North Queensland Machinery Preservationists
NQMP Inc PO Box 11, DC AITKENVALE, TOWNSVILLE, QLD, 4814
November 2002

NEXT MEETING FRIDAY, 22nd November Air Services Building, Peel St Garbutt

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Good day fellow members, this is the last news letter for the year and may be the last meeting at this venue. Ian Williams says he is taking long service leave in the new year and my not go back to work at the end. Also note the meeting has been brought forward one week to the 22nd of November.

Last Sunday we went to display at Rollingstone, it turned out to be very dry and hot. There was no water under the bridge and the number of people were way down on last year. There were three new engines making their debut. Russell showed that he could make any thing go, he had his Fairmont engine there.

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This engine was made up with left over parts and ran quite well during the day. Stuart bought his newly completed Sundial it was really well done and ran nicely all day, I think Stuart has visions of pushing Ian Williams off the top of the ladder with the finish product and when Ian's new engine mysteriously stopped there was Stuart with his camera recording the event.

Ian Williams had his newly restored Lister D on display, this engine was supposed to be put away for a later restoration, but as he was cleaning it up to put away he couldn’t help himself and ending finishing it. I might add he is almost finished a Sundial and I am nowhere near finishing my Novo which I started at the same time that Ian started his Lister D.

Mick’s immaculate Lister D ran quietly all day with out missing a beat.

I took my section car up and had it running for a couple of short spells. It took a while to start it the first time until I discovered I was moving the throttle in the wrong direction.

Ian Matthews bought up his old tool display and a couple of chain saws.

The car clubs were well supported, Holden, Ford, Mini’s and old army vehicles.

Not a lot of people seem intrested in old engines, they walk up the line of machines with a blank look but every now and then some one comes along and gets pretty excited about some old engine that they can relate to, or they recognize the effort that went in to the restoration of the machine. When this happens it makes you fell good and that it is all worth while.

Spotted going (sneaking) into Andersens Carpets, apparently Stuart has talked Jenelle into putting indoor outdoor carpet under the house, to stop spanners bouncing. I reckon it would be cheaper to give Jenelle a lesson in spanner recognition.

Keith.
A Carby for Stuart’s Kelly & Lewis
By Keith Hendrick
The other day Stuart asked whether I would make a carby for his Kelly & Lewis as he had broken his. When he arrived around with a box of scraps it was easy to see that it would never work again. After studying it for a while and making a few measurements I reckoned I could make one out of brass, by making it in four sections and silver soldering it together.

It consisted of a parallel tube for the main body with a threaded flange at one end for the air intake. At the other end is the mounting flange and across the main body is another tube carrying the fuel pick up and the mixture screw at the end, so far all pretty easy to make. The venturi seemed all right (just as well) as it would be difficult to make.

I started off by making the main body, we made it about a millimetre larger in diameter to give it more strength as the original was very thin. It turned out not to be necessary as I think the brass seems a lot stronger than the original.

I did not bore the body out at this stage but made the piece that has the fuel pickup thread one end and the mixture screw thread the other end. I then bored a hole through the main body at right angles and inserted the fuel pickup piece through the main body. The fuel pickup thread was an odd thread so I had to cut it in the lathe, the mixture screw was no trouble as it was 3/8” SAE and I had taps to suit.

It was then over to Ian Williams to have the two parts silver soldered. Once this was done the main body was bored out to the diameter of the venturi, this left the mixture screw dead in line with the fuel pickup. (that is where I went wrong when I made the farm pumper carby the mixture screw did not line up with the main jet).

Next was the threaded flange for the air intake, this caused some trouble at first with such a fine thread and a small amount of play in the lathe I found that I started to cut the thread off again. The cure was to keep a slight pressure carriage hand wheel, while doing this the tool entered the thread right on target. The flange was then bored out to fit the main body.

The mounting flange was then made and all so bored to fit the main body. Stuart was given the job to cut it to an oval shape and drill the mounting holes.

A hole was drilled at right angles to the main body next to the mounting flange to carry the throttle butterfly.

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Everything was ready for assembly, first I fitted the intake flange and took it around to Ian to silver solder it on. Then the flange was faced off in the lathe, once this was done the mounting flange and butterfly lugs were fitted and also silver soldered.

With the venturi fitted the carby was finished. Once cleaned up it looked a million dollars, I hope it works, but we will have to wait for Stuart to finish his engine.

Keith.

Pine Rivers Club Rally
By Keith & Lynda Hartnett.

Attending our first rally since moving to Brisbane from Cairns recently, a pleasant was spent at the Pine Rivers Historic Machinery Restoration Society Inc. “Twilight Rally”. Which ran over two days on September 21 and 22,2002 at Strathpine’s Pine Rivers Park.

The club has about 30 members currently but also exhibits from members of other clubs in the area such as Caboolture and Too-woomba clubs.

Most of the engines exhibited were smaller engines, due to space and storage constraints of members at their homes. Many ‘N’ type Ronaldson –Tippets were noticeable.

Our favourites were an “Olds” Marine Engine, 5-7 hp, type M manufactured in Maryborough in 1958 and a 5’ bore hot air pumping engine, designed on the Ryder principle.

Keith was particularly impressed with how well a McDonald Imperial super Diesel 4hp, model CC engine manufactured in 1932 and displayed by Gary Juster of the Caboolture club ran.

Another interesting exhibit was a New Way 4 1/2 hp engine displayed by owner Dennis Alchin’s two young sons. The younger son at about 10 years of age, was extremely knowledgeable and enthusiastically talked about his engine and many others on display. It was refreshing to see such enthusiasm from such a young collector.

His knowledge of these old machines and his enthusiasm, will mean that the interest in Vintage machinery will continue. After all, apart from the enjoyment we collectors and restorers get out of our machinery, isn’t preserving these items for future generations to enjoy and appreciate, what it’s all about!

Keith and Lynda Hartnett,
Associate Members, Narangba, QLD.

Keith with Dennis Alchin discussing the 4 1/2hp New Way

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