Good day fellow members, well the annual general meeting has been and gone with little or no changes. Mick Harris is still the president, Ian Williams retains the secretary job, Richard Hubinger holds the purse for another year and you are stuck with me for another year doing the news letter. Ian Matthews, Merve Carey and Ian Williams are the safety officers. Ian Matthews and Richard Hubinger are the dating officers. Trevor has been returned as rally officer and Merve Carey is the clubs equipment custodian.

The club would like to thank Beth Harris for doing our books it has certainly allowed us to get our things in order quickly this year.

Also thanks to everybody for the prompt payment of club dues. This has made Ian’s job so much easier getting payment away for our insurance.

Thanks also goes out to our sponsors Bill Osborne & Staff of BP Dalrymple who helps us with fuel. Helping us with our postage are Trevor & Carol Phillipson of Kool Fix, John Barr Tyres and Jesse’s Quality Paints. Neil James of Jesse’s paint also donated paint to the combined clubs swap meet. This was used to mark out the paddock for the swap meet.
The swap meant an early start for Angelo Toci and Ian Williams, they had to be at the swap meet by 5.30 in the morning to direct traffic. My stint started at 7.00 am and I think Angelo was glad to see me. Once traffic duty was over we were able to get our engine display under way. Angelo had 2 early Victa’s for his first display. Dave had his Fielding, didn’t miss a beat. Richard had his MV and Inter M. Merve had his R&T and I took along my section car. Displaying for a first time with a Lister D was a new member Tony Hannon.

It was a good meeting, had plenty of interest from the public including a couple of potential new members. As it happens the club welcomes two new members, Tony Hannon from Townsville and John Kilpatrick of Cairns.

Last Saturday we went down to the Burdekin Agriculture College for their open day and we put on a good show. We were helped out by the Burdekin club, Nev Woods bought two engines and Alf Shand bought along a rotary hoe. All told we had ten engines, four from Ian W, four from Richard, a table of tools and a chain saw from the Matthews family and my section car.

Four ladies came along, Gwenda, Heather, Desley and Natasha. So an enjoyable day was spent under the trees. Some of us went on a bus tour around the college and found it quite interesting. The day finished early with a BBQ at the rodeo ground while they conducted some horse events.

Don’t for get we are going up to Ravenswood to start their engines next Saturday. There will be a BBQ lunch provided.

I attended a railway open day for the south yard workshops the previous Saturday. The railway heritage had a display there along with my trusty section car. They displayed many photo’s of the railway past. The model loco club was also there with some outstanding models, a very professional built steam loco and several miniature steam engines mounted on a board driven by air this day, were out standing.

Keith

PS We need more stories, so if you are on working a project, write it down.
Hello from the West, yes I’m still around and I’m still looking for old bits of rusty iron. It’s been a while since I’ve written anything for the newsletter, that old fellow in Townsville has been hounding me for a while, so I thought I’d do the right thing. Since I last wrote I’ve been lucky enough to get hold of a couple of engines, both Coopers, one is a 3hp XC and the other a 4hp XD. The 3hp came with a double portable shearing stand; I was able to get hold of this unit from a fellow collector in Geraldton, just 800km down the road. It came from a farm 50km north of Geraldton and one day just stopped, so it was pushed to one side, I had let it be known that I was after a Shearing plant, and just before Easter I received a phone call asking if I was still interested, I may look silly but I didn’t have to be asked twice, I told my boss that my work vehicle had to go to Geraldton to get some work done on it and just because it has a hydraulic crane on the back had nothing to do with it, it really did need the work. It was also a big surprise for Marie too, she was just as excited as I was but she was hiding it better. When I was checking over the unit I noticed that the cooling tank was missing (it’s 10” round & 30” high, I don’t miss much) and the hose connections to the engine were also not there, he showed me an other engine with the coolant fittings, but it was a 4hp, which was not the correct engine for this plant and as the nuts were a little bit rusty, I decided to bring this one home as well so I had time to remove the fittings. When I got back work/home I put it into the workshop, and started to have a closer look around this unit, I’m not going to start anything as I have a few projects to finish, but one thing lead to an other, and the next thing I knew, there were bits in the pickle getting cleaned, I’d called Don Read in Brissy for some parts and I was checking out the paint locker deciding on what colour it was going to be.

For all your insulating requirements on roofs, mobile homes, caravans etc see the new space age Thermashield from Jesse’s Quality Paints - Your One Stop Paint Store - 14 Carlton St Kirwan.
It’s coming together nicely but I only want to get it to a stage where I can pack it up ready for storage, this place is only a temporary stop for us, it’s not home.

I’ve just about finished the Engine, just waiting for a top ring from Don in Brisbane. The whole plant was a surprise really the way every thing was easy to take apart and didn’t take much to clean up, I’ve been told that this is because of the Lanoline from all the shearing and all the oil the shearers put through the unit. These Coopers are very much like the Ronnie’s; even the main bearings are around the same price ($350.00) the valves are a lot bigger and stronger, and when I gave it a valve grind they came up really easy, no blisters in the palm of the hand. All that I need now for this unit is the flywheel with an extra pulley for the grinding wheel belt, and I’m waiting for a large BSP tap to clean out the exhaust port threads on the carbie so I can fit the exhaust pipe. Now talking about Taps, I had to make a few square nuts and bolts for the frame of this Shearing plant, I ordered a ½” whitworth Die and when it finally arrived (three week wait) I made the bolts and cut the thread, I then made the nuts and put the thread through them. I then tried the nuts and bolts together, not a hope they were tight after only a couple of threads, it was getting late and I wasn’t to happy so I went home thinking its something simple I’ll find what I’ve done wrong tomorrow. When I check the next day same thing again, there was no way these bolts were going to fit, I tried one of the bolt I’d made against the ½”BSW tap and there was just a slight difference, yes I did check it against a ½”UNC same thing again. I made up an other set of bolts this time using an other Die I had (all my gear is stored away in boxes), bingo they fitted, the only thing I can think of is the Die was incorrectly marked or badly made.

Well that’s all the news from the west for now, did I ever tell you they don’t show Rugby league on TV here in the west, what a strange state this is?

Andy.