British & European Automobile Club
(Southern Highlands NSW) Inc.
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BEACon August 2022

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The Robertson Hotel **13/07/2022**

This was the big one – Xmas in July! As numbers were limited to 40, a slightly smaller number of cars were at the assembly point at Burradoo than you might otherwise expect. But there was still lots of nice metal to cast one's eyes over, including Ken Woodward's 'gentleman's express' Merc SL500, Alan Edwards' Rover 2000TC in its subtle red colour, Tony Proctor-Broughall's classic MGA Coupe, and the Tutin's Mini Cooper, which for me at least epitomises the early heyday of the Mini.

Delighted to see Pam Payne back with us for this run (here with Sue Edney).

And there were two cars back after extensive rebuilds – Allan Jarrett's MGB with an engine refurbish, and my Cooper S after a 10 month and 16 days outage (but who's counting) while everything from the front of the engine to the back of the gearbox was rebuilt!

I've always liked the colour of the Rover.

Before we headed out, there was a problem with the Bells' Capri (normally a most reliable vehicle) which refused to start. After a brief run around checking for jumper leads, it came to life again in time to get away with everyone else (except me, who had no intention of taking the S on the run without more time driving it after the rebuild, so headed home to get Jenny's BMW for the journey).

The Merc really looks the business!

The classic Mini as most people would picture one.

Displaying what a large outlay of money can buy you.

Seems the Capri was feeling the cold for a while there.

Good to see the MGB restored to health.

The Woods' MGB leads the Pollocks' Merc into the hotel grounds Photo: Jenny O'

The Jarretts' MGB leads the Clarkes' Merc up the driveway.

The Robertson Hotel has extensive grounds full of beautiful trees and shrubs which Jenny and I would have loved to have time to walk through, but time did not allow it in the end (and the ground was probably still too wet in places anyway).

Some of the amazing trees and the locals in the hotel grounds. Photos: Jenny O'

At the hotel door we were met by a lady and dog done up as Santa's helpers (I think she was a greeter, but I'm not sure). We proceeded in to an interior done in the grand style, and proceeded to partake in mulled wine in the bar/lounge area. (No one took the opportunity to play the piano there). On into the large dining room, where we sat about 10 people per table in the prime position near the windows. The room filled up with other groups, but as we were in first our courses appeared in a timely manner.

Santa's Helpers?

In the grand style.

Drinking mulled wine in the bar/lounge area.

And when the dishes did appear it was good food and plenty of it. In particular the main meal of turkey and porchetta (an Italian pork roast) was quite filling. Coupled (in our case) with glasses of local Artimus Wines Pinot Gris, the whole meal was very enjoyable. As is my custom, I asked for the kitchen staff to be thanked for doing a good job, and on the scale that they were doing it, they certainly deserved it. The atmosphere certainly helped to encourage a high level of BEAC's famous socializing throughout the lunch. The club owes organisers Ross and Peggy Pollock a big vote of thanks for setting this event up.

BEAC's socializing in full swing.

Entrée of Polenta and Radicchio soufflé with Taleggio cheese veloute and crispy leeks – yummy!

Phil O'

CLUB CALENDAR – August and September 2022

- **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**

August 2022

Wednesday 10 August 2022 | Lunch Run to Burrawang

- Venue | Burrawang Village Hotel, 14-16 Hoddle St, Burrawang
- Download Run Sheet | Burrawang Village Hotel Run PDF
- Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
- Organiser | Graham Stratham
- Contact | Ross Pollock | m | 0412 734 825

e | events@beac.org.au

Sunday 14 August 2022 | Sydney Region | Shannons Sydney Classic Car Display Day
• Venue | Sydney Motorsport Park, Ferrers Rd, Eastern Creek
• Cost | $25 per car
• Tickets are available through your Marque car club.

Wednesday 24 August 2022 | Lunch Run to Goulburn Workers Club
• Venue address | 1 McKell Pl, Goulburn
• Download Run Sheet | Goulburn Run PDF
• Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
• Organiser | Fred Edney
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

SEPTEMBER 2022
Wednesday 7 September 2022 | Lunch Run
• Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Sunday 11 September 2022 | Sydney Region All British Day
• Venue | The Kings School, North Parramatta
• Time | From 7am
• Cost | $10 per car
• Tickets are available from your Marque car club

Wednesday 21 September 2022 | Lunch Run
• Meet | 10am, corner of Osborne Road & Moss Vale Road, Burradoo.
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

One for the MGB Punters

Tom Currie writes ‘One of my old American colleagues, Bob Welch, is Chairman of the MG Car Club, Western New York State, USA. Bob has long been an MG aficionado and regularly sends me a copy of their excellent club magazine. In return I send him a copy of BEAC which is of great interest to him and others in his club because of the great showing of MG’s at our events.

Rochester is on the shores of Lake Ontario and in easy reach of Niagara Falls. Then there’s the nearby Finger Lakes area which is a truly beautiful part of the world. In all a great area for motoring. Our company head office was located in Rochester so I was a regular visitor there over many years. I always found time for some “fact finding” weekend sojourns☺.

If you think the mag would be of interest to our MG members feel free to send them the link or include it in BEACon.’

https://mgcarclub.com/wp-content/uploads/2022/07/2022jul.pdf

Jamberoo Pub 27/07/2022

The day's line up.

Our run today marked a return to Jamberoo Pub, although this time the ravages of the weather forced organisers Kevin and Ros Bell to change the route from that used before. With Jamberoo Pass now closed as a result of landslips following the recent heavy rains, the only real option was to use Macquarie Pass to get there. And nowadays the state of the roads has become a major factor in deciding the route to get to a venue, and even if we go to that venue at all!

So anyway, the weather today wasn't too bad (except for a cold breeze), and an assortment of club regulars lined up at Burradoo to make the trip.

Graham Statham's TR6, Peter Pyatt's MGB GT and the Atkinson's Lotus Excel keep close company.

At the run briefing, Geoff Wood and Ross Pollock repeated the request for members to organise future runs, stressing that it is an easy thing to do. We have two runs set up in August, but at this stage September is wide open.

The MGB's again provided a sizeable contingent on the day.

Due to the roadworks in Old South Road, it was decided to leave the assembly area by turning right onto Moss Vale Road and going to the roundabout at Bowral to access Kangaloon Road. I took a different route via Moss Vale and waited for the cars to come through Robertson.

Taking photos of red vehicles in bright sunlight is a pain (apologies to the Woods in this case).

Things went well until part way down Macquarie Pass when we came to a stop at roadworks. Thereafter it was fairly slow progress. My Senator is not a good vehicle in this situation. I had it locked down in second gear and was still on the brakes much of the time. There were more roadworks between Albion Park and Jamberoo, but sadly this is the new normal at present.

The line up from the other side.

Chatting, just enjoying the sun.

This time it was Kevin Bell (run organiser) doing the talking.

Parked at the oval at Jamberoo.

We filed into the pub's dining room at the back, which is extensively decorated with memorabilia to Australian soccer great Johnny Warren. Meals were ordered and fairly promptly produced. I surprised those immediately around me by NOT having the bangers and mash, but the salmon fillet and veg I did choose was a good substitute. Other meals around me (eg calamari) seemed to be well received. The famous BEAC conviviality was in full swing when I had to leave a little earlier than usual.

I was lucky on the run home in that I got a clear run up Macquarie Pass until I caught up with traffic (but no trucks) about two thirds of the way up.

On behalf of the club, I thank Kevin and Ros for putting this run together. It triumphed in the end in spite of the state of our roads making life difficult.

The gang doing what we do best.

Phil O'

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)!

THIS MAN OWNED AND DROVE THE SAME CAR FOR 82 YEARS!!!!

(Mark Hollins referred me to this remarkable story which I first saw several years ago.)

Mr. Allen Swift: Born - 1908 Died - 2010

This man owned and drove the same car for 82 YEARS.

Can you imagine even having the same car for 82 years?

Mr. Allen Swift (Springfield, Massachusetts) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928.

Photo of the car taken at the famous Pebble Beach Concours d'Elegance.

He drove it up until his death in 2010 ... At the age of 102!!!
He was the oldest living owner of a car that was purchased new.
Just thought you'd like to see it.
It was donated to a Springfield museum after his death.
It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition.

82 years - That's approximately 13,048 miles per year (1087 per month)...

1,070,000 that's miles not kilometres!!

That's British engineering of a bygone era.
I don't think they make them like this anymore.

Buying a Triumph Herald Couldn't Be Easier…

It started when I was about 10 years old - so a decade or five ago. I was given a toy Herald and it was always one of my favourites. "I'll buy one of those when I grow up" I told myself, and I did - but the story unfolded in rather unusual circumstances.

At age 18 after I left school, my first car was a red/white EJ Holden. After a few months the itch to own a Herald started and there were quite a few to choose from. I recall the feeling of the first one I ever drove - it felt old even for 1974, the gearbox was slow and needed more effort than I expected - but it was a Herald and that was all that mattered. I didn't buy that one but the next one I drove was mine; the itch had been scratched.

The Herald was a quite a 'different' car, certainly not fast but full of character, and that turning circle! However, fate stepped in and with an expected move to the country I needed a reliable car: EJ Holden or Triumph Herald? Finding a buyer for the Herald was way easier than expected as my handsome, intelligent and very modest brother (we're identical twins) wanted it.

Time passed (actually, a lot of time) and I still wanted an old English car, especially a Herald, but finances (or lack of) always held me back. In 2013 my sometimes-not-so-subtle daughter told me "Dad, you've been talking about buying an old English car for 15 years, just do it." So it was off to All British Day with my still handsome brother to check things out.

An Austin Lancer Series II was the first one I was interested in, quickly followed by an Austin A40 Farina, but neither was a car I desired.

Austin Lancer Series II

My brother drew up a matrix of possible contenders, like Lancer, A40, Herald, Morris Minor, Ford Anglia, Hillman Imp, plus a few outliers like Mazda 1800, Honda Civic and BMW 3 Series. Rankings out of 10 were given for desirability, availability, spares, driving and price - and the outcome surprised me; the Minor won. Although the Herald scored a 10 for desirability, good ones were as rare as rocking horse droppings, so I went hunting for a Morrie.

The Morris has been wonderful, introducing me to the addictive world of historic motoring. I'm so glad I bought it and I'll never sell it.

Owen's Toyota powered Morrie.

Handsome brother's Fiat X 1/9.

Then, come 2017, early one Sunday morning in Campbelltown, I spotted a pristine 1961 Herald heading in the other direction. Oooh, there's that itch again! It had a For Sale sign in the window so I rang the local historic car clubs and bingo, I found it. The car was a ground-up restoration, not perfect but very good, including a fully rebuilt engine. Unfortunately the price was off the planet for me and the seller wasn't prepared to budge. The itch subsided.

Two years went by and suddenly the intermittent itch returned. A schmick-looking Herald (a 12/50 from memory) was advertised in Perth, so did I still want one? I needed to drive one to justify the return air flight just to test drive the car, so I knocked on the door of the Campbelltown guy and asked for the phone number of the person he sold it to, hoping it was still local. The buyer had since moved up the coast to Old Bar, near Taree. A phone call and I received the answer I needed: "No worries." On a bright and sunny autumn morning,

25th April 2019 to be precise, the twins motored up to Old Bar and drove the Herald… It felt old, the gearbox was slow and needed more effort than I expected (sound familiar?).

Thanks to the Old Bar guy for re-sparking my interest in Heralds

Two weeks later, life became very complicated. My good lady and I had been looking to move out of Sydney and we suddenly found a block of land in beautiful downtown Bundanoon, in the sunny Southern Highlands. Designing the house, building, packing, moving, renting, moving again, meant that hunting for the Triumph Herald I always wanted took a distant back seat. Having said that, I made sure the new house was designed with a suitably large garage and engineered for a hoist, just in case. My better half was very understanding, sort of.

Unfortunately, all this took way too much time and the Perth car was sold. However, on a holiday to WA eight months later, my brother drove the same car, which was being resold, and found it to be not as good as the photos and description had indicated (it felt old, clunky box, etc) and, ironically, not as good as the Old Bar car. Then out of the blue I received an email from Old Bar: "Did you buy the Perth car? Are you still looking for a Herald? I'm selling mine!" Oh! My! Goodness!

All of a sudden things were getting very serious very quickly. It was time to break the news to she-who-is-sometimes-obeyed. We were due to spend a weekend at Nelson Bay, and instead of an early drive home due to the drenching rain, we took the scenic route north to Old Bar. My lady loved the car, but then came the sledgehammer moment: "How are you going to pay for it?" Oh dear, in all the recent excitement I hadn't even thought of that. Being someone who doesn't always think quickly on his feet, I impressed myself with "If I sell the MX-5, I'll have enough money for the Herald plus a daily driver, and hopefully have some cash left over." My reply was met with an email and nod of approval from my good lady. This was 4th February 2020 - and then COVID happened…

During the first lockdown, I asked the police if picking up an old car from country NSW was considered essential travel. "I've never been asked that, I'll check" was the first reply. "No" was the second reply. So seller and buyer had to play the waiting game.

After the first lockdown it was time. A mate's ute plus car trailer were arranged and pick up slated for 18th July 2020. There was only one problem. With the car strapped safely onto the trailer, I said to the Old Bar seller, "We should really discuss the price" and we

promptly walked inside. My stunned brother gasped to another man who had been helping "What!!?? They haven't even agreed on a price - and the car is on the trailer!"

Negotiations can be tricky, especially given the circumstances - thankfully not this time. The owner suggested a price and, given it had taken three years to get to this point, I wasn't going to argue. The price might have been more than he really wanted but it was certainly less than I was expecting to pay. The deal was done.

Coming home from Old Bar with precious cargo in tow – all smiles!

My good lady liked the outside and the interior.

Happy endings are usually for fairy tales and this was no fairy tale. As our house had been sold, but the new house hadn't been finished, I had to haggle for some temporary garage space in a hurry. Long story short, my new Herald travelled from Old Bar to then Camden, Goulburn, Camden, Kellyville and finally to sunny Bundanoon over a fifteen month period. The final stint at my brother's house at Kellyville during the second COVID lockdown was the longest. My brother claimed he "hated every minute of it" he claimed - but being another closet Triumph Herald lover, he really enjoyed it.

The new house in Bundanoon was started in January 2021 and move-in was August 17 2021, a stunningly quick time considering the second lockdown (ask me about the great builder some time). The garage was understandably clogged for a while with 'stuff', but one of us was keen to reunite his two old English cars, Evie and Ellie, so rapid progress was made re unpacking.

Herald (Ellie) and Minor (Evie) at home in Bundanoon. The famous Xmas carol *Hark the Herald Axels Swing*.

The happy reunion happened on October 18, exactly 15 months after Ellie's purchase and three years after I first saw her for sale. A convoluted series of circumstances certainly, but when has the purchase of a Triumph Herald ever supposed to be a straightforward proposition? All I need now is a hoist…

Cheers,
Owen Sinden

MOTORING MIRTH

Thank you to all contributors to this edition.