

OLD PLOUGHS AND PISTONS

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

www.machinerypreservationclub.com.au

PO Box 1471, Midland 6936



Rare stationary engines C.F. Wilson, Trusty, Detroit Engine Works



PRESERVING FOR THE FUTURE

Vol.17 No.3

SEPTEMBER 2017

PRESIDENT: Ralph Thomas 94585435 ralphthomas2@bigpond.com

VICE PRESIDENT: Dave Ashfold 94588363 dashfold@gmail.com

SECRETARY: Robert Brayshaw 0428377956 brayshaw@wn.com.au

TREASURER: Judy Ashfold 94588363 dashfold@gmail.net.au

SHOW CO-ORDINATOR: Steve Barlas 93518703 sbarlas@westnet.com.au

WEB MASTER: Ralph & Wendy Thomas 94585435 ralphthomas2@bigpond.com

SAFETY OFFICER: Ross Morton 93740375 grmdraft@gmail.com Nathan Miller 0427604843

MAGAZINE EDITOR: Les Jones 95254079 jonesey01@netspace.net.au

MPC ARCHIVES/MUSEUM: Bob Wallis 0417788292 bob.wallis@iinet.net.au

MEMBERSHIP & UNIFORM REGISTRAR: Dave Ashfold 94588363 dashfold@gmail.com

NHMA REPRESENTATIVE (State Rep.) Ralph Thomas 94585435 ralphthomas2@bigpond.com

STEAM COMPETANCY OFFICER: Peter Dymond 97742688 pvdymond@avon.net.au

COMMITTEE MEMBER: Keith Chappell 93122223 keith.j.chappell@outlook.com Graeme Burges 94547292 gatburges@gmail.com

MONTHLY MEETINGS: 1st Wednesday of each month (except January) from 7.00pm, Block 3, Midland Railway Workshops, Centennial Avenue, Midland. **WORKSHOP PLAY DAY** same location every Tuesday

SHOWS for 2017

IMPORTANT! To comply with NHMA Safety Guidelines, all personnel must hold a current NHMA Insurance Card !
Please contact Show Co-Ordinator, Steve Barlas for more information.

16th September Moora Show. Set up time between 8am and 9am. Club Trailer _____

24th September Waroona Show. Set up time between 8am and 9am. **Not MPC Show**

7th October Swan View Show. Brown Park Amherst Rd. Setup time 8.30am – 9.30am. Show finishes at 8pm.

7th October Toodjay Show. Traction engine (BERT) ONLY

8th October Australian Railway Historical Society Location Bassendean Set up time 8am

15th October Vintage Motor Cycle TT Event starting and finishing at the MPC Midland Workshop

21st October Kelmscott Show Rushton Park River Rd. Set up 8am to 9am. Club Trailer _____

22nd October Riverside Ramble. (New date) Contact Steve for setup time. Club Trailer _____

29th October British Auto Classic El Cabello Resort. Moved to Claremont Show Ground. Contact Steve for pass.

3rd/4th November Cannington Show located in show grounds at Albany Hwy. Setup Thursday 2nd Nov.

16th November (Thursday) Midland Community Day. Display at shopping center. **To Be Confirmed**

19th November Hugh Manning Tractor Museum (Serpentine) are having an open day. Running of their tractors and engines plus items for sale. All members are invited with a gold coin donation for entry. **Not MPC Show**

24th/25th November Waneroo Show Corner Waneroo Rd and Aritta Ave. Setup Friday mid afternoon or Saturday before 7.30am No vehicle traffic allow before 10.30pm. Night security in place

PRESIDENT'S REPORT by Ralph Thomas

Since my last report in Old Ploughs and Pistons, the Club has enjoyed steady progress in several areas. We organised the display of machinery and exhibits for a very successful running day; hosting the Vintage Motorcycle Club. The motor cycle numbers were boosted by a good turn up of the Perth Branch of the Ulysses Club. Luckily the weather was kind to us, allowing the motorcycles to be displayed outside; while what must have been a near a record number of working engines kept the guests entertained inside. The BBQ lunch went very smoothly, with drinks available all day. This was followed by organised tours of the Workshop, courtesy of the MRA, which were well received by those who joined in. Here I must thank all members who contributed to the success of the day, including the Ladies who supported us for the event.



Work is continuing on several projects including the Crossley, Cooper Shearing plants and the Lister. The Forklift has had a new water pump fitted, and "Bert" has had a new roof fitted. We have relocated the Store Shop and the Toolbox Meeting room is now back in full use after being given a makeover. We are also cleaning up the back room to house the WAGR small tools and instruments. The club has received two donations of engines recently. One is a Hoskin Carruthers Steam Pump and the other a Farrier diesel engine. These have been entered into the club register and a letter of thanks sent to the donors. In the interest of Member safety and welfare, the Club has decided to purchase a Defibrillator from St Johns Ambulance, which will be located at the Clubroom. We are hoping to get some financial help with the purchase. **An introductory lecture on the use and benefits will be held at the Clubroom, on Tuesday 12th September.** It will be important to have a good attendance of members for this, as the more people we have familiar with the device the better. Remember, it could be you who may help a fellow member survive. A nice thought! We had a visit recently by Donna Faragher MLC and her Electorate

Officer Collette Wainwright. Donna joined us for walk around our premises, followed by morning tea. We are now approaching the show season and your support for these events will be needed as this represents a major income for our Club. Please check out the list of events and register your interest to attend to the Events Coordinator. There is also another Day for the Vintage Motorcycles planned, and if successful, it should be a nice little earner for us. The Committee are planning a Christmas Party to be held at the Clubrooms on the 10th December for a 1pm meal. It will be in the form of Weber cooked meat, served with rolls and gravy. We will ask that Members bring along sweets and salad to support this. We will be taking names for attendance as the time gets closer, and will ask then for your choice of salad or sweets you wish to provide. In closing I would like to pass on best wishes to any of you who may not be enjoying the best of health or other tribulations that may be causing you anxiety. Please know we all are thinking of you.

HOMES COMMITTEE REPORT by Dave Ashfold

City of Swan community development coordinator Daniel Hanley shakes hands with Swan Community Workshops president David Ashfold who stands with vice president Bob Wallis on a site in Middle Swan that has been ratified by the council to house a new facility.

Land selection welcomed

Posted by: Echo Community Newspaper's Rashelle Predovnik in Front Page Slider, General News 5 days ago 0 282 Views



The creation of a community activity hub has taken another step towards being realized

following a decision by the City of Swan council last week to approve a site in Middle Swan for the Swan Community Workshops.

Residents will benefit from the decision to build the facility, next to the Midland Sports Complex, that will house a number of community groups.

On July 5, council voted to approve the construction of the Swan Community Workshops as a City of Swan project and allocate \$40,000 to get the project started. The facility on Lot 13420 Patterson Drive in

Middle Swan will still need approval from the Western Australian Planning Commission to allow the workshops to be built on the site.

City Mayor Mick Wainwright said a zone change was the next step following the council decision and it would take a couple of years or more to get it up and running. "Starting on the zone change is a good move forward, and I'm looking forward to when that's opened."

Swan Community Workshops president David Ashfold has welcomed the decision and the city's support for a project that first began in 2010, when the Machinery Preservation Club identified the need for a permanent home.

"It then came to the city notice that there was a need for a community hub and it would be better to build one multipurpose unit that all clubs could use.

"We've now got to the stage, where the Swan Community Workshops is incorporated, and as an independent not-for-profit group, we are in charge of helping to get the premises built."

Mr Ashfold said there would be seven clubs with permanent homes at the new site, including the Midland branch of the Country Women's Association and the Machinery Preservation Club, and it would be available for other clubs on an ad-hoc basis.

"There will be storage facilities available and when this is built, all sorts of clubs will be able to use it," he said.

"Originally the city worked with us side-by-side and they did not plan to get commercially involved in the project.

"But due to grants and things required it become a lot more feasible to have it as a City of Swan project, whereby the buildings are then owned on city land and they can continue no matter who is in charge."

Mr Ashfold said the council's recent decision was an important one.

"After many years a piece of has been identified, we know the future is permanent and that we can build on it.

"Hopefully in two or three years' time we'll all be there celebrating the opening of the place."

EDITORIAL by Les Jones

Well done Dave and Bob on the effort to get the approval from



the shire for the new home. I must admit most of the members including myself thought it would never happen and we compliment you on your persistence

RESTORATION CORNER

PART2: A "CLYNO" named PRICILLA by Jack Watson

Grandpa selected a 4-door Clyno tourer model for their special needs? at a cash price of £275. It had a 10.8 hp engine with



an Australian body built by Steenboms, of Alexandria, Sydney. On the 19th of December 1927 my Grandfather signed the hire purchase papers, paying £85 deposit, and agreeing to pay eighteen monthly payments each of £11/17/3½.

The car was intended to be an inducement to persuade my Aunt Essie to give up nursing, as she was not in robust health. She named the car "Priscilla". (Later Aunty Ess decided she would continue with her nursing career anyhow, but this is another story¹).

During this period, (1928-33) my Uncle Roy Lines carried out any necessary repairs and maintenance on Priscilla. Here my father C.J.J.

Watson is teaching Aunty Ess to drive. In the front seat with them is my brother Des, and in the rear seat is my mother Constance with my sister Joy and my grandmother, Ada Alice Lines.



In 1933 my father bought Priscilla from his father-in-law W.J. Lines to replace "Toby", his "T" Model Ford, one-ton tip-truck. I have the documentation on this purchase, along with my other "Clyno" memorabilia.

Priscilla was used mainly for Saturday morning shopping and occasional family picnics. She spent most of her life in the car



shed² (complete with a pit) that my father built for her. The car shed opened onto our spare allotment where the driveway (always called “Toby’s Road”) led to the front gate. After school, Des and I regularly started her up and drove her round Toby’s Road, always remembering to rub out the tyre marks with a leafy branch after putting her back in her shed before Dad got home from work. Des had an advantage over me in that he could actually *see* through the windscreen . . . I had to drive leaning out the open door to see. The goal was to get into top gear before reaching the end of Toby’s Road. In those days, the starter did not work properly, so I learnt at an early age all about the correct method of cranking a car – spark fully retarded, thumb against forefinger....

Priscilla spent most of the war years on blocks due to the tyre and petrol shortage. Des was away in the Navy by this time, but I occasionally got in a bit of driving practice when I could save up for a bottle of Shellite (1/3^d .. one shilling and three pence or about 15¢) which I could break down with half a bottle of kerosene (7 pence ha’penny) to start her up. She was on blocks, so I could go through the gears changing up and down (double-declutching, of course). It has since occurred to me that I should have opened the car shed doors to let the exhaust fumes out, but that might have given the game away to Old Man Sexton next door who was always only too willing to dob us.

To be continued. Part III next OP&P

A SUNNY STORY by Max Leggett (Ed. Funny Story)

Some time back I spotted an ad for a 3HP Sunshine engine. I gave the number a ring and after getting some details from the seller decided to go have a look. I arrived with the intent to start it up and get the low down before I committed my hard earned. Important at this time to inform the readers that I was very new to the engine collectors / restorers regime and didn’t truly understand when the seller said it was a 2 stroke. For me that simply meant chuck some oil in the petrol tin, give it a shake and away she goes. What’s hard about that? Well, unfortunately we couldn’t start it due to a faulty fuel pump diaphragm. Easy fix, just a bit of rubber cut to size and all good.

Anyway I was keen and did the deal. Came back a week later and picked it up. Once home I rolled it into the shed and committed to get her up and running in a week or so. Not sure why but the weeks turned into a months until something triggered to have a go. The big day came and I fuelled her up (straight unleaded as I had read the manual and Googled some info so I knew my Stuff) I went through the basics, spark good as it bit me more than once, good compression, so in my mind the only guess work was where to set the fuel tap. I cranked and cranked and cranked till I was really cranky. I was on my last crank when she fired and away she went. The only downside was it was spewing fuel out the fuel pump as I hadn’t bothered to do anything re the faulty diaphragm. Quick stop and pushed it back into the dark spot of the shed for another day. I soon learned why they say these Sunshine’s are tricky. For the newbie to the engine scene tricky is a gross understatement. Over the next few weeks, I regularly contacted Google again, researched Smokstak, rang a few blokes, got heaps of advice and some new diaphragm material and sorted out the pump. From that point progress was fairly rapid as was my learning curve and at another members property near Serpentine we got her going. Very fast in fact and with a nice flywheel wobble. We went to stop it quickly but it beat us and stopped on its



own accord. Plans put in place to dismantle engine and with the help of the Serpentine member we straightened the bent crank shaft. Over the next few weeks I decided to make a new trolley, replace the water tank and paint the engine. I also inserted the mesh that goes in the port between the crank case and the fuel inlet. There wasn’t any in it. (Hopefully the main problem sorted) The big day came and we reassembled everything whilst being very careful not to damage my wonderful paint job. Well, “the tricky Sunshine” wouldn’t go again. It gave the odd fire but just wouldn’t get going properly. Back to the drawing board.

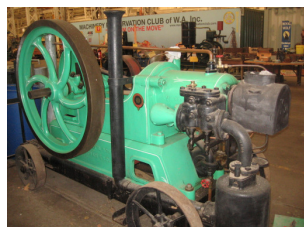
More Google, more smokstak, more ringing around and out of nowhere a complete stranger responded to me via email and offered to come around and give me

a hand as he had recently restored one. He came out a week later and within an hour had it going but flat out. Checks found the steel mesh had been sucked up from the port and into the top of the fuel mixing area fowling the poppet valve that governs the speed. Just pulled it out and got it running without it. Not so good but going, we pulled things apart again and messed with its timing and the governor and soon had it running fairly well. Hey, we could even stop and start it. Only one downside, all my beautiful paint started peeling off. Ok, decision was made to dismantle again and refit the mesh. During this time I stripped all the paint again and re painted. Good idea to use an etch primer, not sure why I didn't the first time. Don't believe everything you read on the paint tins. Finally she was back together and looking like a new pin. So much so that I couldn't bring myself to start her in case I bugged the Shiny paint. It sat for 3 months .It's now July and I thought best give it a go. You guessed it, after 10 /15 minutes of cranking it finally started at a million miles an hour. Ah ha, I know, it's the mesh sucked up again, quick check said not the case. I needed a quick fix so I pushed the damned thing back into a dark spot and got the Tangye running and had a couple of beers. Till next time. Max (Soon to be ex Sunshine lover)

(Ed. It's a lovely engine don't give up Max)

Steamers/Bike Day Show: by Les Jones

This day was by far the best open style day we've had since I've been a member, which was verified by the amount of compliments we received. Special thanks to Keith Chappell who must have gained some more gray hairs organising all the club members, engines, food, resources and still kept a smile on his face, well done mate. When is the next one, only joking Keith. While the main attraction was the engines, there were plenty of member's exhibits to peruse and wasn't it great to see the Akroyd and Trusty running as it must be 3 or 4 years since they were run at a show. The best part, it was a family orientated day with many family members and friends attending.



1. Club livery salvaged from recent water incursion, offered to members for a donation. Green XXXL shirt, size 28 Light Green Shirt, size L Gold shirt and size 50 Green Hat. Refer Robert Brayshaw 0428377956
2. Imperial Super Diesel 2hp with Billabong \$600.
3. Rosebery 6hp with Kelly Lewis 2" and fire sprinkler, alarm system, instruction book and transporter. \$650
4. Rotary magnetos various types \$200ea.
5. Cooper RV 1hp \$50.
6. Magneto instruction books i.e. ML, RS1, CK1, CK2 Refer Norm Robins 9458 8899



Clearance Sale @ the Workshops

As of the 3rd October 2017 the "Second Cut" sale will be on for selective items from the MPC Collection. The following items will be suitably marked and be moderately priced. Items purchased MUST be removed from the premises by the end of October 2017, otherwise they will be re-issues for sale, or scrapped. Expression of interest please contact Bob Wallis 94596425 or 0417788292. **No Warranty Return**

- | | |
|-------------------------------|-------|
| 1. Churchill Grinder | \$100 |
| 2. Parkson Milling Machine | \$100 |
| 3. Cutters | Inc. |
| 4. Box No 1 | \$25 |
| 5. Box No 2 | \$25 |
| 6. Churchill Redman lathe | \$200 |
| 7. Dual Grinder | \$30 |
| 9. Bandsaw (later style) | \$20 |
| 10. Drill Press (Blue) | \$30 |
| 11. Pressure Vessel | \$20 |
| 12. Pressure Vessel | \$30 |
| 13. C. Taylor Turret lathe | \$20 |
| 14. Nidler Drill Press | \$50 |
| 15. JEFFCO Drill Press | \$50 |
| 16. Red Steel Framework | \$5 |
| 17. 1903 Gulleting machine | \$20 |
| 18. Pentograph Machine | \$20 |
| 19. Surface Grinder & Cabinet | \$20 |
| 20. Bandsaw (Old Stle) | \$20 |
| 21. Hydraulic Press | \$50 |