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

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Burrawang Village Hotel 10/08/2022

Happiness – you could see it, you could feel it in the air when Jenny and I arrived at the Burradoo assembly point. At last the weather was right, the venue was a known 'good spot', and everyone was looking forward to a great day with their friends.

Quite a colourful line up, above, and in the 3 photo panorama below (that fence top is not easy to sit on)!

Father and son Gino (above) and Alex certainly know how to travel in style.

Three generations of Mercedes SLK.

Burrawang has so many good backdrops to set a classic car in front of.

Couldn’t resist the contrast of style in this photo.

I didn’t go on the run itself, but one who did commented that the countryside is very green and at its best right now. Jenny and I caught up with the gang in Burrawang. I have always maintained that the village is an ideal backdrop to take photos of our classic cars, so I took a photo of every classic there (apologies if I missed anyone).

The marquee is a good place to be on a sunny winter's day.

At the pub most of the fifty four people who made the trip elected to congregate in the large marquee out the back, which, given the good weather (and the battery of heaters), turned out to be quite a pleasant spot to hang out and socialise.

This photo of the Clarkes sums up the happy feeling that pervaded the entire outing.

Food was ordered from the varied menu on offer, and was produced reasonably quickly by the efficient kitchen crew (except for Geoff and Ann Woods, whose docket somehow got lost on the way from the bar to the kitchen, but when this was discovered, restoration was quickly made). I surprised those around me (not the least Jenny), by NOT having the bangers and mash, but instead the beef stew, which proved to be nice indeed. And Jenny's Mediterranean inspired lamb salad really looked the business.

The socializing, story swapping and general conviviality proceeded apace until it was time to go home, well satisfied with the day. As run organizer, Graham Stratham deserves a big thank you from the club, and has the satisfaction of seeing a great result from his effort.

My beef stew and Jen's lamb salad – not bad eh!

Phil O'

CLUB CALENDAR – September and October 2022

- **Runs start at 10 am from the Botanical Gardens Car Park on the corner of Old South Road and Kangaloon Road, unless otherwise noted.**
- **Please Note: all PDF files and links are available on the club's Events Web Page**

NOTE: change of runs assembly point above. Photo shows entry to car park with Old South Road in the foreground and Kangaloon Road is to the right. Drive to end of car park to line up.

SEPTEMBER 2022

Wednesday 7 September 2022 | Lunch Run to Kangaroo Valley

- Venue | The Friendly Inn Hotel, Kangaroo Valley
- Meet | 10am, Botanical Gardens Car Park, Cnr Kangaloon and Old South Roads
- Download Run Sheet | BEAC Kangaroo Valley Run PDF
- Contact | Ross Pollock | m | 0412 734 825

e | events@beac.org.au

Wednesday 21 September 2022 | Lunch Run to Menangle
• Venue | Club Menangle, Racecourse Avenue, Menangle Park
• Meet | 10am, Botanical Gardens Car Park, Cnr Kangaloon and Old South Roads
• Download Run Sheet | BEAC Menangle Run PDF
• Organisers | Fred & Sue Edney
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

OCTOBER 2022

Wednesday 5 October 2022 | Lunch Run
• Meet | 10am, Botanical Gardens Car Park, Cnr Kangaloon and Old South Roads
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Wednesday 19 October 2022 | Lunch Run
• Meet | 10am, Botanical Gardens Car Park, Cnr Kangaloon and Old South Roads
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

What are they doing?

Anne Wood dug this one up: apparently this was the wheel wash prior to getting the car washed at a 1920s car wash in the USA….

Goulburn Workers Club **24/08/2022**

I always wanted an elevated photo of the Burradoo line up, and today someone left a huge vehicle trailer for me to climb up on.

A smallish (but perfectly formed) group of BEACers assembled at Burradoo for the final time, to undertake the run to Goulburn. The weather was being kind to us, but what breeze there was confirmed that the cold air mass was still very much with us.

The Woods' Alfa is back after talking to my Mini and then demanding some rebuilding work.

At the run briefing, Geoff Wood confirmed that from the next run onwards we are trialling assembly at the Botanical Garden car park in Bowral (see the Club Calendar for details). The deal clincher was that we are free to use the Garden's toilets as required. It has a better surface than Burradoo and will be less effected by traffic noise.

The Merc and the Bee from the other side of the fence.

So off we went on a route designed to minimise potholes and lessen the time on the motorway. All proceeded smoothly until we got to the club.

John Cooper Works Cooper S – nice!

David Thomas's MGF – rarely seen in these parts.

Just in case you weren't sure it's British.

A little bit of subtle and not so subtle publicity

Outside and inside of the big Jag. Unusual steering wheel for such a car, but it looks good in there.

As is often the case, it was difficult (impossible?) to park in the car park in front of the club. But no big deal – there were places available in the very large car park diagonally across the road.

Once inside, the club had given us our own private room, which is always a bonus, not having to talk over the background hubbub etc. looking at the menu, I was about to have the small daily roast until I spied a Lamb's Fry and Bacon dish. I had that, and it was very nice indeed. These days Lamb's Fry is presented as slices, and the bacon pieces are incorporated in the sauce beautiful if done well. As far as I could see, all the other dishes presented well too.

Unfortunately, I had to leave early due to family commitments, but the socialising was certainly in full swing when I left.

Not the real deal, but it sure evokes the aura very well indeed - Peter Carpenter's Lotus Cortina tribute.

A cockroach eye view of the briefing.

On behalf of the club, I thank Fred Edney for putting this run together. It was nice to give our cars a longer, more open run once in a while.

Phil O'

One good reason to save the Bees

A gentleman was stopped on the side of the road.
A bee flew up to his window and asked what's wrong.
The gentleman replied he had run out of petrol.
The bee said not to worry, I will get my mates to help.
The bee flew off and returned a short time later with the rest of the hive - hundreds of bees.
The bee asked for the petrol cap to be removed. The bees flew into the petrol tank and a returned a short time later.
The bee flew up to the gentleman and said everything is ok now, so you can continue on your journey.
The gentleman asked 'what did you do?'
The bee replied - we filled it up with BP.

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)!

TRUTH IN ADVERTISING?

In the fifties Volkswagen placed many full-page ads in the Women's Weekly. I have many of these ads in my collection and they are all humorous to read. The ad featured here is from the February 29th, 1956, edition.

VOLKSWAGEN

the wonder car with the "years-ahead" design — ACCLAIMED by the EXPERTS

- **"Luxury car" ride from torsion bar suspension.**
- **Amazing efficiency from air-cooled rear motor.**
- **Over 40,000 Volkswagens have travelled over 60,000 miles without major repairs.**

VOLKSWAGEN — winner of the 1955 Redex trial — astounded the experts. After a tour equal to 60,000 miles of normal running Volkswagen — the wonder car — needed no major repairs. Even experienced driver Laurie Whitehead was astonished. He said: "The Volkswagen did an incredible job." Whitehead was particularly impressed with these two features of the *precision engineered* Volkswagen —

Luxury Suspension:

A Volkswagen can hit a drain 18" deep and 2' wide at 40 m.p.h. and just climb out of it with no more than a small jolt. The secret? Volkswagen's torsion bar independent 4-wheel suspension — perfected by Volkswagen and only now being incorporated in the most expensive overseas makes.

"Ran like a Swiss watch all the way", says

Laurie Whitehead

Winner of 1955 Redex trial

Simple, efficient Engine:

Volkswagen's big bore, slow revving engine means less wear — many Volkswagen owners have travelled 150,000 miles with the same engine. It means greater mileage — a guaranteed 38 miles per gallon. And Volkswagen's air-cooling system does away with many problems of water-cooling systems.

On the Redex trial Volkswagen was backed up everywhere in Australia by super service. Every Volkswagen owner can depend on the same service efficiency wherever he goes.

Specially trained mechanics work with a Volkswagen designed tool-kit and spare parts are always in full stock.

Above is the Volkswagen Family Sedan. Its brilliant baked lacquer finish lasts and lasts, and dashing shades are Surf Green, Metropolitan Blue, Arabian Black, Coastal Grey, Mardi Tan, Cascade Grey.

Over one million Volkswagens have been sold!

VOLKSWAGEN **is an international success. These authentic testimonials from the four corners of the globe prove the promise — Volkswagen is a wonder car.**

From Saudi Arabia:
"A trip was made from Dhakran to Abqaig, then to Ain Dar Oil Fields, and then the road ended. We drove for 6 hours in complete soft sand desert — temperature was 118°F. No other car than the Volkswagen could have brought us safely back to where we started, because these areas are only travelled with special big trucks equipped with special features."
—Najati Abu Khadra.

From America:
"Zipping around the countryside in my white Volkswagen makes me feel 20 years younger. What more can you ask of transportation?"
—Miss Marjorie Trumbull, American Television Commentator.

From Denmark:
"Before I purchased a Volkswagen I owned a car which ran 8,800 miles and I had to spend about £100 on repairs. My Volkswagen, which I have driven more than 60,000 miles, has cost only £20."
—Autocentralen Danish Newspaper.

In Australia:
At the Annual West Australian Fair there were 20 times as many prospective customers visiting the Volkswagen stand as there were visitors to the stands of other automobile makes. *—Western Motors Ltd.*

"So easy to drive, so safe, so smart," say women motorists

THE Volkswagen, winner of the world's most rugged reliability trial, is popular with women, too — because it's a joy to drive. Nestle into the comfortable seat and the gear lever is right at your left hand — mounted on the floor for extra convenience. Gear changing is child's play because 2nd, 3rd and 4th are synchromesh. No wrestling with unwieldy steering, either — flick your fingertips and the Volkswagen nips around the sharpest corner.

Finger-tip control steering makes it possible to see Volkswagen was a space little longer than the car.

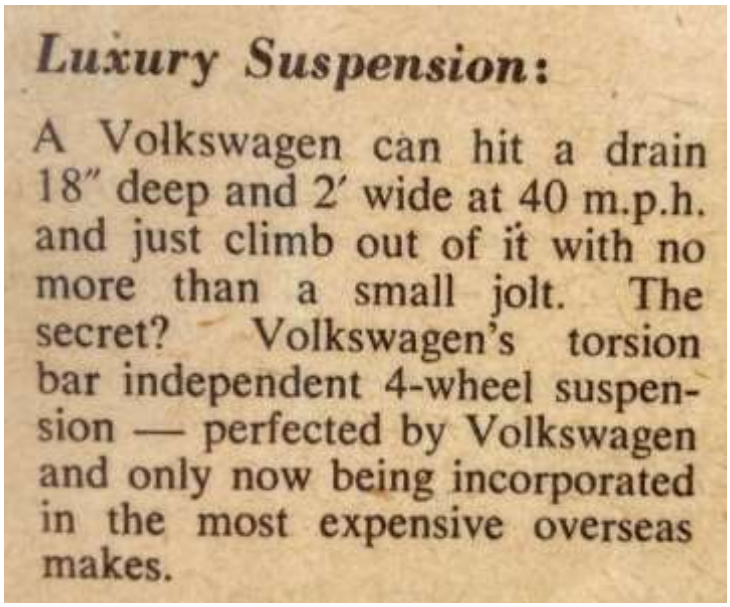
The Volkswagen is **safe** to drive — the streamlined design means less wind resistance on open roads—the sloping bonnet gives **true** all-round vision.

Styled years ahead, Volkswagen's functional lines keep Volkswagens new for years longer.

At £[illegible] (incl. sales tax) Volkswagen is undoubtedly Australia's best car value — it's the wonder car.

Arrange with your Volkswagen distributor for a wonder drive.

VICTORIA	NEW SOUTH WALES	QUEENSLAND	SOUTH AUSTRALIA	WEST AUSTRALIA
Spencer Motors Pty. Ltd., 86 Spencer Street, South Melbourne. MB 4781.	Lenock Motors Ltd., 177-179 William Street, Sydney. FA 7081.	[illegible]	[illegible]	[illegible]



Luxury Suspension:

A Volkswagen can hit a drain 18" deep and 2' wide at 40 m.p.h. and just climb out of it with no more than a small jolt. The secret? Volkswagen's torsion bar independent 4-wheel suspension — perfected by Volkswagen and only now being incorporated in the most expensive overseas makes.

I have highlighted the paragraph dealing with the luxury suspension. It seems appropriate to make such a claim in a leap year (February 29th)

Ken Davis

Citroen 2CV

Around the middle of the last century, the major European car making countries all seemed to come to the same conclusion – that what was needed was a car for the masses, something that would get people into cars, particularly those who had never had one before. The result of this thinking was the Volkswagen Beetle (1938), the Citroen 2CV (1948), the Fiat 500 (1957) and the BMC Mini (1959). Of course, there were notable small cars before then, such as the Austin 7 (1923), the BMW Dixi (1928) and numerous others, but it was these four who really provided the oomph to the car market. Not surprisingly, it is these four that tend to appear at or near the top of lists of the greatest cars of the twentieth century (along with the Ford Model T, which performed a similar function in the USA from 1908 onwards).

Over the next four editions of BEACon, I would like to look at the advent of these four vehicles. I do not intend to give a detailed history of the model, rather just look at their genesis and give a photographic profile of the variants developed over the years they were in production.

So let's start with the 2CV. For the story of its creation, there is no one better than Wikipedia to provide it.

‘The **Citroën 2CV** (French: *deux chevaux(-vapeur)*, pronounced [dø ʃ(ə)vo (vapœʁ)], lit. "two steam horse(power)s", meaning "two *taxable* horsepower") is an air-cooled front-engine, front-wheel-drive, economy family car, introduced at the 1948 Paris Mondial de l'Automobile, and manufactured by Citroën for model years 1948–1990.

Conceived by Citroën Vice-President Pierre Boulanger to help motorise the large number of farmers still using horses and carts in 1930s France, the 2CV has a combination of innovative engineering and straightforward, utilitarian bodywork — at first with extra thin panels, reinforced by *corrugating* the metal. The 2CV featured overall low cost of ownership, simplicity of maintenance, an easily serviced air-cooled engine (originally offering 9hp), and minimal fuel consumption. In addition, it had literally been designed to cross a freshly ploughed field, because of the great lack of paved roads in France then; with a long-travel suspension system, that connects front and rear wheels, giving a very soft ride.

Often called "an umbrella on wheels", the fixed-profile convertible bodywork featured a full-width, canvas, roll-back sunroof, which accommodated oversized loads, and until 1955 even stretched to cover the car's trunk, reaching almost down to the car's rear bumper.

Michelin introduced and first commercialised the revolutionary new radial tyre design with the introduction of the 2CV.’

The original 2CV, corrugations, single headlight, canvas roof and all.

‘Between 1948 and 1990, more than 3.8 million 2CVs were produced, making it the world's first front-wheel drive car to become a million seller, after Citroën's own, more

upscale Traction Avant was the first front-wheel drive car to sell in six-figure numbers. The 2CV platform spawned many variants. The 2CV and its variants are collectively known as the *A-Series.* Notably these include the 2CV-based delivery vans known as *fourgonnettes*, the Ami, the Dyane, the Acadiane, and the Mehari. In total, Citroën manufactured over 9 million of the 2CVs and its derivative models.'

1950 Model, still with a corrugated bonnet.

Early Fourgonnette van.

‘A 1953 technical review in *Autocar* described "the extraordinary ingenuity of this design, which is undoubtedly the most original since the Model T Ford". In 2011, *The Globe and Mail* called it a "car like no other". The motoring writer L. J. K. Setright described the 2CV as "the most intelligent application of minimalism ever to succeed as a car", and a car of "remorseless rationality".’

Early model featuring suicide doors.

Production at Citroën's plant in Slough, England was from 1953 to 1960. Until then British construction and use regulations made cars with inboard front brakes such as the 2CV illegal. Producing the car in Britain allowed Citroën to circumvent trade barriers and to sell cars in the British Empire and Commonwealth. It achieved some success in these markets, to the extent that all Slough-built 2CVs were fitted with improved air cleaners and other modifications to suit the rough conditions found in Australia and Africa, where the 2CV's durability and good ride quality over rough roads attracted buyers. The 2CV sold poorly in Great Britain in part due to its excessive cost, because of import duties on components.

A British built ‘ute’ variant featuring a recoilless rifle installation.

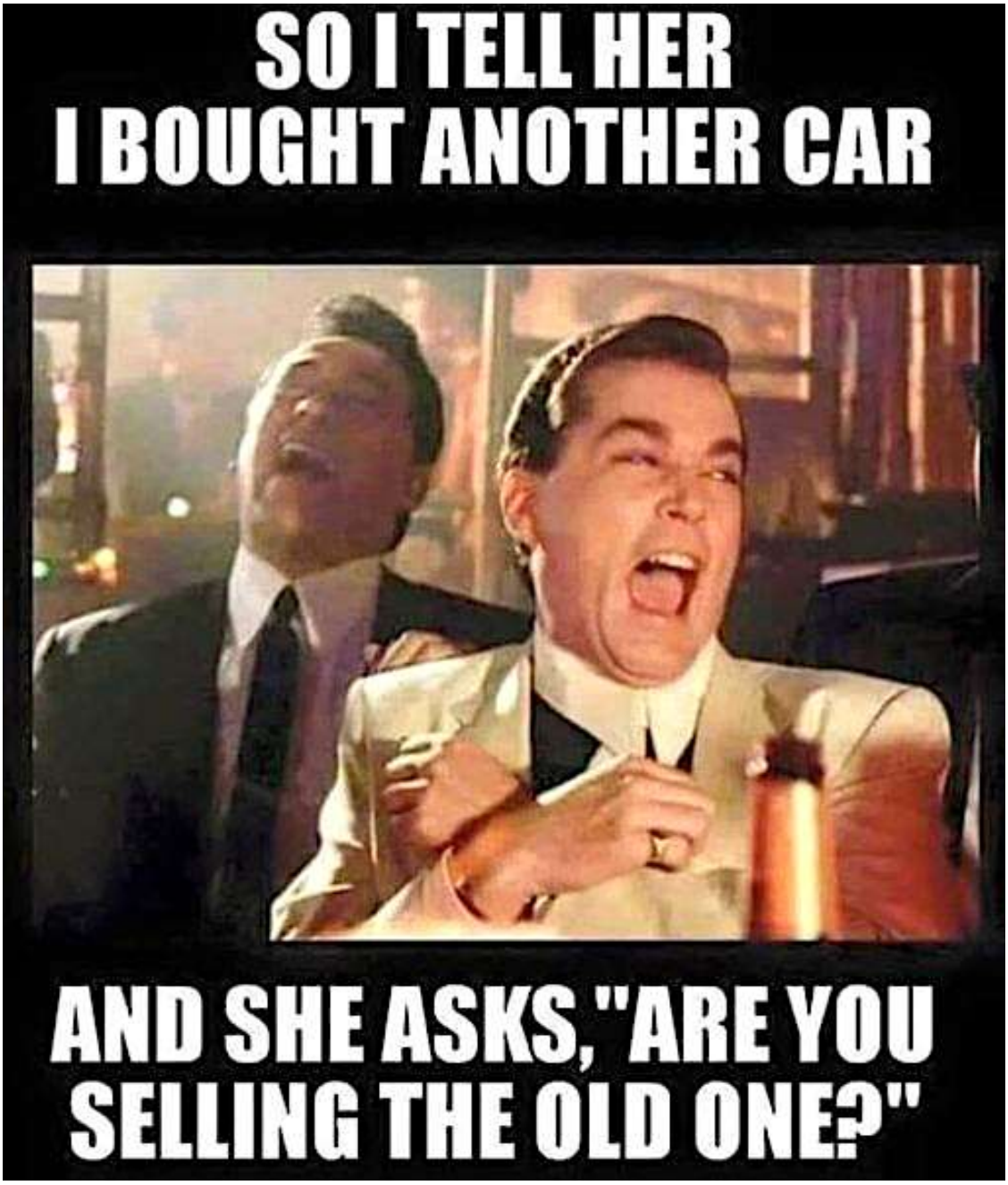
1961 ‘Citroneta’, manufactured in Chile and Argentina. (Love it!)

Both the design and the history of the 2CV mirror the Volkswagen Beetle in significant ways. Conceived in the 1930s, to make motorcars affordable to regular people for the first time in their countries, both went into large scale production in the late 1940s, featuring air-cooled boxer engines at the same end as their driven axle, omitting a length-wise drive shaft, riding on exactly the same 2,400 mm (94.5 in) wheelbase, and using a platform chassis to facilitate the production of derivative models. Just like the Beetle, the 2CV became not only a million seller, but also one of the few cars in history to continue a single generation in production for over four decades.'

Late model 2CV.

The Charleston is the model we are most used to seeing, because we had one in the club for a while, and one was (is) often parked in front of the Bowral Brasserie.

MOTORING MIRTH



Thank you to all contributors to this edition (in particular Anne Wood, Mark Hollins, Ken Davis and Owen Sinden)**.**