

LAKE GOLDSMITH
STEAM RALLY
 The Perfect Living Museum

RACV William Adams **CAT**

Goldsmith

The Pyrenees Heritage Preservation Magazine

No135 December 2015

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

Rally Grounds:-

1234 Lake Goldsmith-Carngham Road
 Lake Goldsmith Vic.

GOLDSMITH AUTUMN RALLY No 107
 Featuring Logging Forestry & Saw Milling
April 30 & May 1 2016



Don't miss the Special Event:-Wimmera Axemen's Association Wood Chop



The 8 starters in the Great Southern Steam Trek assemble at Cardigan and the service vehicles follow.



The Chev farm special is the right vintage ex CFA Tankers & Oshkosh and AEC carry extra water.



The Steamers prepare for ride a while the rest use the road or track to get to the International Rally.



Editors Overview

The 106th Lake Goldsmith International Harvester Rally and the Great Southern Steam Trek are now behind us, but they have left a mark as a major event in our history

Friday saw the Steam Trek start at Cardigan, just west of Ballarat and head for Beaufort about 40KM away. Eight Steam Wagons hit the asphalt about 9am. The Wagons travelled in good company with an Oshkosh and AEC carrying extra water and two ex Country Fire Authority Tankers to take care of any roadside hazards along the way.

The Steamers joined the assembly of vintage and veteran cars and trucks at the Beaufort Goods Shed and made a grand display to mark the first event there in support of a Lake Goldsmith Rally.

The unseasonably dry hot weather and a North wind were not what was hoped for, and the final leg of the event from Beaufort to Lake Goldsmith saw the Steamers hitch a ride on floats.

The veteran cars and trucks drove the final leg as expected, and some tractors took the scheduled back route and all arrived, safe and sound ready for the Saturday start to the Rally.

Our thanks go out to all those involved in organising and supporting this event, and to the Police and Beaufort CFA and Shire for their assistance in response to the unexpected change in conditions. Thank you all on behalf of the President, Committee, Members of the Association and the visitors.

Mission Statement

To foster, nurture, encourage and demonstrate technical, agricultural and life skills associated with the Industrial Era.

To provide a quality environment where these skills may be used to educate and entertain members and visitors.

To run two weekend rallies each year, and be available at convenient time for other interested groups or individuals.

To conserve and develop a heritage collection.

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Or contact us by email info@lakegoldsmithsteamrally.org.au
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Friday October 30 2015 at Cardigan

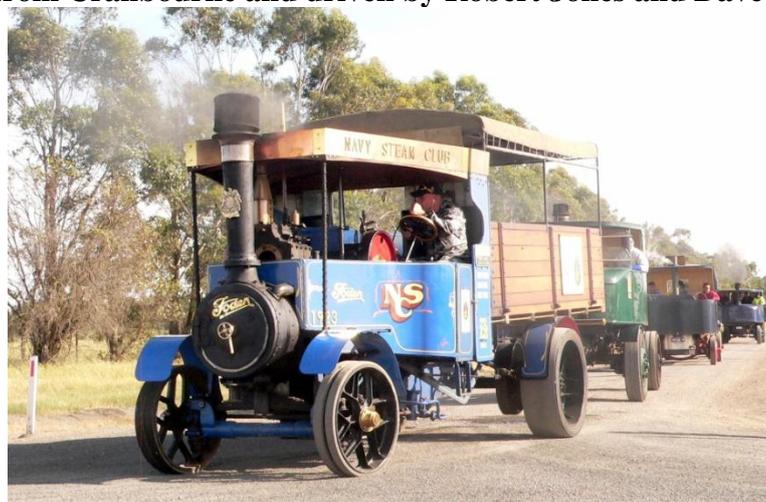
The 5 Super Sentinel steam wagons below formed the core of the Road Steamers on the Beaufort run.

From the left Paul Dove floated his wagon down from Sydney, and Andrew Johnson's machine sat comfortably at its home base, which was the assembly point for the Trek. Sam Newman's wagon was floated across from Emerald, and Robin Gibbs from Wangaratta, the Scienceworks wagon arrived from its home base at Newport. A 6th Super Sentinel set off from Lake Goldsmith to meet up at Beaufort, but rapidly changing conditions saw it floated back and Peter Jackman did not join up until later in the afternoon. Bob Buttrims and Bruce Roberts brought their Standard Sentinel across from South Australia. It was not registered for the road, but it travelled with the convoy on the back of their tilt tray and joined the rest of the Sentinels at the Rally and joined in the parades. Tom Lord's



Period Replicar Wagon travelled up from Geelong. It uses a Sentinel Boiler and completed the Road Run to Beaufort and joined the other Wagons at the Rally. All up this was a fine display of Sentinels.

Two other Wagons were on the Road Run to Beaufort. The Navy Steam Clubs Foden was floated up from its base at HMAS Cerberus at Crib point. It started well, but was withdrawn to avoid damage to a seized bearing. This was a loss as the Navy Steam Club is a regular supporter of steam and other events in Victoria, and beyond. The final entry for the Road run was a Yorkshire Wagon floated up from Cranbourne and driven by Robert Jones and Dave Mickle.



All up there were 10 Wagons headed for Beaufort, which has to be some sort of record for Australia.

The Wagons were not the only vehicles in Road Run. Warwick Bryce had his 1920's Chevrolet "Buckboard", this time with mudguards and running lights to comply with its parade FLOAT regulations. Apart from a blowout, and the fun of changing a split rim and fitting another tyre it ran well and was a handy back up, it certainly did not look out of place on the rural back roads, just a lot of decades past its time. Warwick is the Editor for MSTEC's Magazine "Steam Supreme" and it's on line version "A Wisp of Steam", which you can find at www.melbournesteam.com.au A lot of work went into this car to make it compliant for a one day event.

The Loader Family from nearby Streatham brought their working ex CFA Hino and Isuzu fire tankers as a precaution against roadside hotspots. As it turned out the abnormal hot dry windy conditions were to prove that being prepared for all eventualities is the only safe way to proceed.



Warren Harris's 6 Wheel Drive AEC is seen here topping up the Scienceworks Sentinel near Carngham Station and John Smyth's Oshkosh gives Robert Jones a toptup in the Trawalla Forrest.

In addition to the Tankers there were many support vehicles with trailers and 1000L tanks and pumps and helpers, and some of the wagons had their own extra water and fuel reserves. For some vehicles this was the first long run under real world conditions with long hills and steep gradients that



created a new learning curve on performance and operation. The vehicles drew apart as differences in performance became apparent, Tom Cole had a practice run on the Thursday, here (left) he takes a spell to



build up steam after a climb out of Carngham, On the right, the lead wagon takes a breather and a chance to check on the state of things.

The sequel to the mornings run for the Road Steamers was an afternoon run from the Goods shed to the Rally Grounds at Lake Goldsmith 15KM to the South. This shorter section was open to any heritage vehicle, steam, petrol or pedal power. Unfortunately the hot weather did not relent, and common sense dictated that the steamers should not proceed under their own power. This was really unfortunate as a lot of steam power had turned up for the event and were assembled at the Goods Shed with the other veteran cars, trucks and tractors.



Ross and Jo Lloyd floated there immaculate Marshall 8HP compound Road Loco, complete with their period wagon and Furphy Water Tank from its home base at the Melbourne Steam Centre at Scoresby in Melbourne's Eastern suburbs. Both vehicles were floated back to the Rally Grounds and joined up with the other Steamers on the Parade Grounds



The Cowley Roller and the Miles family's Kiwi flagged Burrell and Ruston Proctor wait for the float.



John Franc's Aveling Roller and the Scobie family Foden were part of a great show at the Goods Shed

The Scobies float did sterling service with the unexpected turn of events and earned the grateful thanks of the owners of the otherwise marooned Road Steamers. Andrew Johnson helped the cause retrieving stranded Steam Wagons on his tilt tray.

The collection of Road Steamers that assembled at the Beaufort Goods Shed for its inaugural opening as part of a Rally was a big event in Beaufort, and the organisers would like to thank all of those involved. Moving these large machines requires a lot of effort and expense on the part of the owners and their support crews, and it is hoped that they got as much enjoyment from the weekend as everyone else at the event.

This really was a large collection of Road Steamers, and with more vehicles nearing completion we can look forward to future events in the heart of Beaufort's Heritage Precinct.

The RACV must be thanked for their support of the Great Southern Steam Trek which is certainly a record for Steam Wagons in Australia and to the best of our knowledge at least the Southern Hemisphere, and most of the North. The UK reigns Supreme.

Similarly V-Line, whose forebears, the Victorian Railways ran Steam trains through Beaufort for a century or thereabouts, and built the Goods Shed, provided funds to support the event, some of which went to refuel the participants in the event. Again we extend our thanks to John Franc for his efforts with V-Line and V-line for their support.

The show at the goods Shed was open to the public at no charge which made the support from sponsors more valued and appreciated by the Association and the Organisers, Ron & Linda Harris.



This restored RACV service vehicle was a timely arrival at a RACV sponsored event, and a view from Camp Hill gives some idea of what was on show at the Goods Shed, even if the photographer got there a bit late and missed the main event.

The Road Steamers were only part of the Show at Beaufort. The day included a show of Veteran Cars and trucks, and then there was the show inside the Goods Shed itself. The overall day took months to arrange and prepare. The weather stayed stubbornly warm until after the Rally, but its effect added surprise to the day and demonstrated the resourcefulness of the participants to adapt to the changed conditions and the show went on with a minimum of fuss. Thank you all for your tolerance.

The GMC semi below was brought over from South Australia by Murray Langford. Here it is seen leaving the Goods shed yard and passing the Beaufort Men's Shed as it heads south for the Lake Goldsmith Rally Grounds.



Travelling in a bit more comfort this veteran, with its pin cushion upholstery, heads for home.



This Veteran Maxwell, followed by a Model A Ford & Austin Tourer depart as the event closes.



The end game for the morning runs was to get to Beaufort, and the lunch put on by Ron and Linda Harris, with support from V Line, who also made a timely appearance with their scheduled service at Beaufort Station making a stark contrast to the Steam Locomotives that served the then Adelaide Line a century ago. The display inside the goods shed had many pictures from the Beaufort Historic Society on display, thanks to the efforts of Shirley Boyle, including some early records of trains from the West that came to grief in the Station area after coming down the long incline.



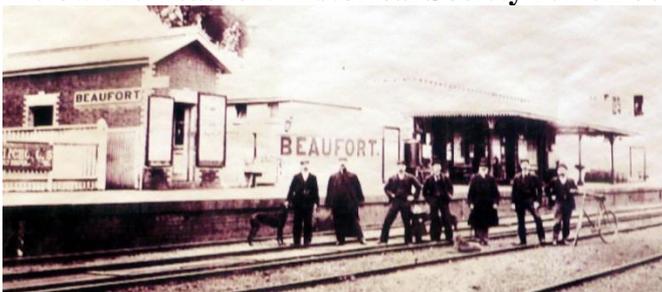
V Lines VLocity makes a timely arrival while the Associations People Mover did the local work.

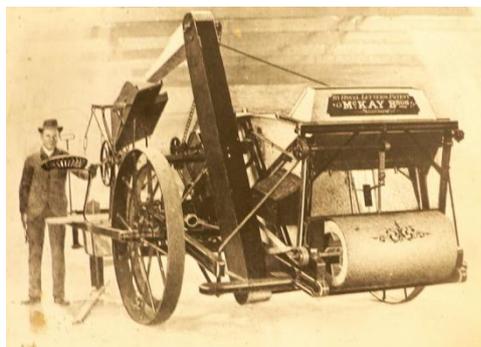


Veteran and Vintage cars had a run from Ballarat and back to provide some historic background.



Shed Vehicle Loading Bay, and the day really is coming to an end when Tucker table is cleared Time to watch the world and the last of the show vehicles from the Grand Stand seats of the Goods Shed. Below the Beaufort Historical Society remembers some railway moments from the past





The Association's Sunshine Stripper is on display with a picture of the Sunshine Factory in Ballarat before the move to Sunshine on Melbourne's West.



This early picture of Beaufort Station and the Goods Shed contrasts with the single track that ends at Ararat. Graeme Tomkin's Ginker and Ron Harris's Chev are reminders of every day transport when Steam was the king of heavy Transports.



With the Steam Trek over and the Goods Shed closed, it was time to shut down the BBQ which had served the entrants well with over 80 meals handed out on the day.

With the steamers on floats, with many thanks to the Scobie and Hutching families, who made many repeat trips, and Rob Jones and Andrew Johnson. The IC machines, cars, trucks and tractors moved under their own power on road or track as the event moved on to the Rally Grounds at Lake Goldsmith for a nights rest and a chance to get ready for the International Harvester Rally which got underway on Saturday Morning.

Many thanks must go to Ron and Linda Harris who pulled this event together and coordinated all the organisations involved. This was the first major event held by the Association at the Beaufort Goods Shed, and apart from an unseasonal heat wave that limited the activities of the Road Steamers, everything went off as planned and set the standard for future Heritage Events in the Pyrenees Shire.

The 106th International Rally

No matter which way you looked; the quadrangle was a sea of Red.





From Buggy (above) to Buffalo Pitts (below), International Harvester Australia imported an enormous variety of machinery in its early years at Port Melbourne.





Three International Buggy's were on show at the Rally. Stuart Landry's appeared on the previous page, and Ivan and Judy Smith's air cooled Buggy is on the left above



The immaculate Farmall above contrasts with this early twin Cylinder Titan and plough



Another massive Farmall contrasts with the "Cub?" set up for market gardening.





Ninety's look fabulous anywhere, particularly at Lake Goldsmith, and the travelling spare parts kits help give some idea how much work goes into getting these vehicles back into working condition.



These C lines were once a common sight on our roads, from the C1100 utes to C1800 Prime Movers.



K series Ute's Scouts Grand Parades, modified trucks and a 4WD to demonstrate huge wheel travel. Internationals huge range of road and farm equipment makes a exhibition of mechanical innovation



Inters TD24 was a big machine, and this Armstrong Holland cable actuated blade was a neat match and the combination could still put in an impressive days work. Below this Inter TD9 has Armstrong - Holland Hydraulics for the manually adjustable reversible blade giving it versatile performance.



The T6 above is a survivor from the days when petrol (or Power Kero) was the fuel of choice.



Rod Jones Hough on the left has done a power of work around the Rally site for many years, and offers another side to Internationals Industrial machinery.

The International owners provided a lot of variety for the 106th Rally, and their presence was appreciated by all. There were many other exhibits on show and parade. The Bucyrus and Ruston Steam face Shovels managed to shift a lot of dirt from here to there, as did the Jaques J15 and the Ruston Bucyrus 19RB dragline stood tall in the North area.



This GM powered Chamberlain 90 and EN Fordson would look right on the Dealers Floor, as would the CLETRAC below. The Ruston Proctor Steam Portable was a colourful sight when compared with the TT Ford service vehicle in factory black



An unexpected sight was provided by the pedal powered vehicles



The variety of bicycles and Tricycles produced through the ages is a tribute to ingenuity, and this pedal and seat powered machine is the most unusual that I have seen outside Newton Williams Shed where the Racoon is another example of nonrotating pedal machines.



The Blacksmiths are on duty and a power hammer gets a workout on the heavier work.



Hogans Cottage provides an enticing entrance and the Tangye shed turns on a night display.



Fred Mynards Sunshine shed is another that makes a fine night time spectacle captured by Eva's lens.

Some Steam wagons did not make it to the Trek, but were active at the Rally on the Parade Ground.



Bob Butrims & Chris Roberts had their Standard Sentinel Wagon wound up, and Eric Wolverson put the rare Clayton and Shuttleworth through its paces.

On the following page Richard Newell's Foden and the Hayes Family steam powered VW Combi ute join in on the Parade Ground.



Some Vehicles on the trek deserve a special mention.

Warren Harris's AEC Militant Mk1 was a backup water carrier for the steam Wag(g)ons on the Trek. This truck was purchased by the Commonwealth Government Dept of Minerals & Energy in 1954 for use in outback Geological Surveys. With its 6 flotation tyres, 6WD, 5 speed dual range gearbox, and an overdrive Joey it can edge up to 75KM/Hr on the Highway or crawl over near everything off it.

The 6 cylinder 11.3 Litre AEC Diesel produces 150 HP. After its life with the Government it spent time carrying a drilling rig for a contractor before Warren acquired it and brought it back to Ballarat where it was restored to its present condition. The cab was built in Sydney by Hastings Deering. The Militant was in production from 1952 to 1966 and nearly 4000 were built and they remained in UK military service until the mid 1990's as Gun Tractors and heavy duty vehicles.

The Tray truck on the back is a Karrier CK3 built by the Rootes Group in 1949, and fitted with a Humber Super Snipe 6 Cylinder side valve engine. The rivetted spherical pressure vessel on the Karrier was carrying the boiler "make up" water.

The other truck on water bearing duties was John Smyth's 1968 Model 1674 OSHKOSH.

This truck is believed to have arrived in South Australia with the South Australian Tractor Company as one of a pair of trucks used as Road Train Prime Movers. Its early history is lost to time, and any help from people who knew the truck would be appreciated.

The truck spent its later working life hauling timber in the bush, until it was retrieved and restored. John acquired the truck about 10 years ago and used it commercially until it was retired to History on Red Plates. It is a regular visitor to Lake Goldsmith, and an impressive sight from any angle

The truck has an original 275HP (upgraded to 305 at a later date by Cat) 6 Cylinder engine mated to a 13 speed Road ranger Box. The rear axles are rated at 40 000 pounds, and the truck has a 100 ton combined vehicle mass. The diffs can be locked, and the front brakes can be disengaged to retain some steering in heavy conditions. It had no trouble carting



water and it was great to see it and the AEC on the Trek. The Oshkosh Corporation has been producing specialised heavy duty vehicles in Wisconsin USA since 1917. Military, Aircraft towing, Fire suppression, and heavy duty off road vehicles are there areas of expertise , and they employ about 12000 people around the world.

The other vehicle was Warwick Bryce's 1925 Chev Buckboard which was the only formal " FLOAT" in the Trek. For those used to seeing it in its more accustomed "Farmers Special" set up at Rallies, the guards etc were added to bring it to roadworthy standard for the one off event. Warwick is the editor of Steam Supreme, the monthly Newsletter of the Melbourne Steam Traction Club, so any reporting there is definitely first hand. It is hard to remember that these cut down tourers were a common sight in rural areas during the late 1940's and early 1950's. In our post war economy getting funds to import a new car was difficult and all sorts of pre-war vehicles were pressed back into service in this period.



Many of these cars were later wrecked, or if they were lucky they were found by collectors and restored. Thanks Warwick for this reminder of a nearly forgotten period in our automotive history.

True to the times this Chev has a Ford radiator, Japanese steering wheel and distributor, Wisconsin updraft Carburettor, and the fuel tank is from an N Model Ronnie, and creature comforts are minimal. The 24V globes in a 6Volt system provide a gentle glow on a dark night, as many will know from its previous trips to Lake Goldsmith and night events on its home turf at Melbourne Steam.

The other 2 vehicles on the Trek were an Isuzu and Hino ex CFA Fire appliances. These vehicles had a dual function of supplying makeup Boiler Water and providing a fire fighting backup for the steamers on the Trek.



These vehicles are owned by the Loader Family and are part of the fire control system on their property, 6 TREES, which is North of Streatham and Southwest of Lake Goldsmith. Both vehicles have an additional hose nozzle mounted on the front frame which allows them to be used as driver only operated vehicles where circumstances permit, such as on the edge of grass fires.

The trucks have large capacity water tanks, pressure spray pumps, and manifolding for fire hoses, protective spray bars and suction pipes to refill the tanks

The picture above on the left shows both vehicles leaving Whites Road at Cardigan at the start of the Trek, and on the right Judy Loader shows us the water manifold on the rear of the truck. The stand-alone pump is at the rear behind a protective walkway shield.

On the day the trucks were driven and operated by Judy and husband Bill. Other farms in their Streatham Fire District also operate similar private fire fighting vehicles, and all, at times, can operate

in conjunction with the Streatham CFA unit. These vehicles scattered through the district can be the first to arrive at the scene of a fire, and the radio communication ensures that they can operate as a team.

These vehicles are maintained in excellent condition, as can be seen below, and the name of the farm on the side is the only obvious give away that they are not CFA vehicles.



They are all very low mileage vehicles, under 40000Km and are replaced from time to time to obtain vehicles with improved safety for the drivers and any crew that may be carried in the rear compartment.



The driver operated forward spray nozzle, the driver door spray bar, and the internal heat shield, and Bill demonstrates the side hose use from behind the side walkway.

Bill and Judy have recently decommissioned their earlier machine which is currently looking for a new home. Anyone interested in this immaculate low mileage 1979 Inter 1710B with a 392 Inter V8 can contact Bill via the editor. [*Since Sold*](see picture at top on right)

We all thank Judy and Bill for making these vehicles available for the event.

The Loader family are better known at Lake Goldsmith for their association with the Harry Ferguson Tractor club, and their contribution to maintaining the lawns.

The families interests extend beyond fire appliances and Fergie tractors. In addition to a large mobile grain seed cleaning plant, there is also a collection of cars and tractors.



The seed cleaner is as immaculate as the 1923 Bullnose Morris Cowley and the 1950' Benz Roundy with its well-chosen 220 number plate.



The Lanz Bulldog shares a spot with a 1935 AR John Deere twin Cylinder tractor, and another John Deere Tractor is tucked away in the corner, and a 1949 TEH Ferguson Tractor.

A trip to get some background on the fire appliances used on the TREK turned into a surprise tour of some well-preserved machinery, and a very pleasant morning.

Eva's Gallery

This brings us to the end of the Rally and Trek roundup for this edition, with thanks to all who exhibited, visited and helped putting this edition of Goldsmith together. Many of the pictures used have come from Eva's Gallery who supplied the files at the End of the Rally. Eva and Graeme are members of the Ballan Club, and they are regular visitors to Lake Goldsmith. If anyone would like copies you can ring the Editor for contact details. These pictures are excellent High Definition and enlarge well. Do not judge them from the low definition pdf file of the magazine, which may have been cropped and manipulated to better fit the page.

Austin 7

Another group that has attended Lake Goldsmith Rallies is the Austin 7 Club.

Recently I had the opportunity to visit their club rooms at Cheltenham, a suburb of Melbourne.

This trip was another surprise; the excellent facilities occupy the clubs adjoining pair of industrial properties that have been modified to accommodate the features that make it a haven for members.

The kitchen and hall area provide for all occasions from meetings to relaxed areas to while away a pleasant hour with fellow members and visitors.

A stunning feature is the spare parts store. The club is the supplier of all spares for Austin 7's. These are sourced from overseas, or



manufactured or remanufactured by contractors and held in stock for members. The inventory is enormous and well organised.



There are many commercial organisations who could take a leaf out the Austin 7 Clubs parts store, it is hard to believe that this is operated by members for their mutual benefit. It is a member's only store

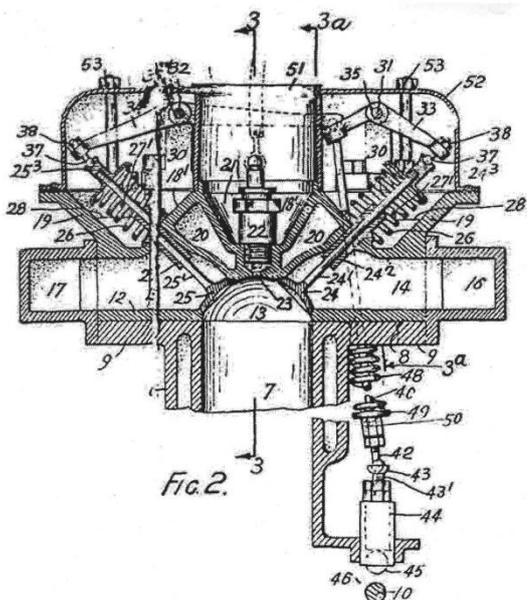
The club was started in 1950 by a small group who were interested in active motor sport from treasure hunts to Hill Climbs, Motorkhanas and observed trials. In 1950 Austin 7's were still in use for family transport, although the Meteors and Specials had regularly been used for serious

competition. It was amazing what performance could be extracted from a 750cc side valve engine in a light weight chassis. What was more amazin, is was how much you could modify a 750 cc 2 bearing crankshaft engine.

Modifications went to pushrod hemispherical cross flow cylinder heads, and twin overhead camshafts. From 1936 a white metal centre bearing as standard, but some specials had added one.

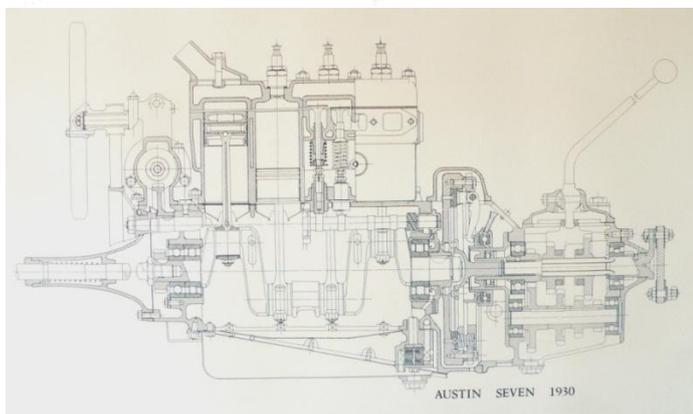


On the left are the castings of the standard side valve arrangement (with spare head on top) and on the right are the castings of an Australian built twin overhead cam motor, by Conoulty, dating from the mid 1930's These are both on view in the clubroom



On the left is a patent sketch for a cross flow head, also by Conoulty, where the valves are operated by pushrods activated by the side valve camshaft. Interestingly these drawings are prepared to convey the elements discussed in the application, without revealing the technical knowhow to manufacture the item.

This design is reminiscent of the BMW designed engines used in the Bristol Cars, and later adopted by the Roots group for use in their series 4 and 5 Super Snipe Sedans. The layout was a bit easier there as the cam lobes were located between cylinders allowing off vertical pushrods and short rockers. These engines were very reliable and you could sit on 90MPH for hours on a decent road. (Remember those days when you could use your own judgement, they did exist, although the good roads were a bit scarce.)

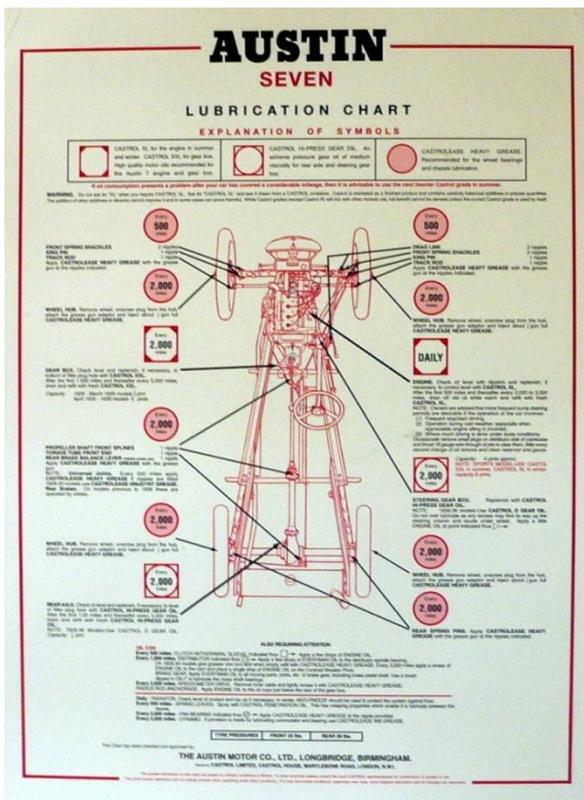


This cross flow arrangement gave excellent exhaust valve and plug cooling as well as good gas flow characteristics, when compared with a side valve arrangement.

The drawing on the left is a poor photo of a high quality print produced on a durable polymer film. It shows the general layout of the engine and gearbox.

Interestingly the gearbox output shaft ran from bearing to bearing and avoided the cantilever centre bearing common to many sliding

gearboxes of the day. It appears from this drawing that like a modern transaxle, you are always in gear and never in direct drive. Neat ,simple, and reliable.



The lubrication chart on the left gives a good idea of the layout of the Austin 7's major components.

The concept of the Austin 7 appears to have been the brainchild of Herbert Austin, who with the help of a draughtsman had the design and drawings prepared in his own home at his own expense as the directors and financiers favoured the conventional heavier designs of the existing production models.

The first model appeared in 1922 with a 700cc motor, which was soon enlarged to 750 with 10.5Hp at about 2500RPM. In 1936 the crankshaft gained a white metal centre bearing. Production continued until 1939 by which time nearly 300 000 had been built. Herbert Austin's return was a royalty of 2 Guineas per car.

The "Baby Austin" set a new standard in small car design, and licence built models were built in various countries.

BMW's first car (right) was a licence built 7, and they later took over American Austin who also



produced the 7 there as the American Bantam (left). Nissan produced the 7 in Japan in 1937, and they were manufactured in France.



William Lyons Swallow Sports (later Jaguar) built 3500 or so Swallow branded special bodies on Standard Austin 7 chassis. (picture right)



Complete chassis were imported into Australia and bodies were built here, Holdens Motor Body Builders were the largest suppliers of Tourers and Roadsters. The Ace, Meteors and Wasp sports models were produced in both Victoria and New South Wales in the late 1920's and early 1930's.

The Comet was built by Bill Conoulty, a successful Austin 7 specialist in 1933.

The well-known Meteor was produced in Melbourne by James Flood (right) from 1928 to 1931. It was also produced in Adelaide and Sydney.



James Flood Austin Meteor



The Austin 7's competition life started in 1922 at Shelsley Walsh Hill Climb, and in 1923 it entered its first handicap event at Brooklands which it won after leading all the way. The driver then drove the near standard car home. The next victory was the 250Km Grand Prix for cycle cars at Monza Italy, which it won, making headlines in the UK and drew comment on the new non

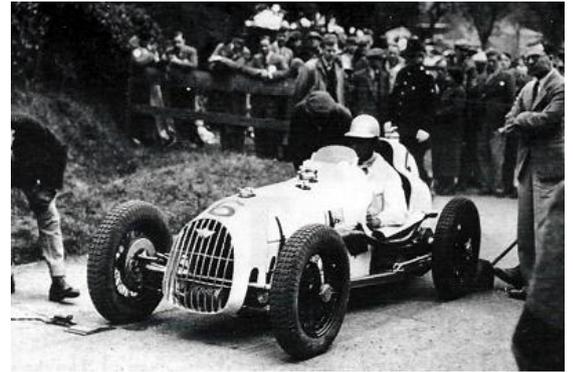
commercial BBC.

It was back to Brooklands and another win. The tiny car was a fuel miser and could complete a 250mile race without refuelling. It soon earned a reputation for reliability under strenuous conditions.

The factory, and Gordon England, developed separate teams, and in 1925 a supercharger was added.



1928 Australian GP winner A Waite on the left



For 1928 a privately entered Austin 7 won the first Australian Grand Prix at Phillip Island in Victoria. This car design became the basis for UK team cars, and they had a successful history in Tourist Trophy and other races.

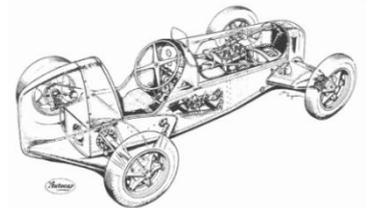
In response to strong completion from the overhead cam MG in particular a twin overhead cam engine was developed producing 120HP at 10 000 RPM. Success came again in 1937.

Austin 7's were also the basis of many special completion cars. Alec Issigonis's first competition car was a supercharged 1930 Ulster Austin 7, and he used a supercharged side valve Austin 7 in his very competitive special. This got him a job with Austin and later with Morris. In 1952 he returned from Alvis where he designed a coupe with a rear mounted V8 before returning the third Austin 7 which became the Mini, Britain's bestselling car of all time. The A30 started life as the second Austin 7.



Colin Chapman's first Lotus was an Austin 7 Special, as was Bruce McLaren's.

Herbert Austin had a close tie with Australia. He arrived here at the age of 18 and spent most of his time around Melbourne. He married Helen Dron, an Australian girl, and after an apprenticeship and a wide variety of experience, he joined the Wolseley Sheep Shearing Company in Australia. Aged 33 or thereabouts he returned to the UK with this company in 1892. He transferred to the Wolseley Tool and Motor Car Company. He patented designs for portable steam and Oil engine parts and by 1896 had designed his first car, and in 1905 formed his own company and the Austin Story began.

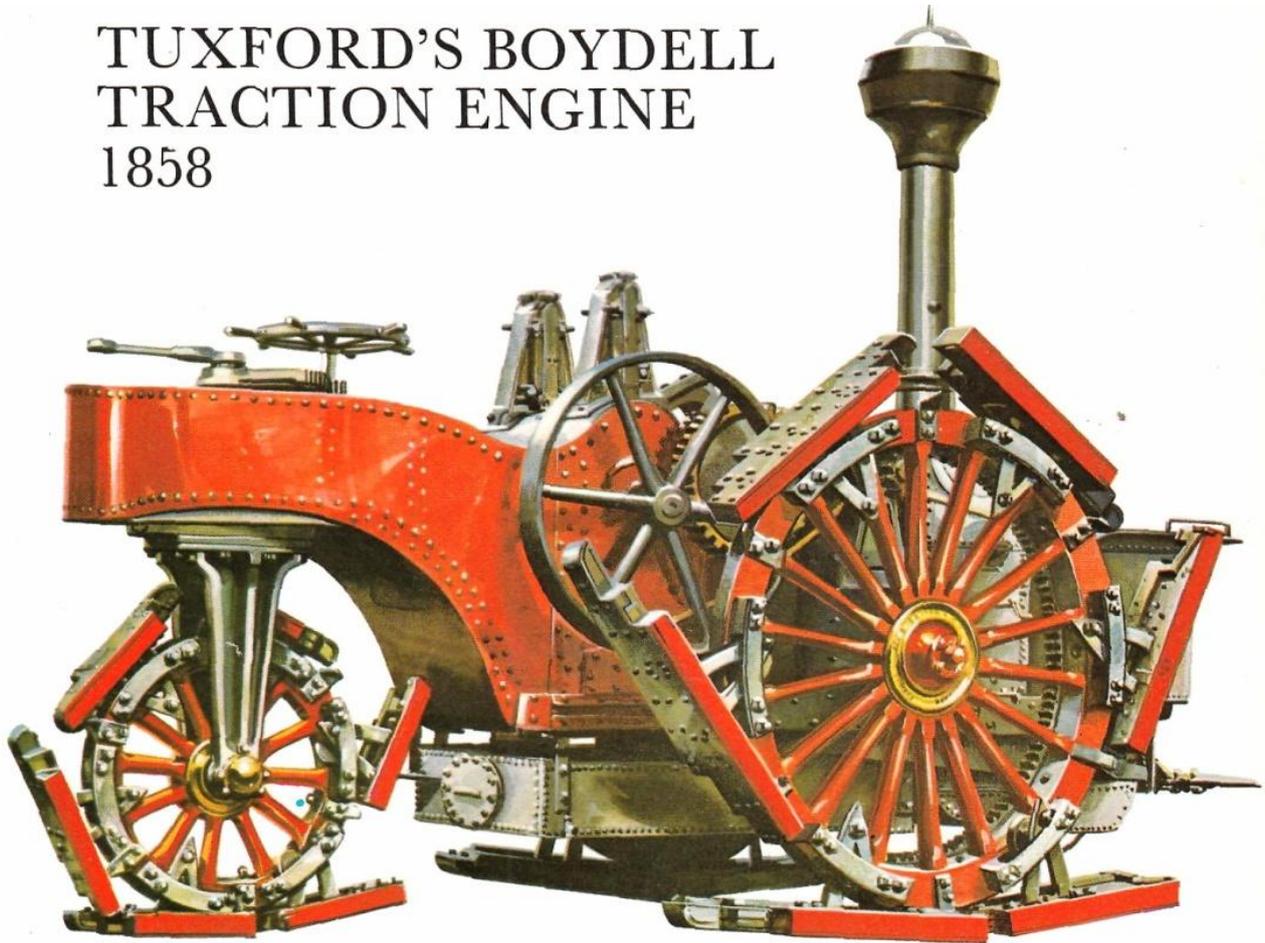


There is enough history in these tiny cars to fill volumes, and there is a lot available in books, magazines and on the net. When you see an Austin 7 it is not apparent how much the car influenced motoring history. Designed at home by a company director who's board and financiers had no faith in the idea, the Austin 7 changed the face of motoring in Britain and returned Austin to a profitable company. Lightweight, simple and reliable, the cars provided good family transport and provided the motor sports with a basic machine that could be used for all manner of events.

The Austin 7 Club carries on the history and motor sport traditions established so long ago by Sir Herbert Austin to introduce the Austin 7 to the world. It is active at the Historic Winton Races featuring both cars and motorcycles and has its Myrniong Historic Car Sprints in Victoria. (see Goldsmith No 129 Oct 2014).

My thanks to John McMillan, Robert Humphrey and other members for their time and interest to provide information for this, and a very pleasant morning. Hopefully we will see these machines at Lake Goldsmith at a future Rally when they have a run to the Western District, and provide a chance for our visitors to discover their place in the world's motoring history. Ed.

TUXFORD'S BOYDELL TRACTION ENGINE 1858



Country: Great Britain. **Size:** 17–18 ft. long, 13–14 ft. high including funnel.
It had 'paddles' to assist traction.

In the early days of farm machinery, steam engines provided the power for *threshing corn, pumping water and sawing timber*. To be moved from one farm to the next, these engines were mounted on wheeled platforms and pulled by horses. Then someone hit on the idea of passing a chain from the engine to one of the wheels so the machine could drive itself. The traction engine was invented! Boydell's Traction Engine was remarkable because it had wooden 'paddles' fixed to the wheels, to prevent the whole machine from sinking into the mud.

Unfortunately these floats were so heavy that they were always falling off and this model was not in service for very long. Nowadays this principle is used for the caterpillar tracks on numerous vehicles—including those for farm use. Traction engines themselves remained in use until well into the 20th century, although by then wheels had been broadened considerably, to overcome the problem of mud.

In edition 125 of Goldsmith (Feb 2014) John Norris wrote an article on the clubs Tuxford engine in the Boiler house. This picture comes from a 1974 book of Fantastic Machines by Ken Rush (ISBN 0 7064 0341 X). The distinctive Steeple top of the engine is clearly visible. This sketch seems to be made from an 1857 photograph which can be downloaded from the net. If anyone has information these early Tuxford Machines, particularly any which came to Australia, the Editor would appreciate any leads that can be followed up, or just copies of magazine stories, drawings or pictures. Thanks Ed.



Out of the Sun, over Cemetery Hill, Robin Gibb opens the Sentinel on the way to Carngham Station. Only steam can add this magic to a road trip, and there were 8 Steam Wagons on the Trek.

Thanks from the Rally organisers, to all who entered the spirit of this Trek and joined the Parade at Lake Goldsmith. It was a great event, and it will set the trend for future extended Rallies. Hopefully the wagon teams enjoyed the event as much as the members and Visitors.