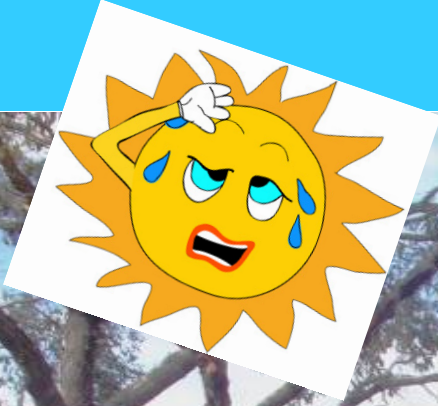


A Wisp of STEAM SUPREME



Peter Cocks
Shed 6 Steam

Rally Round Up



Great interest in the test run of the Brian Howard Solar Engine .given the sun load steam was up in 5 minutes



Moving Mount Morris



marine boiler from a steam yacht in Sydney maritime Museum

Boat Boiler



Rubbish Collection



Very Stationery Steam



Ships Steam Turbine



Hay Bailing the old way



JUST TOO HOT

With temperatures nudging 37 deg C each day it Proved just too hot too for a Steam Rally .

The Saturday was declared a total fire ban which prohibited any type of naked flame in the open which of course ruled out the operating of all types of our steam engines outside. We were hoping for a reprieve in the weather but it did not come so the only steam operation for the whole rally was confined to our stationary engines supplied from our fixed indoor boilers and of course our recently acquired Brian Howard Solar engines.

Given no mobile steam and the majority of our visitors are local mums and dads with small children they obviously decided to spend the day at home rather than sweltering in the sun. The upshot was gate numbers were about 1/3 of usual .


Interestingly the die hard machinery enthusiasts, often from up the country, must have been a tougher breed as they were much more in the evidence . Actually with everything not being as full on as normal it gave our members time to catch up and chat which made this aspect more enjoyable than a normal rally.

RALLY RUNDOWN

Getting Ready *Aaron Morris snapped this pic while he was giving sooty an engine and gearbox service and check the weekend before our rally* 

Thursday Site Transformation.

Setting up was a last minute rush this year with quite a few members having to take Thursday and Friday off work to set up compounds and machinery. Thanks to them all .

Greg V and team erecting compounds fencing. Shade sails up. Clive Windley and co were busy getting bins out. Michael stappmans was busy getting the small engine display in order throughout the day. 



Car Parking

The set up was led by Paul McMillan, helped by Roy Odgers, Greg V and others in the absence of Phil Randall . This important task cannot be overlooked . It can quickly get out of control and loose parking space if not kept in order.

Roy Odgers directing the parking 

Thankyou also to Dennis Boothey who came down from Maryborough on Friday to help set up. Aaron Morris words and pic



Indoor Displays

Steam Section While the fireban curtailed outdoor activities our magnificent indoor displays were not effected at all .

Entering our Museum main door the first thing visitors saw were 3 rows of magnificently presented stationary steam engines effortlessly revolving .

Infact everything was spic and span with more engines in steam than ever before all supplied from our indoor oil fuelled boilers .

Paula Thyme and John Mills standing in front of our oil fired Cleaver Brookes boiler keeping steam up to the stationary engines in bay 1 and 2 .Paula also did a great job keeping cool drinks up to our volunteers as well



Aaron Morris pic

Vintage Workshop *After car parking duties Paul McMillan and Clive Windley at chat at the vintage workshop area which was looking most impressive thanks to the work put in by Clive and Terry Duggan.* Aaron Morris photo



Steam Tug *Our visitors were mightily impressed by the Lyttelton engine room display . Its pair of 650 HP Triple expansion main engines and most of the dozen or so auxiliary engine now plumbed up and supplied with steam from the Farrar vertical boiler expertly converted to oil firing thanks to Rob Hull.*

Diesel Section was up and running with their cooling systems coping and the Willans Airblast engine being demonstrated a number of times.

Judging from the crowd craning to get a look it probably was the attraction of the rally after it's story in The Old Machinery Magazine.

Thanks to the effort put in by Paul McMillan and others replacing the head gasket in time for our rally . With a bit more tweaking to the timing it is now running very well indeed.



Rides *The People Mover was in high demand throughout the weekend keeping Martin Spottiswood, Nag, John Palmer, Peter Lynch and others busy.*

Martin set up his entry point on Friday which worked very well and he is optimistic his improving health will enable greater involvement from now on. Thank you Martin



Railway *Diesel Hydraulic loco REG ran faultlessly over the whole weekend on its own although rarely at full capacity.* Note the repainted NSW carriage on standby on the siding. Unfortunately the weather conditions didn't allow for Steamer Clive to be in service despite the special effort to get it back in steam and painted up after inspection Aaron picture

Tractors Quite a variety of restored members tractors were on display over the weekend including John Mills, Nag, Nathan Morris, Adrian Anderson and Graham Symonds but I did not see any visiting ones this year.

John Mills much talked about Massey Ferguson 178 making it's debut



Warwicks Fordson P6 getting a bit of attention outside our ticket box. He drove it over to see how his daughter Claire was getting on staffing the box for the whole day on her own despite not even being a member. Thanks to Karen Collard for holding the fort on Saturday.



Military Vehicles A couple of different ones this year. First Adrian Anderson's WW2 Canadian Military Pattern 15 CWT Ford truck. Colloquially known as a Blitz (Blitz is the German word for lightening as in strike, rather than as in speed).

The Blitz is a real barn find unrestored and in amazingly good condition.

Although now fitted with a tray for farm use the fact that all body panels are connected by braded earthing straps suggests wireless or refuelling military use

The other you have seen before our Champion Cub roller made by Armstrong Holland, Sydney for military service.

Attached to the Seven th Fleet, an amalgam of Australia forces and American Navy under General Douglas Mac Arther. Used for road building and aerodrome construction in the Pacific during World War 2. The only visiting vehicle was Anthony Icks magnificent post WW2 jeep making it's debut.

Unfortunately we did not give the VMVC enough notice and they were pre committed to other events on a busy weekend.



Mobile Steam The great disappointment to visitors and owners was no operational mobile steam due to fire restrictions . Most engines were out of their sheds and lined up for display but what was not obvious to our visitors was the huge amount of work put in behind the scenes getting them ready to run all for nought . This included arranging boiler inspections , closing up engines , cleaning and polishing brass then towing them out of their sheds .

On top of this was the hours of effort put in by a team of members during the winter cutting and splitting cords of firewood with the new wood splitter and specially constructed stillages . Not a stick was burnt . Oh well lets hope for better luck next year !

A despondent Craig Jackson sheltering from the heat in the back of his shed while his cold engine stands forlornly outside



The heat wave conditions meant no steam ploughing, which has become a trademark attraction of our rallies.

As a result the Club's Ploughing engine stayed in it's building .

Never the less Our President Brenton was keen to show it to some steam punk admirers who I suspect will be back for some photo shoots when the weather is more reasonable.



Earthmoving

Andrew Jackson starting his Caterpillar sixty crawler tractor.

The big petrol engine attracted a crowd when being started. Many were amazed how the engine is started by pulling the flywheel over with a round pole inserted in a cut out in the rim after bringing the cylinder through a petrol cock. Thanks to Aaron for words & pic .

The Sixty is in amazing original condition having been obtained from a large ranch in the USA's Midwest (actually Mid East at the time they did not know just how far across the USA was) With machinery always kept in barns due to the harsh winters it did not see the deterioration we get out here. Andrew, a club member going back to the Wantirna days, always supports our rallies by bringing a semi load of Cats down from Corryong for the Scorseby and Korumburra rallies . How good is that ?



Club member Marty Turpin and always a great supporter of our rally brought along a semi load of machinery all the way down from Shep.

His Cranvel self-propelled digger parked beside the clubs little Cranvel digger unit , on the right , are the forerunners of today's mini excavators which are dominated by various Japanese manufacturers. Aaron pic and words



Model Engineers Again we were supported by our Model Engineer friends in particular Ron Savage with his tethered IC engine powered racing cars. Also greatly admired was a very fine scale 1/12 size Traction engine and a Beam engine . Thanks Guys for the 3

Stationary Engines

we are always pleased with the support we get from visiting local engine clubs and this year it was especially appreciated considering the weather and number of other events around the area.

The Yarra Valley group had a magnificent display showing various engines.



Phil Beveridge had a complete collection of Southern Cross mowers included was an electric version from South Africa.

Actually the Towoonba firm of Southern Cross is still highly regarded for its products in South Africa.



Something that brought a smile to many faces was this "pig" engine actually a tartered up International Harvester L type.



This new highly stylized and totally enclosed International engine went into production in 1935 superseding the M type which was first introduced in 1918 with its typical spoked flywheels, manual greasers and exposed mechanisms of the day. Not often seen out here but sold in the tens of thousands in the USA up till 1948 . Ackn

Wendel American Gas Engines . With a rocker cover resembling the shape of a pigs snout it does not take much imagination to paint on nostrils and eyes and stick on some ears to complete the transformation of an otherwise fairly bland engine

Gold Extraction



Young Spiros is in awe or is it ore? as he watches Chris feeding handfuls of crushed quartz into his pulverizer .

One of the highlights for our members and visitors was Chris's home designed and built gold extraction plant in operation . The first stage was a single head stampers powered by a Rosebery 3 hp engine. This reduced fist sized quartz specimens to fine gravel with great gusto and clatter.

The gravel was then hand fed into a pulverizer of his own design using flailing chains this time driven at high speed . It was surprisingly quite and effective at reducing the gravel to a powder.

The final stage was feeding the powder into a stream of water

running down a sluice box containing a series of progressively finer riffle boards to trap the heavier gold particles .

And the result ? By the evening clean up a few specs of fine gold and a day of great fun and good company playing with old engines.

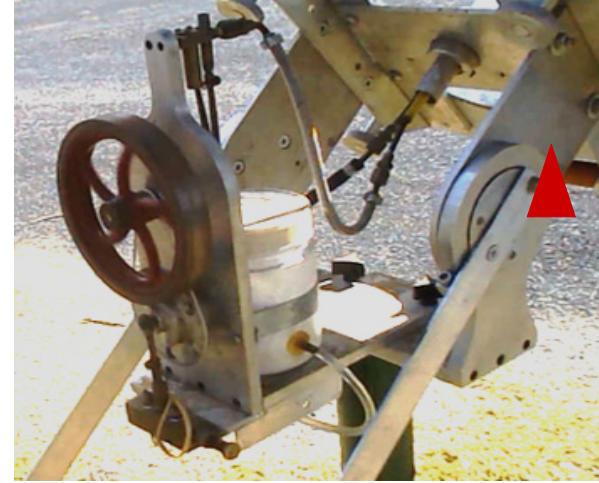
The recirculating water supply for the sluice box is pumped around by a Ronaldson Bros and Tippet N type engine probably 3 hp .

In the background can be seen the Rosebery driving the stamping battery . A great display of Australian produced engines driving home made machinery





Solar Engines On a brighter note one thing that was a great hit was our solar powered steam engines. We were recently donated a pair by the family of steam enthusiast Brian Howard but with the exceptionally cloudy summer this was our first chance for a trial run.



A parabolic mirror focuses the sun's energy onto a water filled copper coil producing steam in just a few minutes.

The steam is piped down to a small reciprocating steam engine behind the dish which then pumps water back to the coil giving continuous operation .

A Blast from the Past Julian our commentator was reminiscing about the good old days at our original grounds at Wantirna so Warwick produced this classic photo taken by Peter Zerbe 39 years ago. It was decided to do a re-enactment for old times sake. By now he knows all the characters and machines for his commentary although I did notice he had his trademark hat and some crib sheets .



How fortunate are we to have Sparks for all these rallies ?

Food for Thought What would have been our attendance if the weather had been kinder ? We can only speculate but a number of factors were in play. Historic Racing at Phillip island , Newport workshops open day and the Truck Show , all things I would have loved to see) and we were obviously competing against .

Promotion We left it a bit too late this year missing out on some websites and publications and not getting through to kindred clubs. Seems this needs to go out in November to be sure to catch all clubs as some do not have January's newsletters

Flyers could also have been a bit more determinedly handed out particularly earlier on .

Outside Participants This year we missed out on quite a few of our major regular outside exhibitors . Amongst these were Blacksmiths , Vintage cars , Tractors , Military vehicles B-24 bomber display , Handtools and Sawmilling . It cannot all be put down to the weather . Most were invited too late or had already made commitments to display at the other shows. Of course understandably others found it was just too hot .

How good could have our rally been . We will never know but this time the weather was obviously against us. We may have been struggling this time to get our usual excellent attendances even with good weather. What do you think ? Come to the Social Meeting and tell us .

Either way we thank all our exhibitors who braved the conditions on what deserved to be a great show .