Good day fellow members, please note that I made an error in the date of the Lotus Glen Field Day it is the 6th and 7th of June. This is why the news letter is out so early.

Also note that the next meeting will be held at Gary Blyth’s place Saturday afternoon at Woodstock starting at 3pm. A sausage sizzle provided by the club after the meeting. Wives welcome. Bring your own chairs. See the next page for directions.

On Saturday we went up to Ravenswood, Ian Williams took Trevor and four well presented engines, Merve brought a Ronnie and all the fencing and Malcolm traveled up with me, we had only room for my section car.

It turned out to be a pleasant and an enjoyable day, unfortunately there were less people than last time but they showed a lot of interest.

Ian showed off his newly completed crane, it took no time at all to unload his engines. My section car drew a small crowd, they were watching an old bloke cranking himself silly, it would not start. Ian to the rescue, another plug and some adjustments and advice it started but did not run that well.

Keith
30 May 2003

INTER CLUB RALLY 2003 AT BRANDON.

Trevor Philipson

Congratulations to Burdekin Machinery Preservationists for hosting this rally. The weekend started with members from Burdekin, Mackay and Townsville meeting at Tom and Jan Callow’s place (Tom’s Toybox) for afternoon smoko. For some members it was their first trip to inspect Tom’s display and they were very impressed.

Tom started his Hornsby using a belt from an adjacent tractor. The Hornsby was retrieved from a farm in the Ayr district where it had been submerged a number of times over the years. Tom dismantled the engine for a good clean up, it had not been started for over 30 years and Saturday was the moment of truth, but it fired up with the temporary belt and fuel line.

Saturday night we had a meal at the Tropical City Motel Restaurant very enjoyable. Sunday was Rally Day with a good representation from all 3 clubs. The street outside the Club’s shed was closed off to passing traffic and a number of Mustangs and vintage vehicles were on exhibit. A section of tram track was laid behind the Railway station building and 2 Section Cars used this temporary track all day. There was the usual Bar-B-Que lunch and Dinner.

Monday morning was a trip to Alf Shand’s place in Home Hill. Almost every engine Alf has ever restored was outside his shed on display. A top effort by Alf. A Bar-B-Que lunch followed and members left for their trip home. I believe the rally was an excellent success and look forward to the 2005 rally in Mackay.

A special thank you to all the Ladies who arranged Smoko’s and meals, much appreciated.

Trevor Philipson.

WANTED

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Wanted Your stories
Contact Keith Hendrick on
47888551 or mail to
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500m

Ph 47788772

2K

Mountview Dr

North Queensland Machinery Preservationists
Ninth National Historical Machinery Rally

By Toby Aitkinson

Over a visit one afternoon from Tony & Lanna Little, the Heyfield Rally was mentioned. This was followed next day with plane bookings etc. A few weeks later saw Tony and I on our way on the big kerosene burner from Cairns, being seen off by our wives, on a direct 3 1/4 hour flight to Melbourne. They don’t take many chances these days, as Tony had to take off his steel cap boots to pass through the x-ray machine.

We arrived at Melbourne at 1am and spent the rest of the night in an YHA accommodation. Very good and reasonable. Next morning Friday the 7th we picked up our hire car and with Toby at the wheel and doing the navigating.

We departed Melbourne to the sound 3ltr V10 engines being tortured to within an inch of there lives. (Preparations for the Grand Prix in full swing) The noise had to be heard to be believed. We had a good run out to Sale, where we dropped off our bags at our cabin accommodation.

We then headed up to Heyfield (57klm) to check out the Rally grounds and see what was there. Having never seen anything like this before it was all a real eye opener for me. The next morning saw us entering the grounds and purchasing a weekend pass ticket nos 9 and 10, we weren’t going to be late. I thought the layout of everything was excellent, with some 700 engines set in 7 or 8 long enclosures. Equally well set out were some 300 tractors, 150 vintage commercial vehicles, vintage motor cycles, 36 steam traction engines and road rollers, 2 steam trucks and a steam loco running on especially constructed line.

Also there were working Clydesdale draught horses, a working blacksmith shop and a working Southern Cross No2 boring plant. (They did strike water on the last day) A special section on working drag saws and various other log cutting machines as well as Vintage cars.

Reggie Ingold had an excellent display of running miniature engines in many differing designs. The tractor pulls were a novelty for me and certainly proved that size was not always necessary for the greatest pulling ability with one quite small Renault tractor putting an exceptional effort particularly in the prevailing muddy conditions.

Of special mention were 2 Crossly slide valve external flame ignition gas engines. It intrigued me as how they took a lick of flame from the external burner into the cylinder of compressed gas and ignite it. They ran beautifully, one being inverted and the other a horizontal open crank, very similar to the swing bridge engine in Townsville. Also a free-floating piston portable air compressor took up some of our time. It did not have a crankshaft but a straight solid rod directly connected the power piston and the compressor piston.

The standard of some of the restorations could only be described as exceptional pieces of work showing great dedication. An 1885 Grob engine was possibly the rarest and most valuable engine on the grounds. Another worthy of mention was a running working model of a Hart Parr about 20 inches long. Much time was spent visiting the TOMM stand, Plough Book sales, model engine stands, various parts makers and rally badges and Instruction Book sale stand.
Thursday afternoon and settled into the motel. Friday was clear but cool so I went over to Heyfield to check out the venue. The venue was well laid with sections for stationary engines, tractors, Steam, Vintage vehicles, Trucks and other assorted attractions. There were displays by the steam section and also tractor pulls. A display of chain saws, outboard engines and a large section of grey Ferguson tractors of all models. Also of interest there was a Rolls Royce Merlin engine on display. I met several club members who had made the trip down. I also met up with Ian Young (an ex NQMP club member) and took a photo of his very well presented engine. My main interest was of course the stationary engines, with all types and sizes from 2hp upwards on display. The larger engines attracted a lot of attention. The rain on Sunday morning was the only thing to spoil the weekend, but it had cleared by lunchtime. There were attractions of all types with the local service clubs providing the food and drinks. TOMM magazine also had a display. By Sunday afternoon I had seen all there was to see so I said goodbye to Heyfield and started for home. Leaving Sale it rained all the way around the south east of Australia all the way up to Sydney. I continued home, stopping at the Gold Coast on the way.

Merve

My Trip to Heyfield

By Merve Carey

I set off from home at 6.30am on the 3rd of March with 4 days of hard driving in front of me. The first day took me down the coast through Rockhampton then out to Goomeri on the Burnett highway. The first day 12 hours. The second day was 10 hours and the third and fourth about 10 hours. I finally arrived at Sale in Victoria on