Good day fellow members, welcome to a new year, it’s only 50 weeks to Christmas. We have just had our Christmas dinner at the West End Hotel with a good roll up 17 in all.

Once again the food was great and so was the atmosphere I think every enjoyed them selves, mind you Mick and Beth Harris were pretty quiet. Found out when Beth let it slip that they had just done a 210k bike ride (push bike).

It seems that they were going for a short ride and in no time they found themselves at the Walkabout servo, this is where commonsense went out the window when Mick suggested they try for Charters Towers.

Well when they reached Woodstock commonsense returned and Mick realised how stu—silly he had been. After a long conversation (rest break) they decided to head for home.

I have to apologize for any error that might be in this story as I did not write it straight away.

The next meeting will be held at Ian Williams place and from there we will decide where the next meeting will be held.

Brian Pump had some bad luck, a fire in his shed destroyed...
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a lot of his photography equipment, including a collection of old camera’s. Also his large collection of engine manuals were destroyed or sustained water damage. The remaining manuals have been taken to Ian Matthews where he is reviving them.

Keith

Malcolm’s Farm Pumper

Malcolm has finally started on his farm pumper, he is going to use it on his second bore. This motor has a lot of history, it belonged to one of Malcolm’s mates who lived at Kajabi.

Back in the forty’s he made it into a compressor by bolting a piece of piston complete with rings to the top of the piston, this completely filled the space in the combustion chamber.

Malcolm said it worked well as a compressor good for a 100 psi with plenty of capacity. He claims the mate painted his house in Mt Isa with it using a 44 gallon drum as a reservoir, it must have been thicker than the ones we see today other wise it would look like a football. Malcolm acquired the compressor after his mate died and used it for many years driven by a lister.

What he thought was a Buzzacot by the flywheel turned into a Southern Cross when he cleaned some of the gunk off the motor, not only that it looks like it was made up of two different motors by the way two sections fit together, also the casting was broken off just behind the clamp.

The next time I saw it Malcolm had electric welded it and had done a good job at that, but the heat melted the white metal bearing. Next Malcolm clamped the shaft down on the good front bearing, this left the shaft suspended over the melted bearing and using some fire clay to keep the white metal in he was ready to pour the bearing.

The bearing was a success now this bearing is the best in the engine. When I saw the engine today he had it back together and it turned over quite well with good compression although there I quite a bit of play in things especially in the governor area.

Malcolm will have to take care setting up in the governor area or he will have a runaway but if he is careful I think it will run alright.

Keith

PS the engine has been running
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Just got notice from life be in it to display our engines on Australia Day at the Thuringowa council park on Sunday the 26th of January commencing at 4pm finishing at 7pm.

Keith

Pat O’ Brien has kindly donated his collection of videos to the club, they are currently looked after by Ian Matthews so anyone wanting view any of these Videos contact Ian on

ianm01@hotkey.net.au or phone 47731563

Videos Commercial
1* Power of the Past – English
2* Blackstone & Co. Ltd
3* The Great Dorset Steam Fair
4* The Anson Museum
5* Classic British Engines 1
6* Classic British Engines 11
7* Petter Oil Engines
9* Busselton 6th National Rally
10* Henty 7th National Rally

Videos Home
12* Engine Misc
13* Busselton Rally Trip to WA – Old Bikes
14* Burleigh Hds 1984 – Steam Rally 1983
15* Engine Collections, Private collections
16* Home Hill Harvest Festival 1988 plus local collections

Engine Dating

Since Ian has taken over Brian’s manuals,

he is offering the same service of dating engines and for a cost covering fee will copy any available manuals you may need.

He can date all Southern Cross engines that were built between 1926 and 1982.

As soon as possible a list will be published listing all the manuals that will be available for copy and all the engines that he will be able to date.

contact Ian Matthews on 47731563 or Email ianm01@hotkey.net.au

Southern Cross Register
Ian Matthews

If anyone is interested, I would like to start a Southern Cross register. If you have a Southern Cross engine please send your details to

Ian Matthews on 47731563 or
Email ianm01@hotkey.net.au
What's left of two magneto’s after Brian’s fire