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BEACon July 2023

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Criterion Hotel Crookwell **14/06/2023**

When I think of Crookwell (which I do every day, of course), I think of three things – the wind farm near the road as you approach the town, the sock factory at the far end of town and strong, bitingly cold winds ripping through the place! Crookwell sits at a height of 887 metres on a big wide open plain, so there is no protection from the winds when they are blowing. Jenny and I have been there several times now, both with the car club and privately, and have been able to sample the various attractions in and around the town. I like the place.

As it happened, BEAC's run to Crookwell coincided with a day of strong, cold winds over much of the state. This, and the length of the run, may have been factors in a smaller number of members lining up for the trip. And most of those members brought more modern vehicles for the run (understandable).

A classic that had travelled a long way just to get to the start line.

Mercs of a feather…….

ERA·08Z

I ran around taking my usual snapshots of the assembled cars, and then Peggy Pollock suggested that I take a shot of the marvellous array of winter hats that our ladies had come up with. So I did. Brian Cox wandered into the photo to show that the ladies didn't have natty headwear all to themselves.

So off we went on the road to Crookwell via Goulburn. Nearing the town, the windfarm presented a good photo opportunity against wintery cloudy skies. Once in town, we were glad to get into the warmth of the pub.

Photos: Jenny O'

We ordered food from a reasonably extensive menu, and set to socialising. Food service was pretty quick and the food seemed to be of good quality. (I had the bangers and mash – 3 snags. 'What, again' I hear you say, but I enjoyed 'em).

When members decided it was time to move on, Jenny and I (and a few others) headed off to the sock factory. This is a fascinating place, with a shop section at front, and the factory at the back, where 50 year old machines clatter away making the socks using mostly fine quality locally sourced wool. The machines are essentially early analogue computers. They reminded me in some ways of the linotype machines that my father worked on for many years. I asked the staff about maintenance of the sock machines and found out that they may not be able to keep them going much longer, as parts (especially the smallest parts – the needles) are now very hard to obtain.

Anyway, Jenny and I replenished our sock stock with two pairs each, and left well satisfied.

Photo: Jenny O'

On the trip out of town, the weather was much sunnier, so a couple more shots of the wind farm completed the photographic record of the run.

Photo: Jenny O'

On behalf of the club, I extend a vote of thanks to the Pollocks for setting up this interesting run.

Phil O'

CLUB CALENDAR – July 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**

July

Wednesday 12th July

- **Eling Forest Winery |** 12587 Hume Highway, Sutton Forest
- Organisers Ross and Peggy Pollock
- Download run sheet Eling Forest Run 12th July 2023

•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 26th July

•Christmas in July at The Robertson Hotel.
•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

August

Proposed run to Orange | October 23-27th 2023
Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Orange

Every House Should Have One

"If you're building a new house, you have to put a hoist in."

That was the unexpected and quite eye-opening advice I was given before Christmas 2019. My wife and I were escaping from Sydney, to the warm and sunny (but often cold and drizzly) environs of the Southern Highlands.

"I can't afford a hoist" was my reply, thinking they were about $10k. "Nah, you should get one for $2-3,000" added my lot-more-knowledgeable-than-me friend. Well, time to redesign the house around a hoist…

We had found a block of land earlier in the year but it had yet to be developed, so plenty of time to design a house. Then came that crucial advice about the hoist. There was a slight slope to the land from back to front, the garage was going to be a little lower than the house anyway. How much lower? Exactly one metre in the end, which gave just the right amount of room for the hoist.

The builder knew of my hoist plans, and he passed the word around to the tradies. Whenever I was there, at least one of the tradies would say: "I hear you're putting in a hoist", then the conversation would instantly turn to cars, something I didn't mind at all.

When the slab was being poured, I asked one of the concreters “Do you think it will be strong enough for a hoist?” His reply said it all… “Mate, we poured the slab for Liverpool Hospital’s helipad, and your slab is stronger than that.” 13 piers held up the 8”/200mm thick, double reinforced concrete floor where the hoist was planned to go, so I was feeling quite confident.

The rest, they say, is history. We moved into the new house in mid-August 2021 - but no hoist yet. My preferred option was a 2-post clear floor hoist, but with some examples there wasn’t enough room, a centimetre of two might have to come out of the ceiling. A 2-poster with a baseplate was contemplated.

Finally, after much looking, there it was, the hoist I had been searching for. Ample room (20mm!!) for the cables across the top, and a whole new experience for a few mates and myself, none of whom had ever installed a hoist before. The next time we put a hoist in, it should take a quarter of the time.

So now no more crawling around a cold concrete floor to work on my cars, and with upstairs/downstairs parking for my two old cars, now my wife can park her car in the garage, too. Win-win ;)

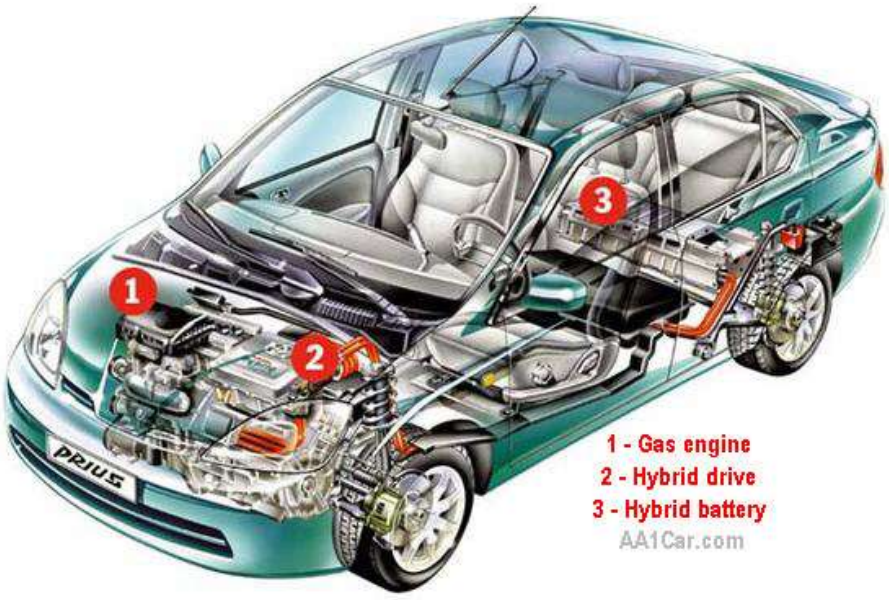
Cheers,
Owen Sinden

What will power your next vehicle?

It might seem to the casual observer that the future of cars is set – they will be electric. The only problem is establishing the infrastructure to support them (and ideally reduce the charging time to a convenient minimum). But there are dissenting voices to be heard (and I'm not just talking about the people who want to stay with the infernal combustion engine as we know and love it).

Owned by a young policeman I believe.

The issue of where cars go next is one often discussed in our family. Our younger son is a solar (electrical) engineer, and he has had absolutely no doubt that fully electric is the way to go (he has done a lot of research on the subject and has many good reasons to back up his opinion). His older brother is a Master Technician at BMW, and has seen many of the competing technologies first hand, and he has reservations about full electric vehicles. (I think one reservation is the high level of electric current flowing through them). He points out that there are some pretty cluey companies (eg Toyota) that seem to think that hybrids are a better way to go.



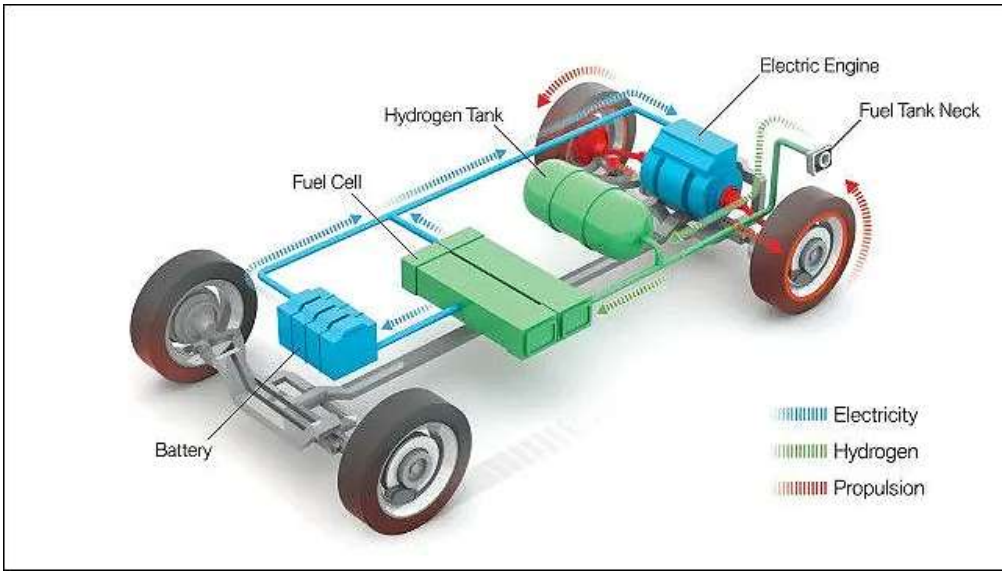
Toyota Prius cutaway.

There are other options too. Biofuel is one. Biofuels are a class of renewable energy derived from living materials. The most common biofuels are corn ethanol, biodiesel, and biogas from organic by-products. Energy from renewable resources puts less strain on the limited supply of fossil fuels, which are considered non-renewable resources. When burned, pure biofuels generally produce fewer emissions of particulates, sulphur dioxide, and air toxics than their fossil-fuel derived counterparts. There are 2 main types of biofuels that are used as transport fuels in Australia. These are ethanol and biodiesel.

Biodiesel powered truck and bus.

Australia is well-placed to provide key inputs to global biofuel production. Over the past three decades, biofuels have become an increasingly important source of energy. Biofuel production has increased from 1.2 million barrels per day in 2011 to 1.8 million barrels per day in 2021 (an increase of 46%).

Another option is hydrogen power. Hydrogen fuel cell cars are powered by compressed hydrogen gas that feeds into an on-board fuel cell stack that doesn't burn the gas, but instead transforms the fuel's chemical energy into electrical energy. This electricity then powers the car's electric motors. Again, Toyota is in the forefront of hydrogen vehicle development.



You can actually buy two hydrogen cars in Australia currently – the Toyota Mirai and the Hyundai Nexo.

Toyota Mirai

Hyundai Nexo

Hydrogen cars are better than electric cars in terms of zero harmful emissions, quick refuelling, and longer driving range. However, the cost of producing and transporting hydrogen, energy loss in the process from power source to powering the car, hydrogen's highly flammable nature and lack of infrastructure count against it. Hydrogen does have some powerful backers in Australia, as we are well placed to take a leading role in its production.

The above is just a very high level look at some options being worked on to power our vehicles in the near future. Now for each option there are plenty of proponents and detractors. Whatever I have said above doesn't mean I have any better an idea of the future than the next guy you get into a debate with down at the pub! But it does seem that electric vehicles have the momentum behind them at present, and that in spite of our government's snail's pace support of their introduction, they will become the leading vehicle motive power in the years to come .

MG ZS EV

Tesla Model 3

Phil O'

For Sale

Various Vintage BRITOOL Whitworth/B.S.F. Spanners

Suitable for most Pre-War and 1950s' British Vehicles.

RING SPANNERS.

5/8"BSF-9/16"W. -- 3/4"BSF-11/16"W. (2 OFF)

1/2”BSF-7/16”W. -- 9/16”BSF-1/2”W.

3/8”BSF-5/16”W. -- 7/16”BSF-3/8”W.

OPEN ENDED SPANNERS

5/8”BSF-9/16”W. -- 11/16”BSF-5/8”W.

9/16”BSF-1/2”W. -- 5/8”BSF-9/16”W.

1/2”BSF-7/16”W. -- 9/16”BSF-1/2”W.

3/8”BSF-5/16”W. -- 7/16”BSF-3/8”W.

5/16”BSF-1/4”W. -- 3/8”BSF-5/16”W.

1/4”BSF-3/16”W. -- 5/16”BSF-1/4”W. (2 OFF)

SOCKETS (BRITOOL) 1/2” DRIVE.

1/2”BSF-7/16”W.

5/8”BSF-11/16”W.

SOCKET ELORA (Germany) 1/2” DRIVE

3/4BSF-11/16W.

Job Lot $100.00
Willing to split at reasonable prices.
Call Richard Mob. 0428 101 880 / (02) 4861 2723. or Email richardholmes@live.com.au

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Thank you to Fred Edney for bringing this interesting article to the editor’s attention.

The information below has been compiled by Operating Heritage Australia (OHA) and shared to historic vehicle peak bodies like CHMC NSW. CHMC’s collaboration with OHA enriches what Council brings to discussions in, and advocacy for, the heritage vehicle sector. Our OHA partnership puts CHMC in direct contact with some of the best in the operating and moveable heritage groups in Australia and overseas, and is an example of what your Council is doing to actively support our operating heritage.

THE DINKUM OIL # 23

A drop from the Council of Heritage Motor Clubs to keep you going

Operating Heritage Australia

How much carbon does your historic vehicle emit?

On the table find where your vehicle's km/year intersects with its fuel consumption to find CO_2 emitted in kg.

e.g. Based on the latest FIVA survey, **Australian historic cars travel, on average, around 1200 km/yr** and, if we **assume a 14L/100km (20mpg) fuel consumption**, then **the amount of carbon dioxide produced is 504kg** for the year.

Road Motor Vehicles

kg CO2 Produced per Year

Average fuel consumption L/100 km	km driven per year						
	500	1000	1200	1500	2000	2500	3000
3	45	90	108	135	180	225	270
4	60	120	144	180	240	300	360
5	75	150	180	225	300	375	450
6	90	180	216	270	360	450	540
7	105	210	252	315	420	525	630
8	120	240	288	360	480	600	720
9	135	270	324	405	540	675	810
10	150	300	360	450	600	750	900
11	165	330	396	495	660	825	990
12	180	360	432	540	720	900	1080
13	195	390	468	585	780	975	1170
14	210	420	504	630	840	1050	1260
15	225	450	540	675	900	1125	1350
16	240	480	576	720	960	1200	1440
17	255	510	612	765	1020	1275	1530
18	270	540	648	810	1080	1350	1620
19	285	570	684	855	1140	1425	1710
20	300	600	720	900	1200	1500	1800

As a comparison:

- **A human breathes out around *240kg CO_2 per year.***
- **A medium-sized dog produces (breathing and food) *700-800kg CO_2 per year*.**
- **A typical electric car driving 10,000 km per year and charged from the grid produces around *1150kg per year*.**

Politicians decision-makers, and the general public need to know that the contribution of historic vehicles to carbon emissions is tiny, and that we are working to eliminate, through wise use, and renewable fuels or offsets, even that small amount.

What can you do?

- Know how much carbon dioxide your historic vehicle actually emits each year
- Let your family, friends and colleagues know how little CO_2 your historic vehicle emits
- Support your peak bodies' efforts to inform regulators that historic vehicles are not the problem
- Ensure your club and other historic motoring events you attend adopt environmentally appropriate procedures
- Be aware of, and ready to use, suitable e-fuels
- Consider carbon offsetting for your vehicle/s – In 2023 the average historic motor vehicle can offset its total carbon emissions through ethical means for under $20 per year.

Operating Heritage Australia supports a three-step approach to minimising carbon emissions from historic vehicles and machinery:

1. minimise use of fossil fuels
2. use renewable fuels where appropriate.
3. where no alternative is available, offset emissions by supporting projects that consume more carbon dioxide than we produce.

Prepared and shared by OPERATING HERITAGE AUSTRALIA for the use of historic vehicle peak bodies, clubs and their members. When copying, publishing, or presenting this information acknowledge Operating Heritage Australia as the source

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More information, and other items of interest, can be found on Council's website:
www.heritagemotoringcouncil.org.au
www.facebook.com/CHMCNSW

Jamberoo Pub 28/06/2023

A good run such as this one didn't deserve dreary, rainy weather on the day, but that's what we got. Also not deserving of the weather was the fact that it was my Mini's first run with the club after finally being sorted out following nearly two years of rebuild. Ah well, editors can't be choosers, so off I went. The conditions did limit the number of members who turned up, and did limit the number of classics ready to go, but still a good number of hardy souls greeted the starter's gun.

Love this line up at the park at Jamberoo.

Umbrellas were the order of the day at the run briefing. Anne Wood and Peggy Pollock reminded us of the need to get your money in now ($45 for members, $58.50 for partners/non-members) if you are going to the Christmas in July event on 26th July (see Club Calendar in this edition). President Geoff asked that when we set off, the classic cars should head the convoy, with modern cars, non-classics etc following behind). This was the custom for many years on BEAC runs, but the custom has been gradually eroding for a while now, so it was time to bring it back.

So on setting off, I found myself second car, with Peter Pyatt's MGB GT in front of me, and Richard Holmes' E-type behind (coincidentally, all three cars are 1970 models). The route chosen was the simplest path to get to Jamberoo (given Jamberoo Pass is still closed) – over to Illawarra Highway, through Robertson, down Macquarie Pass, and detour through Albion Park to get onto the road to Jamberoo.

Peter Pyatt set a good pace on the run down the pass, and my Mini absolutely loved it. The advantage of being only 10ft long showed up on the winding bits, especially the sharp semi-blind left turns with a drop as you go around. I had a smile on my dial! We eventually caught up with other traffic, but they were moving along well, so we ended up arriving at Jamberoo quite early.

Soggy it are!

Photo: Owen Sinden

VMC 014

Photo: Owen Sinden

Photo: Owen Sinden

Photo: Owen Sinden

The pub was ready for us though, and we didn't have to wait to order food and drinks. The food was good pub food and everyone settled in quickly to enjoy the good company.

I left well satisfied and looking forward to letting the Mini run back up the pass, but alas, it was not to be. We were soon crawling behind a slow truck, and even had to stop completely to allow a huge B-double enough room to pass as he inched his way down the hill. (Why B-doubles are allowed on the pass in the first place is beyond me)!

All in all, it was a good day in adverse circumstances, and we are indebted to Ros and Kevin Bell for setting up this enjoyable experience.

Phil O'

MOTORING MIRTH

When the young mechanics ask you how you did tuning before laptops, show them this!

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