British & European Automobile Club
(Southern Highlands NSW) Inc.
PO Box 1020, Bowral NSW 2576
Website | **http://beac.org.au/**
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BEACon April 2021

President: Geoff Wood, email: president@beac.org.au
Secretary: Anne Wood, email: secretary@beac.org.au
Treasurer: Fred Edney, email: treasurer@beac.org.au
Membership Registrar: Rob Stenvert, email: registrar@beac.org.au
Historic Plates Registrar: Rob Stenvert, email: registrar@beac.org.au
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BEACon Editor: Phil O'Regan, email: editor@beac.org.au
Runs Co-ordinator & Information: Roslyn Bell, email: events@beac.org.au

Nepean Dam 24/2/2021

BEAC is back!

How many will we get? That was the question on my, and I'm sure other committee members' minds. How many members would turn out for BEAC's first run in almost a year? Well I don't know the exact number, but it was a goodly line-up that greeted us as we arrived at Burradoo. Considering that it was for a picnic, which hasn't been a preferred run option among club members (but is still pretty much the only option that we have), it was a good result.

There were a couple of cars new to the mix, and a couple not so often seen. Bob Thomas brought along his recently completed restored Jag (see photo) and it looked very presentable indeed.

Neil and Dianne Blaney arrived in their well-travelled but beautifully presented bug eyed Sprite. Doug Mackinlay brought along his big Mercedes 280SE saloon, and told me about the

model's career in films, including James Bond movies. (Look for an article in the next BEACon).

The Blaneys' Sprite

The Tutins' very smartly turned out Mini Cooper.

And so we gathered in a COVID spaced circle in the corner of the car park to hear the latest news from President Geoff and get the run briefing from Run Coordinator Ros. She has had the task of finding suitable venues for us to go to under the current regulations (thank you Ros and Kevin). In the past of course, individual club members would organise runs to indoor venues, but it's only now, as we gradually return to a pre-COVID state of freedom of movement and association, that such runs are becoming possible.

Reverend Woods blesses the assembled multitudes!

So we set off, with me in my usual position at or near the end of the convoy, behind the Woods' MGB, with the Blaneys' Sprite behind me.

View from the end of the Conga line.

All went well until we went over the hump back bridge over the railway line at Bargo. I thought I saw a trace of black smoke come from the MGB, and next minute Geoff is out of the car, pushing it over the intersection to the kerbside. The Blaneys and I stopped to help. Examination in the engine bay confirmed the electrics had gone ta-ta and some of the wiring was burnt. At which point there was an amazing salvation – the Blaneys announced that they lived only 5 kilometres away, and they had a car trailer! So we waited whilst they went and got their Land Cruiser and the trailer, and we pushed the dead MGB up onto it.

Actually, this proved very difficult to do at the first couple of tries, but then Dianne flagged down a passing tradie (big guy), and with his assistance the deed was done. We then proceeded in convoy to the dam picnic site, where our arrival was the subject of photo and video taking.

You can see the MGB on the trailer at the right in this picture.

The venue at the dam is one of the best around for a group picnic, with plenty of sheltered seating, BBQs etc. From my observation when we finally got there, everyone had a very good time – very much the BEAC spirit of old.

A man who knows how to picnic – own cooker, own tablecloth and a table to himself! Photo: Peter Pyett

Postscript: So, what did happen to the Woods' MGB? Well, it's another case of the chicken and the egg. Was it the starter motor solenoid that failed, causing a fire in the wiring, or did a short in the wiring cause a fire that knackered the solenoid? It turned out to be the starter motor that was at fault, and now the car is back on the road complete with Chinese made replacement.

Phil O'

HISTORIC VEHICLE SCHEME

• For members with BEAC Primary Historic Vehicle Registration, on a club run you must keep either a Club BEACon Newsletter or BEAC Events Web Page print-out in the car to justify the use.

HISTORIC CONDITIONAL REGISTRATION - 60 DAY LOG BOOK SCHEME
A reminder that it is a condition of the 60 Day Log Book Scheme to sign off on your RMS Log Sheet **BEFORE** making a non-club run journey. Severe penalties apply.
Members with cars registered under the Historic Vehicle Scheme are expected to attend a minimum of **four** Runs / Events per year.

Additional information covering the Historic Vehicle Registration 60 Day Log Book Scheme can be found on the BEAC website https://www.beac.org.au/historic-vehicle-scheme/historic-vehicle-scheme-60-day-log-book-scheme/

Please note: if you sell a car that is noted on the BEAC Member's Register, please inform our Membership (and Historic Plates) Registrar of the sale. If in doubt whether the car is on the Register, tell him anyway at registrar@beac.org.au (he won't be offended)!

CLUB CALENDAR – April and May 2021

● Runs start at 10 am at Cnr. Osborne Road & Moss Vale Road, Burradoo unless otherwise noted.
● Please Note: all PDF files and links are available on the club's Events Web Page

April 2021

Wednesday 7 April 2021 | Moss Vale Services Club Run
• Venue | Moss Vale Services Club, Yarrawa Street, Moss Vale
• Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
• Download Run Sheet | BEAC Moss Vale Services Club Run 7-4-2021 PDF
• To comply with Covid 19 Safety Requirements, members must sign the Attendance Register and observe social distancing rules.
• Contact | Ros & Kevin Bell | Mobile | 0421 029 900
Email | events@beac.org.au

Wednesday 21 April 2021 | Bargo Hotel Club Run

• Venue | Bargo Hotel, 225 Great Southern Road, Bargo NSW
• Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
• Download Run Sheet | BEAC Bargo Hotel Run 21-4-2021 PDF
• To comply with Covid 19 Safety Requirements, members must sign the Attendance Register and observe social distancing rules.
• Contact | Phil & Jenny O'Regan | Mobile | 0400 829 599
Email | editor@beac.org.au

May 2021

To be announced.

BEAC 2021 AGM Statutory Notices

BRITISH & EUROPEAN AUTOMOBILE CLUB (SOUTHERN HIGHLANDS NSW) INC.

Reg. No. INC9885185

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of
The British & European Automobile Club (Southern Highlands NSW) Inc.
will be held on **Wednesday 16 June, 2021, 12 Noon**
at Colo Vale Community Hall, 28 Railway Ave, Colo Vale NSW 2575.

By Order of the Committee.
Anne Wood, Secretary.

24 February, 2021

Agenda.

1. Apologies.

2. Receive and adopt the Minutes of the 2020 Annual General Meeting.

3. Receive and adopt the President's Report.

4. Receive and adopt the accounts for financial year ended 31 March 2021.

5. Election of Committee for year ending 31 March 2022.

6. Motion required to authorise the signing of the Annual Statement to the Office of Fair Trading.

7. Motion required to appoint Auditor.

BRITISH & EUROPEAN AUTOMOBILE CLUB
(SOUTHERN HIGHLANDS NSW) INC.

NOMINATION FORM FOR 2021-2022 MANAGEMENT COMMITTEE

WE _____(print name & address)

AND_____(print name & address)

wish to nominate -_____ (name of nominee)

for a Committee position of the British & European Automobile Club (Southern Highlands NSW) Inc. as circled below. (if more than one please indicate preference 1,2,3,….etc)

President	**Secretary**
Treasurer	**Membership Registrar**
Editor	**Events Co-ordinator**
Webmaster	

Proposer signature…….. Seconder signature……..

***I consent to this nomination*……..…….nominees signature**

_____-**date**

***Important - please note**:-*

- *All nominations to be lodged with the Secretary either in person or by mail to the club's PO Box 1020, Bowral 2576, no later than 4 June 2021.*

- ***Only financial members as at 16 June 2021 are entitled to nominate and to vote**.*

- ***Nominations from the floor at the meeting will be accepted ONLY where no valid nomination in writing for the relevant Committee position has been received.***

- **Use this form only for valid nominations.**

BRITISH & EUROPEAN AUTOMOBILE CLUB
(SOUTHERN HIGHLANDS NSW) INC

FOR THE INFORMATION OF NOMINEES

OUTLINE OF COMMITTEE RESPONSIBILITIES - ANNUAL GENERAL MEETING -

The Committee meets a minimum of three times per year to discuss and administer the Club. The President chairs these meetings and minutes are kept. In between there is a constant flow of emailed correspondence and information. The following roles form the duties of Office-Bearers and members of the committee.

President. The President chairs general meetings when held as well as the committee meetings. The President is the spokesperson for the club and keeps an eye on strategic issues. The President is responsible for publicity, promotion and relationships with other clubs and bodies.

Secretary. Responsible for the accurate recording of the minutes of general meetings as well as the committee meetings. Also produces and distributes the committee meeting agenda. Responsible with the Treasurer for rendering the annual return to the State Government.

Treasurer/Public Officer. Manages and records the flow of funds and works closely with the President to maintain control over budgets. Maintains the club's bank account. Currently the role of Public Officer sits with the Treasurer which means he is the responsible officer for the club's statutory affairs.

Membership Registrar. Maintains the membership records for the club. Provides an electronic mailing list to the webmaster each month. Sends material to new and prospective members.

Editor. Our BEACon Newsletter is the work of the editor who compiles the Newsletter and emails it to the Webmaster for electronic distribution to all members with an email address. The editor is responsible for content of the Newsletter.

Events Co-ordinator. Responsible for the coordination of the various events held throughout the year, based on personal familiarity and knowledge of the Southern Highlands.

Webmaster. Maintains the club's website to inform members and non-members of the club's activities, and distributes the monthly Newsletter, BEACon, by electronic distribution to all members with an email address.

● **Please note: All BEAC documentation is maintained electronically. It is essential that all Committee members have experience with Word and Excel Spreadsheets, together with access to the Internet and email.**

Berrima Reserve 10/3/2021

The club's second outing since resuming operations after the easing of COVID restrictions turned out to be (in your humble scribe's opinion) an absolute winner. But it was an unexpected twist that contributed to that success. Originally we were scheduled to go to Fitzroy Falls, but alert club members warned run organiser Ros Bell of roadworks delays on the planned route, and that a walking club had already claimed possession of the facilities there. So when we assembled at Burradoo as usual, we were informed that the venue had changed to Berrima Reserve. Ros was able to make a simple route change that avoided confusion by utilising much of the Fitzroy run sheet.

The line-up of vehicles at the start contained the usual sprinkling of cars new to the mix and a couple we haven't seen for a while. An example of the former was the Morris Mini 850 of Alex D'Onofrio, who was able to take a (rare) break from his work to join us. (Club members may remember that Alex owns one of the fastest racing Minis in Australia, but the 850 shows his enthusiasm for Minis for all types). And in the latter category, it was good to see Rob Finney back amongst us with his elegant Maserati Coupe.

Ross and Peggy Pollock have traded in their silver Mercedes sportster for a later, vibrant red version, and Phillip Davies brought his Daimler 250, which is a real pleasure to look at since its restoration.

When the time came for a briefing, we retreated into the park itself, as it provides a quieter setting away from the traffic, and takes us away from the gaze of passers-by (though I was pleased to see that our group maintained a good spacing during the briefing, so no worries there).

My Cooper S looks on in awe as its grandfather steals the limelight!

So off we went, via Range Road, Tourist Road and back through Robertson all the way to Moss Vale and out to Berrima. There is plenty of great Southern Highlands' scenery to take in on the way, and sitting beside me Jenny was busy with her camera. A selection of her en-route photos appear later in this report.

The Pollocks' very smart new set of wheels.

Phillip Davies' gorgeous Daimler 250.

Briefing in the park.

So, by fair means or foul, we arrived at Berrima Reserve. It is a beautiful spot by the Wingecarribee River, with good facilities to cater for a group such as ours, and it wasn't long before the hubbub of conversation indicated that everyone was enjoying the companionship.

Two of the Mini's main generations – the Cooper and the original 850.

A nice setting to take photos of classic cars. Photos: Jenny O'

The Reserve is the start of a 1.8 kilometre walk alongside the river, up to a point known as Lake Titicaca. Jenny and I did the walk, and it is one of the most enjoyable bush walks I've done. The track is easy walking, and lined with signs which detail the history of this area as an internment camp for German and some other nationalities during World War 1. Suffice to say, most of the internees found the conditions here much to their liking and their relative freedom allowed them to build quite a thriving little settlement all along the river banks. They grew their own vegetables, baked their own bread and cakes, traded with the locals and even held their own festivals. It is no surprise that at war's end, many elected to remain in Australia and build their future here.

Even the weather, which was forecast to be indifferent, came out beautifully sunny and capped off a really enjoyable outing in the best traditions of BEAC. A hearty thank you to Ros and Kevin Bell for organising this one for us.

Phil O'

Jamberoo Hotel 24/3/2021

BEAC is back with indoor venues!

A smaller group than usual assembled at Burradoo for the first run to an indoor venue since BEAC resumed operations. Given the conditions that threatened the success of the run, it's a minor triumph that 30 people made the journey to Jamberoo. There was the incessant rain that only let up the day before, the fact that Jamberoo Mountain Road had been closed by a fallen tree the previous day, worries about water and rubbish covering the roads, and the probability of higher than normal traffic because Macquarie Pass had been closed. As it turned out, only the last had any effect on the run, and that was very minimal.

The only drama before the start was Jenny and I turning up in a violently coughing Mini. It had not had any exposure to the rains, but seemed to be suffering from water in the electrics. I made the decision to try to drive it home and Phil Davies kindly offered to follow behind me to see that I made it. It was a good call, because the Mini only made a couple of hundred metres before it was obvious that it wouldn't make it. So I parked it up, and Phil drove me to our place so I could pick up Jenny's BMW for us to do the run in.

Jamberoo Mountain Road

Approaching Jamberoo.

And so off we all went on a very direct run through Robertson and via Jamberoo Mountain Road to the venue, where we left our cars in the 'Kevin Walsh Oval' car park and walked to the pub opposite.

Many elected to bring more modern vehicles due to concerns about the road conditions.

We arrived there at 11.45, only to find they opened at midday, so most of us set off on a walk around the village, but it was a short walk (there isn't much there).

Can’t get in just yet.

In the pub we were seated in a large back room dedicated to soccer great Johnny Warren. When the meals arrived, it was obvious that the bangers and mash was the most popular choice (at least among the guys). The usual conviviality ensued, and I think everyone had a very good time. A big thank you is due to Ros and Kevin for sussing the run out for us.

Phil O’

Postscript: We got back to the Mini and tried to get the distributor cap off to inspect it, but you have to take the grill off first and of course I didn’t have a screwdriver. So called the NRMA and the patrolman arrived in 30 minutes, took the grill off, said there was ‘some

burnt stuff' in the dizzy's cap, and after scraping that out, I drove the Mini home without trouble. (But I'll still get the car checked as I'm not convinced it is totally right). Also in future I'll take Chris Tutin's advice to carry a small can of WD40 in the car (and a screwdriver).

(Until now the 'Motoring Mirth' spot has always been a photograph with a suitable caption, but this amusing little anecdote from our resident VW expert Ken Davis certainly qualifies for the category. Ed.)

Motoring Mirth

Most car buffs know that early beetles did not have a fuel gauge. I found being without a fuel gauge no problem. I fuelled up once a week and rarely ran the fuel down to the reserve. But from time-to-time Murphy's Law prevailed and I did have to call up the reserve. This was done by kicking over a lever under the dash with one's foot. The issue with this setup was that you had to remember to kick the lever back once you had refuelled.

It came to pass one Monday morning at about 1 am, I was heading home when cough, cough went the engine. When I went to kick over to reserve, I discovered that I was already at reserve. I was descending a long steep grade which would bring me within cooee of a self-serve petrol station. This was the mid-sixties and the station had one, coin operated bowser that was available 24 hours.

The car rolled to a stop about 50 metres from the petrol station. I had coins for a pint or two but no container. Fortunately, this was an era when people put out milk bottles on their front step for the morning pickup and delivery. So, I borrowed a few bottles, got my petrol, put the bottles back and drove home.
(Ken said to me that he always wondered what the milko thought when he came to pick up the bottles! Ed.)

MOTORING MIRTH

A Falcon nesting in a tree. You don't see that much these days!

Thank you to all contributors to this edition.