British & European Automobile Club
(Southern Highlands NSW) Inc.
PO Box 1020, Bowral NSW 2576
Website | **http://beac.org.au/**
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BEACon June 2021

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Schmokin Berrima 5/5/2021

This was a run that Jenny and I were very keen to go on, but we were away on holidays and missed it. Unfortunately it turned out to be a victim of the spate of heavy rainy weather that engulfed the Highlands for a while.

Only some seventeen hardy souls made the run, but I have been told that there was an unexpected benefit from the situation. Having just a small number of people positioned around a warm fireplace insulated from the dreary weather outside made for a certain intimate environment that is not achievable when there are sixty plus in the gathering.

OSBORNE RD

I think that Schmokin deserves another chance when the weather is better.

Phil O'

I'd like to thank Ken Woodward for taking the photos of the run in my absence.

HISTORIC VEHICLE SCHEME

• For members with BEAC Primary Historic Vehicle Registration, on a club run you must keep either a Club BEACon Newsletter or BEAC Events Web Page print-out in the car to justify the use.

HISTORIC CONDITIONAL REGISTRATION - 60 DAY LOG BOOK SCHEME
A reminder that it is a condition of the 60 Day Log Book Scheme to sign off on your RMS Log Sheet **BEFORE** making a non-club run journey. Severe penalties apply.
Members with cars registered under the Historic Vehicle Scheme are expected to attend a minimum of **four** Runs / Events per year.

Additional information covering the Historic Vehicle Registration 60 Day Log Book Scheme can be found on the BEAC website https://www.beac.org.au/historic-vehicle-scheme/historic-vehicle-scheme-60-day-log-book-scheme/

Please note: if you sell a car that is noted on the BEAC Member's Register, please inform our Membership (and Historic Plates) Registrar of the sale. If in doubt whether the car is on the Register, tell him anyway at registrar@beac.org.au (he won't be offended)!

CLUB CALENDAR – June and July 2021

- **Runs start at 10 am at Cnr. Osborne Road & Moss Vale Road, Burradoo unless otherwise noted.**
- **Please Note: all PDF files and links are available on the club's Events Web Page**

June 2021

Wednesday 2 June 2021 | Robertson Lunch Run
• Venue | Robertson Bowling Club, 1 Yarranga Street, Robertson
• Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
• Download Run Sheet | BEAC Robertson Run 2-6-2021 PDF
• To comply with Covid 19 Safety Requirements, members must sign the Attendance Register and observe social distancing rules.
• Organiser | David Snape

• Contact | Ros & Kevin Bell | Mobile | 0421 029 900
Email | events@beac.org.au

Wednesday 16 June 2021 | BEAC Annual General Meeting

• Venue | Colo Vale Community Hall, 28 Railway Ave, Colo Vale
• Lunch provided, cost $10 per person
• Bookings essential, bookings contact: Fred Edney
Mobile | 0400 040 088 | Email | treasurer@beac.org.au
• Payments via EFT please:
Name of Account: British & European Automobile Club (Southern Highlands NSW) Inc.
BDCU, Mittagong,
BSB: 802-101 Account Number: 100073721
Payment Reference: Please use your surname as a reference

• Cut-off date for bookings: 2 June 2021 (so hop to it)

• To comply with Covid 19 Safety Requirements, members must sign the Attendance Register and observe social distancing rules.
• Download | BEAC 2021 AGM Statutory Notices PDF

(I have several times assisted on stalls at Colo Vale Markets, and I can confirm that the food available at the site is delicious. Ed.)

JULY 2021

Wednesday 14 July 2021 | Run to the Historic Aircraft Restoration Society at Albion Park Rail

- Venue | Historic Aircraft Restoration Society, Illawarra Regional Airport, Albion Park Rail
- **Bookings essential to organiser Ken Davis, email:** kd440816@gmail.com
- Costs | Lunch: $13.00; Museum Tour: Adult $25.00; Concession $20.00
- Cut-off date for bookings: 9.00am on 10th July.
- Download Run Sheet & Menu | BEAC HARS Albion Park Rail Run & Lunch Menu 14-7-2021 PDF
- Organiser | Ken Davis | Email | kd440816@gmail.com
- To comply with Covid 19 Safety Requirements, members must sign the Attendance Register and observe social distancing rules.

(Note the following proposed extended tour in September)

SEPTEMBER 2021

Monday 13 September to Friday 17 September 2021
Proposed extended Central West Tour

- Expressions of interest are called for a proposed extended Central West Tour, visiting Cowra, Canowindra, Eugowra, Grenfell, Young, Junee & Temora

If you are interested in participating, please confirm with the organiser Brian Cox. Brian's contact details are on the downloadable information flyer.

- Download | Proposed BEAC September 2021 Central West Tour PDF

Fageol and Cletrac

On our recent holiday we visited Timbertown at Wauchope. It is 25 years since we were last there, and I think a fair bit has changed since (for example, the steam train which circles the property has a different engine to the one back then).

There were two things in one of their big sheds that caught my attention - a Fageol truck and a Cletrac crawler tractor. I had never heard of either of those names, and guessed they might be French. Well, they are from the same county, but it isn't France.

The Fageol truck seemed to be in reasonable condition, in spite of the heavy dust covering.

Let Mr Wiki tell the story. '**Fageol Motors** was a United States manufacturer of buses, trucks and farm tractors. The company was founded by Rollie, William, Frank and Claude Fageol in 1916 to manufacture motor trucks, farm tractors and automobiles in Oakland, California.[1] It was located next to Oakland Assembly, then a Chevrolet factory originally built in 1917 by William Durant, which later became part of General Motors.

Fageol produced two luxury automobiles, but production was halted when the supply of Hall-Scott SOHC six-cylinder engines was diverted to build airplanes for the World War I effort.

The first Fageol farm tractor was a re-labeled Hamilton Walking Tractor,[2] designed and built by Rush E. Hamilton of Geyserville, California. As a result of the many tractor performance

trials of the day, the tractor was redesigned to be more compatible with the needs of the West Coast. The Fageol version was designed by a team led by Horatio Smith with the cooperation of Hamilton. In about 1923, the tractor business was sold to the Great Western Motors Company of San Jose, with Hamilton and Smith joining Great Western.

In 1921, Fageol became the first company to build a bus from the ground up.[3] This new style bus was initially called "Safety Bus".[4] The goal was to build a bus that was resistant to overturning when cornering. It had a wide track, and was lower to the ground for ease of entry and exit. Following the successful introduction, the vehicles were renamed "Safety Coaches", a term intended to imply greater value.

Fageol trucks were well built and became favorites of the industry, owing in part to the dual range, mid-mounted transmission. This gearbox allowed for extreme ranges in gearing for slow speed heavy hauling and for highway speeds with lighter loads. These vehicles were easily spotted by the large number "7" painted on the front of the radiator.

Fageol flatbed truck, 1928 model year

The Fageol brothers left the company in 1927 to form the Twin Coach Company, manufacturing buses in Kent, Ohio. The leadership was taken over by company president L.H. Bill, but during the Great Depression the company went into receivership, and the bank assumed control and re-organized the company under the name Fageol Truck and Coach. In 1938, T. A. Peterman bought the factory and its contents.[5] In 1939, the first Peterbilt was produced.' Peterbilt still makes large trucks to this day. It is now a sister company to Kenworth.

CLETRAC, INC., a manufacturer of tractors for military and civilian use, was organized by **ROLLIN H. WHITE** as the Cleveland Motor Plow Co. in 1916, with capital of $6 million. White, a founder of the **WHITE MOTOR CO.**, had 10 years earlier formed this new firm to produce the crawler-type tractor he had developed for general farm use. First located at Euclid Ave. and Lamb, the plant later moved to 19300 Euclid Ave. Renamed Cleveland Tractor Co. in 1917, the company sold 40,000 tractors in the U.S. and 70 foreign countries during its first decade. In the early 1930s, the needs of the Civilian Conservation Corps. and public works projects kept the plant open and by 1937 the firm, which employed 1,500 workers, enjoyed record tractor sales here and abroad. Two years later, the company introduced 3 new lower-priced tractors with 4-cylinder engines for use by the small farmer.

The military application of Cleveland Tractor's products became dominant during World War II when the firm manufactured a new, high-speed tractor for hauling artillery. Although the company received a steady flow of orders, the low profit in defense work and the research costs for new products convinced President White to sell the company to the 96-year-old Oliver Corp. of Chicago in 1944. Oliver invested $3.5 million in the aging plant to develop new products. However, Cleveland Tractor remained unprofitable until the Korean War revived its business. When White Motor Corp. took a 2-year option to buy the tractor plant and acquired exclusive rights to the Oliver name in 1959, Oliver renamed its Cleveland facilities Cletrac Inc. In 1961 White Motor bought the local Cletrac inventories, engineering designs, and machine tools and closed the plant, consolidating all production at a second plant in Charles City, IA. Oliver continued to build crawler tractors until 1965, but plenty remain in use today.

Cletrac produced an amazing range of tractors, dozers and the like over some 50 years of operation. Given my penchant for tracked vehicles (remember the Kettenkraftrad of a few editions ago), I would love to have one of these beauties.

Phil O'

Burrawang Hotel 19/5/2021

What a difference a (sunny) day makes. Combine it with a known good venue and suddenly we have a big field of cars lined up at Burradoo awaiting the off. And for the first time ever, it included no less than 5 Minis. Alex D'Onofrio brought along his long awaited (well, by me anyway) Mini Cooper S 'Italian Job' replica. And its presentation was what you would expect from a guy with as much experience with (and collection of) Minis as Alex has. Dad Gino brought his 1966 Cooper S. Ken Woodward arrived with his new purchase – a full resto Cooper S (unusual grey/black roof colour combination) that showed an absolutely fastidious attention to detail in its recreation. These 3 joined regular attendees Chris and Jenny Tutin's 1963 Cooper and my Cooper S (now fitted with electronic ignition after the debacle of six weeks ago).

Having so many Minis at once started some banter about challenging the MGBs as the biggest marque within the club. But I don't think the MGBs have anything to worry about yet – there were at least 8 top examples that went on the run. Also in the line-up was the Atkinson's exotic Lotus Excel Coupe that always turns heads, Steve Dunne-Contant's big Healey 3000 and a host of other great machines.

Sporties older and newer. Photos: Ken Woodward

Mercedes sporties old and new.

Minis and MGBs head the lineup. Photo: Ken Woodward

Very nice MGB cockpits. Photos: Ken Woodward

Photo: Ken Woodward

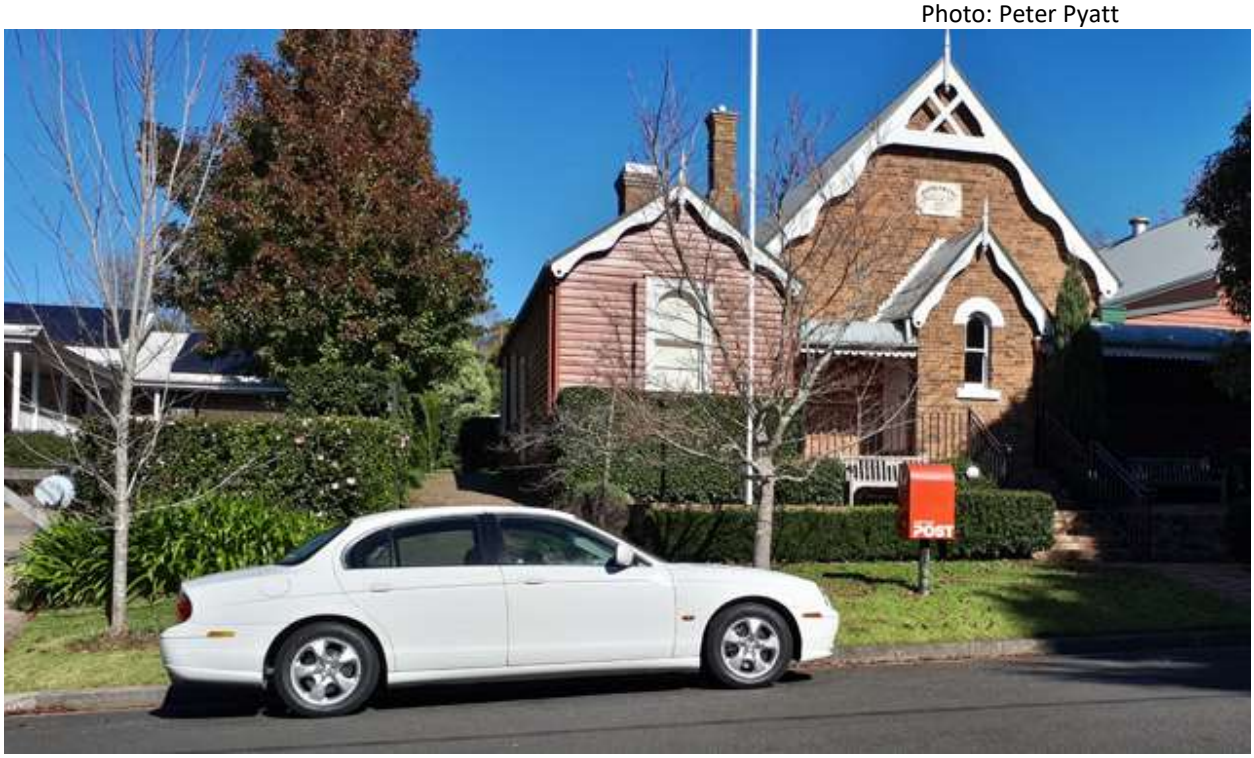
How a well turned out Mini engine should look!

So we sauntered over to the corner of the parking space to have a briefing led by Fred Edney in place of the Woods (who are off chasing camels in Broome so I believe). Fred didn't bless the gathering the way Reverend Geoff did, but did remind us that bookings for the AGM are due soon, so get your money in NOW. Ros Bell gave us the run rundown (and we owe Ros and Kevin yet another thank you for organising it), and away we did go.

Watching the departure is, for me, a great experience, with so many varied, well presented classics forming up and accelerating off down Osbourne Street.

Photo: Jenny O'Regan

Photo: Peter Pyatt



The run itself was a tried and true route through Moss Vale, Exeter and Fitzroy Falls, up to the Illawarra Highway and back to Burrawang. Once there our cars took up a large slice of the main street parking, and enabled photos such as Peter Pyatt's of five red MGBs in line astern. I think of all the destinations we go to, Burrawang provides the best background for complementing our classic cars – be it the beautiful trees or the architecture of the buildings, the two seem to fit naturally together.

Photo: Jenny O'Regan

So into the pub, who had allocated us the big marquee in the back yard to congregate in. With plenty of heaters going (including an open fire) and little wind, it proved a comfortable place to hang out. With plenty of good food on offer, the famous BEAC conviviality kicked in, and yet another enjoyable afternoon was assured.

Phil O'

Ken Davis has provided us with an amusing story with a moral.

When Stopped By Police

Wendy and I were on a ClubVW event involving a Murray River Cruise. The convoy of cars had stopped at Yackandandah and then proceeded to Beechworth. However we stayed behind for a while in Yackandandah. We eventually left for Beechworth, traveling solo. About 20 km from Beechworth we were stopped by the Victorian police. The conversation between myself and her majesty's constables went something like this:

Ken: *Good afternoon officers. What can I do you for?*
Plodd: *I see you have historical vehicle plates on your vehicle.*
Ken: *Yes sir, that is because it is an historic vehicle.*
Bigfoot: *The plates on your vehicle are unfamiliar to us.*
Ken: *Would your time not be better spent chasing criminals or speeding hoons?*
Plodd: *Can I see your license please Sir?*

Ken produces license and hands it to Plodd. Plodd hands it to Bigfoot who takes it to the police car and gets on the radio.

Plodd: *Are you on an organized event for historic cars?*
Ken: *Yes.*
Plodd: *Have you proof of the event?*
Ken: *Yes.*

Ken hands Bigfoot a copy of "Zeitschrift" (ClubVW Magazine) with its full page advertisement for the event.

Plodd: *Are there other cars on this event.*
Ken: *Yes, they are up at Beechworth.*
Plodd: *We have just come from Beechworth and did not see any Volkswagens.*
Ken: *(under his breath) They probably saw you coming.*

Bigfoot returns to join Plodd and Ken and hands back Ken his license. Plodd and Bigfoot then do a comprehensive check of Ken's vehicle.

Plodd: *This car does not appear to be 30 years old. It appears to be in original condition.*
Ken: *I can assure you that it is over 30 years old and, yes, it is in original condition. Would you like to see the rego papers.*
Plodd: *No that will not be necessary. Have a good day.*

Although we were stopped for about 20 minutes I must say I enjoyed the encounter. I felt that I had won the day. The moral of the story, though, is always carry documentary evidence of the event that you are participating in. You might just encounter a police unit with nothing to do. This story was published in ClubVW's magazine and a copy sent to Wodonga Police Station.

Welcome to New Member

Chris Brangwin 1968 MGB Roadster

We look forward to your company on all our future runs.

Kombi Fire Pits

Ken Davis reports: 'Last Sunday at Berry, the VW Blast from the past took place. A vendor was offering fire pits in the image of the Kombi.' Just the thing to keep the true Kombi enthusiast warm.

MOTORING MIRTH

From an American website where mechanics photograph cars brought in to them because they don't think anyone will believe what they are presented with!

Thank you to all contributors to this edition.