An Awesome Sight
Tony Little’s Fowler Steam Traction Engine headed for the Queensland Heritage Rally in July.
Hi all, sorry about missing last months newsletter, but I ended up with the flu for around 5 days. I have just got a new computer and am struggling with the latest software and the first victim is the merge mail so I have to hand address all the mail now. When I got my last computer I went and did a course on printing envelopes and labels and it looks like I’ll have to do it again when I can get some time.

When I got Feburarys newsletter printed I was whinging to the printer how nobody sends in stories any more and while I was folding the newsletters as they came off the printer, Ron sat down and whizzed off the flier you found in the letter. He said if only one person responds you’re a winner. Well so far three responses.

This month, Trevor Larkin from Mt Isa has given us the first story.

Ian Williams and I have been representing the our club as committee members with the Queensland Heritage Rally. We seem to be making some headway and have 53 exhibitors registered so far. If you plan on attending please get your registration form in early.

The Townsville members have some work in front of them, with two tractor to be made ready and as many as ten gates to make for the compounds that we have to erect a week or two before the rally starts.

Ian and I were invited down to a BBQ at Brandon to meet the Burdekin Lions and Rotary clubs. These clubs will be running food stalls at the Rally. While we were there the Marshall tractor was started and ran for several minutes. They are still waiting for a large drive gear that is being cast and machined in South Australia.

Last meeting three members from the BMP, Peter Cvjetanovic, Alf Shand and Tom Callow came up to attend our meeting, bringing us up to date on the North Queensland Heritage Rally. Last week they going to Mackay to bring their members up to date.

As you can see we have six events in front of us including the Heritage Rally, so we have plenty to keep you off the street.

Keith.

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**Coming Events**

**North Queensland Field Day**  
May 16-17  
Stuart Prison Reserve.

**Townsville Heritage Day**  
May 18  
West End Park.

**All British Day**  
June 15  
Cathedral School.

**Dam Fine Rally**  
June 28  
Ross Dam Park.

**Ingham Show**  
July 4  
Ingham Showgrounds.

**Queensland Heritage Rally**  
July 25-27  
Ayr Showgrounds

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**WANTED**

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Wanted Parts for an AXC contact Andy on

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I purchased the Wilson from Peter Higgins at the Annual Charters Towers Swap way back in 1994. The usual things stopped me from immediately starting the restoration, like moving house followed by renovations. It was missing quite a few parts, had some broken bits and information on the model was hard to come by. By chance I came across another Wilson in the Brisbane Maritime Museum a few years ago and proceeded to take some photos. When I started work on my engine afterwards, I realised that I needed more details. So the next time I was in Brisbane I went back to the museum to take more photos, only to find it was no longer there! It had been shifted out of the museum and into a shed. The curator kindly let me in, to take more close up photos of the parts missing from my engine.

The engine came apart okay and nothing seized but I found the water jacket around the cylinder had cracked. I heated it on the BBQ, cast welded and peened it until the crack was repaired. The exhaust valve and cage were also broken, so I made up a new valve okay and crafted a cage out of mild steel for now. Hopefully I can get one cast later. The next task was fixing the mounting flanges. The crankcase was made of alloy, so I MIG welded around the mounting holes and then redrilled them out. At the same time I fabricated a metal base for the engine to sit on, with a slight slope to imitate the footings in a boat. I made a fuel tank from 4 inch copper pipe (a bit smaller than the Wilson in Brisbane) and soldered the ends, filler spout and outlet fittings before joining the fuel pipe to the carby.

I found grease cups and an oiler that looked about right, and then made a crank handle. All that I need to do now to complete my Wilson, is source a magneto and a pair of right angle gears. I placed an ad in the TOMM magazine in 2008 without success. But I might be able to fit a Lu-
no name plate but the Brisbane model is labelled… Model L, 1 ½ hp, 1100rpm. Made in the Wilson Engineering Works Brisbane. The engine has a carry handle, an attached fuel tank for ease of handling, a self-aspirating inlet valve and internal flywheels. I painted my engine green but it turned out to be a lighter shade than the Brisbane Wilson, so I may address this at a later date when more info comes to hand.

Trevor.