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BEACon October 2025

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Highlands Hotel Mittagong **3/9/2025**

The Millers admiring the Singer's great restoration job.

This run started badly for me when the Mini refused to start (flat battery!) and I had to substitute the non-BEAC HSV Senator instead. Fortunately, many of the best-known BEAC cars were in attendance, so we could form an impressive convoy of classics and modern classics on the run to the Highlands Hotel.

Please excuse the non BEAC car (mine) hogging the spot next to the Singer.

The business end of Brian Cox's MINI.

I was just trying to make up my mind as to what I thought was the star car of the day, when Peter and Dorothy Pyatt arrived in their 1936 Singer Bantam Roadster. Game over! This car attracts admirers like bees to a honey pot, drawn by its attractive colour scheme and great standard of workmanship in the restoration.

Other cars to catch my attention were Michael Arahill's MGR V8 in that beautiful deep red livery, and Rob Geddes' Mercedes 450 SLC. We haven't seen the stylish big Merc for a while now, and it was good to have it back for this run.

15213 J

32892 J

PRC 116

What a wonderful, attention getting paint scheme.

We set off on the run in the order that the committee wishes to see applied to all runs from now on (see the Club Calendar in this edition). As organiser, Phil Davies led off in the Daimler, with Peter Pyatt in the Singer next. I thought that perhaps the Singer would struggle to maintain the pace throughout all of the run, but Peter did a superb job driving it, and we mostly maintained the momentum through Sheepwash Road, Old Illawarra Highway, across to Nowra Road, into Moss Vale via Yarrawa Road, out to Berrima, and along Greenhills Road to join the scenic Wombeyan Caves Road back into Mittagong. Parking around the

Highlands Hotel was easy peasy. We settled into our usual spot within the pub and food and drinks orders were rapidly processed.

How come Rob Stenvert was the only one to park in front of the pub itself?

Nice to see a street lined with BEAC cars.

I was last in after taking photos in the street, so didn't waste time looking at the menu – just ordered my standard bangers and mash. That went down well, and I went back to order my favourite dessert – Crème Brulee. Tragically, they had sold out of it. Boo-hoo, I should have ordered it with the main! But apart from this minor disaster, I believe everyone had a very enjoyable time at the Highlands.

Thanks to Phil Davies for stepping up and filling the run void with this surefire winner.

Phil O'

Austin-Healey 3000

For many of the ten years that I have been a member of BEAC, the club runs were graced by the presence of a big Austin-Healey. Stephen Dunne-Contant owned a 1961 Austin-Healey 3000 Mk2 BT7, which looked just gorgeous in its Old English White/Red paint scheme. I remember following it on our runs, noting Steve driving it with an English style flat cap, completing the image of the English gentleman out for a drive through the Highlands' very English countryside. I miss that car not being in our lineup anymore, and I thought I would ask Mr Wiki to tell us the story of this iconic British sports car.

Steve's car at Burrawang (where it looked totally at home).

The **Austin-Healey 3000** is a British sports car built from 1959 until 1967. It is the best known of the "big Healey" models. The car's bodywork was made by Jensen Motors and the vehicles were assembled at BMC's MG Works in Abingdon, alongside BMC's MG models.

During its production life, the car changed from an open sports car, albeit with a child-transporting 2+2 option, to a sports convertible. In 1963, 91.5 percent of all Austin-Healey 3000 cars were exported; mostly to North America. The 3-litre 3000 was a highly successful car, which won its class in many European rallies in its heyday and is still raced in classic car competitions by enthusiasts today.

British Motor Corporation ended manufacture in 1967, filling its place with a car with a new, though similar, engine in a newer monocoque chassis; the MGB variant named the MGC.

History

Mark I

BN7, BT7 roadsters

The Austin-Healey 3000 was announced on 1 July 1959 with a 3-litre BMC C-Series engine to replace the smaller 2.6-litre engine of the 100-6 and disc brakes for its front wheels. The manufacturers claimed it would reach 60 mph in 11 seconds and 100 mph in 31 seconds.

Other changes were minor compared to those between the original 100 and the 100–6. The wheelbase and body were unchanged as were the body-styles, a 2+2 or BT7 and a two-seater BN7.

Weather protection remained minimal, a folding plastic roof on a light demountable frame and above the doors detachable side screens holding sliding perspex panels. Wire wheels, overdrive gearbox, laminated windscreen, heater, adjustable steering column, detachable hard top for the 2+2, and two-tone paint were available as options.

13,650 Mark Is were built: 2,825 BN7 open two-seaters, and 10,825 BT7 2+2s

Road test

A BT7 3000 with hardtop and overdrive tested by *The Motor* magazine in 1960 had a top speed of 115 mph (185 km/h) and could accelerate from 0–60 mph (97 km/h) in 11.7 seconds. A fuel consumption of 21.6 miles per imperial gallon (13.1 L/100 km; 18.0 mpg$_{\text{-US}}$) was recorded. The test car cost £1326 including taxes.

Mk1 BT7

Mk1 BN7

Mark II

BN7, BT7 roadsters

Engines fitted with three SU HS4 carburettors (total area 5.3 sq. inches) and an improved camshaft were announced at the end of May 1961. Other changes included a vertical barred front grille. Optional extras were similar to the Mark I. From August 1961 a brake servo was also available as an optional extra, which greatly improved braking performance. These were the last true Big Healey roadsters; the BN7 Mark II was discontinued in March 1962, and the BT7 Mark II in June 1962

Road test

A 3000 Mark II BT7 (699DON) with hardtop and overdrive tested by the British magazine *The Motor* in 1961 had a top speed of 112.9 mph (181.7 km/h) and could accelerate from 0–60 mph (97 km/h) in 10.9 seconds. A fuel consumption of 23.5 miles per imperial gallon (12.0 L/100 km; 19.6 mpg$_{\text{-US}}$) was recorded. The test car cost £1362 including taxes.

BJ7 sports convertible

The 3000 sports convertible Mark II was launched at the end of August 1962. It was a true convertible with almost saloon car comfort, a new wrap-around windscreen, wind-up side windows, swivelling quarter lights and a quick-action folding roof. Twin SU HS6 carburettors replaced the triple SUs (total area 5.3 sq. inches, a 9.25% reduction). Austin-Healey claimed it could exceed 115 mph.

91.5 per cent of all 1963 Austin Healey 3000 cars were exported, with the majority going to North America.[7]

11,564 Mark IIs were made: 355 BN7 open two-seaters, 5,096 BT7 2+2s, and 6,113 BJ7 2+2 sports convertibles.

BT7

BN7

BJ7

Mark III

BJ8 sports convertible

The 3000 sports convertible Mark III was announced in February 1964 with power increased from 136 bhp to 150 bhp by a new higher lift camshaft. SU HD8 carburettors replaced HS6 units increasing the choke size from 1.75 to 2 inches, or total area 6.3 sq. inches, increasing by 30.6%. Power-assisted braking became standard instead of optional. The new car's fascia displayed its speedometer and tachometer directly in front of the driver. Upholstery was now in Ambla vinyl.

The Mark III BJ8 remained in production until the end of 1967 when manufacture of the Austin-Healey 3000 ceased.

In May 1964 the *Phase II* version of the Mark III was released, which gained ground clearance through a modified rear chassis. In March 1965 the car received separate indicator lights.

17,712 Mark IIIs were manufactured.

Mk III BJ8

Mark IV

As the life of the 3000 was drawing near, Healey considered various updates to help the car remain saleable while also meeting stricter emissions and safety regulations. Closest to reaching production was the **4000 Mark IV**, of which three examples were finished in 1966 and 1967. Two were automatics and one was fitted with the four-speed manual transmission from the Jaguar E-type. The bodywork was 6 inches (150 mm) wider, the interior altered and made more spacious due to the extra width, but the main change was the aluminium 3.9-litre Rolls-Royce engine – the same unit which was fitted to the Vanden Plas 4-litre R.

Mk IV

In racing

Austin Healey 3000s have a long competition history, and raced at most major racing circuits around the world, including Sebring (USA), Le Mans (France), and Mount Panorama Circuit, Bathurst (Australia). The BMC competitions department rallied the 3000 from its introduction, but the development of the works cars effectively ended in 1965, mainly because of the success of the Mini Cooper 'S'.

CLUB CALENDAR – October 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**

October

Wednesday 1st October

Eling Forest Winery
Download run sheet Eling Forest Run October 1st 2025
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
Organizer: Ross Pollock 0412 734 825

Wednesday 15th October

TBA – check with BEAC website Events page.

Wednesday 29th October

SPECIAL EVENT

Fairgrounds Follies 93 Kirkham Street, Bowral
Meet at the Follies at 10am for morning tea and 2 hour tour
Cost $40 per head

Organisers: Geoff and Anne Wood 0403687961

(Jenny and I have been waiting eagerly to go to this place for at least three months. Count us in! Ed.)

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

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Gathering of the Faithful

Wagga Wagga **12-14/9/2025**

On Wednesday 10th September 3 MG's set off in torrential rain, roofs on, little wipers struggling to keep the windscreen clear to Wagga Wagga. We were leaving early as Lee Kernaghan was playing at the Civic Centre in Wagga and we had tickets.

We arrived in Wagga at bit wet, after a scary drive along the highway, trucks passing us at great speed and spraying us with sheets of water along the way. After a short drive in more rain to the venue and an hour delay, they announced the concert was cancelled as Lee couldn't get a flight out of Sydney. Not all bad though as it was rescheduled early the next evening!

We awoke to blue skies and sunshine on Thursday and enjoyed visiting the RAAF base heritage museum and drove to the quaint old town of Coolamon for lunch. The Rescheduled concert on Thursday was spectacular, Lee Kernaghan sang for over an hour and a half without an interval and had the crowd on their feet.

Friday, off to the Wagga show, a bit disappointing, lots of sideshows and very few animals, lunch at the brewery before a quick wine tasting at the University, then back to The Lawson motel to await the arrival of the other BEAC members.

The gathering of the Faithful is an annual event organised by the Wagga Wagga MG car club held from Friday 12th to Sunday 14th September. The dinner dance at the RSL was well attended, and the Southern Highlands contingent were given a mention as we were one of the most well represented clubs there. 11 BEAC members plus partners and 8 cars attended and enjoyed the weekend. Cars were displayed and judged, then off on a scenic drive through the countryside before a lavish afternoon tea provided by the Wagga CWA ladies. Happy Hour at the Motel with many of the BEAC on Saturday night was a jolly, social occasion and only came to an end when the lights gradually dimmed to leave us in darkness in the motels lounge.

Sunday was presentation morning and some of our members did well. Rob Stenvert's MGB GT was 2nd in class. Bob Thomas's Mark 1 MGB 3rd in class and Michael Arahill MGBR 1st in class.

Anne Wood

Road sign outside Winton Qld.

Terminus Hotel Marulan **17/9/2025**

Bib and Bub? Or is this Richard Holmes and Brian Cox trying out the new BEAC uniform?

I really think that the above photo conveys the feeling of what for me was one of the happiest BEAC runs I can remember.

Today's star car.

A long time BEAC stalwart car – the Edney's MGC GT. .

MGB GI? Oh, no it isn't.

COOPER

So, we lined up to go to Marulan, and yet again there was a new star car of the day – the MG 1300 (Magnette) that Rob Stenvert recently acquired from Chris Manion. A more roomy, civilised and family friendly version of the Cooper S, but still running the same 1275cc donk. Very nice! We also got a second look at Brian Cox's svelte BMW Coupe, and checked out Chris Manion's MGB GT V8.

So off we went on the back roads to Marulan, through Moss Vale, Exeter, Bundanoon, Penrose, Wingello and Tallong. This route offers some fine rural scenery, and is a driver's road, but there are some truly fierce potholes scattered throughout its length. One of these was the cause of a flat tyre on Phil Davies' big Bently. In spite of a helping hand from some BEAC members, Phil had to wait for a mechanic to come out from Bundanoon to fix the problem and so missed the day at Marulan. The rest of us made it to the hotel, parking in a nice roadside area next to the pub.

Photo: Jenny O'

Photo: Jenny O'

Photo: Jenny O'

Photo: Jenny O'

Photo: Jenny O'

Photo: Jenny O'

The dining area of the hotel was very welcoming, with a rustic décor featuring a roaring fireplace. The menu featured the usual pub fare, but with a number of Mexican dishes that caught the attention of several members on our table at least. The food proved to be very good quality and very tasty indeed. I believe that the hotel put on another cook in the kitchen to cater for our numbers, and generally they did everything they could to make our stay a pleasant one.

Chris Tutin and the rustic fireplace. Photo: Jenny O'

Chicken Fajitas.

Tacos.

Nachos.

My bangers and mash.

But in the end, the highlight of the menu (at least on our table) was the desserts, particularly the waffles. They did look fantastic, but I, for once, refrained from having them.

Richard Holmes liked the waffles so much he had three of them! (Well not actually, but you could certainly forgive him if he did.)

There was much laughter throughout the session, none more so than when Brian Cox realised he had almost the same coloured clothing on as Richard Holmes. When it was time to go, some of us went across the road to The Shed, the "everything store for new and used goods" – could sure spend a lot of time looking around there! So ended a day I will look back on with many fond memories.

I think that run organiser Rob Stenvert deserves a big thank you for putting this one together for us.

Phil O'

MOTORING MIRTH

Thank you to all contributors to this edition.

Phil O'