Good day fellow members, still have a few outstanding fee’s, we need to get them in so that the insurance can be finanised in one go.

So far, there are not a lot of displays on for the rest of the year, one coming up in August at the Upper Ross, we should make the most of it. The other is the Old Wheels in Motion at Biloela. Richard and I are going down to that one, just our luck winter seems to have arrived, it was pretty cold when we were there last year.

We should be having our AGM next month so all members should front up for the next meeting.

The club welcome's quite a few new members to the club, Aaron Coad’s brother Garath from Caboolture, David Falls from Malanda, Cliff Coucher from Atherton, Barney Hurley from Townsville, Mykel McKaskell from Townsville, Kerry Gavan from Townsville and Paul Dalzilio’s dad Moris from Elarish.

There have been some achievements in the back shed, Ian has just about finished his new section car, he is working on a

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North Queensland Machinery Preservationists

turn table.
Malcolm is still battling on with his lathe, tried to fit an elec-
tric motor, but had no luck as it was a 3000 rpm motor, he may
have to go back to his Lister D driving it.

New member Mykel already has a couple of motors and is
working on a small Southern Cross diesel.

I am still working on a folding roof for my M15 section car,
have a prototype but it needs a few adjustments to it yet. Ian W
gave me a larger pulley to try, I’ll have to make a new center for
it.

Rod has finally got his first motor up and running. With a little
help from Ian W, the cranking ceremony was a couple of weeks
ago and with a few adjustments it was ticking over like a clock
(well a big clock). It was well finished and is a credit to him.

We have a few international travelers in the club, Trevor and
Carol are back from a trip to USA, might be a story there.

Our Foreign Correspondent Merve Carey is off to England,
Europe and America. We definitely should get some thing out of
that trip.

Keith
Swap Meet at Charters Towers

I (Ian M) arrived at 7.30am on Saturday at the Charters Towers Swap Meet held at the show grounds this year and I was late as there were 52 swap sites up and running and there were still lots of people around at sunset, it was one full day.

Sunday was just as good but by 2.30pm it was nearly all over. The best deal of the day was K & L diesel in working order for $200.

The engine display site was the best right at the main entrance (the only entrance) and people had to pass us just to get to the swap sites. Also we were under two big trees (shade all day) with toilets and water on the display site.

Merve and Ian M were the only local members who attended the swap meet and with the local Charters Towers members there was 16 engines, 3 chain saws, 5 outboards, 1 lawn mower and there was never less than seven engines running at a time.

Merve had his usual troubles. "#*+^&"? doesn't want to run.

Ian Matthews.

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SOUTHERN CROSS
MARK ‘J’ FARM PUMP
Farm Pump Engines were originally manufactured by Fuller and Johnson in America and up till about 1926 the Toowoomba Foundry Co. were distributors for this engine. Some time before this the Roseberry Engine Works in Sydney decided to make a copy of the Fuller & Johnson Engine and marked it in Australia as the Roseberry Farm Pump Engine.
The Roseberry Engine was made almost the same as the Fuller & Johnson except they used a rotary magneto direct gear driven from the driving pinion on the crankshaft, and mounted on a flat on the side crankshaft main bearing.
Roseberry Engines were fitted with Fellows E.A.1., ML.CMA, BTH, M1F2 and Bosch also Wico magnetos.
Fuller & Johnson engines were originally supplied with battery ignition and then with an American Bosh magneto mounted on a cast bracket on the right hand side of the crankcase and then finally a means of a Wico Magneto ignition from the driven gear shaft on the engine.
During 1926, on account of the tariff on the American imported engines Southern Cross decided to make a copy of the Fuller & Johnson engine, and so the Southern Cross Farm Pump Engine was produced This engine was also the same as the Fuller & Johnson engine except for the following variations
(A) SC fitted a rotary magneto drive similar to the Roseberry and used a B.T.H.M1 magneto
(B) Instead of using the Fuller & Johnson and Roseberry style of side arms and cross head for the pump, SC used wooden side arms and the standard Fig 1092 crosshead. This crosshead was a distinct advantage over the Fuller & Johnson and Roseberry type in that it gives a satisfactory guide to the pump rod instead of letting the rod rub against the side of the pump pipe.

During 1932 the Southern Cross Engine was converted from a petrol engine to a Kerosene engine by altering the compression ratio and including the Southern Cross patented petrol starting cup in place of the existing needle valve and it is possible to convert any existing petrol engine to kerosene engine. The first engine to be supplied as a kerosene engine was No 2057
Then at the end of 1933 the magneto was changed to a Wico and instead of using the Fuller & Johnson form of drive SC arranged an eccentric drive from the camshaft gear.
Then in 1936 the magneto was changed to a genuine German Bosch and the drive changed back to the same as before with a gear drive from the crankshaft and in the middle of 1937 the bevel pinion and bevel gear were revised to improve the strength of the teeth on both parts.
At the end of 1956 the crankshaft was made from a high tensile cast iron instead of from a steel forging. The governor pinion, J81 and driving pinion J82, were cast integral with the crankshaft instead being separate parts keyed on.

Also at the end of 1956 the magneto was changed from a Lucas NIL to a Lucas SR1.
The first SC farm pump No 251, 1927 the last farm pump No 57034, 1959
Best year for production 1948, 450 engines were made.
Worst year 1934 there were no farm pumps made that year.
Total production of ‘J’ pump engines 6886

Ian Matthews

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