Thank you to Henry who has finished off the last remaining items.

This may ... or may not be my last newsletter as President so on behalf of the executive and myself I wish you all a very Merry Christmas, a great break with family and friends, and hope that we all meet again next year to do it all again.

Kind Regards

Andrew Duchesne

2023 President
Bega Heritage Motor Club

From the Editor

Dear Readers,

Sadly, this will be my last newsletter as editor in a great club. Over the last few years, I have enjoyed incredible support from members writing articles, taking photos of events and making suggestions to improve the newsletter.

Like most club newsletters and magazines, *Heritage Times* is a living document and will change in format and content to meet the needs of the club. The new editor is at liberty to adopt any format that they believe



will achieve the newsletter's aim of keeping members informed about club activities. I will be happy to assist the new editor to settle into the new role and achieve this aim.

Although I'm sad to end my term as editor, I'm looking forward to some new activities that I want to do. I'll still be a member of the club, joining in activities and runs whenever I can.

Happy motoring and may your fuel tank always be full.

Dave Burns

Car of the Month

Den and Jeni Whitehead's 1960 Messerschmitt KR200

Words : Dave Burns

Photos: Kane Whitehead



The Messerschmitt KR200 is a three-wheeled microcar manufactured in Regensburg, Germany from 1955 to 1962 following the success of the smaller-engine KR175 which was made from 1953 to 1955. Over 30,000 KR200s were produced with many exported to United Kingdom.

The KR200 has a 191cc two-stroke, single-cylinder engine mounted just in front of the rear wheel, with a rated output of 10hp. An unusual feature is that the engine can run with the crankshaft turning in either direction. As the car has no reverse gear, when the driver needs to reverse, they stop the engine and restart it turning in the other rotational direction, then engage first gear. The engine

drives the rear wheel through a four-speed, sequential manual gearbox. Due to the tandem seating and small frontal area, it has a top speed in excess of 90kph (56mph). Wheel brakes are activated by cables from the brake pedal.



1960 Messerschmitt KR200

The early history of this KR200 is unknown but it has been in Australia since at least 1977. It was purchased in that year by Werner Kroll, a German technician living in Australia. He reported that when he bought it, the car was in poor condition and the engine was missing. He did a complete restoration and within a year, had it looking great, as pictured below with its then-owner in 1978.



Living in Brisbane, Werner drove the Messerschmitt to many car shows and motoring events. On the day of the opening of Brisbane's Gateway Bridge in 1986, the KR200 was among the first vehicles over the bridge. When Werner pulled up at the toll gate and asked how much, the lady toll collector asked her supervisor 'How much do we charge for skateboards?'

Why did Den and Jeni buy this unusual car? The story goes back a long way. When Den was a boy, he visited the Messerschmitt factory with his family and actually got a ride in one of the microcars. He was hooked. About 40 years ago, he and Jeni were living on their farm near Jindabyne and they decided that a KR200 would be ideal of getting around the property so they bought one. It was never registered but it gave the family a lot of fun driving around the farm. After many years, it fell out of use and was sold.



1960 Messerschmitt KR200 (cont'd)

Now that Den and Jeni are retired, they decided that it would be a fun hobby to have another Messerschmitt. When Den spotted one for sale earlier this year in Just Cars magazine, he got on the phone to the seller and bought it. As Brisbane to Jindabyne is a long way for any vehicle, even more so for a microcar, the KR200 was transported by truck (photo bottom) a few weeks ago.

The car will be garaged on the Jindabyne property and used primarily in that area. Den has purchased new Perspex slide windows from Argentina and will fit them in due course. He is also looking for some additional accessories to fit to it, such as a luggage rack.



While Den and Jeni don't anticipate bringing it to Bega any time soon (it may find Brown Mountain a bit of challenge), we may see this stunning piece of German engineering at car shows in the Monaro district in the near future.



Classics@Cobargo

Saturday 4 November

Words : Dave Burns

Photos: Kim Armstrong and Dave Burns



At the bleary-eyed time of 8.00am, a gaggle of classic cars and their occupants gathered at the Bega Sports Stadium. The plan was to form a convoy and motor up the Princes Highway to Cobargo to attend the Classics@Cobargo motor show. They were:

Tony Watson in his Hillman,
Greg Duncan in his Commodore,
Len and Rhonda Crowe in their Holden Kingswood,
Terry and Anne Bradley in their Ford XA Coupe,
Bob Russell in his Ford Fairmont,
Rick and Joan Fletcher in their Riley RME 'Ruby',
Tony Winterburn and Jack Sargent in Tony's
Wolseley 24/80,
Dave Burns in his MG Magnette.



These other members elected to travel independently to Classics@Cobargo:

Henry Petterson in his FJ Holden ute.
Kim and Jenny Armstrong in their MX-5,
John Robinson and his son Brad in their Consul Cortina,
Arthur Rollason and Maree Smith in their EH Holden ute,
Graham and Gina Peterson in their Holden ute.

The first casualty of the day was Tony's Hillman which decided to pump coolant everywhere else except into the radiator. After refilling the radiator at Bega (photo right), he decided to return home and spend the day repairing the Hillman.



Classics@Cobargo (cont'd)



In addition, these members travelled independently to Cobargo but didn't arrive in time to get their vehicles into the arena so had to park outside: Charles Hodsdon and Judy Brand in their Jaguar, David and Linda Boardman in their VW Kombie 'Tim Tam' and Andrew Duchesne on his Harley-Davidson.

Two of our members, Soupy Campbell and Janet Noble, defected to the Dark Side and drove their hot rod Ford Coupe to Cobargo as part of the Merimbula Rock and Rodders Club group (photo right).

The second casualty of the day was Tony Winterburn's Wolseley which chose to stop running just as it was going through the entrance gate into the Cobargo Showground. Tony, Jack and some mates had to push it out of the way so that other display vehicles could enter the ground. Of course, the occupants of every vehicle passing by wanted to know what was wrong and offered advice (photo right).

Jack tried to check if the fuel pump was working but the noise of massive prime movers passing by preventing him from hearing anything at all. Eventually, Jack waved his magic wand, striking the troublesome fuel pump with a screwdriver and fixing the problem. Tony, however, is still recovering from the embarrassment.



Classics@Cobargo (cont'd)



Classics@Cobargo was an amazing car show with over 240 vintage, veteran and classic vehicles on display, including a large number of trucks. The photos on these pages are just a few of the vehicles on display.



Some prizes were awarded for the best vehicles in each of several categories, followed by other prizes which were awarded by numbers drawn from a hat. The only BHMC members to win a prize were Rick and Joan Fletcher, but as they had left the arena only minutes before the draw, the prize was awarded to the next number drawn. Hard luck Rick and Joan.

The organisers did a great job planning the show and they raised a lot of money for local schools. As announced during the awarding of prizes, the show will be on again in two years time. It was well worth attending this show and supporting the Cobargo community.



Run to Candelo

Saturday 25 October

Words: Rick Fletcher

Photos: Rick Fletcher and Rhonda Crowe



We had 33 members subscribed to the run in 14 classic cars, with 28 opting for lunch at Candelo Pub. The weather was not looking very good for the few days before Saturday but on the day, there was only a tiny shower in Bega. Eighteen stalwarts braved the brief showers driving to Colombo Park and were rewarded with beautiful weather for most of the trip.

The fine weather was especially good for all of the games which Reinhold conveyed to the park for the run. However, he discovered that he couldn't drive the Totem Tennis pole into the rock-hard ground following the previous lack of rain in Bemboka. Boules (Petanque) proved a favourite game and Rhonda Crowe guided the members in the sometimes unguided missiles hurled at the jack by the competitors.



Run to Candelo (cont'd)

The competition was stiff for the prizes, which mostly were various chocolate bars provided courtesy of Joan. Hanne and Reinhold's crew were very competitive, especially their grandson Nelson, who carried off most of the prizes!! Mind you Graham Withers wasn't far behind.

After various games and morning tea, we headed off to Candelo Pub and enjoyed some very nice meals and the odd refreshing glass of ale.

Thanks very much for the number of members who supported the run.



Mid-Week Run

Thursday 16 November

Words and photos: Rhonda Crowe

There were misty skies for the start of the mid-week run to Bermagui on Thursday 16 November. A bit of heavier rain fell around Brogo but it was fine by the time we got to Bermagui.

Nine members left Bega for the run. They were:
Peter and Jan Wilton – Ford Zephyr,
Len and Rhonda Crowe – Holden Kingswood
Neil and Kerri Wood – Modern,
Terry and Anna Bradley – Modern.
Rhonda Leggett drove her VW Beetle but only went as far as Cobargo. Apologies were received from Rick and Joan Fletcher who were unable to attend.

Lunch time saw plenty of entertainment happening in Bermagui as we ate our fish and chips at Fisherman's Wharf. First, there was a house fire nearby with smoke billowing into the sky (photo right). Then a fighter jet fly very low and fast right along the shoreline and frightened everyone. But overall, it was a nice way to spend a Thursday.



Project Elliot

Words: Dave Burns

Photos: Andrew Duchesne and Dave Burns

Project Elliot was born in May 2023, when our club offered to re-assemble the Morris Major Elite belonging to our Secretary, Rhonda Leggett, while she recovered from a major illness. After many months of hard work by a team of keen BHMC members, the project is coming to a conclusion.

After doing some adjustments to the engine, Henry Petterson found that Elliot was running like a hairy goat. He spent a couple of hours checking out the fuel system and distributor before finding that the numbers 3 and 4 plug leads had been swapped. Henry said that he would like to personally thank the person who swapped the leads over, so can that person meet him behind the big shed some time?

Last month, Henry and Jack Sargent took Elliot for several laps around Henry's property to warm up the engine, check the gearbox and exercise the brakes. All worked well except that as they drove along, they could hear a rhythmic metallic scraping sound. After much checking of drive shafts and the diff, they found that one of the rear brake drums was bent out of shape, causing it to scrape on the brake shoe mounts. Another brake drum has been located but they are awaiting its owner's return from interstate to ask permission to remove it and fit it to Elliot.



With a bit of luck, Elliot will be registered and on the road in the new year. Celebrations all around!



Thank You to Members



At the meeting on 5 November, Pip Barker, the Chief Organiser of the Bega Rally, thanked the members of BHMC for supporting the rally. He emphasised that without the many volunteers, the rally could not be held. The rally is very popular with the rally clubs and brings a lot of benefit to local businesses.

As a token of his appreciation, he presented rally caps to those members who helped to clean up the rally route after this year's event. They were Stan Arnts, Garry Thornton, Dave Wilcox and Andrew Duchesne. Pip is shown on the left presenting a cap to our President, Andrew Duchesne.



Don't forget – if you get your historic or classic registration through BHMC, from 2024 you need to attend at least three social events or meetings each year.

Rego Day

Sunday 12 November

Words and photos: Dave Burns

Sunday 12 November was a grey overcast day which was great for doing registration inspections on our heritage vehicles.

Anthony Dack and his team of smiling assistants got nine cars plus Kim Armstrong's BMW bike through their inspections and back on the road for another year. Rhonda Leggett kept the paperwork in order while Tony Winterburn collected membership fees.

Another successful Rego Day for the club.



Rego Day (cont'd)





Merry Christmas



Christmas Lunch

Those going to our Christmas Lunch on Saturday 2 December should arrive about 11:30am, have a chat with friends then sit down for lunch at 12:00 midday at Club Bega, 82 Gipps St, Bega.

Lunch consists of a 2-course meal with the main course being a choice of roast lamb or roast chicken, both served with vegetables. Dessert will be a choice of Christmas pudding or pavlova, served alternately. Drinks can be ordered and paid for at the bar.



Please bring along a Kris Kringle gift to the value up to \$15 again this year. Males should buy a present for a male; females buy for a female. These will be collected as members arrive and may be distributed by Santa to all those who have been good throughout the year.

There will be a raffle with many prizes of gift vouchers. Dress is smart casual, although fat men with white beards can come in a red suit. Reindeers and sleighs can be parked in the carpark opposite the club.

Any last-minute changes should be passed to Rhonda Crowe on mobile 0412 694 803.



OVERDUE

Membership Fees Overdue

Just a reminder that annual membership fees were due on 31 October. If you haven't paid your membership fees and submitted your renewal application form, you are no longer a financial member of the club and can't vote at the AGM. Most importantly, if your heritage vehicle is on conditional registration with BHMC, it is now [unregistered](#) and [uninsured](#).

Payment can be made by direct deposit into the club's bank account, the details of which are shown on the second last page of this newsletter. Remember to put your name in the Reference space when making the direct deposit. Or you can bring the correct amount of cash to the monthly meeting, remembering that the Treasurer can't give change.

You, Me and the MG

- Owning a Classic Sports Car from a Wife's Point of View

Words : Sandy Burns

Photos: Dave Burns

To paraphrase Princess Diana, there were three of us in this marriage—my husband, me and an MG sports car. It was a bit crowded. After almost 40 years, there are still two loves in my husband's life; one of us needed a complete restoration while the other has aged gracefully.

This Australian threesome love affair all started with a blind date. I hated blind dates but a mutual friend convinced me that I should go because he was a pilot and had a sports car. I thought to myself, 'I love flying and I love sports cars so why not? Even if he is not my type, at least I might get a free flight or a drive of his sports car.' How wrong I was. For the date, he didn't take me flying and he picked me up in an old Mitsubishi Colt which had seen better days. No sports car appeared until he was sure that I wanted to go out with him for his personality and not just because he owned an MG. But a few weeks later, I knew he was serious about me because he let me drive the MG! (Photo below to prove it.) A nice car and fun to drive. And he took me flying.



A couple of months after we met, his work moved him from Sydney to Melbourne. We went to his farewell dinner in our best outfits and, of course, the MG came too. One of us had a few too many drinks, so I drove home. Unfortunately, the MG developed a flat tyre on a dark, country road about halfway home. When

we changed the tyre in front of a motel sometime after midnight, I'm sure the hammering to undo the knock-off wheel nut woke up all the people in the motel. The effort of changing the tyre and the chill of the night air all worked to sober him up by the time we got to my place. But then he amazed me by proposing—in the MG!

That was only the beginning of a never-ending love affair that he had with this car and, occasionally, me. The one time when I got priority over the MG was on the honeymoon. As we were going overseas to a tropical island that had no roads, the MG stayed at home. I'm sure it sulked!



After getting married, I quickly learned that the MG always got the garage and my new car had to sit outside in the weather. And it seemed that in those early years, every house we lived in had only a single-car garage. On the plus side, the MG was a lot of fun exploring the beautiful Victorian countryside and doing the occasional trip home to see family.

On 26 January 1988, disaster struck. While Australia was celebrating the bicentenary of the arrival of the first British convicts in Sydney, I was driving the MG on my own to a party when it stopped dead. My husband was away somewhere but my dad helped me tow it back home.

You, Me and the MG (cont'd)



Checking the engine later, Dave found a major timing problem. That, of course, was fixable but somehow life issues, such as work, houses and kids, got in the way and the engine problem was never fixed. The MG just sat in the garage and every time we moved, it had to be towed or trucked to its next home (photo above).

When our house in Canberra was extended to include a double garage, the MG became the first occupant of the new garage. Our two kids delighted in riding in the MG while my husband rolled it down the driveway into its new home (photo below). Here, it became the backdrop to many family activities and was fondly remembered by both of our kids as ‘Dad’s funny little car’.



The MG was always part of our lives in interesting and funny ways, especially when children were involved. On our daughter’s 7th birthday, her party was held in the garage beside the MG which had been covered up. At some stage, my husband and I walked into the garage and couldn’t see any children until we noticed

that our daughter and all five of her friends had piled inside the MG! She was pretending to drive and her friends were the passengers going on an adventure somewhere.

When our son was in senior high school, my husband decided that a good father-and-son project would be to restore the MG. We thought our double garage was big enough for a restoration but we were wrong. Our daughter, who now owned a horse, asked if she could keep some horse feed in the garage. ‘It’s only one or two bags of chaff.’ But the couple of bags turned into a mountain of bales of hay, some of which ended up piled on the bonnet of the MG. When the hay was finally removed, we found that rats had built a nest in the engine bay, covering the engine with the husks from the grains they had consumed and leaving a layer of rat poo under the car. That was when we decided that our garage was not the place to do a restoration!

So, once again, the MG was put on a trailer and moved, this time to a double storage unit for its restoration (photo below). Our kids, now young adults, were enthusiastic about the move—our son because he wanted to start the restoration and our daughter because it gave her more garage space for horse feed.



You, Me and the MG (cont'd)

Over the restoration years, I learned a lot about restoring an old car. It is not cheap and the work involved appears endless. It seemed that every week, another parcel of MG parts would arrive in the mail and that every new part needed a new tool to install it. We got very familiar (on first name terms) with the staff at the shop selling nuts, bolts and washers.



My personal choice would have been to buy a new car that has all the modern conveniences and starts first time, every time. But my husband had other ideas. In his eyes, the greatest benefit was the bonding between father and son that occurred over the years of the restoration. Seeing them spending every Sunday together in the garage, spanners in hand, working on the MG was priceless and is something that I never expected.

The MG is now completely restored and it looks and smells like the car it was 40 years ago. My son is delighted to see that his years of work have produced a car that he is proud to stand beside at car shows (photo top right). And in the back of his mind is the thought that when his old man can't drive it anymore, the MG will be his.

Perhaps he will pass it on to one of his offspring, one day.



Looking back over 39 years of marriage, I have realised that the MG has always been with us, in good times and in bad. On a few occasions, I couldn't see why we kept a car that wouldn't go and suggested that we sell it. That suggestion fell on deaf ears and I'm now glad that it did. Thirty-nine years ago, the MG brought my husband and me together and in the intervening years, it has benefitted every member of the family. It is the thread that runs through each phase of our lives and I'm sure this will continue for many more years.

Unlike Diana's marriage, our marriage has lasted, even though it was crowded at times. Although we now find getting in and out of the MG a bit more difficult than we did 39 years ago, my husband and I often take it for a drive on country roads with the top down. Hearing that beautiful engine note brings back so many memories of a lifetime spent in a threesome— you, me and the MG.





Car Club Classifieds

For Sale – Austin A40 Devon

Sadly, due to an upcoming interstate move, we are selling our 1948 Austin Devon. She is in excellent, restored condition and drives well. Comes with heaps of spares including engine, gear box, diff, generators, starter motors, rims, windows and original workshop manuals. Currently on nontransferable NSW Historic rego.

Price: \$13,500, close offers considered

Location: near Bega, NSW

Contact: Kim Armstrong 0428 109 469



Last Meeting



BEGA HERITAGE MOTOR CLUB INC

Meeting 6 Novemberber 2023

at Club Bega Meeting Room

MEETING OPENED BY: Andrew Duchesne at 7.03pm.

MEMBERS PRESENT: 38 as per attendance book

Apologies: 11 as per attendance book

VISITOR/S: Pip Barker

MINUTE TAKER: Rhonda Crowe

MINUTES OF PREVIOUS MEETING: Previous Minutes were published in the November Heritage Times. Moved by Garry Thornton seconded by Len Crowe, that the Minutes of the October Meeting published in the *Heritage Times* is confirmed as a true record of the meeting. **Carried.**

BUSINESS ARISING/OUTSTANDING:

Rhonda Leggett said the Public Liability Insurance documents were received and paid. No other outstanding business.

CORRESPONDENCE

Mail in

- Goulburn Car Club Newsletter

Membership renewal forms

Emails in

- Membership renewal forms
- AJ Gallagher - Public Liability Insurance Documents
- Member notifying of update

AJ Gallagher - Confirmation of Cover

Emails out

- Members
- Various newsletters
- Constitution & Bylaws to three (3) members
- Coolagolite Fires update - Ros and Will Mead
- BHMC Rego Inspection Day - Sunday November 12, 2023
- Mid week run
- Run on 25 November 2023

CanAssist re donation

Mail out

Heritage Times Three (3) members

Moved by Henry Petterson, **seconded by** Neil Wood, that the list of correspondence be accepted as read.

Carried

TREASURER'S REPORT:

The Treasurer presented the Treasurer's Report and Accounts for Payment for October 2023. **Moved by Tony Winterburn, seconded by** Gary Thornton, that Treasurer's Reports and payments be accepted.

Carried

The Treasurer proposed that the following extra payments be made.

To Anthony Dack, \$100 for the use of his facilities for Club Rego Day,

Petrol vouchers to be used a prizes in the Xmas Lunch raffles, \$200.

Moved by Tony Winterburn, **seconded** Stan Arnts that these payments be approved. **Carried.**

PRESIDENT'S MESSAGE:

As published in the October Heritage Times. Christmas Lunch money to be paid to club ASAP.

AGM next month, new Editor and Events Coordinator will be needed.

Introduced member and guest speaker Todd Weibe.

NEW CARS OR ANY CARS SOLD?

Stan Arnts bought a VW.

GENERAL BUSINESS:

It was voted to change max value of Kris Kringle gift from \$10 to \$15.

Voted to change Christmas Raffle vouchers to 4x \$50 petrol vouchers

It was voted by Committee not to send Henry Petterson to the T&F Dubbo meeting as costs were too expensive and it

Meeting Minutes (Cont'd)

GENERAL BUSINESS:

It was voted to change max value of Kris Kringle gift from \$10 to \$15.

Voted to change Christmas Raffle vouchers to 4x \$50 petrol vouchers

It was voted by Committee not to send Henry Petterson to the T&F Dubbo meeting as costs were too expensive and it was not warranted.

It was voted to send Henry Petterson to the NSW HMA meeting in Goulburn for a cost of around \$480.00.

Henry Petterson, Col McRae and John Rigby are making a raft to race on Australia Day – they need donations of 42 x 20litre plastic drums to put on it.

Moved by Andrew Duchesne, seconded by Rick Fletcher that BHMC sponsor the raft building for the amount of \$100. Money raised goes to CanAssist and Rural Flying Doctors. **Carried.**

Pip Barker thanked members who help with the clean up for the Bega Valley Rally and presented 50-year caps to Gary Thornton, Stan Arnts, Dave Wilcox and Andrew Duchesne.

JOKE OF THE MONTH.

Andrew Duchesne

TRUE STORY.

Tony Watson

EVENTS:

It was a very successful Classics@Cobargo day on Saturday, but Rhonda lost her Events Co-Ordinator badge.

Mid-week run on Thursday 16th change of venue – now fish & chips at Bermagui instead of sausage sizzle & mini golf as 150 school children are booked in at Kianinny Cabins that day.

Rick and Joan's run on Saturday 25th to Bemboka for morning tea and lunch at Candelo Pub. Names to be in to Rick for booking tables at the pub. The Pambula Show & Shine on 13th January 2024 will be added to the events calendar.

REGISTRAR'S REPORT:

Henry Petterson reported registering 16 vehicles this month.

Elliot update - Swapped over ignition leads for numbers 3 and 4 cylinders and leads were swapped back.

SERGEANT FINES

No fines tonight

RAFFLE: Raised \$137.00 Money \$35 - won by Gary Szery & re donated to Christmas Lunch fund.

Winners: Rhonda Crowe, Gary Thornton, Stan Arnts, Neil Wood, Hanna Goersch x3, Rick Fletcher, Bob Glenn x2, Jenelle Gorsch, Andrew Duchesne, Janet Noble, Charles Hodsdon x2, Len Crowe & Arthur Rollason re draw on his win.

NEXT MEETING and AGM: 7.00pm on December 4, 2023, at the Meeting Room, Club Bega.

MEETING CLOSED: by Andrew Duchesne at 8.05pm.

VIDEOS TO WATCH

This 20-minute video reviews the Standard Vanguard sedan—the 1940s British car designed for the world. www.youtube.com/watch?v=wyQPQTTK6DU&ab_channel=idriveaclassic

At one point in the 20th century, the Borgward Company was the second biggest car manufacturer in Germany but by the mid-1960s, it had disappeared. This 30-minute video covers the history of Reinhold and Hanne's favourite motor company.

www.youtube.com/watch?v=_mjO_070jRY&ab_channel=RuairidhMacVeigh

Americans in the 1960s described cars like the Ford Falcon as 'small cars' while the rest of the world considered them 'large cars'. This video looks at the range of 'small cars' produced by American manufacturers in the 1960s. www.youtube.com/watch?v=ISyo7OCrnus&ab_channel=TheHopelessCarGuy





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