Good day fellow members, the end of the year is fast approaching so it has been decided to once again hold the Christmas dinner at the West End Hotel. To be held Saturday night the 14th of December starting at 7pm. Next meeting we will need to know who will be going to the dinner.

The last meeting saw another big roll up with four visitors coming along to the meeting at the railway. Russell Price, (hopefully a future member) has just been trained as a tilt train driver and he gave an interesting talk on the train.

The Sunday Funday at the Thuringowa council park wasn’t as good as hoped for, a poor attendance. Ian had his Fielding, Dave a vertical Hornsby, Roger a few small engines, Brian Pump had a engine driven Qualcast mower and I took my section car. The section car behaved it’s self and started each time we tried it with a few swings of the handle.

Received a letter and photo’s from Keith Harnett will put it in the next newsletter. Also the next newsletter will be the last for the year.

Keith.
WANTED
Sell—Buy—Swap—Info

Wanted Your stories
Contact Keith Hendrick on
47888551 or mail to
23 Flagstone Av Rangewood
Thuringowa 4817

Wanted any information on
The Bristol 20 tractor and the
1 1/2 hp Novo
Contact Keith Hendrick on
47888551 or mail to
23 Flagstone Av Rangewood
Thuringowa 4817

The Kelly & Lewis Story As Told By Stuart Poole
Continued from last month

At home assembly was taking place, the drive and maggy were back on, the crank was in and held in place with one hand, the crank cover was slipped on and a bolt was screwed in a couple of threads. As I struggled to hold it all in place I asked my wife for a particular spanner so she passed me a shifter and with that in my hand I gave it a quick wrench only to have it slip of the bolt and skin two knuckles on the concrete floor, at that moment I exploded cursing the day that I took on the engine, as I rose to my feet I threw the shifter to the floor and to my horror it bounced four feet in the air ricocheted off the trailer and sailed through the glass window of the car.

Of course Jenelle made the situation more pleasant by calling me an idiot, so I told her if she had passed me the spanner I had asked for in the first place then none of this would have happened. At this point I could see that she understood where she had gone wrong as she gave me an evil glare before going upstairs.

Two bandaids later and the engine was assembled, it was time to start it. A few turns of the handle and it burst into life running a little too fast so I stopped it and screwed in the governor bolt and cranked it again, still to fast. I rang Ian and he was more than willing to come and have a look. Ten minutes later he had pinpointed the problem, the carby had hairline cracks in it. My plan was to repair the cracks with Devcon.

I took the carby to work and gave it a mild sand blast, the cracks were now more obvious and I was not sure whether Devcon would work, so I measured another carby in case another had to be made. Whilst looking at it the venturi had me curious so it had to come out. I called a mate to give me a hand, as he cupped his hands around the carbie I began to press the venturi out a bit at a time, each time I would press, his face would wrinkle up as though in pain and I would ask him what’s wrong, his reply would be it’s alright keep going, so each time I would keep pressing. We nearly had the venturi out when something fell on the floor and as I bent down to pick it up I started to go weak at the knees because there in my hands was a huge piece of carby that had broken away,
my mate reassured me that Devcon would no longer work. I could have choked him. I put the pieces in a box and went to Keiths; he has taken up the challenge to make a new carby and is nearly finished. I am sure that the results will be published in one of the upcoming newsletters. After reading this if you should need a hand with your engine, I am more than willing to help.

Stuart.

My Bristol 20 crawler tractor
By Keith Hendrick
Continued from last month

I removed the head expecting to see a lot of damage but once again I was pleasantly surprised the head was in exceptional order. While I had the head off I measured the bore and stroke and determined that it was an Austin A70 engine.

When I removed the plate from the bottom of the sump out poured a greasy gunge, when the gunge stopped flowing I looked up inside the engine and found things still shiny with a film of oil over everything. Things were looking up, until, I removed the governor and found it was empty, ah well, you can’t have everythin’ it should run without a governor.

The next weekend we couldn’t help ourselves, had to have another look, so off came the radiator then the head, Roger got onto the crank with a big shifter and was able to turn the crankshaft very soon Stuart was able to spin the crank while we cleaned and oiled the bore’s.

Next we attacked the clutch and found it to be working, all that was left was the turning clutches and brakes, but they would have to wait.

Last job for the weekend was to remove a sad looking magneto, it looks like a distributor with a coil on the side, a BTH with impulse. I turned it by hand while Roger held the lead, nothing. Stuart gave the points a bit of a rub with wet and dry and again tested it out on Roger, I thought at the time if it works they are in for a fright because of the impulse mechanism, you guessed it, there was a big Cooee and the magneto was nearly dropped. With out realising it Roger was holding Stuart’s arm and they both got jolted, when the lead was held to the frame there was a reasonable spark.

Once again we could not help ourselves Sunday was here so after I had gone as far as I could with the Novo, we looked at the turning clutches and the brakes. The brakes were the easiest, once we freed them we found we could move the crawler by cranking the engine, to make it easier we removed the plugs, and the tracks began to move again after twenty odd years.

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continued from page 3

Stuart then got the bright idea of hooking it up to a vehicle and towing it around the paddock. We did this while holding the turning clutches, one came free but the other defied us. Anyway there is all ways next weekend and the gear box got a bit of a workout in oil. The sump plate is back on and I have finally put the Bristol to bed, it should not deteriorate any more while I finish my Novo, I think this is why I am so slow at completing things, I don’t like to have two jobs on the go at the same time. I never seem to finish them.

Never the less I will keep on the look out for various items for the Bristol. A workshop manual, an updraught carbie, Zenith I think, a governor assembly and front cover. Although I think I can live with out one. Because the appearance is the first impression people have of a thing. I will look for someone to repair the tinware as that is some thing that I am not very good at.

Keith

Brian Pump sends this picture of a steam powered drilling rig, apart from the boiler and engine the rest is completely made from timber. A blacksmith forge and bellows can just be seen at the bottom right hand corner.