

STEAM SUPREME



Rally Round Up



(Vice)Prez Cez

Firstly, I would like to thank all members on behalf of myself and the Committee for all their efforts to ensure that our annual Steam Rally was as successful as could possibly be. We are competing with a “host” of other events these days and takings were on a par with recent years, so that’s heartening.

I’m lead to believe that all the usual attractions were well received by the public; I understand that the exhibit by the weavers and spinners (something different) held in our clubrooms was particularly well appreciated by the public. (I understand organized by Jean McKinerney when she heard husband John would be exhibiting with Model Engineers. . Ed.)

Again there were some exhibits that could have used the help of our “not so frequent” members that attend our Rally – any thoughts on how we can reach out to theses members would be appreciated!

Over the next few months there will be a need to re-arrange some of our shed space where exhibits are currently; so access around such exhibits can be improved and with boiler inspections coming up room is required to lay out parts and allow the inspector reasonable ability to get around the particular items that need inspection. I expect there will be a call out to members to help in this regard – please ask if you can assist!

A newly purchased shipping container has arrived at the club and following the Rally has now been used for what it was intended -if you don’t know ask one of our Committee members or a regular weekly attending member – it will be a great asset for future Rallies.



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It is not always appreciated but work continues around our club for the betterment of all: for instance cabling has been installed for better communications into our club, (thanks Duncan!) and electricity has been “hard wired” to the ticket box to replace extension cables by our electrician. Other power points and lighting have been upgraded – again for the benefit of members.

Lastly, again thanks to all club members who attended our Rally; either as an exhibitor or a “valued” helper – you make our Club what it is!

Roy ODGERS

MUSEUM , Train & Tram Roster

March

22 Stapmanns

29 Rail Team

April

5 John Palmer & James Gleeson

12 Andrew Fairweather & Brad Hector
Vintage motorcycle swap meet

19 Hamish Haugh & Arthur Bithell

26 Rail Team

May

3 John Meade & VACANT

10 Rob Hull & Phillip Jeeves

17 Clive Windley & VACANT

24 Adam Powell & Warwick Bryce

31 Rail Team

June

7 Stapmanns

Rally Round Up *Following tradition this April issue of Steam Supreme is a series of photographs from our recent SteamFest rather than the usual mix of feature articles and news. Being mostly photographs as a special treat it is being printed in Full Colour in appreciation for all for the effort put into the rally by everyone and those who could not be there Enjoy it !*

Also thanks to the many who contributed photographs as this year there was just too much for me to be everywhere at once. Ed.

STARTING at the START As visitors turned in they were greeted with a number of very professional looking signs making it clear where to park and the ticket arrangements .



← *An example of the new core flute signs made up by Andrew and Aaron using the frames donated by the Navy . These certainly made a difference and set up a good first impression avoiding the chaos encountered at some shows.* →



Car Park The use of Line marking on gravel areas of the front carpark and Bollards on grassed areas including the overflow car park had things going very smoothly thanks to Tim , Hamish , Andrew and helpers . This sort of organization gets people parked quickly and makes maximum use of the available space. The only hiccup was although some much wanted rain overnight greened things up , it made most of the line markings disappear but these were quickly redone.

First Impressions Immediately to the left on entering was our green shady picnic area and train station . Close by was the people mover departure point , then there was face painting and the ladies from the Waverly Spinners & Weavers , all things to have a good look at . Also hard to miss was Des Lang's fairground organ making it's presence heard.



People Mover

This was incredibly popular with the kids but the trailer is a gem in it's self . A small number were specially made by the Country Roads Board now Vic Roads. It is amazing the number of people who recognize it and the fond memories it brings back so has now become a classic in its own right Surprisingly there are a couple of other survivors still giving service on farms today .



On the Arena . What people had really come to see was to their right on the arena .

Engines lined up after the Grand Parade for a whistle blowing contest



A Closer Look at some Steam on the Arena. The clubs 1937 Marshall Roller is fitted with special patent radial single eccentric valve gear for instant reversing without stopping



The Spark's Family went to a lot of trouble to bring their large scale miniatures along. These always look spectacular and are a great hit with the younger visitors. On the left is their 1/3 scale Burrell showman's engine having a bit of a hissy fit at the moment and a 1/2 size Burrell traction engine. Actually watch this space, this size engines are becoming incredibly popular in the UK lately and may just catch on out here.



Wood was all cut up and split and neatly arranged in spillages in advance of the rally but needed a bit of tidying up and restocking during the rally. thanks to Aaron and Andrew.

Dragline BigFoot was demonstrated walking each day by Warwick. The opportunity for the public to have a walk through the cabin after the Grand Parade proved extremely popular.

The Champion Fire Proof portable engine from the Waterous Engine Co, Brandford, Canada was also on display in the arena. Not quite as finished as hoped but now equipped with its replacement water filled spark arrester and newly constructed boiler. Actually it seems to have turned into a work of love given the connection with Jo Lloyd's forbearers.

Also in operation was the Lloyd's **Stone Crusher** driven by their portable engine.

It must have been hot work on the crusher given the eagerness of the Collards for bottles of wet water being handed out by Chris Glossock.

Thanks to those who have supplied bricks for the crusher but we now have an oversupply and no more can be accepted.



Shade Sail Area , strolling past the arena and down to our social area things started to look a bit different . No musical band but this year a band of Caterpillars that had their own special quite different music .

Last year we had our back paddock full of Cats with 2025 being the start of their 100th year celebrations . This time it was a winding down party with quite a diverse range of older and smaller machines this time .

Andrew Jackson's had his grey Sixty and yellow Thirty . Towards the back are a couple of road graders .



Caterpillars Owner's club set up their hospitality tent on the old stage site . They had a fantastic collection of models and literature available .



This location was much more accessible to the general public than last years up the back paddock and still left plenty of room for a sit down and Food Vans



Stationary Engine Pens .

A Lister L series vertical engine with an evaporative cooling system where a film of water , from a small recirculating pump , trickles over a fine mesh screen losing it's heat on the way back to the reservoir . Fascinating to watch .



While on the theme of water someone with a sense of humour went to a lot of trouble for our show. Be interesting to see what they can come up with when we have our windmill in place!



They had quite a lot of merchandise on sale





Port Phillip also had a good display with this small **Hardy Padmore** engine really catching my attention .

I had read about them in the defunct Stationary Engine magazine about 30 years ago . It uses a chain driven single overhead camshaft with roller finger follows dating from 1897 !

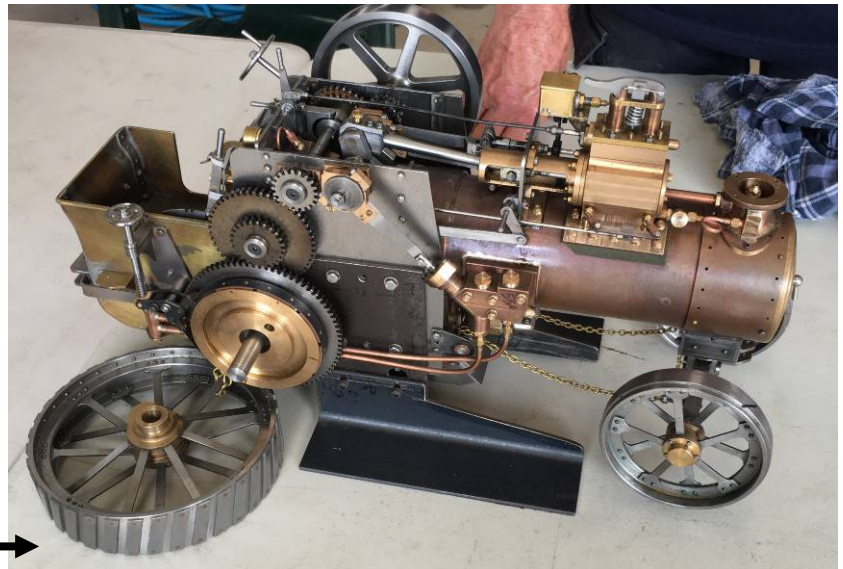
This has gone on to become the standard configuration for the majority of car engines today and incidentally was chosen for the valve train of the Experimental OHC Holden V8 built by GMH in 1994 .

Close up view of the roller followers



of the overhead camshaft layout of the Hardy Padmore engine showing the details. Virtually identical to what is currently being used in cars 120 years later .

Melbourne Model and Experimental Engineer's display over in shed 9 was then visited . And here it was a partly constructed miniature version of the Hardy Padmore. Apparently construction had stalled .for lack of information about the valve gear so problem now solved.



Attention then turned to this fine scale model of a traction engine . The rear wheel had been removed showing the incredible fine work in the differential and associated final drive gearing . Adding to the interest was it's unpainted state as it showed the different types of metals used and construction methods such as riveting , bolting and silver soldering . All highly developed skills of the model engineer .

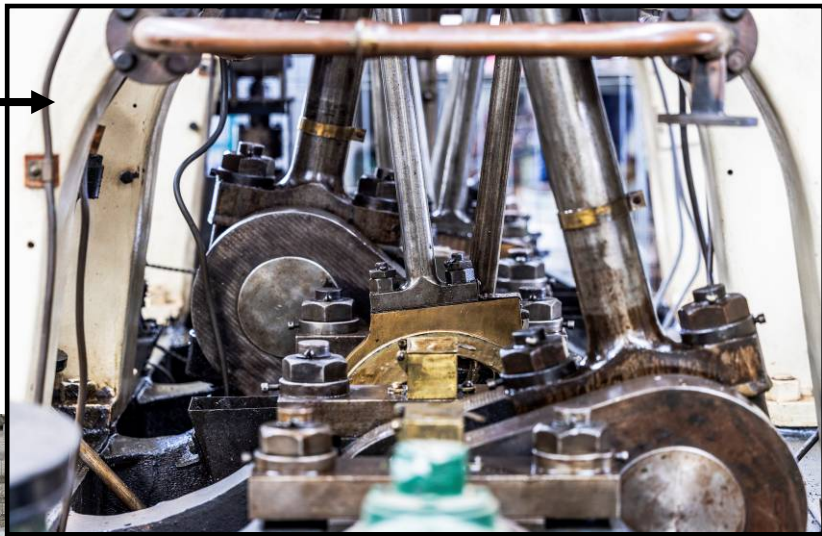
Not to be missed next door was Plough Books extensive range of publications for those with a mechanical mind.

Portable Engines were on display on the way up to the back . These are basically an engine and boiler on wheels that can be towed from farm to farm to drive machinery such as pumps and saw benches etc What certainly had visitors guessing was Andrews stripped down portable covered in numbers from Thickness Testing .



Main Shed . Before leaving this area a tour of the various Section of the Main Shed was a must . First encounter was the **Steam Tug Engines** and all their auxiliary equipment from the Steam Tug Lyttelton .

Don Atkinson (in Yellow vest) is running the 650 hp triple expansion Port engine . This section reported excellent crowds who were very interested in the information boards on how the engines and machinery were removed from the ship .



Visitors stood transfixed at the sight of the myriad gleaming rods of the triple expansion engine dancing around in perfect harmony as the engine ran .

This did not escape the eye of the master photographer from Just Right

The **Stationary Steam Section** would then be reached with it's vast variety of engines retrieved from derelict factories over many years .

Their stylish flywheels now turning leisurely but would have been buzzing around driving all sorts of machinery in their day .



Not one to miss the chance for an atmospheric shot the Just Right photographer captured this shot of Paula running our model of Hero's steam turbine representing the worlds first engine which Hero described over 2,000 years ago. Steam squirting out the 2 L shaped pipes causes the sphere mounted on a gimble to spin around

Diesel Section Further down the building was the Massive Willins Air Blast Diesel engine which was started at various intervals . It is representative of Diesel's first commercial design . There are only 2 in Australia still running .

Through the day there were always a variety of smaller engines running . For example the Caulfield Ruston Hornsby shown on the front cover .



Peter Lynch

The Train Peter Lynch snapped this shot of our **steam train** with one of our younger members Marissa at the controls.

The ride takes about 6 minutes and goes right around our grounds giving passengers an idea of the layout of our various attractions, particularly those up the top paddock . It runs every Sunday



Image taken from MREx information board showing their experimental loco.

Monash Rail Express Our traditional Steam rally visitors might have been a bit surprised to see an information booth set up by Monash University students beside our train track but it is really quite simple.

Their Mech. Eng. Dep. specialize in railway studies and the students are taking part in a world wide Challenge to build the most efficient battery locomotive so cottoned on to our 12 inch track for testing . They were a bit surprised to find out how much we know about railways having designed and built our own carriages and locomotives. It is interesting to see how well the different generations can learn from each other given the opportunity .

Up the Top Paddock

This year the **People Mover** ride included a circuit of Peter Morris's new gravel track .



Immediately after the railway level crossing the ride takes you along our West boundary with the duck pond on the left and Nathan Morris's display of tractors , mostly Bulldogs on your right .

The track continues towards the back past the area where we usually have the Steam Ploughing then back down the center of the earthmoving display.

A big advantage is that it separates vehicles and pedestrians .



Cars while not primarily a car show anything special that is likely to attract a lot of attention is certainly welcome.

← One of these was this **BSA Scout** of cc 1935 .

British Small Arms was founded in 1861 in Birmingham . Their first products included military and sporting firearms but were soon encouraged by the war office to start making bicycles as well since their machinery could be easily adapted to making these parts . By 1919 they were manufacturing motor bikes as well. Basic cars followed in the late 1920's . They were simple 3 wheelers , front wheel drive V twin engines along the lines of the Morgan. In 1935 this was updated to a 4 cylinder water cooled inline engine with front wheel drive and now 2 rear wheels . Car production ceased in 1940 with the advent of the war .

Being badly managed after the war they suffered the usual amalgamations and buy out typical of the UK day till petering out around 1969 .

Actually I remember being shown such a car by a school friend. He had been trying to get it going but had got side tracked and pulled the engine apart and before long had **Bits Scattered All** around which was appropriate . An impressive feature was it's stylish appearance and light weight doped canvas body → construction similar to a tiger moth wing . This car certainly brought back pleasant memories and often had me wondering of it's fate! Notice the modern motor bike tyres on the front of this BSA ? , Not surprising as in the early days all tyres were specified by the outside diameter . When balloon tyres for cars became *fashionable* the rim dia started to ratchet down from 21 inches to 13 so cars switched over to rim dia Now it is on the way back up with low profile tyres !



Military Vehicles

Anthony Ick took his late Korean war **Willys Jeep** for a run up the top paddock . Having restored it himself he is very proud of it.

Others military vehicles were scatted round the site but not so obvious. These included a Ford Blitz truck, Ferret



Scout car , Bren Gun Carrier, Mini Moke , International motor grader, a Stuart Tank and our Armstrong Holland motor roller ex the 7 th fleet .

Then there was Warwicks recently acquired **Track Machine**. Made for farm use from Bren Gun carrier parts and a Holden Grey motor . Should it be either military or tractor .

Tractors there was a great variety of tractors scattered around the grounds but not too many in action in the arena. !

John Mills had his Red Massey Fergy 135 and 178 on display along with Graham Symonds grey TE Fergy (Tractor England)



Outside Exhibitors are always very welcome and this time we had many .

One was this very tidy Inter prime mover, fitted with a short tray , was spotted unloading a Field Marshal tractor at our ramps . It was good to see so many exhibitors from outside our area bringing machinery to our rally especially in these uncertain times . We certainly dodged a bullet when you consider Diesel fuel more than doubled a few days after our rally ! That will certainly effect the preservation movement from now on .



BMC Mini Tractor



Rare BMC Mini tractor , British Leyland's answer to the little grey Fergy in the late 1960's . Quite an interesting tractor they used a Diesel version of the A series car engine fitted with a Ricardo precombustion head . I do not know about this one but they are " not the best" starters !

A Model Ford



This somewhat scruffy looking A model Ford of around 1930 did not get much of a second glance until you talked to the owner . Built in Canada at least 95 years ago it is completely original and not restored in anyway . Even the upholstery and door cards are the ones it came with . Given a bit thread bare and worn through to the 2 nd layer in places but never the less the ones it came from the factory with .

I was honoured with a ride but first had to get a lesson how to get in and work the door handle without inflicting and damage on the now fragile fabric .



Mobile Steam was a bit on the light side with the clubs ploughing engine and Buffalo Spring field roller sidelined for boiler work that did not leave too many in action . Then it was discovered Robert Jones's ex Dave Mickle Yorkshire steam wagon had issues as well . Luckily we still had Lloyds big Marshal and Little Ruston , and the clubs Marshall roller. Then there was Peter Jackman's Z7 Fowler ploughing engine but with our engine out of action that ruled out any stream ploughing . Thankfully in the truck area by the lake Sam Newman had his very smart looking Foden Steam wagon → cont .



↑ Lloyd's **Marshall Road Loco** and wool wagon tries out the new track up the Top Paddock

Yorkshire Steam Wagon Ethel did not make it past the start line due to boiler issues .



↑ "As Found " steam engines outside bay 1 gives our visitors a good idea of the work involved in restoring steam to working condition

↓ Visiting **Blacksmiths** had a display of their handiwork Set up outside the Blacksmith's shop



Steam Shovel



A blown up view of the model steam shovel sitting on the bench beside the real thing .

Steam Shovel Visitors were amazed to see the progress with the cabin walls finished and machinery in order and now waiting for the boiler.

Some kiddies could be forgiven for thinking it had just had a tiny baby but no! Given the difficulty some have with visualizing how the major components , such as track base , machinery deck and boom (at the moment scattered around) fit together to make the complete machine . To help with this a member kindly brought along his model so visitors can appreciate just how impressive it will look like once assembled .

Scoresby Steamfest 2026 Wrap-up Rally Co ordinator Chris Glassock writes :-

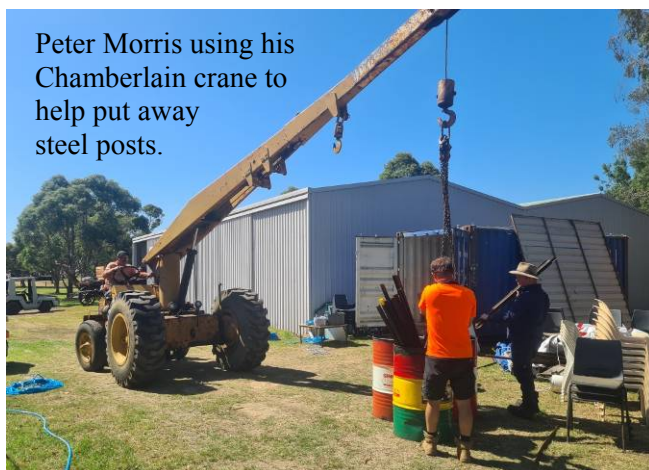
Hi all, I hope everyone has recovered from another successful Scoresby Steamfest! Thankfully this year we had pretty much perfect weather across all three days – but we had stiff competition for people's entertainment spend as we were competing with the Formula One Grand Prix on Saturday and Sunday, and Moomba and the Newport Workshops Open Days across all three days.... It's hard to tell the exact numbers but overall we sold 1060 Adult, 169 Child and 370 Family tickets along with 2248 train tickets, with Saturday quieter than last year, Sunday almost identical and Monday busier. So overall the total revenue was slightly better than 2025. Expenses for this year's rally are up on previous years largely due to a number of one-off purchases including a second-hand shipping container to store only rally-related items, a number of Corflute signs for car-parking, traffic management and donations, as well as a new POS terminal.

A dose of rain about a week before had the grounds looking nice and green and a huge effort went into mowing and grooming the grounds from a couple of weeks out. On the Friday before the Rally it was mostly just sorting out the usual last minute items and noting what still had to be done on Saturday morning before the gates opened.

Our grounds were filled with the usual displays from the Club and our members but in addition we were supported by the Port Phillip Historical Machinery Society, the Yarra Valley Machinery Preservation Society, the Antique Caterpillar Machinery Owners Club, The Model Engineers, the Historical Hand Tool Society, the Harry Ferguson Tractor Club, The Bus and Coach Society of Victoria via Driver Bus Lines, the Australian Blacksmiths Association, the Monash Railway Express (MREx) and a new addition, the Waverly Spinners and Weavers (apologies if I have missed anyone....). In addition we had a large array of vintage / classic cars, trucks and motorcycles.

It's always interesting talking to visitors who came to our Club for the first time over the Rally weekend. We heard of grandparents taking their grandchildren home as they were tired and then returning to enjoy more of the event, delighted parents who learnt that the face-painting was free (thanks to Leanne, the wife of one of our members, for your tireless efforts over the three days) and there were many delighted faces who didn't know where to look when cutting a lap on the people mover.

Our thanks go out to the many members who helped out preparing the site, setting up displays, cleaning down areas, selling tickets, marking out and doing car parking, emptying bins, manning the people mover, driving equipment etc. Whilst it's always risking naming people, we all need to thank the Morris family for their work in preparing for the rally, helping out and putting on displays during the rally and then packing up afterwards. In addition our thanks go out to the Monash Railway Express team and their band of enthusiastic helpers as without them on Saturday and Sunday we really would have been understaffed in the carpark, ticket box and on the people mover (hint hint to our members to help out here next year please). As always, we would appreciate your feedback on how to improve things for 2027. Chris Glassock Rally Club Secretary



Peter Morris using his Chamberlain crane to help put away steel posts.

The Big PackUp All items associated with the rally weekend were neatly stacked in the new container



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COMING EVENTS

Social Meeting
Wednesday 1 April

Regular Events :- MSTEC Social meetings, 8 pm Scoresby. First Wednesday of each month .

Museum open every **Thursday, Saturday and Sunday** .
Miniature Train running every Sunday 11 am to 4 pm

Museum Machinery in action. Last Sunday of each month **Except end of year December.**

Contributors

The special Photographs kindly provided by Just Right Photography ,

Aaron Morris , Len Brighton , Adrian Anderson , Chris Glassock , Peter Lynch , Bill McRobb

Cover

The spinning flywheel of the Caulfield gas engine caught the attention of Just Right Photography

Inserts Drag line , People Mover , Face painting , Food stalls , Miniature Burrell Showman's locomotive of the Sparks family , and People Mover on the new track could all be found at our 2026 SteamFest

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