British & European Automobile Club
(Southern Highlands NSW) Inc.
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BEACon June 2022

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Glass cafe 4/05/2022

What a good day Ros and Kevin Bell picked for a run to the Glass Café at Mittagong (and we thank them heartily for their organising effort). It was noticeable how many of the open top brigade took advantage of the conditions to let their hair down (in the sun).

This shot encapsulates the day – warm sunshine, classic car and three people just taking it in – Rob and Amy Geddes, and the ever smiling Peggy Pollock

We also welcomed back a few friends and cars that we had not seen for a while, and a couple of members-in-waiting (thanks Owen for that name). One such MiW, Owen Sinden, brought along his Morris Minor with Toyota 1800cc engine and gearbox.

A colourful line up of classic cars. Photo: Owen Sinden

One of the most recognisable car profiles ever – Richard Holmes' E-type.

The only negative factor was when someone in a nearby property started a very large smudge fire, blanketing the main road, us and much of the area with a dense cloud of white smoke.

Nice to see Geoff Small's TD2000 back among us.

One factor that was weighing on the organisers' minds was the state of the roads following the long period of heavy rain and flooding.

Also back after an absence is Phil Davies' Daimler 250.

Ladies in the sun – Lyn Jarrett, Anne Wood, Sandy Thomas, Meryl Gross and (behind) Ros Bell.

Smoke from an enormous smudge fire drifts over our assembly point.

Graham Statham's pristine Triumph TR6.

So the route set for the run was optimised to avoid potholes and other road damage. It was also decided at the run briefing that instead of leaving via Osborne Road as usual, we would depart straight onto Moss Vale Road.

Our soon-to-be-a-member Owen Sinden's Toyota powered Morris Minor.

The prayer meeting.

Anyway, off we all went on a route that took in Exeter, Sally's Corner, the expressway to the south of Mittagong, and back through the town to the Café.

A selection of photos from the departure.

We all made our selections from a good varied menu. I saw the chance to revisit a meal popular in my childhood, but not often seen these days – Lamb's Fry and Bacon. A lot of people would shy away from this offering, having memories of a large slab of not very inviting Fry with a, shall we say, acquired taste. But in this case it was very small pieces in a beautiful sauce – the first time I've seen it presented this way. Everyone else seemed to be very happy with their selection, so I felt I was justified in my usual habit of thanking the kitchen staff on the club's behalf.

A highlight of the outing was the Mother's Day raffle. Everyone was given a ticket as they sat down, and I was called up to draw the winner. The prize was a beautifully presented selection of home-made biscuits and sweets, made and donated by Wendy Paul. Many of us will remember the wonderful cakes that Wendy has donated as prizes during the club's Christmas lunches, and we again thank Wendy for her generosity on this occasion. The winner this time was Owen Sinden, who you can see from Jenny's photo below, was delighted with the prize, commenting that he was going to be popular at home when he arrived with it.

At the Glass Café.

Member-in-Waiting Owen Sinden was very happy with his raffle win! Photo: Jenny O'

So wound up another successful club outing, and we look forward to continuing in this vein for the foreseeable future.

Phil O'

CLUB CALENDAR – June and July 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**

June 2022

Wednesday 1 June 2022 | Tahmoor Lunch Run

- Venue | Tahmoor Inn Hotel Motel, 2715 Remembrance Driveway, Tahmoor
- Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
- Download Run Sheet | Tahmoor Inn Run 1-6-2022 PDF
- Organisers | Peter & Carol Carpenter
- Contact | Ross Pollock | m | 0412 734 825

e | events@beac.org.au

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

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)!

Why Men Shouldn't Write Advice Columns

Brian Cox recently referred me to a joke that I know has been circulating on the Internet for a few years now. It is particularly relevant to male car enthusiasts, and it goes like this:

Dear John,

I hope you can help me. The other day I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in the bedroom with our neighbour's daughter!

I am 32, my husband is 34and the neighbour's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted that they had been having an affair for the past six months. He won't go to counselling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there are no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approached solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps.

John

Goulburn Workers Club 18/05/2022

On your marks, get set…….

You can sense it in the air you know. That sense of joy at going on a run in our classic cars on a sunny day, with the prospect of good food and good companionship at the end of it. I definitely felt it at the assembly point prior to our run to Goulburn Workers Club.

Dunno if it was the weather that did it, but the line-up saw the return of a few cars and faces that we had not seen for a while, including Gary and Mary-Ann Clarke with their SLK250 Merc, Ken Woodward with the SL500 Merc (striking in its midnight blue livery) and Steve Dunne-Contant with his Austin Healey 3000, so eye catching with its Old English White/Red paint scheme and red tonneau cover.

The car that caught most attention though was Mark Hollins' 1967 Mercedes Benz 250SL, its white paint showcasing its classic lines and making the car really stand out.

Star car of the day – the 1967 Mercedes 250SL of Mark Hollins.

There was plenty of time for people to admire the cars or gather in groups to talk and renew friendships that, in some cases, are of many years standing.

Back with us after a short absence – Stephen Dunne-Contant's gorgeous Austin Healey 3000.

All shining in the sun!

The sunny conditions meant that some members were able to run their cars with the top down, which has not been possible for quite a while because of the poor weather.

Two MINIS – Merv Dunlop's Cooper S (above), and Rob Stenvert's JCW (below)

The big Bentley of Phil Davies has undeniable presence.

Chris Brangwin's MGB (from the front this time!)

Plenty of group talk before the run briefing is called.

Geoff Wood (right) addressing the troops.

So, after the usual run briefing, we set off for Goulburn on a route designed to minimise the risk from potholes in the road, through Bundanoon to Wingello and thence up to the Hume Highway and on to the club. At this point we must give a vote of thanks to the Pollocks, who organised the run and canvassed the route prior to our using it. The club's car park was close to full when we arrived, and not all members got a parking spot there. But a couple of our cars did get the best spots available (see below).

Graham Statham (TR6) and Richard Holmes (E-type) grabbed great parking spots at the Club.

Gary and Mary-Ann Clarke's Mercedes SLK250 in front of the Workers Club.

View from one end of the enclosed deck which accommodated us.

Once inside we found that the club had allocated us a very nice spot in the enclosed balcony, which was particularly welcome in the sunny conditions. Meals were ordered and they all seemed to be of good quality and quantity. Once again, stick-in-the-mud me couldn't resist the bangers and mash.

Soon the room was buzzing with conversations as the famous BEAC conviviality took over. I was informed it was Sue Edney's birthday on the day, and I hope that she, and everyone else, enjoyed the occasion to the fullest!

And the view from the other end.

Phil Davies and Fred Edney Photo: Chris Brangwin

Birthday girl Sue Edney.

Your scribe with Merv and Heather Dunlop and Heather's brother Allan. Photo: Chris Brangwin

Phil O'

Black Ice

Dunno if you have ever had the 'thrill' (I think would be a good word) of driving on black ice. If you have it is likely that you have never forgotten it.

Mr Wiki defines black ice thus: 'Black ice, sometimes called clear ice, is **a thin coating of glaze ice on a surface, especially on roads**. The ice itself is not black, but visually transparent, allowing the often black road below to be seen through it.'

Since black ice is highly transparent, it is unlikely you'll be able to see it while driving down the road. Roadways become very slippery when black ice forms, leading to hazardous driving conditions and an increased risk of car accidents.

So how does black ice form? Well, if the temperature rises above freezing or the sun comes out during the day, any snow on the ground will slowly melt and cause road surfaces to become wet. If it rains, that could also lead to wet roadways with some puddles.

If the temperature then drops below freezing while the ground is still wet, black ice will likely form on paved surfaces due to the refreezing. Black ice can also form if moisture in the air condenses and forms dew or fog, and then the temperature drops below freezing.

Common locations to find black ice include bridges, overpasses and spots on the road shaded by trees or other objects.

Here are a few tips that may help if you get caught in areas of black ice:

- **Keep your steering wheel straight. If you turn the wheel, you have a better chance of sliding and losing control of your vehicle.**
- **Do not brake. Braking causes the vehicle to slide, especially if you brake too hard.**
- **Take your foot off the accelerator to reduce speed. It is best to let the car stop on its own if you have enough room in front of you.**

Formation of black ice is a fairly common occurrence in the southern states of Australia, especially at higher altitudes in winter time. In Victoria, NSW and Tasmania, black ice detection and warning systems have been installed in particular locations on some rural highways.

I have never forgotten my first encounter with black ice. Jenny and I were on our honeymoon in 1979 in Switzerland. It was shoulder season, but there was still a good deal of snow around. We had just come over one of the alpine passes in our hired Volkswagen Polo.

1979 Volkswagen Polo

As we headed down the other side on a straight road with snow banks on either side, suddenly the car slewed sideways and continued down the road side on. I had absolutely no control over the car. We had time to wonder just where we might end up before the car, having slowed considerably, found some grip and straightened out. Somewhat shaken by the experience, we continued gingerly on our way.

As I said, once you have experienced driving on black ice, you tend to remember it!

Phil O'

MOTORING MIRTH

Lexus in to pick Up some Brake Pads

Thank you to all contributors to this edition.