President's Report

Hello All.

A nice quick meeting was held at Brian P's place, thanks again Brian for letting us use your place, and he always keeps the kettle hot.

Everything is going fine no major hic-ups, still trying to find out about the Richmond display, nothing heard so far.

The Townsville field day is on in May 2010, I’ve sent an application, still waiting to hear from them as well, but there’s plenty of time.

The "Xmas Do" was discussed, waiting to hear more on that, but it sounds like a good idea.

This is the first “News letter" from our new Editor, he’ll do fine as long as he doesn’t stress out like the last one, would you believe that Keith never had a grey hair before he became the Editor, watch out Glen!

Regarding our “News letter", I’ve seen quite a few from numerous clubs, and none come near ours, Keith has done a great job, no dribble or Bull s##t, it didn’t matter how great you thought you were, if you stuffed up Keith let the world know about it.

Our next meeting will be at Kerry Gavan’s place, followed by a BBQ, hope to see you there?

See ya…

Andy Nicholson.
North Queensland Machinery Preservationists

Wanted
Sell - Buy - Swap - Info

Stories Wanted
Contact Glen Harris on 0418450032, post to PO Box 2054, Townsville, 4810, or email to newsletter@nqmp.org

Auction
John McConaghy 40911349
11 Herberton Road Atherton
10am 14th November 2009
SC, Lister, R&T, Petrol and Diesel, Various Pumps

Editor's Notes

I've only been a member of the NQMP for just over a year now and with our membership spread out over the North and Far North, I've yet to meet most of you. With any luck that will change over the next year as I attend some of the rallies outside Townsville.

Many thanks to Keith for his tireless efforts publishing this newsletter. It's a lot more difficult than it looks from the outside, as I'm quickly being reminded.

With that in mind, I'm asking for your help. Have you recently freed a stuck piston? Found a rough diamond in a yard sale? Finally got the mixture right? With around fifty people in the club it only needs a couple of people each month to send in a hundred words or so and we have a newsletter. You can write it out longhand and post it to me, send it via one of the other members or even email it to newsletter@nqmp.org.

Speaking of email, we're going to try offering to email the newsletter as an alternative to postal delivery. The printed newsletter in the post will still be the primary delivery method, but for some people email is more convenient so we're going to try it out.

Keith and Andy have both mentioned the website here before, so I should probably say something as well. The website is organised as two parts, the first has information on the club, how to contact us, past and future events and links to other places of interest. The events pages link to the second part of the site, which is the photo gallery. Photos are organised by year and event, and are tagged with keywords to make searching easier. As well as photos, videos are also included in some of the galleries.

Like the newsletter, please feel free to send me copies of any photos you take at rallies and meets so we can include them in the gallery. If you send other people's photos, please include permission from them - the copyright holder - to publish the photos on the internet.

Members are welcome to have their own galleries, so please contact me if you'd like to create your own. I'm also more than happy to upload photos on your behalf if you don't have the means to do it yourself.

Glen Harris

Great Gift Ideas for Christmas

Budget Colour Copies
48 Thuringowa Drive, KIRWAN
(two buildings past Amcal Chemist)
Ph: (07) 4723 5944
e-mail: bcctsv@bigpond.net.au
Piecing together a Sundial

On a recent trip to visit the family down south, my father and I spent some time with my great aunt and uncle. Great Uncle Allan is the reason I'm interested in old engines and machinery, and it was he who started me off with a mostly-restored 2HP Sundial.

On this visit, we set ourselves the task of restoring a 4HP Sundial which had been lying fallow for a couple of decades. The body and crankshaft/flywheel assembly had been under some tin in the lay-down paddock, painted inside and out with pink rust inhibitor and the rest of the parts were in a number of old 20L paint buckets spread across several sheds.

The weather was cool and sunny, so we set ourselves up in front of one of the sheds. The photo below shows all the parts laid out. Some water must have got into one of the buckets at one point because some parts including the head, cylinder support and pushrods were bright orange.

The surface rust brushed right off the head, and the valve guides were in reasonable condition. The seats were another matter, with deep pitting all around. The valves were a little rough too, and lightly re-faced on a B&D valve grinder. The seats were re-faced and then lapped by hand.

The rust inhibitor on the inside of the cylinder was roughly sanded back and then a hone was used to bring the surface back to an acceptable finish. The inhibitor did it's job very well over the years, with no evidence of further corrosion.

We decided to mount the
engine on rails before moving any further, so two lengths of 100mm square pine were cut, marked and drilled. Fortunately, we remembered to measure the fuel tank which sits between them before drilling.

The piston and rings were in excellent condition, though the gudgeon pin was very tight. A little elbow grease soon had it pivoting freely, the rings were installed and the assembly lightly oiled and squeezed into the cylinder.

Being a conventional 4-stroke engine, one side of the crankshaft has a gear/cam assembly which drives both the magneto and exhaust pushrod. The gear/cam runs on an idler shaft which is held in a socket in the casing by a setscrew. The two sides of the shaft are not concentric so the cam gear's meshing with the crankshaft gear may be adjusted. The outside end of the shaft has an oil cup with an internal passage to the running surface.

As the crankshaft and flywheels were still assembled, we didn't want to disassemble them if we didn't have to. Unfortunately, paint had penetrated between the crankshaft and the governor sleeve. We attempted to free the sleeve with heat, WD40 and light swearing, but eventually a prybar managed to break away one side of the guide slot for about 1/4 of the circumference.

We now needed to remove the flywheel in order to repair the sleeve, but on the bright side that would also allow us to remove the sleeve without damage. I mean, without more damage.

The whole assembly was rolled over to the big vice and mounted securely. We then spent an hour or so slowly heating up the flywheel and hammering a drift behind the key's head. Eventually the key let go and a gear puller eased the flywheel off the shaft, followed by the sleeve.

The sleeve is made of a more granular or crystalline cast iron then the rest of the engine, and this caused problems when we tried brazing the two pieces back together. Flux would not wet the surface and each of different rods we tried just made isolated blobs. After several hours (and rods), we managed to get several blobs to stick. Certainly not a proper job, but for the forces involved in this governor, good enough.

I'll continue this story in future months, but in the meantime you can see the rest of the photos and a video of the running engine on the NQMP website.

http://www.nqmp.org/gallery/glens-album/sundial-4hp/

Glen Harris