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 December 2025

President: Owen Sinden, email: president@beac.org.au
Secretary: 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

Bundanoon Club **12/11/2025**

BEAC's most visited venue for 2025.

It seems to me that the Bundanoon Club has replaced Ealing Forest Winery as our 'home away from home' this year. And why not! The staff there are very friendly, the food is good, the service is quick, and you get the feeling that even the people you haven't spoken to are your friends. Such is the nature of a true community club. (And the fact that they know that BEAC's fearless leader lives virtually over the back fence probably helps too).

Once again, the tremendous variety of BEAC vehicles is evident wherever you look.

I got to the Bot Gardens fairly early, and it seemed for a while that we might have a challenge to the norm of red being the dominant colour among the classics. The vibrant yellow of the iconic TR7 and the Karmann Ghia held sway until the arrival of the Pyatt and Brangwin MGBs, El Presidente's BMW, the Arahill MGRV8 and the Edwards Rover 2000TC restored the dominance of red. But in the end, it matters little. What is important is that so many different types of classic cars are being preserved for our enjoyment, and the enjoyment of generations to come.

Our Rover ranks have been reduced, so it is nice to have the 2000TC with us for this run.

It was a near perfect day weather wise for taking the cars for a run, but open top cars were very much in the minority. The Karmann Ghia, with soft top folded back, looked to be a great way to let in the sunshine in comfort.

Two of 'the best of British'.

When it comes to attracting attention, few can match the Citroen AK250 Fourgon (van).

A Fourgon conclusion?

The big bimmer looks quite rakish in red.

See the photographer' hands?

A classic BMW front.

Now you know the problem with photographing shiny cars up close with the sun full on you!

The run was framed to take in much of the best of Highlands scenery, be it up Range Road, along Kangaloon Road to Robertson, Wildes Meadow, Myra Vale, Avoca, Fitzroy, along Nowra Road, Werai and Exeter to arrive at Bundanoon. Even an unscheduled diversion to Burrawang just added to the pleasure. I heard many compliments given to the planning of such an enjoyable route.

The Rover looks good from any angle.

The British and German strains within the club were well represented.

The driver of a big Porsche stopped to check us out.

Smooth lines of the Mercedes C300 Coupe.

A new MINI's view of the run briefing.

Turning in the middle of Robbo.

Nice surroundings for the line up at the club.

On arrival, the club had set us up at the usual three tables taking up much of the dining area. Food orders were quickly placed, and just as quickly delivered. As far as I know, everyone enjoyed (there's that word again) their meals. At one stage the club held a raffle where the prizes were drawn immediately, rather than the usual draw taking place at 8pm in the evening. And our club members won a couple of the prizes to top off a good day.

I made sure to thank the staff in the kitchen on behalf of BEAC, as they, along with every staff member of the Club, had done their best to make us feel at home. I think we will continue to visit the Bundanoon Club in the coming years.

Well, I think we owe Owen (and Indra) our thanks for a very enjoyable day out and about. What do you think Snowy?

WOOF!

Phil O'

Classic Mini EV

Anne Wood put me on to the following story:

The team of classic car restoration and restomod specialists at Modern Classic Cars Foundation has just completed its first EV conversion on an Aussie-built 1971 Morris Mini – and if you're brave enough to take the electric plunge, there's a chance it *could* be yours for as little as $100.

That's because the Foundation is raffling this car off to support its apprenticeship training program, training the next generation of classic car specialists at its Sydney HQ.
Powered by the electric motor from a Tesla Model 3, the electric conversion kit was supplied by Welsh EV conversion specialists Electric Classic Cars.

Boasting a monstrous 220kW (295hp) and 400Nm, delivering a comparable power-to-weight ratio to a modern Porsche 911, that power is channelled to the front wheels through a Quaife ATB limited slip differential.

Featuring a 32kWh battery pack with 7kW charging (4-5 hours for a full charge from flat), there's a claimed 225km of range.

If you're game enough to try an electric take on classic motoring, entry tickets for the raffle cost $100 each, with entries closing on January 11, 2026. Ticket sales are open to residents of New South Wales, Queensland (limited to 500 tickets), and Victoria.

You can purchase tickets via RaffleLink. Further information is available on the Modern Classic Cars Foundation website.

Now the Electric Classic Cars conversion kit is just one of about forty-three kits (I never exaggerate) to electrify a Mini. At least one of them reckons you can do the conversion yourself in a day!

I think that if you cast around, you'll find companies or kits to convert many classic vehicles to electric – E Type Jaguar, Porsche 911, Austin-Healey and Kombi Vans are some that I have seen in my travels. But if you are really determined (and have lots of money), there are companies that will convert any vehicle that you care to name.

Jaguar E Type Zero

Porsche 911 Electric

Austin Healey Electric

VW Kombi Samba Van Electric (with VW factory's blessing)

But why would you want to? Certainly, such a conversion will give your vehicle greater performance, improve reliability and reduce maintenance costs. But most classic car enthusiasts I know like their cars because they appreciate the intricate workings of the internal combustion engine that powers it, they enjoy the sound the engine makes and the discipline of controlling it and getting the best out of it via a multi-speed manual gearbox. Even the smell of the petrol and the oil (that frequently leaks out of it) evokes nostalgia for motoring. Many enthusiasts want to do their own maintenance on their vehicle's engine, to have the satisfaction of keeping this complex beast in best working condition. And ultimately, they realise that they are custodians of vehicles which will be passed on to future generations, so that they can understand and experience motoring history.

Right, now where was it I can buy a ticket in the electric Mini?

Phil O'

WANTED

Your photo here

"Don't ask what your club can do for you, ask what you can do for your club."

I am sure that quote came from JFK himself, or something very similar. The important thing is: can you help your club?

A number of Committee members have decided to step down at the end of our financial year, so we need replacements. President, Secretary, Treasurer, Events Co-ordinator, Editor, Web Controller - if there is something you are interested in, please have a chat with one of the current Committee members about what is required (as an guide, the workload for each position is determined by the person in that position, or how much you are willing to contribute).

BEAC can only run if members are willing to step up to take on some responsibility. The Committee is an amazing team who work together; we'd love to have you part of the team.

Kind regards,
Owen Sinden
President
0412 687 135

George IV Inn Picton

26/11/2025

This had all the hallmarks of a very good run – good route and good venue. But in practice bad luck seemed to dog the event throughout. There weren't as many members as I expected at the Bot Gardens lineup. This could have been because of the dipsy doodle weather that had been occurring for some time beforehand, or because of the inevitable increase of commitments that we all face as Christmas approaches. Regardless, there were enough classic cars and new classics at the assembly to satisfy our interest.

Roger Phillips' handsome MGB GT.

The big Bently and the Rover – British tradition at its best.

Star car of the day was Roger (and Barbara) Phillips' MGB GT, complete with what is thought to be an original 'MG nnn' (I forgot the number) number plate. Just opening its bonnet caused the well known 'member swarm' to form immediately.

El Presidente brought the Alfa along for the ride and the new MINIs of Brian Cox and Michael Arahill brightened up the place with their strong colours.

Italian and German ideas of a sporting vehicle.

Pete's chariot.

Given the weather most members had opted for fully enclosed cars, but it was good to see Steve Miller bucking the trend with his MGA. He had the soft top up certainly, but the car was still more open to the elements than any other vehicle on the run.

The Atkinsons' nice 3 Series.

A strong contrast in style.

So off we went on the run, and as expected, the weather was up and down like a yo-yo. Shower, then back to clear, then into rain and wet roads again. There was also quite a bit of traffic heading up Wilson Drive, and the end result, at least for those of us at the back of the BEAC convoy, was a slow and boring progress until we turned off to proceed to Thirlmere on the other side of the railway line.

The one and only.

But then, as we turned onto Argyle Street Picton, we were horrified to see that Richard Holmes and his E-Type had been involved in an accident. Richard seemed to be uninjured, and other club members had stopped to help, so we went on the Inn in somewhat of a state of shock. I'm afraid that the incident cast a pall over the rest of the day, for me anyway.

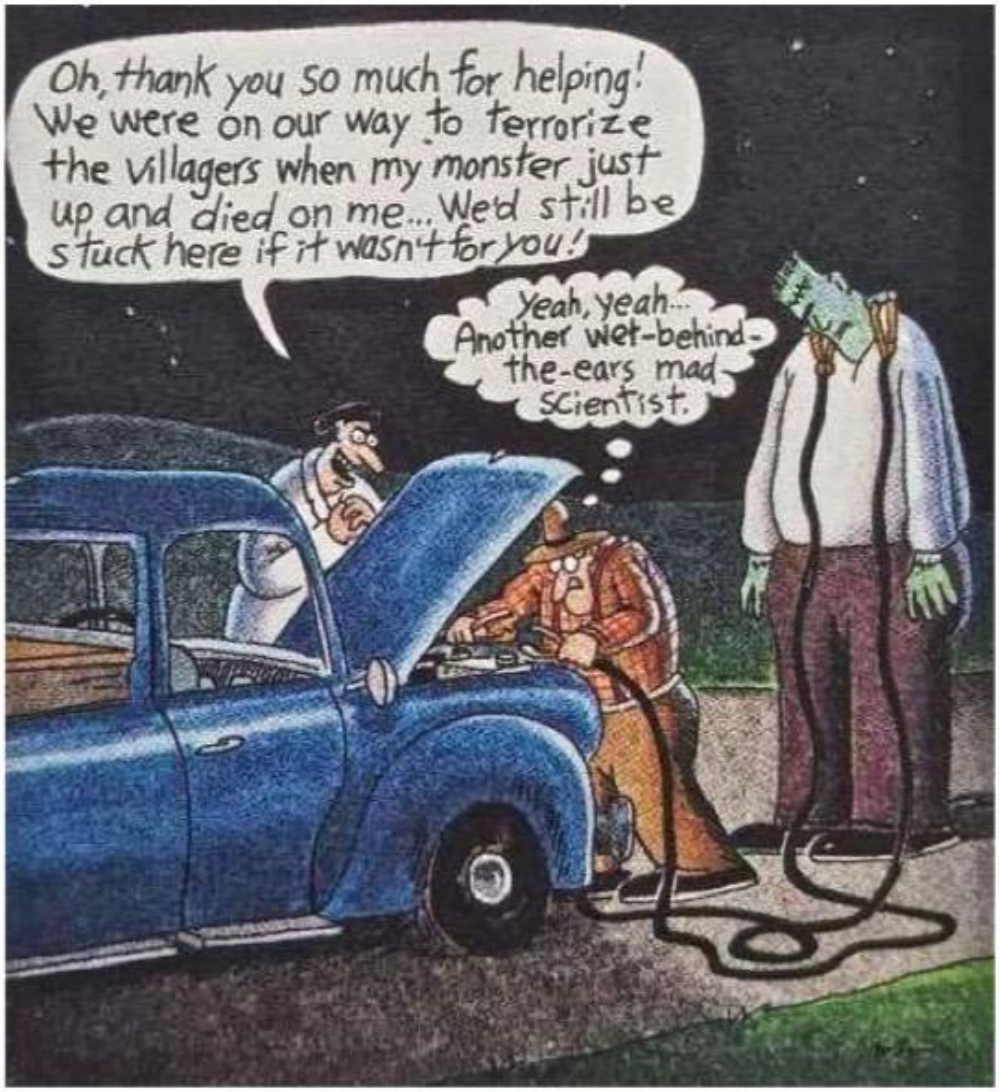
The inside of the pub isn't bad either.

A pub size plate of Nachos!

The pub seemed to have all the elements of a good family hotel, good food and drink in a number of attractive locations both indoors and outdoors. But sadly, yet again I had to leave early for a medical appointment, so I cannot comment in any depth.

The negative elements encountered during the run in no way affect the thank you we owe Peter Carpenter for stepping up and organising it. I hope we can go there next year sometime in happier circumstances.

Phil O'



CLUB CALENDAR – December 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**

December

Wednesday 10th December

There has been talk of a run on December 10th. Please monitor the Events page of the BEAC website to see if one eventuates.

Wednesday 17th December

Christmas gathering at Bundanoon Hotel - details to follow on the BEAC website Events page.

Bundanoon Hotel

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

Sunday 9th November and then the second Sunday of the month Cars & Coffee at Picton.

From the trustee of the MG Car club in Western New York

I'm writing to invite your members, especially those with British cars, to read our monthly publication *Spokes* which can be found and downloaded from our club website https://mgcarclub.com/

Car Repair Fail

Chinese Car Makers

Some time ago I wrote an article in BEACon about the growing market for electric vehicles worldwide and the speculation as to whether EVs would dominate the vehicle market in the future. I noted in that article that Australia was one market that was slow to adopt full electric cars for a raft of different reasons, but I ending saying that electric vehicles will dominate in the near future because China wants them to. China has seized the opportunity to revive its flagging manufacturing capacity, increase its reputation for technological leadership, and take the dominant position in the world vehicle market.

Having said that, I was still astounded when Owen sent me the illustration below. In Australia, we only see a small number of Chinese car brands, and I for one had no idea of the total number in existence. Granted that many of the brands listed are only sold on the Chinese domestic market, but the sheer number is breath taking.

109
Chinese
car brands
positioning
Car Industry Analysis
Luxury
YANG WANG
MAEXTRO
High-tech
XIAOMI
LUXEED
JIDU
NIO
AVATR
AITO
Li Auto
Premium
STELATO
DENZA
MHERO
Semi-premium
VOYAH
ZEEKR
XPENG
ONVO
FANG CHENG BAO
NEVO
IM
TANK
ARCFOX
HYPTEC
EXEED
ET
Super mainstream
JETOUR
LEPAS
ROEWE
LEAPMOTOR
OMODA
CHERY FULWIN
DEEPAL
LYNK&CO
AION
WEY
GEELY GALAXY
LINGXI
HONGQI
BYD
FIREFLY
ICAR
Mainstream
JETTA
VENUCIA
JAECOO
ORA
MAXUS
LANDIAN
HYCAN
CHANGAN
NAMMI
CHERY
GAC
HAVAL
BAIC
BAOJUN
BESTUNE
SERES
GEELY
NETA
Entry mainstream
SKYWELL
WULING
SOL
RADAR
LIVAN
RELY
GEOME
AIWAYS
JAC
JUNEYAO
BEIJING
SOUEAST
FOTON
JMEV
MODERN
ZNA
DFSK
FENGON
FORTHING
Great Wall
KAIYI
Old-tech, Low cost
BAW
SINOGOLD
SUNRA
LINKTOUR
ZD
VGV
SVW
JIANGNAN
MIN AN
Haima
HUANGHAI
LINGBOX
POCCO
YUDO
DAYUN
JMC
HENGRUN
SWM
ZXAUTO

When Owen sent the illustration to me, he commented that 'Even if I was really, REALLY wealthy, I'd know I'd never own a 'Yang Wang'. One is inclined to agree with him on that score, but just a week before I had had an introduction to Yang Wang on the American Sports Car Digest website, with the announcement that they had the fastest production car in the world. That's some introduction!

'It's official: the Yang Wang U9 Xtreme (formerly called the Track Edition) is now the fastest production car in the world, having hit 308.4mph at ATP Papenburg's high speed oval in Germany.

Three hundred and eight miles per hour. Yep, a mere couple of weeks after smashing the electric production car top speed record, it's now gone one better to become the fastest road-legal car – electric or otherwise – on the planet.

It dethrones the Bugatti Chiron Super Sport 300+, which managed 304.8mph in 2019, having already toppled the Aspark Owl (272.6mph) and Rimac Nevera R (268.2mph). We say toppled, it absolutely obliterated them.

It was again piloted by German race driver Marc Basseng, no stranger to speed records and seemingly a man with nerves of absolute steel. Last year he managed a personal best of 233mph in the 'standard' U9. Today, he's one of a select few people to have made it into the 300mph club.'

The achievement of the speed record is just what the Chinese want to showcase their technological advances. Hardly a day goes by now without an announcement of new battery improvements that increase range, shorten charging times and enable functionality never seen before in vehicles. The Chinese government is giving sizable incentives to vehicle manufacturers, which is another reason that there are 109 companies active in the field (though note that many companies are members of a conglomerate group, such as Geely. The conglomerates try to have at least one brand in each of the layers in the illustration above.)

Phil O'

British & European Automobile Club

B E A C

Southern Highlands N.S.W. Inc.

Youre invited to the BEAC Christmas luncheon on Wednesday 17th December at the Bundanoon Hotel, 12 noon.

Members $50 per head. Non members. $65 per head

Pay into the beac account BSB 633-000 acct no 200103364
BEFORE 1st December with your name as reference

MOTORING MIRTH

A good joke, but the fact that the animal is a Cheetah reduces the impact somewhat.

Thank you to all contributors to this edition.

Phil O'