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BEACon March 2024

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Eling Forest Winery **7/02/2024**

Now this is a line up!

What a barely believable start to the BEAC year! I thought that showery weather on the days preceding the run could limit the number of starters, but perhaps the reminder email sent out just before the run made a difference. Anyhow, as we turned into the Gardens car park I was gobsmacked by the mass of cars already assembled there. And I quickly noted that there were two other Mini Cooper S's in attendance. Soon this became a total of four Mini Coopers with the addition of the Tutin's Cooper. So many cars limited the space available for later comers to park. At the briefing President Geoff asked us to park a bit further back, making space for a second row of cars to park in front if necessary. Also we should not park beyond the sign the council has put up marking the edge of the area used by water trucks to turn around. As always, it was a great pleasure to walk up and down admiring and photographing the diverse range of classics on offer.

Two of the four Mini Coopers on the day.

A nice contrast in classics.

Unfortunately, I didn't catch up with the story of this Rat Truck.

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LCG·327

We headed off after the briefing, and the four Minis ended up in line astern – I think that this is the first time that this has happened. The chosen route is a happy hunting ground for BEAC, scenic and enjoyable to drive.

On arrival at Eling Forest, we certainly made an impressive line-up on both sides of their car park.

We lined up to place our food and drink orders. The winery had managed to arrange their seating so that they could accommodate us all inside, but non BEAC customers had taken some places. And there were those among us who wanted to sit outside anyway, as the place is rather noisy when full. Jenny and I opted for the outside, and had an enjoyable time out in the open. The food was very good, as far as I could judge from those around me. Jenny and I opted for the all-day breakfast, something we wouldn't have expected to pick, but it was very satisfying. And as always, there was the pleasure of spending time with good friends.

48

39
45

7

Run organiser Ross Pollock must have been gratified to see the success of the outing. Thanks Ross on behalf of us all.

Phil O'

One Point of View

I was sent the following by a club member, as 'something for the newsletter'. Trouble is, I have some reservations about its content.

This is a Tesla battery. To manufacture it you need:
12 tonnes of rock for Lithium
5 tons of Cobalt minerals
3 tons of mineral for nickel
12 tons of copper ore

Move 250 tons of soil to obtain:
12 kg of Lithium
30 pounds of nickels
22 kg of manganese
15 pounds of Cobalt
100 Kg of rams
200 kg of aluminum, steel and plastic.

The Caterpillar 994A used for earthmoving consumes 1000 liters of diesel in 12 hours.

Finally you get a "zero emissions" car.

Biggest money making scam in history!

The inference here is that because you make emissions to create the vehicle, it somehow invalidates its claim to be zero emissions **in its operation!** I think that is 'spin'. Certainly the change over to electric vehicles is a big money making opportunity (just ask Elon Musk), but, depending on your view of climate change, it is not a scam.

The list presented above of the ingredients that make up a Tesla battery, and what is required to obtain them is interesting. To be fair, I'd like to see a comparable list for creating an internal combustion engine.

These days, in the emails I am constantly getting from friends and acquaintances, I see a lot of this type of 'anti' sentiment. Most people have a degree of resistance to change, which usually gets larger as one ages. That combines with the fact that people who are against a change will make much more noise than those who are for it. Nowadays this leads to a rise in misinformation, spin and unfounded conjecture. Now I'm not saying here that the changeover to electric vehicles (or hydrogen or whatever) is not without a number of significant problems which have yet to be resolved. And as someone who has owned a classic Mini

Cooper S for 33 years and a soon to be classic HSV Senator for 25 years, I obviously don't want to let go of my petrol engine cars anytime soon. But I don't think that points of view such as the above are any help in the ongoing debate.

Phil O'

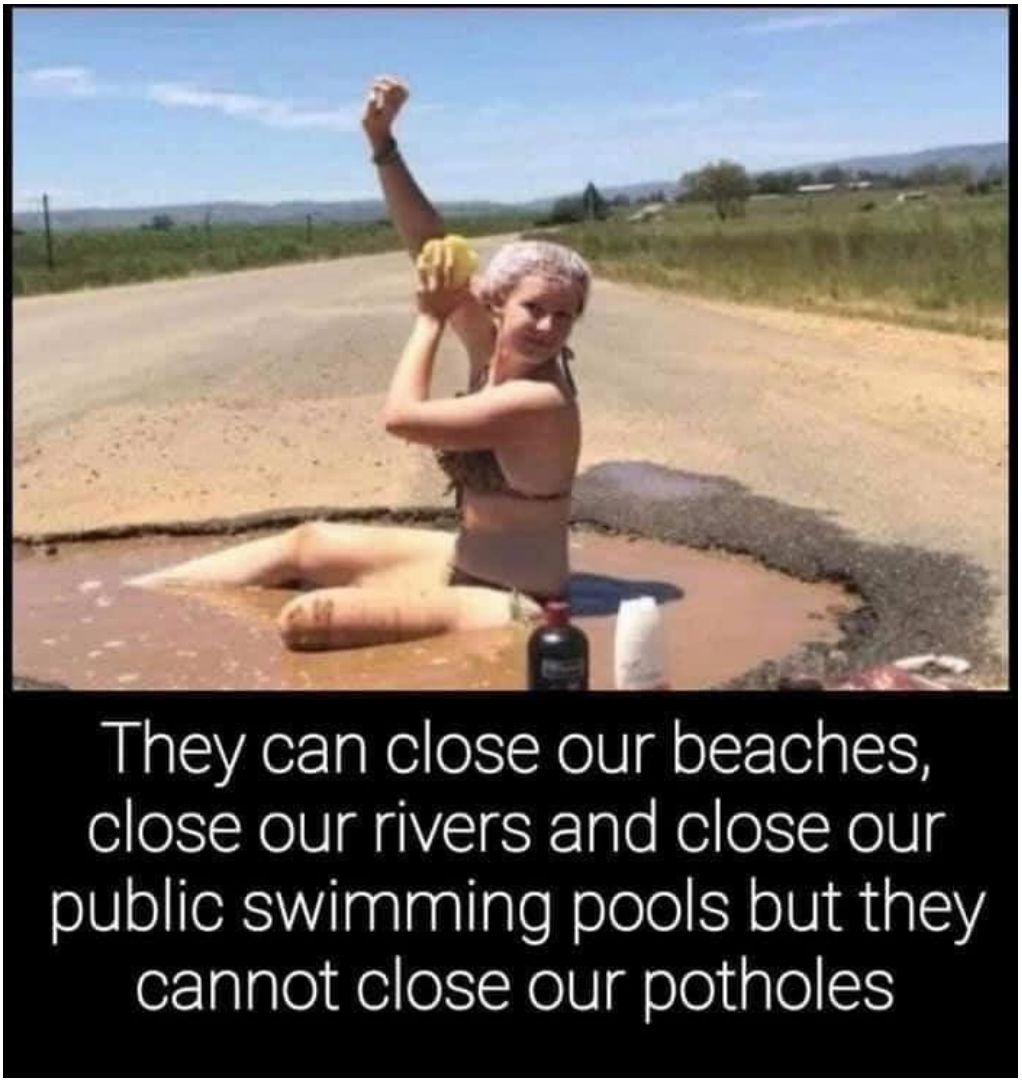
CLUB CALENDAR – March 2024

- **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**

March

Wednesday 6th March.
Robertson Bowling Club 1 Yarranga St, Robertson
Download run sheet Robertson-Bowling-Club
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.

Potholes Revisited



Goodwood Festival of Speed

There are two great events each year for classic car enthusiasts in the UK. One is the Goodwood Revival, which I have featured in a previous BEACon. It goes the whole hog to recreate racing from yesteryear, with classic cars from many different eras, participants and visitors dressing the part, and a range of period side attractions suitable to the age. It is a great example of the Brits' flair for pageantry.

The second event, also run at Goodward, is the Festival of Speed. Both these events owe their existence to Lord March, who has probably done more to promote the classic car (racing) scene than anyone else in the UK. The venerable Mr Wiki knows all about the Festival, so let's hear from him now.

'The **Goodwood Festival of Speed** is an annual motorsports festival featuring modern and historic motor racing vehicles taking part in a hill climb and other events, held in Goodwood House, West Sussex, England, in late June or early July. The event is scheduled to avoid clashing with the Formula One season, enabling fans to see F1 machines as well as cars and motorbikes from motor racing history climb the hill.

In the early years of the Festival, tens of thousands attended over the weekend. As of 2014 it attracted crowds of around 100,000 on each of the three days it was held. A record crowd of 158,000 attended in 2003, before an advance-ticket-only admission policy came into force; attendance was subsequently capped at 150,000.

History

The Goodwood Festival of Speed was founded in 1993 by Lord March in order to bring motor racing back to the Goodwood estate — a location steeped in British motor racing history. Shortly after taking over the estate in the early 1990s, Lord March (who later became Duke of Richmond) wanted to bring back motor racing to Goodwood Circuit, but did not have the necessary permit to host a race there. Therefore, he instead hosted it on his own grounds.

With a small selection of entrants made up of invited historic vehicles, the first event that took place on Sunday 20 June proved to be a success, taking in a crowd of 25,000 despite a date clash with the 24 Hours of Le Mans that year. After the second event also clashed with Le Mans, Lord March would ensure that the event would never be allowed to clash with either Le Mans or Formula One races.

In 1994, Saturday was added, making it a weekend event. In 1996, Friday was added, making it a three-day event. In 2010, the Moving Motor Show was added on the Thursday. The 2020 event was cancelled then later run in October combined with events at Goodwood Motor Circuit, without spectators, but streamed online and shown on terrestrial TV. The event was modified to incorporate historic cars from the Revival, rally/sprint cars

from the Member's Meeting, and an attempt to set a new track record. The organisers cancelled the Saturday schedule of the 2023 festival due to severe weather warnings.

Features and attractions

Hillclimb

The event is classified as a hill climb and visitors are accorded close access to that part of the track. The 1,890 metres (1.17 mi), 9-turn track climbs 92.7 metres (304 ft), an average gradient of 4.9%. Its record time was set in 2022 by Max Chilton in an electric McMurtry Spéirling at 39.081 seconds. The record had been held for 23 years by a Formula 1 (F1) car, set at 41.6 seconds by Nick Heidfeld in 1999 in a McLaren MP4/13 – the then-reigning F1 World Constructors' Champion car. While F1 cars ran in later years, they were vintage models which did not break the 1999 record. For safety reasons F1 cars can no longer do official timed runs so instead perform demonstrations.

McMurtry Speirling

Soapbox challenge

From 2000 to 2004 the Soapbox Challenge was a downhill race for gravity-powered cars. Starting from just below the hill-climb finish line, to a finish line in front of the house. It included entries from Cosworth, Prodrive, and other top companies, with some famous riders/drivers piloting them, including Barry Sheene. However, there were frequent accidents. Despite an official cap on the cost of cars, the unofficial costs were becoming too high, so it did not return in 2005. However, it did return in 2013. Companies such as Bentley and McLaren competed.

Forest Rally Stage

From 2005 to present there has been a demonstration area for the rally cars at the top of the hill. Ever since its inception Southern Car Club have been entrusted with the organization of the rally stage, held under an MSA permit.

Initially, in 2005, an existing track through the forest was widened, and the rally cars ran down through the forest, turned about on the tarmac section just outside the wood, and returned up the same track. This meant that the cars could only run one-at-a-time.

In 2006, a full forest stage was introduced, designed by Hannu Mikkola as a complete circuit, with a separate start and finish line at the top of the wood. This allowed the cars to start at timed intervals, allowing many more cars to run.

Supercar Paddock

Since 2000, the Festival has hosted the Supercar Paddock for road-going supercars. Since 2014 cars could opt to do a timed run. It is now common for specialty car manufacturers to show off their latest sports model, including newly released mass-produced sports models and working concept models.

The Arena

The Arena is a new for 2019 attraction that showcases drifting and stunt driving. It is a large tarmac area that used to contain the Michelin Supercar Paddock, with 2 barrel donuts and 2 wall rides with a large viewing area just above the drift paddock. Spectators can watch stunt shows throughout the course of the day, the drift competition, and the hillclimb shootout on the big screen.

Future Lab

Officially the future science and technology pavilion at the Festival since 2017. Several major global reveals have debuted as part of this exhibition, including autonomous trucks by Einride, prototype flying cars like Airspeeder and autonomous delivery vehicle kar-go.

Kar-go.

Cartier Style et Luxe

Since 1995 this is an auto show which takes place to the west of the house. It is a similar format to the Pebble Beach Concours d'Elegance. Entry is usually by invitation, and this provides some leeway as to which type of vehicle can enter, usually resulting in a more varied event than usual Concours d'Elegance. Unlike most concours shows, the *Cartier Style et Luxe* is judged by a panel of selected judges consisting of celebrities from all around the world to car designers.

Moving Motor Show

From 2010 until 2018, the **Moving Motor Show**, was added. Mainly in response to the cancellation of the British International Motor Show aimed exclusively for buyers of new cars, allowing them a chance to test the cars on the course. Following its success, it was announced the MMS would return in 2011.

The 2010 event also included the running of the new McLaren MP4-12C.

The official website listed the Festival of Speed dates as the Friday to Sunday, but the weekend tickets for the Festival included a moving motor show ticket. From 2019, the Festival of Speed has been a four day event with no moving motor show. So it's not strictly part of the Festival of Speed, but it is a part of the Festival of Speed weekend.

Other

Other popular attractions at the event are the real life replicas of the Wacky Races cars (Thursday was known as Press preview day, then incorporated The Moving Motor Show), which serves to provide lunchtime entertainment for the crowds, and the airshows, which usually include the RAF and Red Arrows. Flybys have included an RAF Tornado, a low-flying Boeing 747 in 2004 and 2005, and a low-flying Airbus A380 in 2008.

From the festival's beginning, poster art had been illustrated by renowned motor racing artist Peter Hearsey until his retirement in 2015. In 2016, the poster art was designed by Klaus Wagger, who rose to prominence as a racing artist when he won a competition to design the official poster for Mille Miglia in 2000.

In recent years, they have also put on the GAS Arena (Goodwood Action Sports) who showcase extreme stunts such as Freestyle Motorcross, BMX and Trial bike Riding.

In 2018, for the first time at the Festival - as part of the Future Lab exhibition - a driverless Roborace racing car negotiated the course, and a virtual passenger seat experience was made available online. In 2019, the car made an official run in 66.96 seconds.

Roborace

Sister event

The Festival of Speed has a sister event, the Goodwood Revival Meeting. This event, normally held in early September, relives the glory days of motor racing at the Goodwood Motor Racing Circuit.

Incidents

There have been two fatal accidents at the event.

The first was during its inaugural meeting in 1993, when vintage racing motorcyclist Chas Guy was killed in practice following the completion of the course when his Vincent motorcycle developed a steering wobble known as a tank slapper, throwing the rider into a tree. Since then, motorcycles are not timed for their run.

In 2000, driver John Dawson-Damer lost control of his Lotus 63, and crashed into the finish line gantry, killing himself and marshal Andrew Carpenter. Another marshal, Steve Tarrant, survived but sustained serious injuries to the lower part of his right leg.

Central display

Aston Martin set up a central display for the first Festival of Speed in 1993. Since 1997, the display erected on the lawn in front of Goodwood House has been designed by the sculptor Gerry Judah. The displays honoured car marques until 2017, when for the first time it honoured a career, that of Bernie Ecclestone.'

Criterion Hotel Crookwell **21/02/2024**

Nice to see the Volvo 242GT out and about.

Crookwell is a good destination for a longer distance BEAC run. It is an easy drive on good surface roads, through pleasant Southern Tablelands farming and grazing countryside. An added attraction is being up close and personal with the Crookwell Wind Farm turbines on the road in from Goulburn (trivia: It was the first grid-connected wind farm in Australia when built in 1998). The town has a good range of shops, pubs and eateries, with the well-known sock factory at the end of the main street being a 'different' attraction (Jenny and I end up there on most of our visits to Crookwell).

Looks like the Volvo's interior means business doesn't it.

The Pyetts' MGB GT was the only MG to make the trip.

DMZ 98E

Note Geoff Woods' fancy boot.

A lot of cars and work trucks were using the Bot Gardens parking lot, so we were forced to park down on the side of Kangaloon Road. President Geoff turned up with a very snitzy boot on his left leg. It is assisting in his recovery after he recently broke the leg in a gardening accident. (I always said that gardening is a dangerous pastime - that's what I tell Jenny anyway). Best wishes for speedy recovery Geoff! As usual, I had little chance to catch up with who was attending, but I was happy to see that Gino and Lisa D'Onofrio and Gary and Mary-Ann Clarke were back with us for this run. The weather was looking rather glum, and we had a short shower while the briefing was being conducted.

So off we poodled down the expressway and over to Crookwell. The Criterion had set aside some tables in the dining room for us to use. We ordered food and drink and set about socialising at a rate of knots. Our numbers arriving all at once represented a challenge for the kitchen staff, and last orders took some time to appear, but the food itself was good (my 3 snag bangers and mash was among the best of its type I've had). After some time the group dissipated, some to explore the town's shops and some to mosey on home (Jen and I didn't make the sock factory this time).

In spite of the indifferent weather conditions, the day was an unqualified success, and we owe a big 'thanks very much' to organiser Ross Pollock.

Phil O'

MOTORING MIRTH

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