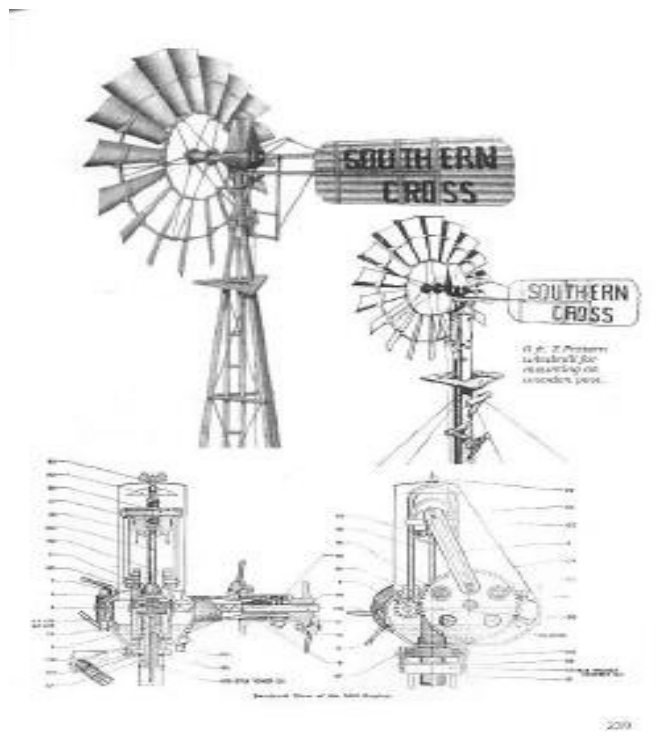


OLD PLOUGHS AND PISTONS

Newsletter of the Machinery Preservation Club of W.A. (Inc.)

www.machinerypreservationclub.com.au

PO Box 1471, Midland 6936



The iconic Z series Southern Cross windmill produced at the Toowoomba Foundry from 1930 to 1953.

PRESERVING FOR THE FUTURE

Vol.14 No.1

MARCH 2014

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SHOWS for 2014

22nd March Brookton Motor Show Club Trailer_____

30th March Guildford Heritage Festival. Set up 8am to 9am at Stirling Square Guilford. Club Trailer_____

30th March Vintage Motor Cycle Club Sale and Display Day. Canning Show Grounds. Set up 8am-9am Club Trailer_____

11th & 12th April Kalamunda Show. Set up time between 8am and 9am Kostera Oval Canning Road Club Trailer_____

10th May. Arthur Grady Day at St Johns Square and Town Hill Fremantle. Club Trailer_____

18th May Wundowie Iron Festival. Set up 8am to 9am.Wundowie Show grounds Banksia St. Club Trailer _____

2nd June 2011 Woodloes Home Stead Open Day. Set up 8am to 9am. Woodloes St Cannington Club Trailer_____

6th July Vintage Motor Cycle Club will be visiting the Machinery Preservation Club for a BQQ lunch start at 9 am

17th August Steamer Day

? September Trek The Trail Shire of Mundaring. Set up time between 8am and 9am. Club Trailer _____

11th October Toodyay Show. Set up time between 8am and 9am. Club Trailer Peter Dymond

18th October Kelmscott Show. Set up time between 8am and 9am Rushton Park River Rd Club Trailer_____

31Oct. & 1 November Canning Show. Canning Show Grounds. Set up Thursday 31 to October 4 Club Trailer_____

15th November Swan View Show Brown Park Amherst road Swan View. Set up 8am to 9am. Club Trailer_____

29th & 30th November Wanneroo Show, Wanneroo Show Grounds Ariti Avenue. Club Trailer_____

PRESIDENT'S REPORT by Steve Barlas

It has been a very challenging year for the MPC with some tears and joy. Now we are on the edge of going to Swanliegh, which is the future for our club. Everyone had a good time at the Christmas party with George and Kerry Sjepcenvich winning the Best Attendance trophy and Stewart Macpherson winning the Best Display. I would like to thank Jim Riddle for making up the trophies.



Last year we participated in 9 shows and this year we've had additional invites to the Vintage Motor Cycle Club to be held at the Canning Show Ground plus a new show to be held at St John Square Fremantle.

We had 3 open days, 2 which were very successful and many thanks to Jim Riddle and his team for cleaning the workshop and organising the open days. Would like to thank David Ashfold for the time he has put in as Vice President and his support to me with numerous phone calls. Also thanks goes to Les Jones for his time as the secretary and Jim Riddle for stepping in as acting secretary, plus the committee members for their efforts.

We've been invited to the Nooreman Diesel workshop, the date that I am looking at is 2 April 2014 this should be a great time for all.

The MRA have changed all the lock at the Midland Workshop, they have issue the MPC with keys for the Committee Members. If you are to tow the trailer for a show you will have to sign for a key which will be issued at the club night. If you require a key for access for any other reason please contact the secretary and you will need to sign for the key, if Dave unavailable contact a committee another member.

TREASURER'S NOTE

Currently there are 16 members unfinancial as we haven't received their subs and therefore they are uninsured. Could any member that is outstanding on their subs please post into us ASAP. Thanks Les Jones

EDITORIAL by Les Jones

I've been away from my desk for a few weeks as Di's brother John, passed away in Yass NSW. With the funeral and winding up his estate it has left me very little time to format and publish the OP &P, hence a shorter newsletter.



John's funeral was held in a magnificent Anglican church that the graziers built 160 years ago when the wealth coming out of Yass was propping up the British Empire. Over 100 friends, neighbours and military



personnel attended, after which we held a wake at his castle. Di's brother owned and built his own little slice of the Victorian era in the shape of a castle, with souring timbers reaching up to the dizzy heights of the ceiling, that covered 3 different levels and not a single nail



holding it together, all done with Mortise/Tenant joinery. The farm and castle "Shambala" are a memorial to one man's passion who wanted to live in the 1800s and whose

presence will be sorely missed at the antique and clearance sales where he acquired most of his artefacts and collectables. He always said "the most fun in collecting was the chase to find the items" and when he found them the cost was never a deterrent. Di always blamed her brother for starting me on this collecting trail as we would swap items when across for a visit.



R.I.P John "George" Williams our brother, friend and fellow collector.

Don't forget the club's AGM is coming up on the 6th March where committee positions will be voted on. Due to no Show Report, I've added more general interest subjects as well as a list of members and their contact numbers. (Refer newsletter last page)

WHEN IS A SCAM NOT A SCAM? by Ralph and Wendy Thomas.

After reading about a couple of scams in a recent edition of The Oily Rag, it was rather disconcerting to find ourselves possibly in the middle of one.

After advertising several pieces of machinery on Gumtree for a few weeks; we received a reply from 'Ed' via that website, requesting more information on three items. After being told he was in NSW, we were inclined to forget the possibility of this sale, and wait until a local buyer came along.

However, at Ed's insistence that he really wanted the items, we agreed to a deal, giving him an extremely good rate after taking into consideration the transport costs he mentioned; and our bank details were given to him, on the understanding that he would deposit the money in our bank and make the arrangements with a trucking company to pick up and deliver the goods on a date not later than the 15th January 2014.

Three days later the money had still not been deposited and a further email contained the information that we had given him the wrong account number, (which we would have to dispute) and could we resend the information, and as it was a weekend, (we were told) nothing would go through the bank anyway.

Another email was sent, along with bank details again, to which Ed replied with thanks and a phone call to say he was teeing up the truck company and they would contact us soon. He also sent another email telling us the money had been paid into our bank account. He also made mention of any other items we had for sale in the future, saying he would be interested in further purchases.

The next morning the truck company rang to say they were ready to pick up the machines and get them to their depot ready to load on a truck heading east in two days' time. As the money had not yet come through, we told them we would contact them when it had and the machines would be ready to go. A day was spent packing the extra loose items and strapping them all together on the respective machines, to prevent as best we could, any problems with cartage over such a long distance. During this time there were several emails, phone calls from Ed, and many to the bank enquiring the balance of our account. By this time we had requested Ed's full name and his home address, which was never forthcoming; but still we did not think too badly of him as we had a

mobile phone number from which he was calling quite frequently.

On the last morning, Ed was supposedly at his bank when he rang, and he requested yet again our bank details, saying that the money had been sent to WA, but returned because there was no such account number! Surprising really, as we had withdrawn money from that same account the day before!

Our last contact from 'Ed' was the following email –

"Ralph. These machines r avoiding me. First u sent wrong details then when correct ones sent i got wrong due to big fingers on small keys. Then my trucky was unable to wait any longer and went.....so disateralround. Mate its got to hard for a number of reasons so best i forget about it????

Sorry but what can i do.?? No truck now until he returns. I have never had so much trouble and i have bought everything from everywhere including w.a. Sorry

Regards

Ed

Ps iwill call kater when stopped driving"

We replied to this email, expressing our disappointment, but offering to hold the machines for him until the money was deposited and the delivery details rearranged, but so far have had no further contact from him.

Our advice here, Seller Beware, and make sure the money is in the bank before allowing your machinery off your property.



PS: If 'Ed' reads this, I hope he thinks twice before he tries it again! Not everyone is as gullible as he thinks!

As we run two websites, the NHMA (nhma.com.au) and the MPC of WA (machinerypreservationclub.com.au) we are considering posting details of possible scams, which will hopefully protect both Buyers and Sellers. If you have been subject to anything similar and would like to send us the information, it may be of some help to others. Names will not be mentioned.

VALE VERNA AUSTIN

It is with great sadness that I wish to advise members of the passing away of Verna Austin. Our sympathy goes out to Jack and his family from the MPC.

NHMA NEWSLETTER

The Official Newsletter of the National Historical Machinery Association Inc.

ABN: 12908216532 Incorporation No. A0020801V

NUMBER 67 December 2013

Wishing your club and members a

Merry Christmas and a Happy and Healthy New Year

From President Alan and the NHMA Committee of Management

In This issue:

- ☐ Important information on insurance for NHMA affiliated clubs!
- ☐ OH&S Training for the Committee
- ☐ Coming events

1. Important Information:

Carefully read **ALL CERTIFICATES OF CURRENCY** that are presented to your club by exhibitors who do NOT have the NHMA Public Liability cover.

NHMA cover has been arranged through OAMPS [contact Jade Playle ph. 08 6250 8313 email: jade.playle@oamps.com.au] ; QBE is the NHMA insurer.

During the course of this year, several clubs formerly affiliated with the NHMA have decided that the NHMA Safety Guidelines are too restrictive and have sought their own insurance, as well as implementing their own Safety Guidelines. Formerly affiliated Clubs wished to retain affiliation with the NHMA while still doing “their own thing”. One club even went so far as to say that they were certain that breaches of the law would be covered by their new policy (i.e. modified tractors, unregistered vehicles in public places etc). These actions are not acceptable to the NHMA Committee without proper dialogue between both parties. The NHMA has made attempts to resolve these issues with several clubs without any real success.

The NHMA therefore wishes to warn its member clubs that they would be wise to request insurance information from intending exhibitors and participants from other than NHMA affiliated clubs prior to the event, perhaps when they register. If it is thought that sufficient information has not been

provided, or that cover and exclusions are not clearly detailed, then the information provided

should be clarified by contact with the NHMA secretary, or through OAMPS, the NHMA brokers.

Let this be understood: If a club accepts an exhibitor to their rally who provides no evidence of insurance, or a Certificate of Currency which is not clear, and an incident arises from that exhibit, the club may find themselves with NO COVER. It is then your club, or the exhibitor, who must accept the risk. In the current litigious society, things are, unfortunately, no longer as they were in the “good old days!”

Insurance facts:

- ☐ All Insurance policies contain exclusions of some kind. The statement that “no matter what happens, you are covered” never has, and still does not apply.
- ☐ The vast majority of insurance policies require compliance with Federal, State, or Local Government statutes. In other words, if you break the law or government regulations the policy may not respond and your claim may be declined. The NHMA policies **do** require you to comply with Federal, State, or Local Government statutes.
- ☐ The NHMA arranges cover for its members in respect of **Public Liability** which provides cover for personal injury or property damage arising out of the negligence of the NHMA or its members as a result of NHMA activities or events. This policy also includes Directors and Officers Liability for the Association and member clubs, and cover for a limited sum of misappropriation of funds. The second policy is **Voluntary Workers Personal Accident** which provides club members with limited benefits resulting from injury whilst taking part in club activities or events.

2. OH&S Training:

NHMA Committee of Management held a very productive OH&S training day in Bendigo on the 27th July. Most of the Committee members were in attendance, with all states being represented.

Lance Mason [OH&S Consultant] was the presenter and highlighted the following;

- ☐ **Safety Culture has changed dramatically over the past fifteen years**
- ☐ **NHMA has failed to keep up with these changes**
- ☐ **Breaches of regulations could lead to prosecution of club and Association officials.**
- ☐ **Litigation has become ‘the norm’ in a ‘blameless society’**
- ☐ **Insurance industry is no longer willing to cover breaches of law and regulations**
- ☐ **Younger generation of our hobby are not familiar with the working & operation of vintage plant**

□ The variation of State statutes in regard to vintage plant, its operation and maintenance creates dissention within our hobby

□ There is a definite need for our Association to now move ahead; plan and implement workable policies regarding all aspects of 'vintage plant'

The outcome: The Committee will be making decisions on risk assessment of events and other OH&S issues at its next meeting in November.

It should be acknowledged that as Lance is an active member of an affiliated NHMA club, he gave his services free of charge for the training. Thanks Lance for your generous offer, Committee members appreciated your work on that day, and now take up the task of making changes to the way we do things.

NHMA Committee Meeting:

A well-attended committee meeting was held on the 23-24 November 2013 at Launceston. Graeme Bellette and Brian Scott [Tasmanian Reps.] made the committee very welcome by arranging transport to and from the airport and making all venue arrangements. President Alan Shepherd, welcomed members of the Tasmanian National Rally Committee to the meeting. Questions relating to the 2015 National Rally were discussed with most of these being taken on board by the rally Committee and the NHMA Committee. A visit to the 2015 National Rally venue was made on the Sunday morning; all is shaping up very well for a fantastic time at Quercus Park!! Information on the next National can be obtained from the NHMA website; but be prepared – book early!!! Should you need information urgently, contact the rally secretary, nhmarally2015@gmail.com

Apart from the National Rally, many decisions regarding the administration of the Association were made, especially in the OH&S area.

3. Coming Events

NHMA Tractor Trek: 18 -22 March 2014

Your club is reminded that the next NHMA Tractor Trek will be held at Dungog NSW 18 – 22 March 2014. Your club would have received information from the Hunter Valley Vintage Farm Machinery Club Inc. on this event. This is shaping up to be the biggest & best National Tractor trek yet. The organising club is certainly planning a grand event and bookings so far are indicating that this event will more than meet the club's expectations.

Full information regarding this event can be found on the NHMA website or the latest edition of TOMM.

Next edition of the NHMA Newsletter should be posted towards the end of January.

The 2014 AGM will be held at Lockington Heritage Centre on Sunday 27th April at 9am.

FARMALL "A-B-H-M" TRACTOR

75th Birthday 31st May – 1st June 2014:

(The following information supplied by Federation of Veteran, Vintage and Classic Vehicle Clubs Inc.)

[NHMA Clubs are invited to participate in this milestone event.]

International Harvester, the parent company of Farmall, started in 1850's and they made a number of various pieces of equipment to



assist the farmers over many years. Their first tractor came out in 1910.

The very first Farmall was produced in 1924 and several models followed that in the next 14 years with the company building on market share.

The company noticed an opportunity for smaller tractors for market gardens and for general farm work on smaller acres and development of the Farmall A commenced with the first production starting in May 1939 and the first sales from June 1939. These were unique, and the farmer could alter the front and rear tyre-track widths to match planted rows, particularly of vegetables. With the engine being 9½ inches offset to the driver's left-hand side, and with the working equipment being attached to the belly of the tractor, it allowed the operator to view the plants easily. This provided a marketing opportunity under "cultivision". Between 1939 and 1947, - 117,550 were produced.



To provide a larger alternative then to the market, production of the Farmall H and M were commenced early in July 1939, and these were available for purchase from late July 1939.

Both of these were available with adjustable rear-type track widths, and the front axle was in row crop configuration. The "H" became very popular with 10,000 units being produced in the first year of production. Between 1939 and 1954 – 270,145 Farmall "M"s were produced. Between 1939 and 1953 – 391,225 Farmall "H"s were produced.

Then, another small version known as Farmall "B" was available from 5th September 1939. These were straight inline tractors, but the driver sat to the right of centre, which again permitted a clear view for working the planted rows below. Between 1939 and 1948 – 75,240 units were produced. The "A" had a



unique lifting mechanism that worked off the engine of the tractor and allowed the operator to raise or

lower either side independently. This became known as the "touch control hydraulic system".

Then in early 1940 they started production on the W4 and W6 models. These shared the same power and running gear as the H and M respectively, but were more for use on larger broad acre farms with traditional wheel tracking. These provided for tow-behind implements and over time hydraulic pumps and fittings were fitted which allowed for rams to be fitted to ploughs as well.

Thus, from 1939 till 2013, we have enjoyed 75 years of being able to use these wonderful machines on our properties and in our business. They have had many uses and the smaller engines were even used on pumps and hay-baling equipment. With the number that we see still being used today, these machines must have been very well designed, built and used.

This brings us to the celebration of this milestone. We felt that it was fitting that we have a display, as a celebration, and that we also provide an event that has some static display time, some grand parade time, and as well, some "get it out and use it" time.

The display and home base will be at the Prince of Wales Showgrounds, Holmes Road, Bendigo, and the weekend will be the 31st of May and the 1st of June 2014. This facility provides a truck-sized loading ramp, an oval for the display, and a trotting track for the grand parades, as well as separate viewing space for the public. Overnight security will be provided for the items that are on the oval for both Friday and Saturday nights.

The trek will leave at 10.00am Saturday and will be split into two – one for the slower tractors, and one for the faster ones. Both will arrive at a farmlet in Huntly where we will be able to look at an historic caravan collection, plus a collection of a number of items. It is best described as being "back at your grandparents' home". If we get over 50 tractors, we will look for sponsorship and provide lunch whilst the trek is on.

As well, at the Showgrounds over this weekend, there will be a "Homemaker" expo, and that is housed in two large display centres totalling 11,000 square metres under cover. 30,000 people visit this expo from Friday lunchtime until Sunday evening; plus on the Sunday there is a country market, which in winter attracts around 3,000 as well.

We do encourage displays of stationary engines and vehicles, and collectibles as well.

This will be our 7th year of running this event, and admittance to exhibitors is free. The public are asked to make a gold coin donation to a charity and in 2014, it will be "Dragons Abreast", who are assisting ladies with cancer. In the past, it has been "Camp Quality", and we have provided \$15,000 to that organisation.

EARLY AIRCRAFT DIESEL PISTON ENGINES (part 4)

by Les Jones

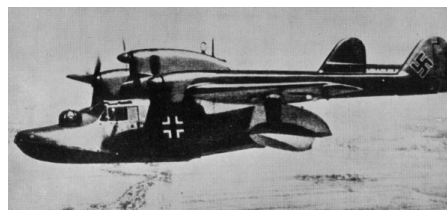
A number of manufacturers built diesel aero engines in the 1920s and 1930s; the best known were the Packard air-cooled radial, and the Junkers Jumo 205.

The first successful diesel engine developed specifically for aircraft was the Packard radial diesel of 1928–1929, which was laid out in the familiar air-cooled radial format similar to Wright and Pratt & Whitney designs. The use of a diesel had been specified for its low fire risk fuel. The first successful flight of a diesel powered aircraft was made on September 18, 1928 in a Stinson model SM-IDX "Detroit,"



The two-stroke Junkers Jumo 205 opposed-piston engine was much more widely used than previous aero diesels. It was moderately successful and

used in the Blohm & Voss Ha 139 reconnaissance seaplane during WW2 with its long range and low fuel



consumption, even more so in airship use. In Britain Napier & Son license-built the larger

Junkers Jumo 204 as the Napier Culverin, but it did not see production use in this form. A Daimler-Benz diesel engine was also used in Zeppelins, including the ill-fated LZ 129 Hindenburg. This engine proved unsuitable in military applications and subsequent German aircraft engine development concentrated on gasoline and jet engines.

During WW2 the Soviets also built a four-engine strategic bomber Petlyakov Pe-8 which had Charomskiy ACh-30 diesel engines, but later in the production run diesels were replaced with radial gasoline engines because of efficiency concerns.

VINTAGE MACHINERY SALES

DONATIONS OF ANY OLD VINTAGE EQUIPMENT WOULD BE GREATLY APPRECIATED; AS THE SELLING STALL IS GETTING A BIT THIN ON ITEMS FOR RESALE. THIS AREA GENERATES GOOD REVENUE WHICH HELPS FUND THE NEWSLETTER AND RESTORATION PROJECTS, SO START CLEANING OUT THOSE RAT PILES AND BRING IN YOUR UNWANTED ITEMS.

NOTE: Only 2 ads per person in each category

FOR SALE:

1. Numerous booklets "Model Engineering", "Steam Engines" and "Farming Gazette".
2. Truck tie down ratchet straps
Refer Willy at club stall next to sea container

3. Groper engine manufactured at Midland Workshop, copy of Casey Jones eng. \$3,000
4. Wankel rotary outboard boat engine \$250 Refer Ralph Thomas 94585435

5. Elevating platform stairway style, raises up to 4.5M comes with battery operated 12v power pack and is towable with heavy duty front castors and rubber rear wheels. Offers or swap for Vintage Farm machinery
6. CIG Craftsman Transarc 140amp welder, comes with long leads and welding helmet. Refer Les Jones 95254079 or 040795398

7. Sunshine 3hp 2 stroke engine on carriage \$1,000 Refer Paul Freeman 93304868

8. Rosebery 6HP engine, comes with 2" Kelly Lewis water pump and manuals. \$750
9. Austral 3HP (same as R.T. N Series), with water pump/sprinkler system mounted on carriage \$400 Refer Norm Roberts 94588899



WANTED:

1. Vintage Farm Machinery i.e. Sickle Bar Mower, Hay Rake, Chaff Cutter etc.
2. Magnetos, dead or alive and Buzz coils for static display. Refer Les Jones 95254079 or 0407945398

3. Cooper "Little Wonder" parts required for club project. Magneto, Spark Plug (tapered), Gear 3 3/8" dia x 52 times teeth and oilers
4. 1" wide flat belt x 2. 3.2M & 3.3M long Refer Paul Freeman 93304868

5. 6"dia. Pulley, to suit 4hp Sundial eng. 3 mounting holes w/out thread.
6. Flywheel and magneto coil to fit a Villiers 40 engine. Does any member have an Auto-Culto "Deluxe" with the above engine? Refer Dave Pether 92941774
7. Parts for a Commando engine (fuel tank and brackets, carbie, Maggie dog drive, starter gear cog and associated parts). Any Info Refer Clive Griffiths 95760304

8. Wing or Pilot engine parts - Refer Les Smith 92553434
9. New Way engine parts – Refer Dan Houston 95251881

BELIEVE IT OR NOT ? by Les Jones

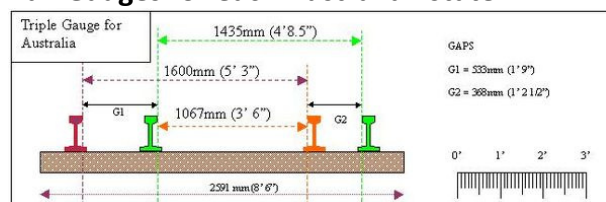
The Australian Standard Railway Gauge is 4 feet 8.5 inches. Why was that gauge used ? *Because that's the gauge that was used in Britain and the US.*



Why did England build them to that standard? *This is a matter of conjecture. The facts are George Stephenson built the first track system and set it to that width, why he done it at that width is unknown.*

Some say his original width was 5 foot but the rails were upside down and when turned over the narrow section equated to 4 feet 8.5 inches, others say it's due the ruts in roads that the tracks were laid on. This is unproven but has led to an urban myth but a good story none the less, read **UK Standard Gauge** on next column and make up your own mind.

Rail Gauges for each Australian state.



The most common railway gauges in Australia are Broad, Standard and Narrow gauges. The narrower 610 mm (2 ft) gauge is found on shorter lines, particularly sugar tramways in Queensland.

Main gauges:

- **Standard gauge**—1,435 mm (4 ft 8 1/2 in) 17,678 km—mainly [New South Wales](#) and the interstate rail network.
- **Narrow gauge** (**Cape gauge**)—1,067 mm (3 ft 6 in) 15,160 km—mainly [Queensland](#), [Western Australia](#) and [Tasmania](#) as well as some of [South Australia](#). The term "Cape gauge" is rarely used in Australia.
- **Broad gauge** (**Irish gauge**)—1,600 mm (5 ft 3 in) 4,017 km—mainly [Victoria](#), some [South Australia](#), some [Victorian Railways](#) branch lines extending into southern New South Wales. The term "Irish gauge" is rarely used in Australia

UK Standard Gauge – Myth or Fact ?

Why did Britain use that width ?

Because they used the same jigs and tools that were used to build wagons which had that wheel spacing.

Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

How did the ruts in the roads eventuate before the wagons?

Imperial Rome built the first long distance roads through Europe to help rapidly move their legion of soldiers. Those roads have been used ever since.

And the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.



Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel

spacing. Therefore the standard gauge of 4 feet 8.5 inches is derived from the original specifications for an Imperial war chariot wheel width.

Why did the Romans come up with that wheel width?

The chariots were made just wide enough to accommodate the rear ends of 2 war horses (Two horses' arses.)

So the next time you are handed a specification/procedure and wonder 'What horse's arse came up with this', you may be exactly right, Bureaucracies live forever.

"As I said before interesting story but has no factual foundation" ----- Les Jones

No.	SURNAME.	NAME.	PARTNER.	ADDRESS.	SUBURB.	P/Code.	PHONE/ MOBILE.	EMAIL.
219	ADAMS	Peter		26 Fraser Road	CANNING VALE	6155	9455 1039	apadams@westnet.com.au
256	ANDREWS	Scott	Tania	212 Gooseberry Hill Rd	MAIDA VALE	6057	9454 6470	maylae@live.com.au
4	ASHFOLD	David	Judy	458 Railway Pde	BECKENHAM	6107	9458 8363	dashfold@gmail.com
227	AUSTIN	Jack	Verna	8 Howie Street	WOODLANDS	6018	9446 2019	jandvaus@bigpond.net.au
225	BAKER	Doug	Susanne	194 Gildercliffe Street	SCARBOROUGH	6019	9341 1630	eme@inet.net.au
215	BARLAS	Stephen	Elizabeth	9 Chevening Place	BECKENHAM	6107	9351 8703	sbarlas@westnet.com.au
139	BELLOTTI	Jack	Judy	7 Jinda Rd	KOONGAMIA	6056	9294 4700	
74	BEMROSE	Mike	Lorraine	7 Sandalwood Ave	WOODLANDS	6018	9446 5291	
247	BIEMEL	Anton	Katherine	7 Drosera Loop	BEELIAR	6164		biemels-sales1@inet.net.au
141	BRAND	Kevin	Kathy	PO Box 209	Mt. MAGNET	6638	9963 4244	
252	BRAYSHAW	Robert		44 Talgarth Way	CITY BEACH	6015	9385 8446	brayshaw@wn.com.au
242	BURGES	Graeme		16 Lilian Road	MAIDA VALE	6057	9454 7292	gatburges@gmail.com
135	CALLEJA	Angelo		4 Constable Street	BRABHAM	6055	92966856	aicalleja46@gmail.com
244	CANALINI	Sam		48 Allinson Drive	GIRRAWHEEN	6064	9247 1911	
245	CANALINI	Reno	Lorraine	48 Allinson Drive	GIRRAWHEEN	6064	9427 1911	
156	CHAPPELL	George		3 Leichardt St	St. JAMES	6102	9362 4826	
254	CHAPPELL	Ian		7 Marine Drive	AUSTRALIND	6233	9725 8504	ian.chappell@bigpond.com
157	CHAPPELL	Keith	Kathy Wheeler	13 Teague Close	BULL CREEK	6149	9312 2223	Keith.Chappell@team.telstra.com
208	COATES	Eric	Barbie	18 Greygum Crescent	QUINNS ROCKS	6030	9305 7835	unhinge@bigpond.net.au
248	CONRAN	Michael		3 Callistemon Close	HELENA VALLEY	6056	9274 0067	
19	DIMOVITIS	Jake		20 Wisteria Parade	EDGEWATER	6027	9206 4116	dimo4@bigpond.com
132	DYMOND	Peter	Veronica	PO Box 348	TOODYAY	6566	9574 2688	pvdymond@avon.net.au
117	DYMOND	Harry		c/o PO Box 348	TOODYAY	6566		Pot_80@hotmail.com
179	FINBOW	Sean		4 Grampians Heights	MIRRABOOKA	6061	9247 1513	
40	FREEMAN	Paul	Marge	8 Joiner Street	MELVILLE	6156	9330 4868	
194	FREEMAN	Ray	Erica	360 Maddington Road	ORANGE GROVE	6109	9459 1295	plb@inet.net.au
102	FREUD	Kim		P.O. Box 134,	MT HELENA	6082	9295 1807	
203	FUREY	John		16 Hillcrest Drive	DARLINGTON	6070	9299 6642	
202	GALE	Stanley	Margaret	PO Box 104	MARGARET RIVER	6285	9757 6423	
160	GITTOS	Joseph	Joan	116/25 The Parkway,	ELLENBROOK	6069	9296 7639	jcgittos@bigpond.com
237	GLASFURD	Peter	Jenny	143/6, Tighe Street	JOLIMONT	6014		coolmuninga@oneseniors.com.au
190	GODDARD	Reg	June	10 Peninsula Trail	BALLAJURA	6066	9248 8760	june12@inet.net.au
230	GRIFFITHS	Clive		13 Woodland Lane	BINDOON	6502	9576 0304	
98	HANNAART	Willy	Tini	15 The Ramble	WOODVALE	6026	9409 9647	
250	HARRIS	Michael		53 Walker Crescent	HIGH WYCOMBE	6057	9454 8111	
253	HERRING	Stuart	Tracey	14 Allwood Ave	HILBERT	6112	9497 5417	sherring@redfishtechnologies.com.au
143	HILL	Lindsay	Judith	36 Jean Street	BEACONSFIELD	6162	9433 3426	lindsayhill@optusnet.com.au
23	HUNTER	Ian		324 Albany Highway	BEDFORDALE	6112	9399 5328	

240	HUSTON	Dan		179, Larsen Road	BYFORD	6122	9525 1881	
1	JACKSON	Bob		PO Box 476	BUSSELTON	6280	9752 1533	
6	JAMES	Victor	Jean	11 Pries Place	KELMSCOTT	6111	9390 5129	jdjames@bigpond.net.au
95	JENSEN	Dudley	Dorothy	34 Brenglby Drive	ATWELL	6164	9414 5012	dudleyanddorothy@hotmail.com
222	JONES	Leslie	Diane	11 Northerly Lane	OAKFORD	6121	9525 4079	jonesey01@netspace.net.au
188	KING	Stephen	Lee	PO Box 1034	TOODYAY	6566	9574 2148	ss_king@bigpond.com
187	KLUG	George		28 Mimosa Ave	MT CLAREMONT	6010	9284 3229	
220	LYON	Ian	Lynne	190 Cole Road	SAWYERS VALLEY	6074	9295 1990	
109	MACK	Peter	Linda	29 Stanley St	NEDLANDS	6009	9386 3656	petermack@westnet.com.au
251	MACPHERSON	Stewart		90 Acanthus Road	WILLETTON	6155		saltflats@bigpond.com
236	MARTIN	Bevan		U-1-16, Nimingarra Drive	NEWMAN	6753		
239	MILLAR	Scott		P.O. Box 822	TOODYAY	6566	9574 4559	scottwmillar@westnet.com.au
118	MILLER	Ashley		402 Morrison Road	SWAN VIEW	6056		ashleylukemiller@gmail.com
255	MILLER	Nathan		U5/65 Amherst Road	SWAN VIEW	6056		
152	MILNE	John	Tina Scatchard	1/167 Edward St	OSBORNE PARK	6017	9440 3458	
168	MORTON	Ross	Colleen	2 Lifford Way	BELLEVUE	6056	9374 0375	grmdraft@optusnet.com.au
228	MURPHY	Brian	Julie	21 Alciston Way	HUNTINGDALE	6110	9490 1269	murphyjulie@bigpond.com
233	NICHOLSON	Peter		255 Benmuri Road	WANNEROO	6065		
221	PEDLEY	Mike	Dot	P.O. Box 8	GOSNELLS	6990	9398 2457	dot.pedley@gmail.com
126	PETHER	David	Janice	5 Adelaide Crescent	HELENA VALLEY	6056	9294 1774	david.pether@bigpond.com.au
169	PLATTS	Mick	Kaye	2/16 Baldwin Street	COMO	6152	9450 3970	platts.engineering@inet.net.au
191	RIDDLE	James		26 Paterson Drive	MIDDLE SWAN	6056	9274 1905	jriddle@westnet.com.au
88	ROBINS	Norman	Enid Besant	4 Lovett Place	QUEEN'S PARK	6107	9458 8899	
81	RUBERY	Ian		13 Soldiers Rd	ROLEYSTONE	6111	9397 6263	ian.rubery@bigpond.com
69	RUSH	Don	Shirley	4 Bates Place	PINJARRA	6208	9531 2241	rushie@westnet.com.au
257	RUTLEY	Trevor	Sandra	2 Cole Street	MIDLAND	6056		wombatsquare@hotmail.com
258	SAFFREY	Robert		119 Keightley Rd West	SHENTON PARK	6008	9381 3919	
110	SCHULSTAD	Eric	Rosemary	78 Halvorson Road	MORLEY	6062	9276 6485	
249	SHARP	Linton	Bronia	99 Holmfirth St	COOLBINIA	6050	9242 4541	ljsharp@inet.net.au
214	SHINER	Murray	Polly	24 Sandalwood St	KUNUNURRA	6743		mbshiner@westnet.com.au
186	SIMPSON	Graeme		14 Laurel Close	RIVERTON	6148	9457 2347	grsimpson69@gmail.com
193	SJEPCEVICH	George	Kerry	9 Auriol Court	CARINE	6020	9447 2308	gsjep@inet.net.au
238	SMITH	Les		9, Gladstone Avenue	SWAN VIEW	6056	9255 3434	ernestsmith@inet.net.au
232	SMITH	Maitland		1 Ewart Street	MIDVALE	6056		maitlandsmithy@gmail.com
44	SPARK	Dennis		PO Box 19	GOOMALLING	6460	9631 1233	
2	THOMAS	Ralph	Wendy	64 Wimbledon St	BECKENHAM	6107	9458 5435	ralphthomas2@bigpond.com
5	TYLER	Bert	Beryl	11 Verrill Way	ARMADALE	6112	9498 1065	
97	WALLIS	Bob	Brenda	25 Mahogany Street	MADDINGTON	6109	9459 6425	bob.wallis@inet.net.au
145	WATSON	Jack	Nadia	79 West Coast Drive	WATERMANS	6020	9448 8195	nadejack@optusnet.com.au
217	WELLER	Rupert	June	14 Gill Street	EAST FREMANTLE	6158	9339 2117	rupert.w@inet.net.au
50	WREN	Lloyd		PO Box 55	SHACKLETON	6386	9064 1012	