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BEACon April 2025

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Bundanoon Club **5/3/2025**

Another BEAC run that looked like it had all the ingredients of a success. The destination looked appealing and the run through mainly good country roads to get to it promised an enjoyable drive. The weather, which had been very grumpy for several days before seemed to be prepared to give us a fair go.

When I pulled into the SHBG car park, there was certainly a good number of vehicles there, but hardly any classics. I need not have been surprised, as over the next fifteen minutes, many other club members turned up in their well-known cars, and it became apparent that there was something on in the gardens which had given rise to the number of 'ordinary' vehicles present. The colour, individuality and diversity of our cars soon brightened up the neighbourhood!

Though none of the cars were new to the mix, whilst taking photos I particularly noted Phil Davies' 1969 Daimler 250, Ken Woodward's 1970 MINI Cooper S, Alan Edwards' 1957 MG Magnette and Ken Macaulay-Black's recently restored 1975 Triumph TR6.

Photo: Owen S

As well as looking at the exteriors, it is just as interesting to check out the interiors. Some are bog standard, others feature period upgrades, such as sports steering wheels, extra instruments (tachos are a favourite) and in a few cases, period sound systems (does anyone remember car radios these days?). Of course, both interior and exterior mods have to conform to the conditions of HVS registration (see article later in this edition of BEACon.

Photo: Owen S

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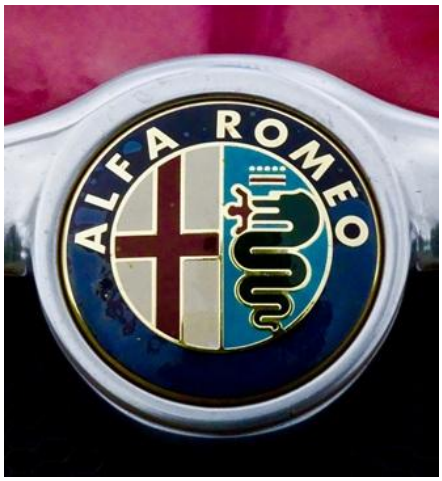


Photos: Owen S

Photo: Owen S

Photo: Owen S

Photo: Owen S

What colour is poular for classic sporting cars? Photo: Owen S

Photo: Owen S

Photos this page: Owen S

The run briefing contained several items of note. With at least three of the committee stepping down at the coming AGM, the call went out again for members to consider replacing them. Ross Pollock told us of looming changes to car insurance, which will have the effect of tying owners to their existing insurance company. Ross is seeking clarification of the situation and will report back. Peggy Pollock reminded us that membership renewals are due by 31st March, and anyone who hasn't paid up by then will no longer be a member and their classic car will no longer be registered and third party insured! And finally, the request was for older classic cars to lead out on the run, followed by newer classics and shopping trollies at the rear. (I don't know how well this request was complied with, as I was one of the first cars to head out).

As predicted, it was an enjoyable romp along Old South, across to the expressway, back through Mittagong, along the Old Highway through Berrima, and thence via the expressway, Illawarra Highway, Old Argyle Road, Sallys Corner Road and Ellsmore Road to get to Bundanoon the way the locals do (rather than the way the tourists are told to go).

Photo: Owen S

Photos this page: Owen S

Photo: Owen S

Photo: Owen S

Photo: Owen S

Once in the club we found they had set us up on four tables that just about filled the dining area. They had also created a special menu just for us. Given that the club is not used to handling 40 odd (some very odd) people, I was impressed that they were trying to do their very best to help us to enjoy our stay. And enjoy it I think we all did. The food and service were of good standard, and the whole place made you feel that this was a nice friendly 'local' that you would be happy to return to at any time.

One must congratulate organiser Ross Pollock for taking us to Bundanoon. It helped restore our confidence after the problem we experienced at Mittagong Golf Club.

Phil O'

Neckar St Trop

The **Neckar St Trop is a sports model available in a convertible and coupé version, presented at the** Turin Motor Show in November 1963 by the Italian manufacturer OSI under the name OSI 1200 .

History

The first static prototype was presented at the Turin Motor Show in November 1963. It was the first car model to be marketed under the OSI brand. Previously, all models, even those assembled in the OSI body shops, bore the logo of the sponsoring brand, most of them Innocenti or Fiat .

The model presented in 1963 was the spyder version . The bodywork was designed by Giovanni Michelotti . At the 1964 Geneva Motor Show, OSI presented the Coupé version and the final version of the Spyder, production of which had begun at the beginning of the year.

The management of Fiat Neckar was seduced by these two versions. In Germany, at the time, no manufacturer offered a model of this type. Neckar obtained from Fiat that these models could be marketed in Germany under its brand. The spyder version was quite successful. The cars were imported directly from Italy and Neckar added, in the Heilbronn factory, a simple chrome strip on the radiator grille to fix the Neckar logo in place of the Fiat logo.

Thanks to André Chardonnet, importer in France of Fiat models not badged Fiat like Autobianchi , Neckar or Zastava , the entire Neckar range including the OSI spyder and coupé were also marketed on French soil at a time when import taxes were more than dissuasive . Customs duties were 90% in 1959, 70% in 1961, 50% inJuly 1962. By July 1 · 1967, these rights were still 15% before disappearing completely on July 1 · 1968.

Curiosity

Neckar registry officials found still-running examples of the OSI Neckar St Trop in 2010 in Japan, Belgium and the Netherlands.

General characteristics

The Neckar St Trop 's 4-cylinder Fiat engine was the famous Fiat engine that equipped the entire range of Fiat 1200 , Simca Aronde and many others. With a displacement of 1,221 cm3 developing 55 hp, guaranteeing a maximum speed of 145 ^{km} /h . This engine was responsive but also very flexible, which allowed it to drive in town without difficulty even in fourth gear at around 40 km/h on the clock. Thanks to its well-profiled bodywork, consumption remains moderate compared to performance, less than 8 litres per 100 km on average.

Access to the two front seats is very easy thanks to the wide doors, while the rear seats on a small bench are obviously a bit sacrificed. The luggage compartment is large and well designed, which is rare on this type of vehicle.

CLUB CALENDAR – April/May 2025

- **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**

April

Wednesday 2nd April

Settlers 1300 Mulgoa Rd, Mulgoa

The club members Meet at | 10am
at the Southern Highlands Botanic Gardens car park
1 Old South Road Bowral at the roundabout Cnr Kangaloon and Eridge Park Roads
Run organiser Ken Davis | mobile| 0411115207

Wednesday 16th April

AGM Ealing forest winery

The club members Meet at | 10am
at the Southern Highlands Botanic Gardens car park
1 Old South Road Bowral at the roundabout Cnr Kangaloon and Eridge Park Roads
Run organiser Ross Pollock | mobile| 0412 734825

May

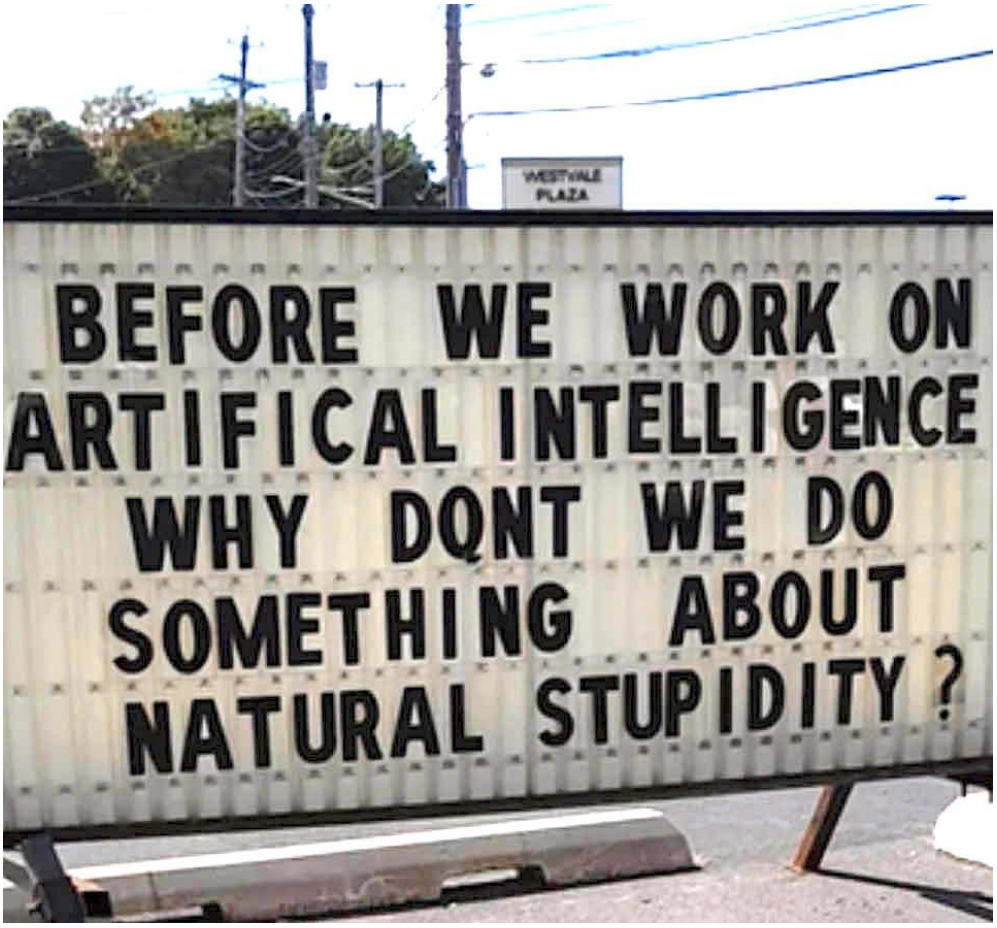
Wednesday 14th May

Tahmoor Inn Remembrance Drive Tahmoor

The club members Meet at | 10am
at the Southern Highlands Botanic Gardens car park
1 Old South Road Bowral at the roundabout Cnr Kangaloon and Eridge Park Roads
Run organiser Peter Carpenter | mobile| 0499499838

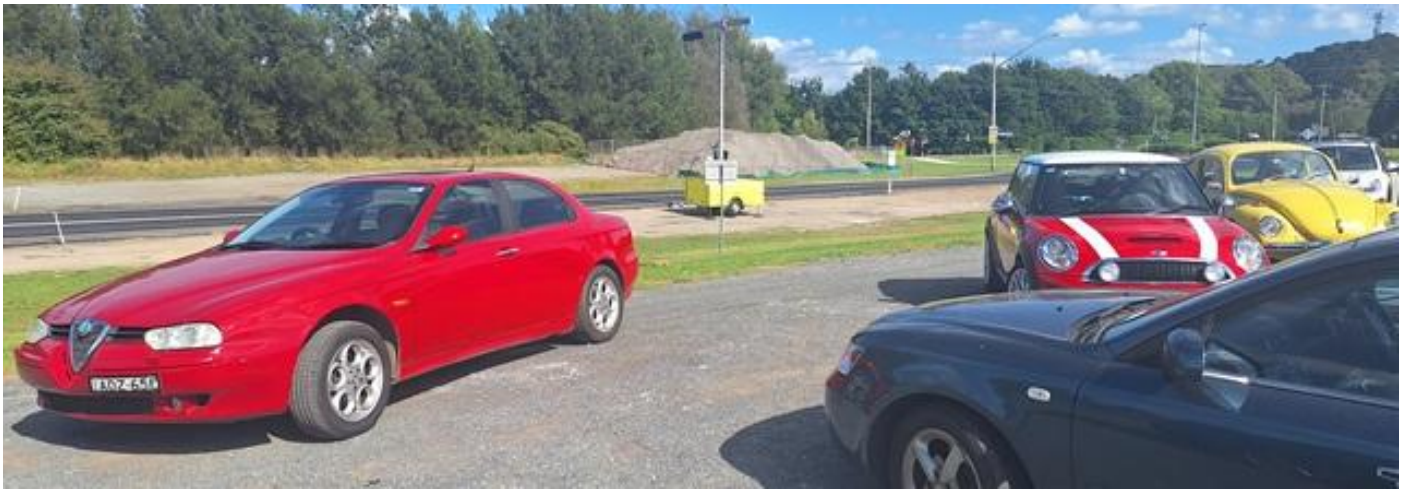
Events run by other clubs

Last Sunday of each month - Cars and Coffee at Berrima.



Criterion Hotel Crookwell **19/3/2025**

Crookwell eh! Well, we know the venue is good, the road from Goulburn to Crookwell is a great drive, and the weather today is good autumn conditions, so this run really ticks all the boxes. Being one of our longer runs, I wasn't surprised to see that there were about thirty members and partners assembled for the run, and that many of them came with more modern vehicles that were easier to drive on the expressway. (I know that since it's re-build, my Cooper S can sustain 110kph plus on the highways, but you are doing four to five thousand revs, and that gets a bit tiresome over a long period, so I don't bring it.)



So off we went down the expressway to Goulburn. Once we got on the road to Crookwell, I found myself behind the Woods in their Alfa, and separated from the pack, we proceeded at goodly pace to enjoy the flowing nature of the road. Brings a smile to your dial it does! Eventually we passed by the best known road-side attraction – the Crookwell Wind Farm. A great place for photo ops!

Photos: Ken M-B

Photo: Ken M-B

And so we rolled into Crookwell, whose main street looks very like the main street of many a country town in Australia.

We made ourselves at home in the Criterion, ordered food and drink (food was good) and enjoyed the company of good friends.

When the time came to move on, I carried out what has now become a tradition when I visit Crookwell. I went down to the Lindner Sock Factory at the end of the main street and bought a pair of their fine socks

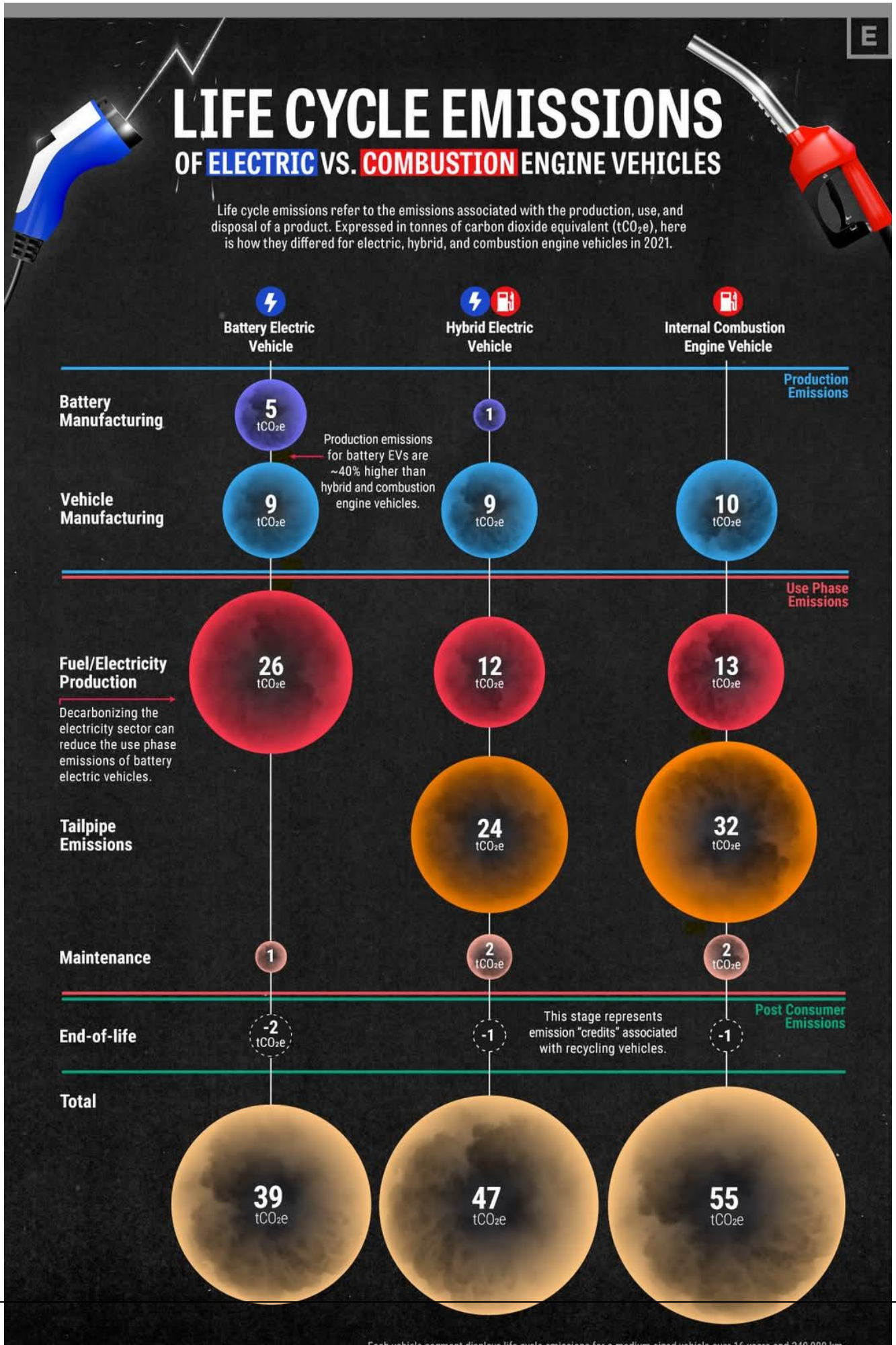
for myself, and one for Jenny. The lady in the shop said that they were soon to receive two new sock making machines from Italy, replacing some of the wonderful venerable machines that have done the job for a very long time now. They have a great story to tell – check them out at https://lindnersocks.com.au/pages/our-story?srsltid=AfmBOoqIdObYjcDhh_ETR-7BJvfoD4nGD1ig5q55KCtSyPutugcHmdaR

So as I wended my way home, I thought what an enjoyable outing it had been. Thank you to run organiser Ross Pollock, and to the Woods who filled in for him in his absence.

Phil O'

Vehicle Life Cycle Emissions

In the never-ending debate on the virtues of electric vehicles versus ICE (internal combustion engine) vehicles, both sides have put forward that one should consider whole of life scenarios when evaluating your next purchase. Take for example the hot topic of emissions – I remember reading a few years back that, taken over their whole life cycle, a Hummer had less carbon emissions than a Prius! Well, now a friend of mine has sent me the table you see below, setting out the life cycle emissions for electric vs hybrid vs ICE vehicles. I do not know who produced the table, and cannot confirm the accuracy or otherwise of its figures, but it does make for an interesting comparison.


LIFE CYCLE EMISSIONS
OF ELECTRIC VS. COMBUSTION ENGINE VEHICLES
Life cycle emissions refer to the emissions associated with the production, use, and disposal of a product. Expressed in tonnes of carbon dioxide equivalent (tCO_2e), here is how they differed for electric, hybrid, and combustion engine vehicles in 2021.
Battery Electric Vehicle
Hybrid Electric Vehicle
Internal Combustion Engine Vehicle
Production Emissions
Battery Manufacturing
5 tCO2e
1
Production emissions for battery EVs are ~40% higher than hybrid and combustion engine vehicles.
Vehicle Manufacturing
9 tCO2e
9 tCO2e
10 tCO2e
Use Phase Emissions
Fuel/Electricity Production
Decarbonizing the electricity sector can reduce the use phase emissions of battery electric vehicles.
26 tCO2e
12 tCO2e
13 tCO2e
Tailpipe Emissions
24 tCO2e
32 tCO2e
Maintenance
1
2 tCO2e
2 tCO2e
Post Consumer Emissions
End-of-life
-2 tCO2e
-1
-1
This stage represents emission "credits" associated with recycling vehicles.
Total
39 tCO2e
47 tCO2e
55 tCO2e

Only in Australia?

Indra Sinden came across this photo recently and was stuck by the incongruous and confusing content of the signs. In one direction you are on Bowral Road to Mittagong, and in the other direction you are on Mittagong Road to Bowral. Yet it's the same road. Go figure!

This sign is at the end of Cavendish Street in Mittagong, where it meets Bowral/Mittagong Road in a T intersection. Now I must confess, I have driven up Cavendish Street hundreds of times to that intersection, but as I know where the road then goes in both directions, I have never really looked at the signs to recognise their somewhat confusing message.

Are confusing signs unique to Australia? A quick look at the Internet seems to indicate that they certainly aren't. Over the next few editions of BEACon I intend to bring you more of the wild and wacky signs to be seen on roads around the world.

Phil O'

February 2025 Historic Vehicle Scheme (HVS) period options, accessories and safety items

(Owen Sinden has just given me the latest version of this document. It makes interesting reading, particularly if you are considering changes to, or adding items to your car. My Mini features many of the items which were almost mandatory changes and additions to a Cooper S back in the day – Minilite pattern wide wheels, wider wheel arches, bullet mirror, tacho, sports steering wheel, exhaust kit etc. BEAC vehicles feature many of the period options and accessories listed below, but there is still scope for further enhancements if you wish. -Ed.)

If your historic vehicle is 30 years of age or older, you may be eligible for historic vehicle registration. Find out how to apply.

The period options, accessories and safety items below serves as a valuable guide/resource to assist in discerning whether a vehicle's modifications align more closely with the requirements of the Historic Vehicle Scheme (HVS) rather than the Classic Vehicle Scheme (CVS).

The HVS is designed for vehicles that are at least 30 years old and maintained as close to their authentic condition as possible. Historic vehicles have been subject to wear and tear and may have, over the years since manufacture, been repaired or restored, but that work should be in a manner sympathetic to their authentic condition. Meanwhile, the CVS accommodates vehicles with modifications.

Significantly modified vehicles are ineligible for the HVS and should be registered under the CVS. These vehicles are characterised by substantial alterations from their authentic state, and require certification from the Vehicle Safety Compliance Certification Scheme (VSCCS) to ensure compliance with safety standards.

This guide provides clarity on the types of period options and accessories that may influence a vehicle's eligibility for either scheme. It aims to provide vehicle clubs and registered owners a better understanding of the criteria for each scheme and determine the appropriate registration for these vehicles and navigate these distinctions effectively.

When the guide was first communicated to recognised historic clubs there was some concern that it would be deemed as firm rules. However, we continue to emphasise that this is indeed just a guide and historic vehicle clubs have the means to establish and enforce their own rules at their discretion, but within this framework.

Technical considerations:

* Key reference documents are Vehicle Standards Information 06, 09 and 53.
* Options and accessories available at the build date or during the general operational life of the vehicle may be considered “in period”.

* The installation of an item must not affect compliance with applicable vehicle standards.
* This list is for light vehicles. It does not cover motorcycles and heavy vehicles.

Period options

Options are defined as items or features added to or replacing standard equipment that enhance or alter vehicle performance, handling or structure. Options may be factory installed; dealer installed or installed by a qualified person.

* Tuning kits offered by a manufacturer or dealer and fitted by a manufacturer or dealer (for vehicles built before July 1976 or not built to ADR 27A)
* Tuning kits offered by a manufacturer or dealer and fitted by the vehicle owner (for vehicles built before July 1976 or not built to ADR 27A)
* Wheels of period type conforming to VSI09 (Original Equipment Manufacturer (OEM) diameter and tyre profile for vehicles pre-1970). The wheels must have been available in-period
* Exhaust kits (e.g, a Lukey muffler)
* Lowering kits – maximum 25mm or 1 inch only permitted
* Bonnet scoops
* Sump guards
* Air conditioning (including an under-dash system if not offered as an integrated system)
* Water injection (e.g, a Kleinig system)
* Floor change conversions - OEM or aftermarket
* Overdrive on gearbox - including a Laycock system or similar
* Wire wheel conversion - whether optional or not
* Disc brake conversions from later year of same make/model. (Note: must be complete system including wheels and tyres)
* Disc brake conversions from later model of same make. (Note: must be complete system including wheels and tyres)
* Optional engine fitment. (Note: must be complete package including brakes, transmission, axles, wheels, tyres and other required items)
* Optional Transmission change - including automatic to manual or manual to automatic conversion within manufacturer’s optional equipment
* Half cage/single hoop roll bars in an open sports car - CAMS or VSB14 - not allowed in sedans or Fixed Head Coupes (FHC)
* Sun roof - OEM fitted
* Sun roof replicating OEM (must have an accompanying VSCCS compliance certificate)
* Webasto-type roof conversion - OEM fitted.

Period accessories

Accessories must be able to be removed and the vehicle returned to its original “as built” condition.

An accessory is defined as an item added or attached to a vehicle for convenience or aesthetics. Accessories should be able to be removed and the vehicle returned to its authentic condition. Period accessories include:

* Radio or Head Unit
* Tape player - 8 track or cassette, CD player
* Mudflaps
* Wheel trims and hubcaps
* Rear window blinds that do not obstruct vision (e.g, louvres are acceptable)
* Mirrors - internal or external
* Dash mounted fans (check regulations for applicability)
* Additional instrumentation
* Side window blinds, wind deflectors or wind wings
* Headlamp covers
* Luggage racks (roof or boot)
* Halda Speedpilot or TripMaster (or similar)
* Map lamps and other internal reading lamps
* Driving and fog lamps - including mounts
* Badge bars
* Bonnet mascots
* Additional chrome strips
* Additional reflectors - including scotch tape or otherwise
* Demisters – including hot air or electric bar type
* Heater / Demister - hot water type
* Windscreen washers
* Bug deflectors
* Sun visors - internal or external
* Radiator/grille and insect screens
* Water bag carriers and water bag
* Period metal fuel cans and wooden tool boxes on running boards
* Additional spare wheel racks - roof or boot, running board or rear mounted racks
* Additional horns (E.g, Klaxons). Note: Must not alternate sound like an emergency vehicle. Must not be a siren whistle or bell
* Reversing lamp/s
* Additional stop lamps
* Tow bar
* Wheel spats
* Hubcaps, wheel dress trims and rings
* White wall tyres
* Hardtop for convertibles – OEM or aftermarket
* Pinstriping consistent with the period style at vehicle build date
* Auxiliary Lighting - forward facing
* Weather shields.

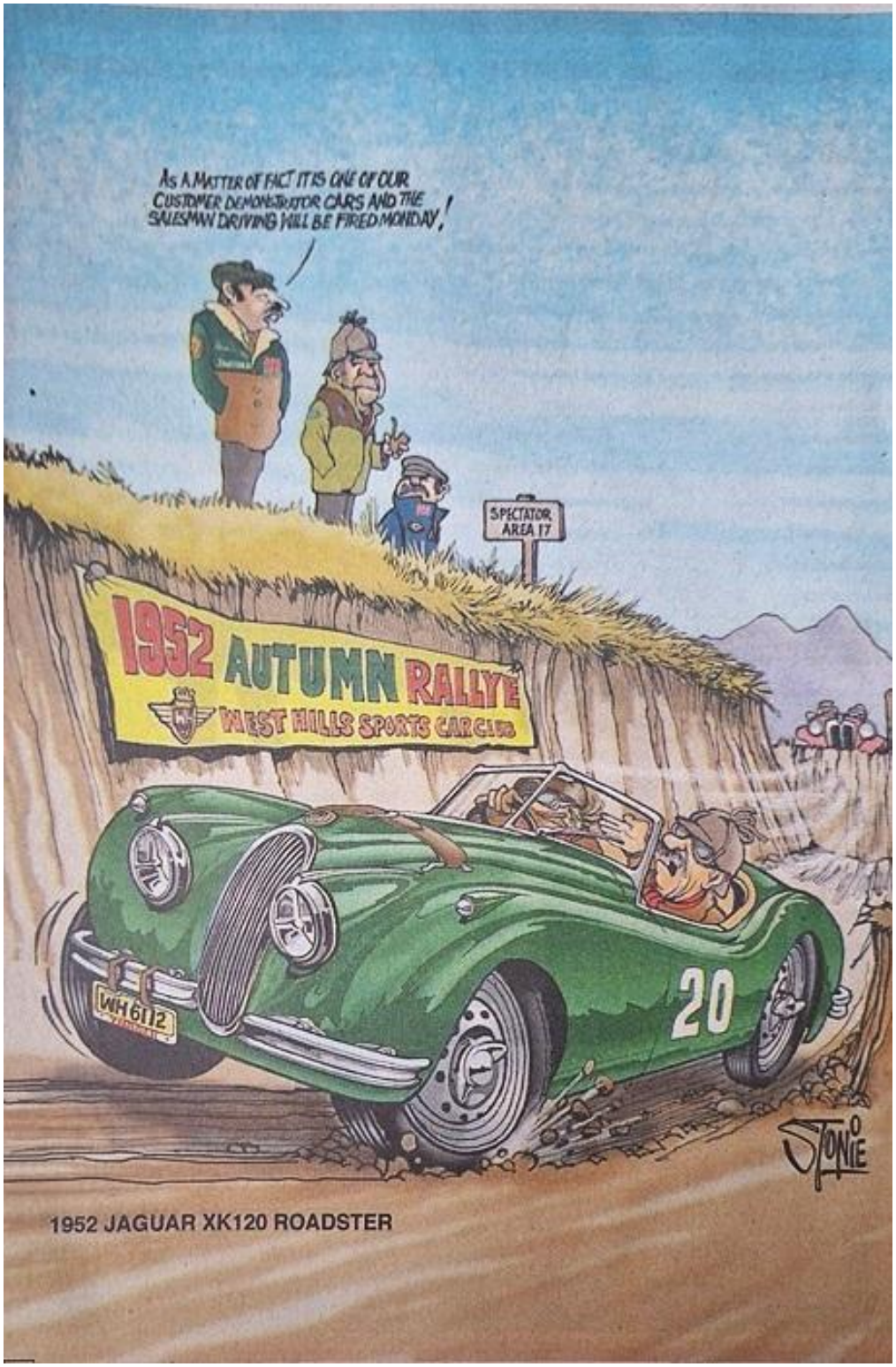
Safety items

* Seat belts – must be road approved. The belts must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017
* Vehicles built to comply with Australian Design Rules (ADR) 4 and 5 must continue to comply
* If a vehicle does not have seat belt mounts and seat belts are installed, they must be signed off by a suitably qualified engineer
* Child Restraint Anchorages (CRA) – a vehicle must comply with ADR 4 and 5
* Direction indicators - can be white or amber (amber is preferred). Brake lamps flashing red for direction indicators are not acceptable. The replacement of semaphore type indicators is permitted.
* Left-Hand Drive (LHD) sourced vehicles must have Right-Hand Drive (RHD) headlamps
* Toughened glass windscreens must have a safety zone immediately in front of the driver

* Imported vehicles may retain OEM belts. However, if the belts are fitted after importation, they must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.

Note: seat belts and CRA are not mandatory if the vehicle was not fitted with seat belts or CRA as an OEM fitment. However, they are strongly recommended for all vehicles where installation is possible.

MOTORING MIRTH



Thank you to all contributors to this edition.

Phil O'