

The "Old" Letter



Meetings are the 1st Wednesday of each month, 7.30pm. at our Club Rooms, Fawaz Street, Heyfield.

Post Office Box 266 Heyfield 3858.
New members welcomed.

December 2018

ORDINARY MAIL

POSTAGE PAID AT
BAIRNSDALE 3875
VIC. AUST

Please return undelivered mail to PO Box 266 Heyfield 3858

Meetings are the 1st Wednesday of each month, 7.30pm. at our Club Rooms, Fawaz Street, Heyfield. - New members welcome.

CLUB CONTACTS 2018/2019

CHAIRPERSON	NEIL COOK (BARB)		
VICE CHAIRPERSON	NEIL COOK (BARB)		
SECRETARY/TREASURER	BARB COOK (NEIL)	03-5148-0531	barbara.cook5@bigpond.com
NEWSLETTER EDITOR	LIZ WRIGHT (DON)	03-5156 8975	donlizw@netspace.net.au
FEDERATION REPS	NEIL/BARB COOK	03-5148 0531	
NHMA REP			
GHAC REP	PETER COLEMAN (SHARON)		
GSR REP	BARB COOK (NEIL)		
VEHICLE INSPECTOR	PETER COLEMAN (SHARON)		
SAFETY (ENGINES)	DON WRIGHT (LIZ)	03-5156 8975	
SAFETY (TRACTORS)	NEIL COOK (BARB)		
SAFETY (STEAM)	PETER COLEMAN (SHARON)		

LIFE MEMBERS

**MAURICE COLEMAN, COLIN COLEMAN, RON LANCASTER
JOHN MAHONEY**

TREASURERS REPORT

The treasurer's report will not be published in the newsletter. Any Club Member wishing to view the club's financial report can do so by arrangement with the Club Treasurer.

****CLUB PERMIT SCHEME - A message from your Secretary -**

Club Permit Scheme (Red Plates) To receive this privilege you must be a financial member of the Club so always pay your fees before the end of July. Vic Roads must be notified if you fail to pay (be a financial member) This means the privilege to drive your vehicle will be cancelled and any use of the vehicle may result (if caught) in a hefty fine (almost \$1000) for using an unregistered /permitted vehicle. Within our Club any member requiring Club support must attend three events per calendar year.

Please provide the Secretary a copy of your permit papers for Club records, and photographs of the vehicle as requested by Peter Coleman (Club vehicle inspector) as per VicRoads rules. If you don't comply you will receive a letter outlining the requirements and be invited to explain your situation. The Club is mandated to advise VicRoads of any noncompliance. Only the Club's authorised officer(s) are able sign renewals.

CALENDAR

CALENDAR 2018/2019

Dec 5 **Christmas Break up - Railway Hotel Heyfield 6pm**

2019

Jan 26th Hobbies and Motor Show Neerim

Feb 2nd Berwick Swap meet

Feb 2/3rd Longwarry Heritage Truck & Engine Show (Recreation Reserve)

Feb 6th Meeting BBQ tea at Club rooms - pls bring a salad/sweet to share.

Feb 9th Longwarry Heritage & truck & Vehicle display

Mar 9/11 Melbourne Steam Traction Engine Club 1200 Ferntree Gully Rd.
Scoresby (see www.melbournesteam.com.au for entry form)

Mar 22/24th 17th NHMA National Rally Murray Bridge SA

May 18/19th Heyfield Vintage Machinery Rally

2020

Mar 28/4Apr. '2020" AHMF National Motoring Tour Albury/Wodonga

I was told the Benambra Rally is unlikely to be held this year or perhaps ever. Their man/woman power is small for the amount of work required. Understandable but this is the reality for some small isolated clubs. As a sub-group of the Corryong club we will continue to see the members "on the rallying circuit".

Hi All Barb has been unable to update the calendar or provide the most recent minutes. Any additions to the Calendar will be updated by email if any new information becomes available. The Minutes will be dealt with in the meeting process. Last month it was the Wrights who caused the delay - brought home a South Australian virus.

Might make you smile or grimace, or useful to use on the Grandkids?

What did Adam say on the day before Christmas? It's Christmas, Eve!

What is the difference between snowmen and snow-women? Snowballs.

Which of Santa's reindeer needs to mind his manners the most? "Rude Olph".

Why did they ask the turkey to join the band? He had the drum sticks.

What is the cow's holiday greeting? Moooorry Christmas.

Why does Santa Claus go down the chimney on Christmas Eve? Because it soots him

Why did the elf push his bed into the fireplace? He wanted to sleep like a log.

from internet

BOMBALA RALLY 10/11th November 2018

Some of the members arrived earlier than the Saturday and were well set up on Friday showing off their pride and joy to the school children of Bombala. Over the weekend the weather couldn't have been better, sunny days and cool nights. I can attest to the sun on Saturday, I looked like Rudolph but fortunately didn't peel. Hats were the order of the day for Sunday.

As we arrived on Friday afternoon we were greeted at the entrance to the Rally ground by Jake, and his friend in the Lykamobile and three Jack Russells. It is great to see Jake enjoying his vehicle, including the couple wearing period costumes. One of the Bombala members said to me they appreciated Jake's willingness to drive up to the main street on a regular basis to promote the event.



The other members present were, John and Lorraine Touzel, Lachie and Kevin Wakefield, Jim Micah, Tom Dathan, Jack Kelly, Garry Kenner, Andy and Jen who came to help Don with the Rocker Cover racing display. Their help was much appreciated. Club member visitors on the day were Dale Crossfield and Vanessa, and Clarke and Lin Mayze. I hope I included everyone - apologies if I missed you. Gary had a hard Saturday - he was caught "nanny napping".

An "adopted" member, often displaying with our members was Tony Koolen, (from Korrumburra Horse and Tractor group) was present with his wife Marie although I didn't see her usual sewing machine display. Tony's display was interesting in that he has fabricated a small farm "tractor" just big enough to sit on and tow a small trailer. He used a 1952 Agro stationery engine as the driving engine.

The Crossley is now in situ, it needed to be placed before the roof on the shed went on. It is a 1928 55hp 8.2 ton piece of equipment, still to be re-assembled (Bob says a 12 month project). The engine

was originally from Bombala, then purchased for a sugar mill in Queensland and then to Mildura before returning home in 2016.. Whilst the Crossley takes up one small corner of the shed Bob indicated that the Club has many other pieces of equipment stored locally that will eventually be on display - this will be some display in due course.



One of my favourite displays is Harry Peardon's sewing machine tractors. He has expanded his display over the last two years and now many of the "tractors" have farm implements being "towed". He collects his sewing machines from where ever, two of the oldest are over 100 years old. The 1898 Singer has the workings on full display in the front obviously a very old machine found under a picture theatre, and the other very old one is an early Minerva industrial machine from Czekoslovakia a little bigger and perhaps used in a small factory as "sewing machines" became useful in small industry.

There were activities for the children, a jumping castle, face painting, lollies, a couple of engine type book stalls etc. Bombala now has a brand new information centre to left of the "old lavender house". The lavender house continues to exhibit old memorabilia connected to the area. Bombala promotes the Platypus and during the weekend a few people were lucky enough to see them swimming in the river from the bridge. Jen was lucky enough to see them on the edge of the river when she walked Georgie early in the morning. Lorraine was hoping to see them before she left for home.

Finally the Rocker Cover Racer competition. Bombala members has sixteen racers entered in the competition making about 20 Racers all together. Congratulations to Andy and Jen who were the winners in both Class 2 (racers up to 4kg) competitions, Class 1 winners were Liz and Don Wright respectively. We had two trials. The overall Champion was Andy and Jen Klarenbeck. Congratulations to Andy. Saturday was the main day, with very few people around on Sunday so we packed up just after lunch.

At the usual "best" dinner on the Rally circuit on Saturday night, the officials indicated there were 64 stationery engines on display, a few motor cycles, motor cars, the Mountain Hydro Scheme enclosed semi trailer display, some bullocks (that looked a bit like friesian cows! one person told me). Our members were successful in winning some of the lucky number prizes, wine, cheese, biscuits, a hand mit and an Elvis "gadget!". Jim can explain what it was, it looked like a microphone?

In addition there were books for sale, for the children face painting, a "jumping castle" and then there was the Rocker Cover Track. This year Jake's vehicle was the only steam, apparently because o transport issues for the large equipment (the truck was broken down!)

For lunch on Sunday we enjoyed the "left overs" from the night before - plenty of meat and salads all for the nominal price of \$5. Very good value and a healthy way to end the rally.

Thanks Andy and Tom for these photo's More engine photo's from Tom in the next issue.

Shed Run 7th October 2018 to Wrights at Nicholson



Starting the Ronnie after 20 years.....

We were very fortunate, the day began and ended in glorious spring weather although I don't think anyone would have complained with a good drenching of rain. If you measure the success of the day with the glitches of the day it was a success. Morning tea was delayed because the urn wouldn't boil, the promised home made strawberry jam, cream and scones were produced but no hot water! It took Don to tell me that I had the urn on the lowest low and if I turned the knob the other way it would boil!

The time waiting for the "billy to boil" was not wasted - this time was used in exploring the engines and memorabilia in the shed and Arthur O'Connor's half a dozen models he had bought down to display. Thanks Arthur. Arthur was pleased because at the end of the day he had one of his models to be "adopted" to a good home, for a price.

After our belated morning tea everyone gathered around to start the 5hp Ronnie. Some time ago Don had pulled her out into the carport so that when he feels like taking time out from his many jobs he can run an engine. The boys gathered around doing what they do when ever they have to start an engine and much to Don's delight, she fired and kept running. He can't believe that after 20 years it was that easy. The last time she was cranked up was before we moved here (1999).

The second glitch for the day was that no one thought to light the BBQ to get it hot before it was required to cook our meat. Only a slight delay before sausages, steak and the like were cooking away. The various salads came out, the meat was cooked and everyone chose to sit in the shade/sun or in the carport to enjoy their lunch. Cheese cake followed with more tea and coffee before some disappeared into the shed again.



It was time to start up the engine that Don saved from the local scrappie. Someone told him that there was this object that looked like an engine at the Bairnsdale scrappie's shed. He went up with a load of scrap, saw it was an engine of unknown heritage, negotiated a price almost for the exchange for his load of scrap.

This was pre 2010 and he was pretty happy to find it was a Crossley and even more excited that it was a KK built originally in 1920's. Don was rebuilding another Crossly at the time so I think he thought doing two at once was a good idea and for some reason they had to be rebuilt before we left for a long holiday in 2010. . After long hours in the shed the KK was completed but never started until Sunday. No pre test running for the day just "press the button or whatever" and off she went. Music to his ears. The other Crossley was almost finished and awaits just a few more hours attention.

Another engine started on the day was the 1922 5hp Blackstone that performed the same way, and was part of the collection bought here too from Yallourn North. This engine was restored in Heyfield, possibly by Fraser many years ago.

Don had a great day starting engines, he doesn't do this often, even after the restoration is complete - the fun is in the restoration, putting the jigsaw together. So thanks to those who were able to come, Lachie and Kevin Wakefield, Janine and Rob Jones, Jack Kelly, Jim Symonds, Jim Micah, Allan Talbot, Pauline and Arthur O'Conor, Gary Kenner, Andy and Jennie Klarenbeck and Georgie with apologies from another half a dozen members. You gave one member an excuse to take time out and gave him a happy day. Thank you, we hope you enjoyed the day too.

Lachie remembers and loves to tell a story as well he produces photo's of evidence to back it up.

This one is about a windmill.... way back in the 1940's. Lachie worked with his father GW Wakefield and one of their specialities was installing and re-standing windmills for local farmers. This particular one was on the flats near the Mitchell not far from Lindenow. In the photo it looked grand, until, the first flood. Well you know what happened it was flattened but not defeated, the Wakefield's re-erected the windmill, until the next flood, the same again until the fourth or fifth flood in 2007. This flood was just too much, the tangled mess of metal, sails, etc was holding on to roots of trees, logs and the like, it was beyond repair, the floods had won. The windmill will never be re-erected and now lays sadly on the ground a tangled mess. It is so beyond repair.

**MERRY CHRISTMAS
AND HEALTHY NEW
YEAR
TO ALL MEMBERS AND
THEIR FAMILIES**



Andy and Jen have been out and about....(Thanks Andy/Jen)

Hello Don & Liz,

Firstly just like to say thanks once again for your open day, it was good fun starting some of Don's engines & having a chat with Lachie Wakefield telling me about his blacksmith father from many years ago.

We were amazed at Don's wonderful collection in his shed and enjoyed chatting with the other members there and of course the lovely morning tea provided by Liz.

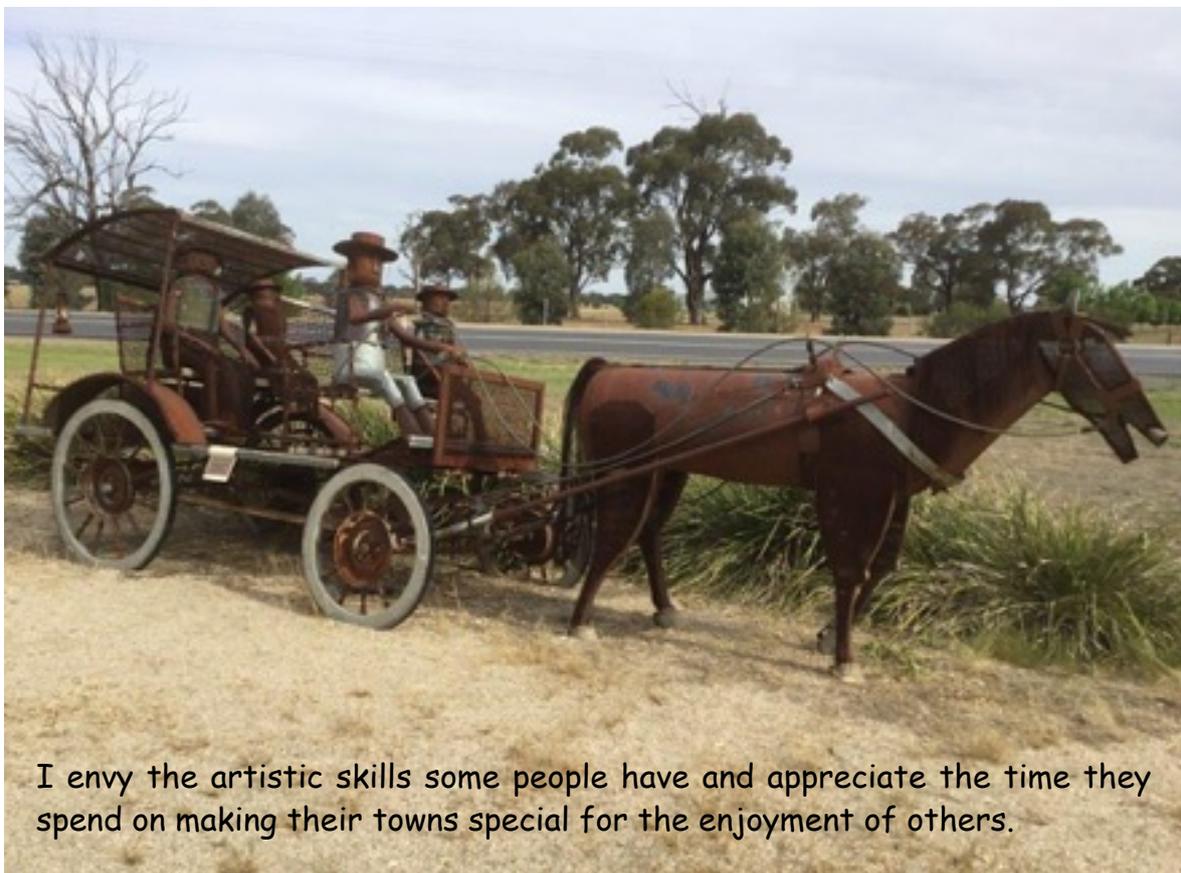
We have just been on a trip to southern New South Wales and Northern Victoria. Firstly staying in a little town called Lockhart that has some wonderful "Farm Art Sculpture" decorating the town and also a trip to Henty to see the Headlie Taylor Museum.

Then to Tallangatta Machinery Rally run by the Corryong Vintage Machinery Group where we met a recent exhibitor at our last rally, the fellow with the old ute and tent etc, the odd job man, has now built a trailer carrying blacksmith tools to add to his display.

Regards,
Andy & Jen



The iconic Australian ute or in days gone by buckboard? I remember a display at the last Rally and thought it was from Maffra Shed - wrong Liz.



I envy the artistic skills some people have and appreciate the time they spend on making their towns special for the enjoyment of others.

The Story of Mary MacKillop & The Lavender House, Bombala

This space had to be filled and I had a choice either some corny jokes or perhaps a bit of local history from Bombala, nothing to do with engines I know but some may be interested in Mary MacKillop and her connection to the history of the Bombala Lavender House .

The house itself was completed in 1891 and used as a convent for the use of the Sisters of St Joseph. When the Sisters moved to another site in 1921 it became the overnight quarters for the train crews until the line closed in 1986. The Lions Club established a Folk Museum closing due to lack of volunteer support, then in the mid 1990s the Monaro Lavender Co-op became the tenants (they used the railway sheds as the distillation rooms and meeting rooms) and in 2003 the Platypus Country Visitor Information Centre was established.

Mary was born in 1842 to Scottish parents, the family of seven kids were often destitute. Mary went to work aged 14 as a nursery governess and later a school teacher. Aged 24 (1866) she and two of her sisters went to Penola, after meeting a Father Julian Tennison Woods a young English priest, his connections facilitated her moved to Adelaide where she took her vows in 1867 and founded the Sisters of St Joseph of the Sacred Heart. Within two years another 120 women joined the order. This was the order that came to Bombala in 1888. The front room on the right in Lavender House was the Reception/Music/guest room and probably used by Mary on her visits for seven days in 1899 and three days in 1901.

She died in 1909 aged 67 after 43 years of service, and as you would know in 1909 became a Saint.

Information from pamphlet in Lavender House

Maffra show rally report. 27 Oct. (Thanks Tom)

I (Tom) arrived at the show grounds at around 8.30 am where the fencing had all ready been erected and was the 2nd last exhibiter to arrive. The weather was sunny and fine at the time of setup but the wind came up gusty an hour or so later causing a lot of dust.

We only had eight engines in total and five exhibiters in the compound, The three Jones boys, Jack Kelly and yours truly. Keith (Teddy Bear) Seears arrived a little later in his Bedford truck, laden with his Tonka Toy peddle cars.

This year our compound had been moved about 30 meters closer to the oval due to supposedly our engines were spooking the horses in the practice jump arena where we have been in previous years. It was a much better spot being closer to the pedestrian traffic

The Jones boys, Robert, Barry and Russel had between them a Moffat Virtue, a 3 Hp open crank Cooper, a 2 Hp enclosed crank Cooper, a 5 Hp Lister and a 2 horse sundial. Jack showed off his newly acquired 1925 L 5 Hp Lister and his Austral CM diesel, and I had my 3/12 Hp Bamford Z1 diesel. We also had a couple of club visitors in Jannine Jones and Neville on his newly acquired Gofa. Which brings me to a point, that the club has some 70 or 80 members of which only 6 turned up. It would have been nice to have seen a few more members and engines in the half empty compound.

As per usual the Maffra ladies put on an excellent 3 course meal. Also many thanks must go to the "Jones Boys" for organizing the fences and meal tickets etc.

All in all a great day was had by all who were there.

Cheers Tom Dathan.

Following photo's sent in by Tom - again thanks Tom



A well presented display with members looking quite relaxed and it looks like Keith's truck at the end of the compound. Is that Jack reading the paper with his "new" Ruston. Good to see both Keith and Neville are well enough to Rally again.

