

Goldsmith

The Pyrenees Heritage Preservation Magazine

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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.

Our Major events For 2014

103rd Rally
104th Rally

The Aussie Built Tractor Rally
The Caterpillar Rally

May 3rd & 4th
November 1st & 2nd



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Editor:- goldsmithgazet@optusnet.com.au

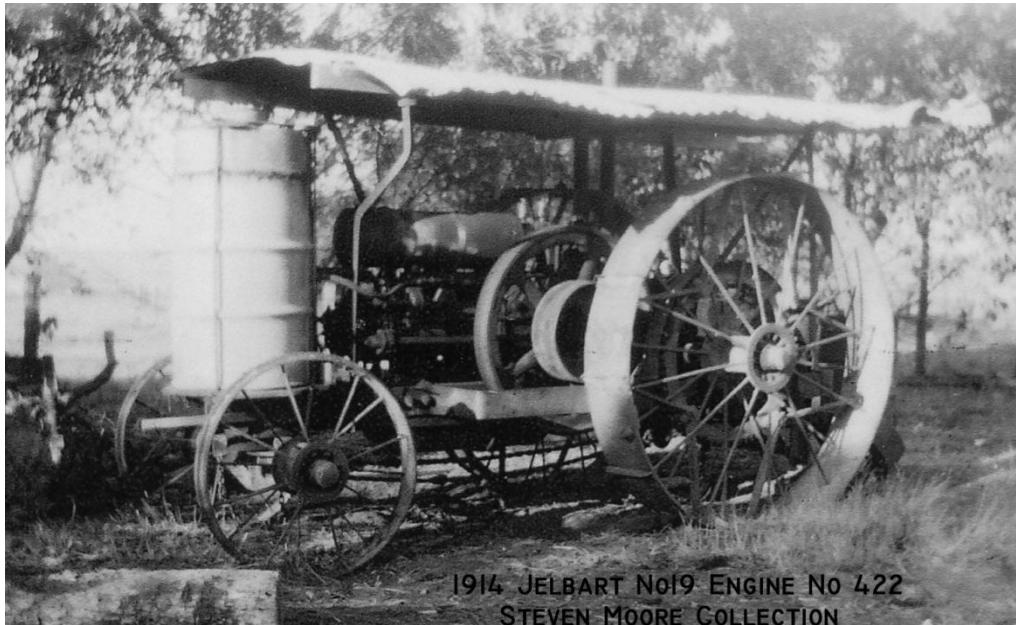
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The Aussie Built Tractor Rally has been inspired by the anniversaries of two Ballarat made Tractors. Jelbart started tractor production 100 years ago, and the Superdrive tractor was introduced by Ronaldson Bros, and Tippet 10 years later.

In the December Gazette Neil Wright outlined the introduction and early history of these Tractors. For this pre rally edition we will look at some of the tractors expected to be on show at the May Rally.

Let's start with Jelbart, it is the 100th anniversary of them starting tractor production that prompted the theme for this Rally

JELBART 1914 Model 8



The cover photo for this Edition is Steven Moore's very early No 8 tractor Serial No 19 with engine No 422, which is believed to have been made in 1914. This Tractor, which spent its working life in the Geelong area, is normally seen at the Geelong Vintage Machinery clubs site at the Geelong Show Grounds, and it was at the Lake Goldsmith Jelbart Engine centenary in 2009

When Steven acquired this tractor it came with a History prepared by the previous owner Trevor Warren, so for a fascinating insight into the tractor's life we will start with Trevor Warren's storey.

At the time our father, Fred Warren farmed a property, Lake View, at the end of Melaluka Road, Leopold on the banks of Connemara Lake.

My first memory is him telling of buying a tractor for £12 at Mr Bill Deans clearing sale in Moolap and our Uncle Ernie, who was living with us at the time, was driving it home. However he ran out of Kerosene half way along Melaluka Road and parked it on the roadside overnight. Our first sighting was when riding our bikes to school the next morning, and in the era of W30 McCormick and N model Fordson's this weird looking contraption was quite a surprise.

The idea of the purchase was to have a mobile source of power for belt work, the farm work was still being done by a horse team, for which it was well suited. Many hours were put in cutting chaff, sawing wood, grain crushing etc, and occasionally ploughing out the Furze bushes with a disc plough and cleaning our dams with a slush box.

At the end of 1941 we moved from the Leopold farm to the Moolap farm where the tractor came from. Our adjoining neighbour was Mr Frank Dean, the original owner of the tractor, who had sold it to his brother Bill Dean, when he brought a steel wheeled 15-30 McCormick Tractor which almost caused his death later on.

The information we got was that it was a 1914 (build no 19) model, and I believe this to be true due to the chassis rail design, which has the rails on the outside of the flywheels, and at that time a corrugated iron roof. The next Model discarded the rail outside of the flywheels and replaced the curved roof with a flat one, designed to carry 4 gallon tins of power kerosene. The tractor carried on doing similar work for us as before, After the breaking of the 1944 drought it was used to plough about 10 acres pulling a four furrow disc plough, driven by myself. The main recollection was stinging eyes from kerosene fumes.

At one time, using the tractor to drive an elevator stacking sheaf hay it was backfiring a lot, the next thing we knew, a fire started close to the hay stack which made things a bit hectic for a few minutes. The cause was a broken impulse spring on the magneto. The incident with Frank Dean began when we had arranged to cut some chaff for him, and he insisted on bringing his own tractor to drive the chaff cutter. Everything was in readiness and after a trial run to check the belt alignment; he went to make some adjustments to the tractor, standing near the front of a rear wheel when his arm touched the gear lever and the tractor lunged forward, badly injuring his leg and minor damage to the chaff cutter. After some months of recovery he retired from the farm. We appreciated the belt drive transmission of the Jelbart after that.

In 1946 we moved to the Barrabool property. The Jelbart made the trip from Moolap by road towing a chaff cutter, a McKay header and a stacking elevator via the Princess Highway to Mount Moriac, then from Hendy Main Road to Barrabool. Imagine doing that today.

The tractor continued doing mainly belt work until 1969 when it suffered minor damage in the January 8th fire. It then required new tanks, a new roof and a rebuilt Magneto. At this time the two main bearings were replaced. It then joined the retirement village at the Geelong Showgrounds.

Being originally built to run on crude oil, it had a tank fitted on top of the water tank which was lower than the present one. A pipe ran from the front of the tank through the water tank near the top of the water level to a regulating tap, through a heating block on the front of the head to the carburettor. This was never used in our time.

Trevor Warren©

How times have changed, to think that a tractor would be purchased to drive a chaff cutter to feed horses to plough the ground. It is hard to imagine that it was around world war two that the horse was outnumbered by cars.

Thanks Steven for passing on that storey, it is a real insight into how things were done such a short time ago. Stories like this by people who were there are as important a link as the machinery we preserve to record or heritage.

JELBART 1915 Model 8

While we are on the subject of these very early Jelbart tractors, there will be a No 8 model on show in the Landry Family shed (No 67) at Lake Goldsmith at the 103rd Rally this May.

This tractor spent its earlier times on a farm at Narramine, a bit West of Dubbo, on the Macquarie River in New South Wales. It was spotted in derelict condition by the pilot of an Ultra Lite aircraft, and soon ended up joining some other exhibits at a local Caravan Park. At some point, about 20 years ago, the Caravan Park had a Clearing Sale, and Stuart became the proud new owner of most parts of a 14 hp Jelbart Tractor No 45, fitted with engine No 499, and manufactured in 1915.

The next move was to find the farm where the Tractor had worked. It turned out that the tractor had run a 16 stand shearing shed, and better still some other missing parts were discovered.

The storey then moved to Leongatha, where some serious restoration work took place, a new piston was made, the cylinder was rebored and new bearings were fitted, which eventually brought the Tractor back to life.

The Tractor was at the Jelbart Engine Centenary in 2009 and stayed on in John Kirkpatrick's shed until it had a home of its own in shed 67

As an interesting aside, Stuart said that Jelbart derived the model No's for its Tractors from the number of horses that they replaced when ploughing. In this case, the No 8 model replaced a team of 8 horses.



The above pair of photo's Stuarts Tractor were taken by Collin Holmes at the Jelbart Engine Centenary at the Lake Goldsmith Rally Grounds

Jelbart 1921 Model 18

Yes it is 18 not a typo. This 35HP tractor was built to do the work of 18 horses. After leaving the factory in Ballarat it went to the agents T. Robinson and Co in Spotswood, a Melbourne suburb, in 1921. Unfortunately the early life of this tractor is a mystery, and the earliest records of its whereabouts are at Cohuna in the early 1970's, and later at Echuca in Northern Victoria, from where it went to the Geelong district where it has remained ever since,

Peter Herring will have the Tractor at Goldsmith for the Rally. If anyone can help with leads about this tractors early history, he will be glad to hear from you. He can be contacted on ptherring@internode.on.net



The photo on the left shows the belt drive and take up pulley. And the rear mounted "supercharge" compressor cylinder used on these later models can be made out on the right hand photo.

This tractor is fitted with an axle mounted drum winch, which is used in a manner similar to those fitted to traction engines. These winches were more common on Jelbart road rollers, and it is thought that this tractor may use a roller gearbox.

The wheels on this tractor are driven from the axles, which is different to the 2 previous tractors which are drive by an external pinion and ring gear on each wheel.

The following 2 photos show the wheel/winch pin which is used to determine whether you are in tractor or winch mode. The photo on the right shows the gear shift gate, and gives a good idea of the width of the winch drum. The drivers foot gives a sense of proportion to the other components.

On rally day Peter expects to have the tractor near the commentators van at the South West corner of the parade ground, it is worth dropping by to examine some of these features.

Cont 5



Winch lock pin



Gear shift Gate



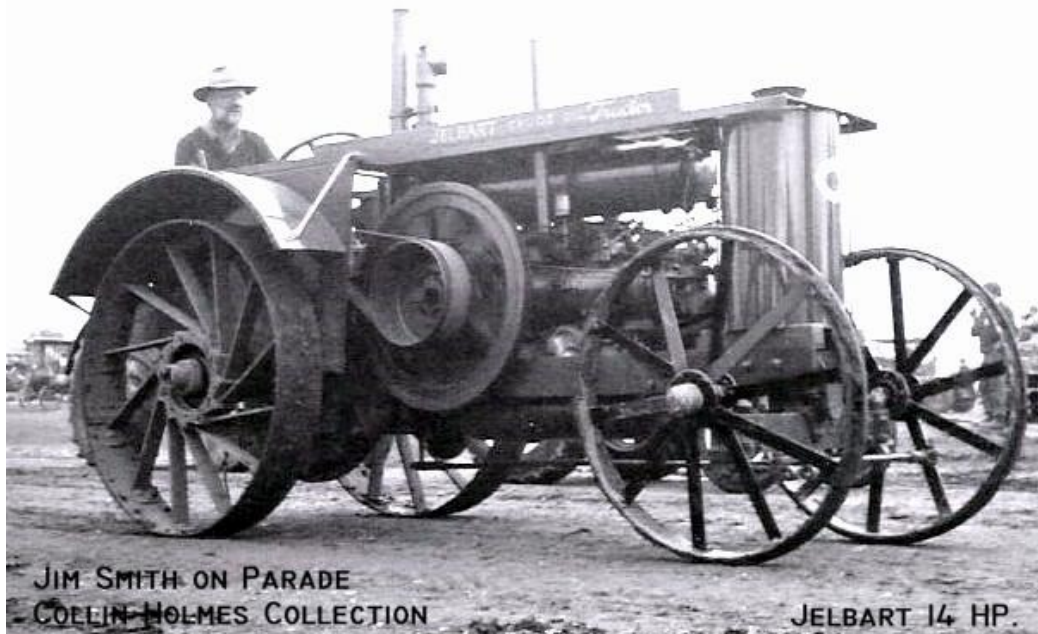
"Supercharge" cylinder

Story and pictures from Peter Herring©

Thanks Peter for the storey and pictures on this giant Jelbart. Ed..

Jelbart 1926 Model 8

Colin Holmes, author of the Jelbart Engines book has provided some photos and a few words of explanation to go with them, so I will hand over to Colin!



The following Australian Built tractor rally featuring 100 years of Jelbart Tractors should see several turn up for the birthday bash. Among them will be a 14HP 1926 model owned by Jim Smith of Rocklyn.

Jim is part owner of the Emu Creek Sawmill on site at Goldsmith. I am yet to see the belt pulley of this tractor powering the mill, alas more HP is needed to outdo the steam power which the Smith boys are very much into with their Traction Engines.

Jim brought the tractor about 20 years ago in fully dismantled state and restored it into be a very reliable display Albeit I drove it in the 2009 Grand Parade and on returning to the compound it got to near the steam shovel and ceased to proceed, which is a nice way of saying it broke down.

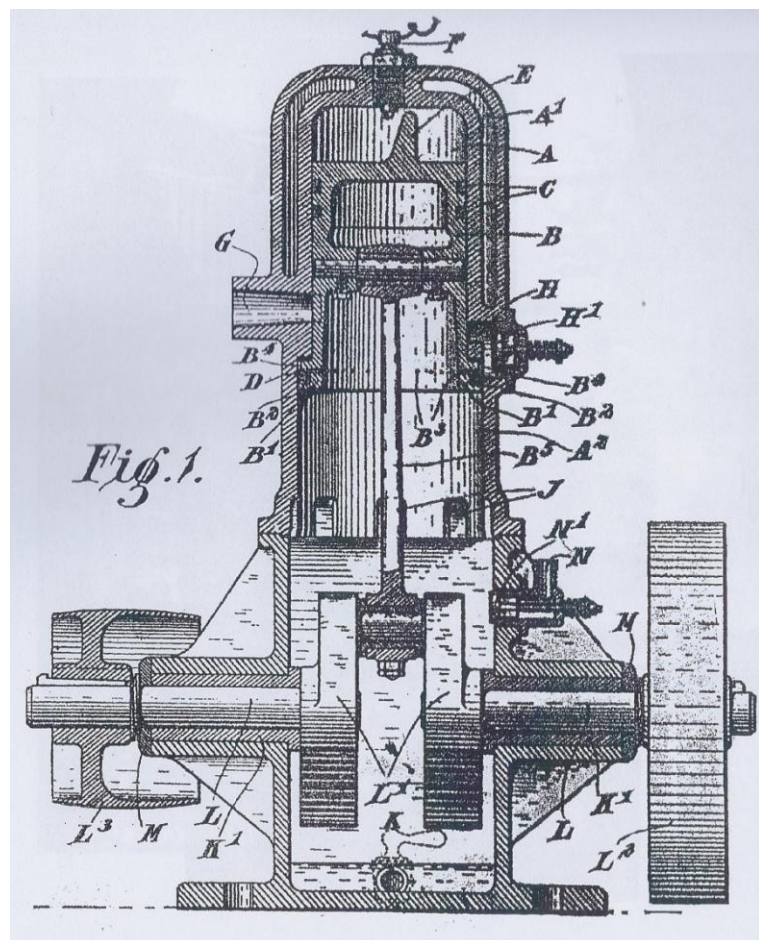
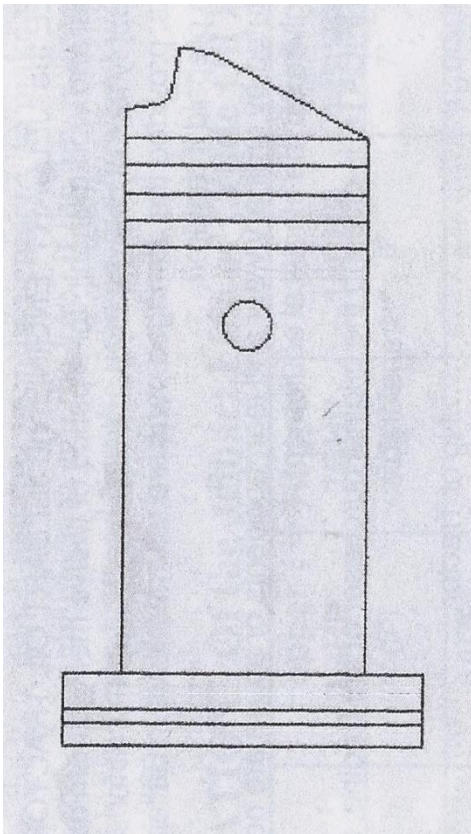
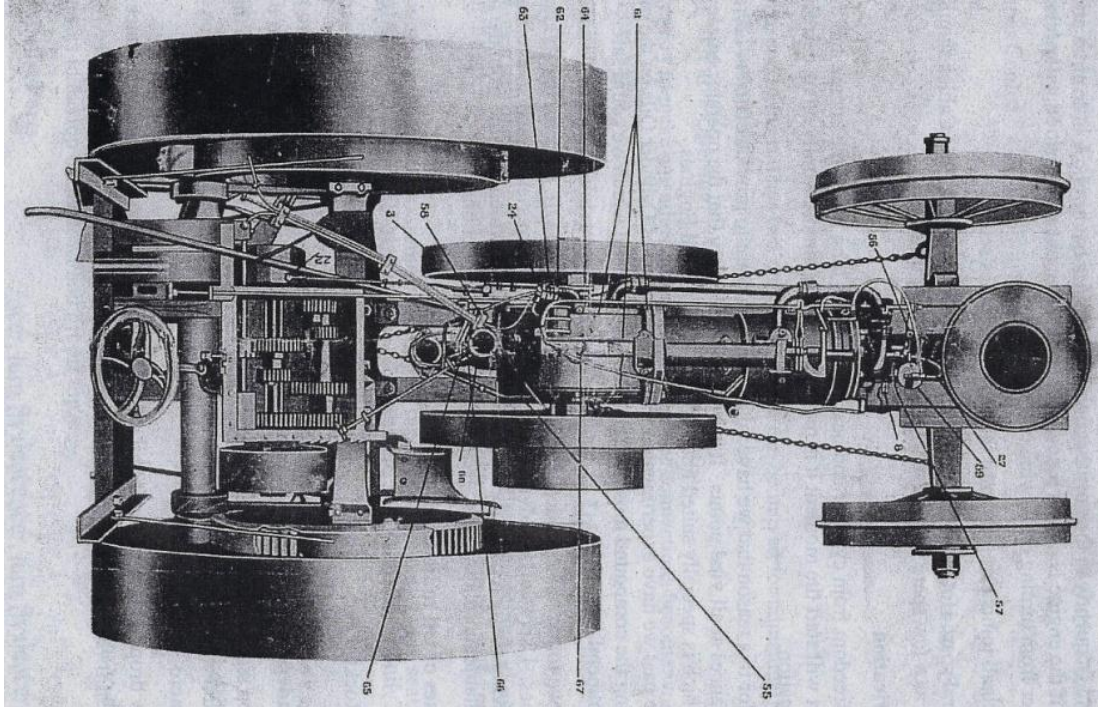
The 2009 Rally celebrated 100 years since Jelbart commenced manufacturing engines and saw 15 such Tractors on site which we hope to beat this time.

Colin Holmes©

Jim has done many rally's with his Tractor and the commonest problem is getting bogged on wet days without cleats on the steel wheels. Ironically it has towed modern tractors from the parade'

The forgoing photo is of Jim at Lake Goldsmith. My book, Jelbart Engines has a large section on the tractors, and is still available from the Lake Goldsmith Vendors

Thanks Colin, we hope that your wish to see more Jelbarts at the next Rally comes true too, and for those who like to know what ticks (or whistles, bangs and wheeze's for that matter) inside a Jelbart, here are some typical plans and sections typical of early Jelbart tractors and engines.



Now for the younger Ballarat tractor celebrating the 90th anniversary of its introduction.

Neil Wright will highlight some points of interest on the Superdrive Tractor built by Ronaldson Bros and Tippet

THE BALLARAT BUILT SUPERDRIVE

From a competitive point of view, the Australian tractor market had been dominated from its earliest days by strong American opponents. Although the emerging Aussie tractor builders struggled against the less expensive foreign competitors, A.H. McDonald, Jelbart and Ronaldson – Tippet possessed the necessary drive & ability to develop machines instilling primary producer confidence. The path however was not without major obstacles, with Victorian based manufactures facing the challenge to produce a better and more capable tractor, able to compete with the imported counterpart.

The decision by Ronaldson Bros & Tippet to construct their first tractor in 1910 was largely focused on harnessing a horizontal type stationary engine, in a similar fashion to several American models coming into the market at that time.



The Austral Oil Tractor as it was called made its debut at the Royal Melbourne Show of 1910. Being a courageous initiative to “displace Doban” – at a time when usage of actual horsepower was strongly entrenched may well have influenced the decision to shelve the project and put the idea on hold for several years.

Left Picture

Austral Oil Tractor fitted with Stacey wheel grips.

RBT management rekindled thoughts of production amid increasing tractor acceptance, particularly with foreign machines gaining a strong foothold during the early 1920's. Company official E.J. Tippet was sent to represent the company at The English Wembley Exhibition in 1923 and to additionally investigate their tractor production. Returning home, he was convinced that the company should seriously consider a particular English machine as the basis for their ‘new’ tractor. Company directors however took a different view, and following an extensive tour of North American tractor manufacturers, returned with plans of contracting tractor production to a US based company.

The design of the *ILLINOIS SUPERDRIVE* accommodated many requirements sought by the company's engineers, and for better – or for worse, the venture commenced in early 1924. The model RHU Wisconsin side valve engine was adopted, primarily because of design simplicity, having the capability to easily remove the two separate banks of twin cylinder blocks, along with its draught horse temperament delivering 30 horsepower at a mere 900 rpm.

The “*Slowest Speed* tractor four cylinder tractor engine on the market” were the advertising claims made, with a 5” Diameter bore and a 6” stroke.

The Superdrive's epi-cyclic transmission provided a strong and seemingly indestructible final drive, the use of manually exchangeable and variable “pick off gears” offered a broad range of ground speeds. The merits of the decision to assemble and market the rebadged Superdrive soon proved flawed. Before not very long, transmission failures, cooling problems and the mechanicals of a North American bred tractor, betrayed company faith in the product from Broomington Illinois.

To restore confidence in the Superdrive, and because RBT had progressively tooled up to rectify the imported models components, production commenced at Ballarat in 1925, with a major revamp of the basic mechanicals, strengthening and increasing dimensions of components to overcome the failings and shortfalls of the imported Superdrive.

The new 18-30 Superdrive met with expectations, also progressively refining the governor and engine air filtration, Ronaldson Tippet engineers could take credit that they had “got it right.”

An ambitious and punishing field trial was staged over 3 weeks at the Ballarat common (near the sight of the latter Timken Bearing factory) pushed the Superdrive well beyond ordinary demands, establishing a (then) record for continuous ploughing, equivalent to a Northern Trans Australian crossing.

Tractor #101 was then dismantled and studied for wear and used for spare parts, sacrificed in the process of proving the Superdrive tractors endurance and stamina as it initially had.

Fundamentally, during the process of reengineering the Superdrive, competitors had moved up a notch or two, in terms of advancement including – power take off, the diesel engine and improved transmissions. RBT engineers had attempted to keep pace with their own improvements, adding a diesel oil vapourising manifold (spark Ignition), an adapted power take off and increased power, rated at 20-36, largely achieved by an increase in compression ratio.

Photographic evidence exists that a four cylinder Diesel engine, intended for the Superdrive, had been trialled but not taken any further. Judging from the engine design, maybe that was a wise decision.

The tractor’s robust image was further enhanced with specialised added scrub rolling “ armour” and wide grip sand wheels, designed to take the Superdrive where it could not previously. The Skeleton Wheel was another patented adaption enabling travel through severely bogging conditions.

The Depression years heavily impacted tractor sales and the company narrowly avoided collapse: Financing its own tractors had proved to have been a potentially fatal mistake.

Gas producers added an uncanny appearance to the Superdrive, although their attachment provided an essential substitute during fuel shortages, and the depression years. In order to compensate for the reduced calorific value of suction gas, and subsequent power reduction, the engine had a radical increase to its compression ratio, connecting rods were subsequently reinforced to cope with the increase, in addition to the raised governing speed of 1100rpm from 900.

Production of the Superdrive tapered off in the mid 1930’s, although the company continued to repair/recondition existing tractors. The final production run took place in 1937 when three tractors were built. One of the final batch has survived in preservation #656.

That along with #102 of John Kirkpatrick the two have their association with the Steam Rally’

Where else in Australia could you find the first...and the last surviving Australian Built Superdrive.



Storey and Images by Neil Wright©

References:- Diaries of Late EJ Tippet, and Late Anne Tippet

SUPERDRIVE TRACTOR NO 102

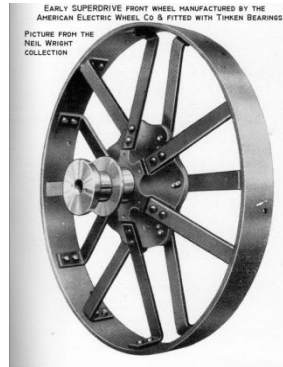
John Kirkpatrick's SUPERDRIVE No 102, as mentioned by Neil in the previous feature, can be seen in shed 5 on Marshall Avenue at the May Rally. This tractor, which was the first sold by Ronaldson Bros & Tippet, was sold to M. J. McKew of St Arnard on 9 12 1925. After a good working life, it was returned to the factory, where it was refurbished and resold to C Fanning at Charlton, Victoria. At some point it was converted to rubber tyres. Later it was acquired by the Kirkpatrick family, where it was restored to appear at the Ronaldson Tippet Centenary Rally in 2004.

John is returning this tractor to its original specification, which includes a return to steel wheels. As can be seen in the attached photograph, the rear wheels have been converted, but the front wheels are still needed. The first 30 or so tractors used wheels manufactured by the American Electric Wheel Company, which used an electrically welded wheel rim, and Timken taper roller bearings. A picture of the wheels is attached. If any one can help with information on the whereabouts of any of these wheels, or the axle assembly and wheels, please let me know on :-

goldsmithgazet@optusnet.com.au

The later R & T manufactured front wheel is shown in the centre picture below. The easily removed bronze bush, and the replaceable cast iron wear sleeve, which is keyed to the axle are shown.

The original wheel is shown in the photo on the right



Thanks to John and Neil, it is not often that you see the first machine of a production line. Tractor no 656 mentioned by Neil is off site under restoration, and will not be at the May Rally.

THE MYSTERY SUPERDRIVE

If you have a look in the dark reaches at the back of shed 10, The Ronaldson Bros. & Tippet shed at the North end of Sunshine Avenue you will spot another Superdrive tractor that looks like it has been there for the last 50 Years, the sort of barnfind that every collector dreams of.



Ron and Linda Harris are proprietors of this Den of Ronaldson Bros & Tippet treasure drop in and look around. Ed.

In the February Gazette the Wallis and Steevens Steam Tractor was featured as the last Aussie built Tractor. The Armstrong Holland hybrid International Model H Tractor powered Roller feature arrived, but had to be delayed to April as there was no space left to print it in the February Issue.

When the following photos were taken the restoration was well under way, and was hoped too have been completed by their Steamfest Rally in March. It's first scheduled tour is to the Aussie Built Tractor Rally in May 2014, so we hope all goes well for the rebuild team.

Andrew Fairweather has taken on the Promotion role for MSTEC, and has supplied us with the background of this unusual machine in the following storey.

The Armstrong Holland “Champion Cub” Motor Road Roller

The steam roller style of construction of the Champion cub Roller made for a very unusual machine



Back in July 2012 the Melbourne Steam traction Engine Club received this fascinating and extremely unusual exhibit. On arrival, MSTEC member Peter Lynch delved right into the task of unearthing some information on the Champion Cub roller. Peter writes,

Our Champion Cub road roller was built by Armstrong Holland, of Sydney NSW circa 1944. This roller is powered by a 4 cylinder petrol engine and 4 speed transmission from a Farmall H series tractor supplied by IHC in the USA. The rollers estimated weight is approximately 6 tons, and it is fitted with a winch on the rear axle.

Although not much is known about the roller itself, it is obviously of World War 2 origin. The roller has remains of green paint everywhere, and US7 has been over-stamped on the serial No plate, which indicates US7th Fleet covering American and Australian Forces in the South West Pacic.

Over the last year, much work has progressed on this rare example of Australian Engineering. The first component of the roller which was given some attention was the Farmall engine unit, which was rusted solid on acquisition. The cause of this was due to water leaking into the cylinders due to neglect and a long period of outside storage.

Restoration has included honing the bores, and piston, ring, valve and head work. New bearings have also been fitted, as the originals were heavily loaded with grit and would have continued to score the crankshaft. The machine appears to have been operating in dusty conditions.

With the engine and transmission unit completed, work commenced on the frame of the roller

One interesting design feature of the Champion Cub is its steering, which is controlled by a worm gear and forged link chain similar to that used on mobile steam vehicles.

This roller will make a very interesting and fascinating exhibit which will be, hopefully, making its debut at the Aussie built tractor Rally at Lake Goldsmith on May 3 & 4.

If you have any information on Armstrong Holland machinery, or more specifically on the champion Cub Road Rollers, please do not hesitate to contact us.

If you are a little curious about this interesting piece of engineering, please feel free to come and visit us, we are open most Sundays, just check the website, we will look forward to your visit to the:-

National Steam Centre 1200 Ferntree Gully Road Scoresby 3179 www.melbournesteam.com.au

Andrew Fairweather

Chamberlain

When the subject of Australian Built Tractors comes up, one name that comes up early in the conversation is Chamberlain. These tractors came into being in twin cylinder form after WW2. In the early 1950's the 4 cylinder Champion Model was introduced, at the same time as the Redex round Australia trials were becoming popular. In a moment of entrepreneurial genius the Chamberlains prepared a Champion recovery tractor to follow the 300 or so entries around the outback tracks of the 1950's

These were high profile events, Peugeot took the honours by winning the first Redex Rally in 1953, and "Gelignite" Jack Murray blasted his way to the finishing line and fame in his "Grey Ghost" ex Taxi Ford in the next.

Chamberlains Champion followed later events, The Redex name changed to follow new promoters, and the tractor picked up the name of "Tail end Charlie" and became an icon in its own rite.

Readers of the December 2013 TOMM® vintage machinery magazine will be familiar with this tractor's history, and anyone who has seen MSTEC's February Steam Supreme will be familiar with the Chamberlains adventures into cars and competition

The Rally's eventually faded into history, and Tail end Charlie was modified for a new life as a farm tractor, and eventually retirement in a museum,

2003 ushered in a 50th anniversary re-enactment of the 1953 event. An assortment of vehicles made up a representative list of competitors, but Charlie was missing, well that was before Chamberlain enthusiast, Darren Visser found out about their dilemma.

Darren recreated Tail End Charlie for the recreated event. The storey of how this came about is best left to Darren to tell.

It all started with a conversation with the Peugeot owners who intended to organise a partial rerun of 1953 Redex trial in which their marque took the honours. Did they have a recovery tractor? No! Would they like one? Yes! Would they like a replica of the original Chamberlain that became "Tail End Charlie", (a name associated with the tail gunners of WW2 Bombers)? Yes! again.

The tractor was not involved until the 1957 Mobilgas Rally, but it became such a legend that was difficult to leave it out of a rerun event

The hunt started for a suitable Chamberlain G9, and ended at Murchison in Central Victoria. Next up was to find what modifications were made for the start and what mods were expected to follow after the original had done its 11000 plus Mile run around the Australian Continent.

The background search turned up the original run records, and contact with some of the original participants. Work was soon underway with the renovation and the original was recreated, including the front wheel brakes that were planned, but never fitted to the original due to a delay in transport from Perth to Melbourne for the start Rally start. The orange colour, the Canvas soft top, shock absorbers, lights and front guards were all in place ready to start.



Caption next 12

Lined up at the old Parliament House in Canberra House, Original Crewman Ron Bywaters is on the left of the Peugeot/ Redex sign. Owners Janine, Darren and son Luke are on the right and daughter Hannah 2 weeks or thereabouts into the future.

A demonstration tow was arranged, and 8 Peugeots were towed around the stair area.

Charlie followed the Melbourne to Sydney leg of the rerun in 2003, through Albury, and Canberra and included the original section of horror road.

The World's Fastest Tractor

For 2006 Charlie headed for Lake Gairdner, West of Port Augusta in South Australia, to set a record for the World's fastest Tractor. Charlie was timed at 55.8MPH by the Dry Lakes Racing Association at their course on the Lake Bed,

For 2007, a rerun of part of the 1957 Mobilgas Rally was organised. Charlies leg of this event finished at Smokey Bay in South Australia.

Charlie has made many road runs since, and after the 2011 flood it was driven to Goldsmith to be at the opening a repaired private bridge just upstream of the Rally Grounds.

In March it arrived at MSTEC Rally, complete with a trailer load of exhibits. For the May Rally it will be parked at the North side of the Dam outside shed 80 under the Plough Books sign. Also on display will be another Chamberlain and the Aussie Built OKA 4 wheel drive, another product of Western Australia.

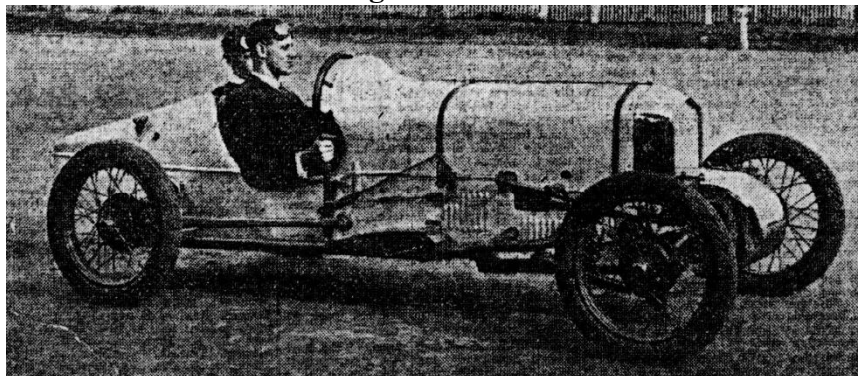
Bob Chamberlain's first venture into automotive production at the age of 21 was a Hill Climb car powered by an Indian Motor bike engine. This car ultimately set track records and was a state of the art machine in its day. Darren and Janine will have a replica of this car on display with the Tractors.

Thanks Darren and Janine for this storey about the recreation of an Australian built icon. These tractors are popular with collectors, here and in the UK where there Perkins motors were built. The wide seat, good road speed and towing capacity of the Chamberlain Tractors make them an ideal Rally machine that can tow a few extras behind.

2015 will be the 60th Anniversary of Charlies creation, and its storey is still going on. It may well be time for a storey on the "World's Fastest Chamberlain",. It has been around Australia on the worst of Roads, towed cars for hundreds of miles, been rolled and recovered, and then gone back to a life on the farm, retired to a Museum, and then recreated for another life, and become the world's fastest Tractor. All up that's quite a storey, somewhere between Red Dog and the World's fastest Indian. Ed.



Charlie at MSTEC in March 2014



And the original Chamberlain Hill Climb Car.

For anyone interested in Chamberlain history, and the exploits of Charlie, drop by at the rally and fill in on some details, all up this is an interesting bit of Australian motoring and manufacturing history.

Story and Pictures from Darren Visser©

WALLIS & STEEVENS

In the last edition No 125 we featured The Atkinson Families Wallis and Steevens 3 Ton Steam Tractor as the “Last Aussie Built Tractor”. This will be seen around and about or near shed 80



McDonald 1913

It seems that McDonald were first to get underway with Internal combustion tractor production in Australia when they introduced the Twin Cylinder 20HP EA model in 1909. This was soon followed by the improved Model 25HP EB which used the companies Model D twin cylinder spark ignition engine and 3 speed gearbox (plus 1 reverse) and introduced the forced circulation Screen Water Cooler.

A fine example of this EB Model No 138 is owned by John Kirkpatrick, This Tractor left the Companies Richmond (Victoria) factory in 1913 and headed West to Weering, just South of Cressy where the McNeil family used it for Chaff cutting and general farm work. 50 years later in 1963 John's farther Jack acquired this tractor for preservation. The tractor was in near complete but derelict condition. It had been abandoned under a hedge for many years, and many spokes and all tanks had rusted through and had to be replaced.

The restoration was carried out between 1990 and 1995 by John, and the result can be seen in the photo below, or for those who can get to th Lake Goldsmith rally in May, the real thing can be seen in shed 5 in Marshall Avenue.



In addition to the McDonald there are many well-presented restorations in Johns Toy Shed, ranging from an International 8-16 Mogul Tractor, to a Case portable Steam Engine.

Thanks John for the background story on this Australian made Tractor.

For anyone looking at a B&W print you can now see this magazine in colour, or download it from the clubs Website.

www.lakegoldsmithsreamrally.org.au

them open the magazine Tab, and then the Magazine. Enjoy the Colour. Ed.

Now we will take a look at the end of the McDonald Tractor era, and the storey behind Rod Jones:-

McDONALD IMPERIAL T6c TRACTOR

In 1964 my parents brought our 1951 McDonald T6c from Doug Burkenshaw of Timor, North West of Maryborough, Vic, who had also brought her second hand. Doug also owned the earlier TWB model which he was quite attached to, and retained. I recall that Doug encountered governor problems with the T6 necessitating the removal of the Flywheel, which must have been no mean feat in a farm workshop of the day.

T6's sported three series, A,B, & C. They were produced spasmodically from 1948 to 1955. They had a single cylinder engine with a bore of 9 ¼" and a stroke of 10". The first 8 produced had the 'T' model engine fitted which was the same as fitted to the TWB. Subsequent tractors sported the "TL" model engine which was the same engine except it was loop scavenged and the speed was increased to 600RPM, and had a maximum of 48 HP. The "A" was the prototype and the "B" & "C" resulted from the attempt to fit the PTO drive.

The TWB's did not have a PTO, however McDonalds realised after the war they would have to modernise to compete with other manufacturers. As the primary drive between the engine and transmission was by chain, it would be simply a matter of fitting a sprocket before the main clutch and running a chain to a bevel gear set within the transmission and fitting an external clutch for the for the PTO. International adopted a similar concept on their A554 in the early 1960's. This provided an independent or "live" PTO, which was well ahead of its time. I believe McDonalds were the first manufacturer with this feature. Allis Chalmers were next as they developed the "Rota Baler" in the early 1950's and an independent PTO certainly simplified their operation.

Good features aside, it proved troublesome, with bearing lubrication issues and an undersized clutch on the T6b's. Although the T6c's had additional external lubrication for the offending bearing, and a much larger clutch, Doug still encountered problems. He presented us with the drive chain wrapped in a piece of grey flannelette shirt. 50 years on and the chain is still wrapped in the same flannelette shirt.

We continued to use the T6c for general farm duties until 1971. It provided sufficient power to pull a 6 furrow plough, 20 tyne scarifier, 30' harrows, 24 run combine et, as you would expect of a 50HP tractor. It was a simple, durable, heavy (just over 8000 lbs), had amazing traction, was cumbersome and noisy with less than zero creature comforts for the driver. At times the operators left hand was working overtime as it controlled the clutch, throttle, gearshift and brake.



Every ½ day it was necessary to jack the front wheels clear of the ground to grease the king pins and thrusts so you could steer the thing. On one occasion I was using the combine and the engine lost power, began to knock and blow heaps of smoke. It wouldn't have been possible to fit more smoke through the 4 ½" exhaust. I could barely see the disc of the Sun through the plume. I was immediately in a lose-lose situation, if the beloved McDonald had gone to Heaven I would lose my stripes, and if the paddock didn't get finished there would be no pat on the head either. Changing down one gear eliminated the knock and reduced the smoke to a tolerable level, so the paddock was finished and the Tractor got home.

The removal of the hot bowl revealed the injector nozzle had unscrewed and was a distorted mess in the bottom of the bowl. The poor old girl had been running on raw unatomised fuel, which is a pretty good effort. The Nozzle was immediately posted to the factory and we received a new one by return post, which was typical of the service provided by A<H> McDonald & Co Pty. Ltd. 566-574 Bridge Street Richmond, E1 Vic.

Thanks Rod, it is always intriguing to hear of the real life trials and tribulations experienced by people using machinery in the environment that it was designed to operate.

Storey and picture by Rod Jones©

At the May Rally this tractor can be seen in Rod & Michelle's Lillirie Pastoral Company shed (No 37) at the corner of Waterloo Road and Sunshine Avenue.

Now we can move to the storey of another machine manufactured in Richmond Victoria.

JAQUES J15

As some may have noticed, there has been a recent arrival in the yard. This Aussie Built Face Shovel, like the Armstrong Holland Champion Cub mentioned before, fits into the specialised end of the Aussie Built Tractor Theme for the May Rally.

The storey behind the arrival of this comes from Ian Homan under the heading of:-

Another Face Shovel From Geelong:- The Jaques J15

On Melbourne Cup Day last year, I was negotiating with a bloke in his back yard in Geelong to buy 2 Grey Fergy Tractors, and in our conversation I mentioned Lake Goldsmith and he said that his father drove the big grey face shovel at the cement works quarry for many years. This is the one that is at lake Goldsmith. His father named him Adam as the face shovel was called "Adam 12" at the cement works.

Then he mentioned about an old face Shovel in his brother-in-laws yard in Station Street Norlane, so only being 5 minutes from there I went around to look at it, and straight away was surprised on how complete it was, and knew then that it had to be at lake Goldsmith.

Luck happened that my family on my wife's side knew the Robins family that owned the machine, so my brother-in-law, Rodger, phoned the owner Peter Robins, who then rang me, and we started planning to bring the machine up to Lake Goldsmith.

Through the committee, and planning with Jamie Hutchings, we were able to eventually load it on the float and bring it up to Lake Goldsmith. It took a bit of work and about 3 hours to be able to tow it onto the float. Many thanks to Jamie & Mark Hutchings who transported it, and to Peter Robins and his family, Rodger Perkins and Gavin Jennings for their hard work. Now the big task, to get it running and to restore it for everyone to admire and enjoy.

Ian Homan

Ian is preparing a history of the face shovels working life. If time is on our side it will be in the program, or on a display board near the machine at the Rally.

Thanks Ian for the storey, and to all those involved in getting J15 to the Rally.



Another nostalgic moments from the shoebox

How things change, did the Founding Fathers ever imagine what they had started!

There was a pretty impressive display of gear when this photo was taken in the early 1970's, The shed in the left for-ground belonged to Jack Kirkpatrick, the ex RAAF club shed, before the tower was added is in the centre. Harold Conder and Tim Morgan built the shed on the far left and and Con Gleeson and Bert Carsile started the shed run by Brian Gleeson and family. The lean-to engine storage that preceded the founders building is on the right. The Southern bays were built by the Mulcahy's and Jack Kirkpatrick, and the Western Bay (lower in Picture) housed a Tram which is now in the Ballarat Tram Museum at Lake Wendouree in Ballarat. Mount Emu is on the skyline.

Thanks to Fred Mynard for making this print available, you can see an enlargement on the Sunshine Shed wall (No 19 in Sunshine Avenue), and thanks to Fred and John Kirkpatrick for their help in identifying the shed builders. The B&W photo is believed to have been taken by the late Lin Bruty from his Gyrocopter during one of its flybys, which many will remember.



40 Years later, looking West this time, with the Gleeson and Conder sheds fully established, and the club rooms beyond the quadrangle, The Founders building and Boiler house, have replaced the lean-

to and the entire 38 Acre site is displays or car park, and for the 100th rally when this photo was taken our neighbour provided additional parking for the 15000 or thereabouts visitors.

WHEN THE LAKE GOLDSMITH AREA WAS KNOWN AS STOCKYARD HILL

Having taken this moment to reflect on the past, Neil Wright will take us back a few years for a storey of an event at Lake Goldsmith, with another Ballarat made plough.

Men and Machines, coming together in a public display'

Arguably amongst the World's first (if not the First) Steam Rally, Lake Goldsmith has a proud tradition of bringing man and machine together for the purpose of entertaining and informing the general public; re-enacting the times of old. Unique to the fact, is that the Lake Goldsmith Steam Rally site has a similar connection going back much further, to the earliest days of settlement in the immediate area.

The Stockyard Hill Farmers Ploughing Match of 1865 was a unique and remarkably placed event. The match was the third staged in the region, having commenced in 1863, not long after land at Lake Goldsmith had been alienated from the Crown. Ploughing matches were important district events and not uncommon, bringing together the professional ploughmen in a competitive exhibition.

The events also highlighted the improvements of the plough makers and naturally proved the best..... or better makes, in actual operation.

With a touch of irony; that ploughing match was conducted “ on the property of Messrs Cushing Bros, on the East side of Lake Goldsmith in a field parallel to and approximately 400M North West of the Steam Rally site carpark.

Ballarat Plough Maker “ John Tynan “ dominated the event, his ploughs gaining first and Second place, at the skillfull hands of John Draffin and James Campbell.

Star July 17 1865

In effect that ploughing match was the forerunner in a time, approximately 77 years later when a group of Farmers and Steam Engine enthusiasts gathered not far from that early ploughing match. The gathering witnessed an event that once again brought man and machine together, in an agricultural backdrop; albeit in the form of the remnant steam engine exhibited in a public display at the Mulcahy farm.

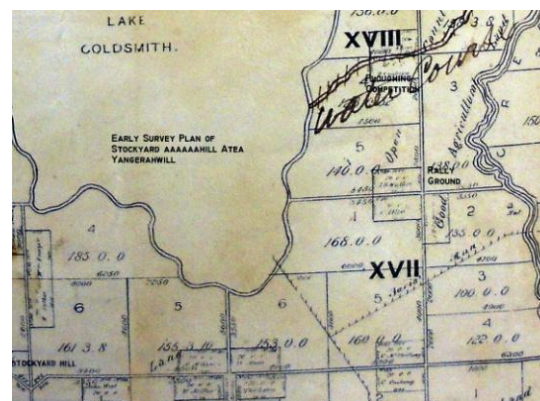
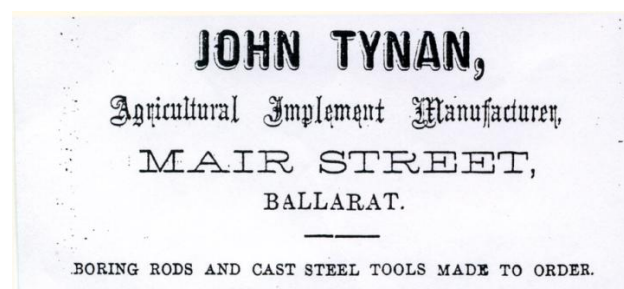
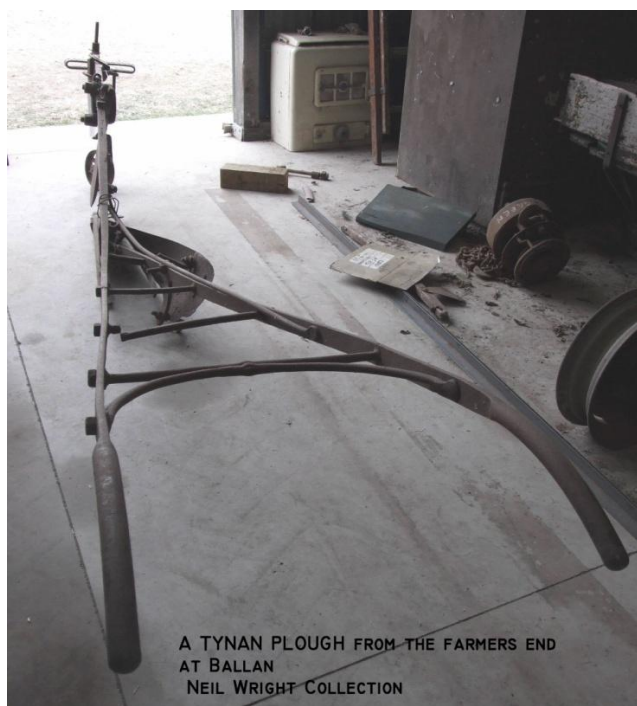
“ John Tynan” Paying respect to the late Jack Kirkpatrick as I knew him, our foundation member attached great sentiment to a collection of ploughs once displayed near the RBA shed of Rowland Todd, around 1978. Jack spoke highly of Tynan, stating that the master craftsman's ploughs were held in highest regard ; “There were non finer”. The plethora of awards to Tynan, both at ploughing matches and agricultural shows, emphasises the ploughs superiority.

John Tynan had established himself at Sebastopol Hill in March 1857, primarily making and repairing boring rods, primarily used to locate the “*Frenchmans Lead*” below the oppressive layers of basalt. Tynan moved to Sturt Street Ballarat in the following year, diversifying into implement manufacture and resuming construction of his highly regarded wrought iron mouldboard single furrow plough.

Tynan had ceased operation by April 1889, unable to compete with his principal rival Kelly & Preston of Creswick Road. Particularly that Tynan found it difficult to produce large volume multi furrow mouldboard ploughs, as had been successfully achieved by Kelly & Preston.

Remarkably, the Lake Goldsmith Stockyard Hill region had a “resident” plough maker, limited scale. Blacksmith Robert Kirkpatrick of Stockyard Hill had been awarded at the local Agricultural show for his single furrow plough.

Storey and Picture from Neil Wright©



Early plan of the then Stockyard Hill area

Researched and compiled by Neil Wright© 2014

The Oldest Exhibit List

Our oldest exhibit list continues to grow, the nominations so far are:-

The clubs	Lloyd Foster Crane 1879	so far ou oldest mobile equipment
The clubs	Tuxford Steeple Engine c1860	our oldest steam engine

From the visiting exhibits Colin Holmes

Kelly and Preston Plough from 1859

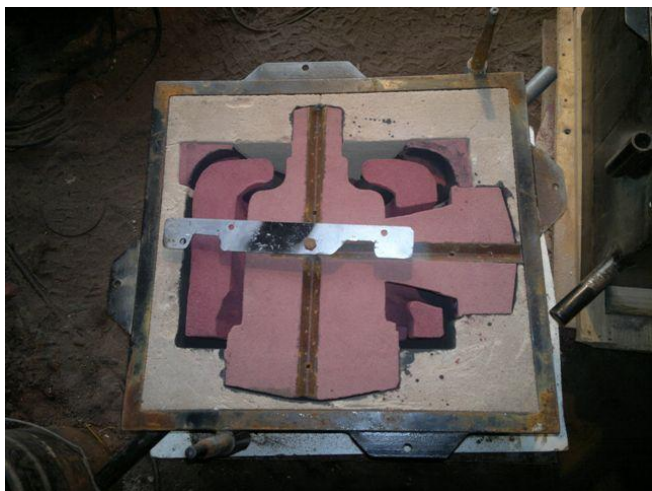
The June/July edition will reveal more hidden treasures, unfortunately this edition is running out of space.

And a thank you to those who have nominated equipment for this intriguing list, and please let me know if you have anything particularly old or interesting, this sort of item deaws a lot of interest. Ed.

Rebirth of the 20HP Hornsby

After many years of faithful service in the sawmill at Christmas Hills, and then in the Sunshine Shed at Lake Goldsmith, the head on the engine had come to the end of it's life. After much discussion on whether it could be fixed, it was decided that that wasn't possible and a new head had to be made.

After the November 2009 rally the head was removed and taken to Fred's place for assessment. After much discussion on how we could remake it, Stuart Landry was invited to be involved, as his knowledge on such things was extensive. In the first year progress was slow but productive in discussion, and some patterns were started on.



Before the November rally in 2011, we realised it was only 12 months until the 100th Rally at Lake Goldsmith and we used this as our goal to have the engine running. The old head had been taken apart to use for patterns, and some timber patterns were made. By March 2012, the moulding process was ready to start

Under Stuarts diligent guidance the moulding box was put together and completed ready for pouring in August 2012. On the 12th of August the furnace was started at Stuarts farm and after four hours, 200pounds of hot metal was poured into the mould. Three days later the casting of the head was removed. As I wasn't there, Stuart sent me a photo of Fred with a huge smile on his face wheeling it out of the foundry. I rang Stuart and as he was milking his cows he had no time to talk, but I asked how it had come out, and Stuarts answer was "Perfect"

Stuart then machined some of the head to look at the condition of the casting which was excellent, and then the head was handed over to Peter Kimber to finish the machining. The head was machined by Peter who did an excellent job, making it look better than it was when it was first made over 100 years ago. A day was set and the people involved arrived at the Sunshine Shed at Lake Goldsmith to fit the head on the Hornsby. Now the engine was complete again.

Two weeks later Fred, Simon and I started the engine for the first time since the "restoration". The engine started and ran perfectly. It was great to see such a magnificent engine running again.

This project wouldn't have been able to be completed without the help and expertise of Stuart Landry and Peter Kimber to whom we are extremely grateful.

Alan Weatherhead©
The Sunshine Shed





As a post script Stuart said that the pour used 100KG of cast iron, and took 3 1/2hrs to melt and had a "coffee cup" to spare.

Thanks to Alan and Stuart we have a good set of pictures to record the progress of the remake of the 20HP Hornsby cylinder head. All up this is skilled teamwork at its best. The Hornsby is now back in action in the corner of the Sunshine Shed where it and the pattern can be seen with Fred, Alan or Simon to answer questions. Thanks Alan for the storey behind this restoration project. Ed

Direct From The USA

Definitely not Aussie Built, this Buffalo Springfield Roller is owned, and being driven by US member Frank Orr at the Western Minnesota Steam Threshers Reunion in September 2013.

Many will have met Frank on his annual trips to the Lake Goldsmith Rally's, where he stays with fellow flying and steam enthusiasts, Clive and Joy Phillips in the Phillips Family Shed (No 68)



Howard Tractors

Clive Phillips has collected some information on the history of the Howard Tractors, and on Cliff Howard, the Australian who invented rotary cultivation and developed it into practical range of agricultural implements sold across the world.

Now it is over to Clive

Cliff Howard was born in Crookwell NSW. He was 16, when in 1912 he built his first powered rotary cultivator for his fathers farm in Gilgandra. Following lots of experiments he settled on the L shaped blade-and although he designed a unit to be towed by horse teams for bigger acreage, the first World War put paid to any manufacturing aspirations. He went to England and worked on munitions and aeroplane engine manufacture, returning to Australia in 1919.



He continued with his experiments and set up Austral Auto Cultivators Ltd in 1923. He went on to make a rotary hoe attachment for Fordson Tractors and set up Howard Cultivators Ltd in the UK to handle orders outside of Australia. But then came the sudden ceasing of Fordson Tractor distribution in late 1928. This was a setback for Cliff, but he had begun to manufacture small walk behind rotary hoe tractors, and these then diversified into the range of Tractors that we remember today-and see around the Rally Grounds.



This DH22, owned by Laurie Crick can be seen regularly at Lake Goldsmith Rallies

The DH22 was launched in the late 1920's and was manufactured into the 1960's-a real success story. His range of products was extensive and these are very well covered in Graeme Quick's book "Australia Tractors" and is very well worth a read.

But Cliff experienced management troubles both here and in the UK, and after many trials and tribulations he set up Rotary Hoes Limited in the UK and worked there until he passed away on January 4th 1971 – but not before he received the CBE from the Queen for "Services Rendered to Agriculture" – and very well deserved it was.

Clive Phillips©

Thanks Clive for the Howard background, they really are an Australian Icon.

I have always had a soft spot for DH22's The first tractor that I ever towed home behind the then trusty Humber Snipe was a completely seized DH22, complete with the Hoe, just the thing that should be in every suburban garage. It was also the first multi cylinder that I managed to unsieze and eventually start. The fun bit as I recall was timing the chain driven overhead camshaft. If there had ever been any Timing marks they had become indistinguishable. The sprocket was timed by a circular vernier, and like simms coupling on a magneto, you set the chain drive with the engine at TDC, and twisted the camshaft to a spot that looked about right, then you put a bolt in the holes that lined up best. I really grew to like the tractor (it had 10 speeds as I recall)

In a moment of nostalgia I recently aquired another one, but unfortunatly it came without a Radiator, so if anyone knows where I might aquire one, I would appreciate a call.

Howard, unlike the other manufactures that have been mentioned in this newsletter, is still in business, and they still supply, amongst a large range of equipment, rotary hoes. Cliff Howard had a good idea over 100 years ago, a cause fo celetration that slipped past us. The various companies started by Cliff Howard have had a series of owners, and the Australian and Newzealand decendents are owned by a Newzealand Company, you can check on there current operations at:-

www.howard-australia.com

and you can follow up on there history in a bit more detail than we have room for here.

There are other Howard made rotary hoes around the site, and hopefully there will be some more on show on the first weekend in May.

STEAM MINATURES

We seem to be a bit light on Aussie built steam tractors, well full scale ones anyway. John Sparks has helped restore the balance with their immaculate 6" scale Burrel Traction Engine. He purchased the wheels, part of the boiler, gears and the cylinder was a lump of cast iron not even machined. He travelled to Grafton in Northern New South Wales to buy the above items. John then set to, to make all the rest of the parts before assembling the Burrel Traction Engine. The project came to life after 4 years.

After the completion of the Burrel Traction Engine John completed his Foden C Type Steam Wagon, which was on show at the recent MSTEC Steamfest.



John is a familiar sight at Lake Goldsmith driving C1900 Locomobile Replica Steam car.

For the May Rally John, along with his family will have these machines on display near the Todd family Shed (No 35) at the West side of the "Lake"

John's interest in steam started early as his family used steam traction engines for farm and contract work, and later in timber extraction and milling. A stint in the Royal Navy with steam turbines embedded the interest. The return to steam as a hobby includes displays at many venues.

If you get a chance to drop by you can find the storey behind each of these vehicle

RALLY REPORTS

Following are reports of the Steamfest Rally's from Redwater Creek at Sheffield in Tasmania and The Melbourne Steam centre at Scoresby in Victoria, and a bit closer to home at Talbot the engine restorers have had their March Rally. Thanks for the feedback and pictures. The interest in preserving the progress made by our forebears is wide spread in its appeal to all ages. It is a pity that we cannot be in all places at once, but your support in forwarding this material goes someway to keeping us all in touch. Ed

REDWATER CREEK STEAM & HERITAGE SOCIETY, SHEFFIELD TASMANIA
www.redwater.org.au

This year their Steamfest weekend was on the 8th 9th & 10th of March. Chris Martin sent the Flyer picture below in but it arrived a bit late for the February Gazette. The background scenery is pretty hard to beat, and from the pictures below, taken by Bruce Hutchison the event went well too.



For anyone who likes variety, and can be in Tassie next March, this event is a good way to spend the weekend, Trains, Trucks, cars and Steam are all on the move, and then there are horse, hay, rockcrushing and Bullock Wagon displays, plus heaps more.

Thanks Chris for the feedback, next year we can give some advance warning in February. Ed.

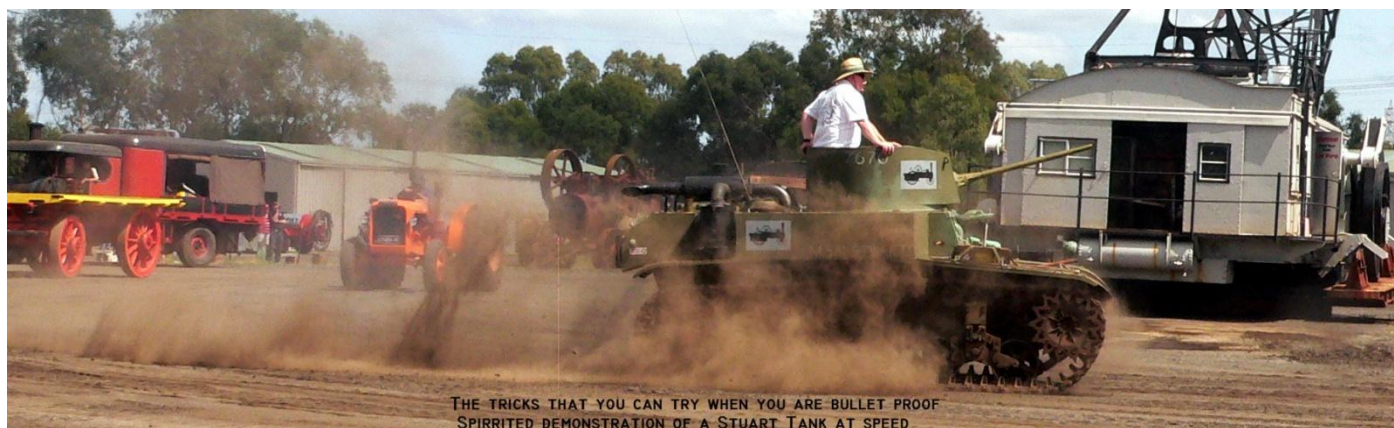
MELBOURNE STEAM TRACTION ENGINE CLUB,

Steamfest at the Melbourne Steam Centre

1200 Ferntree Gully Road Scvorseby Vic

www.melbournsteam.com.au

The annual Rally on the Labour Day weekend was a good turn out with a lot of variety, including from a WW2 tank to kerosene lamps and tools. In between the extremes, were horsedrawn vehicle demonstrations, earthworks with graders and scrapers, vintage cars, all varieties of steam and good spread of cars and trucks, and then there is the indoor display of large diesel and steam engines.



For those who don't make it to Tassie next March, this steamfest is a good day out. Ed.

TALBOT VINTAGE ENGINE RESTORERS GROUP

On the weekend of the 15th and 16th of March, the Talbot Vintage engine Restorers Group held its 15th Annual Vintage & Machinery Rally. Exhibitors came from as far as Queensland to display their well restored engine machinery & collectables which ranged in size a 1 ¾ HP Stewart Little Major to a 14HP Blackstone Diesel.

One of the most popular displays was an 1887 Chandler & Price printing press that was previously owned by McPhersons Maryborough and was powered by a 4HP Sundial.

The Horse and Cart rides to and from the local markets on Sunday topped of a great family weekend



Thanks to Leanne Boyle for the storey and pictures. Ed.

FORTHCOMING EVENTS

75 Years of Farmall A,B,M & H will celebrated at the :-

BENDIGO PRINCE OF WALES SHOW

in Holmes Road Bendigo

On May 31 and June 1 2014

Tractor treks for fast and slow tractors (all makes welcome)

Historic Vehicle, engine and Caravan static Display & Parades

Static and Parade

The Inter Club will have their Tent and Photo Galley on site

Organised by various Vehicle and Restoration Groups

Entry:- Gold Coin donation for Dragons Abreast Ladies Breast Cancer Association

An adjoining Home Maker Show and Sunday Market are expecting 30000 visitors

All up it sounds like a high profile event supporting a very worthwhile cause

Enjoy the trip.

ALEXANDRA TRUCK UTE AND ROD SHOW

June Sunday June 8 2014

This year is the 16th or so running of this event, for anyone who has never been it is a real eye-opener.

The main roads in the centre of town are closed to traffic, and they are lined with a display of all manner of truck utes and rods grouped in different areas. They cover 6 or 8 locks and a park.

Asphalt under foot, free entry for all and enormous variety make this a must see event for all



While you are in Alexandra, call in at the Timber Tramway Museum in Station Street. There is a collection of light rail locomotives, Steam, Diesel and Petrol. For the truck show day a Steam Locomotive will be running a passenger service

ALEXANDRA TIMBER TRAMWAY AND MUSEUM

www.alexandratramway.org.au

STEAM RAIL EASTER GALA ON APRIL 19, 20 & 21



There is a lot to see at the Tramway Museum. The logging and Timber mill background of the area and the history of the 26 Mile 2' Tramway with its Steam and Diesel Locomotives is a big slice of Victorian History. Relics from the Rubicon Hydro Electric Generators, which are still in service, and the tramway which paralleled the aqueducts are another associated feature.

Alexandra is a pleasant drive from Melbourne, via Yea or Healesville, and Eildon is just beyond. All up this could be a pleasant way to spend Easter, with some Heritage History thrown in. Ed.

GISBORNE STEAM RALLY AND TRACTOR PULL

www.netneeds.com.au/gisbornevintage or ring Noel Smithwick on 03 5429 6316

Sunday May 18 2014 in Webb Crescent Gisborne

This Rally is always a good show with a lot of variety, steam, cars, engines a tractor Pull, miniature rail rides and lots more.



There is a lot here for a day of family fun, Enjoy the Day. Ed.

Finally a word from the Editor

In the last edition it was suggested that anyone who was taking an Aussie Built Tractor to the Rally could have it included in a list in the April Pre-Rally Gazette. Well not only did a list of tractors appear, they all came with a storey, so the 16 page edition that had been expected has grown to 28

Thanks to everyone who has contributed, a lot of work has gone into the stories and I hope that the readers enjoy reading them as much as I have.

In addition to the Tractor stories, the shoe box picture, and the story of the ploughing completion on the Cushing family property are interesting insights into our local history.

The story of the new head for Fred Mynard's 20HP Hornsby is an interesting storey in itself, and it is also a demonstration of the spread of skills that exist within the group.

We have included reports from the Rallies run by other groups, particularly those who are involved with the Lake Goldsmith rallies, and there some leads for future events. For anyone who would like a mention in future editions, just forward a short storey an some "best" pictures.

The next Gazette will be back to a normal length, but if anyone is interested we can do the same again for the Caterpillar rally in November. For those whom it may concern you can start sending your caterpillar entries in now, it makes the job easier for me, and improves your chances of inclusion.

All you have to do now is enjoy the Aussie Built Tractor Rally in May. Ed.

SUNSHINE MODEL A TRACTOR

For the Aussie Built Tractor Rally this May, Scienceworks will have 2 Tractors on display. The older tractor was built by H.V. McKay's Sunshine Harvester Works in 1918 and took part in the first Werribee tractor trials the same year, competing against Jelbart and McDonald tractors. Powered by a 4-cylinder imported Continental motor, with 3 forward

speeds, it was originally designed to drive a self-propelled harvester. Its high cost and low power meant that only a few were made and only one other survivor is known.

Prior to relocating to the outskirts of Melbourne in 1904-7, McKay's Sunshine Harvester Works, like Ronaldson Bros & Tippet, and Jelbart's, was based in Ballarat.

It will be a rare moment to see tractors from these 3 makers on the same patch.



Photo: Matthew Churchward, Museum Victoria
H.V. MCKAY SUNSHINE MODEL A TRACTOR, 1918

CHAMBERLAIN LIGHT TRACTOR PROTOTYPE

The other tractor that Scienceworks hope to have at the Rally is the prototype Chamberlain Light Tractor. Designed by Alan Hawker (Bob) Chamberlain and built by the Rolloy Piston Co., of Port Melbourne, in 1959, this tractor was based on the Holden 'Grey' Motor.

It was intended to compete with the Grey Fergy in the light tractor market and, like the Sunshine, the prototype Chamberlain was taken to Werribee Research Farm for testing. It performed well, but as events turned out the tractor never went into production, leaving this prototype as one of the most unique Australian tractors.



Photo: Matthew Churchward, Museum Victoria
CHAMBERLAIN PROTOTYPE LIGHT TRACTOR, 1959

More information on these tractors can be found on the Museum's Collections Website:-

<http://museumvictoria.com.au/collections/items/403859> - for Sunshine tractor

<http://museumvictoria.com.au/collections/items/403855> - for Chamberlain tractor

And enjoy a glimpse of 2 rare tractors on Rally Day. Thanks to Scienceworks