President's Report

Hello All.

Well we have just finished another Field Day here in Townsville, just thought I’d let you know it turned out to be very good. I received a phone call from the girls on Friday that we had been moved to a larger area, but couldn’t be told which site except that it would be in Row “G”. Tuesday morning we were told where the site was and it turned out to be very good, with parking, Toilets, accessibility and views. The weather was good, and the public was constant, up to about the 2 o’clock mark where it slowed down to a few stragglers just wandering around. It worked out to be in our favour, the first day we were able to shut down the engines to cool before covering for the night. The second day we were able to pack up and be off the site by 3.30pm, missing all the rush that would have occurred leaving it for the normal Friday clean up. It worked out fine for Ray & Tony who came down from the Tablelands, no extra night in the motel.

It turned out that the rule about vehicle movement not being allowed until 0700hrs Friday was wrong.

You all would have got the Renewal form in this month News Letter, there was heated debate on which way we should go with this and I believe we have come up with a great outcome. There are two changes only;

1. Late Renewal fee of $5 will be charged for all late Renewal forms received after the 30 June.
2. Voluntary Worker Membership $15.50.
North Queensland Machinery Preservationists

We don’t need bulk monies in our coffers; just enough to cover costs, which this will do. Item 2 had to be increased to cover the actual cost of the insurance charged by NHMA.

Al Harris (Glen’s father) has joined our merry team, and had to pay the full 12mths insurance from NHMA, isn’t it just great the way they treat us members.

Some may have heard about changes to the NHMA Guide Lines (now “Rules”).

When I heard about this I got in touch with the NHMA and asked “if as members would we be able to have some sort of input to these changes” I was told that yes the new changes would be posted out to the Clubs for them to see and then vote on to be accepted or not. We received our copy a week before our meeting was due and we had to vote or send a proxy by the 30April (which was our meeting night) the NHMA meeting was held in Western Australia. I informed NHMA of this and was told, “That’s the way it is”.

As for asking about the insurance going up this year, I was told our Club would have to absorb the extra costs if any.

The changes to the “Rules” are; Any repair to a Flywheel has to have an Engineering certificate, and be shown to the Safety Officer before the engine can be run at a display.

No one at our meeting disagreed with this, but not happy in the way NHMA are treating the members regarding the notification process.

During the Field Day, I and some others were asked “How do I get in touch with the Club”, at the Field Day we had some copies of joining applications and wrote our Web address on it for them. I’ve had a word with our editor to find out the costing of some cards that can be handed out on these occasions; he is going to draft up a rough card for us to see, I’d like to see our logo, Web address and mailing address, if they really want to get in touch this is all they need.

See ya…
Andy Nicholson
Business Cards

Glen Harris

Some discussion was held at the Field Days on the need for some kind of handout bearing the Club's livery and contact details. Whilst there were several people who were interested in joining and were given application forms, there were more who had or were after information and we found we were scribbling in random scraps of paper - most of which, I'm sure, were soon to see the inside of a washing machine.

As well as the black-and-white card shown above, there is a color version which I hope is correct. A close-up photo of Keith's shirt yielded the colors, so I don't hold out much hope.....

Both will be taken to the next meeting for comment and improvement, but out-of-towners can email or call with suggestions. I can also email a picture of the color version to anyone interested.
Gossip Corner

Rumour has it that Lyn is painting little yellow arrows on all Ray's flywheels. All that cranking is great exercise, but there are limits.

Top: Anti-clockwise from the bottom: Andy's 1.5HP International and Pumper, Glen's 2HP Sundial, Keith's Novo, Merve's two Ronaldson and Tippets, and Ray's Lister.
Above: Ray's Lister, Tony's Ronnie and Witte, and Ian's 2HP Sundial and replica Ford.