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# BEACon September 2025

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## Pelican Rocks Restaurant, Greenwell Point 6/8/2025

That's what we came for!

'When you're on a good thing, stick to it'. The old Mortein slogan could well be the explanation for BEAC's third run to the Pelican Rocks Restaurant at Greenwell Point since October last year. After our first run there, many were in agreement with their advertising promising the best fish and chips on the south coast, and therefore return visits were inevitable.

The lineup for this run saw a reduced number of classics, but given that the weather had been pretty awful in the preceeding days, and it was a longer run, it wasn't surprising that comfort was an important factor in members' minds. As it happened, the weather on the day, particularly down on the coast, was very nice indeed, and helped make the day a all round success.

Basic Mini 850 body……

…….but an 1100cc twin carb engine.

All the controls that you need.

Star car of the day was definitely the Morris 850 of Gino D'Onofrio, with Geoff Small drafted in for driving duty. Looking like a well-worn 850 from the outside, it featured a very tidy 1100cc twin carb donk. Even had a walnut(?) dash panel.

Older and newer SLKs.

So what's new? It's the grill, init. Photo: The Shadow Photographer

Red is ready to go.

So off we went on the way to Nowra via Kangaroo Valley. Scenery throughout was gorgeous, very green after the recent rains. Noted some significant roadworks on Cambewarra Mountain, but we got through without stopping. Noted a lot of water lying in the fields on the back road from Nowra though Terara and Numbaa – another result of the heavy rains the Illawarra has had lately.

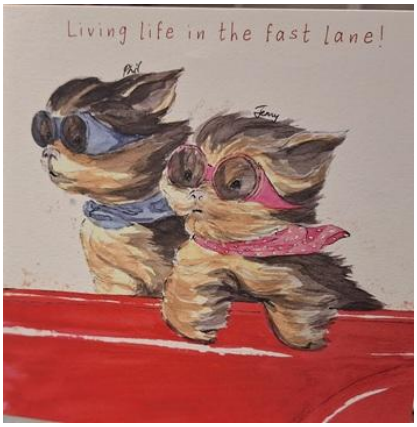
Photo: Owen S

Photo: Owen S

When we got to the restaurant, they had seated us at the same two long tables that we have used before. Drinks were soon provided and food orders taken. They use a simple number card system to ensure the meals are delivered to the right recipients. It was evident that they have had plenty of practice in providing a smooth flow through of service. And when the food came, it certainly justified our expectations. Even the salad ingredients in the two accompanying salads were a little different to the normal and obviously very fresh.

The locals were very much in evidence as always.

So we ate, drank and made merry as we always do. There was one small interruption to proceedings, when Owen presented me with a card celebrating the fact that I have now produced 100 editions of the BEACon newsletter. Members had adorned the card with their congratulations and best wishes, and I am truly humbled to have received it. Thank you all!



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CPB

The phographer photographed, or ‘the editor’s work is never done’ Photo: Peggy P

Eventually we all drifted off to wend our way home. Some however went to a local oyster farm on the edge of town and purchased as many oysters as they wanted. I would think that they found them delicious however they consumed them.

Photo: Owen S

Jenny and I took one last look at the Pelicans after which the point is named before heading home.

Is there a Pelican pole sitting hierarchy I wonder?

Photo: Owen S

The club owes a huge vote of thanks to run organisers Chris and Jenelle Brangwin, whose concern that everyone should have an enjoyable outing was evident throughout the run.

**Phil O'**

# FOR SALE

# Mini Cooper S

My Mini is not used enough! In the last 12 months it only travelled 1300km. It has the 1.6 litre supercharged motor with auto transmission. Registered to April 2026. Travelled 140,000km. It has every possible extra (I have the original factory order) including Chrono instrument package and Harmon Kardon stereo system.
A great little car and the most desirable R53 version from 2006.
Asking $15000 ono. Brian Cox. mobile 0416209538

# Synthetic Fuel

In a previous edition of BEACon, I published an article that postulated that in a future where (almost) all vehicles were electric, classic car owners would be running their cars on synthetic fuel. The fact that Porsche is one of the companies leading the charge to develop the fuel is significant, as they have a reputation for excellence in the automotive field to uphold.

Now since that BEACon article, the ground has shifted somewhat. The rush to get into full electric vehicles has slowed significantly, as people have realised that a full supporting infrastructure for electrics is not there yet, and battery charging times are a lot longer than refill time for an internal combustion powered machine. Development of batteries and charging systems is proceeding apace though. BYD vehicles, such as the Dolphin and the Seal, support 100kW DC fast charging. This allows for a significant charge replenishment in a relatively short time. BYD has also unveiled even faster charging technology, including "Megawatt Flash Chargers" which can deliver 400km of range in just five minutes. But the infrastructure to allow that to happen isn't generally available. So, companies like Toyota, that put its money on hybrids, are now reaping the rewards of its softly, softly approach.

But there are still fields of transport that are very difficult to electrify – long distance operations where you can't just stop for a recharge, such as aviation, sea transport and to a lesser extent, long distance land transport in remote areas. (There is a proposal that long distance electric trucks should have a 'swap out swap in' battery pack, as for LPG gas bottles, but it will take a very big effort to implement a working system across a country the size of Oz).

The following article from ABC News is the best I've found recently to set out the current state of play and prospects for synthetic fuel, particularly in relation to Australia.

# Low-carbon sustainable fuels headed for F1 but cost could keep them from Australian bowsers

By business reporter **Tony Ibrahim**

**Mon 26 May**

From next year, F1 cars will use chemically synthesised fuels in an effort to reduce emissions. *(AAP: James Ross)*

## In short:

Formula 1 cars will be powered by sustainable fuels next year, lowering emissions and working with existing engines.

Qantas imported almost 2 million litres this month, as demand for synthetic and bio-fuels picks up.

## What's next?

Australia is primed to cash in on the multi-billion dollar-manufacturing industry, but production will likely be exported overseas, where policies have driven demand.

When Formula 1 cars nudge speeds of 330 kilometres per hour next year, hundreds of millions of people will witness existing engines and infrastructure working with a fuel once considered futuristic. The fuel burning inside the turbocharged V6 engines won't be gutted from the Earth like traditional fossil fuels; instead, most will be chemically synthesised and involve the recycling of existing carbon dioxide — making it close to carbon neutral.

"It would reduce greenhouse gas emissions by 80 per cent," Liam Parker said, chief communications officer at Formula 1. The technical analysis shows zero drop in performance, so you're racing green, you're providing a solution for the automotive sector and the wider consumer, but you're also giving the public and the fans what they want."

Five different companies — many of them sponsors — will be supplying the 100 per cent synthetic and biofuel to the 11 teams on the grid, once again positioning Formula 1 as the breeding ground of the kind of innovation that trickles to road cars and other vehicles.

**"This fuel can be relevant for consumers around the world, it will be a 'drop in' fuel that people could put in their own vehicles,"**
**Mr Parker said.**

Industry stakeholders believe these low-carbon liquid fuels provide a window of opportunity for Australia, claiming it can help connect the vehicles, ships and planes of today to a net-zero tomorrow, and create a multi-billion-dollar domestic manufacturing industry that would also bolster the nation's fuel security.

"We estimate the Australian low-carbon liquid fuel market could be in the order of $36 billion a year by 2050, and a feedstock market of about $15 billion," said Rupert Maloney, executive director of the Clean Energy Finance Corporation (CEFC), a Commonwealth-funded investment firm backing green initiatives.

## What makes synthetic and biofuel different?

There are two main types of low-carbon liquid fuels: synthetic and biofuel.

Both of them source carbon from the atmosphere when they're being developed, effectively recycling it once it is burned by an engine.

But whereas biofuel is processed from organic material such as sugarcane, used cooking oil and sawmill residue, the latest synthetic fuel doesn't affect food production.

HIF's proposed plant in Tasmania would produce 500 times more synthetic fuel than its pilot plant in Chile (pictured). *(Supplied: Porsche)*

It chemically synthesises the elements that make fuel: hydrogen and carbon.

The hydrogen is split from water in a process powered by renewable electricity, while the carbon is either captured from the air using emerging technology, extracted from algae, or gleaned from sustainable sources like waste.

The domestic biofuel industry is already growing as local feedstock is exported internationally, but industry stakeholders believe synthetic fuel has greater scale-up potential.

## Global companies want to make synthetic fuel in Australia

At least two companies are looking at manufacturing synthetic fuel in Australia — HIF (Highly Innovative Fuels) and Zero Petroleum — with each expected to start construction on plants in 2026.

HIF is aiming to produce 100 million litres of synthetic fuel a year once its manufacturing plant is up and running in 2030 — about 500 times more than its concept plant in Chile.

The company, which counts Porsche among its investors, claims it is spending about $2 billion constructing the plant in Tasmania.

HIF chief executive Ignacio Hernandez said the manufacturing facility planned for Tasmania could produce 100 million litres of synthetic in a year. *(John Gunn)*

"What we look for are locations where the feed stocks that we need to make this product are available and are also cost efficient," said Ignacio Hernandez, chief executive of HIF Asia Pacific.

"One of the main ingredients that we need is renewable energy, and Australia is well known globally for having a big renewable energy potential."

Meanwhile, Zero Petroleum — founded by former F1 engineer Paddy Lowe and chemical engineer Nilay Shah — is examining the feasibility of building a plant in South Australia.

The facility would produce up to 10 million litres of synthetic aviation fuel, gasoline and diesel a year.

## It works with our cars today, but will we use it?

Low-carbon liquid fuels are often described as "drop in" solutions, as they can work with existing petrol tankers, fuel bowsers and internal combustion engines.

But there's disagreement on whether the fuel would be used in the nearly 16 million passenger vehicles registered in Australia.

How much it costs at the bowser will be a key determinant.

**"These fuels — and any kind of green product — you're probably talking about two or three times the cost,"**
**HIF's Mr Hernandez said.**

A compromise can be found by blending synthetic fuel with the fossil equivalent, lowering emissions and making it more affordable.

"The cost of the product will come down, and eventually you're able to transition to 100 per cent synthetic, without impacting materially the cost to the final consumer," Mr Hernandez said.

A key factor in the price coming down is the cost of renewable electricity, as wind and solar farms would power the manufacturing process to keep the carbon footprint as low as possible.

The CSIRO's Max Temminghoff says lowering the cost of renewable electricity is key to making synthetic fuel cheaper. *(Simon Tucci)*

"We need very low renewable energy costs in order to get that hydrogen price down," Max Temminghoff said, Mineral Resources Lead at the CSIRO Futures.

"And then on the other flip side is the carbon dioxide. Pulling that out of the atmosphere currently is technologically not as mature and is a bit expensive, so that's what the CSIRO is working on."

# Betting on electric vehicles and new infrastructure

Instead, there is a concerted effort to transition cars and the infrastructure powering them to electric — but there's a long way to go to meet the CSIRO's target of 97 per cent by 2050.

### Strong growth in global EV sales

The headline numbers show another strong year of electric vehicle sales, but the growth is highly concentrated in China and emerging markets in South-East Asia and Latin America.

The latest data from the federal government, dated January 2024, reveals there are 15.7 million passenger vehicles registered in Australia.

One per cent — or 159,460 — were electric.

Vehicles powered by petrol or diesel made up 95.5 per cent — or 14,958,462 vehicles.

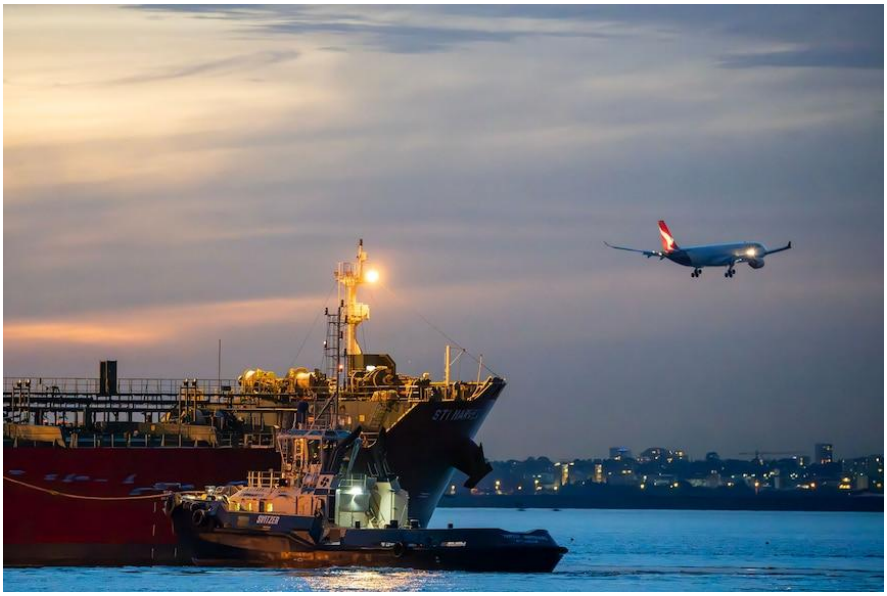
"There will be an existing fleet of internal combustion engines, we think, still operating at that point [in 2050], and there needs to be a solution for those cars," HIF's Mr Hernandez said.

## Sustainable fuel could be used in vehicles that are hard to electrify

The demand, policy and money opportunities suggest synthetic fuel will be used to power trucks driving interstate, ships travelling across oceans and planes flying internationally.

"By 2050, about 30 billion litres in Australia will likely be hard to electrify and will likely require low carbon liquid fuels or other decarbonisation technologies," the CEFC's Mr Maloney said.

The transition from fossil to low-carbon liquid fuels is already underway in some of these sectors.



Qantas is already blending biofuel with jet fuel to lower emissions, importing 1.7m litres from overseas. *(Supplied: Qantas)*

Qantas imported 1.7 million litres of sustainable fuel in early May, hoping to blend it at a ratio of 18 per cent with traditional jet fuel.

The airline claims it could power the equivalent of 900 flights from Sydney to Auckland, reducing carbon emissions by 3,400 tonnes.

But it had to shop overseas, importing the biofuel from Malaysia.

"The creation of a domestic sustainable aviation fuel industry is key to our efforts towards the decarbonisation of aviation," said Vanessa Hudson, the chief executive of Qantas Group.

## Manufacturers say updated policy will drive investment

The federal government is hoping to foster a low-carbon liquid fuel manufacturing industry in Australia, announcing $250 million in grants in March.

"Australia has the know-how and skills to meet the crucial task of decarbonising hard-to-abate sectors such as aviation, heavy transport and mining that rely on liquid fuels," Climate Change and Energy Minister Chris Bowen said.

But the industry is asking for the kind of regulations popping up in other parts of the world, including mandates that would require select sectors to blend a percentage of synthetic fuel with their current fossil stock.

Clean Energy Finance Corporation's Rupert Maloney believes the low carbon liquid fuel market could be worth $36 billion a year by 2050, on top of a $15 billion a year feedstock market.

"Some of the mandates that are getting rolled out across Asia are in the order of 1 per cent blend, so it will not have a large impact on end use pricing," Mr Maloney said.

"It provides an investment signal back to the production side of the market to develop these facilities, and that brings down the cost."

HIF's facility could produce enough synthetic fuel to meet a quarter of Tasmania's demand, Mr Hernandez said, but instead it'll likely export supply to other countries.

"There are other markets in the world that have more advanced regulation to support the uptake of these products," he said.

**"We are hopeful that similar policies and regulation will come into play … and we can actually sell these e-fuels in Australia."**

Australia relies on liquid fuels for more than half of its energy demand, according to federal government data, but the number of local refineries has dwindled from seven to two.

The nation's science agency believes making low-carbon liquid fuels domestically would help shore up the country's energy security.

"Currently we import about 80 per cent of our refined fuels and we get those fuels through pretty extensive supply chains that are exposed to a range of geopolitical risks," the CSIRO's Mr Temminghoff said.

"Being able to produce our fuels locally means that we have more control over the variables that go into the price.

"We really see this opportunity as fleeting."

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**CLUB CALENDAR – September 2025**

● **Please Note: upcoming run details, PDF files and links are available on the club's Events Web Page https://www.beac.org.au/events/**

● **Runs start at 10 am from the Botanical Gardens Car Park on the corner of Old South Road and Kangaloon Road, unless otherwise noted.**

● **Cars on the run are to leave the Gardens in the order of historic cars first, followed by modern classic cars (eg new MINI), then modern British and European cars and cars from other nations**

# September

## Wednesday 3rd September

Highlands Hotel, main street, Mittagong (formerly The Lion Rampant)
Download run sheet Highlands hotel
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
Organiser Phil Davies.

## Events run by other clubs

Last Sunday of each month - Cars and Coffee at Berrima.
Berrima District Historical Vehicle Club website http://www.bdhvc.com.au

## Friday 12- Sunday 14th September 2025

### Gathering of the Faithful. Wagga Wagga

# Grenfell Lights

## Car Poker Run

### Saturday 20 September 2025

Presented by the Grenfell Lions Club Inc



1st Stop – Cowra
2nd Stop – Young
3rd Stop – Bribbaree
Final Stop – Lower end of Grenfell Main Street with *Park-Up of Cars*

Feature car is the Ford Mustang – celebrating the 1965 Fastback

**$1,000.00 Prize Money** Open to all types of cars (no motor cycles)

Friday 19 September

- 5:30pm - Park up of cars in the lower end of Grenfell Main Street - 6pm – cars depart to Grenfell Glen Lightshow and then cruise to Grenfell Bowling Club
- 6:30pm – Car Quiz at Grenfell Bowling Club @ $10 per person with dinner available at Club Bistro

Saturday 20 September

- 8am – Grenfell Bowling Club - Registrations on the day @ $50 per vehicle (provides for 2 x Poker Run Entries) and Light Breakfast available – *First Poker Card* will be issued to entrants
- 9:30am - Cars depart Grenfell Bowling Club with first stop for morning tea at Cowra Bowling & Recreation Club. (2nd *Poker Card issued*) – lunch at Young Services Club (3rd *Poker card*), afternoon tea at the Rusty Horse Hotel in Bribbaree (*4th Poker card*). *Final Poker Card* at Cowra and Grenfell Main Street with Park-Up of Cars from 4:00pm
- 6pm – Grenfell Country Club for drinks, awarding of prizes and Live Entertainment with Dinner available at the club – A 3 course dinner will be available @ $48 per person but bookings and pre-payment for dinner is essential - phone Suzie on 0402 261 126

Sunday 21 September

- From 8am Breakfast, Cars & Coffee at Grenfell Café – Main St – no bookings required
- 10am – depart for Sandy Castle - Opening times 10.30 – 3pm @ $20 per person – meeting tea supplied

*** Contact Suzie on 0402 261 126 for assistance with Accommodation

All Proceeds from profits to assist in establishing the Grenfell Lights as a real tourist drawcard for our historic town

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## President's Pleasantries

Greetings BEAC members and welcome to yet another quality edition of BEACon. I still can't believe what an excellent committee I have inherited (thank you Geoff Wood), the committee that runs your club.

On 8th August we held a committee meeting at Annesley, Bowral (do yourself a favour and go there to enjoy the delights of their cafe) where a number of items came up for discussion, the most common theme being 'etiquette'. Let me explain…

At almost every outing over the past 12 months, members attending have been encouraged to let the historic cars go first - after all, the whole premise of our club is British and European cars classified as historic (over 30 years old) - and to let the outing organiser lead the convoy. Following the historic cars, 'modern classic' British and European cars follow, those between 10 and 30 years old (eg new MINI). Then bringing up the rear would be modern British/European cars, then non-UK/EU cars.

Alas, this rarely happens. Yes, I know, conversations sometimes delay the start of some of the classic cars, but please be aware that the reason your club exists is to promote the use of historic British and European cars, so understand why we would like these cars to lead the way.

Speaking of outings, BEAC holds about 25 outings per year. The average attendance at each event would be about 20 members (plus partners, guests, etc), so about 30-40 people each time. As a way of 'encouraging' BEAC members to attend outings (after all, most of us are beneficiaries of the generous conditions of H-plated vehicles, which the club charges $0 for) the committee requests that each member attends a minimum of 3 outings per year, or just 12% of outings for the mathematically inclined. Of course, we're not getting any younger, so slack will of course be given for illnesses and misadventures, etc, and life members are exempt from such requirements.

Are these requests onerous? Actually, I believe, quite the opposite. Your committee thinks that the above items are, by any reasonable standards, quite uncomplicated, as they address the very reasons your club was formed in the first place.

Which leads me to my last point… John Lydgate (I've never met the guy; he was an English poet born around 1370) apparently said "You can please some of the people all of the time, you can please all of the people some of the time, but you can't please all of the people all of the time". So? So, if you have a complaint about how your club is run, or more preferably a suggestion as to how your club could be better run, please don't hesitate to mention it. And who to complain/suggest to? Simple: the President. That's my job, to accept suggestions and to accommodate any complaints. And in my absence Secretary Peter Carpenter is the person to talk to. Your committee has established a 'Code of Conduct', which covers most of the points above, and can be found under its own title on the Rules and By-Laws page of the website.

Indra and I will be away for a six weeks holiday, so enjoy the Highlands' spring weather while we swelter in Europe and chill in England.

Kind regards,

Owen Sinden

# Bundanoon Club 20/08/2025

So, once again it was time to go to Owen's local, the Bundanoon Club. It got good reviews when we last went there in March, so a return visit was welcome.

Given the continuing stint of crook weather, most members opted for modern classic or just plain modern vehicles to do the run. Classics included the Pyatts' MGB GT, the Edneys' MGC GT and Chris Manion's Volvo 242 GT. We also got to see Brian Cox's new (to him) BMW 3 series - a very well maintained and presented low kilometres example (yes, the well-known SAAB has moved on, so Brian joins the sudden influx of BMWs in the club).

PRC 116

Brian Cox's new car. (Apologies as the photo I thought I took of the front of the car didn't take).

Just open a bonnet, and like moths to the flame……. Photo: Owen S

……..and this is the flame (in the Edneys' MGC GT).

Jeff and Sue in the gorgeous Alfa Brera. Photo: Owen S

Older and newer Mercs.

The locals were watching us. Photo: Owen S

So, after the briefing, the cars lined up in the order that the club wants to see used from now on, and we set off through Berrima and onto the motorway. I confess I find driving on the motorway somewhat boring, but it was the best way to get to the other end of the Highland Way. Then followed an enjoyable drive through picturesque countryside around the villages of Tallong, Wingello and Penrose before arriving at the 'other side' of Bundanoon.

Photo: Jenny O'

The Bundanoon Club has the atmosphere and the intimacy of a village pub, where most people know one another. We settled in quickly. Food was ordered from a small selection of simple dishes, which enables the Club to deal with a larger function without long waiting times to receive meals. And when the food came, it was good. I heard many comments praising the quality of the fare.

At one stage we were addressed by Jeff, a BEAC member-to-be who is associated with the upcoming Grenfell Lights Car Poker Run (see the Club Calendar in this edition, or the Events page of our website). This sounds like a good fun event with some good attractions on offer.

Before leaving, I made sure that on behalf of BEAC I thanked the kitchen staff and the guy who acted as barman and served the meals (who was a bit of a hard case, but with a good sense of humour).

I think that the Bundanoon Club has established a place on our list of good venues, and we must thank Owen for organising our visit there.

**Phil O'**

# MOTORING MIRTH

## Not for sale – I'm going to fix it one day!

**Thank you to all contributors to this edition.**

**Phil O'**