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BEACon May 2023

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Roses Café Goulburn **5/04/2023**

Autumn in the Highlands

Wonderful blue skies greeted us as we gathered at the Botanic gardens car park for the regular briefing before we headed off on 5th April.

We enjoyed catching up with our new member Rob Taylor driving his pale green Alfa Romeo.

We set off on an interesting run through Penrose, Wingello and Talong before joining the freeway and heading to Roses cafe at their new location in Verner Street.

The new cafe is much bigger and there was plenty of space for the 40 members who enjoyed lunch.

The service was very efficient and the food, plenty, with the usual Roses display cabinet offering many delicious choices.

Thanks to Alan and Annemieke Edwards for organising a great run.

Words and pictures: Anne Wood

CLUB CALENDAR – May 2023

- **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**

May

Wednesday 3rd May

• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
•**Bargo Hotel** |225 Great Southern Rd, Bargo **AGM 11.30am**
Contact | Ross Pollock | m | 0412 734 825,
e | events@beac.org.au

Wednesday 17th May
•Glass Bistro, Mittagong Golf Club.
•Organisers Heather and Merv Dunlop
•Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
•Contact | Ross Pollock | m | 0412 734 825,
e| events@beac.org.au

Wednesday 31st May
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
Contact | Ross Pollock | m | 0412 734 825,
e | events@beac.org.au

Proposed run to Orange | October| November 2023
Contact | Ross Pollock | m | 0412 734 825,
e | events@beac.org.au

Alfa Romeo Duetto

Readers may recall I wrote couple of items in BEACon a while ago that looked at the types of cars that I would like to see in our club. I particularly wanted to see Italian sports cars represented. I had no sooner written that than we got a couple of Alfa Romeo GTVs join us (and now new member Bob Taylor has brought us another). Later, to my great delight, Stewart Granger brought us his two Lancias (Beta Coupe and HPE).

Two weeks ago I went into the upper level car park at Woolworths Bowral, and to my surprise, sitting there was a pristine white Alfa Romeo Spider (popularly known as the 'Duetto') on J plates. Unfortunately, the owner was nowhere to be seen, so I had to move on without finding out anything about it. But I did think 'yes, that's a car I'd like to see in BEAC'. So I thought I'd put a profile of the car in BEACon. Over to Mr Wiki for the details:

'The **Alfa Romeo Spider** (105/115 series) is a two-seater, front-engined, rear-drive roadster manufactured and marketed by Alfa Romeo from 1966 to 1994 in four distinct generations, or "series", each with modifications ranging from modest to extensive.

As successor to the Giulia Spider, the Spider remained in production for almost three decades. The first three series were assembled by Pininfarina in Grugliasco and the fourth series in San Giorgio Canavese. The last Spider of that series was manufactured in April 1993 — the last rear-wheel drive Alfa Romeo before the Alfa Romeo 8C Competizione of 2007.

Development

In 1962, Alfa Romeo introduced the new 105 Series Giulia, which first complemented and then replaced the 101-series Giulietta. The sport variants of the Giulietta remained on sale for several more years, upgraded to the Giulia's 1.6-litre engine and rebadged Giulia, until analogous variants of the new models were ready.

Thus, the Giulietta-based Giulia Spider 1600 and Giulia Spider Veloce were produced from 1962 to 1965 and from 1963 to 1965, respectively. *(Readers may know of club member Michael Kelly's show winning example of the type – Ed.)*

Guilia Spider 1963

The Alfa Romeo Spider was based on Giulia mechanicals, including its Alfa Romeo twin cam inline-four, independent front and solid axle rear suspension, and unibody construction, incorporating the relatively new principles of crumple zones into the front and rear. Following the evolution the other Giulia sport variants, the Spider was powered by a 1.6 L engine, later received a 1750 cc, then a 1300 cc, and finally a 2000 cc engine. Unlike any other Giulia derivative, it was upgraded and continued to sell through four decades, into the 1990s.

As for its predecessor the Giulietta Spider, the Italian firm of Pininfarina was responsible for the design, manufacturing of the body, and final assembly. The 1600 Spider was the last project in which founder Battista Pininfarina was involved.

Design

The original 1966 Spider shape was the result of a number of Pininfarina design studies, concept cars showing traits incorporated in the final production design. The first one was the Alfa Romeo Superflow, a concept car built upon the chassis of a retired 6C 3000 CM racing car and first shown at the 1956 Turin Motor Show, designed by Aldo Brovarone. Despite being an aerodynamic coupé with prominent fins on the rear, and a futuristic all-plexiglas greenhouse and front wings, the Superflow already showed the overall body shape of the future Spider and the scallops on the sides.

Alfa Romeo S3000 CM Superflow

Despite the almost final design being ready in 1961, the continuing success of existing models and the economic challenges facing Italy at the time meant that the first pre-launch production Spiders began to emerge from the Pininfarina production line only at the end of 1965.

Series 1 (1966 – 1969)

The Spider was launched at the 36th Geneva Motor Show in March 1966. To choose a name for the spider Alfa Romeo announced a write-in competition, offering an example of the new car as a prize. Over 100,000 ballots were sent in, the great majority from Italy; the winner was Guidobaldo Trionfi from Brescia, who proposed the name "Duetto" (duet). However it could not be officially adopted due to trademark issues, and the car was named simply **Alfa Romeo Spider 1600**. The Spider's 1,570 cc twin cam engine had dual Weber two-barrel side-draft carburetors, and produced 109 PS DIN (80 kW; 108 hp; or 129 PS SAE). Sparsely fitted inside but including five speed manual transmission, disc brakes 15" wheels fitted with Pirelli Cinturato 155HR15 CA67 tyres. The price on launch in Italy was 2,195,000 lire. In the US the car sold for $3,950 (compared to $3,991 for a Lotus Elan and $2,607 for an MGB). In the UK the car's price was close to a Jaguar E-Type.

In January 1968, Alfa Romeo introduced the press to its *1750* line of cars, which included the new 1750 Berlina saloon, the Giulia Sprint-based 1750 GT Veloce coupé, and the 1600 Spider-based **1750 Spider Veloce**, which replaced the original Spider 1600. All were powered by the same engine, a new 1,779 cc, 118 PS DIN (87 kW; 116 hp; or 132 PS SAE) version of the Alfa Romeo twin cam engine. Top speed rose to 190 km/h (118 mph). The car did not bear any Spider badging, just a "1750" script below the rear Alfa Romeo badge. During the production run, the front repeater lights were moved ahead of the wheel arches.

Series 2 (1970 – 1982/83)

In 1970 the first significant change to the exterior styling was introduced on the 1750 Spider Veloce, with the original's distinctive elongated round tail revised to a Kamm tail, improving luggage space. Numerous other small changes took place both inside and out, such as a slightly different grille, new door handles, a more raked windscreen, top-hinged pedals and improved interior trim.

1971 saw the Spider Veloce receive a new, larger powerplant—a 1962 cc, 132 hp (98 kW) unit—and consequently the name was changed from 1750 Spider Veloce to 2000 Spider Veloce.

The cars were modified in 1974 and 1975 respectively to include two small seats behind the front seats, becoming a "two plus two" four seater. Also, between 1974 and 1976, the early-style stainless-steel bumpers were discontinued and replaced with black, rubber-clad units to meet increasingly stringent North American crash requirements.

Series 3 (1982/83 – 1989/90)

The Spider received a further styling revision in 1983, with introduction of black rubber front and rear bumpers, a front bumper incorporating the grille, a small soft rubber spoiler added to the rear Kamm back, and various other minor mechanical and aesthetic modifications.

The *Quadrifoglio Verde* (Green Fourleaf Clover) model was introduced in 1986, with many aesthetic tweaks, including sideskirts, mirrors, new front and rear spoilers, hard rubber trunk mounted spoilers with integral third stoplight, unique 15" alloys and optional removable hardtop. Different interior trim included blood red carpets and gray leather seats with red stitching. The QV was offered in only three colours: red, silver and black. It was otherwise mechanically identical to the standard Spider Veloce model

The interior received a new center console, lower dash panels (to meet U.S. regulations) and a single monopod gauge cluster (with electronic gauges). For the North American market a model marketed as the *Graduate* acknowledged the model's appearance in the 1967 film, *The Graduate*, starring Dustin Hoffman.

Minor changes occurred from 1986 to 89, including new paint colors, a center high mount stop lamp (CHMSL) midway through 1986 for North American models, a move away from the brown carpet and new turn signal levers.

To comply with federal passive safety standards, a subset of Model Year 1988 examples featured automatic seatbelts with the shoulder belts' internia reel retractors mounted behind and between the front seats, and routed through guides mounted on the inboard shoulder of the upper seat backs.

Series 4 (1990/91 – 1993)

Series 4 launched in 1990 with Bosch Motronic electronic fuel injection, full-width body-colored plastic bumper fascias, an electric cooling fan, full-width rear taillights, on-board diagnostics an optional automatic transmission — and eliminating the front under-bumper and rear trunk-lid spoilers of previous series.

Production of the original Spider ended in 1993. An all-new Alfa Spider was presented one year later.'

Phil O'

PS: I was just about to send this edition of BEACon out, when this morning I did the weekly shopping at Woolworths Bowral again, and there in the same car park where I saw the Duetto was:

I haven't bothered to research it, but it's probably a Caddy. Now I've seen a few Caddies, but not one with the wrap around rear window and extended roofline before. It put me in mind of a line from the B-52's song 'Love Shack' which said 'I got me a car that seats about twenty……'. Totally different from the BEAC ethos, but ya gotta admit, it's impressive.

For Sale - 1989 BMW 318i Auto - $23,500, ONO.

My 1989 BMW 318i is currently listed on Carsales for $23,500 but reasonable offers will be considered. It is registered in NSW as a historic vehicle (expires on 06-03-2024).

VIN No: WBAAF62000AC62176

Engine No: 02486757

ODO: 90,420 klm (as at 19-04-2023)

Location: Bowral.

Price: $23,500, ONO.

For more information, additional photos or to arrange an inspection and/or a test drive, please contact **Noel Andrews** on 0438 639 324.

100
120
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090417
UNLEADED GASOLINE
km/h

Minor Comparison

Owen Sinden sent me this recollection of a memorable moment he encountered a while ago.

'When is a Morris Minor considered a large car? When it is compared to a Fiat 500.

On my way home from work a year or two ago, I saw this immaculate Fiat 500, and the driver gestured to me to pull over. Now, being a bit of a Fiat freak myself, I couldn't help but to accept the invitation.

The Fiat owner had completely restored he car, a beautiful job. I had always thought of my Morris Minor as a small car - but compared to the tiny Fiat 500, which was soooo t-i-n-y, my Morrie felt like a limousine. Ah, perspective, we all need it from time to time.'

Now of course, this set me off to compare the dimensions of the two cars, and as the Fiat is often compared to the Mini, I thought I'd throw that in for good measure (pardon the pun). Whilst I knew that the Fiat is shorter than the Mini, I always thought it was taller, but it seems that isn't so.

Fiat	Length: 9ft 9 inches	Width: 4ft 4 inches	Height: 4ft 4 inches
Mini	Length: 10ft ¼ inch	Width: 4ft 7 ½ inches	Height: 4ft 5 inches
Minor	Length: 12ft 4 inches	Width: 5ft	Height: 5ft

Car Clubs in Australia

I had cause recently to ponder the question 'How many car clubs are there in Australia?' I ended up being sorry that I asked the question!

After some research I came across the following website **https://aussiemotoring.com/vintage-and-veteran/vintage-veteran-car-clubs/** . They listed 304 car clubs (including 42 in NSW), but they had some restrictions of who they listed. 'Your club must have an active website on your own domain and using paid hosting. We do not list clubs that only have a Facebook page or use free hosts. Your website must be free of malware.'

Well I'd hope that our website doesn't have any malware on it! Note also that they list BEAC as a national club rather than within NSW.

Then I had a brainwave – how about Transport for NSW, who are supposed to keep track of all the NSW and ACT clubs. A check with them (https://www.nsw.gov.au/sites/default/files/2022-02/historic-vehicle-clubs-list.pdf) revealed a list of 1,120 clubs (give or take a few) in NSW and 94 in the ACT. 94 in the ACT!!! Is that what the public servants in Canberra are doing these days – buying cars and joining car clubs?

The equivalent authority in Victoria is VicRoads. Their website https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/car-clubs-and-associations lists the clubs alphabetically on separate pages. The page for letter 'A' lists 98 clubs, so extrapolating (love that word) over all the pages, I'm guessing that they would have a similar number to NSW.

I could not find a similar list for Queensland, so I gave up at this point. My best guess at this juncture is that there are up to 4,000 clubs in Australia.

Now comes the disclaimer. The above total is for vehicle clubs, not just car clubs. It includes motorcyles, trucks, tractors, traction engines, military vehicles etc - anything that can travel on the public roads.

Standard and Triumph Car Club of NSW

Historic Commercial Vehicle Club

Melbourne Steam Traction Engine Club

MG Car Club (Sydney)

BEAC

As you can see, BEAC is a part of a huge movement Australia wide that celebrates our love of the things that move us (on the road anyway).

Phil O'

Friendly Inn **19/04/2023**

Red Cars! More than once the observation has been made that our lineup at the Botanical Gardens is dominated by red cars. Now I suppose that isn't so surprising – after all, red is a traditional colour for sports cars. I have never taken a look at our members' cars list to see if red is the most popular colour overall, but it would certainly be high on the list.

Beautiful dashboard on our new member's MGB.

Some silver cars to provide variety of colour.

The engine of Ken Woodward's immaculate Cooper S.

The usual wonderful variety of our cars.

Generations of two British classics.

A drop-in visitor's Humber. He has a station wagon version too.

As you can see, a very good number of members turned up for the trip to the Kangaroo Valley. The weather was great, and the route chosen went through some of the best Southern Highlands scenery – Kangaloon Road to Robertson, then Pearson's Lane and Myra Vale Road to pick up the Nowra road at Fitzroy Falls. The run down Barrengarry was good until held up by a large cement mixer truck and a bus, but they both pulled over and let us through.

At the Inn, we were situated in a large marquee out the back, which proved to be a surprisingly warm environment. The food orders were dispensed in remarkably short time, and the quality of the meals was good. I think everyone enjoyed their time together in these quintessentially Australian surroundings, and we must thank Alan and Lyn Jarrett for putting together this pleasurable experience for us.

Marilyn still greets all the visitors to the Inn.

On the way home we followed Rob and Edith Stenvert up Barrengarry and through the autumn coloured trees on Boardman Road, and reflected how lucky we are to live in the beautiful Southern Highlands.

Phil O'

MOTORING MIRTH

This Made Me Laugh Way More Than It Should Have

Thank you to all contributors to this edition. **Phil O'**