



The Pyrenees Heritage Preservation
Magazine

Goldsmith

No 147 June 2018

Lake Goldsmith Steam Preservation Association Inc

Registration No:- A0032895

Rally Grounds:-

1234 Lake Goldsmith-Carngham Road

Lake Goldsmith Vic. 3373

Next Rally

**LAKE GOLDSMITH
SPRING RALLY**

No 112 Nov 3 & 4 2018

Highlight Theme:-

Vintage Road Making
Foden Parade & Tractor Trek
70 Years of Land Rover

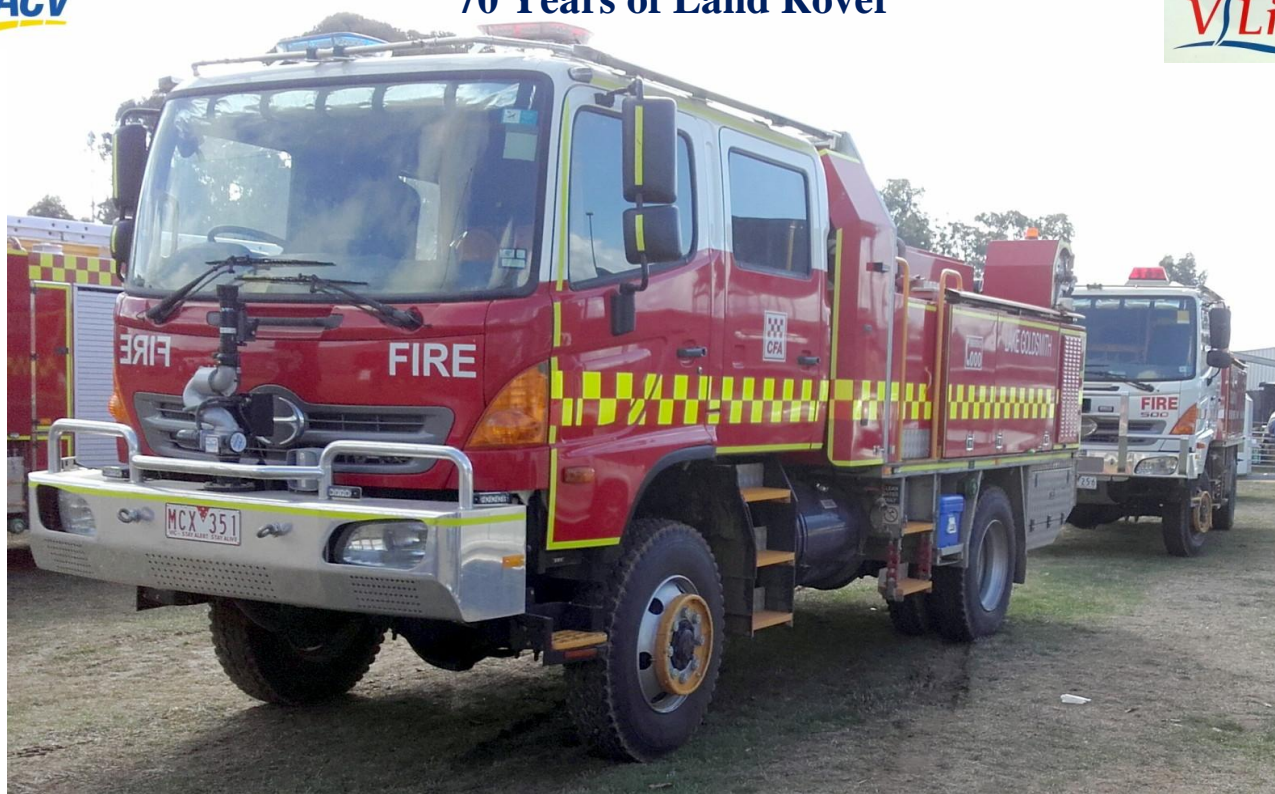
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The 111th Rally was a real tribute to the CFA and Firefighting in General. Our Local Lake Goldsmith Brigade (above) was joined by many neighbouring brigades who had much Current and Heritage machinery on show. The CFA Brigades were joined by many privately owned machines that operate with the CFA, and many heritage firetrucks owned by the Fire Service Museum and private collectors.

Editors Overview

Hello Readers.

Welcome to Goldsmith 147 which follows up on the 111th Rally.

The CFA and rally features will continue in the electronic only August edition.

The Rally theme was Fire Fighting and a Salute to the CFA. In the last edition we featured some of the variety and the background of early mechanised firefighting equipment used in Victoria and around the world. The invention and development of practical hoses and portable hand pumps made powered firefighting possible. Larger horse drawn vehicles fitted with quick firing steam powered pumps ushered in the modern era of specialised firefighting vehicles.

The rally came up with some unexpected surprises from all eras of the Country Fire Brigade Board and the Country Fire Authority, hand drawn hose reels, hand drawn hand pumpers, horse drawn hand pumpers and early vehicles used for water and equipment cartage, and the early locally manufactured vehicle pumpers developed for rural firefighting were on display in the quadrangle. It is a credit to volunteer rural brigades that so much history has been preserved in the community.

From a Lake Goldsmith perspective the 1952 Austin Pumper displayed and crewed by the Fire Service Museum was a reminder of the first CFA owned vehicle issued to the Lake Goldsmith CFA Brigade.

A late 1940's International Fire Engine was a surprise visit. This truck arrived with its US standard equipment and looked immaculate. For the Rally it had an Idaho State Old Timers number plate at the front.

Many other fire appliances with backgrounds in the Melbourne Fire Brigade and Country Fire Authority were on display.

Fodens were another focus of this rally with Traction Engines and Steam Lorries in action around the arena, They will feature again at the November Rally

The Evans family bicycle/tricycle collection was again on show with some new additions.

The Shenandoah's Crew had a new addition with a Trench Mortar to support their field gun.

The visiting Military vehicles at the rally made a fine display in the arena during the grand parade.

A special feature for this edition is on Rural Fire Fighting in South Africa.

The 65 display sheds were open with their variety of all manner of heritage displays, the John Norris Boiler House was open with all exhibits steaming and the Grand Parades of Steam and Internal combustion vehicles got a boost when the Fire trucks, Fodens and bikes joined in.

The weekend provided great weather and a good turnout of visitors took advantage of the chance to make the 111th rally a memorable event

The President, Committee and members thank the visitors and exhibitors who helped make this rally such a success.

A HD print quality version of Goldsmith 147 will be available from the website as usual at:-

www.lakegoldsmithsteamrally.org.au/magazine.html

Thanks to Eva's Gallery for many of the action Rally Pictures, if you would like a copy contact the editor.

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.

Find us on the net at:-www.lakegoldsmithsteamrally.org.au

Or contact us by email info@lakegoldsmithsteamrally.org.au

Or write to: The Secretary:- P.O. Box 21 Beaufort 3373

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Our salute to the volunteers of the CFA



The range of firefighting gear on display at the 111th Rally covered an enormous range of evolving technology. Above, this manually pulled hose reel was built for the

Beaufort Volunteer Fire Brigade

In 1879 by Beaufort Wheelwright & Blacksmith John Owen

Below is this mint undelivered fully equipped Pumper built for the

Country Fire Authority

by SEM Fire & Rescue in Wendouree Ballarat.

The equipment of the firefighter is ever-changing.

The spirit of the volunteer firefighter is immortal.



The Beaufort Volunteer Fire Brigade



This early photograph of the Beaufort Fire Station and Crew was supplied by David Gerrard of the Beaufort CFA. David has provided some history relating to the Hose Reel exhibit from 1874 when the Beaufort Fire Brigade was equipped with a hand reel, hydrant, jute canvas hose and fittings provided by the Shire Council. The railway, which arrived at Beaufort in 1874 needed water for the steam locomotives. Water from further North was channelled 22 miles from near Mount Cole to Jacksons Reservoir on Camp Hill (it is still there, but not in use) and piped to the railway and town system which incorporated pressure fire plugs for the brass Hydrant visible in the centre of the picture above.

The original reel was a heavy service reel which required more than the usual team to pull it. The pole men and two wingmen were harnessed in ropes. This reel soon became laden with ladders and other equipment and the council were asked for assistance to get a second reel to help the Brigade. *(this original reel is on the right in the above Picture)*

In April 1879 a new reel was ordered and made by John Owen, a local wheelwright and blacksmith from Beaufort. The new reel was much lighter and had 6' diam wheels.. After a lengthy discussion at a meeting it was decided to call the new reel "Lady Beaufort". *(this reel is on the left above. & below right)*

These reels would then be dragged to the fire by the fireman, and the hoses and equipment used to extinguish the fire. It must have been hard work as the firemen would have to leave home or work, run to the fire station, drag the reels to the fire, and then put the fire out.

It is believed that at some stage the reel became out of date when mechanical pumps were introduced in 1928. In 1932 it was sold and ended up on a farm in the Wimmera where it was found under a tree. It was still recognisable by the gold leaf lettering of "Beaufort" intact on the drum.

It was then brought back to Ballarat by a CFA member, with the intention of restoring it, but as time and space were short it found its way back to Beaufort.

A Beaufort Brigade member, the late Ken Tucker, with help from Mervyn Roxburgh, took on the challenge of restoring the reel back to its former glory as we see it today. The reel, pictured at the rally on the previous page, can be seen at the Fire World Museum at Streatham in Western Victoria. The restored "Lady Beaufort" is pictured at the rally on page 3.



The Smythesdale Hand Drawn Pumper

This beautifully restored Shand-Mason hand drawn fire pump belongs to the Smythesdale CFA Brigade. It is normally on display at Sovereign Hill where on occasions it is used for pumping demonstrations. These hand pumped units were operated by teams of up to 26 firemen. Three teams of 8 men took it in turns to man the pump, and 2 men handled the hoses. The pump consisted of 2 single-acting pistons so that the team of 4 men on each side only had to pull down.

The Smythesdale Volunteer Fire Brigade was formed, in the wake of some serious local bush fires, in 1862, before the Country Fire Brigades Board was formed in 1890.

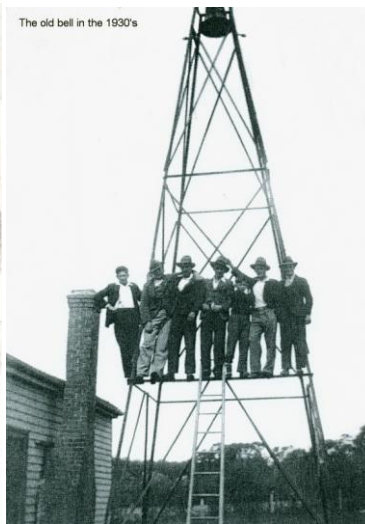
By 1866 the Brigade was housed in a double door building with separate entry for a manually pulled hose reel and a manually hauled hand pump that could draw water from a series of wells dug in the town or nearby creeks, and supply pressure water via the hose on the accompanying reel.

The Brigade had a close association with Scarsdale and Ross Creek. In the 1860's, deep mines were in operation. These mines offered permanent work. 24 streets and 1000 blocks had been surveyed and permanent houses were being constructed to house the miners and the associated support businesses.

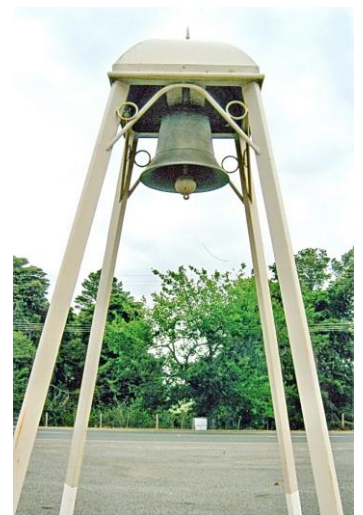
A brass bell was cast in Smythesdale from brass donated locally and it was set up in a Bell Tower on top of the Fire Station as can be seen in the picture below. This Bell was relocated and it is still in use for ceremonial occasions in the town. The brigade itself was relocated and elements of the original station were retained in the new building.



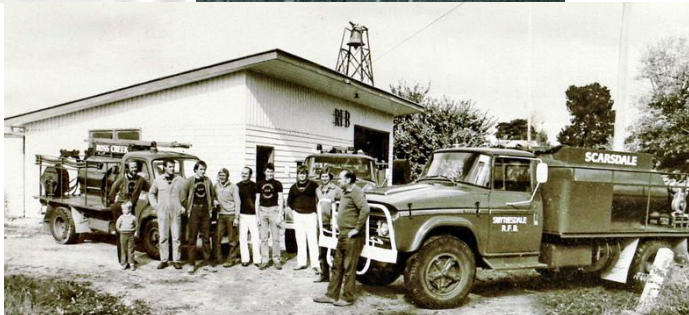
Smythesdale Fire Brigade as it was in the early days.



The old bell in the 1930's



Smythesdale Fire Brigade members enroute to Warrnambool 1890's



The Smythesdale, Scarsdale, Ross Creek Rural Fire Brigade has had many changes in its 155 years.



Thanks to the effort of the Smythesdale CFA team the Shand-Mason hand Pumper was moved from its permanent home at Sovereign Hill for display at the Lake Goldsmith Rally in May 2018.

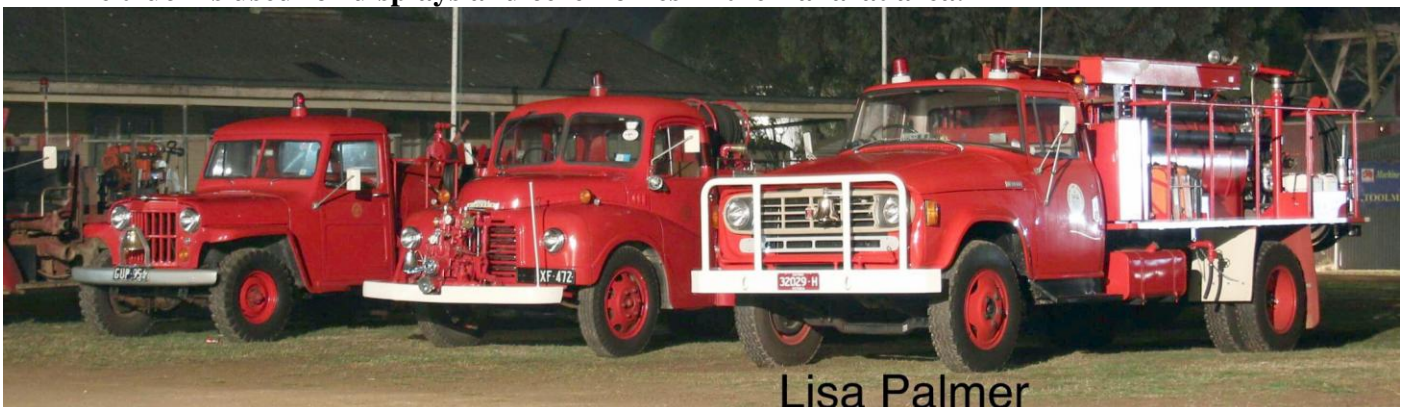


This 1974 International D1610 Tanker was one of 50 similar units made in Ballarat. It was fitted with a 600 Imp galloon (2729L) and a GAAM pump driven by a Briggs and Stratton Engine.

The truck is 2 wheel drive and it is fitted with a standard International 280CI 6 cylinder engine.

It served at CFA brigades in North Western Victoria at Watchem, Teddy Waddy and Murrabit before heading to Eden in New South Wales where it was modified for work in a Pulp Mill. When its service life ended it was donated back to the CFA in 2009 for restoration by members. Gavin Hope at the CFA HQ in Ballarat is the custodian of the truck and thanks to his efforts the truck was on display at the 111th Rally. This truck had a serious restoration and the rear body work was rebuilt back to the CFA standards of the day when it was built..

The truck is used for displays and ceremonies in the Ballarat area.



Lisa Palmer



The above picture was taken with the Fire Services Museum Austin and Willies CFA vehicles that were in use around the same time. The Picture of a similar truck on the left was taken in 1988 when the Ross Creek Tanker from the Smythesdale Rural Fire Brigade was involved in fighting a Pine Plantation Fire.

Many thanks to Cpt Alwyn Parker from the Smythesdale CFA and Gavin Hope from Ballarat District 15 HQ for the exhibits and background information.

BUNINYONG CFA

The third pre mechanisation fire engine at the Rally was a Merryweathers Horse drawn hand pumper from the 1890's. This machine was in service with the Buninyong CFA Brigade until it was replaced by an ex WW2 trailer mounted Coventry Climax Godiva fire pump. (see similar unit below)

The restoration was carried out by members of the brigade during the 1990's

This machine was another that required a 26 man crew (3 by 8 man pump teams plus 2 on the hose) to operate at capacity at which point they could move about 100 imperial gallons per minute and reach a height of about 100'. This assumed that the brigade had enough firemen on hand at the time, if they didn't a few civilians were pressed into service to make up the shortfall.

The machine was at Buninyong during the CFBB era and was still there after the CFA was formed in 1944, Merryweathers and others built these machines during the last half of the 19th century when the only powered option was steam, which needed coal and skilled operators and posed risks of its own in uncleared areas.

This horse drawn fire tender looks immaculate with its brass fittings, lamps and fireman's helmets to match. It will be on show in the new Buninyong Fire station after its completion in 2019.

The Brigade also had a modern machine on display, this dual cab ute offered a lot more creature comfort than the Merryweather, and it moves along a bit faster than the horse that once pulled it.

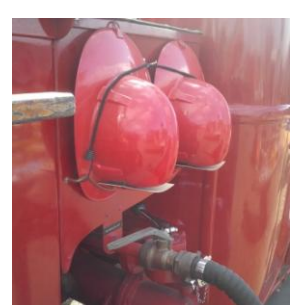


SURPRISE VISIT.

When the firefighting rally theme came up we had no idea how many vehicles would turn up or where they would come from. This 1942 International K5S had only recently arrived from the Forrest Bird Estate in Sagle North Idaho USA. (The late Dr Forrest Bird is well worth checking out on the web, he was an inventor of many things included developing the high altitude oxygen regulator for military aircraft during WW2 and beyond. Dr Bird also collected Planes, Cars and Motor bikes)



The truck is on red plates in Victoria, but it came with an Idaho Old Timer plate. The helmets, hoses and attachments are all original. The only modifications were the removal of some asbestos and the sign on the door. The WEST END FIRE DEPT is its new home in Ballarat. Thanks to the new owners for bringing this pristine exhibit to the rally.



WARRACKNABEAL CFA

This 1920s Dodge made a great display as an example of 1920's mechanised firefighting. The display of pictures that the Brigade had on show outlined its significance to Warracknabeal where it was one of 55 pumpers developed and built for rural firefighting. These fire engines were the first motorised power take off driven pumpers adopted by the then Country Fire Brigade Board.

The Dodge was recovered in derelict condition in Western Victoria and returned to Warracknabeal where it has been restored by CFA members with help from the local Men's Shed. The restoration is nearly complete with some cosmetic details to follow.

The Dodge is normally on display at the Wheatlands Museum as a demonstration of local ingenuity and the Warracknabeal CFA Brigades interest in preserving their community history.



Fortunately the brigade members at the rally were able to travel in comfort with the Dodge in tow. In the previous edition 146 on page 17 there was a photo of a Warracknabeal built Reo taken when it was in service with the CFBB in Ballarat

The Warracknabeal CFA can chase its history back to 1885 when an early hand pumper was ordered for the local volunteers. The volunteer group really got under way in 1890 when a fully fitted out 26 man No 4 Merryweather hand operated pumper was ordered, and an agreement was reached for them to join the newly created Country Fire Brigade Board in 1891.



The above photo was taken in 1904 and the Merryweather can be seen on the left with 2 other hand drawn units beside it. The 6th Fireman from the left is Tom Gardiner. Tom became Captain of the Brigade and in 1923 started experimenting which involved mounting a Victorian made pump on an early Ford T and driving it with a power take off mounted at the end of the gear box. Chains and friction drives were used initially and demonstrated that the idea was viable when dam water was used to put out rural haystack and grass fires around the district.

Following successful demonstrations at Geelong, the CFBB asked for the machine to be left at Maryborough for further evaluation, with the result that it was felt that if more power was available the unit would be suitable for use in most country towns.

Gardiner converted the Ford T with an overhead valve conversion (there were quite a few available at the time) to obtain the extra power. He replaced the friction drive with a gearbox mounted behind the vehicle gearbox and mounted the pump externally at the rear, driven from the gearbox by a shaft.

These changes were successful and the Board combined its 1926 annual meeting with a visit to inspect the vehicles at first hand. The picture at the right taken at the test held at Yarriambiack Creek, had hoses running at 70psi from the pump mounted behind the upgraded Ford T and Reo chassis as being the most suitable for its purposes. Mr Gardiner was congratulated on his achievement and commissioned to assemble the vehicles in Warracknabeal.





The Gardiner Pumpers from the left are the Model T Ford, a Chevrolet 4. A Dodge for Murtoa and a Reo for Warracknabeal are on the right. From the rear the pump locations are similar, and the Dodge and Reo have elevated side seating for the crew and each carries a ladder. 500' of flaked hose, complete with nozzle was stored under the crew seats, and the suction hoses under the foot rests.

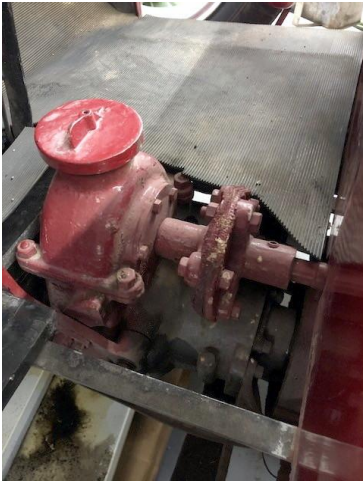


Small towns were issued with the Ford T Pumper and larger towns, such as Ballarat and Geelong (and Warracknabeal) were issued with the larger Graham (Dodge) or Reo.

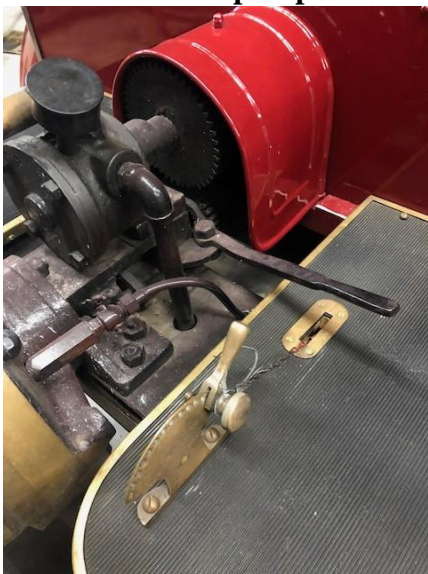
The Chassis for the trucks and the Day pumps were brought up from Melbourne and the pump gearbox and fittings came from Mann Brothers in Ballarat.

Following the death of Mr Gardiner in 1935, production of board vehicles was transferred to Thompsons of Castlemaine in central Victoria, where a further 25 vehicles were built.





The power take off on the Graham/ Dodge “ Gardiner- Aussie Fire Fighter ” gearbox sits behind the vehicle gearbox. A substantial lever in the cab is used to engage the pump drive shaft which extends to the rear mounted pump under the floor and above the vehicle tailshaft.



At the rear the Day pump is driven directly from the shaft under the floor. A vacuum priming pump is mounted above the pump shaft. This pump can be disengaged, using the attached lever, when the pump is fully primed the waste air is dumped below the floor. The pump displacement/pressure is controlled by the remote brass lever which is connected to the engine via a chain through the floor.

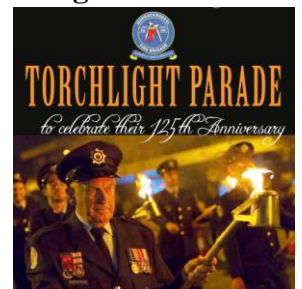
One of the previous pictures shows 2 brass kerosene lamps on the passenger step of the Dodge. The picture on the right shows these lamps in use at a night Parade in Warracknabeal to mark the Brigades 125th Anniversary .

Warracknabeal has a further tie with CFA history. FIREWISE, a publication for CFA fireman was started in 1947 by the Brigade Caption, Norman Tosh, as the “FIREMAN”. In 1953 the “FIREMAN” was taken over by the King family and it is currently edited by Gordon King, the third generation to do so.

In 2016 the fireman was published under the name of “FIREWISE”

www.thefireman.com.au or www.fire-wise.com.au will put you in touch. “FIREWISE” is the official publication of the Volunteer Fire Brigades Victoria and the CFA Rescue Association and is now based at Cowes on Phillip Island.

On the left is another vehicle to be produced in Warracknabeal was built by the Mallee Cycle works. This neat belt drive machine has a small 4 stroke engine and pedal assist. Our thanks To Cameron Whelan and Ron Zanker from the Warracknabeal CFA for the background story to this historic CFBB vehicle produced in Western Victoria.



FOLLOWING ON WITH MORE “MADE IN WEST VICTORIA”

The sound of made-in-Sebastopol bells will soon be heard in rural Victoria. The Country Fire Authority has commissioned a local firm to make 100 of them.

The bells are being made by S.V.A. Instruments Pty. Ltd. at their Hertford street, Sebastopol, foundry.

The company is also making the electrical system to operate the bells which will be installed in all rural CFA fire units.

The bells are made from a special bell metal and cast in a mould made from ground quartz quarried from Allendale.

The moulding process is known as “CO 2 moulding” and has taken the company more than a month to perfect.

The manufacturer Mr John Coley said: “Nobody could really tell us how to manufacture the bells. The casting of them is easy — the hard part is to ensure a satisfactory ring from them.

“We’ve done it the hard way,” he said.

Each bell complete with the electrical system will cost \$100 with the first batch of 100 ready in about a month.

The owner of SVA Instruments, Mr Ian Benny, said the adjunct to his business

Local firm makes bells for rural fire units

was a good thing for the Ballarat district and its decentralised industry and could lead to bigger things and bigger bells.

ABOVE: Ballarat district’s only known bell-maker, Mr John Coley, with some partly completed bells and a more advanced chromed bell which he is testing for “clarity and ring.” Note the broken mould from which the bells are precision cast.



Another CFA made item from the West in Victoria were the electric Fire Bells which were made by:- SVA Instruments in Sebastopol, a suburb of Ballarat.

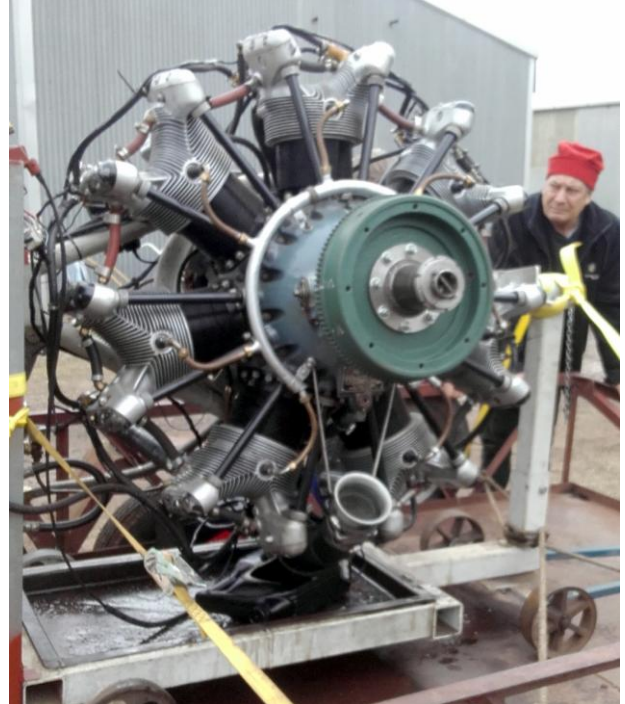
The Company wound the coils and used Holden points in the make and brake system that actuated the bell hammer.

The cutting above is believed to

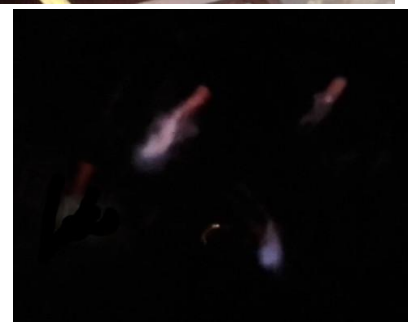
come from an early 1970’s edition of the Ballarat Courier. The Bell pictured is on the CFA Willies Jeep displayed by the Fire Service Museum at the may Rally.

Many thanks to Mal Jones, who provided the copy of the Newspaper cutting from his collection of CFA memorabilia. Ed.

Holden parts featured in more than a Fire Bell at the Rally. A more recent adaption could be seen in this Jacobs 7 Cylinder Radial Aircraft engine displayed by Warwick Bryce at the Rally.



This engine arrived in as a basket case with everything but a carburettor. With Carburettors on the rare list, and a box of Holden Fuel Injectors in a draw, an opportunity arose. With some ingenuity these injectors which were used on small displacement car cylinders were set up to operate on the large displacement aircraft cylinders with a resounding success. The Injectors can be seen set into the inlet manifold pipes. The automotive flywheel replaces the propeller. The stub exhaust pipes provided a light and sound show when the engine was fired up in the dark.



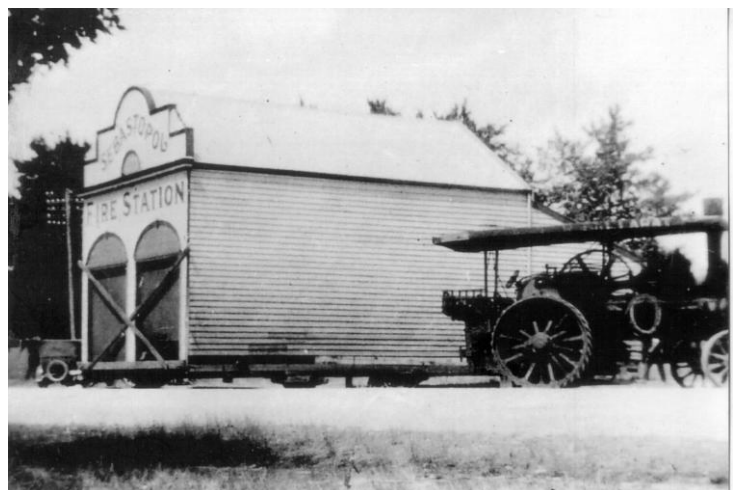
BEFORE WE GET TO FAR AWAY FROM SEBASTOPOL NEIL WRIGHT ASKS!

Who Dun It ?

Lake Goldsmith members are invited to solve the mystery, but this is not your typical cloak & dagger thriller. Pictured is the historic relocation of the Sebastopol fire station, from alongside the Borough Offices to its present location on the opposite side of Albert street Sebastopol. Anecdotal accounts suggest that the job may have been undertaken by house removalist Thomas Nunn Of Snake Valley. The word Ballarat, on the engine canopy; casts doubt

Locally and logically, house removalist Bert Barlow of Ballarat; could have undertaken the task, the year is 1929. Sign writing on the Fowler engine canopy reads; (at front) , Ballarat -and before that, is anyone's guess. The word Barlow is possibly present , as he did use a Fowler single cylinder traction engine for his house removal business. This engine has survived into preservation, formerly owned by the late George Mulcahy .

However, the Fowler was a popular & fairly widespread engine; Nunn may have employed a similar machine for house removal. Brown, the house removalist of Mount Rowan near Ballarat; can't be ruled out either. There may be others –I'll leave that with you.



DONALD FIRE BRIGADE.



This immaculately turned out 1926 Ford TT Fire Tanker would have seemed like luxury on wheels for fireman who had previously used hand or horse drawn reels. As it turns out the Ford never worked as a CFA unit. The vehicle was found “under a tree” in 1963 and set up to use in Parades to raise funds for charity. This truck makes an annual pilgrimage from Donald to Melbourne collecting donations for the Royal Children’s Hospital Appeal. It spends time on a trailer between towns, then it parades through the towns on route until it finishes its run in Melbourne.

Many CFA brigades collect for charity. The community role involves

more than fighting fires.

Thanks to the crew that made the trip to the CFA Rally and helped make it such a success. Ed.

CROSS ROADS

Clive Keays from the Cross Roads CFA displayed this 1941 K6 International fire engine converted to a tray truck. In spite of its conversion it still retains much of its original gear and would have been an impressive sight in its day. The original body was built by Alf Mitchell Bodyworks and had side seats over a hose locker. Clive purchased this truck in working order at a clearing sale and used it for some years. He has 2 other K series with Mitchell bodies in his collection of International products.

The K6 is believed to have most of its working life in Eastern Victoria and it may have arrived in Australia under the Lend Lease program which provided many other fire engines.



In addition to collecting anything made by International Harvester, Clive also has a collection of Tohatsu fire pumps, some of which were displayed on the back of the K6 and the rest were on show at the dam where they gave frequent demonstrations. For the day they were drawing clean water from a tank, they work just as well with the dam water, but the dam water is a tad muddy, not worth the risk of giving a spray to a passer-by.



Most heritage preservation groups have focused on collections of equipment manufactured in Australia, Britain, America and Europe. Japanese equipment is now starting to reach the end of its service life and it is now starting to appear at rallies. Tohatsu can trace its history back to 1922 and it has a long history in small engines for gensets, pumps, motor bikes and outboard boat motors.

Today it concentrates on portable fire pumps, and outboard motors which it started to build in 1956. It has now produced over 4 million of them for leisure and commercial use.

The fire pumps started in 1949 and have continued to expand and are now sold worldwide. The oldest Tohatsu that Clive has is a 1966 single cylinder 2 stroke unit. The latest are current models, which were demonstrating their capabilities near the dam, were provided by his company Clive Keays Engineering who are local agents for Tohatsu fire pumps. These pumps appear regularly at our Rallies to demonstrate their high performance prowess as high volume high pressure fire pumps.

The only pumps that Tohatsu manufactures are portable fire pumps and they have been making them for 69 years. They hold a large share of their domestic Japanese market and they export to 120 countries. Their manufacturing plants are modern and automated and they employ 500 people.

FIRE FIGHTING AIDS

A large assortment of equipment used by fire fighters was on show in trucks and sheds and on stands in the compounds.





This Willys Jeep 6-226 Fire Truck served with the CFA at Tolmie, about 20Km NE of Mansfield. In 1956 15 of these unique design fire tankers were produced for the CFA with BSA pumps and 170 Imp Gallon Tanks. Amazingly a CFA knapsack has survived attached. A later model truck was produced in 1965.

This vehicle has a quaint grapevine history. Rumour has it that in its later working life the Brigade raffled the truck to raise funds for a more modern replacement. Either way it has survived pretty much in tact for its appearance at the rally.

It arrived for the 111th Rally to join Trevor Olivers Land Rover Industrial Fire engine which served its working life at Massey Ferguson at Sunshine. This Land Rover is a long term resident at the rally grounds, in company with the Ferguson tractors produced under its protective reign.



The Land Rover is a Series 1 LWB and has survived well in its configuration as a Fire Tender.



The BMC travelled up from Cobden. The Austin from the 1950's on the right above was unmarked and unattended at the time, so its background is unknown. The Studebaker U6 had military service before a new life as a cross country Tanker, And the International ACCO had an earlier refinery life with ESSO before . It is now in Bob Addisons collection at Beaufort



EX MELBOURNE FIRE BRIGADE ELEVATOR FIRE TRUCK



This Magirus-Deutz Elevator Fire truck was a stunning surprise at the Rally.

Paul and Lesley Christie of Winchelsea are the proud owners of this 1963 unit, which was in use by the Melbourne Fire Brigade. The elevator carriage was not fitted for the rally, but the ladder, which is mounted on a stabilised levelling turntable, has a 146' reach.

Magirus, based at Ulm in Germany, have been manufacturing fire fighting vehicles since the mid 1860's, and later they were the inventors of the Turntable Ladder. The parent company was K H Deutz, makers of Deutz engines, so that the common brand for these vehicles was Magirus-Deutz The stylised "M" on the front of Firetrucks made at this time was inspired by the spire Ulm Cathedral.



FIRE SERVICE MUSEUM VICRORIA.

The Fire Services Museum based at Eastern Hill Fire Station in Melbourne displayed these 2 immaculate vehicles. The Willies Jeep 6-226 Fire Truck is similar to the Ex Tolmie unit described earlier, the 1952 Austin is a significant vehicle at Lake Goldsmith as the first CFA vehicle issued to the brigade as very similar to this spotlessly turned out machine which arrived by tilt tray with a crew familiar with its history. This truck was near the 2 vehicles currently in use by the brigade,(see cover) one of which is owned by the CFA and one of which (white Cab) is provided by the local community as seen below.



The FSMV covers the History of the MFB, CFA, DEPI and their forebears with an excellent collection of vehicles and memorabilia from around the World housed in the historic Eastern Hill Fire Station in Melbourne.

Visit <https://www.fsmv.net.au/>



RURAL FIRE FIGHTING IN SOUTH AFRICA

Absolutely nothing to do with the Rally, but inspired by the tribute to the CFA . This insight into South African rural firefighting comes from Andy Selfe who is an Apple Orchardist near Grabouw in the Elgin Valley which is about 70KM South East of Cape Town in South Africa.

The town of Grabouw is in the Overberg District Municipality Fire and Rescue area. This district is similar to our CFA districts which cover many municipalities and which are serviced by strategically located stations, in this case 7. The ODM covers 4 municipalities and 40 towns.

The Greater Overberg Fire Protection Association (goFPA) is essentially a volunteer organisation which incorporates rural land owners and elements of State owned bodies such as Railways, Forestry and roads. The organisation is run by a board with a Chairman who is a local farmer.

Rural property owners who are members pay an annual subscription and get a discount on Aerial assistance provided the call-out is authorised. Membership, provided you conform to certain criteria, protects the land owner from automatic liability if a fire spreads from his property to a neighbour.

Take a look at:- <https://www.facebook.com/goFPA>

or www.overbergfpa.co.za

The ODM and FPA cover the same area and work together. The FPA is divided into areas and volunteers called Fire Management Unit Leaders are allocated sectors of responsibility within that area.

Andy's area centres around the town of Grabouw (lower left on map) and he covers the sector from the East-West national Road clockwise to the Road running North to Villiersdorp.(Top centre) There are 3 similar groups and another Leader covers fires in the middle. A local Chief oversees the 4 Leaders.

Within all that there are teams of "Working on Fire" (WoF) which are part of a semi-government organisation which is thought to have evolved from an earlier poverty relief system into an effective proud fire fighting force. They also supply the Aerial support, spotter Cessna planes, Hueys and Air Tractor Bombers. They move around the country following the fire season.

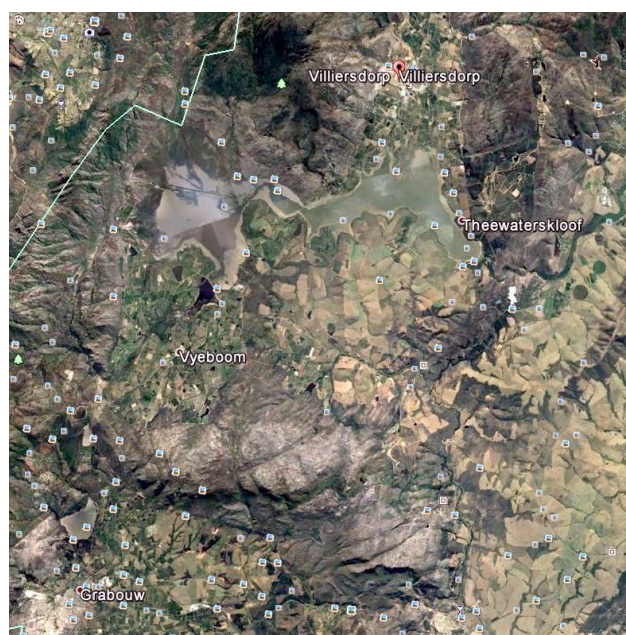
Take a look at:- <https://workingonfire.org/>

There are also contracted firms of professional non-government fire fighters and hotspot teams.

For more on this diverse group go to:- <http://www.ncc-group.co.za/>

Further to these groups, the Volunteer Wildlife Service, (VWS) who have over 250 members at four stations including one at Grabouw. VWS is a highly organised Non-Profit Organisation, run and managed by a team of volunteers as well as a recently employed General Manager. The VWS has assisted Table Mountain National Park, Cape Nature, Overberg District Municipality and Winelands District Municipality with some of the wildest fires Cape Town and the Western Cape have experienced.

A special case existed at Villiersdorp, which unlike Grabouw does not have an ODM fire station. The 35km, minimum half hour car drive leaves them out on a limb surrounded by mountains (map Right) and threatened by frequent fires. The farming community collected a lot of money to buy and equip their own tender to protect the farms. More vehicles have been added since to fight fires and ferry water. Land owners who chose not to contribute are charged heavily for their services. Members get precedence with regard to protecting their assets.



The Villiersdorp unit training with a member the VWS.



As can be seen from the Aerial photo/maps on the previous page we are surrounded by land which until recently was State Forest.

The Government decided that Forestry was not economic in this area and ordered a Forestry firm to remove the timber and not replant as they would have done in the past. The firm evolved out of the old Forestry Department and was manned by ex-staff. They had firefighting equipment and staff trained to operate it. With them withdrawing there will be huge areas which will go back to natural vegetation, with no infrastructure to deal with fires. They have not gone yet, as can be seen on the right where their yellow Unimog and WoF Huey can be seen in action.



A WoF truck with a Forestry Mercedes Benz behind.

In the fire season many farmers drive around with “Bakkie Sakkies” pumping units on their bakkies. (Utes to us) These Bakkies have a 500 litre tank of water, a pump and hose reels. The FPA

also have a farm-watch radio network and a Whatsapp Group which is very useful for sending SITREP pictures and staying in contact.



Forestry tanker for remote working,



Volunteer Wildlife Service Landrover



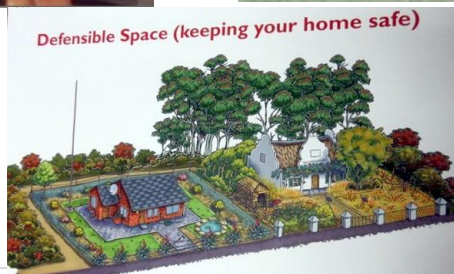
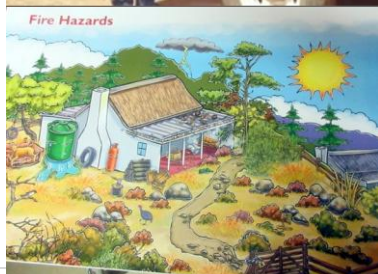
ODM 1517 Mercedes Benz Tender with David van Wyk



SAMIL 50 4*4 5 Ton Tender

The SAMIL 50 is an anagram derived from **South African MILitary**. It is based on a Magirus-Deutz truck which has been modified for use by the South African National Defence Force. The trucks were built for extreme off road service. Production ceased in 1998. The SAMAG was a commercial version.

Support between districts provided these “Bakkie Sakkies” (pump/tank/reel units to sit in utes) to the Community of Sutherland in the Northern Cape from funds raised in the Elgin Valley by Sonja and Willem pictured below left. The trailer is just for delivery, trailers have very limited use in fire service. Last year a driver was caught in a gully when he could not turn to reverse out. He was killed and the bakkie and trailer were burnt out.



Command is carefully administered. Whether it be the land owner, FMU Leader, or the professionals from ODM or the contract firms, it is normally handed over to the more senior or experienced person. From Andy's perspective this is normally a relief as you can get on with "putting the wet stuff on the red stuff".

Training at all levels is given by Louise Wessels from the goFPA or Reinard Geldenhuys who is Chief of the ODM Fire and Rescue. Reinard is also involved with the National Sea Rescue Institute which is a voluntary, privately funded Institution. He is Station Commander at Agulhas on the South Coast.

Training is given to volunteers and land owners.

Public awareness and fire safety preparation is available and the website updates local conditions.

5. Overberg District Municipality

Town	Date	Tn C	Tx C	Hx %	Hn %	mm	FDI -D	FDI -W	Winds AM KPH	Weather KPH	AM PM KPH	Weather KPH	PM
Grabouw	20-04-18	7	22	85	50	0	45	23	E 9	Partly cloudy	SSW 9	Clear skies	
Grabouw	21-04-18	7	25	85	30	0	59	41	NE 9	Fog	WSW 19	Clear skies	
Grabouw	22-04-18	11	25	80	40	0	52	42	NNW 9	Clear skies	WNW 9	Clear skies	
Hermanus	20-04-18	12	20	85	55	0	41	33	N 0	Partly cloudy	SSW 9	Clear skies	
Hermanus	21-04-18	12	21	85	50	0	53	48	NE 9	Partly cloudy	WNW 19	Clear skies	
Hermanus	22-04-18	14	23	80	50	0	51	51	NW 9	Partly cloudy	S 9	Partly cloudy	
Cape Agulhas	20-04-18	14	20	80	55	0	41	41	NW 9	Partly cloudy	SE 9	Clear skies	
Cape Agulhas	21-04-18	14	21	85	50	0	45	45	NE 19	Partly cloudy	WSW 19	Clear skies	
Cape Agulhas	22-04-18	15	23	80	65	0	41	41	WNW 19	Partly cloudy	S 9	Partly cloudy	
Swellendam	20-04-18	10	21	90	45	0	46	46	N 0	Partly cloudy	SE 9	Clear skies	
Swellendam	21-04-18	9	25	90	25	0	61	61	NNE 9	Mist	WSW 9	Clear skies	
Swellendam	22-04-18	12	29	75	20	0	63	63	NNW 9	Partly cloudy	W 9	Partly cloudy	



Andy has built his own tender using a light truck with a 2000L tank plus pump, hoses, axes, spade, fire rake, beaters, bolt cutters, protective clothing, drinking water and spare oil and petrol for the pump.



This brings us to the end of Andy's South African firefighting story, now we can move stage 2.

This story started when Warwick Bryce caught up with Andy Selfe on one of his trips to the Stars of Sandstone in South Africa. (both standing in picture on the right- Andy is in the uniform)

Both have an interest in restoring WW2 Military Armoured vehicles. Warwick has restored a Stuart Tank, which most visitors to Lake Goldsmith and Melbourne Steamfest will be familiar with. Warwick's current project is an Australian Bren Gun Carrier.

Andy has restored a South African Reconnaissance Car Mk4 to running condition and another to a static display.

Andy's current restoration project is a Ferret scout car in association with Sandstone Heritage Trust who also assisted with the former.

For those not familiar with the South African Reconnaissance Car, it is also known as Marmon Herrington Armoured Car by Commonwealth Nations.

During WW2 nearly 5300 of these vehicles were built in 4 models.

The early Mk 1's were on the drawing board in 1938 and in production by 1940. They were based on a 3 ton 4 * 2 Ford truck fitted with a lightly armoured shell and a cylindrical turret with a Vickers machine gun. A second Vickers was located in the hull, 135 were built.

Mk 2's were produced in 1941 and featured a 2 speed Marmon Herrington transfer case and front axle giving it 4 wheel drive. Various armaments were used, Boys .55 Anti-Tank gun, Vickers and Bren machine guns. A total of 887 were built. The Mk2 saw combat in North Africa where it was reliable and available in useful numbers. Field modifications included removing the turret and replacing it with captured Breda 37mm guns behind a face shield.

Mk3's came out later in 1941 and featured some improvements, such as more armour and a rear door to improve safety. South African forces received 2630 while 780 were used by other Commonwealth forces and allies such as the Royal Netherlands East Indies Army who used them in the East Indies Campaign where some were captured by the Japanese. Production ceased in 1942.

The Mk 4 arrived in March 1943. It featured a new monocoque hull using the same 95hp Ford V8 engine and mechanicals with the Marmon Herrington or Canadian Ford drive trains.

The Turret featured a 2 pound quick fire gun in an Artillery type mount. A total of 840 were built and they served in various theatres and with many countries after WW2 where some stayed in service into the 1990's, a tribute to a good design. The Mk4 was the last model to see commercial production.



The Mk 2 on the left has an Octagonal Turret with a Boys and Bren and the radiator louvres open.

The Mk 2 in the centre pictures show the conversion using a captured 37mm Breda gun. The Mk 1, 2, & 3 had the Ford Motor at the front. The Mk4 on the right is in a Museum in Israel. The Motor has shifted to the rear and the driver sits forward with one forward windscreen and one on either side. All 3 windows have armoured shields with vision slots. This arrangement offered good visibility.



Photographed at The STARS OF SANDSTONE, Andy is in the centre sitting on the restored Mk4. On his left, in uniform is Brigadier General Andre Retief, General officer commanding the South African Armour Formation. On his right is Lt Colonel Raymond Hohls (retired) who is now part of the Sandstone team. Andy was in the South African Army, and spent 3½ years in the British Army Parachute Regiment. Below:- The Mk4 goes through its paces at a Stars of Sandstone event.





Some of the gear in the Military shed at Sandstone, from the left, Buffel Field Kitchen, two QF25pdrs 4.7" Heavy AA Gun, SAMIL100, SAMIL50, Ratil, Casspir, (Blesbok behind it), Ural Rocket Launcher, three Saracens, Eland 60, Eland 90, Ferret and Jeep. The shed itself is an impressive sight.



Duiker mine protected fuel Tanker and a Bulperd, Mack based mine protected heavy recovery truck.

Behind the scenes there are 2 and 4 wheel CMP lorries (Blitz's?), the Marmon Herrington's, a soft skinned Mack heavy recovery truck. Under restoration is Hippo, a Bedford based predecessor of the mine protected Casspir Troop Carrier. Many of these vehicles are held and shown in partnership with the South African Armour Museum in Bloemfontein see <http://www.saarmourmuseum.co.za/>

And then there are the tracked vehicles. That is for another day.



Andy's current project is this pair of Ferrets which will return to Sandstone in due course.

Many thanks to Andy and those involved in firefighting in South Africa who helped put this story together.

Similarly, thanks to those involved with Military History preservation who assisted with information on M-H history.

And for those interested in the next Stars of Sandstone have a look at:- Ed.

http://www.starsofsandstone.com/images/pdf/apr2018/Sandstone_NL_3_final.pdf

TRAILER SEARCH



FEDERAL 606/C2 WRECKER

These Federal trucks were developed for the USAAF in the late 1930's. Standard issue for the C2 Wrecker was the 6*6 7.5 Ton Crane/Prime Mover complete with 5 or 10 Ton crane and Turntable. The outfit also included a 40' Goose Neck Trailer, a 25' Goose Neck Trailer and a draw bar Dolly that could be used under either trailer. The Prime mover was massive. It weighed in at 12.5 Tons. The 6 cylinder side valve Hercules HXD motor had a displacement of 855 cubic inches giving 202 hp and a speed of 30MPH at 1700 RPM.

In addition to a conventional Flywheel electric starter the C2 was fitted with an inertia aircraft style starter coupled directly to the front of the crankshaft. This type of starter would have been familiar to Airforce operators as they were used on many service aircraft engines where their low current draw could be supplied by light weight small batteries. In an emergency this starter could be hand cranked.



The distinctive helper Air Springs mounted either side of the inertia starter help identify this 606/C2 series of Federal trucks (left) from the similar 6*6 604 series military prime movers. (right)



Above the 606/C2 with its flat step deck twin dual wheel axles trailer for carrying lift on loads These trucks were used for lift on loads of aircraft parts or damaged wrecks.



Above the 604 is fitted with a heavy vehicle float with an 8 in a row "inline axle pair" and rear ramps. These prime movers had multiple rolls.

MANY OF THE BIGGEST ARMY TRUCKS EVER USED BY UNCLE SAM ARE NOW BEING BUILT BY FEDERAL



STEADY STREAMS of these husky crane trucks are now rolling from the Federal Factory—the biggest things of their kind on wheels—for use by the Army Air Forces.

These huge, heavy duty, swiftly moving trucks are giants for power and gluttons for work. They will climb the steepest grade; travel the roughest country; negotiate swamp land, desert or mountainous terrain with equal facility; buck snow or ice or mud; travel 'cross country where the ordinary truck would be helpless.

Each one of these monstrous trucks carries a ten-ton crane for emergency salvaging work, has a large electric power plant, big flood lights for night work, and an electric winch. They weigh 12 tons without a load and pull 2-section, 60-foot trailers besides. Some of the largest engines ever built for trucks power these giant six-wheelers—engines four times the size of the normal automobile engine—with power distributed to three axles, front and rear. Air operated steering mechanism is used for easier handling over roadless areas.

In their husky design and construction, these motorized retrievers exemplify the stamina, rugged, work-horse dependability and renowned heavy-duty performance which have been an integral part of Federal Truck construction for over 32 years. Again we repeat: "You Can Toss the Tough Jobs to Federal."

FEDERAL MOTOR TRUCK COMPANY, DETROIT, MICHIGAN

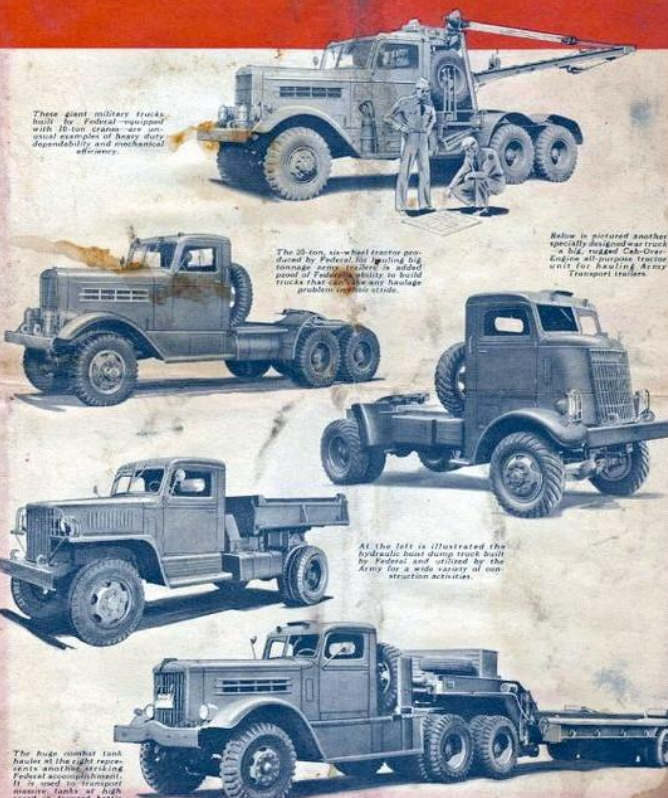
FEDERAL TRUCKS

Since 1910... Known in Every Country—Sold on Every Continent

TIME, August 3, 1942

7

Thousands OF SOME OF THE BIGGEST MILITARY TRUCKS USED BY OUR ARMY, NAVY AND AIR FORCES DURING THE WAR WERE BUILT BY FEDERAL



These giant military trucks built by Federal—equipped with 10-ton cranes—are unusual examples of heavy-duty dependability and mechanical efficiency.

The 20-ton, six-wheel tractor produced by Federal for hauling big tonnage transport loads is a vivid proof of Federal ability to build trucks that can solve any hauling problem in any state.

Below is pictured another specially designed war truck—a big, rugged, Cab-Over-Engine all-purpose tractor unit for hauling Army Transport trailers.

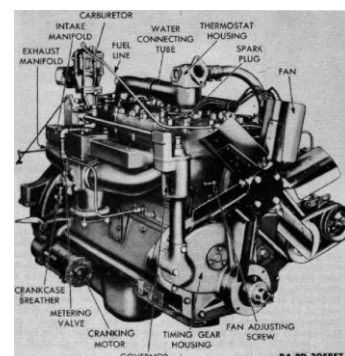
At the left is illustrated the hydraulic front dump truck built by Federal and utilized by the Army for a wide variety of construction activities.

The huge combat tank hauler at the right represents another outstanding Federal accomplishment. It is used to transport massive tanks at high speed in forward battle zones.

The above left Federal Advertisement from 1942 (on left) claims the 606 as the –“Biggest thing of its kind on wheels”- for use of the Army Air Forces. It was fitted with a 10 Ton Crane, has a large electric power plant (110V DC), flood lights and a 15000lb winch under the chassis frame). It was also fitted with air operated steering for easier handling in rough areas. They could handle the steepest grades (58%). –“You can toss the tough work to federal”-. The Add on the right (1944) shows the range of WW2 military vehicles produced by Federal. The 606/C2 is at the top with a very similar prime mover below it. The 604 Tank transporter is at the bottom.



With outriggers out the crane had enough slew to load a trailer alongside as with this 5 Ton Republic P47 Thunderbolt fighter/bomber. The 40' trailer was able to transport a 76' long B17 fuselage, albeit with a bit of overhang. Two Federal C2 wreckers could lift a complete (empty) 18 Ton B17. Every USAAF base had at least one 606 wrecker for maintenance and recovery of damaged or crashed aircraft. The US bases in Australia used these trucks. It is uncertain if any remained here as the bases moved out of Australia as the fighting moved North. (Hercules HXD engine on right)



RAAF records show 15 Federal C2 Wreckers which they used in Australia during and after WW2.

These trucks could be used to transport new planes that arrived by ship in knockdown form. The fuselage would be carried on the long trailer and the wings and other parts on the short trailer behind.

Around the bases the cranes could be used for maintenance and the vehicles used for recovery of planes which were forced to land off base or crashed. The vehicles had good cross country performance for working in remote areas. Australia had many RAAF training bases, including the Empire Air Training Scheme No 1 Wireless and Air Gunnery School at Ballarat. (see Goldsmith 128)

Hopefully some more information on how and where these recovery trucks were used by the RAAF will come to light in the future, for the moment this story concerns one truck that has been unearthed in NSW and is now headed for a rebuild and an addition to Australia's collection of restored military vehicles.



There were various changes made during the production life which ended with the 606E. The cabs had a timber frame which gave them a short life if they spent too much time in wet weather. As can be seen the cab has been replaced. The same cab (see tanker below) was used on Reo 29XS used by our Army Engineers to transport Oxygen Generators. The Army did not sell these off until 1967 so there may be a chance that a cab has survived somewhere.



As well as a donor cab the other missing part is a trailer, preferably a 40'. At present it is not known who built the trailers which were supplied as part of the C2 "kit". The expectation is to tow the Federal behind an Autocar prime mover and the show the Federal with its original Airforce trailer.



The same, or at least a very similar trailer appears behind these International trucks on the left, so there may be others around

Can anyone help with information, pictures or the whereabouts of parts to help complete this project, please contact the editor and I will put you in touch. This is a rare RAAF vehicle project. Ed

Military Visits



A Century apart, the M1841 12pdr Mountain Howitzer operated by the Shenandoah's Crew (see Goldsmith No 139) share the high ground with a convoy of WW2 & later vehicles from VMVC.

The Shenandoah's Crew had a new piece in action at this rally, dwarfed by the Howitzer this tiny 3" Coehorn Mortar could make plenty of smoke and noise.



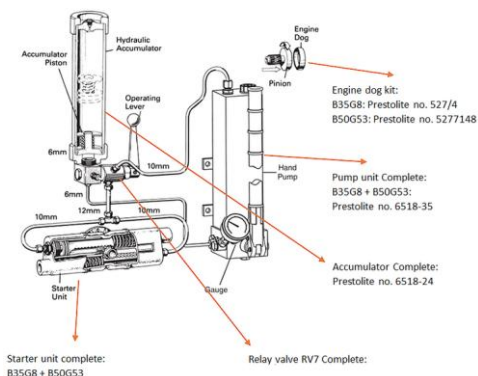
These light weight easily transportable Mortar's were designed by Dutch Military Engineer Menno van Coehoom and first demonstrated in 1701. They were first used at the Siege of Kaiserworth in France in 1702. They were used by both sides in the American Civil War in sizes up to 24pds which had a bore of 17" diameter. They typically used a hollow shell filled with explosive timed by a paper fuse secured by a cork. The black Powder smoke shows in the steep line of fire. The Mortar box, below right displays the tools, charge packs, balls, fuses etc that support the Coehorn Mortar in the field.



The crew have a well prepared historic display inside the Founders building. If you want to contact the group to arrange a display, or to join the re-enactment group as a volunteer contact:
The Secretary, Ronald Lowe P.O.Box 2120 Melton South 3338 or ring 0417 501 215 Ed.

A large yellow excavator engine is shown, featuring a prominent silver heat shield on top. A man in a light blue shirt stands behind the engine, which is mounted on a metal frame. The engine has various components like fuel tanks, hoses, and a control panel visible.

<http://demp.com>



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BACKPEDALLING AHEAD

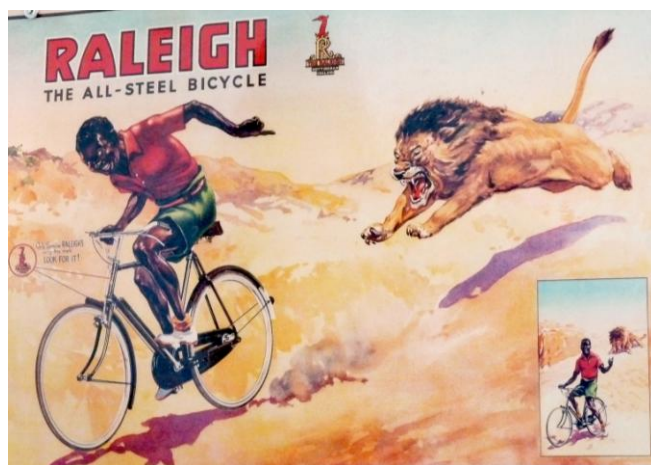
An unusual sight during the grand Parade was Robin Evans peddling backwards wheel going up the Hill at the South end of the arena. The bike in question was a Hirondelette Retro Direct made in France at St. Etienne about 1910. The bikes were in production from 1903 to 1939.



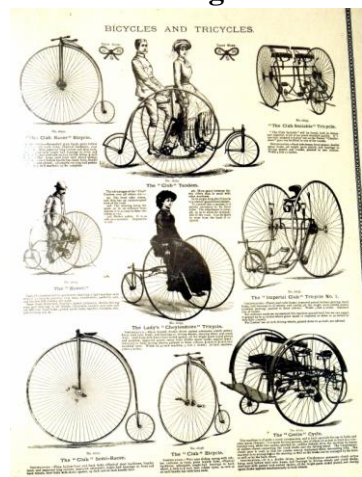
These bikes had 2 forward speeds, to move along in low gear you kept pedalling backwards, to move in high gear you pedalled forwards in the normal way. It was a simple and reliable way to have a low speed for hills, although Robin said it takes

some time to let your leg muscles adjust to pedalling backwards.

The system is simple, there are two conventional free wheeling hubs on the back axle. The drive sprocket at the front has the drive and return sections of chain connected to the top tangent of each freewheeling hub sprockets. The chains are moving in opposite directions, one driving, one freewheeling. When you change the direction that you pedal you engage the other hub sprocket and go faster or slower. A neat and simple system



The advertising either side of the English Channel takes a different approach to why you ride a bike.



The Evans family and the Williams family Bike collections cover the spectrum of pushbikes from the pre pedal machines to the electric assist and a lot in between. Ed.



RUNNING THE JOHN NORRIS BOILER HOUSE



The Nearmy family have a long association with the John Norris Boiler house at Lake Goldsmith which started when Peter Nearmy was a volunteer with John Norris at the Mile End Railway Museum in Port Adelaide. The Museum is now the National Railway Museum at Port Adelaide which is Australia's largest railway Museum with over 100 exhibits.

Tony (left above), Dale (centre) followed Peter's interest in steam and have their own collections. They all operate at Lake Goldsmith with help from fellow South Australian Luke Hartfull and Josh Franc from Beaufort. Rob Craddock from Geelong completes the team and reports to the Committee.

During the rallies the Nearmy family can be seen in action, but the story starts a long time before the rally. A month before the rally Dale and Tony come over from Mt Gambier. They seal the boiler openings (it is dry stored) and doors, and fill the boiler with water from the tanks. Normally a low pressure hydro test is carried out to check for leaks. They then do any maintenance jobs inside and cut the lawns outside. This procedure allows them to use treated tank water rather than the muddy dam water. The tanks get a chance to refill before the rally.



Tony is back on the Sunday of the weekend before the rally, and with the help of Josh Franc a warming fire is lit under the boiler to slowly bring the brickwork up to temperature.

The boiler warming continues through the week, and while this continues the rest of the work begins to get ready for the rally. Outside, the 2 or 3 tip truckloads of dumped wood is stacked into accessible heaps near the door where it can be loaded onto the trolley that is used to transport the wood to the boiler.

About 20 trolley loads of timber are burnt during a rally, 5 during the warm up and 10 to 15 on the Saturday and Sunday. The recently fitted fire bars have helped to reduce this significantly with a saving in wood and manhandling by the team of volunteers carrying it.

The saved timber is able to stand and air dry in the 6 months between rallies, this makes it lighter to handle and reduces the extra quantity of fuel needed to dry the wood. When the timber is too green or wet, water can be seen flowing out under the boiler firebox.

With the wood stacked and the warm up well under



way the inside preparation starts, dust covers have to be removed from the exhibits, floors have to be swept and brass has to be polished.

The fires are stoked up at 6.30AM on Saturday and Sunday. By 930AM they have raised enough steam to start and run the working exhibits, inside and out. Each steam engine has to go through its warm up and start procedure (there are 15 or more) and the show is ready.

The boiler also powers the Apex kitchen “The Home of Steam Burgers”. During the rally the boiler



uses about 20 000 litres of water which can be drawn from a variety of tanks.

Dale loads the firebox of the 200HP underfired Thompsons of Castlemaine Boiler. The fire bricks are visible on the of the right firebox and the ash, generally not more than 2 barrow loads per rally can be seen below the grate. (See edition 132 for more background).



Rally days are busy, a 3 man team is needed with the boiler to fire and maintain the visitor's interests to care for and the engines to oil and wipe down.

Relief comes on Sunday night when the rally has wound down, the engines are covered and the fire cools down. Monday it starts again, the boiler is blown down and the water is dropped and the doors removed. Any new gaskets that may be required are ordered. Everyone signs off, the doors are locked and the team heads back to South Australia, ready to return in five months to start again.

To a visitor the Boiler House always seems immaculate it just always seems to be that way, thanks to the dedication and competence of the crew that run it. Bob Craddock and the Narmy Family have had a long association with Lake Goldsmith and we have them to thank for this great asset which is the heart of steam at our rallies continues to be a popular drawcard for our visitors and members alike. If you would like to join this team, and be involved speak to the team at the next rally, or write to the secretary at PO Box 21 Beaufort Vic 3373 or email the editor.Ed.



A idea that no one POO POO



The Harry Ferguson Tractor Club came up with a unique combination, a tractor and a genuine 3 Ton Ferguson trailer with seating room for 2. This night cart is believed to be the last survivor of 3 built for the predecessors of Coliban Water by Coachbuilders Weigard and Co in Bendigo during the 1950's. The traction of these combinations gave reliable traction on hillier area's around the town.

There 100 pan capacity allowed their 4 Ton capacity load to be shared by the tractor to aid traction. This vehicle can certainly be used to provide some light humour, particularly to those who can remember the days when the WC was connected to the world by a small door rather than a flushing cistern.



A flash back to the days of side loading floats This Jaques J15 Face Shovel was made in Richmond and worked near Geelong. Here it hitches a ride behind a TK Bedford for a trip in the Grand Parade before it heads back to the sand box to demonstrate some 1950's style earthmoving.

The Jaques J15 spent much of its working life loading this Bedford tipper, and thanks to Ian Homan and the previous owners it is able to maintain this role today over 50 years later. Ed



BACKROADS FILMING



Our Rallies do not normally include airborne displays. The Drone that was seen hovering around during the Grand Parade was part of the team filming some action for a future episode of “Back Roads” the popular ABC show featuring highlights of various towns and districts around Australia.

The filming at the Rally will be part of an episode centered on Beaufort. It is expected to go to air at some time during their Summer season between December 4 2018 and February 4 2019. Set your recorders.



BEAUFORT LONG WEEKEND



The Queen’s Birthday weekend is a busy time in Beaufort. The Pyrenees Arts Council and Rotary have art displays and second hand book sale events respectively, and there are many other events open in the town.



The Lake Goldsmith Goods Shed and Visitor Centre was open both days with displays of heritage pictures and memorabilia

The display was hosted by Ron and Linda Harris

This Brings us to the end of another Rally Rundown while we look forward to the next with its theme of Vintage Road Making, 70 years of Landrover and a Tractor Trek Ed.