

# The Vintage Voice



Newsletter 287 / July 2020

## SYDNEY ANTIQUE MACHINERY CLUB INC.

40A Racecourse Road,  
Clarendon, NSW, 2756

The next Committee Meeting  
is on Friday 18<sup>th</sup> September,  
at 7:00pm.

The next General Meeting is  
on Sunday 20<sup>th</sup> September, at  
1:00pm.

The Annual General Meeting  
is on Sunday 18<sup>th</sup> October, at  
1:00pm.

## DEADLINE FOR ISSUE 288 WILL BE 25<sup>TH</sup> JULY

**PLEASE NOTE: CHANGE IN EMAIL ADDRESS.** All correspondence must be emailed to the Editor, Courtney Peters, [samcieditor@gmail.com](mailto:samcieditor@gmail.com) by this date to be considered in the next edition. There is always a demand for articles.

## AIMS OF THE CLUB

1. To encourage the restoration, preservation and exhibition of antique machinery, including stationary engines and related machinery, tractors, vehicles, hobbies, models and collectables.
2. To provide opportunities for the interchange of information through regular meetings and publications.
3. To preserve technical data and general information associated with antique machinery, and assist educational institutions and museum organisations wherever possible.
4. To assist other groups with common interest in preserving, restoring and exhibiting the heritage of Australia
5. To extend to other collectors, their friends and all persons interested in antique machinery, the hospitality, privileges and conveniences enjoyed in connection with the Club.

## INSURANCE

SAMCI carries Public Liability and Personal Accident Insurance on behalf of ALL members when participating in events sanctioned by the Club. To ensure you are covered, your participation must be recorded in the attendance book on every occasion you are in the Club Grounds, and when at any outside event, on the Attendance Sheet, which will be carried by the Event Coordinator. This insurance does not apply when Club Registered Vehicles are being driven on public roads. Members using a Vehicle Logbook to record travel to and from an event must carry evidence of the sanctioning of the event in the form of a copy of minutes, newsletter, or registration form.

## ALL CORRESPONDENCE: FOR ALL CLUB INFORMATION, GO TO OUR WEBSITE:

The Secretary,  
Sydney Antique Machinery Club  
40A Racecourse Road,  
Clarendon, NSW 2756

[www.sydneyantiquemachineryclub.com](http://www.sydneyantiquemachineryclub.com)

## LIKE US ON FACEBOOK:

Sydney Antique Machinery Club



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## FROM THE EDITOR

Hello all,

Please regularly send in articles, photographs and content to be included in the Newsletter (from events you attend, or anything you may find of interest), as for the past few issues, I have **struggled** to fill space in each Newsletter. There is **ALWAYS** a need for submissions and anything would be appreciated. **Remember, without submissions there is no Newsletter!** All content wishing to be included in the next month's Newsletter is to be emailed to the above email address **NO LATER** than the **25th** of each month, as I have to juggle the Newsletter in between my work and university priorities. Now that I have returned from overseas please direct all Newsletter related content back to me, via the Editor email address.

We are currently seeking a Club Minute Secretary as soon as possible, so if you are able to take on the Committee role, please contact the President, Tim Brodie.

Stay inside and wash your hands,

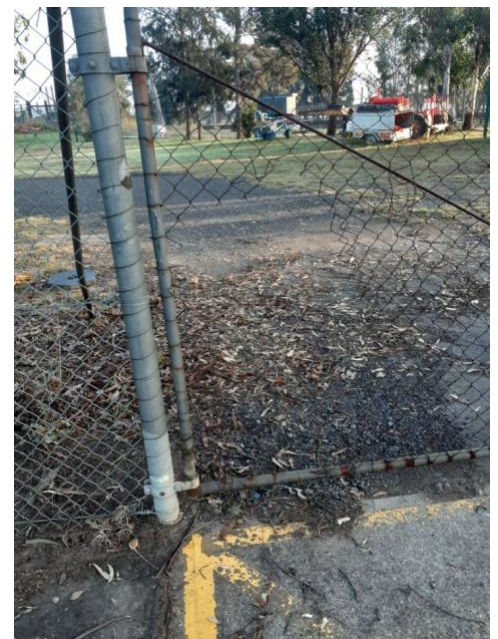
Courtney Peters,

SAMCI Newsletter Editor

<https://www.health.nsw.gov.au/Infectious/diseases/Pages/coronavirus.aspx>

## PRESIDENT NOTES – TIM BRODIE

During the week, we have had a homeless person cut through the front gate fence and enter into our grounds. We have started to remove some wood and a bin. Thanks to the police and the HDAA's grounds man, the homeless man was charged and taken away. A quick fix was done by our grounds man, Charlie Vella. Thanks to leads from Apex Building (Luke Franks), the front gate fence wire will be replaced. A big thanks to all involved including Margaret, Morrie and Willo for assistance on the day.



Other things, we had our first Committee Meeting on a Saturday in May, and second one on Friday night the 3rd of July. Club membership is happening now, and if you haven't renewed yet, please consider doing it now. Also remember, if you have a Historic or Club plated vehicle, you need to be a financial member of a club.

Moving forward, we talked about our first General Meeting, the date we talked about is the normal weekend we have the Clarendon Classic, on the Sunday, with a meeting starting at 1:00pm. We can have this meeting due to holding it outdoors and not inside the shed.

I hope we have been using our extra time at home to restore or play with projects.

Don't forget hopefully the next big rally event will be in Mudgee NSW, holding the NHMA National Rally in April 2021. We as a Club, need to start planning for our display area to make sure we have a huge display. I have asked for the same area of fenced and non-fence display area, like we have had before. We have also started planning for the Clarendon Classic 2021.

See you at the next General Meeting on Sunday 20th September 2020.

## LARGE RALLY BADGE

We have established a series of Large Rally Badges over the last two years. These have proven very popular, so much so that only a few of the 2019 ones remain available. Your Committee decided to continue the series, even without an actual rally, so we will be having manufactured a limited number for 2020 for those who are collectors. Contact Margaret: 0421 349 297 or [mba82919@optusnet.com.au](mailto:mba82919@optusnet.com.au) to register your interest in obtaining one before they are all gone. The cost remains \$25.00 each.

## HAVE YOU RENEWED YOUR MEMBERSHIP

If you have not renewed your membership to SAMCI prior to the 30 th June 2020 you are now an unfinancial Member and the discount for early renewals no longer applies.

Unfinancial Members with Historic or D plate registration and intending to remain Member of SAMCI should contact the Historic Vehicle Register Ian Browning as soon as possible.

### FROM THE CLUB PLATE REGISTRAR – IAN BROWNING

**STILL NO MEETINGS:** Transport for NSW (TfN) have withdrawn the ability to renew registrations online. My apologies for last month's advice on this. Its withdrawal is being appealed, but don't hold your breath!

**MEMBERSHIP RENEWAL STATUS:** Any member wishing to maintain or renew Historic registration after June 30<sup>th</sup> MUST BE A FINANCIAL MEMBER OF THE CLUB.

**REGISTRATION RENEWALS:** We can of course continue the arrangements below as in the last newsletter.

**1. HVS:** Please forward paperwork to me by mail only. This may be ordinary post (a DL envelope is OK). A priority paid envelope does not guarantee faster delivery as a recent example took 4 days to get from Grose Wold to me. Please include a prepaid envelope for return of the paperwork to you.

The items required are:

- Registration renewal certificate,
- Completed "Historic Vehicle Declaration" (RMS form 1259) Fill in left hand side only,
- Pink Slip, or for tractors a completed "Vehicle Suitable for Safe Use Declaration" (RMS form 1245).

If you need the forms, print them from the RMS website, or use the links on the Club's website. I must have the original Declaration form, but you may send copies of the others if you wish. Please note that the Pink Slip must be the paper type. The Electronic Pink Slip cannot be used for historic vehicles.

I will stamp and return the paperwork as quickly as possible and retain copies where required.

**2. CVS:** Please contact me before sending me the paperwork.

**NEW REGISTRATIONS:** Please contact me by phone to arrange new registrations. The first step is to provide photos.

**NOTE: AFTER PAYMENT:** There is no need to send me the registration certificate. I will take a copy when you send the paperwork for stamping, and I will check that you have renewed on-line afterwards. However, until the Club decides otherwise, I still need a copy of your insurance showing it has been paid.

**Contact details: (these are also on the club website)**

Ian Browning

Address: 33 Cobah Road, Arcadia NSW 2159

Email: [ihandib@bigpond.com](mailto:ihandib@bigpond.com) **\*NOTE THIS IS A NEW EMAIL ADDRESS**

Mobile: 0419 435 475. Feel free to contact me if any clarification on these new procedures is required.

### SHED HAPPENINGS – CONQUEROR

The NHMA Rally at Carrick in Tasmania in 2001 was the first time Georgie and I had taken an exhibit to a National, but it was in the boot of the Corolla. On reflection we think this national rally was the best organised and most enjoyable of all the Nationals we have attended including the 2015 rally at the same site. After the rally we drove around the state for 2 weeks to get our money's worth out of the boat fare. We stopped a few days in Queenstown and, on a stroll up to the lookout, Georgie pointed out an engine in the front yard of a house near the town centre. We knocked on

the door and the guy who owned it wasn't there, but his mother allowed us to have a look and she told us what time he usually got home from work.

It was a 6 HP Challenge engine from Batavia, Illinois about 1913 but it had been sold new by AG

Webster & Sons of Hobart who put their own Conqueror badge on them.

These are conventional, twin flywheel, horizontal hit and miss governed engines and would have had coil ignition with a power saving switch to save the battery during miss strokes. The governor holds the exhaust valve open until speed falls. The atmospheric inlet valve spring has to be just strong enough to not allow fuel/air in during misses. The governor weights are in the timing side flywheel. The base keeps the flywheels clear of the ground, dairy engine style, and is also the fuel tank. Above that is the bed frame which has the main bearing housings and brackets for timing gear etc. The barrel and hopper bolt to the bed frame. The carburetor is a brass casting with a needle valve fuel orifice and a sprung poppet valve to provide suction to lift the fuel from the tank. It has a crude choke flap to restrict air entry further for starting.



*The replacement advance/retard mechanism.*

home before I had bought it, the transport to cost a bottle of Scotch. That night Ian was home and we learned from him the history of his late uncle's engine and how he could not bear to part with such a family heirloom and then over a cup of tea we learned from his mum (Ian was 53) how it was rusting away where it was and how much better it would be if I took it away and made it run again and besides its removal would make it easier to get her car in and out of the garage. I made a reasonable offer which was eventually accepted.

The engine had been bought new by Ian's uncle and used on the family farm 'Buckley' to drive a small sawmill and other jobs. In 1956, upon retirement, the uncle moved to the home in Queenstown and brought the engine and sawmill with him. There he used it to cut huon pine logs, which he had brought from the farm. He and a pal also built two 23" half cabins boats in huen pine and the one he kept had a 10 HP Ford Prefect engine and a Simplex gearbox. The Conqueror last ran in 1969 and it had sat outside on its concrete slab with creepers growing over it since. The sawmill had been inside what was now a garage and driven by a long flat belt.

There was a trucking depot about 100 meters from Ian's place so next morning, on instructions from Dennis, I arranged there for a forklift with a wooden pallet to arrive on site about 11am by which time I would have the engine unbolted and raised above the foundation bolts and ready to slide onto the pallet. What could be easier?

What really happened was the forklift arrived on time but could not get up the gravel driveway. The house and garage were at the top of a small cliff but by driving the forklift onto the footpath, nose to the cliff, the pallet at full height was only about 15" away from the edge and about 6" down.

**Anthony Horderns' for  
Challenge Oil Engines**

The Challenge Oil Engine has been designed to meet the requirements of the Man on the Land, who demands an efficient, reliable, even-running engine. The Challenge has high-tension magneto ignition, is quickly started, easily operated, and remarkably economical in fuel consumption. The Challenge Oil Engine is neat and compact, and even the lower-powered types are capable of performing heavy work.



We stock the CHALLENGE OIL ENGINE in seven sizes, as follows:—

Size	Cylinders	Stroke Inches	Rev. per Min.	Weight Lbs.	Price
1 H.P.	4	5	750	200	£20
2 H.P.	4	5	600	250	£25
4 H.P.	4	8	450	400	£37/10/-
6 H.P.	6	8	300	1,150	£55
8 H.P.	6	11	300	2,300	£95/10/-
10 H.P.	7	13	300	3,000	£115
12 H.P.	8	13	300	4,000	£135

**Anthony Hordern & Sons, Ltd.**  
Only Universal Providers  
New Palace Emporium. BRICKFIELD HILL, SYDNEY.

*1918 catalogue of magneto version showing 6 HP weight, 1150lbs (522kg).*

That night by chance we found ourselves having dinner in the same place as Peter and Marie

Woodmore with her sister and husband and we arranged to meet the next day in Strahan for sight-seeing.

At lunch overlooking the wharf we discussed Georgie's find that we couldn't take home and Dennis, Peter's brother-in-law, phoned a trucking company his firm regularly dealt with and organised getting it

Two sturdy bearers were found and in no time the engine was skidded across by the forklift guy and me. All that remained was to tie the engine to the pallet with fence wire and it would be ready for shipping. The \$40 for the forklift was well spent.

The downside of this wonderful find is the location. Queenstown from about 1900 was the site of a copper mine and the sulphite rich tailings brought about acid rain so that according to locals there

was not a tree or blade of grass to be found within 20 miles of town. Comparing the 2001 scenery with our last trip in 2015 the improvement is noticeable but as the bare hills allowed topsoil to wash away total recovery will be a while. What this did to an old engine in the open is another story.

In due course the engine arrived at Dennis's factory and I collected it. I splashed out on a nice single malt in my excitement.

Acid rain had destroyed nearly all the exposed steel on the engine but the cast iron and brass survived except where steel bolt heads rusted away to allow parts to fall off and be lost. On pulling the engine down the following July I was surprised how easy it came apart. Some nuts and setscrew heads did not have enough left to allow a spanner to get hold but if it could be gripped with a shifter or stilsons it would screw out readily,



*At the Clarendon Classic in 2016.*

probably due to a good greasing at assembly.

The engine had many desperate makeshift replacements and the main and big end bearings needed work with metal strips found between the bearings and the caps but at least both flywheels ran true. The piston was only lightly seized a little way down the bore and the bore not worn but pitted. Lubricant stored by the rings protected that area and the rings were reusable.

After assessing the overall condition, I loosely reassembled and stored it, with a light coat of old oil and petrol, until I finished projects already under way and thought about what to do with it. That took a while.

- Article and photographs by Ron Irving: Part 2 to follow in next month's issue of the Vintage Voice.



*I borrowed a valve lifter to copy from a Central West club member at the Clarendon Classic. The battery saver can also be seen.*



*By modifying the pattern, I made for the Jacobson engines I was able to cast a replacement crank guard very similar to the original.*

**SYDNEY ANTIQUE MACHINERY CLUB INC.  
MERCHANDISE PRICE LIST**

ITEM DESCRIPTION	PRICE
LANYARD, with plastic sleeve	\$5.00
LANYARD, (plain)	\$4.00
TORCH, LED with KEYRING	\$4.00
BADGE, LAPEL, SAMCI LOGO	\$10.00
KEYRING, SAMCI LOGO	\$10.00
CAP, CLUB	\$16.00
HAT, CLUB (floppy brim) – gold conrod or red Barlow engine	\$16.00
JACKET, CORE MICROFLEECE LINED	\$65.00
BADGE, LARGE 2018 RALLY (a few left)	\$25.00
PATCHES, ROUND - gold conrod or red Barlow engine	\$10.00
MUG, 2018 RALLY SOUVENIR	\$10.00
MUG, 2017 RALLY SOUVENIR (a few left)	\$10.00
SHIRTS, CHAMBRAY – Long sleeved	\$45.00
SHIRTS, CHAMBRAY – Short sleeved	\$42.00
SHIRTS, POLO – light blue, dark royal, navy	\$30.00
NOTEBOOKS	\$2.50
PENS	\$1.00
FLAG, SAMCI, 600 X 1200mm	\$75.00
6 Lead Light Torches	\$6.00

**EVENTS CALENDAR**

DATES	CLUB, FUNCTION AND CONTACT	LOCATION
<b>8th August, 2020</b>	Golden Oldies Truck, Tractor & Quilt Show. <b>CANCELLED</b>	Dubbo Showground, Dubbo, NSW
<b>19th – 20th September, 2020</b>	Clarendon Classic <b>CANCELLED</b>	
<b>2nd – 4th October, 2020</b>	NHMA National Tractor Trek	Wedderburn
<b>9th – 11th April, 2021</b>	NHMA National Rally	AREC Field Day Site, Mudgee, NSW
<b>18th – 19th September, 2021</b>	Clarendon Classic	Hawkesbury Showground, Clarendon, NSW

**CLASSIFIEDS FOR CLASSICS**

**WANTED:** Piston - 3½" dia. and con-rod to suit Champion (made in Rosebery) 2 HP hit & miss horizontal engine.

Also, the rotary magneto bracket and gears, with or without magneto. Ron Irving 0401 554 970



**OASIS RUNS**

The Oasis Runs are held on the first Tuesday of each month and the contact is Geoff McHardy who can be reached on 0412 796 592 or email [geoff@nisch.org](mailto:geoff@nisch.org). The Oasis Runs are sanctioned for members.

## SYDNEY ANTIQUE MACHINERY CLUB INC. OFFICE BEARERS 2019/2020

PRESIDENT:	Tim Brodie (TEMPORARY)	0419 279 562 tbro6634@bigpond.net.au
VICE PRESIDENT:	Jim Bew	4579 7184 or 0418 659 771 bewco@bigpond.com
TREASURER:	Margaret Barrett	9686 9719 or 0421 349 297 mba82919@optusnet.com.au
CLUB SECRETARY:	Ron Irving	9631 5647 or 0401 554 970 ronangeo1@bigpond.com
MEMBERSHIP SECRETARY:	Morrie Barrett	0429 495 003 morriebarrett@optusnet.com.au
MINUTE SECRETARY:	VACANT	
PUBLIC OFFICER:	Gayle Miller	4572 8436 or 0416 172 024 gaylenemiller2@gmail.com
CLUB PLATE REGISTRAR:	Ian Browning	9653 1692 or 0419 435 475 ihandib@bigpond.com
MAJOR EVENTS CO-ORDINATOR:	Steven Muscat	0418 453 203 steven3grace@bigpond.com.au
CATERING CO-ORDINATORS:	Tim Brodie Paul Taylor	0419 279 562 0405 697 367
CATERING ASSISTANTS:	Denise Brown, Gayle Miller, Alison White	
NEWSLETTER EDITOR:	Courtney Peters	samcieditor@gmail.com
ORDINARY COMMITTEE MEMBERS:	Darren Mitchell Warwick Fotheringham Ray Galdes Meik Groger Russell White Charlie Vella Josh Vella	0416 290 890 0411 441 771 0419 636 483 0401 675 438 4572 5562 0400 171 956
LADIES SUB-COMMITTEE:	Barbara Scanes & Gayle Miller	4579 6858
JUNIOR GROUP MENTORS:	Marie Warby & Darren Mitchell	
SAFETY COMMITTEE CHAIRPERSON:	Peter Coco	0408 659 723
SAFETY OFFICERS:	Ron Irving & Peter Woodmore (Engines), Nick Ripa & Scott Quanttromani (Tractors/Tractor Pull), Steve Brown & Steve Penza (Cars/Trucks), Nigel Hely (Steam), Paul Manton (other i.e. Vendors).	
MODEL & HOBBY CHAIRPERSON:	Bob Williamson	0402 068 289 bucklecoupe@hotmail.com
VEHICLE ASSESSMENT SUB-COMMITTEE:	Morrie Barrett, Steve Brown, Ian Browning & Austin Vella	
FIRST AID OFFICERS:	Peter Bradshaw, Tim Brodie, Ray Galdes, , Gayle Miller, Ernie Mollenhauer, Courtney Peters, Charlie Vella & Josh Vella	
CLUB GROUNDS KEEPERS:	Peter Bradshaw, Ian Dillon, John Miller & Charlie Vella	
NEWSLETTER MAIL-OUT:	Leigh Taylor	0402 641 511 ducky1377@hotmail.com
PUBLICITY OFFICER:	Marie Warby	0428 253 178
AUDIT SUB-COMMITTEE:	Denise Brown, Georgie Irving & Barbara Scanes	
ASSET REGISTER:	Tim Brodie & Margaret Barrett	
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