

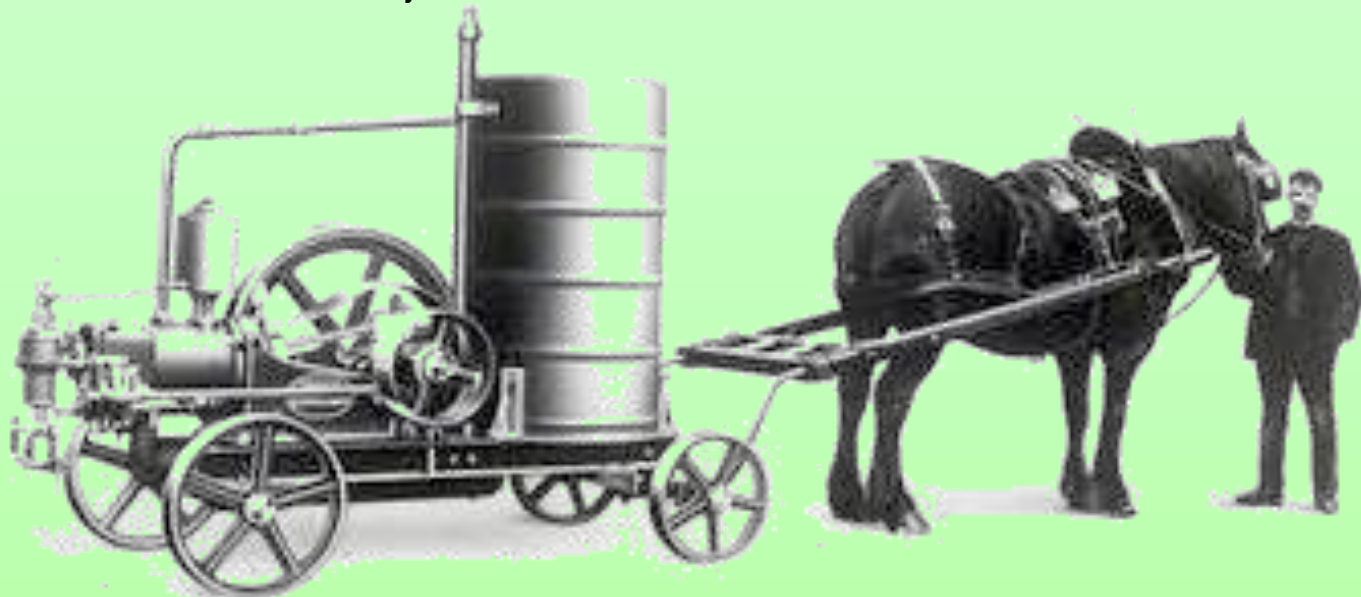


GOLDSMITH



THE PYRENEES HERITAGE PRESERVATION MAGAZINE

Edition 155-160 February 2021 Lake Goldsmith Steam Preservation Association Inc.



WELCOME TO THE 2021 AUTUMN LAKE GOLDSMITH RALLY

1234 LAKE GOLDSMITH-CARNGHAM ROAD LAKE GOLDSMITH. VIC. 3373

RALLY 117 MAY 1 & 2 2021

PLEASE CHECK OUR WEBSITE FOR POSSIBLE COVID RESTRICTIONS

www.lakegoldsmithsteamrally.org.au

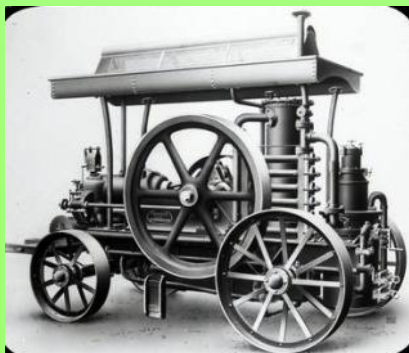
RALLY THEME

SMALL ENGINES- ALL TYPES &

AND HORSE DRAWN OR POWERED VEHICLES & MACHINES



UNFORTUNATLY THERE ARE NO FACILITIES FOR HORSES





LAKE GOLDSMITH 117TH STEAM AND VINTAGE RALLY
1ST & 2ND MAY, 2021

FEATURING SMALL ENGINES

Regular attractions include:

- 65 Display Sheds
- Steam & Oil Engines
- Steam Powered Shovels & Saw Mill
- Displays of Earthmoving, Cars, Motorcycles, Tractors & Trucks
- Radio Controlled Model Boats
- Attractions for Ladies & Children
- Blacksmithing
- Threshing
- On-site Catering

CAMPING FOR EXHIBITORS ONLY FREE, NON-POWERED

ADDITIONAL FEATURE Operating Dynamometer Truck used for tractor drawbar HP tests at the Werribee Tractor Testing Station

ADMISSION PRICE: • Adults \$15.00
 • Children aged 5-16 \$5.00 • Exhibitors and Children under 5 free

For rally information contact: Trevor Ph: 0407 539 041 or Graeme Ph: (03) 9723 3310 Mob: 0418 388 149

www.lakegoldsmithsteamrally.org.au • PO Box 21 Beaufort 3373

Our 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

Contact us at:- info@lakegoldsmithsteamrally.org.au or The Secretary P.O. Box 21 Beaufort 3373

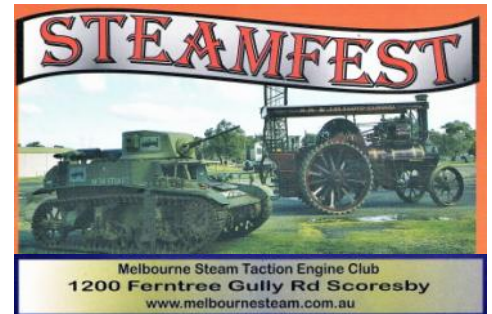


Note:- The February and August editions are normally email only.

They can be Download from:- www.lakegoldsmithsteamrally.org.au/magazine.html

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MARCH 6 7 & 8 2021

CHECK WEBSITE ON DAY

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Lake Goldsmith Steam Preservation Association Inc.

Registration:- A0032895 Correspondence to:- The Secretary PO Box 21 Beaufort 3373

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OVERVIEW 2021

With 2020 behind us we can hopefully look forward to 2021 and a return to our rallies and the visitors that they bring to Lake Goldsmith. Without any rallies in 2020 this magazine, which exists to promote them and thank our visitors and exhibitors, became, by default, a casualty, and the year became an editors holiday, if you can call virtual house arrest in Covid Central Melbourne a holiday. Having avoided the plague it is not for me to complain, other than the need to express our members sympathies to those who have suffered in any way as a result of this imported disease.

Hopefully with continued vigilance and the arrival of a vaccine, the virus will be sufficiently under control to allow enough visitors to allow the rally gates to open..

The need to comply with current Federal, State and Local Government regulations, combined with safe access to comfort facilities, hand sanitising, social distancing, and the possible need to wear masks continuously while you spent a day walking around a 40 acre paddock, join tours and watch inside displays will ultimately determine whether we are able to open the gates.

Our Website at:- www.lakegoldsmithsteamrally.org.au will provide a notice if the rally has to be cancelled. If there is any doubt it may be worth a check before you head off on a drive through Victoria's pleasant West

This edition of Goldsmith is a sign of our optimistic faith, and the President, Committee and Members of the Lake Goldsmith Steam Preservation Association Inc look forward to welcoming our exhibitors and Visitors to the 117th Rally in May 2021.

Lost in 2020

2020 was the 250th anniversary of Captain James Cooks landing on, and mapping of the East Coast of Australia as part of his first circumnavigation of the world which was prompted by the Royal Society's request to observe the transit of Venus from Tahiti. This observation, in combination with others around the earth was used to determine the distance of the earth from the sun, and hence determine the size of our solar system. It took two and a half years to collect the data and complete the calculations. which agreed within about 2.5 percent of modern figure of 149.6 million kilometres, which is 1 AU (Astronomical Unit). That's pretty impressive c1770.

He also observed the transit of Mercury from, appropriately named, Mercury bay in New Zealand, which help a more accurate determination of his Longitude there.

And Then there were his incredible maps.

For anyone wanting to follow up on the events of this trip, two recent Australian books "James Cook" by Peter FitzSimmons, and "Banks" by Grantlee Kieza provide a good insight into the character, background and undertakings of these two men who played a foundation role in the modern history of New Zealand and Australia. Ed.

RALLY THEME

The theme for this rally covers the transition period from when our reliance on the horse as a means of providing a source of fixed and portable power gave way to steam and later internal combustion and electricity. Not only did horses provide power directly they also towed portable power plants from place to place, and then transport the fuel and water to run them. Eventually Steam Traction Engines provided self propelled power sources. Whilst the Traction Engines could tow an entire plant to a rural or industrial work site, the horse still supplied the water and fuel, and until powered vehicles had enough towing capacity the horse generally towed the finished products, such as chaff, grain and crushed rock away. Internal combustion gradually replaced steam power plants, and the horse faded out as a carrier for water and solid fuels, and they took over the direct ploughing that had previously fallen to horse teams.

By the 1930's vehicles had taken over much of the transport and haulage on farms, Roads and in the military. By the end of WW2 the motor vehicle overtook the horse and their role became secondary.

Our Rally themes generally see a good turn out, and whilst machines powered by horses or, later small power plants, are getting a bit scarce they provide many with in an insight into the way the world worked during this interesting era between the dominance of the horse and the electric motor.

The exhibits are not limited to the theme subjects. All machines are welcome as are crafted items made by the artisans of times gone by. If you like it, so will someone else so bring it along to join the variety on show in the sheds and compounds.

Many makers who later turned to manufacture portable and stationary machines had their origins in horse drawn machinery. The advertisement, below left, from about 1895 in the UK shows some farm machinery produced by Blackstone, who went on to produce portable single cylinder Oil engines and later multicylinder diesel engines that were used in industry.

**BLACKSTONE'S
HAY HARVESTING MACHINERY.**

HAYMAKERS
In 15 sizes and kinds.

KICKERS
In 6 sizes.

**SWATH
TURNERS**
For Clover, &c.

THE "STAMFORD" MOWER.
First-class Workmanship.
Many Important Improvements.

OUR HAYMAKERS
Won all the First Prizes of the Royal Societies of England, Ireland, and Scotland for Ten Years, and the First and Second Prizes at the Taunton Trials of the Royal Agricultural Society of England.

OUR HORSE RAKES
Have Won 150 First Prizes.

THE "TAUNTON" HAYMAKER.
From £10, 10s.

THE "STAMFORD" RAKE.
From £8.

Every Machine Guaranteed. For Latest Improvements see 1896 List, free by post. Awarded Gold Medal at Bordeaux Exhibition, 1895, for Haymaker, Horse Rake, and Swath Turner.

BLACKSTONE & Co., LTD., Rutland Works, STAMFORD.

Below this two horse team is transporting 10 "Barrels" of crude oil in a timber tank wagon, from a small well somewhere in the US.

Ushering in the saviour of their centuries of hard service to humanity.

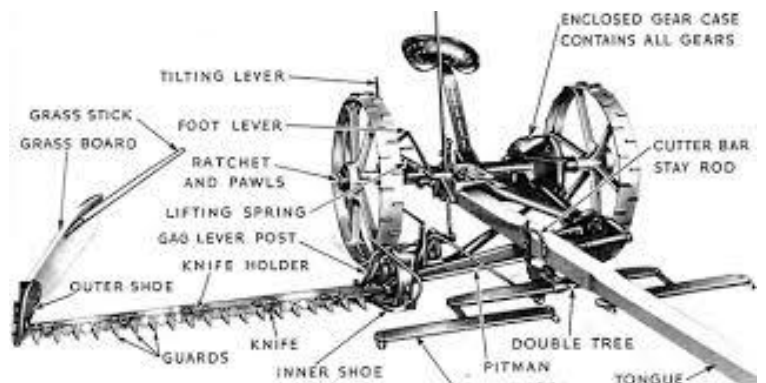


SMALL POWERED HORSE AND IC POWER SOURCES

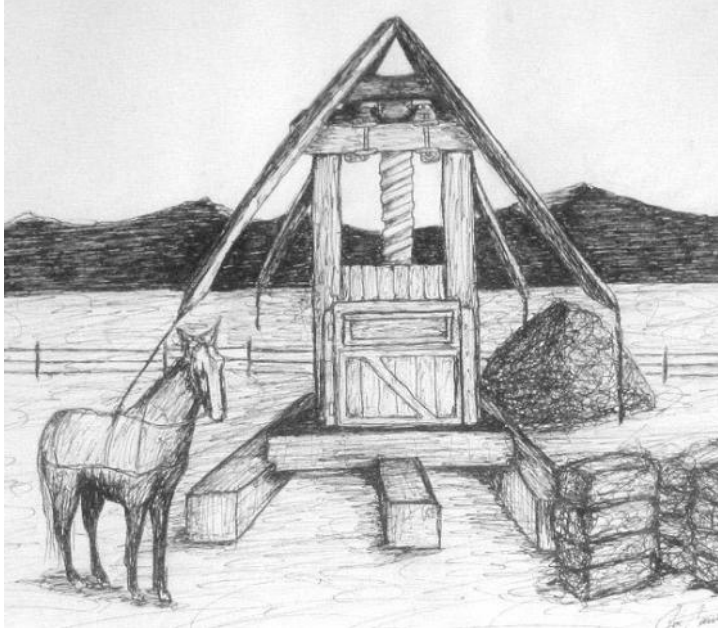
This theme covers a wide range of gear used by horses from ponies to teams of draft horses, and engines used by model aeroplane, portable steam & IC to skid mounted power packs, and even some early electric, hydraulic, compressed air and wind mills, which were all used in the transition from horse to electricity power, and many still have a niche place in the market.



Historically horses were used as riding hacks and harnessed teams, they towed chariots, carts and wagons, while others ploughed paddocks. The industrial revolution and steel opened up new possibilities for development and horse drawn vehicles



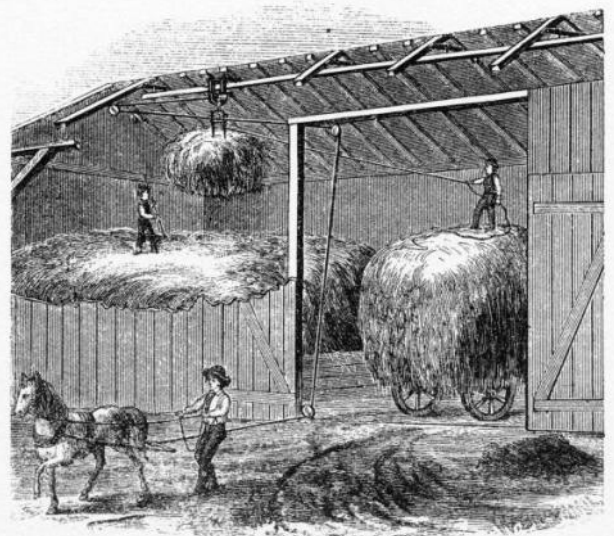
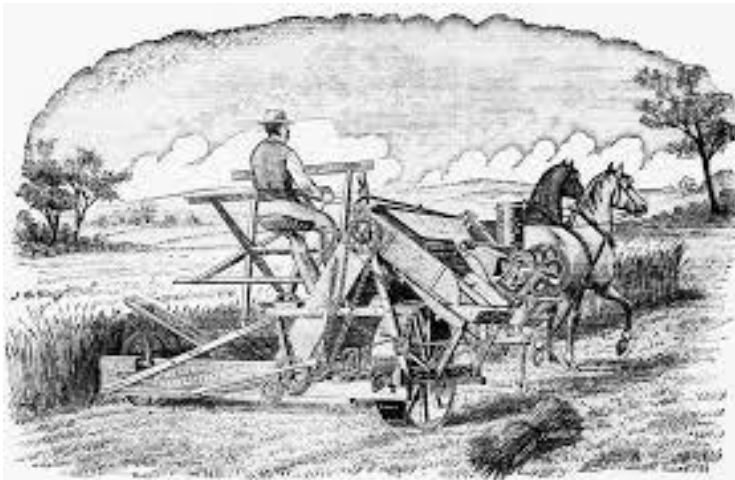
could be modified to take on work previously carried out by manual labour. Steel ploughs, horse drawn mowers, binders and rakes all gradually improved the efficiency of farms and brought in social changes with a shift to new skills and generally improved conditions. Competition inspired innovation which led to the need for patent protection which led to more innovation to find alternative ways to stay in business.



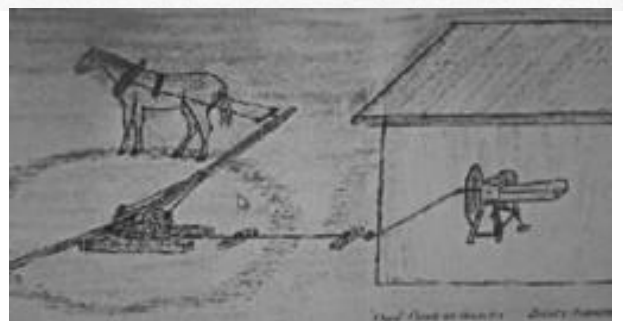
These inventive entrepreneurs have provided us with a fantastic diverse range of gadgets, machines and skills that we at Lake Goldsmith, and other groups around the world, preserve and demonstrate to modern generations. The modern world did not arrive by accident, it was hard work, faith, confidence, risk and the need to feed, house, move and entertain an ever increasing population

that drove the system forward as it still does today.

As fortune has it, enough gear from this transition period of our history has survived and been preserved and restored by collectors to



Hay Stacking Machine, 1896



fill in many blanks in our history to give modern generations an insight into the past, and the lives of their forbears.



Hay has been horse fuel for a long time. Traditionally it had been hand cut and loose stacked. In order to store and handle it, it has been pressed and baled. The Armstrong



4 horse press (mid left P7) from the 1850's gave way to portable field presses powered by steam and later using an on-board IC motor (see left top) to allow it to operate as a stand alone machine. As tractors gained popularity the bale press was fitted with a pick up (see top right) to allow it to pick up hay that had been wind-



rowed. Eventually, all the horse had to do was eat it, whole or chopped with a chaffcutter, powered by the horse as seen on the bottom right of the last page, or cut and bagged in the field by the powered portable machine above left, or in the

hayshed by this floor mounted model shown on above right, or if you only had a few head to feed you could crank it out by hand into a bucket on a machine similar to the

Sydney made Clyde Chaffcutter on the left. Cutting hay into chaff had a lot of advantages, from the horse or cows point it went down in bite size lengths similar to grass which reduced the chance of hay forming balls inside. From the farmers point it was easy to transport and store in bags . Modern chaffcutters generally use bales of hay and are driven by electricity .

The horse was quite involved in preparing his own tucker, and today, apart from some niche operators who keep the traditional skills alive, the horse walks on grass and eats chaff, probably entirely unaware of the contribution of predecessors involvement.

Horses did not exist just to feed themselves, without draft animals homo sapiens would still be running around trying to survive on what he could achieve with his own muscle, which was not enough to get beyond hunting and gathering.

In addition to the horse helping to generate his own meals, in between times he had to feed the ever growing human population . Selective breeding eventually produced a mighty magnificent Trojan, the draft horse to pull ever larger ploughs and wagons.



The industrial revolution produced steel which allowed the development of vastly improved ploughs



which outperformed the early timber and Cast Iron models.

John Deere developed the steel mouldboard plough and revolutionised ploughing.



After the paddock had been ploughed the horse could go out for another round with some harrows, and with some extra help a set of discs could be pulled.

Then it was time to plant a crop, so the team was out again with a seed drill for another round.

When the crop was ready it was back to page 6 where the reaper and binder or seed





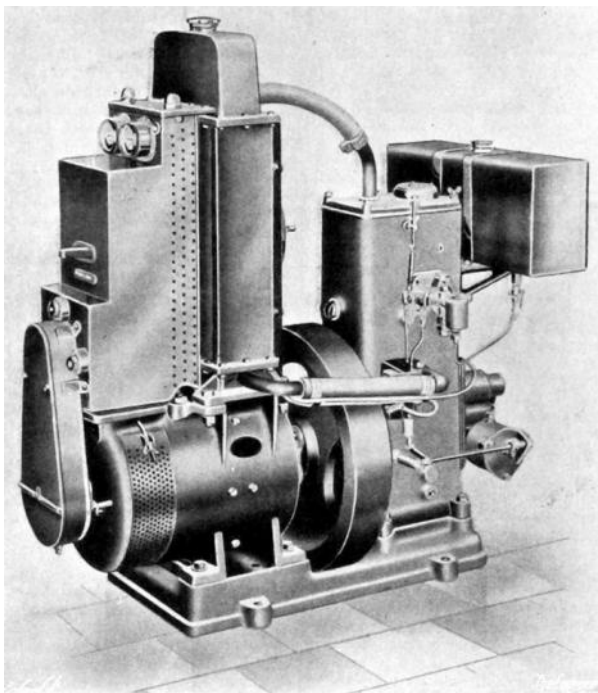
stripper came out to harvest hay or grain, and later bale some straw. Early low powered tractors were able to take up these horse drawn implements and continue operation. The demand for hay and chaff cutting was reduced and more of the farm could be used to produce marketable crops, and the tractor did not need to eat when it was at rest.

Tractors are not part of this theme, but of course they are welcome at the rally, particularly if they are towing a bit of upgraded horse gear.

The horse and small engines combined to work in other areas around the farm. The horse drawn timber tank orchard spray used a Ronaldson & Tippet Model N with a pump for spraying work.



Small engines had many uses around the farm, this



Lister Model D petrol engine, above, drove an 800 watt DC 32 volt generator for a lighting plant and the Moffat Virtue shearing Plant was powered by a Ronaldson Tippet N petrol engine.





Horse treadmill powered threshing and chaff cutting gave way to portable engines for use in the field, and the horse moved sheaves of hay from drying stooks in the



Collection Sheaves of hay from the stooks to build haystacks

field to hay stacks until he gave way to motor transport.



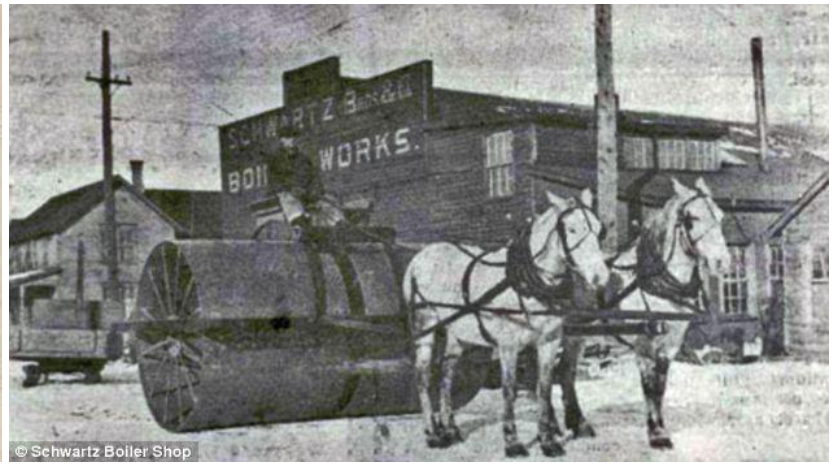
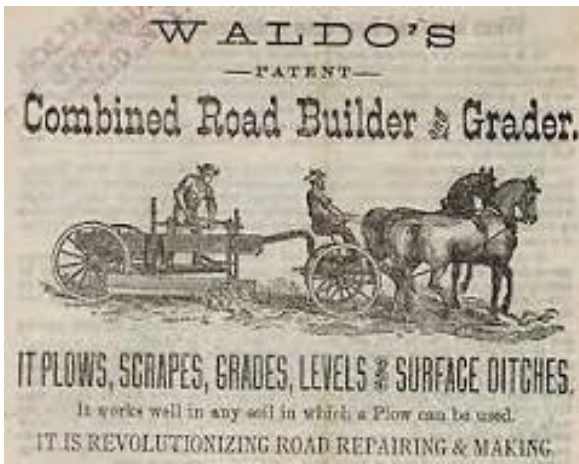
Sledges were the simplest of horse drawn transport, in fact they are my earliest memories of going anywhere behind a horse, although I cannot remember the horse having to put his back into it like this one on the left, he looks like he is pulling the tractor as well.

Maybe there were horse pull competitions before tractors took over.

Off the farm horses were still in demand to lend a bit of muscle to move machine things from here to there.



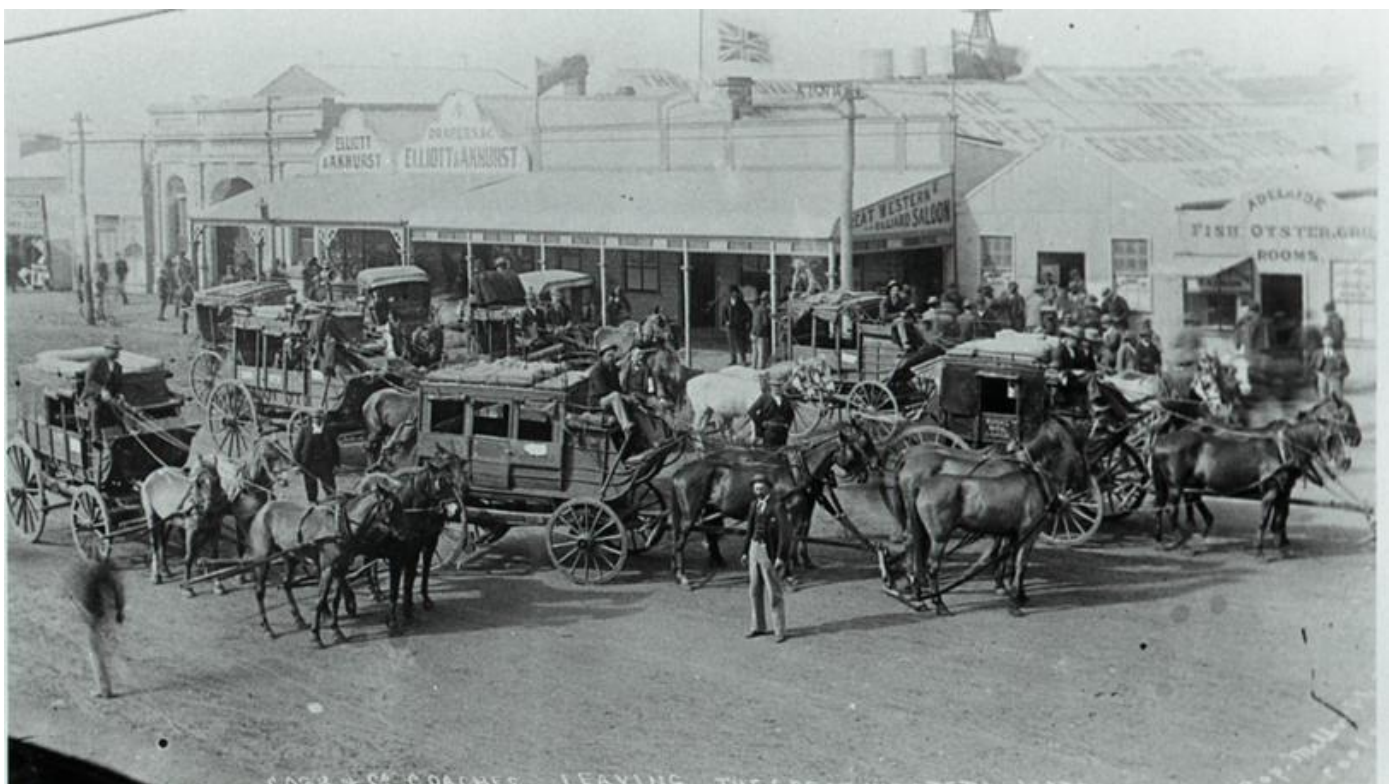
Moving water was always a must for farms, industry, military and general contracting. The introduction of steam power from the 1850's increased the demand for water and fuel, so horses worked with steam for generations,



The horse was involved in almost everything that involved moving and scraping earth



for roads channels dams and general civil construction projects. They helped make the roads that would be used by self powered vehicles, and bring an end to an age where the horse and humanity had worked to master our destiny.





It really was a hard day for man and beast. Working on civil construction projects and roads must have been hard on the horses, rough stones and steep hills would mean a regular change of horses to keep the project going.



They moved us around in early mass transport systems around



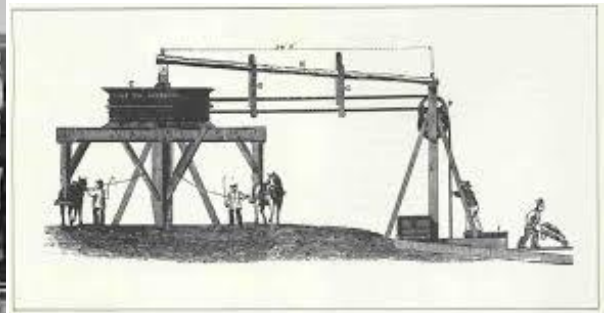
towns in horse drawn buses, and Hansonn Cabs that later became buses and taxi's when internal combustion powered cars arrived.

Coaches carried people around the country with Cobb & Co. surviving into the 1920's in Western Queensland.

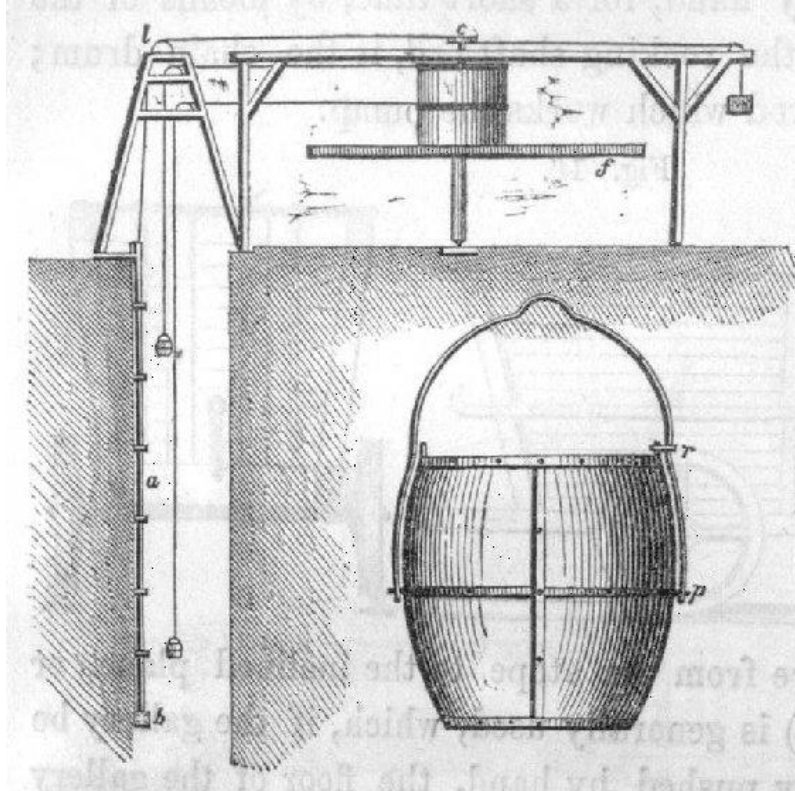


When things broke down the horse would lend a hand, well 4 legs anyway.

When the extra help was not enough we had to lend a hand, and a couple of feet as well, before road construction caught up with demand.



The Horse Wind, an illustration from Robert Scurt's British Mining, 1836



Horses were with us when we went underground. They worked whims to operate the lifting cables for miners, muck and ore.



If they were underground they pulled rail mounted trucks and if they were lucky they got to pull them outside, for those that had to go down on the shaft the trip was a bit more unpleasant strapped to a frame.

Ultimately there were laws to ensure that these animals were treated with some decency.



Horses have moved our freight around the country, bales of wool, bags of wheat and almost everything that left our factories was moved by horse power on roads that they helped to make. Others carted goods, particularly raw materials, on rails. In cities our regular deliveries of bread and milk arrived behind a horse.



Milk and ice moved around behind a horse and our garbage was carted away by them.

Horses drew our ambulances and helped put out our fires. The departed made there last trip, pulled in style to a final rest.

Most memorably horses provided us transport for work and pleasure

ADVERTISEMENTS.

When you write to an advertiser be sure and tell him that you read his card in the Farm Journal. We believe it is to your interest to do so, as our readers are served with the best.

THE SCIENTIFIC SWEEP MILL

FOR TWO HORSES. Sent on trial.

Fully Guaranteed.
GRINDS EAR CORN
AND SMALL GRAINS.

Special Cob Breaking Device and peculiar dress of Grinders. Gives better work, more of it, with less work to team than any other.

Send for Catalogue of this and other POWER MILLS.
THE FOOS MFG. CO. SPRINGFIELD, O.



FOR ONLY \$24 you can buy one of the CELEBRATED APPLETON GRINDING MILLS

Which will GRIND from 10 to 20 BUSHELS PER HOUR, doing the work as well as any \$50 Mill on the market. Can be run by any tread or sweep power, or geared wind-mill, 2, 4, or 6 HORSE POWER.

For Extra set of grinding burrs Free. One set of burrs will grind one to three thousand bushels. Satisfaction guaranteed. Sent on 10 days' trial. Send for illustrated Catalogue of our 26 other sizes of Mills, Feed Cutters, Wood Saws, Horse Powers, Corn, Cob and Shuck Mills, &c.

APPLETON MANUFACTURING CO.
10 and 21 So. Canal St., CHICAGO, ILL.



IDEAL FEED MILL

and Power Combined



WILL SAVE 33 1-3 PER CENT. OF YOUR GRAIN.

Remember it grinds EAR CORN and all kinds of grain FASTER AND BETTER than any other. Our line comprises everything in the shape of GRINDING MILLS. Address for catalogue,

STOVER MFG. CO., 529 River Street, FREEPORT, ILL.



STAR FEED CRINDER.

Greatly Improved.

SOLD ON TRIAL

12 to 25 Bushels

per hour

of Ear Corn, dry or

damp, and all small

grain, fine or coarse.

STAR MFG. CO.,

New Lexington, Ohio.

BLACKSTONE'S HAY HARVESTING MACHINERY.

HAYMAKERS

In 15 sizes and kinds.

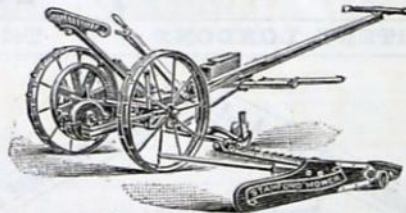
KICKERS

In 6 sizes.

SWATH

TURNERS

For Clover, &c.



MOWERS

AND

REAPERS

In 18 sizes and kinds.

HORSE RAKES

In 30 sizes and kinds.

THE "STAMFORD" MOWER.

First-class Workmanship.

Many Important Improvements.

OUR HAYMAKERS

Won all the First Prizes of the Royal Societies of England, Ireland, and Scotland for Ten Years, and the First and Second Prizes at the Taunton Trials of the Royal Agricultural Society of England.



THE "TAUNTON" HAYMAKER.

From £10. 10s.

OUR HORSE RAKES

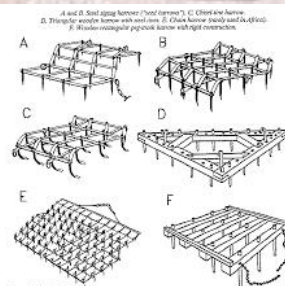
Have Won 150 First Prizes.

THE "STAMFORD" RAKE.

From £8.

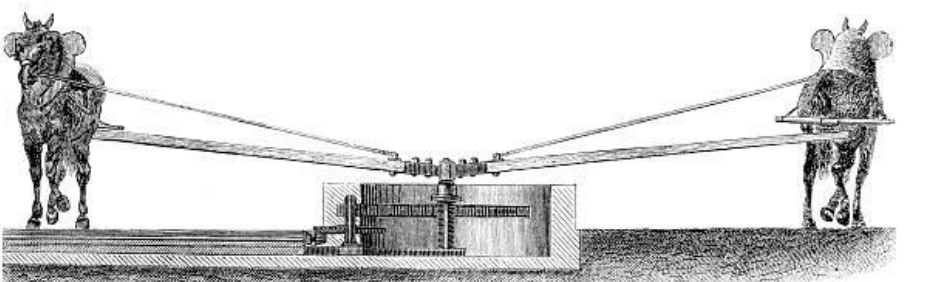
Every Machine Guaranteed. For Latest Improvements see 1896 List, free by post. Awarded Gold Medal at Bordeaux Exhibition, 1895, for Haymaker, Horse Rake, and Swath Turner.

BLACKSTONE & Co., LTD., Rutland Works, STAMFORD.



Source: Getty Images

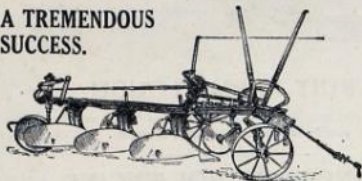
The horse and the implements that were dependent on them for power provided the advertising industry with a baseload of material. Town and Rural Newspapers and Agricultural Show promotions where all well used.



Cockshutt High-Grade PLOUGHS

New Pattern Three-furrow Self-Lift, with Combined Disc and Skim Coulters.

A TREMENDOUS SUCCESS.



Royal Dublin Society
AGRICULTURAL SHOW
NEW IMPLEMENT
AWARDED THE
SOCIETY'S SILVER MEDAL

Quickly convertible to Two-furrows.
Very light draught.
Hard-wearing Breast and Shares
IMMEDIATE DELIVERY

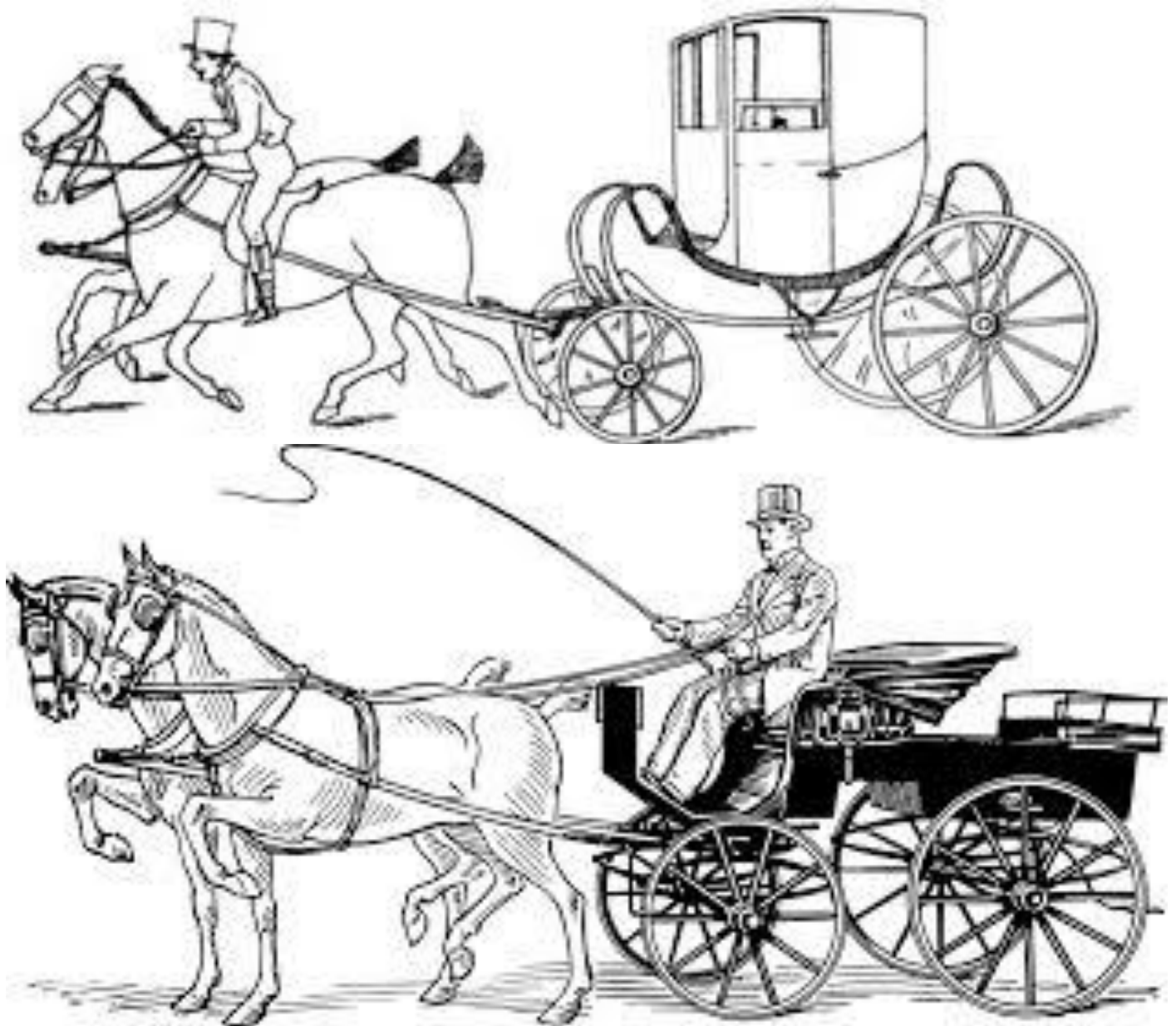
Catalogues free from—

R. A. LISTER & CO., LTD., Dursley, Glos.

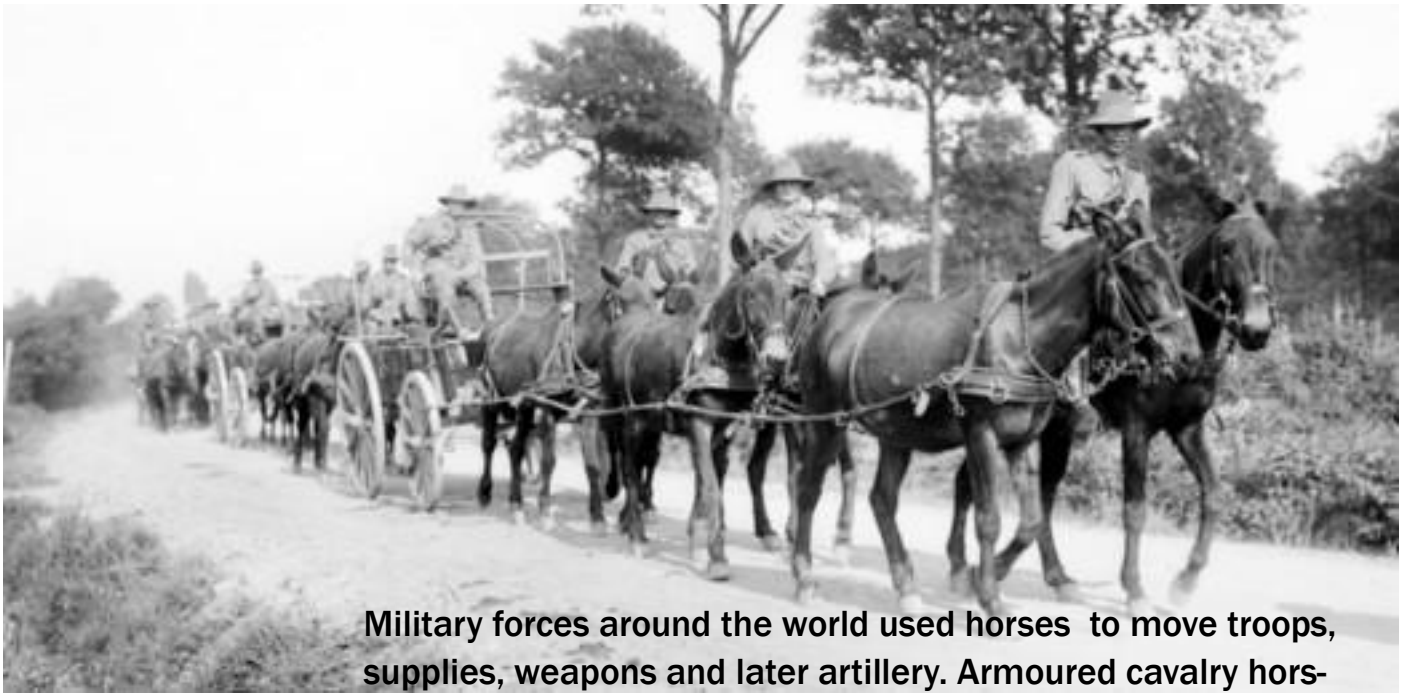
(ESTABLISHED 1867)

Telephone: No. 7 Dursley.

Telegrams: "Machinery Dursley."



Around town, all-weather carriages and convertible buggies provided comfortable transport for those who could stable the vehicle and horses.



Military forces around the world used horses to move troops, supplies, weapons and later artillery. Armoured cavalry horses carried armoured knights to battle in the pre firearm days and finally, below, the Australian light horse made the last charge at Beersheba in WW1





The car is easy to set up behind a horse, the Ford at the top is being pulled by straps, so the driver needs to be quick on the brake to miss the horse in a quick stop. The Smart is a bit safer with a pair of shafts, and at last the horses reward, a ride, finally after centuries of service the horses descendants get a free ride & a meal on wheels.



The horse has worked successfully with men, steam and cars through the ages. His centuries of sweat and toil on our behalf is starting to ease off and vanish into the past, Modern machinery has reduced his load and he is able to share his recreation with those of us who cherish this amazing animal and the role that he has played in bringing us from a primitive nomadic existence to the modern powered world. Ed.

For the rally exhibits there is a vast array of equipment used by horses throughout the ages that may have survived or been rebuilt as a record of times past. If there is anything that combines horses with a steam or internal combustion engine it will fit well into the range of exhibits that form the transition from horse to electricity theme.



What is a small engine?

Any engine that you can get to the rally will do, the more unusual the better.

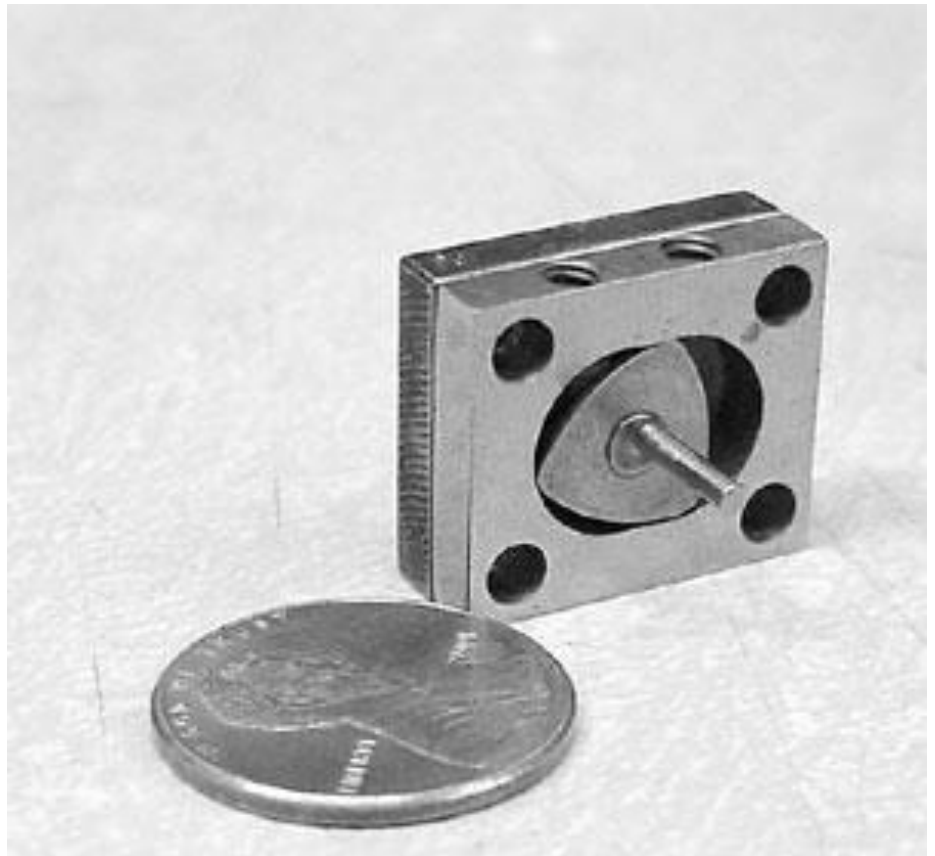
Lets take a look at some small engines.

The smallest that I have found so far is this small butane powered rotary made to serve as a generator to sit in portable electronic devices normally powered by a Lithium battery.

Made in Berkley USA it is about the size of a coin and produces about 2.5 Watts. More powerful models were planned, but I have no idea if any got into production.

Either way it is a pretty neat concept and ran for extended periods on very small quantities of fuel.

Many years ago I remember people flying small model planes on control wires. Many of these were powered by English made FROG engines (Flys Right Off the Ground) which presumably was a fair achievement in the early 1930's when they were



made by International Model Aircraft Ltd in the UK from the early 1930's to the 1970's.

The company was run by 3 Lines brothers, as 3 lines form a triangle the name Tri-ang was used as a trade name. Other brands that they operated were Hornby Meccano and Dinky, all of which are collectables today. Various models were later revived-made by NOVO, Revell & Airfix.

FROG engines were made with displacements as small as 0.5 cc , which certainly qualifies them as small.



FROG 100, 180 and 160 - final variants



Peter Burford in Queensland, currently makes a smaller engine of around 0.3 cc in Queensland



There are some amazing model engines, such as this one on the left, a 7 cylinder 4 stroke radial of around 70cc.



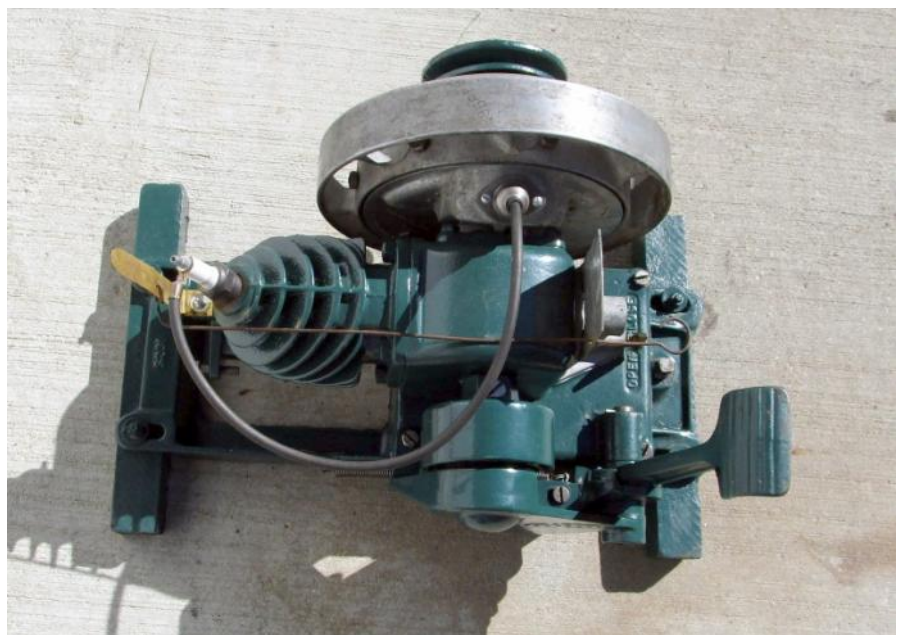
On the right is the Trojan mini motor 2 stroke engine as a power booster behind the seat of a push bike. Vincenti developed these 49cc engines in Italy in 1946, and Trojan, who made 2 stroke cars in the UK made the in Croydon from 1947 to 1957. These machines were quite popular here and ever now and then we see one at a rally. They drive the rear wheel directly using a friction wheel on the tyre.



Ogden in Melbourne (well East Oakleigh then, now Huntingdale) made mowers from 1946 to about 1974. They took over Qualcast Australia in the late 1940's and introduced their M53 mower powered by a Trojan mini motor as can be seen above. Their main business was locks & security.



Washing machines were another user of small petrol engines for areas where electricity was not available. The MAYTAG above left dates from the 1920's. I have only seen 1 twin cylinder motor, but it seems that there was also single cylinder machines. I have no idea what their capacity was, but the kick starter would have been fun for mum on a cold morning.





Lister was another UK manufacturer that was an early entry in mechanical shearing. This hand powered machine was an alternative to the traditional



hand held shears. The Lister D (above) model was a popular motor to use for many applications, but this one had been used to power a 2 stand shearing plant.

The unit on the left could be supplied in up to 4 stands allowing 4 shears to work at the same time. Like many others this one is supplied with a grinder to sharpen the cutter blades.

The agents also frequently added their name to the original machine.

Shearing plants were also manufactured in Australia.

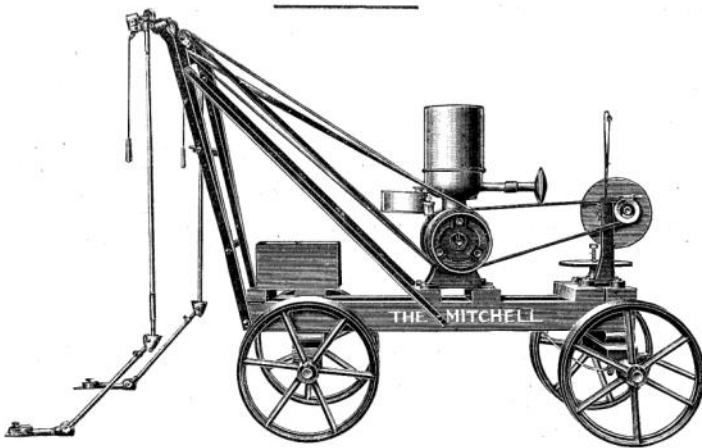
In Sydney Moffat Virtue were



Lister

SHEEP-SHEARING MACHINE

Portable Shearing Plants



2-Stand Portable Plant

Lister Combined Shearing and Crutching Plants are mechanically perfect. They are made in Four Sizes—1, 2, 3 and 4 Stands. One and Two Stand Plants are made with 1½ H.P. Engine, as shown above; or with 2 and 3 H.P. Engine, as shown on pages 6 and 8. Three and Four Stand Plants are made with 3 H.P. Engine, as shown on back cover. Larger engines can be supplied, if required for other work.

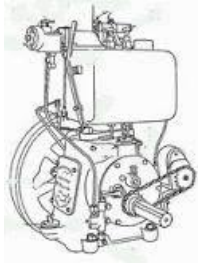
The Standard Plant is as shown above. Semi-Portable Plant of same size is shown on page 5. With these plants, the shears are belt driven from fly wheels. The Three and Four Stand Plants are friction driven (see back cover). Grinder is driven by belt from engine pulley.

Sole Agents:

MITCHELL & CO. Pty. Ltd.
WEST FOOTSCRAY

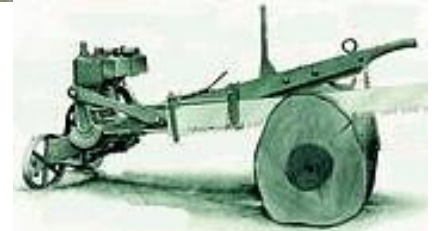
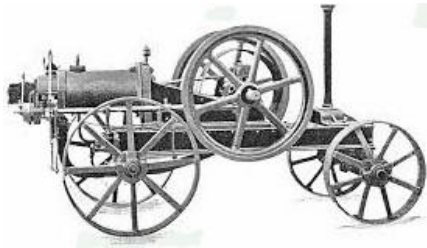
Showroom: 596 BOURKE STREET, MELBOURNE

made by two Scotsmen using an imported motor. From the 1920's they manufactured their own motors. In the mid 1960's they were taken over by a fire pump manufacturer.



Ronaldson Bros. & Tippet made shearing plants in Ballarat using various engines from the Model G to the later N type. Their larger Austral Oil engines were used to power the line

shafts in large multi stand shearing sheds around the country. These small engines were also used to power dragsaws and other machines around the farm or factory.



As electric power became available it soon became the power source for shearing plants, initially using wall mounted motors with cable drives, and eventually they became available as power hand tools , and portable battery powered hand tools.



The day of hand held clippers has returned, although the battery makes it a bit heavier but easier,



Lawn mowers are another machine that has become a large market for small engines. Early farm mowers used reciprocating fingers powered by a ground wheel drive. On a miniature scale, this finger arrangement

was used by various manufacturers, such as Allen Oxford to provide a self propelled walk behind mower for rough areas of ground Allen made these for over 40 years powered by small air cooled engines. These mowers could also be fitted with other implements such as rotary hoes, scarifiers and ploughs to allow their use as small tractors.

We have seen large displays of of these small implements at Lake Goldsmith.

Domestic lawn mowers used ground wheel drive, which was ok if you used it regularly, otherwise it was out with the old Sickle or Scythe, if you could find one, to trim the long grass down to size first. We saw the Ogden powered conversion (right) to their standard push-mower earlier.



ous sorts, and for use on large areas of lawn. Self propulsion and a trailing seat on a trailer made life a lot easier for the operator. Even for smaller areas powered mowers offered a welcome break, and a faster turnaround.



The early drum mowers with their multiple helical blades were soon modified and fitted with motors of various





The tow along seat soon gave way to the ride on mower. The Australian made Cox above was from the 1960's, and the small tractor like machine above right was from the 1980's (I still use one of these) They still used their reliable cone drive. Self starters were available by then, although a zip start and a sniff of Ether saves on batteries .



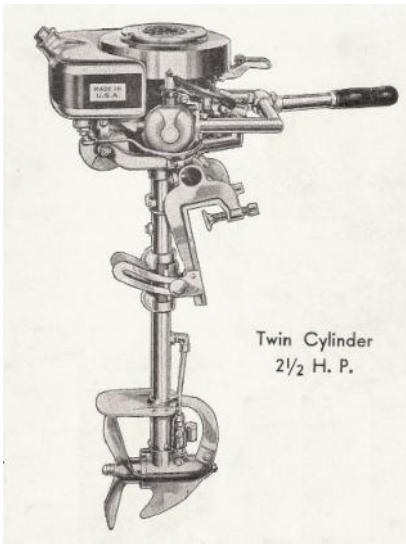
These latter day mowers made use of the rotary mower designs which cut grass by impact rather than be sheared between the 2 blades of a finger or drum mower helical blades and an adjustable shear plate This principle was popularised



by the mighty Victor which did a reasonable job on smooth lawns or the odd rough bit, including your toes on the skirt-less early mowers . There must have been endless thousands of these locally made mowers. There were other locally made brands, Pope comes to mind, and there was a popular brand from New Zealand. New models had multi blade discs and ever increasing power, particularly the large area mowers,

Tractor mounted multiple blade machines were used for cutting crops, and large single blades behind were used for slashing grass. The drum mower survives, particularly as multiple head Gang mowers on areas where a fine even cut is required, particularly golf courses and parks. They are also less liable to throw debris around, making them safer in developed areas.





Outboard boat motors are another class of motors that have been used since the early 1900's. The first one recorded was an electric one in the 1870's, But Evinrude (left) became a large scale produced in the early 1900's.

On the right the British Seagull started out in the 1930's and went through to the 1970's when they stopped making complete engines.



There was a lot of competition around by then, and more powerful units were needed for speedboats.

These motors have found their way onto fire pumps where there light weight and high power make them easily transportable.

This Japanese Tohatsu fire pump (right) is a regular attendee at the Rally Ground Dam, where it and other models can be seen in action. The companies other product line is high performance outboard motors.

The delivery of this pump is an impressive display of its high press and delivery as seen in the picture below.





Radial aeroplane engines always make an impressive display, especially when they are running, their unique sound is straight out of “The Air Adventures of Biggles” for those of you can remember that radio series from the 1950’s, or was it the 40’s.



The 21 stud Ford V8 from the 1930’s, complete with its truck gearbox is part of a growing collection field. The variety of engines built over the last century is endless.



The array of internal combustion small engines that fit the theme for the 117th Rally at Lake Goldsmith on May 1 & 2, 2021 is enormous. Apart from the few that have been shown on the previous pages we expect that the traditional engines used for rural and industry will be on hand as a featured part of this:-



“Back to Reality Rally 2021” , See you there. Ed.





Now for something that has absolutely nothing to do with the rally, this picture from post WW2 will interest anyone interested in collecting artillery cartridges.

WW2 British Army officers pose next to projectiles fired by the “Dora” railway gun. Dora and its sibling “Gustav” were 80 cm guns developed in the late 1930s by Krupp as siege artillery for the purpose of destroying the French Maginot Line fortifications. The guns could fire shells weighing seven tonnes to a range of 47 km (29 mi). Gustav was captured by US troops and cut up, whilst Dora was destroyed near the end of the war in 1945 to avoid capture by the Red Army.



Fortunately this is not the Covid patrol on a mission to Smythesdale in 2020. It is just a group of enthusiasts making a run for fun while the chain had been lowered. It is good to see these WC series Dodges and Willies/Ford Jeeps on the road. They were able to provide some local interest on our near deserted roads.

We are all looking forward to the Rally Ground at Lake Goldsmith opening up for the 117th Rally on May 1 & 2 2020 Whilst the rally theme focuses on small engines (if you can get it there it is small enough) and machinery drawn or powered by horses. This is not a limit, just a focus, as usual, any thing that is of interest will be welcome, if you like it, someone else will too, so put it on show for all to see.

Keep watching our WEBSITE at www.lakegoldsmithsteamrally.org.au to confirm that all is OK before you head off in the car. If there are any special conditions in force by the authorities on the day they will be set out on the website.

December saw the Beaufort Goods shed open for an event on the local market day, even VLine made a visit. Thanks to Ron & Linda Harris for putting on the day. Ed.

