Good day fellow members, it has been a busy couple of weeks with two welcome letters for the newsletter. Another letter from Keith Harnett saying that he is leaving the club to join the Pine Rivers club. Keith has been living in Brisbane for two years now and has been a good supporter of our club. We wish him well with his new club.

Malcolm and I traveled to McKinley to pick up a couple of motors. That’s next month.

Still some club fees not in yet, don’t forget the insurance runs out 31st July.

Museum Resource Center NQ and Museums Australia (Qld) are holding a workshop at Ravenswood. Topic, Current Approaches to Preservation and Presentation of Historic Machinery. You will need to fill in a registration form, and I believe there will be a free bus traveling to Ravenswood.

Every body had a good day at the all British day although it seemed to finish early. Ian Matthews took my unfinished Bristol Keith

**Coming Events**

- **Cairns Show** on 22/23/24 July
- **Blue Water Swap Meet & Display** on 25th July
- **Ravenswood Workshop** on 12th August
- nomination forms from Ian Williams
- **Townsville Swap Meet** at Townsville Show Grounds on 14th August
A couple of weeks ago Malcolm and I were helping a wheelchair bound bloke clean up his farm in readiness for sale. I might add we got very little done as he had to supervise every inch of the way. He is a remarkable chap does everything himself out of the wheelchair, even putting a fence post in from the wheelchair. The first day we got his 1950’s Fordson Major running and I did some slashing. The second day we fitted a rear wheel on a second Major. Anyway while we were wandering through the scrub we found a tractor graveyard. Lying in pieces amongst the trees were a couple of early Fordson F models.
A Members view
By Andy Nicholson

I’d just like to tell you all about the trip I’ve just come back from. I was asked if I’d like to exchange one of our Trucks here at Learmonth with one at Darwin. After much thought (2 seconds) I decided to under take this arduous task as it was for the defence of the nation.

I had to drive for eight days (round trip), over nighting each night at a McCure Motel, and spend a week in Darwin waiting for the Truck to be readied for the trip back, it was no easy task but I persevered. I’ve noticed since being in this hobby of ours that while driving, every pile of rusting metal I’d drive past I’d scan it looking for any thing that resembles an old flywheel or engine part.

On this visit (this is my third) I was able to find a solution to a nagging problem I was having with the positioning of the Detent lever stop-pin on a Buzacott Farm Pumper, having seen it I don’t know why I’d never thought of it by myself?

I once again met Leo walking around the hanger, and like most engine people we just had to have a chat, I left the Qantas hanger 2 hours latter.

Still having some time to kill, I drove out to East point war museum, had a look at the old WW2 gun emplacements and other bits and pieces.

One thing that I did notice was the old shed they had made as a quick fix during the war, they were made out of angle iron and corrugated iron and were put up by two people in a few hours, there still standing, and just the right size to store some engines.

Andy…
**Grease Gun Instructions**

By John Moody

These are the instructions for using a compressed air grease gun that I brought recently. Although the gun works perfectly, I can't say the same for the instructions. The gun is made in China and the instructions are in Chinglish.

"IMPORTANT:

1. If the way of Cartridge loading to be used, it could be cause Rubber Plunger transfigure and contract by squeezed long time which in inside of grease cartridge, and by soak of grease a certain period.

2. At this moment, if change the loading way to Dispenser loading or Bulk loading, and then, there is a normal phenomenon that have a little amount grease is possible seep out from the bottom of Container Tube.

3. In order to avoid the above phenomenon happened, please decide use long period and a proper loading way initially (depends on the variety of grease that your local supplier applied) and use if necessently.  
   **(Do not use MULTI-LOADING alternately!!)**

4. And now, puzzle of grease leakage been settled."

If you can tell me how the hell the "puzzle of grease leakage has been settled", please let me know!

John Moody.

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**N.Q.M.P.’s Visit to the Townsville Show**

By Mervyn Carey

As the club was invited to display at the Townsville Show, the members that could go did so.

Ian Williams had three engines, Ian Matthews had a variety of chain saws, Brian Pump had a display of motor mowers and I had four engines, two of which gave trouble when trying to start them in the morning, due to water in the combustion chambers.

With the help of the two Ians we managed to start and run them for the three days.

A great deal of interest was created by Ian Williams replica of Henry Fords first engine. One would have to say that the display was very good, judging by the number of people that stopped to look and chat while passing through the area.

While loading the last two engines on to my Ute disaster struck. My first engine a Ronnie rolled off the Ute and dropped to the ground smashing the front axle but not damaging the engine.

With the help of five (yes 5 men) and my winch we managed to get it back on the Ute and home where I was able to repair the axle.

Till the next display. Mervyn Carey.