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

BEACon May 2022

President: Geoff Wood, email: president@beac.org.au
Secretary: Anne Wood, email: secretary@beac.org.au
Treasurer: Peggy Pollock, email: treasurer@beac.org.au
Membership Registrar: Rob Stenvert, email: registrar@beac.org.au
Historic Plates Registrar: Rob Stenvert, email: registrar@beac.org.au
Webmaster: Rob Turner, email: webmaster@beac.org.au
BEACon Editor: Phil O'Regan, email: editor@beac.org.au
Events Co-ordinator & Information: Ross Pollock, email: events@beac.org.au

Schmokin 6/04/2022

It didn't happen, **again**!

Hard to believe, but the rescheduled run to Schmokin was cancelled because a one of their staff members caught COVID, forcing the closure of the venue for at least a week.

In Jenny's and my case, this marks the third time that we have missed out on going there with the club. We were unable to make the May 2021 run that was so heavily rain affected, and both attempts this year have failed due to the two great bugbears of our current times – heavy rain and COVID. Maybe our fourth attempt (there will be one) will be successful.

Phil O'

CLUB CALENDAR – May and June 2022

- **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**

May 2022

Wednesday 4 May 2022 | Mittagong Lunch Run

- Venue | Glass Café, 84 Main Street, Mittagong
- Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
- Download Run Sheet | BEAC Mittagong Run 4-5-2022 PDF
- Organisers | Ros & Kevin Bell | m | 0421 029 900

June 2022

Wednesday 29 June 2022 |

The Campbelltown Steam and Machinery Museum, 86 Menangle Rd, Menangle Park.

The museum and grounds will be opened specially for us and we will be hosted by the volunteer members of this museum.

Other local vintage car and truck clubs will be invited to meet us and to display their vintage cars and trucks .

• Lunch will be picnic and barbecue . Full barbecue facilities including seating and tables will be made available to us.
• The run sheet will be finalised soon . The route will not be on the freeway. All roadworks will be avoided.
• Contact | Chris Brangwin 0407260263
• email: cjbrangwin@gmail.com

If you are the type that likes a holiday away seeing great things with a great group of people for company, one or the other (or both) of the following proposed tours should be right up your alley.

Proposed Central West Tour

10th to 14th October 2022

Proposal:

Basing our group in Young at the Young Federation Motel for 4 nights (all rooms $141/night and all king size). RSL club is across the road for evening meals. The motel itself does

excellent breakfast or there are a number of suitable venues within walking distance in the main street (5 minutes walk).

Places of interest:

Cootamundra (50km) Don Bradman's birthplace.

Junee (103km) rail museum, chocolate factory, Monte Christo homestead.

Temora (89km) air museum (David Lowy's collection)

Grenfell (53km) silos art, Henry Lawson's birthplace.

Forbes (117km) motor museum, historic buildings.

Cowra (71km) Japanese gardens and restaurant.

Greenthorpe (50km) Iandra castle.

Some of these would be linked for a day trip eg Grenfell and Forbes and return.

In some instances the group may split into two groups eg propeller heads to Temora and cricket tragics to Cootamundra.

One stipulation: to visit Iandra Castle ALL will have to attend as 30 are needed for Rod to present a tour for us. This is well worth a visit (research Iandra Castle) but will cost $20 per person.

Each afternoon a "happy hour" is planned at the motel for socialising and debriefing or advanced detailing for the following day. The motel is excellent - I have stayed there previously and was most satisfied.

The intention is for some relaxed cruising in our fine automobiles in the beautiful surroundings of our own backyard. It is definitely not a race or a trial. The roads are (were) very good country roads and are a delight to cruise in the Spring weather.

For those who have them, the Dine and Discover vouchers are very useful at some of these venues.

Express your interest to Brian Cox via email at 1947brimar@gmail.com and I will forward to you more details once I have them in hand.

Regards

Brian Cox.

And when you have warmed up doing the Central West Tour, you'll be ready to do this one. Fred just needs a couple more people to make the trip a goer.

Proposed 15 day Tasmanian Tour

From say 25th Feb to 12th March 2023.

It has been suggested to me we repeat the 2015 Tasmanian Tour that went so well.

On that tour we left on a Saturday and stayed overnight in Albury and went for the afternoon sailing of the Spirit of Tasmania (*which will leave from Geelong from January 2023*) the next day.

I anticipate travelling the same basic route and using the same accommodation where it proved satisfactory. That is from Devonport to Launceston for two nights. Then on to Swansea for a further two nights. From there we would head for a three night stop in Hobart. Giving us a chance to visit the Salamanca markets on the Saturday.

From Hobart we would head north up to the west coast to Strahan and another two night stay before heading further north to Smithton on the north coast for a further two nights.

Its then on to Devonport to catch the boat back to Geelong and the mainland, where we head for home. It is intended to stop over around half way home for a farewell dinner and drinkie.

We anticipate the total cost of boat and accommodation would be around $3000.00 fuel and food etc. would of course be extra.

We need to limit the number of entries to 10 cars as many in Tasmania towns accommodation is not large and we want to get all entrants in the same hotel/motels.

If this sounds like something you would enjoy, please contact me to register your interest. Once we have a full complement of entries, we will hold an information meeting to discuss accommodation, points of interest and such.

Yours, Fred Edney 0400040088

AGM – Bargo Hotel 20/04/2022

It was time for another AGM. The venue was the place that I consider to be one of the top three destinations for a BEAC run over the last five years or so - the Bargo Hotel.

No run was scheduled to get there, so we poodled over to Bargo, arriving at about 11.15am for the scheduled 11.30 meeting.

Ray O'Brien's and Chris Brangwin's MGBs decorate the front of the pub.

Had we not met Geoff and Anne Wood at the front door as we arrived, we could have been excused for thinking that the meeting had been called off, as coming up to starting time, few other members had arrived. But as 11.30 loomed, members appeared from all directions. We ended up with about 40 present (out of 60 odd paid up members this year), which is good for an AGM without a preceding run.

Nice to see a good turnout of members to hear how the club is faring.

The meeting duly ran to the usual format, with committee reports heard and accepted and the committee for the next year established. There was only one change from last year's committee – Ros Bell has stepped down as Events Co-ordinator and Ross Pollock has taken over the position. President Geoff thanked Ros for her conscientious effort in the role during a most difficult period for the club (and the world in general). Note that Ross's arrival on the committee means that there are now two couples among its seven members.

The committee mug shot - from left Rob Stenvert (Historic Plates and Membership Registrar), Ross Pollock (Events Co-ordinator), Peggy Pollock (Treasurer), Anne Wood (Secretary), Geoff Wood (President) and Phil O'Regan (BEACon Editor). Missing from the photo is Webmaster Rob Turner.

Photo: Jenny O'

President Geoff repeated the call for members to organise a run on behalf of the club. It is not hard to do, basically liaising with a venue to set it up, and communicating with Ross Pollock to have the details and run sheet included in the club's events calendar. There are many existing run sheets up on our website, and one of Ross's first tasks will be to go through them and rationalise them. As the club has grown, some venues are no longer able to accommodate our numbers, so their run sheets will need to be removed from the list. Other run sheets need to be converted to a standard format.

The meeting concluded as planned just as the kitchen opened for lunch, and members quickly availed themselves of the meals on the extensive menu. It's all very good pub food (why is everyone who knows me not surprised I had bangers and mash?). As is my custom, before leaving I went over to thank the kitchen staff and found out that there were just two cooks on duty, both females. All female kitchen crews seem to have become almost the norm at many pubs and restaurants these days.

It was evident from the level of interaction taking place among the members that everyone is very happy that we are back functioning as we used to. Long may that continue!

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)!

Hero Car: BMW 6 Series Coupe

Somewhere back in the early 1980s, Jenny and I acquired a BMW 3 litre saloon. It was the same colour blue as the one pictured below.

It was a delight to drive – so easy to go quickly yet quietly with a fingertip effort on the steering. Compared to the cars I had had until then, it was definitely a class above. But it was already some years old (8?) when we got it and eventually it had a series of mechanical problems which were very costly to rectify, so we got rid of it.

However the driving experience left me with a desire to own a BMW 3.0 Coupe, which I regarded as just about the most stylish car on the road at that time.

Unfortunately, money and other reasons dictated that I didn't acquire a Coupe, but the interest in them never waned. It was heightened by the car's racing successes, culminating in the spectacular looking 'Batmobile', surely one of the most striking tin-top racers ever.

Time passed. Numerous other vehicles had come my way and gone, but the liking for the big Coupe was still with me. By this time BMW had brought out the 635 CSi. It was not as pretty as the 3.0 Coupe, but still had a 'presence' and was more powerful.

Like its predecessor, the car had a racing career, particularly in Group A racing in Europe. The car pictured below is up for auction in Monaco on the 14th of May this year.

But probably the most famous racing 635 is home grown. In 1981 the team of JPS Team BMW formed in Australia under the under the management of former British Touring Car Champion and Formula One driver Frank Gardner, with 'Gentleman' Jim Richards as lead driver. They competed locally until 1987. Their crowning achievement was winning the ATCC (Australian Touring Car Championship) in 1985 in the drop dead gorgeous (my opinion) 635, with Richards winning seven of the ten races in the series, including a record six in a row.

So, will there be a BMW coupe in my future? Sadly, I think not. Now in retirement I am only allowed two cars, so if I wanted a BM, I'd have to sell either the Cooper S which I have had for 31 years or the HSV Senator which I have had for 24 years (and love dearly). But I can still dream I guess……

In closing this article, I must mention an amazing co-incidence which occurred just days ago. As I was leaving the BEAC AGM at Bargo Hotel, I was thinking about writing this story and as we stepped out into the street, an orange BMW 635 coupe drove by!

It had nothing to do with our club and I was literally stunned by the co-incidence. I took it as a sign that I should proceed with the story ASAP!

Phil O'

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414 KPH

You may have noticed a report in the ABC News (and elsewhere) recently about a Czech millionaire who drove his Bugatti Chiron along a 10 kilometre stretch of the German autobahn between Berlin and Hannover, reaching a maximum speed of 414 kph.

Now if someone drove a car at anything like that pace on an Australian road, the authorities would likely put them in jail and throw away the keys! But in this case, after an investigation, the authorities concluded that no laws have been broken, and the driver would not be prosecuted. This seems very strange to Australian eyes, but it revolves around the different interpretation of what constitutes dangerous speeding in Australia and Germany.

In Australia, roads have posted speed limits, and anyone doing anything above that is considered to be potentially dangerous to themselves and other road users and is liable to

be prosecuted. In Germany, most roads do have speed limits, but in over 60% of the autobahns there is no speed limit set on stretches of the road outside of city areas. There is an advisory limit of 130 kph, but drivers are allowed to exceed this by as much as they want provided they do not endanger anyone (including themselves).

In the case in point, the Bugatti driver completed the drive at 4.50am on a Sunday and only passed 10 other cars along the way. The three lane straight stretch of road had full visibility all the way. One of cars passed was a 'spotter' car from the driver's team, sitting on 200 kph. That driver is reported to have said that being passed by the Bugatti was 'an amazing experience'. The whole episode (not surprisingly) is now up on YouTube. And the authorities decided that the run had not endangered anyone.

Bugatti Chiron

It is worth noting that at 414 kph the Bugatti was essentially flat out, as it is speed limited to 420 kph in the belief that there is no tyre in the world that can stand the forces at work above that speed. As it is, I wouldn't want to be maintaining 414 kph for any extended period of time – blowing a tyre at that speed just doesn't bear thinking about!

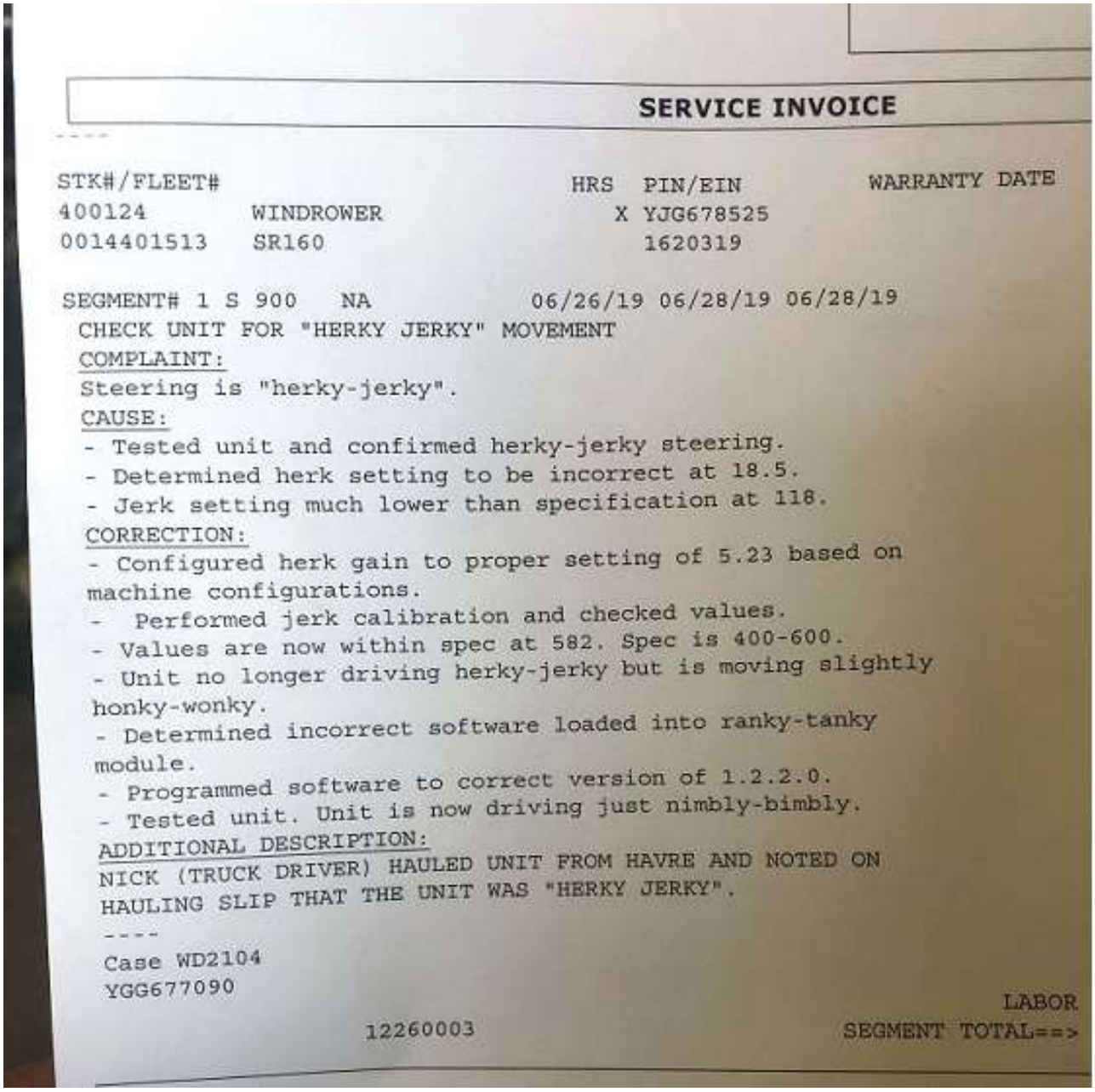
You would think that this episode must surely set a record speed for a road registered car on a public road. But you'd be wrong. There are several claimants for that title, including the Hennessey Venom, the SSC Tuatara and the Koenigsegg Agera, all having set speeds close to 300 mph (483 kph), though in at least some cases the road was closed off for the run. Bugatti themselves have run the Chiron Super Sport at 304 mph (490 kph), but this was done by a racing car driver on a test track. The mind boggles!

SSC Tuatara

Hennessey Venom F5

MOTORING MIRTH

Actual Work Order At Our Shop From One Of Our Technicians



SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE
400124	WINDROWER	X	YJG678525	
0014401513	SR160		1620319	

SEGMENT# 1 S 900 NA 06/26/19 06/28/19 06/28/19

CHECK UNIT FOR "HERKY JERKY" MOVEMENT

COMPLAINT:

Steering is "herky-jerky".

CAUSE:

- Tested unit and confirmed herky-jerky steering.
- Determined herk setting to be incorrect at 18.5.
- Jerk setting much lower than specification at 118.

CORRECTION:

- Configured herk gain to proper setting of 5.23 based on machine configurations.
- Performed jerk calibration and checked values.
- Values are now within spec at 582. Spec is 400-600.
- Unit no longer driving herky-jerky but is moving slightly honky-wonky.
- Determined incorrect software loaded into ranky-tanky module.
- Programmed software to correct version of 1.2.2.0.
- Tested unit. Unit is now driving just nimbly-bimbly.

ADDITIONAL DESCRIPTION:

NICK (TRUCK DRIVER) HAULED UNIT FROM HAVRE AND NOTED ON HAULING SLIP THAT THE UNIT WAS "HERKY JERKY".

Case WD2104

YGG677090

12260003

LABOR SEGMENT TOTAL==>

Thank you to all contributors to this edition.