

Volume 28 Issue 203

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



DECEMBER 2020

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

# YVMPS NEWS



**Freedom at last?** Maybe?. Some one said, "The same boiling water that softens the potato hardens the egg. It's what you're made of. Not the circumstances" So how have you weathered this Pandemic? We can't go back and change the beginning of year 2020, but we can start again where we are with a clear road ahead and adapt to all the changes and make the most out of 2021. Are you an egg or potato?

**I was hoping to say "Come along to our Christmas break up party and enjoy some pizzas."**

**Sadly Mont De Lancey will not be open so cheers till next year.**



## Buy Your Own Gift

Last Christmas, grandpa was feeling his age, and found that shopping for Christmas gifts had become too difficult. So he decided to send cheques to everyone instead.

In each card he wrote, "Buy your own present!" and mailed them early.

He enjoyed the usual flurry of family festivities, and it was only after the holiday that he noticed that he had received very few cards in return. Puzzled over this, he went into his study, intending to write to a couple of his relatives and ask what had happened. It was then, as he cleared off his cluttered desk that he got his answer. Under a stack of papers, he was horrified to find the gift cheques which he had forgotten to enclose with the cards.



**EDITORIAL**

Well, the end of the year has arrived and what have we achieved in 2020? I think we have achieved a rather good magazine, with much work done by proxy, telephone or email, and how good is it that we can use all three, so maybe there is something to be said for modern technology! The sad bit of course is the lack of human contact, and so far technology has not worked out a way over that problem - yet!

Never the less, every night on the news we hear of a new vaccine which is almost ready for general use, so we hope next year that the deadliness of Cornona Virus is a thing of the past. I appreciate the fact that many comments can be made at this point, but I shall leave that up to you, dear reader.

While I do sympathise with people across the land who are longing to hug their loved ones, not seen for ages I cannot help thinking of those only a hundred or a hundred and fifty years ago, who once they sailed from their home shores never imagined meeting loved ones again, and many of our brave and daring ancestors are in this group. As I have said previously, I admire them greatly, but I am glad that it wasn't my story.

Anyway, let's look on the bright side and think positively of the year ahead and all we shall achieve.

So, best wishes for Christmas and the New Year,  
from Heather and Niel Brain, editors.



**Below is a shed to die for, with plenty of work in progress.**

**See Paul Edgar's story page 3.**



### Our member of the Month is Paul Edgar and here is his story.

When Niel called me to ask if I would share some details as the Society's "Member of the Month" I thought "Cripes, he must be scraping the bottom of the barrel!!". But being the obliging lad I am, here goes.

My profile is somewhat different from most of you if only because I have very limited mechanical skills. You see I am an Accountant. Now Accountants are not generally known for their engineering prowess. Fortunately, we have other (professional) skills but not those that can be merged with our hobbies. I can't help the clubs I belong to with technical advice but can contribute via administration and financial matters.

When I was very young, I asked my mother where I came from. She told me that I was found under a cabbage on 4<sup>th</sup> February 1947. Dad never really told me anything about cabbages, so I guess that was where I was born. I fancy it was in a vege patch somewhere in South Melbourne at the back of a hospital somewhere. My first 14 years were spent in Pitt Street West Footscray. I attended Footscray West Primary and pioneered Maribyrnong High. We moved to Boronia in 1961 where I attended Boronia High. When married, Yvonne (who was born and bred at St Andrews) and our first 2 children lived at Eltham, then in 1985 moved to Mount Dandenong where we had a 3<sup>rd</sup> child.

Notwithstanding the direction my education took me, I always had an interest in engineering. I "served my time" at McPherson's Ltd. Initially at Ajax bolts in Burnley, then Watts McRitchie Engineering (a wonderful repetition engineering subsidiary) and later at their head office in Collins Street. Head Office and I didn't get on too well, so I left and went to Ingersoll Rand; firstly South Melbourne and then Dandenong. From there I went to Bougainville with Bougainville Copper. That was when the mine was first commissioned at Panguna and was quite an experience. The mine site is now in ruins. Upon return to Oz, I worked for Civil and Civic (Lend Lease). That was in the heady BLF days. I had no respect for the construction industry those days. Remember Norm Gallagher? Rude, ruthless and arrogant. I lasted just over a year. Then I decided I had had enough working my backside off for others, so I set up my own accounting practice., That was in 1975. The practice morphed through a few stages including 2 partnerships – one very successful, the other which ended in 2003 was a disaster. Whilst I still own the practice, our youngest child, Chris has taken over, allowing Yvonne and I to spend a bit more time together. I am down to 2 loose days per week this year but Covid has seen us "confined to barracks" so our first taste of semi-retirement has not quite been what was expected..

In 1976 I married Yvonne. Thankfully we are still very much together and with 3 children and 3 grand children, along with a small slice of Heaven here in the Dandenongs, we are very happy. Sometimes I wonder how on earth Yvonne stuck with me for so long, particularly as the hours I worked in my practice were by many standards debilitating so she was left to cope with more than her fair share of domestic challenges, But she did (and does) a great job and we are both proud of our progeny.

I overlooked one job. When at Boronia High, I worked for Laurie Maguire's Esso service station. He was a fine man and I loved turning up at 8.00a.m. each Saturday. We closed at 1.00pm. I even bought my first Riley from his wife – a 1954 Pathfinder. Laurie had a few Rileys, and also loved Citroens. As well, hidden in his garage at his home in Boronia Road, was a vintage Rolls. I never got to see it. So my path into Rileys as a hobby was well on its way by the time I left Laurie and went to Swinburne as a part time Accountancy student. As mentioned above, I was in effect an apprentice accountant by day and student by night.

Whilst my wonderful family and my accountancy practice have been my major priorities, Rileys have been a large part of my life. I currently own 3. My favourite is the 1947 1 ½ litre sedan I bought in 1967 (it was our wedding car). Back in 1992 I bought a 1935 Riley Kestrel which is all but restored and recently I bought from the estate of a good friend a 1951 2 ½ litre sedan which had not been on the road for over 30 years. It is taking a lot of recommissioning, including an engine rebuild. Now here's a trick if you like the smell of "Castrol R" emanating from your exhaust. Pop a cup of the stuff into your petrol tank (or half that of castor oil). I even put some in the motor mower tank. Takes me to the renowned UK Brooklands race track every time I mow the grass!!

For years I wanted to get a stationary engine. One of my Riley friends had a 4 H.P. Sundial for sale (Lew's favourite – not!!) so I grabbed it. It was my intention to run a water pump to spray part of my garden and I saw a pump advertised on Ebay. That was around 2016. I bought it from David Ball, thus commencing my association with a very friendly Club. I'm yet to marry the engine to a pump. One day..... Incidentally, it transpired that David was our postie for about 15 years.

Hope to see you all in person soon. It's been so long that I'm worried I won't recognise you all! Paul Edgar

*I must thank Paul for taking the time to do this story and picture by email. Maybe I can do February's member Face to face ?Ed.*





### William John Smart (Bill) 1/5/1948 - 18/11/2020

Bill was born in Cardiff Wales and came to Australia with his parents at the age of 5 months and has spent most of his life in the Dandenongs. We extend our sympathy to Madeleine (partner of 47 years) and all the extended family.



### Information Required

VDC member **Tom Kent** is seeking information about the exploits of his father Richard Kent (on right below). He and flight Lieutenant JR Balmer with his 1924 Vauxhall 30/98, in 1938 broke the "Round Australia record" taking 24 days 11 hours 58 minutes. The Kent family were very early motor engineers in Melbourne operating as Kent Motor and Engineering in Elizabeth Street until 1925, later moving to Carlton adjacent to the university.

As a nineteen year old Richard's parents relocated to Lake Tyers in East Gippsland and Tom has been trying to establish if his father was involved in the family business. It is assumed the Vauxhall was prepared for the record attempt by the Kent family business. The attempt seems to have had the support of the Victorian Light Car Club whose records have provided some information about this attempt.

The trip commenced at the club room in East Melbourne.

Some of the unanswered questions include.

- Repco, Beaufreaires and Shell backed the record attempt, but no information has been available from these sources.

- Is this still a record? John Balmers' written account of the trip were lost by his family. Information is required as to how John and Richard came to know each other (possibly both Light Car Club members)

The record-breaking Vauxhall was purchased by John Balmer in the early thirties and along with R Robinson as co-driver, broke transcontinental runs from Darwin to Adelaide and Fremantle to Melbourne. Balmer used the Vauxhall in local hill climbs and the Vintage Sports Car Club hold a trophy in his name. Later Balmer and J Sutherland went record breaking in a Ford V8 coupe. They travelled Melbourne Darwin and return in record time.

Some of the mechanical challenges encountered on the 1938 Round Australia Record included Holed petrol tank on the first leg near Albury

From Brisbane to Darwin they used a compass for directions and chains were required due to the muddy conditions.

Heading towards Adelaide the differential tube broke, they jerry rigged a sapling and continued on. Shell had provided fuel to be dumped at strategic locations for their use. The generator burnt out near Darwin so night driving was out. Springs were broken regularly and were clamped together; they were prepared for this eventuality.

The Vauxhall's body was modified to allow for a driver's seat and room for the co-driver to lay on a mattress provided.

Richard Kent later suggested, but for the generator problems and the unusually wet weather in Queensland the trip could have been shortened by seven days!

They were presented with a very attractive cup fully engraved with the record details and provided by Frank Beaufreaire, Beaufreaire Tyres Company's founder.

During world war two, Balmer and Robinson a Vauxhall 30/98 owner as well were based at the Royal Melbourne Show grounds. Both were pilots one serving in Europe and the other in the Pacific, the two did lots of modifications to the Vauxhalls eventually combining components to make one car out of the two. It is said they

took great delight in circumnavigating the showgrounds trotting track at full throttle in one giant slide. Balmer was eventually killed during the Berlin raid and Robinson survived to eventually live in Warrnambool where this Vauxhall was commonly seen and heard on the local roads.

Eventually the car was sold overseas, and the left over components have surfaced within other local 'thirsties.'

Finally I trust that our newly established Automotive Historians Australia organisation may be able to ascertain if any of the sponsors of the record attempt retained any information or if the Light Car Club records can shine any further light on this event.

I am sure some of our more senior members would remember Kent's in Carlton, I know I took my first car to them for alignment or for something that I cannot remember. Kent's are still in business in Clayton servicing suspensions and automotive repairs. So dear readers if any one of you have any shred of information about this terrific adventure in the Vauxhall or of the later Ford V8 record attempts,

Tom would be delighted to hear from you.

**Tom can be contacted on Mob: 0403 181 356.**

*This article is taken (with permission) from AOMC News Bulletin August 2020 Issue 4.*

I found it very interesting and I hope you do also. Ed.



**Mr. Richard KENT (left) and Flight-Lieutenant John Balmer and the 14-year-old Vauxhall car in which they established a new round-Australia car record of 9,000 miles in 24 days. Their trip took only 3 days more than the first aeroplane trip around Australia in 1924**



**Guess what?** Remember these two pictures in previous editions, One of our Junior members (**Malachi Wilkinson**) took the time to do some research and found.— *It is a Ronaldson & Tippett mobile unit. They started building them in the 40s and were mainly used by butchers. It is good to see someone took up the challenge. Thanks Ed.*

### MY LITTLE VINTAGE ENGINE

I bought a vintage engine that I found out on a farm  
 T'was sitting 'neath a gum tree when I spied it's rustic charm  
 I put it in my trailer and tied it down with cord  
 I took it home and mounted it on axles, wheels and board  
 I started with a wire brush, to clean the carby off,  
 to clean out all the dust, before the top comes off.  
 While cleaning up the crankcase, I revealed a makers mark  
 And "Ronaldson and Tippett" was inscribed upon the plaque  
 I shimmed the big end bearing and I gave the bore a hone  
 I checked the old head-gasket, to make sure it wasn't blown  
 I ground the valves and then I drained the oil from the sump  
 And fitted up a pulley so that it could drive a pump  
 So then I sought to start it as I gathered all my wit I turned and turned and turned it,  
 but it didn't want to start It didn't cough or splutter, it didn't even fart  
 It had heaps of compression (which was the golden rule) I even tapped the petrol tank to  
 double-check the fuel  
 Now checking the magneto just to see if it would arc I left my...WHACK, YOU BUGGER!!!  
 Yep, the magneto had spark  
 So then I changed the spark plug and gave it extra choke I turned it once then it coughed  
 and blew a little smoke  
 I got a bit excited I couldn't hide my grin But then it spat the handle off which hit me  
 on the chin  
 So then I wore a bandage as requested by Th' wife But when I turned it once again - the  
 darn thing roared to life  
 The shed filled up with thick, blue smoke, you should've heard it roar!  
 And as it revved, my little engine danced across the floor  
 It kept on revving faster and the shed began to shake Forgetting how to stop it was my  
 amateur mistake  
 I tried to stop it jumping 'round by using all my weight I rode it out the shed door,  
 through the yard and out the gate  
 Now hanging on for dear life - it was warming up a notch But every time it fired , the  
 exhaust would burn my crotch  
 It backfired past the clothesline, then lurched and gave a cough Right then I pulled the  
 sparkplug lead to shut the bastard off  
 Best part of seven seconds, the plug -lead in my hand, And 50,000 volts now controlled  
 every gland  
 But in those few short seconds, overcome with disbelief My bladder doused my pants and  
 gave my crotch some relief  
 And when it finally stopped, I left it sitting there outside  
 I went back into the house, sat down and nursed my wounded pride  
 It wasn't but a week before I went back out one night  
 And turned my engine on again and got it running right  
 It looks a million bucks now, painted in mid-Brunswick green  
 I cover it with blankets just to keep it nice and clean  
 I have a whole collection now - I've caught "the engine bug"  
 I love to start them up sometimes and watch them puff and chug  
 I run them on the weekend and I run them late at night  
 And run them in the morning, to my wife's profound delight  
 She mentioned, "if you buy one more old engine I insist,  
 That I will pack up and leave you!"  
 Well I tell you, she'll be missed...



Ben Hoeksema. 27-9-2020

Many thanks to Heather Butcher who found this poem and then went to the trouble of typing it out for the Newsletter.

## Ronny T. Turns 100.

This Austral oil engine No 3091 rated at 6 horse power and built by Ronaldson & Tippet Bros in Ballarat turned one hundred years old on 30 September 2020. There is no written record of it's first working location, but when I purchased it in 1993 from the previous owner, he told me that it had come from a property at Kaniva. Ronaldson & Tippet test records show it as one of the last three engines to be tested in September 1920.



“During the restoration process it had a cylinder re bore out to 6.577 in August of 1999 by Blooms engineering of Doncaster and the rest of the work I was able to carry out myself.” said John McIver.

The engine is currently residing on display at the historic homestead ‘Mont De Lancey’ Wandin North, and is viewed by many visiting groups. It runs as good as it did 100 years ago.

“It has given me a lot of pleasure in my time of ownership, and I feel very privileged to have it currently housed in our club shed.” said John.



### National Historical Machinery Association Inc

ABN: 12 908 216 532 Incorporation No. A0020801V

President: Mr. Peter Garnham Secretary: Mr. Ken Bock Treasurer: Mr Daryl Whateley

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30 October 2020

#### To NHMA Committee & NHMA Member Clubs,

Firstly, the NHMA Executive hopes that all are keeping well and have weathered the 'virus' and lockdown without to many problems. There are three matters that need to be brought to the attention of member clubs:

1. **2020-21 NHMA National Rally:** no further news from the Rally Committee at this stage, other than that a firm decision will be made at the end of the year. Many issues will affect the Rally Committee's decision, including State borders re-opening, allowable crowd numbers and what happens if a further 'wave' appears. Possible decisions are:
  - a) the Rally will go ahead as planned (this would include the NHMA AGM for 2021)
  - b) the Rally may be postponed for April 2021 and held at a later date
  - c) the Rally may be cancelled - hopefully the least likely outcome.

Please bear with the National Rally Committee until they make their decision later this year.

2. **Nominations for NHMA Committee of Management:** Nominations are called for the following Committee member positions, most will have completed their term, but may re-nominate:
 

NSW - two positions	Victoria - two positions	S. A. - two positions
Qld. - one position	W.A. - two positions	Tas. - one position

Both Qld. and Tas. have one serving member only halfway through their term. There are no vacancies for Executive positions - all have one year to serve. Please note the following requirements for nominees:

- Nominees must be over 18 years of age, financial members of an NHMA member club, and be in good standing within the club and the Community.
- Nominees need to be familiar with the governance of the NHMA and be prepared to adhere to the accepted policies and procedures of the Association.
- Nominees must complete the enclosed nomination form and supply a short resumé (of about half a page) that supports their nomination with information regarding club activity and Community involvement.
- Nominations (with resumé) should be forwarded, either by post or email, to reach the NHMA Secretary by the 14th December 2020.
- Early nominations are essential in order that member clubs can be informed of the nominees when AGM Meeting notices are advertised. (Remember this year there is also a possibility that, due to COVID-19 restrictions, a postal ballot may have to be conducted.)

3. **Ian Stewart Award:** All member clubs are invited to nominate members (between the ages of 18 and 25) for the above award. Details can be found in the NHMA Newsletter of June 2020, the NHMA website, and the NHMA Facebook page. This award has been initiated in order to create younger member participation in the collection, restoration and display of vintage machinery. *Your club is encouraged to bring this award to the attention of your younger members and support their development and involvement in your club.*

Thank you for your reading of this communication and I look forward to receiving nominations for both the NHMA Committee and the Ian Stewart Award.

Kind regards,

*Ken Bock*



**LEONARD OSWALD PROWSE Born 12/10/1926 Died 1/10/2020 Aged 96**

Len Prowse was one of the people who put in the time and effort to bring YVMPS into being. He was the club's founding Treasurer and his business acumen helped put this club on a sound foundation. Len served eight years as treasurer and his work in the early years of this society is one reason why it is so successful. For his dedication, Len was awarded Life Membership in October, 1996. It was probably the only time he was stuck for words, a condition which did not last long.

Len grew up and worked on the family orchard at East Doncaster. He actually wanted to be an engineer. But that was not to be. As it turned out, Len became a versatile, mostly self taught engineer because he wanted to and needed to. Many engineering works were carried out on the East Doncaster orchard and then his property at Gladysdale. Nothing was too daunting for his natural talent. Len was always willing to listen to advice, debate a subject, and give advice. There was always good reasoning because that's the sort of person he was.

Len was a stickler for order and things being precise. When the wood lathe he built first came to the Hoddles Creek Draught Horse Festival, Len brought a level along! A good few hours were spent getting the lathe level. Some time after, Len was presented with a spirit level made out of a tree branch, pretty much in it's natural state. He smiled profusely. He was also particular about Compound fences being erected straight, nice and neat. Just occasionally, if Len was distracted, the fence would purposely get a bit of a zigzag in it. This would always produce that low grumble of disapproval, a shake of the head and a smile.

Len was an amazing and talented man. Many people had the pleasure of knowing him and enjoying his company.

Thanks to Lewis Carlton for Len's story

**Let the magic of Christmas bring love and peace to you and the world.**

***From under a tarp from under a tree. This Lister D has been set free.***

Purchased back in March during lock down from John Mannion meant I had to wait till the 5K limit was increased to 25K before I could go and pick it up. The task of getting it going again required a lot of WD40 and patience. Several pipes and bolts were very stubborn, but gave in eventually. The fuel tank was rusted and leaked.

Removing the top cover revealed a seized valve and one of the push rods had dropped down into the sump. A rattle gun helped with the removal of the head, the push rod was retrieved and the valves lapped in and adjusted. The sump was drained and cleaned ready for the new oil and the head was refitted. A portion of the muffler side had rusted away so a new skin was riveted on to cover the hole. A transporter was made and painted. The engine was cleaned, sanded and painted and all put back together. It is easy to start and runs a treat. As a matter of interest



I recorded all my time and costs involved in this restoration. Total cost of parts, transporter, and paint etc. \$255.00 and 44 hours of labor was spent over three weeks. Not a good thing to do & this was an easy job.

Getting back to the fuel tank repair. With the tap and fuel filter removed, some small stones and Metho was placed in the tank and given a good shaking, the rust was removed and no major holes reappeared, washed out again with Metho and left to dry in the hot sun. Now the interesting bit of information gleaned from my son Chris. He suggested lining the tank with blue plumber's glue (a Land Rover trick). I plugged the tap hole and poured in about half a cup full of glue and rotated the tank until all surfaces inside were well coated, removed the plug from outlet and let it drain and dry. Three days later I gave it another coat of glue and then painted the tank. Not a sign of any leakage so far.

Niel Brain

**COMING EVENTS**

\*Denotes YVMPS event.  
Contact Alan Shepherd for phone numbers.

**Yes we are close to the end of the year and may be we will have more freedom in 2021**

January 20th Wed. Club meeting.  
February 17th Wed. Club meeting.  
March 17th Wed. Club meeting  
April 21st Wed. Club meeting

**Will it happen ??**

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.**

**FREE TO ANY YVMPS MEMBER**

Woodfast Planer Good condition needs minor repair.

Pick up from  
Seville.  
Phone Lew.  
03 5964 2791



**FOR SALE** Shed clearance of up to 30 engines and piston pumps most are still in working clothes. Lister D, Moffat virtues, Roseburys, Bamford and pump, Several CF R&T Diesels 3hp 5hp 8hp one with spoke fly wheels, Large Listers 5hp,6hp, one cylinder, two cylinder, & Four cylinder Models. Several rotary hoes, two metal lathes, Lighting plant base. Many spares

**For more information Ring John Mannion Bundoora Mob. 0417 037 655**

*YVMPS COMMITTEE 2019/2020*

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

**We recommend & use**



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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.

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