

Kingaroy & District Vintage Machinery Club Inc.



Preserving the Pioneers Ingenuity Est. Oct .1997

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Jan/Feb. 2017 Newsletter

Fordson Tractors 1917 to 1950.

Apart from a fairly unsuccessful attempt at tractor design in 1907 it was to be in 1915 that Henry Ford would again turn his attention to tractor production. Using the Ford Mass-Production principles a team were given the task of creating a tractor, which would dominate the tractor market.

By 1917 a successful prototype had evolved, it was also apparent that due to the attrition of the Great War to both men and horses that Great Britain was in desperate need of such a machine. Initial production of the Fordson F commenced in October 1917 with all output solely for the British Government.

The Fordson Model F was without doubt the most influential and commercially important design in tractor history; its impact still dominates conventional tractor design. Three quarters of a million units of the Model F were sold from 1917 to 1928, more than any other tractor before or since.

Ford production methods allowed the tractor to be sold for as little as the equivalent of £75 in the USA. Many makers who had enjoyed success because of the huge demand for tractors World War One, either had to adopt Ford methods, or as many did cease tractor production.

Only firms that were well managed, financially sound and capable of producing a competitive product with ruthless economy and price-cutting, would survive the Ford onslaught.



The Fordson Model F Tractor was produced between 1917 and 1928. Initial production was at Dearborn in the U.S.A. with production commencing in Cork, Republic of Ireland in 1919. The engine was a four cylinder side-valve unit, which produced 20 h.p. at 1,000 r.p.m.

Ignition was identical to that used in the Model T Ford car and consisted of a low-tension flywheel magneto and high-tension coils. The clutch was of the multiple disc in oil type, final drive was by worm-gears.

Lubrication was of the splash type, oil was caught in a funnel and conducted to individual trays in which the connecting-rod cap projections were dipped. Engine cooling was by the Thermosyphon method.



In 1929 Fordson having ceased production of the Model F in the previous year resumed production in Cork, Republic of Ireland, with a much-improved model, the Model N or Standard Fordson. This was the Tractor which would become the mainstay of and dominate British farm mechanisation from it's introduction until 1945 and beyond. It is certain that without it, farmers would have found it difficult, if not impossible to produce the food which sustained the population's health on which the war effort depended.



During WWII in 1940's, the Fordson Model N livery was changed from the former orange paintwork to green, like this 1941 model. It is reputed that this change took place in order to make the tractor less visible to marauding enemy aircraft looking for an easy target.

With around 50,000 skilled men being lost to the land by having been called up for duty in the Armed Forces British farmers faced severe labour shortages.

Many Land Army girls were trained to drive and maintain tractors with some became so proficient, they were sent out to instruct farmers on the care and use of their machinery!! (Can you imagine this happening today! - Ed)



A 1947 Ford promotion for The Fordson Major Model E27N Tractor (above) was as follows: For years "Farming the Fordson Way" has been the heart of mechanised farming in this country. During the war 94% of all wheeled tractors made in Great Britain were Fordsons.

Now, to help British farmers grapple with the problems that faced them in the new Battle for Food, Fordson takes two great steps forward.....

The introduction of the Hydraulic Power Lift and the ever expanding range of implements designed and built specially to operate with the Major tractor.

The Hydraulic Power Lift puts countless farming operations into the palm of your hand, giving fingerlight control where normally strength and muscles were needed. The new implement range is the result of close-cooperation between the leading agricultural engineering concerns and the Ford Motor Company Ltd., Dagenham.

We acknowledge with gratitude the help and assistance of the co-operating Companies in this venture and the spirit in which this has been given. Events have made British farming one of our most vital industries. The invitation to our farming friends is "Go forward with Fordson."

Fordson Tractors 1951 to 1964.

The New Fordson Major E1A was introduced at the 1951 Smithfield Show, while it was in every way a modern tractor there was a clear demand for a smaller tractor and in 1957 the Fordson Dexta was launched.

Both tractors were immensely popular, diesel versions were easy starting, powerful, economical and reliable, to such an extent that by the late 1950's demand for petrol - vaporising oil tractors was virtually extinct.

The first Fordson Major E1A models were available with 4 cylinder petrol and Vaporising Oil Engines with capacities of 3,260cc and 3,610cc. These engines have bores of 95mm and 100mm respectively, both with a stroke of 115mm. Petrol engine compression ratio is 5.5:1, Vaporising oil engine 4.62:1 (early type 4.35:1)

This range of tractors were the last to bear the Fordson Brand Name, they were also the last tractors to be produced at Dagenham, a new purpose factory was built at Basildon for the replacement World-wide 1000 series which replaced the Fordson Major and Dexta in 1964.



This 1956 Fordson Major E1A Tractor above, was launched at the 1951 Smithfield Show. Design had started in 1944 with one basic engine that could be built for diesel, petrol, or vaporising oil.

Fordson Major E1A Tractor 1951 cont.

The new tractor was in the 40 h.p. range with a totally new overhead valve engine. To equalize the power, the bore was larger for the diesel to increase engine capacity from 3,260 to 3,604 cc.

The tractor was larger and heavier than the E27N it replaced. Transmission was via a single plate clutch with six forward and two reverse gears and spur gear final drive.

Fordson 1957 - 1964



As with previous Fordson tractors this 1957 Fordson Major E1A Tractor was used as the basis of various conversions. The Major E1A pictured above is a four-wheel drive Roadless Traction Ltd. conversion. It was also the tractor, which formed the basis of the first of the famous JCB excavators..



Another view of an immaculate 1963 Fordson Super Dexta Tractor. See the detail opposite.



This 1958 Fordson Major Tractor Crawler was used as the basis of the County CD 50 Full Track Crawler tractor, specification of the CD50 tractor is as follows:

Max. h.p. at Engine Crankshaft: 52 at 1,600 engine rpm. Max. h.p. at PTO Shaft: 25 (722 rpm) at 1,600 engine rpm. Max. h.p. at Drawbar: 40.1 at 1,600 engine rpm. Max. Crankshaft Torque: 162 lb/ft at 1,200 engine rpm. Max. Drawbar Pull: 11,020 lb at 1.364 mph on 14 in. tracks. Total Tractor Test Weight: 11,732 lb. Engine: Ford Model 592E, 4-stroke, Water cooled diesel, Cylinders = 4, Bore = 3.937 in. Stroke = 4.528 in. Displacement = 220.27 cu. in. Compression ratio = 16.1:1, Operating speed range = 550 to 1,900 rpm. Transmission: Type = Gear. Standard Speeds: Forward = 1.36, 1.78, 2.38, 3.28, 4.41 mph, Reverse = 1.71, 3.07 mph. Standard Tracks: Tread (centre to centre) = 53 in. Width = 14 in, Length on ground = 54.5 in. Turning Radius: 13 ft, Ground clearance = 11 in. OVERALL DIMENSIONS: Length = 129.5 in. Width = 67.5 in. Weight (as sold, without ballast): 10,107 lb. PTO: Spline shaft, diameter = 1-3/8 in. Rotation, Clockwise, Viewed from rear. Hydraulics: Maximum pressure = 1,100 psi, Front mounted, 2,250 psi inbuilt; Pump capacity = 13.0 and 4.93 gpm respectively. Implement Attachment: Category = 1 and 2 linkage, Maximum lift at hitch point = 3,000 lb. Additional Equipment Available: Hydraulic dozer, Raised PTO, Remote hydraulics.



The Fordson Super Dexta Detail



The Fordson Super Major Tractor replaced the Power Major in 1960, it was to be the last major upgrade of the E1A range.

The most significant improvement over previous models was the introduction of Qualitrol, position control and flow control hydraulic system. Other changes were: Engine power increased to 53.7 h.p., disc brakes, differential lock. In 1962 the former blue and orange livery was replaced by a new colour scheme of mainly blue with white grill, mudguards and wheels.



1964 Fordson Super Dexta Four Wheel Drive Tractor fitted with a winch.



1964 Fordson Super Dexta Roadless Four Wheel Drive Tractor fitted with a winch. Roadless made a four wheel drive conversion kit for the Super Dexta.

A section was added between the gearbox and the rear section of the tractor this allowed a propeller shaft to provide drive to the differential built into the front axle.



The Fordson Dexta 957E Tractor launched in 1957 was a completely new design intended to compete directly with Massey Ferguson 35 Tractor.

The Dexta was fitted with a 30.5 h.p. three cylinder direct injection diesel engine with an in-line fuel injection pump and pneumatic governor.

The engine was reliable, economical and unlike many other contemporary diesel engines it was a willing starter even in cold weather.

The Fordson Dexta was also the first Fordson Tractor to be fitted with a position and draught (Qualitrol) hydraulic system.



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◆ NEW HOLLAND
◆ SAME
◆ LAMBORGHINI

Rudolf Diesel

Rudolf Diesel, (pictured below) is best known for the invention of the engine that bears his name Born in Paris France in 1858, his invention came while the steam engine was the predominant power source for large industries.



In 1885, Diesel set up his first shop in Paris to begin development of a compression ignition engine. The process would last 13 years. In the 1890s, he received a number of patents for his invention of an efficient, slow burning, compression ignition, and internal combustion engine

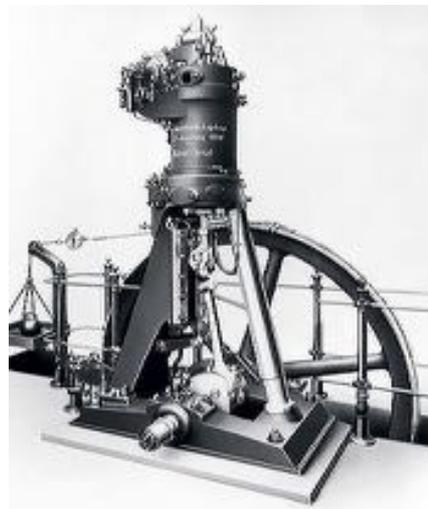
From 1893 to 1897, Diesel further developed his ideas at Maschinenfabrik-Augsburg AG (later Maschinenfabrik-Augsburg-Nürnberg or MAN). In addition to MAN, the Sulzer Brothers of Switzerland took an early interest in Diesel's work, buying certain rights to Diesel's invention in 1893.

At MAN in Augsburg, prototype testing began with a 150 mm bore/400 mm stroke design on August 10, 1893. While the first engine test was unsuccessful, a series of improvements and subsequent tests led to a successful test on February 17, 1897 when Diesel demonstrated an efficiency of 26.2% with the engine,

In the photo at right, under load—a significant achievement given that the then popular steam engine had an efficiency of about 10%.

The first Sulzer-built diesel engine was started in June 1898. Additional details of Diesel's early testing can be found in the literature. Development of Diesel's invention needed more time and work to become a commercial success. Many engineers and developers joined in the work to improve the market viability of the idea created by Dr. Diesel. Herr Rudolf became somewhat threatened by this process and was not always able to find common language with other engine designers developing his invention.

Diesel's attempts of market promotion of the not-yet-ready engine eventually led into a nervous breakdown. In 1913, deeply troubled by criticisms of his role in developing the engine, he mysteriously vanished from a ship on a voyage to England, presumably committing suicide. After Diesel's patents started to expire, a number of other companies took his invention and developed it further.



Diesel's Third Test Engine Used in the Successful 1897 Acceptance Test: 1 cylinder, four-stroke, water-cooled, air injection of fuel Output: 14.7 kW (20 hp) Fuel consumption: 317 g/kWh (238 g/hp-hr) Efficiency: 26.2% Number of revolutions: 172 min-1 Displacement volume: 19.6 L Bore: 250 mm, Stroke: 40 mm.

Rudolf Diesel, Heinrich Dechamps, Automobilfabrik SAFIR AG, Zürich AG St. Georgen, Zürich, 1907 – 1910. From 1907 onwards a development group led by Rudolf Diesel attempted to build a light high-speed diesel engine for lorries and trucks.

In spite of extensive efforts it did not prove possible to design a pump, which was able to distribute the small amounts of fuel in exactly identical parts amongst four cylinders at high pressure and high speeds.

In addition, the air injections of the fuel still essential were far too involved. The work was therefore stopped in 1910 and the engine was never installed in any vehicle.

1907, 4 cylinder Diesel truck engine.



4 cylinders, vertical, four-stroke, air injection, water-cooled, Output: 22 kW (30 HP) Speed: 800 r.p.m. Cubic capacity: 5.7 l, Bore: 110 mm, Stroke: 151 mm

Engines of the MAH-series had been built since 1924. They are amongst the first pre-combustion chamber engines with direct injection. In 1929 a new, small construction was brought out.

This was to provide the basis for the small diesel engine until well into the 1960s.

The engine is fitted with evaporative cooling: the cooling liquid circulates in a closed cycle, evaporates on the surfaces for cooling and is condensed again in the cooler



Sengs are located on the corner of Industrial Ave and Kingaroyy-Cooyar Rd.

Displacement Motor, 1910



This displacement motor developed by Deutz demonstrates a solution for a diesel motor without compressor. The displacement piston produces a vortex in the combustion chamber which was to mix the injected fuel thoroughly with the air. In 1910 first experiments with lateral injection were unsuccessful. Thus, the fuel supply was moved to the cylinder axis. The first diesel motors without compressor were available from 1912 onwards. The cylinder output of these motors was between 7 kW and about 80 kW.

Small Diesel Engine MAH 914, 1952



Output: 7,35 kW (10 HP) Number of revolutions: 1350 min-1, Stroke volume: 1,1 l Bore: 100 mm, Stroke: 140 mm

Home made tractor

This is Rod Lonsdale home-made Tractor, he built around 1977. It has a 8hp BSA engine, loose V-Belt clutch driving a Hillman 4 speed Gearbox bolted to a Hillman Diff (Circa 1953) It was never fitted with brakes, No problems so far. (Don't go down a hill, Rod. Ed.)

It was used a various Scout camps, during Brian and Rack's time It had a trailer, (still have to get it back) and was enjoyed by a lot of Scouts who were taught how to drive the tractor and how to back a trailer with it. They had fun and really enjoyed themselves.



Had to put a new tube in RH front tyre, Took a bit to break the bead on the tyre after 40 years. The tyre is a Mini tyre 520 x 10, it had a piece of tread lifting, it got cut off and is still operational. I will have it back there for September Rally



It was used to move a big (12 foot centre lathe) (about 3 ton) under my house in Burnett St. Then used to move it out when I moved to Geale St, and used again, to put the lathe in new shed. (*Perhaps we can entry this in the 2017 Sled Pull comp?... LOL.. Ed.*)



This little workhorse was even used to pull my electrical cables (200metres) through the conduit at Geale St. Has been sitting for 19 Years, and is now functional again. Magneto had seized, but has been repaired. New V-Belts fitted but were out of warranty.

Two suggestions to the club

At the club's January general meeting recently, club PR and Media Officer Jim Barclay suggested the following:

Old farm implements name tags

1. Since the Observatory was established in March 2015 across the road from the club's shed, teachers and parents have commented saying.. "It would be nice to have some historical info of those old rusty farm relics, placed upon them, so people can read what it is, what it did and in what year" The meeting thought that was a good idea and the club will looking into this suggestion as it would help in keeping the pioneer farming spirit alive, and it's good for Tourism, too!

Relocate some Advt. signs

1. Move the western side arena advt. signs that are displayed at the Rally, be moved onto the back of the Grandstand seating framework. These signs will face east – towards the main machinery display area.

2. This will give our advertisers maximum exposure as they do over in the Small Engine compound during the Rally. The signs on the western side of the arena are just too small to be read, by those in the stands. It was passed in that Jim is to get a costing and report back to the Feb. 21st meeting.

Club members at Xmas.

Just before Xmas last year, Lex Seng and his mate, Terry Jensen, teamed up to take some presents they had arranged with the Endeavour Foundation in Kingaroy. Dressed in red and sporting a huge pair of sunglasses, Lex mounted on Terry's 1950 John Deer, drove up the driveway much to the excitement of the awaiting gatherers. When they arrived they were 'surrounded' by a very happy crowd and didn't waste any time passing out the presents.



Lex gets a hug and smile from Endeavour Foundation manager, Heather Kocsis.



Santa arrives much to the excitement of the group. This function was an initiative of Lex.



Lex Seng as 'Santa' and Terry Jensen on his 1950 JD on their way to pass out Xmas presents to the Endeavour Foundation kids.

NOTICE

John Postlethwarte wants to form a form a 'Working Bee' to help restore Club Machinery & Tractors and he wants 2 only, 11 or 12-38 tyres and tubes for Club H tractor. Ph. John on 4162 2636. or his mobile: 0477 624 363

American Tractor Engines in Australia

by Duncan Rackermann

Now it could be said that I'm a tad bias to most British traction engines, as they all look the same. From 200 meters away, it is hard to tell them apart be that an Allchin, Fowler, Marshall, Clayton, Shuttleworth, Foster, Wallis & Stevens, or a Burrell.

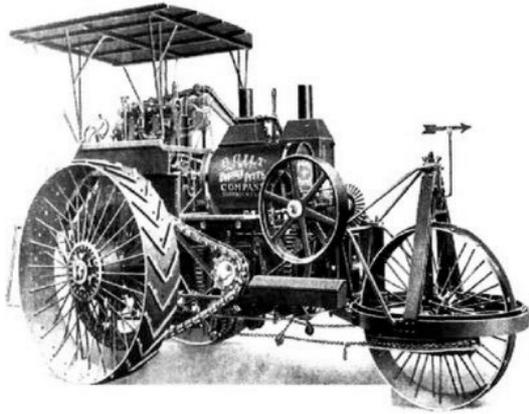
By the 1870's most British engineering firms had settled on a Bask standard design and the only real difference was in details, location of the water pump, type of governor, left or right hand steering, straight or staggered rivets in the boilers, with the Loco type boilers being the most popular to build which included a Stephenson link to control the motion of the engine itself.

On the other side of the Atlantic however, it was a different story. While the British stuck to a standard, the Americans seemed to delight with a variety of boilers, in the LOCO type, with either a return or vertical flue.

Many American engines had large steam domes fitted to their boilers rarely seen by their British counterparts. Many USA made engines had clutches inside their flywheels, much to the eyebrow frown of the Brits. While the the bulk of steam traction engines imported to Australia were from Britain, the American models were selling 75% cheaper, which had an adverse impact on British sales.

Buffalo Pitts

Of all the American engines that came to Australia, the one brand that really stood out was Buffalo Pitts - a company founded in the 1830's by twins John and Hiram Pitts, in Buffalo, New York state. While this firm built many single cylinder and twin, high-pressure cylinder engines, there is no record they ever built compound engines.



1910 Buffalo-Pitts 1st tractor Model 40-70

From 1898 – 1903, J & C Howard in Sydney, NSW, sold Buffalo Pitt steam traction engines in Australia, but following a dispute with Buffalo Pitt, they lost their agency and in 1904, International Harvester took over the dealership.

IH didn't build traction engines but saw no reason why they could not market the Pitts engines in Australia and did so from 1904 – 1914, when IH sold thousands of B/Pitts traction and portable engines to factories and contractors all over country.

In 1914, IH surrendered their agency as sales of Buffalo Pitts steam engines were biting into their own tractor sales. So in 1915 Buffalo Pitts sold its steam engine business to a banking manufacturing Company who kept building the engines under the name of Greyhound until the late 1920's when production stopped.

Buffalo Pitts engines were held in high regard for belt and traction work on flat ground, but so for hilly grounds. Fitted with a huge water tank mounted on top in front of the stack, proved to be a bit of a disaster, as it lost much of its water and I'd hate to think how it would be for traction, on clay soils with all that water being spilt!



1905 35-hp Buffalo-Pitts steam traction engine

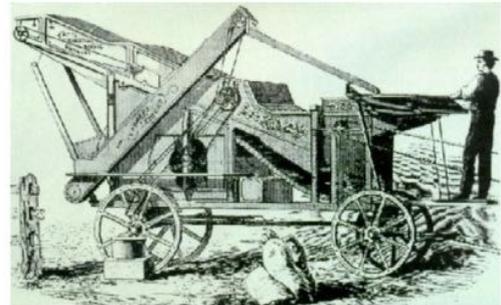
A front mounted water tank also made the Buffalo Pitts a heavy engine to steer with limited forward vision for the driver, however the price was right and International

Harvester sold nearly half of Buffalo Pitts factory production to Australians during the 1904 -14 period.

Buffalo Pitts did not have it all their own way as more and more American engines came into Australia, including Birdsall, Farquhar, Frick, Keck-Connerman, OS Kelly, Port Huron, Reeves, Rummey, AW Stevens and Case.

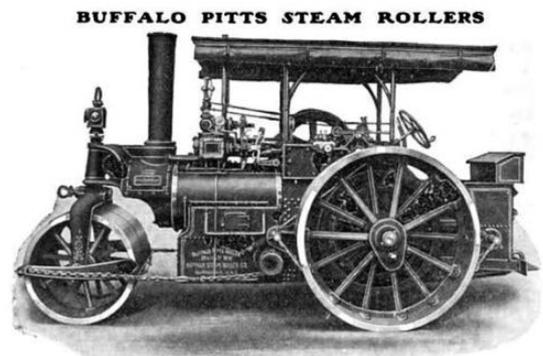
Case dominated the industry in America selling over 35,000. While Buffalo Pitts was seen by Case as a small competitor, in Australia it was the reverse, as Buffalo Pitts dominated the market of the American made engines that came here.

If you go to a steam rally and see American traction engines, 7/10ths of them will be a Buffalo Pitts.



A Buffalo-Pitts threshing machine

Buffalo Pitts thrashing machine circa 1904.



1904 - 1914 Buffalo Pitts traction engine at entrance to the club's grounds along Geoff Raph Drive.

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Battery and 4WD Air Filter sale by KMC

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KMC also has the FleetGuard (a division of Cummins) series of Air Filters in stock to suit most 4WD. Prices start **from \$35 each.** Call in the see the friendly team at KMC!



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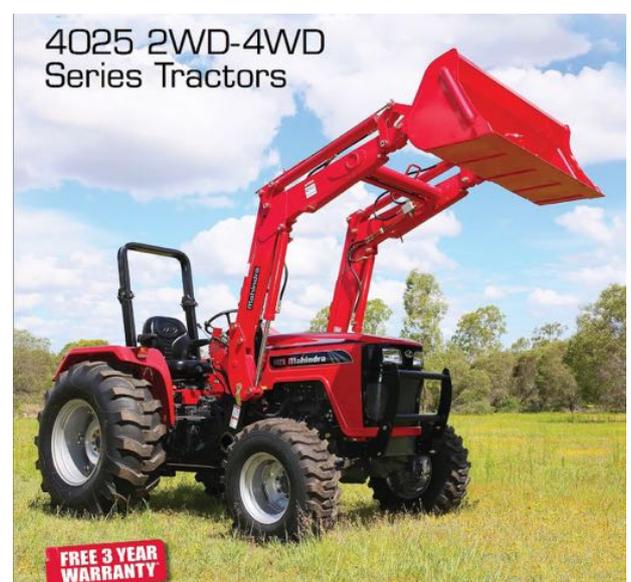
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Exhibitors breakfast and meals available all weekend with
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EXHIBITORS AND STALLHOLDERS PLEASE NOTE !!

Our club is not affiliated with NHMA so ALL exhibitors are welcome as long as you are appropriately insured

Please register on arrival - No insurance = No setup or display, NO EXCEPTIONS! Arrival and set up on Friday 15th is strongly requested! Vehicle movements will be almost impossible come Saturday 16th.

Exhibitor Info: Matt 0427 657 945 - Phil 0411 869 109

Stallholder and Camping bookings: Jeff 0428 625 408