Good day fellow members, nobody told me that the years would go this fast when you retire, but this one is certainly flying. As you can see May is a busy month for displays.

It is easy to do the newsletter when some one writes the storys, Paul has the conclusion to his Galloway story this month. Who wants to write one for next month.

While I was on a section car run at Monto last month I bought home a couple of sad pre war Fairmont motors QHM, very similar to the later RQD motors except for the cooling system, these have a hopper instead of a radiator like condenser. There is a photo on the next page.

I have already started to dismantle one and the signs are promising, but the bigend bearing is shot, so there should be a future story in it.

Ian and Andy are putting the finishing touches to a crane similar to Ian’s, for Andy’s ute.

**Proserpine Swap Meet** at Show Ground on 21-22 April

**Inter Club Rally** at Thuringowa Riverside park on 6th May 2007

**NQ Wheels** at Rollingstone on 13th May

**FNQ Rotary Field Day** at Walkamin on 30-31 May

**National Rally** at Bileola on 20-22 July

**Kool Fix**

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Hi Everyone

The Southern Cross Register is going world wide and can be found at http://www.oldengine.org/ or on Jerry Evans home page www.oldengine.org/members/evans this was done as Southern Cross sent engines to South Africa and also made engines in South Africa also I know some Southern Cross engines have made it to the UK

SOUTHERN CROSS REGISTER
Ian Matthews ianm01@hotkey.net.au

What a Find
By Paul Dalzilio continued from last month

I couldn’t believe my luck and so close to home. The base was sunken up to the flywheels in dirt. We jacked the roof up and tommed it up to make it safe, and proceeded to dig around it.

We shoved a sheet of iron underneath it to enable it to slide, and winched it out into a clearing. Next thing was how to load it into the back of the ute.

So I went to the farmer and asked if I could borrow his hydraulic boom. We lifted it on to the ute and took it home.
I gave it a good pressure clean and a squirt of WD40 all over.
The piston was stuck on BDC and took no time to free it up.
I knew where there was a set of big wheels that could be used for a transporter. I picked these up along with some steel beams and proceeded to make a transporter to make it manoeuvrable.
I made a list of all the repairs that had to be done which I tackled throughout the year.

The tapered inlet valve spring was badly rusted and in half a dozen pieces. So I measured up what I could and took a drawing to Cairns Springworks to get one made.
Next job, the timing gear needed a trip to the dentist. One tooth was completely broken off. After getting a few different opinions on how to fix it, I went along with Huck’s (a work mate) advise.
I drilled and tapped 3 x ¼ inch holes side by side and screwing a bolt in till it bottomed out and cutting the head off one by one.
After that I proceeded to file a rough profile of the tooth. I then Mig welded the 3 pins together and filed some more till I got the exact profile.
which turned out perfect. I even surprised myself.

I pulled the crank and piston out to check the bearings and all that was needed was a bit of scrapping and re-shimming.

The bore and the rings were in perfect condition so I de-carboned everything and put it back together.

The compression was unbelievable. I cleaned the Magneto up. The trip rod and wedge block were seized and the springs were rusted away. After a bit of playing around I freed this all up and fitted new springs. I pulled the ignitor out and cleaned it up. I cocked the Magneto and let it go. I had a nice big fat spark.

In the meantime I emailed some photos to John Cullom in America to see if he could identify mine. Going by the photos, serial no. and measurements it was a 1922 9hp Galloway. But could have been badged a Dial in Australia. It turned out he had an original manual on it which he emailed to me. It weighs ¾ tonne by the way.

The next task was to set the timing. I knew the exhaust valve had to open 35 degrees before BDC and had to open 5 degrees after TDC. So I marked top dead centre and bottom dead centre and divided the flywheel into 360 degrees and marked off the exhaust valve marks. A small adjustment was needed on the push rod and this was set.

I timed the Magneto to trip on TDC in the retard position.

The carbie just needed a clean up. A new fuel line was made and piped up.

A big oiler was given to me by a nice old chap, Doug who I often swap parts with. This fitted the engine nicely.

With everything set to go a few final checks, and not knowing what to expect, I opened the decompression valve and turned the flywheels over a few times, nothing happened.

After adjusting the fuel valve, I gave it another turn. And away she went. I quickly advanced it and closed the decompression valve.

I don’t know who got the biggest fright me or the family as everyone came running. I let it run for a few minutes and then shut it down.

I made a few adjustments to the Governor to slow it down, and restarted it. First pull-over compression it started. I sat down with a few beers and watched it run.

Since then I have learnt to start it by cocking the Magneto and pulling it back on the compression stroke and tripping the Maggie. Starts easy this way. So now it has to be stripped down and given a nice paint job, but all in good time.

Paul.