

GOLDSMITH

The Pyrenees Heritage Preservation Magazine

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Right on theme for the Blackstone Rally was this exhibit by the Crawford Family of Tallarook this Model 5VO2 from 1916 has been in their family since new when it replaced a horseworks, and later powered a saw bench until the late 1940's when it was replaced by a Grey Fergy. From that time it has been at rest until a recent restoration returned it to what you see today. This is the engines first trip to Goldsmith, and hopefully not the last. Thanks to Ian and Lachlan for this well presented exhibit.

Also spotted around the grounds were these **On Theme Blackstone's**, the portable was in the Talbot compound, and the stationary was a new runner in the Todd Family shed.



Also seen at this Rally were the Associations new portable fence panels seen in the photo below.



These panels worked out well as they provide a stable neat safety fence that can be used to secure exhibits as shown. It appears that any panel can be used as a gate, or pinned to the ground. These panels seem like very good value, if you need more details, Rod Jones may be able to help.

And here is a shed that I can never walk past, Fred Mynards Sunshine shed. Of particular interest this Rally was the pattenwork for a new 200odd pound replacement cylinder head. There is enough material there for a future story in itself.



Here is a pretty neat transport pack used by the B24 Liberator Group

Unfortunately my chance to look around was limited to a quick trip on Sunday, fortunately Clive Phillips had a chance to do the same on Saturday, so I will hand you over to Clive for a run down.

Stuck as we are at the very North of the rally ground we generally don't get too much time to race around and look at other exhibits during rallies. Can't complain – we selected the location and set up the shed such that on “display days” we are committed to our paying customers and visitors – as are so many other displays on the site.

So my observations are rather limited and not overly detailed. But I did notice Saturday was an absolutely beautiful day, so with doors and windows open we did see many visitors. Sunday the wind had gone round to the south with occasional rain flurries, although this did not seem to deter a lot of visitors – although down on Saturday we still appeared to attract a good crowd. Having the Smith's saw mill nearby certainly has increased the visitor numbers to this section of the grounds. So here are a few of the different items I saw in the limited time I had out of Shed 68.



This is the 1970's Toro gang mower which is part of the barrel mower collection generously donated by Mr A.J. Gibbs. It went under 4'6" of water in the great flood and an immediate draining and preserving by members and friends went a long way to ensuring its survival. I took it apart recently and although some corrosion in the fuel system had to be dealt with, it ran for the first time at this rally.



This very attractive and colourful living van was well set up with a small display of washing day memorabilia. Sorry I don't know who presented it – a small data board would help.



This Austin Westminster with its period caravan was quite eye catching. Same comment here though – no data board so details of the ownership and restoration are unknown.



And here's a link with our own history with this early Holden ute' Very nicely restored I would think it would be a pleasure to drive. I am sure the correct model and year is obvious to those in the know- so I won't comment



Member Phillip Smyth has joined the steam scene with ex-Des Lang Cowley steam roller. Here at its first rally under Phillips ownership it is already showing his skills at signwriting. Phillip is unsure of the serial number but once confirmed he will replace the missing makers plate.



This lovely Italian Bianchi was a standout among the vintage cars. This was early Sunday and I did not get to see the owners with the car so I have no further details. (The car is owned by Andrew Provan from Colac. I have snuck in an extra photo. Ed)



Another view of the Bianchi later in the day. It is a Type 15 manufactured in 1923. This car was acquired as a chassis and was restored by Andrew. The restoration included the manufacture of a new body and guards, which in turn required the manufacture of an English Wheel to form the panels. Andrew is also near completion of a 1909 8HP compound Foden Traction Engine. With the same attention to detail achieved on the Bianchi, it is an impressive restoration. After 40 years visiting Lake Goldsmith Andrew is now a member. Thanks Andrew. Now back to Clive's report.



The B24 Liberator restoration group had an interesting display at our Editors Shed – many items of interest including this Pratt and Whitney engine. Editor Brian will go into more detail in a specific feature item (The group has supplied an overview of their operation which will follow the Rally report, and more info will follow in the future, they were a popular attraction at the front door Ed.)



And to finish off – The big boys toys were on show too. Here Mark Hutchings drives his big Caterpillar dozer with an earth scraper in tow. Possibly the biggest mobile device in the Grand Parade, it certainly is an impressive sight.

We had lots more of course – the face shovels, Founders Shed, and the myriad of other displays make this something we can all be proud of. But my complaint is echoed by many visitors – so much to see and do, but so little time!



And so the sun goes down on the Blackstone Rally and our thanks go to all participants and visitors who made it a success. Now our thoughts go to Rally 103, **The Aussie Built Tractor Rally** next May and after that The **Caterpillar Rally** next November.

B-24 Liberator Memorial Restoration Australia

The restoration of the Liberator, a WW2 bomber, was begun in 1988 when a group of Liberator personnel at a reunion, produced a hub-cap from a Liberator.

It was decided that a restoration was necessary as the aircraft had played such an important role in the defence of Australia during WW2. From a huge number of these aircraft coming off assembly lines in USA during the war, only a handful survived, none in the Southern hemisphere.

In 1993 Melbourne Water offered Hangar 2 at Werribee as a restoration site. During the war this area was the site of a pilot training facility for young RAAF pilots learning to fly small aircraft before they moved to Tocumwal to fly the big stuff.

A Liberator wing was found in the Ramu Valley in Papua/NG and brought to the hangar. This was part of a US plane. In 1995 it was joined by a fuselage bought from George Toyes from Moe who had purchased the plane after the war to scrap. The fuselage was from a plane used to train Australian pilots to fly Libs in Tocumwal NSW. The parts were sourced from wherever Liberators had flown and we have managed to obtain most of what was needed: a few parts, such as the tailplane, had to be hand built by the restorers.

The Liberator was powered by 4 Pratt & Whitney 1830 14 cylinder, turbo charged radial engines. We now have 5 of these engines operating & about once a month we fire one up. Interested people can be at the hangar at that time to hear the "noise".

The work is ongoing. A group of volunteers, about 40 in number, work on the restoration 3 days a week. They are mostly retired people but there are a small number of younger people also giving their time. The Liberator is nearing completion so work has started on the Oxford, one of the aircraft pilots learnt to fly before graduating to the Lib. This has necessitated re-training of some volunteers: the Lib meant everyone had to acquire metal working skills; the Oxford is made from wood & fabric.

The hangar offers a unique experience to visitors. It is "hands on", giving people the chance to get into parts of the plane and to meet the restorers, some of whom are Liberator veterans. It is well worth a visit either as an individual or as a group.

The project is a self funding, not for profit, organisation. Part of the funding comes from memberships of \$33 annually. We have close to 400 members worldwide.

Address: corner Farm Rd & Princes Highway Werribee, Melways reference 205 F10

Open: Tuesdays, Thursdays, Sundays 9.30 to 3.30

Contact: Secretary, Judith Gilbert, 97340094 or judithone@optusnet.com.au

Thanks to Judith Gilbert of the B24 Restoration Group for the above overview of their project, and the crew who manned their stand at our front door. May I look forward to their return in the future. Ed.

Now it is time to look to the **next Rally 103 on th 3rd & 4th of May 2014**, for which the theme is:

THE AUSSIE BUILT TRACTOR RALLY

By fortunate coincidence we can add some local interest to this rally. One early Ballarat manufacturer, Ronaldson Bros. and Tippet, celebrates its 90th Anniversary of Tractor manufacture in 2014, and Jelbart hits its 100th. Further on in this issue Neil Wright will fill in some background on these companies and their wares in:-

The Australian Tractor Centenary

This Rally Theme covers a diverse range of tractors, ranging from tractors designed and built here by our entrepreneurial forebears, to Global brands built or assembled here. There is enough variety to make an impressive display. In an attempt to make sure that everyone knows what to expect in the line-up, I would like to make a list of participants expected at the rally, and publish them in the April Gazette. To make the list I need your help, So if you send a picture and some background notes, specs, history or any point of interest, email them to:-

goldsmithgazet@optusnet.com.au

or mail them to:- Brian Smith, 31 Greenways Road Glen Waverley 3150 Vic Aus
or if time is in short supply ring on 0425 744 052 or 03 9802 4008

Any NON GAZETTE correspondence should be directed to the secretary at:-

info@lakegoldsmithsteamrally.org.au

If you have anything that you would like included in the Gazette it should be here before the last day of an uneven month, and if you are looking for something to read the gazette is expected to arrive in the third week of each even month.

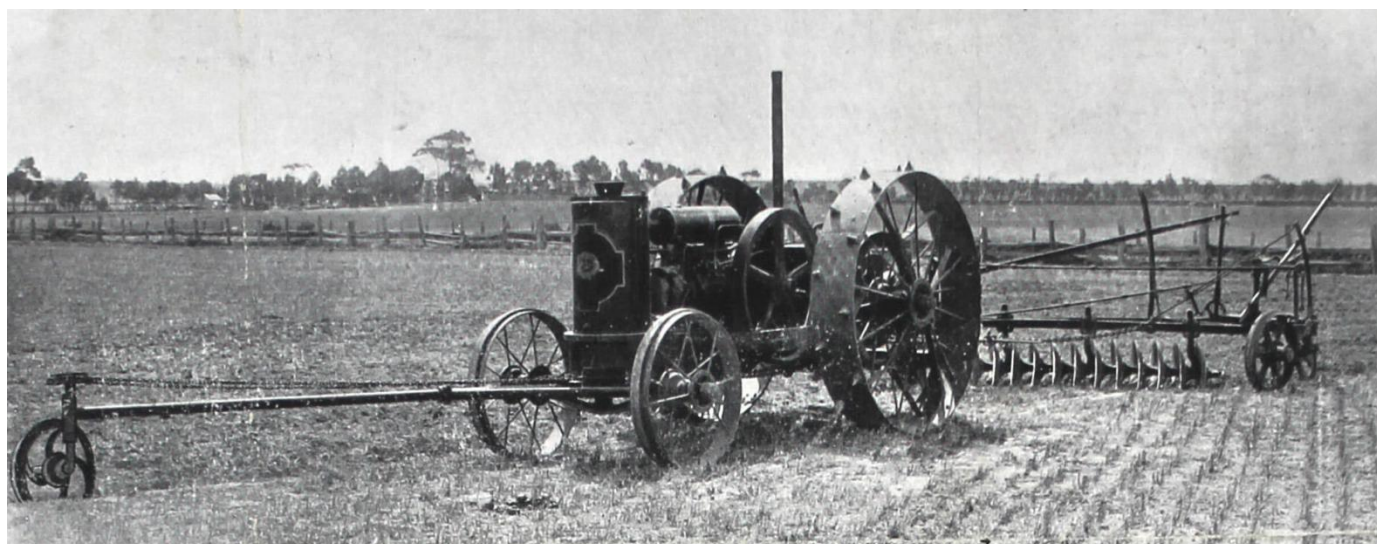
Now I can hand over to Neil Wright and

The Australian Tractor Centenary: 100 years under the belt.... And on the belt!!

Reverently recognising the major role played by the pioneering tractor builder A.H. McDonald (emerging a little earlier), the 103rd Lake Goldsmith Steam Rally is to predominantly focus upon the product of Ballarat's Tractor builders.

That is not to say that all other Australian built tractors will be denied their share of the fanfare, but putting all into perspective; we take the opportunity to salute the two most prominent examples of earlier Australian Tractors, the Jelbart and of course the Ronaldson and Tippet Superdrive.

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Jelbart Light Tractor, Copyright C. Holmes

Making its Debut in 1914 the Jelbart Tractor was a revolutionary aspirant to Australia's infant tractor industry. Harnessing their unique supercharged two cycle spark ignition and ball bearing crankshaft engine; some models utilised a simple fuel injection principal – all being features many years ahead of their time.

The Jelbart tractor, it has been argued, was in effect a stationary engine coupled to a flat belt driven transmission. A harsh judgement as that may be, the arrangement proved to be a successful combination and one that few competitors could match in the fuel economy stakes. The Jelbart could be fired on crude oil, and frugally at that

A challenge extended by the Jelbart Management to all comers was to equal or better the minimal fuel consumption of their tractor. To this day, the challenge is unmatched.

Tractor production had all but disappeared by 1928, although for a term, road and footpath rollers were produced alongside their tractors, the roll wheels being produced at Cowley's Eureka Ironworks of Ballarat East. Remarkably, many examples of Jelbart tractor survived, and hopefully we may see a few of these doing their paces at the 103rd Rally.

The “strongest” known Jelbart tractor was a single cylinder (as they mostly were) claiming an impressive 45 horsepower. The secret behind their power rating was achieved with a secondary charging cylinder sharing the common crankshaft, which remarkably “rammed” the cylinder charge into the firing cylinder; a unique system that few have emulated. Possibly the Jelbart's best known claim to fame, was the effect on the equine species; with many a horse bolting in sheer terror at the approach of a Jelbart tractor or road roller.

Jelbart Bros. survived into 1965 as general engineers, at their Mair Street Ballarat factory.

Many of their engines also remain today; testament to their incredible durability and strength. Undeniably, Jelbart launched Ballarat into the tractor building business BUT.... Arguably, it was Ronaldson Tippet company that offered a multi-cylinder alternative continuing well into 1937.



Tractor 101, The First Aussie Superdrive. Copyright N. Wright Photo

The Austral Works can however take credit for the first **Ballarat Built** Tractor, prototyping their Austral Oil Tractor in/ around 1912. Some contention remains as to whether their horizontal engine, delivering twenty Horsepower; was twin or single cylinder. Power to weight, the tractor, the tractor did not have the confidence of its maker, at a time when primary producers were sceptical that true horsepower could be replicated by a new fangled machine.

Tractor production was pigeon holed for another 12 years, when following a world tour based evaluation, the **Illinois Superdrive** commenced assembly (replated with the RBT name) at the Creswick Road factory in 1924. The decision had some merit , claiming the world's slowest speed multi speed multi cylinder tractor engine, although the epicyclic “super” drive transmission proved a tad fragile. Engine overheating problems resulted in the harsh Oz climate, rectified with the distinctive raised tombstone style radiator.

The introduction of the all **Australian Superdrive** produced entirely at Ballarat (excluding the imported RBU Wisconsin engine and the odd bearing or two) took place following a

torturous field trial at the Ballarat Common in November 1925. The tractor worked nonstop day and night under carbide light for three weeks to prove its stamina and endurance, respecting the observation of the Sabbath only.

The Australian model eclipsed its Illinois counterpart and restored confidence in the Superdrive. By this time, tractor competition had intensified, with foreign rivals delivering advanced machines. In the mid 1930's a diesel version of the Superdrive was anticipated with adaption of the Wisconsin with Russel Newbury based diesel componentry, distinct from the Diesel Oil Vapourising Manifold developed in 1927. Suction gas plants were attached to the superdrive during the depression years and generally, RBT engineers strove to keep pace with changes in the Tractor field'

The Great Depression years impacted heavily with tractors financed by the RBT company – a decision that proved disastrous. Production of the Superdrive is said to have ceased shortly after company founder David Ronaldson's death in April 1937.

It has been established that 109 Superdrive tractors have survived in varying states of repair. Not a bad survival rate, with consideration of 418 delivered between 1924 and 1937 from Tractor#7 and as late as #656 being known survivors. (#200 artificial number boost). The time has come to remove the cobwebs and bring your Aussie built Tractor. Hope to see yours at the 103rd Rally

Neil Wright.

Thanks Neil, there is a lot there that I, and I guess many others did not know about our home grown machines. The Jelbat's at their special Rally were very popular, and hopefully we will see them back again in May 2014 I have not seen a Superdrive in action, maybe my chance is coming in May. I would like see some examples of both on the proposed list Ed.

The October Issue featured pictures and an article from Neil Sanders. There was meant to be more, but in ways know only to the maker they vanished into the ether. Now it is time to reopen his shoebox and start again, so here goes:-

First off is a question that members may be able to help with?:-

What is the oldest exhibit at the rally grounds, club or privately owned. There must be a few contenders for this, the hand operated rail mounted crane must be in with a chance, but I am sure there must be other contenders large or small. If you can let me know your nominations I can publish a list and pictures:-

Email :- goldsmithgazet@optusnet.com.au,

Or mail to, or ring the before mentioned address and number



Also from 1984, John Smyth's 1905 8HP Foden and John Norris's "Victorious" 1903 7 HP Fowler Traction Engines

And below, again from 1984, Brian Burke with 4 HP Marshall Portable driving a generator to light Hogans Cottage and shed

Thanks for the photo's and the Question Neil, hopefully it will get some nominations for the Oldest Relic Title The second picture is from the collection on the next page, I can recognise most but not all, so I will remain silent. Read on. Ed.



Last week I collected a CD with about 200 photo's of the 100th Rally Most of these are real gems, so I will include a few samples. For anyone who was shed bound and missed most of the 100th this collection really is an insight as to what was at the rally.

The pictures were taken by Eva Zlatkovic who can be contacted on 0409 858 336.

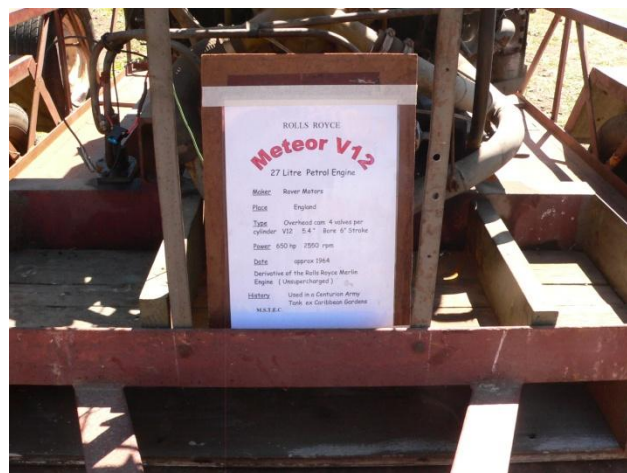
Eva and Graeme are regular Goldsmith visitors, and are part of the Ballan District Vintage Engine Group



This is a small sample. I will try to have these arranged as Slide show in Plough Books Patch next Rally, If there are any you are interested in Eva can supply a copy. Ed.

From the last issue I have some apologies, Firstly to Marilyn McLeod who I had tried to rename Marylin. People who cannot spell should not rely on spell check, it is not fussy who it talks about. I hope that my failure did not cause too much grief.

Secondly for my description of Warwick Bryces Rolls Royce Meteor as a Merlin. Evidently it has Merlin origins, although it is detuned for Tank use. It was an interesting comparison of a liquid cooled V12 and air cooled 14 cylinder radial, both with a WW2 past.



Around the grounds, the Ploughing Engine Plough returns to its owners with many thanks for the loan, and ,.....could this 1879 Lloyds Foster crane be the oldest relic on site??



And to close off the December Feature section here are some views of Beaufort Station , signal box, and the Goods Shed due for upgrade in the near future. Refer to the “**Member News**” for the Media Release of our future in the Goods Shed.

Merry Christmas & Happy New year To All Ed.