Good day fellow members, we have one display this month the Willows State School display, that falls on the last Friday of the month, so we are going to have our meeting during the display.

Last month several of our members took engines down to Brandon and displayed with the Burdekin club, in support of the Delta Iron work’s 100 year celebration. Ken and Carmen came up from the Pioneer club at Mackay.

The Delta Iron works cast a bronze statue that was erected in the park at the Brandon precinct, for the RSL and representatives from the armed services along with Doug Green owner of the Delta Iron works and the Mayor were there for the unveiling.

Later in the morning the foundry was opened to visitors, it was like stepping back in time in the machine section. A shaft running the length of the shop driven by an old Gardner, had belts running down to the various machines, this section of the works is no longer used. I hope they keep this section as it is definitely a museum.

**Coming Events**

Willows State School
Annual Fun Fair on 27/10/06 from 5pm—9pm
You can see that the foundry caters for the sugar industry as there were thousands of elevator sprockets of all sizes along with all their master moulds. At the time they were machining huge brass sugar crusher bearings for the mills. They must have been for a shaft two feet in diameter. The machinist told me they did bearings for all the sugar mills.

You have to feel envious of the Burdekin club and the town of Brandon for the support that they receive from the community as well as the state and federal government.

John Moody and I went to the Thuringowa council to check the venue for next years inter club rally. The areas available at the Riverway Precinct are shrinking, as they develop the area they are using an under ground soaker hose type of arrangement. Consequently they don’t want engines sitting on it.

Fortunately there is still a large area at the back of the Weir school that should be perfect for our needs. With enough room for all exhibitors to park their vehicles behind the display. There are four or five huge trees that would almost cover the total area in shade, also we will be able to use Weir School car park.

The only draw back is the closest water is 120 metres away and the toilets would be around 220 metres. This would be the last time that we could use this area as it will be developed for accommodation in the future.

Next Monday, Malcolm Dunn, Ian Williams, John Moody and myself will taking our section cars up north to run on the Forsayth, Mt surprise and Einasleigh line. Then travelling to Croydon to make a run to Normanton and return. Trevor Phillipson, Keith Battley with Tom and Jan Callow will travell up a few days earlier, along with several operators from the south to do extra runs on the Dimbulah, Almaden and Mt Surprise line.

Keith.
Ian’s Magneto Testing Gear

By K Hendrick

Ian Williams has gone to great lengths to set himself up to overhaul magnetos.

Some time ago he restored a coil winder with, may be the idea to attempt to wind a magneto coil, but unfortunately the change gears for changing the wire feed speed were missing. This is the same set up as for a lathe where you get a stack of gears that allows you to change the travel speed of the saddle.

Fortunately a mate of Peter Higgins was able to download information pertaining to this winder, from the web. Included in the information was a chart showing the gear combinations for different wire sizes.

So if Ian ever got serious about winding a coil he would know what gears to buy and machine to fit. Unfortunately it would cost a couple of hundred dollars to do it and for only one size of wire.

The winder is driven by a Technico electric lawn mower motor controlled by an electric drill speed control switch, mounted in a foot pedal and a double pole double throw toggle switch connected to the field coils to change the direction.

This makes it the ideal machine to drive magnetos, so the first job was to manufacture an adjustable platform to hold the magnetos. This platform not only adjusts up and down but moves back and forth on the tail stock slides. With a dozen or so holes Ian can mount many different magnetos and drive them in what ever direction and what ever speed he wants.
A spark gap tester was mounted at the end of the bench. This consisted of two probes, one adjustable facing one another for the spark to jump across, and a third at right angles to the first. I have no idea as to the purpose of this third point, but Ian copied it from a Lucas manual. The gap is set at 5mm and a good magneto will send a spark across this gap while it revolves very slowly around one revolution a second.

Along with a pressure gauge and air regulator, a pressure chamber with two different spark plug threads was removed from an old spark plug test machine and fitted to the bench. This allows Ian to test magnetos and spark plugs at various working pressures.

To complete his magneto overhauling gear, Ian has manufactured a 240V AC remagnetiser using identical winding data as I did with mine, giving him around 30,000 ampere turns. This is probably twice as much as required. Its no wonder he gets some good results in overhauling magnetos.