
PRESIDENT'S REPORT.

Dear Members,

Once again it has taken a little longer than I had hoped to get this issue of Old Ploughs and Pistons ready to print, but as usual, all things come to those who wait. I hope you will agree that once again we have produced a newsy and informative club magazine.

At a recent meeting it was proposed that the club send me as an official representative, to the Inaugural National Machinery Convention, to be hosted by the Lake Goldsmith Steam Society of Victoria, who are holding their 50th Rally. A lot of you will have already read about it in TOMMS, but briefly it is hoped to form a Nationally Affiliated Group, which hopefully will benefit us in many ways in the future.

I feel very honoured at being asked to represent the Machinery Preservation Club of W.A., and can assure you that I will leave our flag flying on the summit. Thank you members, for the confidence shown in me.

Some members like myself are caravanning over, and at this stage Bernie Williams has a spare berth, so if anyone would like to contact him please do so. If you are going, let me know so we can be in touch at the rally.

We are once again on the threshold of the show season. Hopefully all your engines are looking spick and span. I must confess I haven't done a great deal on mine lately. Instead I've spent a good deal of the winter months being "Man about the House", so I can have more time to take Wendy and the kids to lots of rallies during the summer season. I just hopes she appreciates me getting calloused hands from brick paving, etc.

This issue has a good selection of humour, starting with Beryl Tyler's contribution, which I think sums up most of us. Some real helpful information on pipes from Tom Mackay, followed by "The Confessions of a Stationary Engine Collector" by Eric Hill.

Julian Price has once again written an article, this time on what must be the most well known tractor in the world. We also have for you the results of the recent questionnaire, along with a repeat of the questions, so you will remember what the answer relates to. If any new member would like to fill one of these in, please do so and send it to the Secretary.

We have also printed a new member's list, you will notice we have given each member a number. This has been done to help speed up member's I.D. with such things as registers, etc.

You will see in the forthcoming events, on some dates we have two shows. This is the first time this has happened, owing to the fact we now have a lot of country members who have to be catered for. Special arrangements have been made in such cases, to cover the organising of these shows. PLEASE CONTACT the Secretary if you have any queries.

Wishing you a great season.

Ralph.

PRESIDENT'S REPORT.

Dear Members,

Once again Christmas is upon us. We have just finished a busy season of shows and this seems an appropriate time to thank all of you who have worked so hard for another successful year. Before my report on Lake Goldsmith, I would like to wish you all a very Merry Christmas and a prosperous and Happy New Year.

LAKE GOLDSMITH 50TH STEAM RALLY
AND THE INAUGURAL NATIONAL MACHINERY CONVENTION.

In the main my report concentrates on the business side, although I can assure you that all of us who went had a tightly packed schedule every day and thoroughly enjoyed every minute of it.

Prior to the meeting we were addressed by Mr. Graeme Palframan, a Director of Hannan & Co. Pty. Ltd, who gave us an insight on museum type insurance. He stressed the importance not only of insurance, but the right type of insurance. The possibility of bulk purchase through a National Body, maybe to include such things as Car, Life, Household, etc., which would help keep premiums at a minimum. High coverage was necessary as claims were becoming increasingly high and incorporation was not always enough to protect members, as claims were sometimes made where more money was available. Summing up he said that the club's best protection was to take every precaution possible to ensure that safety was observed at all displays, thus keeping accidents at a minimum.

Also to address us was a representative from the Victorian Department of Labour, who did his best to answer questions from the floor. It was obvious he was not familiar with the type of problems confronting some clubs, particularly with steam exhibits. It seems there are some renegade clubs (which were not represented) which are causing concern by operating pressure machines without the appropriate certificate. It was agreed this type of thing must be curbed and safety regulations observed, otherwise it can only lead to harsher rules by the Department. Once again, the bottom line was caution, observance and common sense at all times whilst on the rally field.

After a cup of tea, the packed club room was brought to order and we got on with the job of forming a steering committee.

It was without doubt a first for the historical preservation movement in Australia. The result conceived by a few staunch enthusiasts who could see a need for a consolidated body. I can only relate the first meeting of the National Machinery Convention as being a bit like ours, no one really knew what to expect or how to make the first move.

Through the chair I suggested that in the first instance, it would be helpful to know how many clubs were represented that night. The result being, 27 clubs which were representing approximately 3000 members.

A steering committee was formed, headed by Jim Ross, Bendigo Steam and Oil Engine Preservation Group, as President, Geoff Wishart, Mallee Steam & Oil Machinery Club, as Secretary. Other members of the committee were John Glynn, John Norris, Alan Eatts, Reg Schuster and Ian Gibbs.

Cont.

PRESIDENT'S REPORT. (Cont.)

It was decided the two main functions of the committee would be to deal with insurance and safety. Through the chair, I asked for a representative of the Port Phillip Club to address the meeting, relating their safety guidelines. This was done by John Glynn, who explained the guidelines had not changed with the exception of two amendments. It was agreed these guidelines be looked at by the steering committee for possible adoption by the National Body.

A fee of \$10.00 was requested for all participating clubs, to cover costs incurred by the committee.

Ian Stewart of TOMMS offered the assistance of his magazine, as both contact and medium for the National Body. This offer was very well received.

The main meeting then closed and the steering committee had their first meeting, which I believe went on till late in the night. One of the results being a list of clubs represented posted on the notice board next day and a promise of further information being mailed at a later date.

Now the dust has died down and I reflect back over the Convention. One might ask, "Do WE need a National Body, and will it benefit us?" My answer is, "Definitely, Yes." Whilst it appears we are sitting pretty at this stage as far as insurance is concerned, we must not be complacent and think it will always be this way.

With the growth of the Machinery Preservation Club at it's present rate, (already we have moves for a sub-branch) I am confident it will not be too long before we will have steam exhibits gracing our rally compounds. This is the biggest thing that seems to influence insurance companies in the Eastern States.

Compared to a lot of clubs represented at Lake Goldsmith, ours was a relative baby to some, but not for one moment did I feel overawed by their size or experience. I can say with confidence that we more than hold our own in W.A., and were received with warmth and enthusiasm without exception. Our club badges were indeed an asset and greatly admired. "Old Ploughs and Pistons", read with envy, "Look, they've got an 18 page bulletin", was one of many remarks. Members cards, another one of few there, also surprise from others, when told we did about 12 shows a year.

With all this in mind, I am sure we can be of great assistance and take an active part in the early years of the National Body. Hopefully if all clubs contribute to the same cause, we will all reap the benefits for the betterment of our hobby "Preserving for the Future".

As a final summary on the business side of Lake Goldsmith, I would like to thank the Lake Goldsmith Club for being such excellent hosts, TOMMS magazine, whose crew did a great job promoting the Convention, and my Club colleagues and wives who were at Lake Goldsmith with me. Thanks also to you, the club members, for giving me the opportunity to represent the Machinery Preservation Club at the first National Machinery Convention in 1987.

I look forward to receiving your comments for possible inclusion in later editions of "Old Ploughs and Pistons".

Regards,

RALPH.
