Good day fellow members, the AGM is over and as you can see I am still doing the newsletter. There has been some changes at the pointy end. Andy Nicholson is the President, Rod Allison is the Secretary and Merve Carey is the Treasurer. Most the rest of the positions remain the same.

This month we have a couple of articles, the first from Michael Biggs on the Atherton show. The second, is the second installment from young Stephen Williams on his Southern Cross Pumper. Also an article from Andy Nicholson writing as the President, I hope we see an article in the newsletter each month.

Andy has given me NHMA rules to mail with the newsletter. At the next meeting we will have check that our rules are in line with those of the NHMA. So all members going to the next meeting should read through the NHMA rules so that they can have input at the meeting.

It has been good to get some articles for the newsletter last few months and I hope you can keep them coming in as it makes my job easy.

Keith.
Hello All.

As the new President of the NQMP Inc, I thought it might be a good idea to introduce myself. I’m a member of the Defence force (Airforce), having served 22 years, next July I’ll be back in the real world. My trade is Motor Mechanics, which has helped me in this hobby, but there is still a lot I don’t know.

I’ve been with the club for about 7 years, started collecting with a 4hp Ronnie. I’ve some big shoes to fill, taking over this new job, (and Russel’s size 12’s are nothing to laugh at) but with the help of you the other members, I hope to make a half decent job of it. Each month I hope to put some thing into the “News Letter” and let you know what’s being said and done.

I’ve got Keith to enclose the latest NHMA bulletin, which we will need to discus at this coming monthly meeting. Have a read and have your say at the next meeting. The “Safety Officers” up north will have to keep an eye on these new items, and your comments would be appreciated.

With our club having members in the Tablelands, it would great to get together for a meeting (Display), this has been suggested before. A few of us new members were disappointed that we missed the last Display.

At the last meeting one of the topics was the “Custodians” of the Club’s assets, i.e. the two Tractors, Fire extinguishers, Fence, Banner, and the like, this should be addressed in more depth. One last item before I finish, your comments in our Club News Letter, we need them, if you’re happy just to read Keith’s and my own ravings, so be it, but don’t whinge, with the elections coming up, I have a few idea’s I’d like to put forward.

Not all of us can own that big open crank engine, but we all like this hobby, and repair, restore, repaint or rebuild some thing.

Andy Nicholson.
Cold mornings “frosty” nice days 19–20 deg. Poor crowd numbers. Four members displayed 16 engines in all. Doug Smith a 4hp Sundial, Rosberry engine and a very nice little Witte. Noel Akers 4hp international, Delco 32volt generator set, a large Crossley pump setup which ran faultlessly for both days. Cliff Croucher Displayed 5 of his immaculately restored outboard motors, 3 Seagulls, Villers and an Australian built Olympic motor. Also a Ronaldson & Tippett and a 2hp Buzacott which ran for the first with a lot help from all and a large “Wolf Drill”. Michael Biggs a 4hp Southern Cross ETC diesel, Southern Cross Farm Pumper and Type N Ronaldson & Tippett. Most engines ran well over the 2 days. A promise of 2 lots of from local farmers will be picked up soon.

Michael Biggs.
My First Engine
By Stephen Williams continued

My second engine is a Farm Pumper that I got from Troy Risdale in Charters Towers. I approached it in much the same way as I did with my Villiers. I used a lot of de-greaser, lucky it was only $2 a can, there must have been at least 15 hornet nests that took some time to clean out. The barrel was in bad shape so Troy gave me a another barrel and head.

I gave Barry Cook a ring to see if he could help me and got an original fuel tank. I must find some one to repair mine for a spare. I was about to put it together when I realised the rest of the parts where in a box at my sisters place. I don’t have a maggie for it so I’ll wait awhile until I can get one.

The last engine was a Buzzacott that I bought from a bloke in Townsville. I did not have a lot to do to get this one running. The first job was to clean the fuel tank and tighten up all the bolts. The maggie and plugs where next to be checked, OK. I made sure that there was grease in the cups and put some fuel in the tank and gave her a few winds and bang; bang; she was alive once more. Barry and I painted it. Barry helped a lot in this project even though there was not a lot to do.

I thank you all for reading this article and its great to be a member of this club and I hope to meet you all one day.

Stephen Williams.

PS If you can help me get some more engines that would be great.