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 March 2026

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

Moss Vale Services Club **4/02/2026**

We're b-a-a-a-c-k!

BEAC 2026 got off to a pretty well perfect start. The weather lottery delivered a near perfect day, the route was known to be a good one, the venue was known to please and, for most of us, there would only be a short run home afterwards. So, roll up, roll up, and that's exactly what we did!

The Bot Gardens car park seemed to take a long time to build up to the number of cars I expected to see turn up for the event. It was only later that I was reminded that the email advising of the event had

specified a 10.30am start rather than the usual 10am. Never mind, we ended up with a good lineup of the usual suspects.

Photos: Owen S

It was nice to see Ken Woodward's 1970 Cooper S ready to go, and Chris Manion's 1990 BMW 318is E30 (the BMW mechanics' favourite car for personal use I am reliably informed).

That wonderful variety again.

Another 'best of british' line up

President Owen brought along his still to be sold Alfa GT, as the BMW had succumbed to an age-old car problem – flat battery. Another car in the selling process is Brian Cox's immaculate MINI Cooper S. Every time I see Michael Arahill's MGRV8, I am taken by its beautiful metallic red paint scheme.

And then Peter Pyatt arrived and had everyone wondering if he had bought a another MGB GT. No, it seems that Santa Claus brought him a set of smart MGB decals for the side of the car AND a new bright chrome grill. Peter must have been a very good boy all of last year!

Just have a butcher's at the new side stickers and shiny new grill.

Italian, earlier British, later British and German – sporties all.

Nice to see this immaculate Cooper S. Photo: Owen S

After the run briefing, I had a brief moment to ask Richard Holmes how the repairs of his E-Type Jaguar were going. And the news is bad – if they go ahead with repairs it could take up to twelve months to complete, but it still possible that the car will be written off! That would be a tragedy for Richard and for BEAC to lose an example of a vehicle considered to be amongst the very finest British car designs ever.

The enthusiast's favourite BMW, the E30 series, between the British icons.

The Pollock's Merc will lead the parade today.

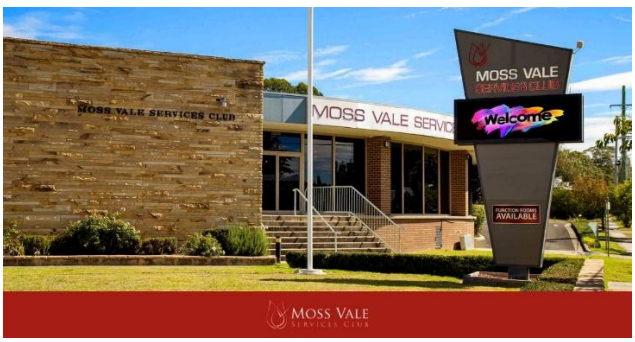
The Alfa and the Cooper await the off.

The ‘best of british’ front on.

Photo: Owen S

Photos: Owen S

So off we went through Mossie to Sally's Corner, down the expressway, turn off to Wingello and back through Bundanoon to the club. I heard several comments praising the route, with the only negative comment regarding being overtaken by the monstrous B-Double trucks that hot foot it down the motorways these days.



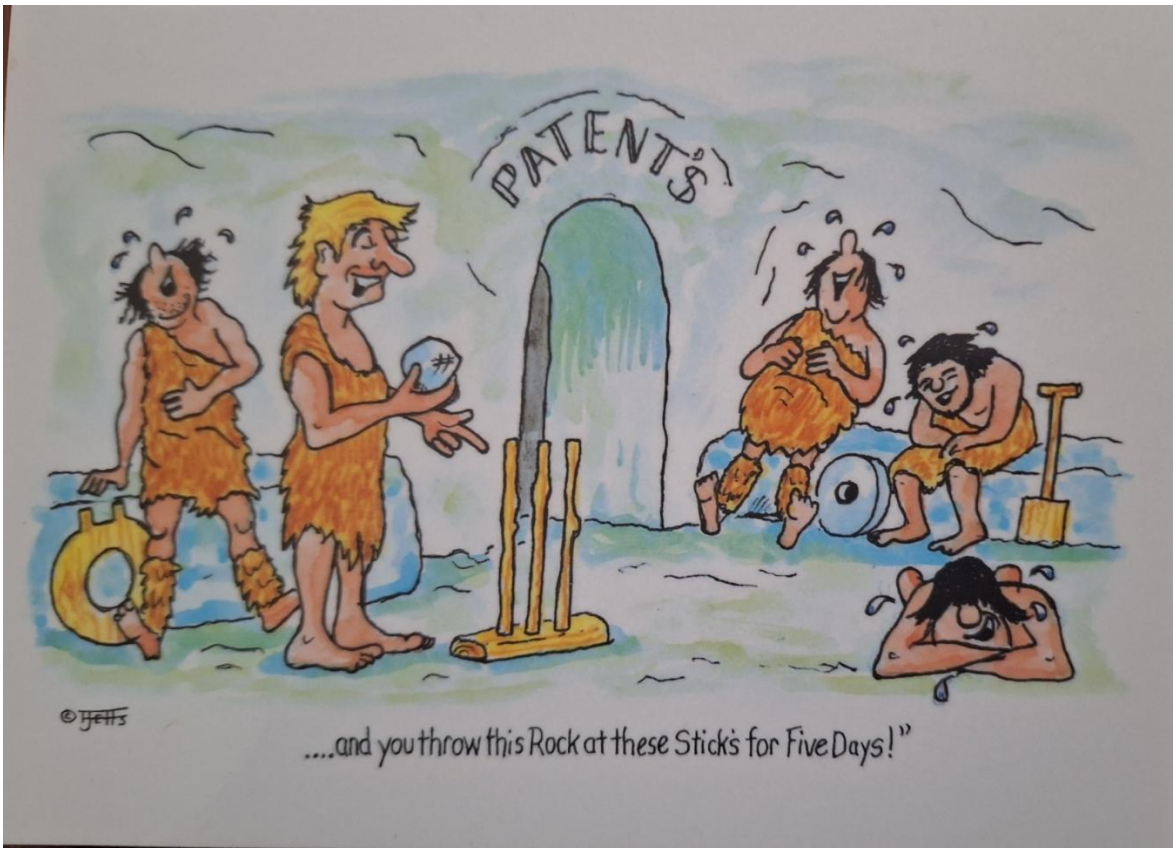
Happy diners.

Nice desserts.

The food at the club was good, as expected. I was taken by the look of the fish tacos, and I'm told they were as good to eat as they looked. Those who had dessert were also very happy with their choices.

So, it just remains for me, on behalf of the club, to thank organiser Ross Pollock and wife Peggy, who led the run on the day in Ross's absence. Well done.

Phil O'



Love the inventions, especially the one on the left.

From the President

Happy new year! I sincerely hope that 2026 is a memorable one for you and your family, including your British & European Automobile Club family. I know last year was a tough time for many, so let's start afresh and enjoy each other's company.

2025 was nearly at an end when a piece of very sad news arrived, with the passing of Terry Thompson OAM. In the words of the Australian Motoring Heritage Foundation, Terry was "one of the giants in the classic and historic car scene in NSW and across Australia".

On a more positive note, our BEAC year has kicked off and we have already enjoyed two popular outings. Ross Pollock organised the first run of the year on Feb 4 to Moss Vale Services Club. This was followed on Feb 18 to Robertson Public House. Both these outings virtually circumnavigated the Southern Highlands, and took in some of the most scenic drives available. How do we do better than this? Easy: Chris Brangwin has organised our March 4 outing to Greenwell Point, to the ever-popular Pelican Rocks Cafe, so lovers of scenic country cruising in classic cars (who isn't?), get in touch with Chris and enjoy yet another wonderful BEAC excursion.

So what's on for 2026? I'm glad you asked. The short answer is 'lots'. The long answer, as usual, is a little more complicated. Something not-so-complicated is a long weekend run to Grenfell, organised by our very own Jeff Gallimore (black Alfa Romeo Brera, nice car). Those BEAC members who enjoyed Brain and Marilyn Cox's 5-day outing to Young (and Grenfell, etc) back in 2022 might enjoy another visit to this beautiful part of NSW. Others will certainly enjoy it. Fri 18 to Sun 20 or Mon 21 September. Motel rooms have already been put aside for BEAC members. Indra and I are going, please join us on another extended BEAC run. Jeff's number is 0424 503 450.

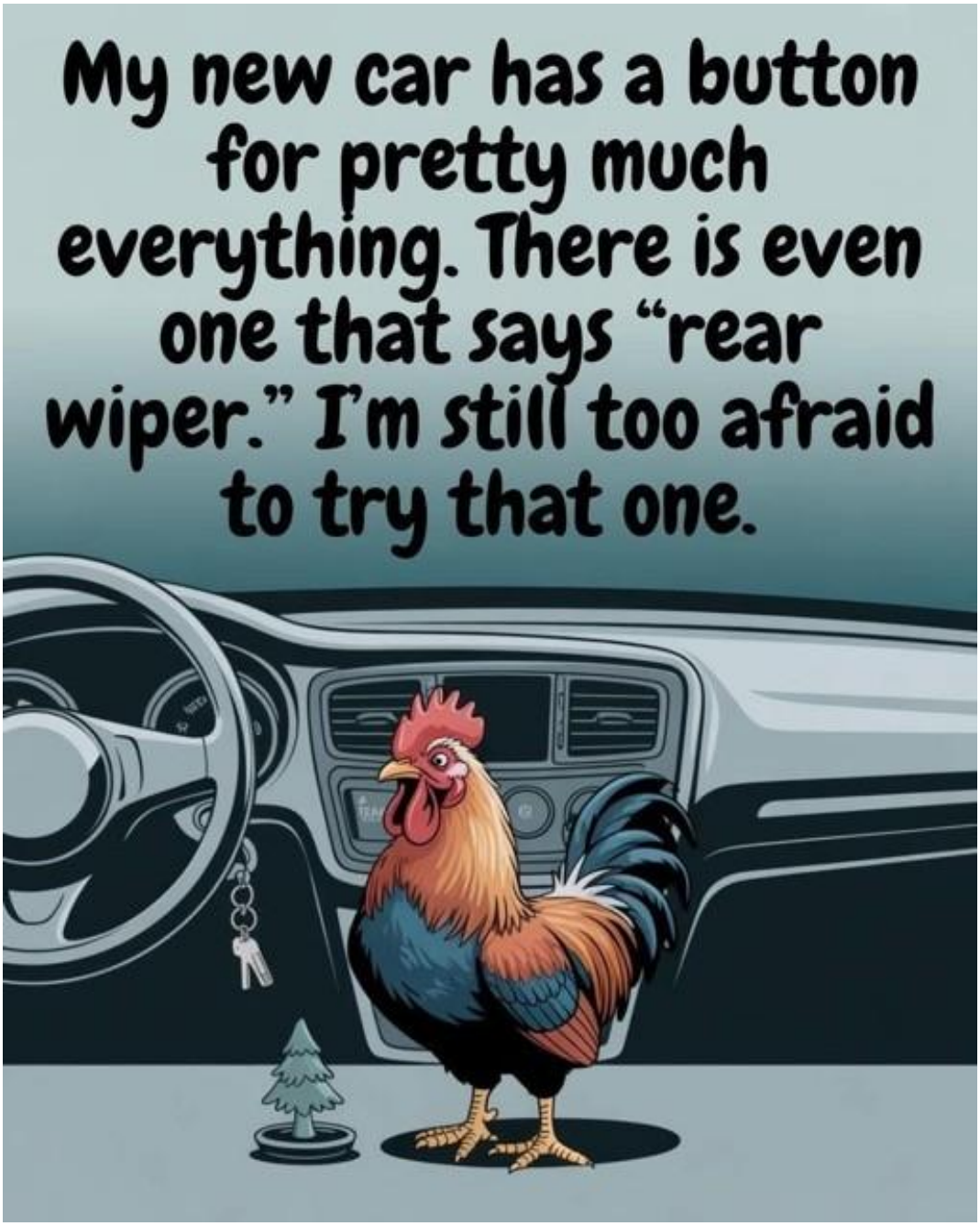
So what's the 'little complication' re events? I'm glad you asked. Clubs like BEAC, virtually every club for that matter, don't run themselves. Elsewhere in this edition of BEACon is a *WANTED* ad - and your picture could be on it. We have received an expression of interest for Secretary, but we need more members to step forward. Events Co-ordinator, BEACon Editor, Treasurer - these positions as not onerous, but they need to be filled. Please consider, have a think about it, come and have a chat.

Some of you might be thinking that the new president is the cause of the Committee exodus. No, it's just that most committee members have served for a long time and they have other things they want to pursue. Besides, I am invoking the John Belushi "It wasn't my fault" excuse from *The Blues Bros* movie…
https://www.youtube.com/watch?v=4U9Yl5CXvcQ

Other things in the pipeline for 2026? I have heard a rumour or two about another 5-day mid week run that's in the planning stages, so keep your eyes on future BEACons for more information.

Welcome to the first edition of BEACon for 2026, enjoy!

Cheers,
Owen Sinden
President
BEAC



Don't know what the chook has got to do with it!

Robertson Public House and Kitchen 18/02/2026

The second run for 2026 took us back to a venue that we used to visit regularly, including for Christmas parties for a couple of years, but which has not had our custom for nearly five years now. In the interval, Robertson Public House and Kitchen has had a name change, a comprehensive rebuild of the premises and a revamp of the menu. So, time to give it a go one more time.

As the car numbers built up in the Bot Gardens car park, it was time again to cast an appreciative eye over the wonderful variety of classics gracing us with their presence. For once, there were only a couple of MGB's awaiting the start. There was a lovely Lancia HPE, for which I will always have a soft spot after owning one (and a Beta Coupe) many years ago. The two Rovers flocked together, and the MGA and the Austin Healey Sprite evoked earlier years of open top motoring. Great stuff!

Back on familiar territory.

The B looks particularly attractive in this colour.

27930 J

1000 880

'I'll buy a sporting car – wonder what colour I should get.'

The run briefing scrum.

All on road photos: Jenny O'

At the run briefing we reviewed a couple of possible future run options (National Trust property and a Rail Transport Museum visit with perhaps a train journey included). Members were again reminded that some of the committee members are (very) intent on stepping down at the next AGM, and consideration must be given to their replacement.

So off we went on a wide-ranging run which took us north to Alpine, then on a longer than normal run down the motorway to Golden Vale Road, on to Exeter and over to pick up Nowra Road to Fitzroy Falls and thence via the picturesque Myra Vale and Wildes Meadow to our destination at Robbo.

The pub had us seated in their glassed in 'Winston' section overlooking their car park and the town itself. I thought it was nice to have a view of the great outdoors, rather than looking at four (however nicely decorated) walls.

We chose our meals from a menu featuring the usual pub classics and burgers, but also a wider selection of dishes such as **Okonomiyaki Smashed Chats and Lebanese Pulled Lamb.** The food was generally well received, though I did hear a couple of comments that a dish was overcooked. I was contemplating having three courses, but after the smashed chats entree and Barramundi main, I was well and truly stuffed!

Certainly, the camaraderie that BEAC is famous for was much in evidence throughout the occasion. We were far from the first to leave, but even when we did about half of the attendees were still happily socialising and looked set for a long stay.

Barramundi, chat potatoes and Broccolini.

Nice looking steak, mash and Broccolini.

We owe run organiser Owen Sinden a pat on the back for putting this run together and leading the cavalcade around a well-planned route through scenic countryside.

Phil O'

CLUB CALENDAR – February 2026

● **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**

March

Wednesday 4th March

Pelican Rocks cafe, Greenwell Point.
Our club meets at 10am for Runs at Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Road
Organiser Chris Brangwin mobile 0407260263
Download run sheet BEAC Run to Greenwell Point March 2026

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

Second Sunday of the month Cars & Coffee at Picton.

Grenfell Lights Poker Run - 18 to 20/21 September

BEAC members and friends are invited the Car Poker Run, an important fundraiser for the ***Grenfell Lights*** initiative by our Grow Grenfell Group, www.growgrenfell.com.au, part of the Grenfell Lights promotion.

https://aboutregional.com.au/new-light-shines-on-historic-town-of-grenfell-and-its-famous-silos/444026/

Attached is the poster for our 2026 Grenfell Lights Poker Run which is a 3 day event with the $2,500 Poker Run on the Saturday 19 September 2026. We have a hold on 20 units at the Grenfell Motel for our Poker Run weekend. The motel is situated in the main street.

Best regards
Jeff Gallimore

Be Kind to Your Club Registrar

I'm sorry but a lack of planning on your part does not constitute an emergency on my part. I have a life and you are a full grown adult.

How often do we hear someone say, "My historic registration is about to expire and I need you to sign the forms today so I can use the car on the weekend." There are many variations but you get the picture.

Your club Registrar is an unpaid volunteer and should not be available all the time.

In my case I am usually at a committee meeting and a general meeting every month. So if someone needs to see me in person, then at worst they wait around 2 weeks, or at best, same day. Not to mention many events attended through the year.

However, the best practice is good old fashioned post. It may not be as frequent as it was but it still works efficiently, just ensure you allow enough time.

This is where the planning comes in.

- RMS (now Transport for NSW) will post your renewal notice usually 4 – 6 weeks before it is due. Action it then not on the last day.
- Download and install the RMS app onto your smart phone. With a few clicks you can see the expiry dates of all vehicles you own, including HVS and CVS.
- Go to the RMS web site and use the "Check my Rego" link. Here you can also see the expiry date.
- Use a diary. On your computer, hanging on the wall, in a book or whatever. There is no excuse for not knowing when your registration is due.

So be kind to your Club Registrar and help them help you.

Ian Andersen

Club Plate Registrar

Jaguar Drivers Club of Australia.

WANTED

It is now just six weeks until our AGM - and we still have positions to fill for the BEAC 2026-27 Committee.

As you know, a number of Committee members have decided to step down at the end of our financial year, so we need replacements.

If there is position you are interested in, or you think you may be able to help in some way, please have a chat with one of the current Committee members about what is required. The Committee meets 3 times per year so it is not an onerous group to be part of.

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

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A veteran in the first Dakar

I was watching this year's Dakar, and they had a segment about a 50-year-old car that had run in the very first Dakar. The event was very much an amateur adventure in those days, but watching this vintage car bowling along in the desert was quite amazing. They even ended up assisting other competitors when their cars and bikes broke down. In one instance they offered a lift to a rider whose bike had broken down. They had only gone a few kilometres when the rider begged them to stop. He got out saying that he couldn't stand bouncing about in the back seat! They ended up finishing in 71st of the 74 finishers. But what an adventure they had! I asked Mr Wiki about it.

The **1927 Renault KZ 11 CV** did participate in the inaugural Paris-Dakar Rally, which started in December 1978. Driven by an amateur trio, it was one of the many unusual vehicles that highlighted the adventurous, amateur spirit of the event's early years.

The Renault KZ at the First Dakar

- **Vehicle:** A vintage 1927 Renault KZ 11 CV, a touring car from the late 1920s.

- **Competitors:** The eclectic, privateer team consisted of Philippe Hayat (a journalist), Jean-Pierre Domblides (a teacher), and Daniel Nolan (a Renault Gordini technician).
- **Purpose:** The team was not competing for an outright victory against modern 4x4s but rather for the challenge and adventure of crossing the desert.
- **Historical Context:** The car was the same model that had previously been used by Commander Etienne in his 1927 journey from Oran to Cape Town, linking the two expeditions across Africa.
- **Outcome:** The vehicle competed as car number 103. The first Paris-Dakar Rally was primarily an amateur affair with a diverse field, and while the exact finishing position of the KZ is not specified in the snippets, 74 of the original 170 vehicles did make it to the finish in Dakar.

The presence of vehicles like the Renault KZ, a Rolls-Royce, and a Renault 4L, running alongside more conventional off-roaders, became a defining characteristic of the early Paris-Dakar Rally's legend.

Details

The **Renault KZ** is a mid-size car or large family car manufactured by Renault from 1923 until 1931.The KZ was the replacement of the Type GS and the Type IG, and its intention was to be a rival of the Citroën Type C in the class called "populaires" (economic). The car had a 4-cylinder engine of 2120 cc, 33 cm larger than its predecessors.[1]

Phil O'

MOTORING MIRTH

Thank you to all contributors to this edition.

Phil O'