

Volume 24 Issue 177

**MEETINGS: 8.00 PM  
THIRD WEDNESDAY  
OF THE MONTH  
IN CLUB SHED AT  
MONT De LANCEY  
71 Wellington Road  
WANDIN NORTH**



**AUGUST 2016**

**YARRA VALLEY  
MACHINERY  
PRESERVATION  
SOCIETY  
INCORPORATED**  
BI-MONTHLY NEWSLETTER

# YVMPS NEWS

## EDITORIAL.

It's a bit dreer out there isn't it?

Is it me, or has the weather been much colder this year than for the past little while? It certainly seems that way, so, it is inside time and along with making soup, pies and roasts it might be worth while going through the shed, returning tools to their proper homes, getting rid of the extra three or more of anything which might make a dollar or two in a garage sale or actually going the whole hog and getting the place really organized.

I read this morning that Samantha, wife of ex British PM, David Cameron has a busy career and three kids, but if asked to find anything in the house can do so in a flash. Her secret is boxes, big, middle sized and small, all clearly labelled and neatly stored. It so appealed to the 'neat freak' within, and whilst I am quite aware that everyone does not have this inner passion for

**'everything in it's place, and a place for everything'**

it certainly does away with the frazzled nerves, and the need to buy yet another 'something' which has merely been misplaced or is under a heap of other 'somethings'! Give it a thought, and in the meantime enjoy the soup or pie in front of a warm fire, and look forward to spring and getting out and about again.



**YARRA VALLEY  
MACHINERY PRESERVATION  
SOCIETY**

**SWAP MEET**

**2016**

**SUNDAY 13<sup>th</sup> NOV.**

**VINTAGE ENGINES, CARS, TRUCKS  
TRACTORS, MOTORCYCLES,  
PARTS, COLLECTABLES,  
MEMORABILIA & ETC.**

WANDIN EAST RECREATION RESERVE  
CNR. PARKER & OLD BAKER ROADS  
WANDIN EAST MELWAYS 121K9  
SELLERS: \$15.00 - 6.30 AM ENTRY.  
PUBLIC \$5.00 - GATES OPEN 7.00 AM.  
NO BOOKING REQUIRED.  
FOR INFORMATION PH. (03) 9434-6681 (AH)

**Please help and share the load**

**Draft Horse Festival meeting 20.8.16. 1 pm**  
**at Mont De Lancey.**

**All members invited to attend in the comfort of  
the Mont De Lancey Museum**





### BIGGEST MORNING TEA. By Heather Butcher

On Thursday morning 26<sup>th</sup> May 2016, we drove to Mont de Lancey for their Biggest Morning Tea with proceeds going to Cancer research. We were welcomed with a lovely cup of hot tea or coffee in beautiful fine china cups and saucers, with a large array of scones, slices, cakes and chocolate covered berries, which were all delightful. Later we were given a short talk by the Seville pharmacist on herbal teas and their benefits, then Judy an IT lady gave a short talk on how to use I Pads and modern technology. Two students from Woorie Yallock primary school also presented a cheque which they had raised through their Mothers' Day morning tea. Next the raffle was drawn, and I was lucky enough to win a prize. I chose a box of fruit and imagine my surprise when I got home and discovered a \$50 Gold Pass voucher in it as well. They raised in excess of \$1500, which delighted the organizers. Our club had George, Ron, Norine and Norm, Niel, Rod, John McIvor, Stan and myself attend, and you can see from the happy faces and the fat scones that it was a happy time enjoyed by all.



### "Making Model Engines"



At our June meeting we had an interesting talk from our guest speaker John Sampher. The first engine John showed us was a small single cylinder Hit & Miss type which he ran on Shelite to reduce the fumes in the club room. He then talked about his work in progress engine which is a four cylinder over head cam, typical of engine design around the 1920s'. He purchased the castings in 1988, and held the engine in the palm of his hand as he talked about it. The next step is to build a carby and 4 spark plugs. Now being retired he can devote much more time to its completion. We look forward to our next talk and working demo. The main ingredients, he said, to make a small engine are "Patience and lots of Time."

Thanks John for an interesting evening.

**Thankyou to STAN BEAUMONT for being our Merchandising officer, and for all your hard work in raising money for the YVMPS.**



At our annual meeting in July the treasurer presented the Club's audited Financial report showing that our expenditure for the year was slightly less than our income. Rod also advised the meeting of the generosity of Anderson & Associates, Certified Practising Accounts of Ringwood, who did not charge us an accounting fee.

*Those members who regularly open our shed for visiting groups, reported that the cold weather has kept the numbers down over the last couple of months.*

***Thanks for being there when required.***

**NOTE** As of 16 August Lewis Carlton will no longer have a mobile phone. All contact to be by EMAIL or LAND LINE only. Thankyou L.C.

### NEW MEMBERS

**Peter Aumann 13 Horden Road Mount Evelyn**  
**Michael Fiddes 28 Kingswood Drive Dingley**  
 Welcome to Y.V.M.P.S. We look forward to your company on the rally fields and trust you both have a great time here.

**Member of the Month is Norman Leslie Watchorn**

Affectionately known as the “Mad Irishman from Seville”. I was **BORN** in Liverpool England on 1st May 1944. My father owned the local grocer’s shop (WATCHORN & SON) in Liverpool and it was expected that I would follow in the business after leaving school, but I had different ideas; a Chef or Motor mechanic was my aim. After giving cooking a go for three months, my first **EMPLOYMENT** was an apprentice motor mechanic with the London Taxi Company.



In 1961 I became a £10. Pom, living in Thornbury and Northcote and continuing my apprenticeship at Gould's Motors and later moving to Nunawading and continuing as a mechanic at Etheridge Motors Blackburn while I completed my apprenticeship at R.M.I.T night school in Melbourne. I returned to Southern Ireland, met Norine Elizabeth Smith, and we **MARRIED in 1971** in Dublin. We stayed in Ireland for a further twenty three years. During this time I had my own garage and engineering and maintenance factory, a very successful business until the recession caused the

farmers to zip up their pockets good and tight. We have a **Daughter** Valerie 39 and **GRANDCHILDREN**, Alice 4 and James 2 years old.



Returning to Australia in 1988 and settling in Seville I found work in a small firm doing R&D on Rotary engines and had a test drive using the Mark 4, but shortly after this the funding ran out and the door was shut. In 1995 I set up my own business in engineering maintenance and



continued until I retired in 2014. I first **became interest in engines** at a very early age and have been very happy with my chosen vocation. I joined **Y.V.M.P.S** 1989 after meeting **David Aitkin** a foundation member of the club. My **FAVORITE ENGINE** is the Wolesley Cub. My **OTHER HOBBIES & INTERESTS** are wide ranging including Electrical, Computers, a seven year night school course in Electronics, and a further two year course in Robotic Tennis machines. You could say I enjoy just about anything with **NUTS & BOLTS**. To have been able to successfully run both my business’s has been a **HIGHLIGHT** of my life.



This is something I found in one of Norm’s sheds while doing the above interview. Our club trailer is getting a full brake system rebuild.

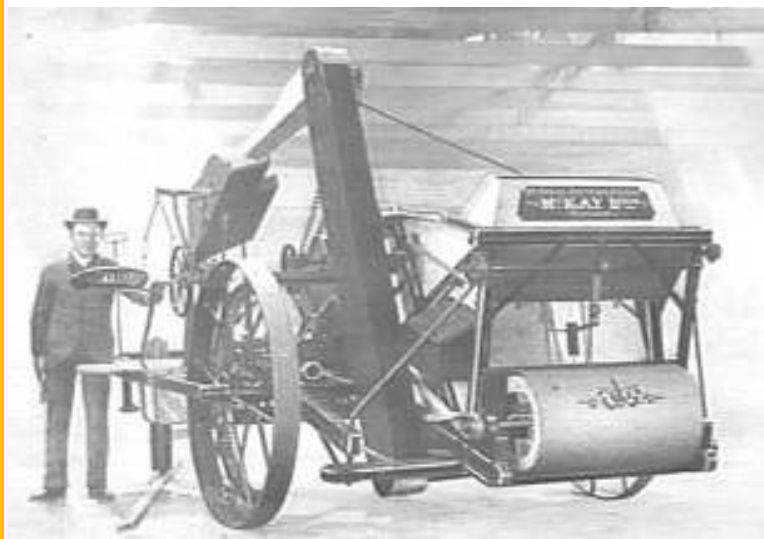
Thanks very much Norm. Niel Ed.

**GOLDEN OPPORTUNITY**

To become our **MERCHANDICE OFFICER**  
Please talk to any committee member.

Y.V.M.P.S. MERCHANDICE

- Available at meetings and Rallies
- Patches, Badges, Coffee Mugs, \$5.00 ea.
- Peak Cap \$10.00 Fridge Magnet, \$1.00 Pen, \$1.00
- Club Shirts \$35.00 (Old stock \$30.00)**

HUGH VICTOR McKAY C.B.E.

Hugh Victor McKay was born in 1865. He was the fifth born of eight boys and four girls. The family lived in a simple timber home with a bark roof, The children were home taught. Hugh's parents, Nathaniel and Mary McKay came to Australia in 1851. Nathaniel was a stone mason by trade, and the lure of the gold rush enticed him here. In 1865 his health declined and decided to go on the land and settled at Drummartin Victoria.

Hugh, like his father was very clever with machinery. so Hugh and his brothers learned to use the wheat farm machines, a reaper, binder, thresher, stripper and a winnower that was brought out from England. In 1883, at the age of 17, Hugh

was convinced there was an easier way to bring the wheat in and set about proving it. He suggested to his father that the stripper and the winnower should be joined together to make one machine. Many men had failed previously. Hugh's father and brothers built a Smithy where they set up a forge and anvil to heat and reshape the metal for the new machine. When complete, it bought about a lot of mixed feelings, but his father promised to leave two acres of wheat on which to try out the new invention. When the time came to test the harvester, their neighbors and people from surrounding districts were there to see the new machine work. They saw the wheat being fed into the machine and grain coming out the other end, dropping into a bag which was hanging below the chute. The people who had said Hugh was 'wasting his time' were amazed the machine did as intended. ***The McKay Stripper - Harvester first worked in 1884.*** Hugh set out to sell his invention, but found it hard to get money to make it. He paid other people to make five of his Stripper-Harvesters in 1886. Soon after, they started trading as McKay Brothers Harvesters. With the formation of a limited company in 1889, they became known as McKay Harvester and Machinery Company. The bank forced the company into liquidation in March 1891. McKay was appointed as one of the liquidators of the company. He was able to get sufficient financial support from his friends to buy into the business. He then purchased the assets and the debts of the company and Hugh V. McKay became the sole owner, on August 30 1893. The new business name became Hugh V. McKay, Sunshine Harvester Works. ***The name Sunshine was first used on 31 July 1895*** when he bought a shed in Yuille Street, Ballarat, and started making farm implements and repairing machines. He was also making and improving his own harvester. By the end of 1895 twelve of his harvesters had been produced. The business sold 220 harvesters in 1898 and 430 in 1899. At the beginning of the drought in 1902, the McKay business had 200 unsold harvesters in stock.

In September 1902 McKay could not sell his harvesters, so he sent his brother Sam and three other work men to Argentina with 50 harvesters. Sam sold all 50 and this led to the sale of the remaining machines in the Ballarat factory. H. V. McKay tendered for the implement works at Braybrook in April 1904. His tender of £3,651 for the business and plant was successful. McKay used a lot of Braybrook Implement Works patents.

In June 1906 there were about 250 working at the Braybrook factory and 750 at the Ballarat factory. About 200 families moved from Ballarat to Braybrook Junction to take up work at the new facility. Twelve months later he paid £240 for sixteen acres of property adjoining his factory for extensions to the existing works. ***In August 1907 Braybrook Junction was renamed Sunshine.*** In the same year, Sunshine Motor Works Pty-Ltd was established and started building the Scott engine In 1916 Sunshine Motor Works changed the engine's shape and made it lighter. They were built in 3, 5, 7 & 10 H.P ratings. One famous invention of the era was Headlie Taylor's Header Harvester in 1913. In 1914 H. V. McKay negotiated for the patent rights and Headlie Taylor supervised the production of his invention, the Header Harvester, at the McKay Sunshine factory.

The Scott two stroke engine was patented in 1905. This engine was built at the Scott work shop in Mannum S.A. until 1910 when they moved into the Sunshine factory. This was the first engine manufactured by Sunshine Harvester in 1911. The Scott Motor works closed down in 1914 and received £1,250 in compensation.

Continued on page 7



Housed in a disused cool store, around 80 interested guys turned up to checkout Simon's shed of over 90 engines, plus cars and tractors. Outside to light up the car park was a Ruston size 2 class VSO, whilst inside providing all the lighting was an Austral, a Hornsby, a Ruston, an R&T Diesel and a Lister. Other engines of note were the large green Ruston near the front door and a twin cylinder Ruston at the rear. Work in progress was a red single cylinder crawler tractor (below) and a large green four cylinder monster. A member from another club displayed his own engine called "A Hercbery" made of scrap from around the shed. Including a Roseberry crank, Farm Pumper cylinder, casing from electric motor, round base from concrete mixer, and Holden fuel bowls for oilers. Twelve YVMPS members turned up for what was a great night out.

THANK YOU SIMON

Ed.



## 2016 Echuca Trip by Barry Thomas

I took Friday morning off work, took the old Dodge to Wandin motors for a road worthy – of which it is not quite worthy, (but that is another story), picked Karen up from hospital, packed the engine and trailer and headed up to Echuca.

The rain meant that Echuca was damp underfoot, and in some areas quite wet. The rally grounds were a little slippery on Saturday but with a breeze and some sunshine it dried out making it a good area, at least for the engines. The oval was saturated and a number of trucks had difficulty with maintaining traction in the area that doubles up as the tractor pull track.

The usual array of displays and activities were there both days, although Saturday was quieter from a display perspective, and engines were well down on both days. The oval which was about quarter filled on Saturday was chock a block on Sunday with cars and small trucks. Don Butcher joined me on Saturday and whilst I only had a couple of engines and grister we got quite a bit of interest. Probably the belt flapping as the Lister is driving the grister gets their attention. There was a variety of engines in the compound near us and the original compounds on the other side of the grounds. Don got to see what he needs to do on one of his engines – Sundex. The engine club as usual made us welcome. We were treated to coffee by Rotary delivered by a gentleman on a peddlers' bicycle complete with urns and a platform with the coffee makings.



One interesting thing I saw was a penny farthing with a flat tyre. As the rider was riding on the track, he swerved to miss a little tractor and rolled the tyre off; then the tyre jammed the wheel in the forks causing him to go over the handle bars, luckily into the soft mud. The tyre was of solid rubber with a massive steel band in it. The other type is a steel spring which is adjustable so it can be tightened to prevent it coming off. I was

talking to the owner who was going to replace the tyre with the spring type. They had an amazing range of bikes, and weren't afraid of getting them out on the track during the days.

One of the Army Memorial groups had a restored 18 pound horse drawn cannon, which had been fully restored, and is often seen at displays.. They had casings from each of the WW1 battlefields where these cannons were used in their carrier. There was quite a range of historic war vehicles and equipment, even a tank.

Sunday saw the annual burning of the dunny, based on the ancient tale of some young locals having been smoking in the loo. It amazes me that each year a different horse owner volunteers to drive his horses pulling the steam pumper. There is no practice run, the horse get taken over to the pumper, harnessed, do a couple of laps of the back paddock while the fire takes hold and then charge out to the fire area. Where our engines were displayed is the road where the horses come in and out, and whilst not a great horse lover it is a majestic sight seeing two massive horses, their driver standing on the front of the pumper, charging to the fire, without what appears to much care for the crowd, the fire and all the other racket that is happening. The Ferguson guys were there in force, perhaps they know their tractors aren't afraid of a little water supposedly after their actions in '56. There were many other tractors, but not as many as usual; possibly due to weather.



Amazing how quickly things go back on the ute, in the car or whatever is being packed. We, as usual, stayed on and came home on Monday, after having a touristy wander around the shops. We came home after a good relaxing weekend with engines and good friends.

Photos by Barry





Here is the solution to last editions name search puzzle, Now you can see what the unused letters spell out  
 How many names can you put to the faces ?? Not all members have a photo. Niel

Continued from page 4

**H.V.Mckay**



In 1916 R.A .Squire from New South Wales, invented the Spring Tyne Drill Cultivator. It sowed seeds, dropped fertilizer and cultivated. It was the first of its kind in the world.

Like many other inventions that came to McKay, he bought the rights to this invention and manufactured it at Sunshine. The first Sunshine Tractor, designated ‘type A’, was manufactured in 1916 with the engine mounted across the tractor in an east-west fashion. It had a weight of 4620 lbs., length of 12’10”, width of 6’0” and an original selling price of £500.

The engine was an imported Continental Motor Corporation unit, manufactured in the U.S.A. It was a vertical inline four stroke with 4 1/8” bore x 5 1/2” stroke producing 27 horse power at the belt pulley. It was connected to an unusual cooling system which had a substantial appetite for water. The second tractor was designated ‘type O’ with the engine mounted parallel to the chassis. Very little is known about this tractor. In September 1918 the A and the O were entered into motor tractor trials arranged by Royal Agricultural Society of Victoria. The model A completed all the tests.

Information found on GOOGLE.



More pictures from Simons Shed  
 Chevrolet ute.  
 &  
 Fairy land in the Cool store.



## COMING EVENTS

\*Denotes YVMPS event.

Contact Alan Shepherd for phone numbers.

### AUGUST

Speewa Rally TBA.

\* Monthly Meeting Wed 17th.

### SEPTEMBER

Bellarine Vintage Machinery Group Sun 4th

Wedderburn Twilight Rally Sat 10th. Sun 11th.

\* ~~Schwerkoits Cottage~~

**NOTE This event has been CANCELED**

\* Monthly Meeting Wed 21st

\* Tulip Festival Sat 24th Sun 25th.

### OCTOBER

\* Yarrambat Historical Society Open Day Sun 2nd

\* Mont De Lancey Blacksmith Open Day Sun 9th

\* Wandin Silvan Field Days Fri.14th Sat 15th

\* Healseville Heritage Festival Sat 15th Sun 16th

\* Monthly Meeting Wed 19th

Lake Goldsmith sat 30th Sun 31th.

### NOVEMBER

\* YVMPS Swap meet Sun 13th

\* Seville Festival (Bendigo Bank) Sat 12th Sun 13th

### Membership Fees

Once only Joining	\$5.00
Insurance & NHMA levee	\$20.00
Annual membership	\$30.00 (plus ins.)
Associate (Wife)	\$10.00 (plus ins.)
Junior/ student (10-18yrs)	\$7.00 (plus ins.)

## BUY, SELL & SWAP.

### WANTED

RSI Magi ANY Condition  
Don Wright 0417 083 339

### WANTED

OLD CHAIN SAWS any CONDITION  
David Kennedy 0498801010

## YVMPS COMMITTEE 2015/2016

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**DO NOT CLIMB OVER  
COMPOUND FENCING.  
BE SURE TO USE  
THE GATE!**

The newsletter will be produced bi-monthly and posted, one copy per member household. A **SUBS DUE** stamp will appear on the June issue. If payment is not received, the August issue will also be stamped. Without payment you will not receive further newsletters. If you require an extra copy, are not receiving the newsletter or your address has changed, inform the Editor.

Your Committee will not enter into any debate through the newsletter on the 'politics' or general running of the Society, as such matters are for general meetings.

The Editor of the YVMPS Inc. newsletter welcomes freelance contributions of a high standard. Articles may be on CD, memory stick, typed or clearly handwritten on one side of the paper only with the authors name and title of the article on each numbered page.

Whilst the Editor will exercise due care, no responsibility is accepted for any errors or omissions and retains the right to edit articles as needed.

The Society and its elected representatives accept no responsibility for the accuracy of statements or opinions expressed by freelance contributors.

**Copy deadline: Any item for publication must be in the Editors possession no later than the monthly meeting prior to the month of issue. Issue Months, Feb., Apr., Jun., Aug., Oct., Dec.**