British & European Automobile Club
(Southern Highlands NSW) Inc.
PO Box 1020, Bowral NSW 2576
Website | **http://beac.org.au/**
Email | info@beac.org.au
Bank Account | British & European Automobile Club (Southern Highlands NSW) Inc.
633-000 200103364

BEACon June 2023

President: Geoff Wood, email: president@beac.org.au
Secretary: email: Peter Carpenter, email: secretary@beac.org.au
Treasurer: Peggy Pollock, email: treasurer@beac.org.au
Membership Registrar: Rob Stenvert, email: registrar@beac.org.au
Historic Plates Registrar: Rob Stenvert, email: registrar@beac.org.au
Webmaster: Anne Wood, email: webmaster@beac.org.au
BEACon Editor: Phil O'Regan, email: editor@beac.org.au
Events Co-ordinator & Information: Ross Pollock, email: events@beac.org.au

Bargo Hotel (AGM) 3/05/2023

What a cracking outing this turned out to be! I arrived at the assembly point in the midst of fierce gusting winds that kept up all day, but the line-up of cars that confronted me included some new (bright red Lotus Excel, light blue/white roof Mini Cooper S and an MGB roadster in a blue colour that I've not seen before), a couple that have been missing for a while (e g Rob Finney's Maserati), a car that I have not seen in person before (Owen Sinden's Triumph Herald) and a host of regulars in cars that are always a delight to look at.

Apart from being blown sideways, it was great to just walk around and admire.

Lillie's Lotus Excel

I spent so much time taking photos that when the run began, I had not had the time to check the run sheet, and this was to result in some anxiety for me as the trip progressed. I tried to follow others who I thought knew the route, but at least twice we didn't turn where I expected we would, and I was concerned. In the end, we did make one small wrong turn, but backtracked and still got to the pub with the pack.

Photo: Owen Sinden

A classic howler – my sunglasses frame in the photo!

Owen Sinden's photo is much sharper than mine.

The AGM was scheduled for 11.30 start, but it was 11.50 before it got under way. No matter, with typical committee efficiency, matters were concluded less than 20 minutes.

Some matters resolved at the AGM included:-

- A return to the committee for Peter Carpenter, as Secretary (welcome back Pete)
- Sue Edney accepted as the club's auditor
- Anne Wood to remain Public Officer
- an amendment to allow Zoom committee meetings was accepted
- a new by-law was accepted which states: 'To maintain your car on historic registration through BEAC Members must attend three club runs per year with an historic vehicle.'
- Treasurer Peggy Pollock noted that there have been lots of club regalia purchases lately (that's good)
- Club Registrar Rob Stenvert reported we have 60 financial members and 8 unfinancial (so may not remain members). We have 61 vehicles held by 38 members (looks pretty healthy)
- there was a vote of thanks for life member Rob Turner for his work in establishing BEAC, and his years as a committee member and running the BEAC website until recently.

- and there was a vote of thanks to your humble scribe for turning out the most interesting BEACon newsletter that I can put together each month (Thank you!)

Photo: Owen Sinden

So with the formalities over and done with, we could proceed to place our orders from the extensive list of meals on the boards around the counter at the kitchen. I noted that the kitchen staff were again an all-female crew. I say 'again' as female cooks seem to be the norm these days in many of the venues that BEAC visits.

Those of us who ordered late had to wait a fair while to get our meals, but that is to be expected when 50+ people descend on a kitchen at once. The meals were worth waiting for. My bangers and mash (whattya mean 'no surprise') was one of the best I've ever had. Everyone just settled down to enjoy to the max the companionship of old and new friends. Thanks to the Woods and Ross Pollock for organising the AGM and the run.

At the pub, enjoying life.

Dining room décor. Photo: Owen Sinden

Another pictorial howler – the old finger in front of the lens trick!

Looking out of the pub dining room. Photo: Owen Sinden

Phil O'

Thag Anderson becomes the first fatality as a result of falling asleep at the wheel.

with thanks to Richard Holmes

CLUB CALENDAR – June 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**

June

Wednesday 14th June

- Criterion Hotel Crookwell
- Download run sheet Crookwell Run

• 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 28th June
•Jamberoo Pub| 12 Allowrie Street, Jamberoo
•Organisers Ros and Kevin Bell
• Download run sheet Jamberoo pub run
• 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 16th or 23rd 2023
Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Glass Bistro, Mittagong Golf Club 17/05/2023

An icy morning greeted a large contingency of BEAC members heading out on an interesting run to Glass cafe at Mittagong on Wednesday.

The Sprite is defiantly topless!

A fairly standard run through Fitzroy falls, Moss Vale. Berrima and on to Mittagong. Many members had their “tin tops”, but Anne and Geoff’s bugeye braved the cold and remained roofless through the run.

The newly relocated Glass cafe provided a warm and welcoming environment, with great views across the golf course. Organisers Heather and Merv Dunlop deserve a pat on the back for organising this outing for us.

As ever, the smiling Treasurer.

Anne Wood

MOTORING TIPS AND TRICKS.

By A Really Old Timer.

- Clutch Master Cylinder loses fluid during a run? Use the water in your Washer Bottle. A few pumps of the Clutch Pedal will usually give you enough hydraulic pressure to stop you crashing the gears. **BUT:** Don't be tempted to do the same for no fluid in the BRAKE M/Cyl. Water boils when the brakes get hot and vapousises, causing you to lose your brakes once again. Get the car towed home.
- Ever had a brake on one wheel, or both back wheels on older cars keep binding no matter how much you slacken off the adjuster? Could be the flexible hose serving that wheel or axle. Over time the interior of the hose perishes and swells, acting as a one-way valve. Applying the brakes forces fluid through the restriction, but won' let it return, leaving that wheel cylinder, brake calliper or both rear wheel cylinders with brake pressure still applied.
- Mini owners. A good way of preventing a wet distributor from causing the car to die during a rain storm is to re-locate the front number plate from sitting below the front bumper bar, to sitting above. Just use the bottom two drilled holes in the plate to affix the plate to the bumper instead of the top two. That number plate will now deflect the water just a little bit

higher than the dizzy cap, and the new position will have virtually no effect on the cooling ability of the grill when the weather's dry.

- No spark at any plug? You've checked the coil, the points, that little earth lead from the points to the dizzy base plate, condenser, even the carbon brush in the centre of the dizzy cap. Still no good? It could be the High Tension lead from the coil to the centre of the dizzy cap. Replacement HT leads today are Carbon Track leads. They're notorious for failing due to under bonnet heat and vibration. Years ago we had copper or even stainless steel cored leads that rarely failed. You had to fit each one with a "suppressor" to eliminate interference to your car radio and everyone else's TV as you drove past. Now, with new technology like FM, WI-FI and new TV receivers, those suppressors are not needed. My car has reverted to "old fashioned" copper core HT leads and no more problems.

  Happy Motoring.

Humber Hawk Wagon

In the May edition, I included a photo of a big Humber which visited us at our line up prior to going to the Friendly Inn. The owner told me that he had an even rarer car at home – a Humber Hawk Wagon. So imagine my surprise when I walked into AJs at Bowral and 'bingo'!

AJs apparently service both of the gentleman's Humbers.

For Sale

MGB GT 1968 MK2
"A well maintained example of a Classic British Sports Car"
- restored to showroom condition.
- Old English White with black upholstery and red trim.
- wire wheels with Pirelli tyres
- new battery and radiator
- new windscreen
- electronic distributor
- alloy rocker cover kit
- new Moss Tourist stainless steel exhaust system
- approx. 80000 miles

This vehicle has full registration in NSW until November 2023.
Located in Moss Vale.
Offered for sale at $34,000 negotiable.
Please ring John on 0425222100 to arrange an inspection.

MGA 1600 1959 Roadster

Red with black upholstery and red piping and chrome wire wheels.

Full documented nut and bolt restoration in the late 90's and in excellent condition.

- dismantled to chassis, re-enforced, primed and painted.

- new panels, door posts and sills.

- rust proofed, two pack paint, Dulux Venus Red.

- many new parts (too many to mention)

-hood, tonneau cover and side screens in excellent condition.

This vehicle has full registration in NSW until the end of August 2023.

Located in Moss Vale NSW.

Offered for sale at $49,900 negotiable.

Please ring John on 0425222100 to arrange an inspection.

MGA 59T

New MG Sports Car

Many club members, but particularly our large MG contingent, might find the following interesting.

MG is arguably best known for its lightweight, open-topped sports cars of the 1950s and '60s, but the brand has been owned by Chinese auto giant SAIC since 2006 and since then has focused on more profitable segments like crossovers and hatchbacks. Their vehicles sold locally here have carved a good niche for themselves, offering pretty good bang for your buck. Those efforts have paid off as MG now has the capacity to return to its sports car roots, starting with the Cyberster.

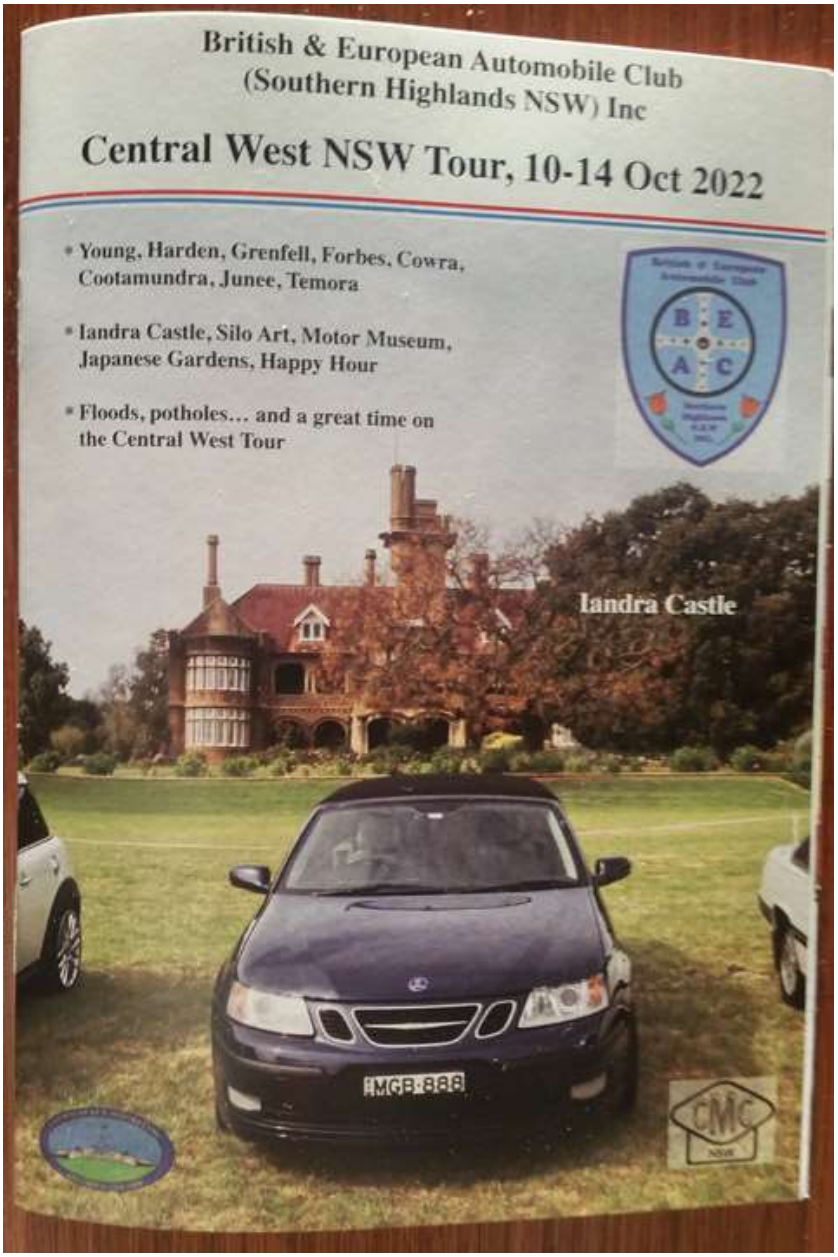
The Cyberster is an electric roadster with two seats, a power soft-top roof, and scissor-style doors similar to those used by supercars. And yes, the rear turn indicators are arrows! It's due to go on sale in 2024 in markets where MG operates.

The design has clear links to MG's sports cars of the past, particularly with the long hood and drooping nose.

MG are not saying much on specifications, but at least two versions of the Cyberster are expected: a base model with a single motor rear-wheel-drive powertrain and approximately 230 kW, and a range-topper with dual-motor all-wheel drive and around 395 kW (interesting).

The big question now is ‘what is their target market (i.e. price)?’ Are they targeting say, the Mazda MX-5 set (with the base model), or somewhere up near Porsche territory (with the range topper). Stay tuned!

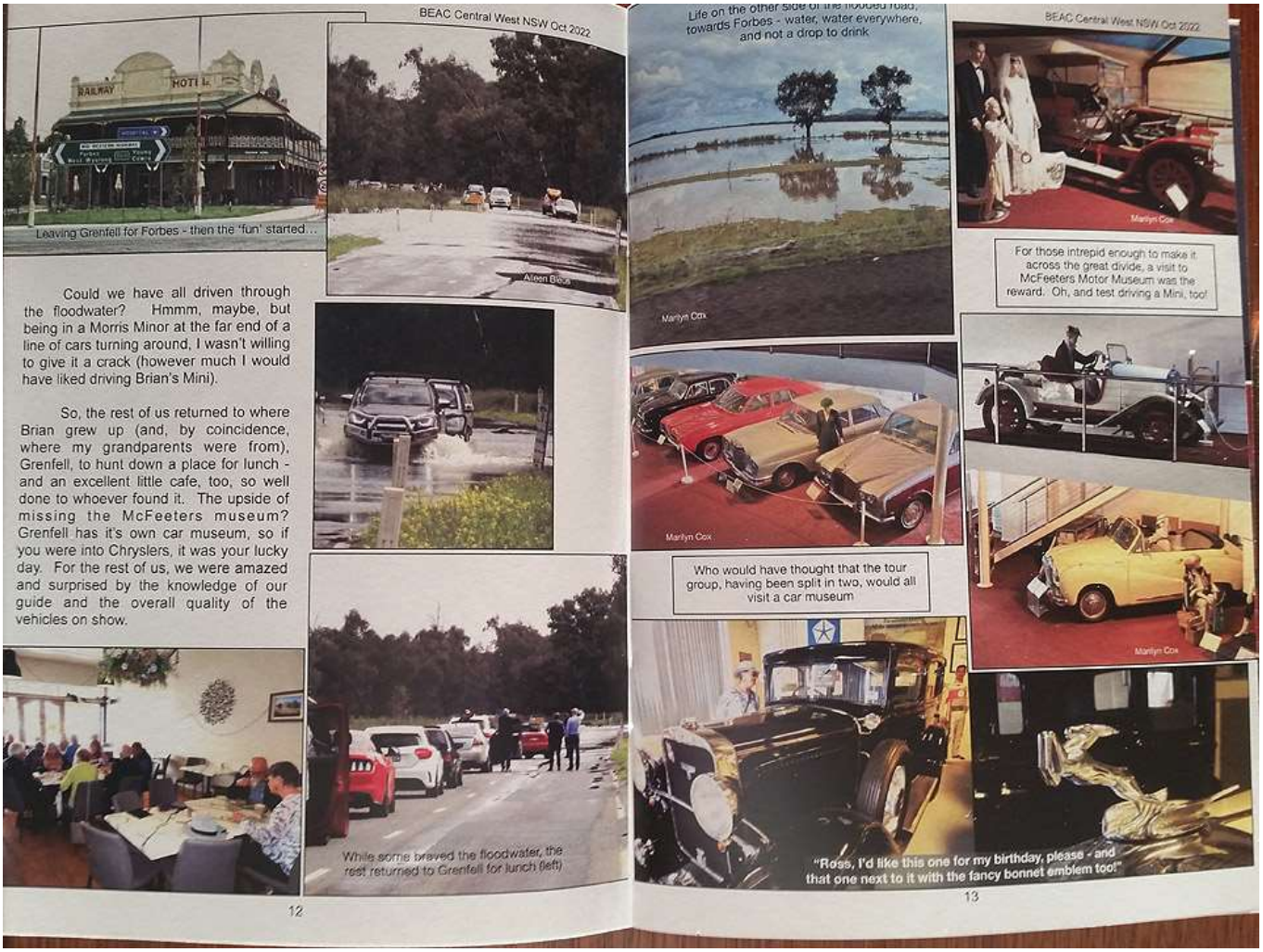
Central West NSW Tour Booklet



Most members are aware of last year's BEAC tour of the Central West, organised by Brian and Marilyn Cox. They ended up battling through floods, badly damaged roads, humongous potholes and god knows what else to have an outstandingly successful tour.

One couple who were in the tour group were new club member Owen Sinden and his wife Indra. Now Owen has taken it upon himself to produce a 32 page booklet documenting the experience, with copies given to tour participants. Brian Cox gave me a copy too, and I'm just blown away by the quality of it!

Now if you know Owen's background, the result here is understandable. He is the editor of the Morris Minor Club of NSW's newsletter, and has long demonstrated expertise in the use of the Publisher software package. (As a contrast, I have no Publisher experience, and made the decision to make BEACon newsletter as simple as possible – basically an MS Word document with photos stuck in it).



The booklet follows the tour's experience day by day, using a large number of photos taken by members of the tour group, coupled with Owen's informative and entertaining commentary. It's a winning combination!

But the thing that impresses me most about it is the sheer creativity and organisational skill put to use to lay the whole thing out in a way that I'm sure brings every moment alive again to those that were there.

There are so many thoughtful touches, such as the booklet's centre pages below, with the badges of each of the car brands that participated in the event.

Please excuse the bad quality of this photo of this page. Love the model Minor in the pothole shot.

Even anyone who wasn't on the tour can quickly see from the booklet what a well-planned, well-conducted and good fun event this was. An awesome production!

Phil O'

Western Sydney Airport Experience Centre 31/05/2023

This trip was definitely different. Like our visits to Campbelltown Steam Museum and HARS, the objective was to experience an attraction rather than going for a meal. So it was that about 30 members gathered at the Gardens for the longish drive to Luddenham for lunch and a visit/tour of the Experience Centre afterwards.

It’s that red car thing again!

Photo: Jenny O'

Photo: Jenny O'

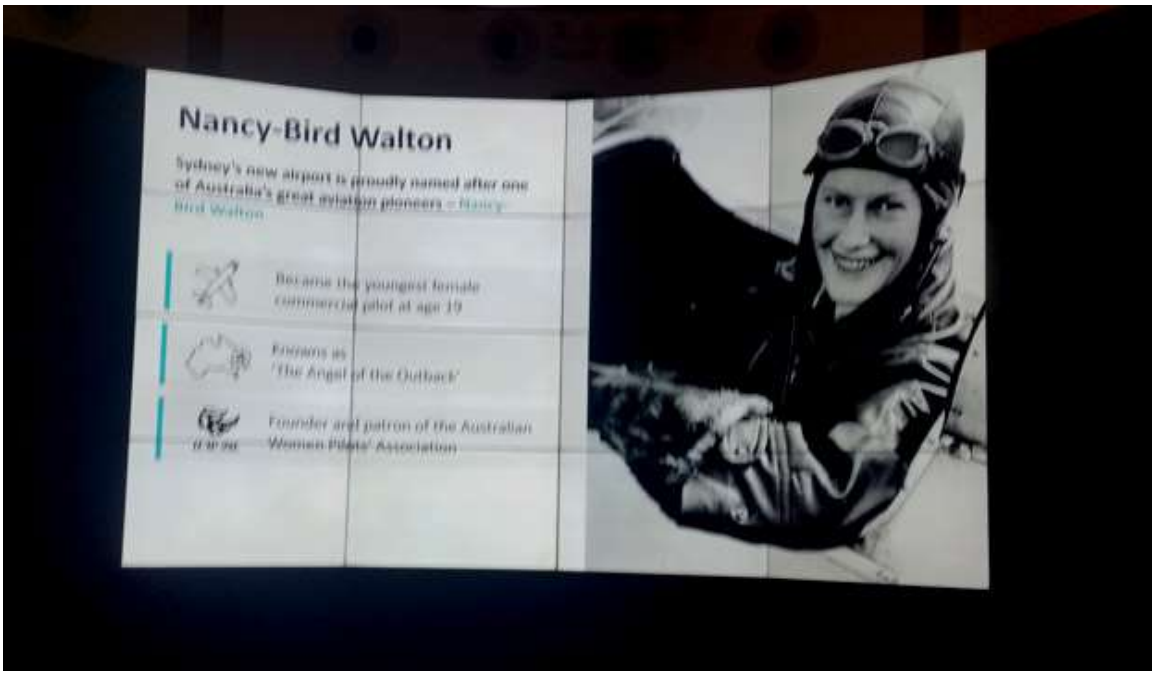
No panorama photo can really capture the immense size of the airport site. Photo: Jenny O'

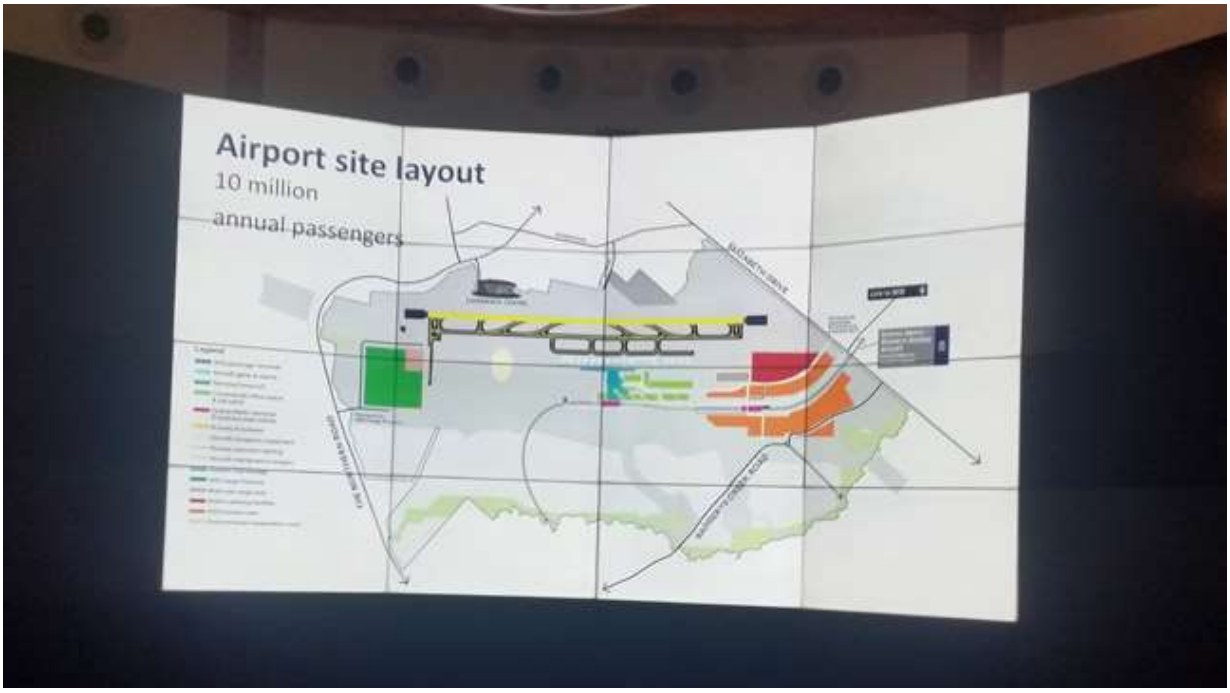
Unexpectedly good dining.

The route chosen was a good one, through Picton and Camden to join the (new) Old Northern Road, which is now the smoothest two lanes per side road you could ever wish for. Arriving at the café attached to the Ampol petrol station, I was expecting pies at ten paces to be our lot for lunch, but what a surprise ensued. They had plenty of full meals on offer, and the sate chicken meal I had was top notch! I'd go there to eat any day!

The Experience Centre.

It was then a short drive to the Experience Centre, where one is gobsmacked looking across at the sheer size of the airport. We were ushered into an audio/visual presentation room for a presentation on the concept, planning, facilities, operation and timeframes of the airport. It was evident that, unlike a lot of public infrastructure, allowance had been made for future growth – the airport can eventually be four times the size it will commence operations at. The only likely drawback will be a need for more railway connections to it, for both passengers and freight.


Nancy-Bird Walton
Sydney's new airport is proudly named after one of Australia's great aviation pioneers – Nancy Bird Walton
Became the youngest female commercial pilot at age 19
Known as 'The Angel of the Outback'
Founder and patron of the Australian Women Pilots' Association


Airport site layout
10 million
annual passengers

April 2022

All in all, it was a very interesting experience, and we are indebted to Geoff and Anne Wood for taking us out of our usual comfort zone for the day.

Phil O'

MOTORING MIRTH

This is a rare photo of a mother vise-grip feeding her baby spanners. Nature really is amazing.

(Perhaps not motoring mirth, but close enough – thanks to Owen Sinden).

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