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

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Mt Kembla Village Hotel 5/10/2022

Oh, did I mention that it rained? What bad luck for a run to Mt Kembla that I had been waiting eagerly for since it was first announced. As it was, we missed good weather by just one day, which meant that almost everyone brought more modern vehicles for the trip. There was only one classic car present, the 1986 Jaguar of first time newcomer Pete. In the end though, the rain didn't inhibit us at all from achieving our objective, and those who came enjoyed one of the best runs the club has had for a long time. We thank organiser Glenn Atkinson for his initiative in putting this outing together.

This view of the new assembly point sums up the weather conditions very succinctly.

The cars take in their sodden surroundings.

The only genuine classic car on the run – newcomer Pete's Jag.

Modern editions of two of the greatest small cars to emerge from the 20th century.

After a brief briefing, we set off along Tourist Road, with its strands of beautiful trees lining the sides of the road. In discussions later, some members felt that the road surface had been improved (less bumpy than before), but we must remember that today we were in modern vehicles with sophisticated suspensions, not our hard riding classics.

Great scenery along Tourist Road. Photo: Owen Sinden

Down the winding Macquarie Pass in sometimes misty conditions.

Then it was down Macquarie pass, where rain and occasional mist added to the challenging nature of the road. Thence through Albion Park, join the expressway for a short run before joining the old highway through Dapto before turning left and proceeding up the hill to Mt Kembla Village.

A very attractive pub in a very attractive village.

Jenny and I were looking forward to seeing the place again. A few years ago, the village held an annual festival weekend, where they would close the road through the village and have all sorts of arts and crafts stalls, food, wine and beer, live music etc, and a grand parade at the end of it. It was there that we first heard bluegrass music being performed, the love of which has stayed with us to this day. In that idyllic village setting, it was a magic time. But I confirmed today that the festival is no more - very sad.

Inside the pub, we found out that we were booked into the covered beer garden out the back, but because of the weather and the fact that it was a very quiet day for them, they switched us into a very spacious and comfortable room near the kitchen. Meals were ordered and delivered in good time. We soon realized the meals were of country pub size. I reverted to type and got the bangers and mash (3 snags), and when Jenny's Parmigiana appeared, some at our table opined that it was the biggest they had ever seen. And they were all pretty tasty too.

The inside of the pub is unpretentious but attractive too.

Photo hardly conveys just how big the Parmigiana was.

My bangers and mash really hit the spot.

And the desserts, well, they were pretty full on too.

After those big mains, I didn't look for dessert, but a few people did and they proved to be a worthy (if slightly rich) addition to the meal. By this time the usual BEAC camaraderie was in full swing, and everyone was enjoying their time together.

When it was time to wend our way home, we chose to complete the loop by going further up and then along the escarpment to Picton Road and back to the Highlands from there. The drive along the escarpment top is a beauty, though in a couple of places the road was narrowed by land slips and with the mist you couldn't see any of the coastal views from the various lookouts along the way.

Brian and Marilyn Cox contemplate dessert, though Brian doesn't seem to be sure what to make of it! Photo: Anne Wood

All in all, it was a run that had so many of the aspects that BEAC seeks to satisfy on our outings. I think that Mt Kembla will be seeing us again in the not too distant future.

Phil O'

New Member

A few years ago every edition of BEACon featured a listing of any new members that had joined the club during that month. Unfortunately, this feature fell by the wayside and hasn't been revived. But the joining story of a new member this month is worth telling. Owen Sinden wrote to me after the run to Mt Kembla with the following story.

'Well, that was a wet outing today! It did have at least one positive outcome though: I finally filled out my membership application form.

I think, maybe, I have set a new world record. The time between my first BEAC outing, on 10 July 2019, and my membership application to BEAC on 5 October 2022, is, um, let me get a calculator…

3 years, 2 months, 25 days!

Or 1182 days, given the two months tallied 61 days, and 2020 was a leap year. Or 28,368 hours, or 1,702,080 minutes… Yep, a world record, surely! Who else has taken a longer time to clock up the 5 outings for a BEAC membership?

Of course, it wasn't all my fault. Mr COVID-19 had a hand in it. I attended four outings between 10 July 2019 and 26 Feb 2020 - then everything went down the toilet. Lockdowns in 2020 and again in 2021, with massively reduced club events, were the main cause. In 2021, with my good lady and me building a house on Bundanoon, which we moved into in August 2021, with all the associated unpacking/throwing out/landscaping/etc; any club events then were not negotiable.

I don't know if Rob (Stenvert) or Peggy (Pollock) can corroborate my record - but I doubt it would take any serious potential member longer than I took.'

So now we can hope to see Owen on many future runs, in either his Toyota powered Morris Minor or his (yet to be seen) Triumph Herald.

CLUB CALENDAR – November and December 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**

NOVEMBER 2022

Wednesday 2 November 2022 | Lunch Run
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
. Venue | Camden Valley Inn, 290 Remembrance Drive, Cawdor
. Download Camden Valley Inn run sheet Camden Valley Inn run
. Organiser Peter Pyett
• Contact | Ross Pollock | m | 0412 734 825

Wednesday 16 November 2022 | Lunch Run

Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
•Venue | Sutton Forest Inn, Illawarra Hwy, Sutton Forest.
•Organiser. Chris Brangwin
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Wednesday 30 November 2022 | Lunch Run
. Venue | The Historical Aircraft Restoration Society Museum, at Albion Park Rail
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
. Download HARS run sheet BEAC HARS run
. **Entry and lunch bookings essential (by 25th November) see run sheet for details.**
. Organiser | Ken Davis.
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

DECEMBER 2022

Wednesday 14 December 2022 | Club Christmas Lunch
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
. Venue The Robertson Hotel, Fountaindale Rd. Robertson
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Worst Road in the Southern Hemisphere??!!

My good lady and I had the misfortune to drive from the Hume Highway this afternoon along Golden Vale Road…

All was good - up until the final 100m before the Illawarra highway at Sutton Forest. What a joke! These were the BIGGEST, LONGEST, and DEEPEST potholes in the Southern Hemisphere!!! Maybe even in the entire world. I've seen swimming pools smaller than these whoppers.

Craters! Monsters! Look out! These are a few of the more polite utterances I heard from the passenger's seat. These monsters were all across the road, and no-one could drive across at anything more than walking pace. No, that's too fast - make it crawling pace!

Let's try to be polite here…. What an absolute mess! And a tyre nightmare!! If you ever tried to attempt to cross this nightmare of bomb craters at more than 5 km/h then you deserve everything you get (aka, slashed sidewalls, blowouts, punctures, etc).

It was a nightmare! The (I'm trying to be polite) open cut mines were just impassable! There was no clear way through the apocalypse of holes.

Thankfully, for those drivers that approached from the southern side, there were some warning signs - none of which would come close to ‘acceptable’ - but there was absolutely nothing when approaching from the northern side!

If this was the moon, Apollo 11 could not have landed here, such was the state of the road. "Rough Surface' the signs said. Never, in the field of human motoring, was a warning sign, erected by the local regulators, for the purpose of informing the local voters, of such minimal value.

Cheers,

Owen Sinden

PS Pothole jokes are a dime a dozen one these days, but Owen's wife Indra found one that puts a new perspective on the depth of some of them.

Moss Vale Services Club 19/10/2022

Gathering in the unaccustomed sunshine.

So what was this strange bright light in the sky that greeted us upon arrival at the assembly point for the start of BEAC's run to one of our most dependable venues – Moss Vale Services Club. We blinked at the brightness, but became accustomed to it after a while, as it evoked memories of a time eons ago when such light (and warmth) was a common feature of club outings. Long may it continue!

Soaking up the sun – Stuart Granger's Lancia Beta HPE and Doug Mackinlay's Mercedes 280SE.

Mercs of a feather flock together.

At the run briefing, Peggy Pollock, standing in for the Geoff Wood, reminded us that we should not park on the hard surface area of the car park, as that is used for turning by the council water trucks. So note for the future - park on the gravel, in two rows if necessary. It was also noted that the Botanical Gardens toilets were locked, which shouldn't happen under our agreement with them.

Three quite different classic cars.

Phil Davies' Bentley and the Bell's Ford Capri turbo compare notes.

Tony Proctor-Broughall's classic MGB, looking very British.

So off we went on a route through Moss Vale, Sally's Corner, the motorway, Wingello and back through Bundanoon to Mossie. The route was designed to minimise trouble with potholes, though virtually no route can eliminate them entirely. Anyway, some of those that went on Brian Cox's tour to the Central West tell me that the local potholes do not compare with some of the monsters out west!

On arrival at the club we noted a very full car park – lots more cars than the last time we visited. And it proved to be very full in the dining area too, with a long table of Probus members (I think) and a bus load from Woden Valley in Canberra. But we all found seats easily enough, ordered food and began to socialise.

The food when it came was pronounced very good by those I talked to. All at our table had dishes off the lunchtime specials menu, and they were most appreciated. All in all, a real no hassles day to be enjoyed by all.

Chris Brangwin's MGB coming……

…..and going.

On behalf of the club, I say thank you very much to Ros and Kevin Bell for putting this enjoyable run together for us.

Only shot I got in the Services Club car park (yes, my car does happen to be in it).

A table of BEAC stalwarts.

And the other side of that same table - thank you for obliging the pest with the camera!

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)!

EV Charging Hazard

Volkswagen Beetle

This is the third in a series of articles on the four notable small cars from the middle of the twentieth century - the Volkswagen Beetle (1938), the Citroen 2CV (1948), the Fiat 500 (1957) and the BMC Mini (1959). This month we look at the Beetle, the 'Bug' beloved by many.

In the 1960s and 1970s, it seemed that everyone in Australia either had a Beetle in the family or knew someone who had one. Its rugged simplicity and reliability appealed to many motorists and it became somewhat of a cult car, particularly among the young. My wife Jenny learnt to drive in the family's Beetle and has fond memories of the car. The car's toughness was demonstrated in the series of round-Australia trials during the 1950s, with the Beetle winning outright no less than five times.

Now as it happens we have an expert on the car in BEAC – Ken Davis, well known for his 1972 Wattle Yellow Super Beetle, so I have to careful to get the story right when it comes to the history of the car.

VW Beetle 1995.

As always, Wikipedia has the full story (of which only a small part is shown here).

The **Volkswagen Beetle**—officially the **Volkswagen Type 1**, informally in German *der Käfer* (meaning "beetle"), in parts of the English-speaking world the **Bug**, and known by many other nicknames in other languages—is a two-door, rear-engine economy car, intended for five occupants (later, Beetles were restricted to four people in some countries), that was manufactured and marketed by German automaker Volkswagen (VW) from 1938 until 2003.

The need for a *people's car* (*Volkswagen* in German), its concept and its functional objectives were formulated by the leader of Nazi Germany, Adolf Hitler, who wanted a cheap, simple car to be mass-produced for his country's new road network (Reichsautobahn). Members of the National Socialist party, with an additional dues surcharge, were promised the first production, but the Spanish Civil War shifted most production resources to military vehicles to support the Nationalists under Francisco Franco.

Lead engineer Ferdinand Porsche and his team took until 1938 to finalise the design. Béla Barényi is credited with conceiving the original basic design for this car in 1925, notably by Mercedes-Benz, on their website, including his original technical drawing, five years before Porsche claimed to have done his initial version. The influence on Porsche's design of other contemporary cars, such as the Tatra V570, and the work of Josef Ganz remains a subject of dispute. The result was the first Volkswagen, and one of the first rear-engined cars since the Brass Era. With 21,529,464 produced, the Beetle is the longest-running and most-manufactured car of a single platform ever made.

Although designed in the 1930s, due to World War II, civilian Beetles only began to be produced in significant numbers by the end of the 1940s. The car was then internally designated the Volkswagen Type 1, and marketed simply as the Volkswagen. Later models were designated Volkswagen 1200, 1300, 1500, 1302, or 1303, the first three indicating engine displacement, the last two derived from the model number.

The car became widely known in its home country as the *Käfer* (German for "beetle", cognate with English chafer) and was later marketed under that name in Germany, and as the Volkswagen in other countries. For example, in France it was known as the *Coccinelle* (French for ladybug).

The original 25 hp (18.6 kW) Beetle was designed for a top speed around 100 km/h (62 mph), which would be a viable cruising speed on the *Reichsautobahn* system. As Autobahn speeds increased in the postwar years, its output was boosted to 36, then 40 hp (26.8, then 29.8 kW), the configuration that lasted through 1966 and became the "classic" Volkswagen motor. The Beetle gave rise to multiple variants: mainly the 1950 Type 2 'Bus', the 1955 Karmann Ghia, as well as the 1961 Type 3 'Ponton' and the 1968 Type 4 (411/412) family cars, ultimately forming the basis of an entirely rear-engined VW product range.

Split rear window 1949 Model. Photo: Pfan70 at English Wikipedia

The Beetle marked a significant trend, led by Volkswagen, and then by Fiat and Renault, whereby the rear-engine, rear-wheel-drive layout increased from 2.6 percent of continental Western Europe's car production in 1946 to 26.6 percent in 1956. In 1959 even General Motors launched an air-cooled, rear-engined car, the Chevrolet Corvair—which also shared the Beetle's flat engine and swing axle architecture.

Post-war production and boom

The re-opening of the factory is largely accredited to British Army officer Major Ivan Hirst. Hirst was ordered to take control of the heavily bombed factory, which the Americans had captured. Following the British Army-led restart of production and Hirst's establishment of sales network and exports to Netherlands, former Opel manager (and formerly a detractor of the Volkswagen) Heinz Nordhoff was appointed director of the Volkswagen factory in 1949. Under Nordhoff, production increased dramatically over the following decade, with the one-millionth car coming off the assembly line by 1955. During this post-war period, the Beetle had superior performance in its category with a top speed of 115 km/h (71 mph) and 0–100 kilometres per hour (0–62 mph) in 27.5 seconds with fuel consumption of 6.7 litres per 100 kilometres (42 mpg_{-imp}; 35 mpg_{-US}) for the standard 25 kW (34 hp) engine. This was far superior to the Citroën 2CV, which was aimed at a low speed/poor road rural peasant market, and Morris Minor, designed for a market with no motorways or freeways; it was even competitive with more advanced small city cars like the Austin Mini upon its introduction in 1959.

In *Small Wonder*, Walter Henry Nelson wrote:

The engine fires up immediately without a choke. It has tolerable road-handling and is economical to maintain. Although a small car, the engine has great elasticity and gave the feeling of better output than its small nominal size.

Oval window sedan 1954.

VW Cockpit 1957 Photo: Palauenc05 Wikimedia Commons

The chassis became a technological and parts donor to the original VW Bus, officially the Volkswagen Type 2,

On 17 February 1972 Beetle No. 15,007,034 was produced, surpassing total production of the previous record holder, the Ford Model T. By 1973, total production was over 16 million, and by 23 June 1992, over 21 million had been produced.

Australia

Official importation of the Volkswagen Beetle into Australia began in 1953, with local assembly operations commencing the following year. Volkswagen Australia was formed in 1957, and by 1960 locally produced body panels were being used for the first time. When the European Type One body received the larger windows for the 1965 model year, Volkswagen Australia decided not to update, but continued to produce the smaller-windowed bodies, with unique features to the Australian versions. This was due to the limited size of the market and the costs involved in retooling. Australian content had reached almost 95% by this time. The Australian subsidiary continued to produce the earlier body style until 1967, when declining sales forced a switch to CKD assembly using imported components the following year. In 1968, Volkswagen Australia released its own locally designed utilitarian version of the Type 1, the Volkswagen Country Buggy or Type 197.

The last Australian-assembled Beetle was produced in July 1976 with assembly of other models ending in February 1977. All Volkswagens for the Australian market have been fully imported since then.

Club member Ken Davis' 1972 Super Beetle

Beetle 1600 Sedan 1976

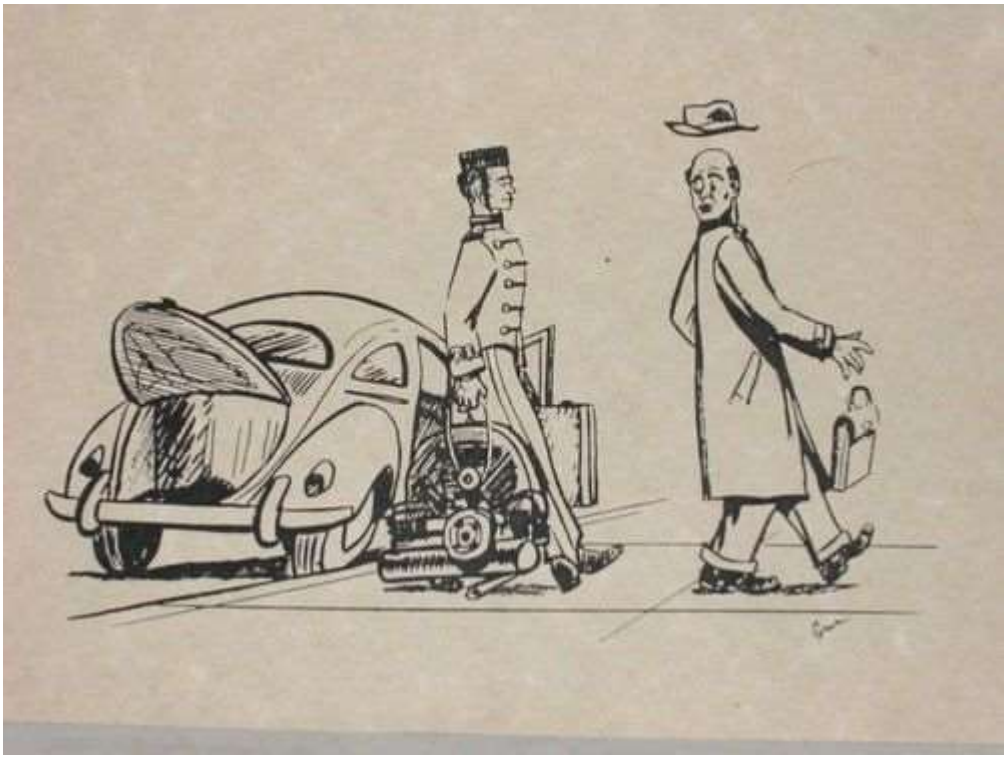
VW Beetle gathering 2019

The Beetle in the Media

Throughout its life the Bug was a favourite of the media. The car was well served by an innovative, quirky humorous and attention grabbing advertising campaign (a couple of examples of which have featured in past editions of BEACon).

One clever publicity stunt was performed on the occasion of the 50th anniversary of the Beatles iconic 'Abbey Road' album in 2019. The album cover featured the four Beatles crossing Abbey Road in line astern, so the scene was recreated using the cars instead.

The car also became a favourite of car cartoonists everywhere.



The Beetle would serve as the basis for Herbie, a fictional race car with a mind of its own, who had appeared in several movies, such as *The Love Bug* and *Herbie Goes to Monte Carlo*.

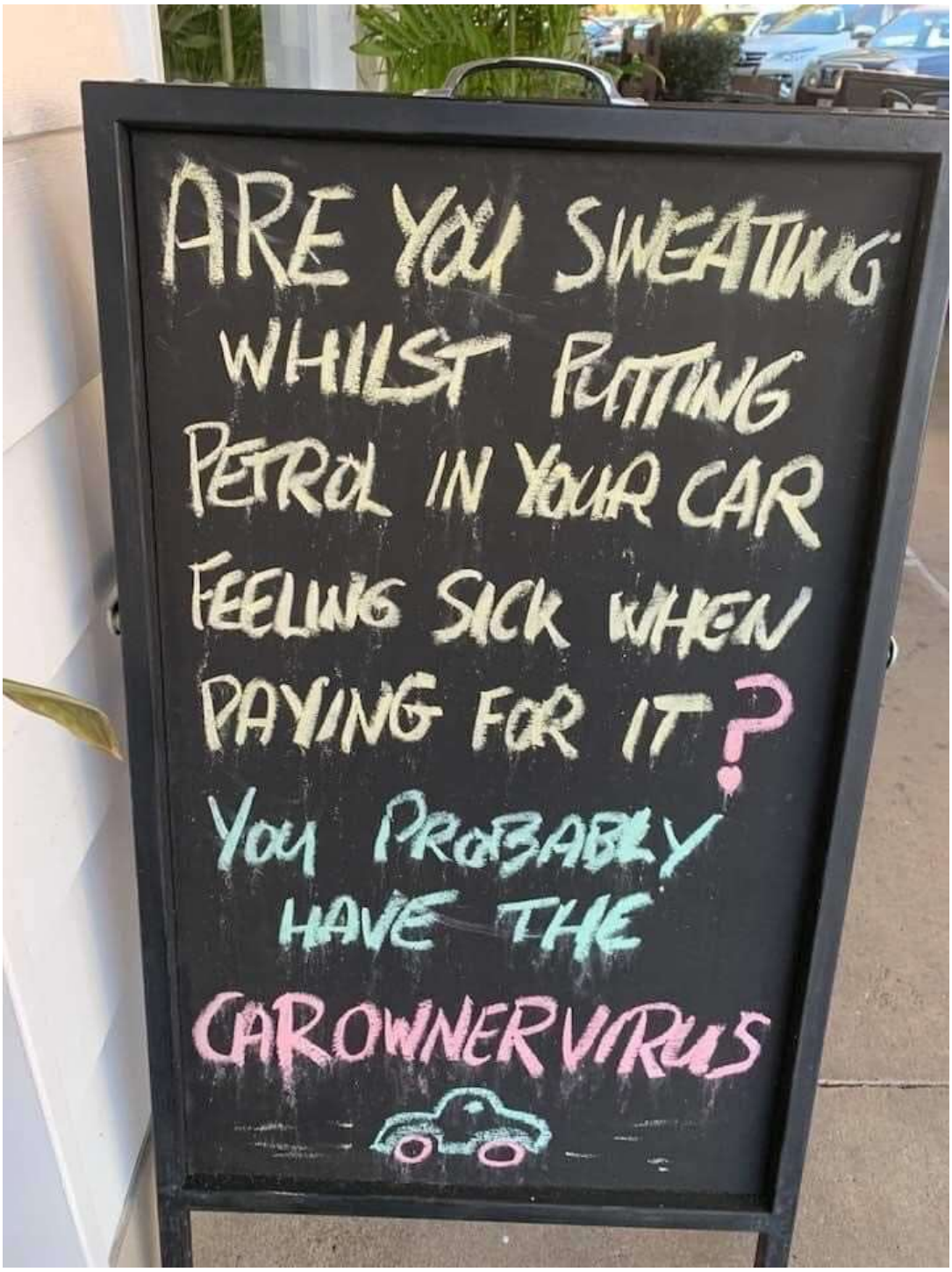
Worldwide end of production

By 2002, over 21 million Type 1s had been produced, but by 2003, annual production had dropped to 30,000 from a peak of 1.3 million in 1971. VW announced the end of production in June 2003, citing decreasing demand, and the final original Type 1 VW Beetle (No. 21,529,464) rolled off the production line at Puebla, Mexico, on 30 July 2003, 65 years after its original launch. This last Beetle, nicknamed *El Rey* (Spanish for "The King" after a legendary Mexican song by José Alfredo Jiménez) was delivered to the company's museum in Wolfsburg, Germany.

To celebrate the occasion, Volkswagen marketed a final, special series of 3,000 Beetles marketed as "Última Edición" (Final Edition) in light blue (Aquarius Blue) or beige (Harvest Moon Beige). Each car included the 1.6 engine, whitewall tires, a CD player with four speakers, chrome bumpers, trim, hub caps and exterior mirrors, a Wolfsburg emblem above the front trunk's handle, an all-cloth interior, chrome glove box badge, body coloured wheels, tinted glass, a rear parcel shelf, and VW Última Edición plaque.

The last VW Beetle – Mexico 2003. Photo: Hasse Aldhammer

MOTORING MIRTH



Thank you to all contributors to this edition