



Reg. No. A0035128D

Preserving our Mechanical Heritage

THE MT ALEXANDER VINTAGE ENGINE CLUB INC. COMMITTEE MEETING MINUTES as of 2nd.October 2017 NO 224

President Peter Thompson P.O. Box 2 Maldon Vic. 3463 5472 2202	<p>A THANKYOU TO OUR TRACTOR PULL SPONSORS -----</p> <p>R & R McClure Excavations ASQ – All Stone Quarries Leech Earthmoving Contractors P/L Tonks Bros Schiwa & Hayes Machinery S P Machinery Bunnings Warehouse Klua Sathorn Thai Restaurant Bendigo Bank Parsons Motor & Body Shop Haeuslers (John Deere) Thompson Family Funerals Philip Duus Signs William Bros Excavations Bobcat of Bendigo</p>
Vice President Stephen O'Connor	
Secretary Graham Mason, P.O. Box 71 Castlemaine Vic 3450 Ph: 03.54762481	
Treasurer Alan Burgess 0409762367	
Public Officer Secretary	
Committee Jason Williams	
Archives Robert Thompson	
Reviewer George Milford	
John Powell Reserve John Blake & Ray Rice	

ATTENDANCE

No	PRESENT			APOLOGIES
1.	P Thompson	13	J Chaplin	P Rautman
2.	S Thompson	14	K Chaplin	D, K , A & L Burgess
3.	G Milford	15	E Harvey	G & M Mason
4.	A Burgess	16	A Chapman	R & L Rice
5.	J Robinson	17	P MacDonald	A Tori
6.	L Williams	18	H Goldup	
7.	J Williams	19	C Hayes	
8.	M Williams	20	J Hayes	
9.	S O'Connor			
10.	J Blake			
11.	W Mein			
12.	J Conn			

Attendance/Apologies Moved. J Conn Seconded. J Chaplin Carried

Meeting Opened At: 7.30 pm.

Meeting Chaired By:

Peter Thompson President

Minutes of Previous Meeting dated 4th September 2017 circulated in Newsletter No 223 confirmed. Moved A Chapman Seconded J Hayes Carried.

DISCLAIMER – THE COMMITTEE AND MEMBERS OF MAVEC WILL NOT BE HELD LIABLE FOR ANY ITEM OF ADVICE, RECOMMENDATIONS, SUGGESTIONS, METHODS, FIGURES OR MEASUREMENTS APPEARING IN THE NEWSLETTER. ANY OPINIONS ARE NOT NECESSARILY THOSE OF THE COMMITTEE OR OF THE MEMBERS.

CORRESPONDENCE – Dealt With as Read

INWARD.

- Australian Business Register; Details to be checked.
- Ballan District Vintage Mach'y & Vehicle Club; Invitation to Feb. 2018 Rally
- Ballan District Vintage Mach'y & Vehicle Club; "Oily Rag" August 2017
- Baw Baw Old Engine & Auto Club; September Newsletter
- Central Goldfields Historic Machinery Soc'y. "The Manifold" Sept/Oct issue.
- Colac Heritage Group; Invitation to Heritage Festival in February 2018
- Gisborne Vintage Machinery Soc'y; "The Steam Whistle" Oct 2017
- NHMA 2018 National Tractor Trek Committee; Invitation to Trek Sept. 2018
- John Robinson; Notifying his intention to take part in various events.
- Royal Historical Society; "History News" Sept. 2017
- Subscriptions; handed to Hon Treasurer
- Victorian Goldfields Railway; Email listing agreed actions from meeting.

OUTWARDS:

- D Rice, Leech Earthoving

Moved .S O'Connor Seconded S Thompson Carried

. Next meeting 7.30pm Monday 6th November 2017 at Muckleford

REPORTS

TREASURER'S REPORT.

Alan reported that we have a credit balance of \$[REDACTED]. Moved that the report be received and the account of Thompsons Funerals \$[REDACTED] be passed for payment. A further account, for year 2018 has been received from John Powell Reserve Committee.

Moved A Burgess Sec. J Robinson, Carried

MUCKLEFORD

On-site discussions with VGR were held early September to agree on points of contact going forward, short-term actions in the lead up to Oct 22nd. Mucklefest and future site works. Rail accessories have since been relocated and tidied, Delivery and spreading of clean fill is going well. MAVEC may undertake the following:-

- relocate and restore the small humpy as its ticket office,
- restore and erect the dual signal mast at east end to use as an event signpost,
- install a new foot crossing at west end of yard,
- look into a disabled ramp for goods platform,
- make suggestions as to enhancing goods shed meeting room facilities.

VGR is pleased to see the good work on site. While there is as yet no signed sub-lease (because the head lease has not been signed) all parties agree that MAVEC has entered into possession of the site and the lease has effectively commenced.

Josh Parsons has very helpfully relocated the MVMM shipping container from Walmer to Muckleford. Thanks Josh.

A big thank you to Sue Luke of 'Treecology' and David Griffiths of 'Geometree' who spent six hours preparing the site and planting the native tube stock around the land at Muckleford. Everyone will benefit from their work in future years .

Report by Peter Thompson

TRACTOR-PULL SUB-COMMITTEE

It was moved Peter MacDonald, seconded Stephen O'Connor and carried, that the club purchase hi-viz vests, to be worn by club safety officers (3) and other officials (10) inside the compound during the tractor-pull. To be purchased by J Blake.

JOHN POWELL RESERVE

Nothing has been finalised regarding the future use of the MAVEC shed. In the meantime much of the shed's contents (gates, chairs, compound gear, bbq) have been moved to Muckleford and stored in a shipping container on-site.

Report by John Blake

METCALFE TRACTOR PULL

Tractor Pull entrants included some new faces. There were no stationary engines on show. Attendances seemed to be down on previous year, probably due to competition from Deni event held on same weekend.

Report by Leanne Williams & Steve O'Connor.

100 YEARS OF FORDSON RALLY, DENILQUIN.

This was a big event, with a massive collection of Fordson tractors on display, from all eras, including a broadacre model, a Super Dexta, half tracks (see article on page 7) , steel-wheeled models, the lot. Other attractions included a V8 motor bike and a good selection of trucks and vintage cars.

Report by Andrew Chapman

WEDDERBURN VINTAGE MACHINERY RALLY

Old engines and farm machinery pretty well filled the compounds at Wedderburn. Attendances were good. A highlight of the rally was the start up of their big Ruston engine. This engine was originally installed in the Bridgewater Flour Mill.

Report by Peter MacDonald

NAGAMBIE CRANKSTERS CRUISE

Awesome site next to Lake Nagambie, attracted about one thousand hot rods. Eddie dropped in to the Inter workshop to renew acquaintances and found that there has been some progress in restoring the Ruston & Hornsby traction engine. It has now been fitted with tyres.

Report by Eddie Harvey.

GENERAL BUSINESS

If you have something to sell or need a special part or treasure let Peter, Alan or Graham know and we will put your request in the newsletter.

Please note

If you are going to display your treasures at a Rally that has not been through the minutes of the Club meeting please let the Sec. know for insurance purposes.

NEW MEMBERS

It was resolved to accept Scott & Genine McHugh as new members. Welcome to our Club. You have joined us at a time of growth and progress.

PERPETUAL TROPHY FOR TRACTOR PULL

After discussion it was moved John Hayes, seconded Leanne Williams and carried that

The Laurie Adams Memorial Tractor-Pull Perpetual Trophy
for under 50HP class Tractors
At Mucklefest

Is to be a scale model of a 9C Chamberlain tractor mounted on a suitable plinth, to remain at Muckleford in a display cabinet. A budget of \$500 is authorised .John Blake and Stephen O'Connor are to make the arrangements

THE CLUB SHED/SHEDS

Discussion on this topic included a reference to the region's not-infrequent incidents where a violent destructive wind (call it a 'willy-willy' or a 'tornado') has demolished a shed, ripped off a roof, screwed tops out of trees and carried debris for long distances along a narrow path of damage. The most recent such wind squall was at South Muckleford. The damage to a steel-framed shed indicated a wind speed of greater than 180 kmh. The frequency of such events in Central Victoria is sufficiently high to warrant safety measures being taken seriously. Orientation of open sides, secure fastenings and proper bracing have to be considered in relation to sheds in this district.

Stephen O'Connor reported that he had examined the shed that has been offered to the Club. After the land-owner or his estate agent has obtained the Council Permit to demolish it, the shed could be dismantled by stripping the sides, removing the bracing, removing the bolts and letting it down to ground level to work on the roof. This sequence would avoid the need for anyone working at height on the roof. The proposed shed site at Muckleford will need to be topped up with some fill, which would then be consolidated. It is understood that this fill could be obtained free of charge if the Club covered the contractor's out-of-pocket costs for, say, 200 litres of diesel.

Stephen further advised that he had been investigating prices for a shed 60 X 40 X 4 m high, colorbond cladding, with 20' sliding door, delivered and erected. He will bring the prices to the next meeting.

MUCKLEFEST

Publicity has been started, signs are being printed, on-site layout has been agreed, the MAVEC compound has already been erected and hospitality for Saturday night is being planned. The next working bee is to be held on Saturday 14th October commencing at 9.00 am and it will be 'all hands to the wheel' on Saturday 21st But Sunday 22nd October is the big day -- a festival of local fun with trains, tractor pull, engine displays, historical cars, working Sandy Creek Clydesdales, craft sales, blacksmith, music, food and more. Gates open at 10.00 am and close at 2.30 pm.

COMING EVENTS

<u>WHEN</u>	<u>WHAT/ WHERE</u>
OCTOBER	7 th /8 th . Goldfields Rally, Dunolly
	22 nd . Mucklefest (no card - no start)
NOVEMBER	3 rd All-makes Tractor Trek at Lake Goldsmith
	4 th /5 th . Lake Goldsmith
	6 th . MAVEC meeting
	18 th /19 th Bendigo Swap Meet
JANUARY 2018	13 th /14 th Geelong Classic Truck & Machinery Show
	27 th . Quambatook
FEBRUARY 2018	3 rd /4 th Colac Heritage Festival & Tractor Pull
	16/17/18 th . Portland Bay Vintage Machinery Rally
	18 th Ballan's Great 2018 Vintage Rally
MARCH 2018	3 rd /4 th . Corowa NSW
	11 th . Bullarto
	24/25 th Goulburn Valley Rally, Wunghnu
APRIL 2018	2 nd Rheola
	14 th /15 th MAVEC Rally at Muckleford railway precinct
MAY 2018	5 th Trentham
	20 th Gisborne
SEPTEMBER	20 th /22 nd NHMA National Tractor Trek at Young NSW

Meeting closed at 8.42 pm.

Next meeting 7.30pm Monday 6th November 2017 **at Muckleford**

HAVE A LARFF

Six Degrees of Blonde- First Degree;-

A married couple were asleep when the phone rang at 2 in the morning. The wife (undoubtedly blonde) picked up the phone, listened a minute and said "How should I know? That's 200 kilometres from here" then hung up. The husband said "Who was that?" The wife said "I don't know. Some woman wanting to know if the coast is clear"

Six Degrees of Blonde- Second Degree:-

Two blondes are walking down the street. One notices a compact on the footpath and leans down to pick it up. She opens it, looks in the mirror and says "Hmm, this person looks familiar' The second blonde says "Here, let me see!" So the first blonde hands her the compact. The second one looks in the mirror and says "You dummy, it's me!"

THE GERRARD WIRE TYING MACHINE

Over at the foot of Mount Alexander a machine that was to be found in most sheds in the period 1940 to 1970 was the 'Gerrard' Patent Wire Tying Machine. The patent application of 1936 tells us that 'the general object of the invention is to provide a wire tying machine adapted for, and equipped with hand or power operating mechanism whereby wire binding operations may be performed efficiently and rapidly with a minimum of manual attention, the various functions of the machine being carried out automatically in proper sequence, wherein wire led round a case or the like to be bound is tensioned and the overlapped ends or portions of the wire are secured together by twisting one around the other.' Thus the little portable device had to accomplish three tasks (1) to tension the wire (2) to twist the ends and (3) to cut it to length. That all this could be done by a machine that measured about ten inches in length by four inches wide was a mechanical wonder. To add to the element of curiosity the machine could never be bought, but remained the property of the Gerrard Company.

The Harcourt packing sheds used tie-wire of a small gauge that came in pre-cut lengths. After carefully packing a bushel of apples or pears into the softwood fruit case, the lid would be nailed down and then the case would be wired at each end. The wire would be positioned around the end of the wooden fruit case with the overlapping ends of the wire placed into the grippers in the wire-tying machine. With a lever action, the wire was tensioned until it was tightly around the box. Then, with the turn of a handle, the ends were deftly twisted together and the excess wire cut away. Removing the wire-tying device, you had to repeat the process at the other end of the bushel case. By this time the wire had, just slightly, cut into the pinewood at the corners of the box. You could be assured that the fruit inside would not move in transit, and that the box wouldn't split open when being heaved from the orchard tray truck into a louvred rail wagon, or fall apart during transit to the rail head, or break open when heaved again from rail wagon to porter's trolley and, you could be confident, was going to be still intact when lugged from the porter's trolley onto the purchaser's vehicle at some distant destination, because Harcourt fruit was consigned as far afield as Brisbane or London. Today, Gerrard Wire Tying Machines are museum pieces.

WITH JUST A BIT OF WIRE

It was surprising what you could do on the farm with a bit of wire. That great roll of soft fencing wire that was hung on a hook in the shed really came in handy.

Of course the first use for the wire was in fencing, using the 'Kangaroo' wire strainers, always a matter of finesse to get the strain just right.

But, in second place in the scale of things, came the need to fasten things with a twitch. It was just a matter of cutting a suitable length of wire, bending it in the middle, wrapping it around the post with the loop over the two cut ends and then , with a deft twist of the loop around the straight ends, to form a fastening that would stand the test of time. My father always used the handle of a favourite wrench to put through the loop to start the twitch. Thus the cross pieces around the cow-yard were fastened to the uprights. With a quick twitch you formed the loops to accommodate the sliprails at the gateway in the bush. The hayshed, made of bush timber, had its share of wire fastenings too - a hole was bored in each upright post a little down from the top and then the doubled-up piece of wire was looped through the hole, over the bearers, rafters and joists and then deftly twitched to ensure that the roof timbers would not come loose in the wind. We never lost a roof to the wind as a result.

ROADLESS HALF TRACKS

"Roadless Traction Ltd of Middlesex, England produced half tracks and full tracks for a variety of manufacturers. Roadless half tracks could be ordered to fit virtually any two-wheel drive tractor but they were mainly fitted to the British-made Fordson Major. Initially a batch of Fordsons so equipped was produced for welsh upland farmers whose arable fields were steep and of a sticky clay consistency. During damp weather (most of the time) conventional wheeled tractors had difficulty obtaining traction. Few of the farmers could afford conventional crawlers such as Caterpillar or Fowler. The Roadless half track Fordsons were found to be ideal for negotiating the slippery hill country and could be purchased at an affordable price. Although constituting a tiny percentage of the overall Fordson Major sales, the half tracks established a niche market and a number were even sold for export."

-Extract from "The Magic of Old Tractors" by Ian M Johnston, page 177.

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**22nd Annual
 Vintage Engine Rally**
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