Good day fellow members, once again the end of the year is upon us and this is the last newsletter for the year. This year we have booked the Ocean Palms restaurant, at Bushland Beach for our Christmas dinner. The cost is $28.50. So let Rod Allison know if you can't make it so that the booking can be adjusted.

I have been fortunate the last few newsletters, as I have received a lot of input. This month Lyn Blain sent a top story on her Fielding and Platt.

As this is the last newsletter for the year I’ll wish you all a merry Christmas and a happy new year and I’ll see you all next year.

Keith.
Hello All.
Well you’re not getting a copy of the “New Club Guide Lines” this month; we came across a couple of items that caused a bit of a controversy. We (the Secretary) are sending off a letter to NHMA to clarify these points.
Four of us (Ian W, Rod A, Merv C & myself) turned up for the Willows school Fete, which turned out to be a nice easy going night, until pack up time, when the heavens opened up, we all looked like drowned rats, but every thing was packed and no rubbish left behind.
Rockhampton Heritage Rally sent us an up-date to the Rally in April 2008, the closing date for entries is 07 March 2008. I’m hoping for a good turn out, as there is plenty for all family members to see and do. I have a few Registration forms left, if you need any let me know, or for you Computer literate their WEB address is WWW.queenslandheritage.com
Next month will be our last meeting for the year, nothing has been planed for any more displays until Apr08 and I think the Field Day will be on some time in May08.
I have a few projects on the go, and hope to finish a C.L.A.E. to take to Rocky, we’ll see.
If there is any one with a spare copy of a C.L.A.E. manual, I’d be grateful.
Russel should be finished his Yanmar, if it hasn’t broken his back by then.
Keith should have his production line up and going, rebuilding Section Cars.
Rod is still looking for some “Stripped paint” to paint his next creation, and Ian is making a “Purple People Eater”.

Merry Christmas, see you next year.

Andy Nicholson.
From Rages to Riches

The journey of a discarded Fielding & Platt Stationary Engine
By Lyn Blain

This journey begins at the 2006 Townsville Day as a guy was walking along the fence that enclosed the NQMP stationary display and after pondering over my partner Ray’s Ruston Hornsby said to him,

Hay mate! Do you know anyone that wants a couple of engines?
Ray, yea, what are they?
He said, I think one is a Sundial and the other is a Fielding or something like that.

Well I could see from fifty meters the sudden change in the interest displayed by Ray as he immediately went into interrogation mode and was making notes like a journalist at a press conference.

After the guy departed I walked over to Ray and said what was that all about, and in his usual casual manor said just got an offer on a couple of engines and I think one is a Fielding & Platt.

With this I was thinking of Ian Williams and the size of his Fielding and then asked were the guy was from and where were the engines. By this time Ray was walking away to attend to some other men’s business else and over his shoulder said in Cairns.

On arrival at the given residential address the yard and surrounding buildings resembled that of a Military Disposal Store.

We were invited in and taken to the dingy corner of a building where the Fielding was stored. I noticed a look of disappointment on Ray’s face as he viewed this little piece of cast that resembled an engine.

A price was discussed and discussed and discussed until I said for Christ sake pay the man and let’s go. This was a decision that only a woman can explain as I knew that we in all our travels had not seen one of this size.

So on the way to the local bottle shop to pick up the required amber fluid agreed on for payment the usual male female discussion took place and I was told, you want it you restore it.

On arrival home Ray could not help himself and had the engine completely stripped by nightfall. Much too both our disappointment the engine was found to be in extremely bad condition.

Once again the expertise of Brian Mahoney from Mareeba Engine Centre was called upon to fabricate and machine the vital bits and pieces. This together with the patience and mechanical brilliance of yester year from Tony Riordan and a further helping hand from Tony Little saw the engine slowly return to its former glory.

Nothing more was said regarding the engines until one Saturday about three weeks after the Field day when Ray said I am going to Cairns to look at that Fielding want to come and with that off we went.

For all your insulating requirements on roofs, mobile homes, caravans etc see the new space age Thermashield from Jesse’s Quality Paints - Your One Stop Paint Store - 14 Carlton St Kir-
With a paint job and sitting on a transporter all was left to do was to identify what I had. This being a Fielding & Platt engine.

So the word went out, please help.

I received a call from Tim Macaire. Well you might ask who Tim Macaire is. He is one of the most knowledgeable Gas and Oil Engine collectors in the UK.

As it happened Tim was in Cairns on holiday and wanted to look at my engine.

Tim arrived and Ray proceeded to edge him towards his Ruston Hornsby's and was somewhat taken when Tim made a bee line to my engine and stared at it in silence and after moving around it several times asked if he could photograph it as he had not seen one in the UK.

Tim thought it may have been designed as a pump engine or what is referred to here in Australia a starter engine and would be making further enquiries on his return to the UK.

Identification still in the balance.

Off to the national rally I went with my now pride and joy and was amazed at the comments offered and the numerous offers to buy or swap. It was a full time job keeping an eye on Ray as he would have swapped my engine for a Ruston at any time.

Regular National Rally visitor and well known engine collector from the UK Barry Watts made numerous attempts to persuade me to allow him to take it back to the UK as he too had not seen the likes of this engine.

During the course of the rally my engine was the subject of much discussion and was exposed to many photographs. And as a result of this I have now established on the grounds of current information received that my little engine, yes the one that my mere male was going to walk away from could possibly be the only one running of there in Australia. The other two are very much incomplete and unrestorable.

I need not say how delighted I was to see my engine featured in the centre page of TOMM and how I continue to remind my partner Ray that he and his male colleagues need to rely more on a women’s intuition.

My little engine now stands in the shed well covered in the best of covers and as I wait for information to identify it I often think of my engines wonderful journey from Rags to Riches.

LYN BLAIN