North Queensland Machinery Preservationists  
NQMP Inc, PO Box 11, DC Aitkenvale, Townsville, QLD 4814  
August 2010

**President's Report**

Hello All.

Well that year has gone past us pretty fast, and now we are looking forward to the next twelve months, ether with new faces on the committee or the same ones you have all grown to love? As with the Federal elections if you don’t vote, don’t whinge.

The “Club Card” with all its rules, was put before the members and was voted in to be used. A copy will be forwarded to Ray for our northern members to have a look.

Not a great deal was said at the last meeting, but as usual the talk was robust, and looking around every one was enjoying them selves. I hope that our two new members weren’t expecting too much. Mick and Tony should fit in well as both seem easy going and willing to talk, as time goes by they’ll realise that the talking part is our main hobby, the engines just pull us together.

I’m combining this, my monthly say, with the “Presidents Report”, it’s the Tree hugger in me, trying to save paper, not really but it fills up the page and looks impressive.

First I have to thank Keith and Merv; once again they have done a great job, our new Editor/Web page

**Coming Events**

NQMP AGM  
27th August 2010

AGM to be held THIS MONTH on the 27th of August 2010.
wizard Glen, he has brought us with our old bits of iron into the electronic age, (you have all checked out our Web page???) www.nqmp.org).

Brian always makes us welcome at his home with a hot urn and a T.V. close at hand to check the Footy scores, and of course last but not least all the other members in the rank and file.

I’ve noticed when going out to give a display, every one pitches in and helps “set up” and “pack up”, this is what sets this club way ahead of the rest, with all their back stabbing and whining. I with my Ronnie’s have a ball displaying with people like you, and I hope the attitude we treat this hobby of ours is FUN and not some thing that has to be done, it will keep us going as a Club for quite a while.

I’ve also been approached by two different parties, in regard the NQMP holding our own annual display, both sound promising. So with a bit of planing and investigating (and a small amount of coffee money) we may have something in the future.

See ya...
Andy Nicholson

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**Photo 1:** The Spiller engine was cast in Gimpy but machined, assembled and sold at Rocky only 4 are known of, very rare.

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**North Queensland Machinery Preservationists**

**Wanted**
Sell - Buy - Swap - Info

**Stories Wanted**
Contact Glen Harris on 0418450032, post to PO Box 2054, Townsville, 4810, or email to newsletter@nqmp.org

**Engines Wanted**
"K" series R&T
Contact Andy Nicholson

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Merve and Ian’s trip to Biloela

Ian Matthews

We left Merve’s about 4.45am and all was going fine until just north of Bowen when my securely tired down tarp over the load on my ute blow off. Merve stopped and walked back about 50m to pick it up.

I stopped at Mackay to top my fuel as I was using a bit more than Merve because I was towing my caravan and this is where Merve noticed that a bearing cap was missing off one of the van wheels. Could not do anything right there so off to the other side of Mackay where we stopped for morning tea and fit the spare bearing cap I had. This is also where I told Merve that we will stop for lunch at Waverly Creek.

As I approached Waverly Creek I slowed down and put on my flicker hoping Merve would see it as he was about 200-300m behind me and you guessed it Merve missed me turning off until the last moment so what does he do slam on his brakes and all but skids past the turn off with a semi up has backside blasting his horn and yes there is more.

Stopped at Rocky for fuel and when leaving the service station saw a sign "Bruce
**Photo 4, 5, 6:** Express made by Duck Bros Brisbane, a rare engine.

Highway right lane” so took the chance and got into the right lane but it was one intersection too soon, I have been through that intersection lots of times and have never did that before (must be Merve’s influence).

The rest of the trip to Biloela went fine.

The setup at Bilooa was good as usual with the weather being cool but not cold, the last time I was there it got down to minus 5.

There were about 50 engines there all of which ran including Merve’s.

There was not much at the auction on Sunday but some bargains were to be had with Merve looking at some R&Ts but decided not to bid only to find out latter they went for about $5 each.

It is a long way (938ks each way) for a 1 ½ day display but it was good.

Now the trip home had its moments but that is another story.

**Photo 7, 8:** Temple pump engine made in the USA. So far this the only known one of this type to have survived.

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