

## Vale Ian Stewart

This is a story of how Alf (my Dad) met Ian Stewart and Family back around 1972. Alf who has a weekend cottage at Groper Creek Home Hill was there that weekend when a number of Trailer Sailor craft came up the creek and then camped in the park. Alf who had a Trailer Sailor was interested in where they had been. It was then sitting around a campfire that Alf met Ian and Kate who had a Hartley TS 16.

The TS16 means that the craft was 16feet long so with Ian, Kate, Scot, and Cindy all the food and drinks, and the clothes there was not a lot of room left on board. Alf said his boat was 21 feet long and with plenty of room. Next day on the way home to Townsville Ian was shown all over Alf' boat. The Idea was settled and Ian built his new craft under his house.

Alf who would go to Townsville for meetings and shopping, would call around North Ward to see Ian and the new boat. Progress was slow but as I said he was a true Craftsman. Eventually it was finished. Ian launched the new TS 21 and had his first sail.

In 1969 Alf collected a Hornsby Engine of 1912 vintage. The engine was painted by Alf & Gwen in 1970 but never started. In 1982 Alf was building a workshop in the backyard and the idea was formed that the Hornsby would be great in the new shed. The Hornsby was checked by a Mechanic and after 3 weeks it started after being stopped for 35 years.

It was then on a trip to Townsville and calling to see Ian that Alf said I have a new hobby restoring old stationary engines. The story was told about the Hornsby and Ian became interested. Before long he was busy restoring a Farm pumper. He soon had a group of friends all restoring engines, so the way forward was to make it official so a Club was formed in 1984. Alf drove up for this inaugural meeting which was great to see, and now Alf will attend an Inter Club Rally of the 2 Clubs, Townsville and the Burdekin on Sunday.

Following the success on the Club, Alf was in Townsville again and over a cup of coffee Ian said if I produce a Magazine on Stationary Engines would people buy it. Alf's reply was it would be a success not knowing of the number of Clubs and the restorers in the South. The first editions were printed on home printers but it was not long before that it was done commercially. The TOMM standing for The Old Machinery Mart soon became almost the Bible for the engine enthusiast as a must read every 2 months. In 1987 Ian travelled to Lake Goldsmith and at a meeting Ian put forward that a National Association of all the Clubs should be formed. The Idea was successful and a Committee was elected with representatives from each State. Next was to do some homework on Procedures and Rules and report back to the next meeting in Queensland in 1989.

Alf and Ian travelled to the Gold Coast for the 1989 Rally to be held at Carrara sports ground. It was truly an eye opener to find the number of exhibitors who attended and not all from Queensland. The meeting at nite officially formed the National Machinery Association and this was due to Ian's enthusiasm and foresight of how all the Clubs could move forward together.

The TOMM magazine has gone onto become a fine publication and a tribute to Ian's foresight for the Engine movement. In 1995 Ian & Kate and Family moved to Caboolture, and it was then that Ian suffered a second bout of sickness from Barrama Forrest "Dogs Disease" with this being the reason of selling of the TOMM Magazine. Ian and Kate went on to live on a property at Moray Field and with Kate's Cows.

Ian who Alf met just all those years ago became a true Friend, who after Alf's early exploits with his stationary Engines had the foresight to create the National Machinery Association and best of all the TOMM Magazine. Alf will truly miss a great Friend "Ian."

Alf Shand

20/08/2018 Home Hill