**President's Report**

Hello All.

A very enjoyable and relaxed meeting was held at Kerry & Erica’s place up in the hills at Hervey Range (I even scored a set of push rod’s for my Ronnie, my own are hiding some where in my shed.).

They have both agreed to hold our “End of year Do” on the 5th of December, kick off around the 5pm mark, I hope all can come as this should be a good night.

Kerry & Erica are going to organise the meat and soft drinks, the mob (the rest of us) to supply a salad or desert.

Those that wish to drink the alcohol will have to supply their own, if you think you may need a place to stay the night give Kerry or Erica a call.

More to be advised at our next meet (last for the year), at Brian’s place.

Once again Kerry & Erica thanks for a great afternoon/evening.

No startling news items were brought up, we did get a pamphlet from the NQ Field Day people, but its way to early to know which site we’ll be given this time, at least they know we’ll be there to display. Work Health & Safety will be prowling again, so watch out for those on the spot fines! They’ll be yours not the Clubs.

Nothing coming up until the Queensland Heritage Rally in May next year,

See ya…

Andy Nicholson.
Secretary's Notes

Welcome to the Club

The club welcomes a new member Shane O'Carroll of Kelso, Shane is already up to his elbow in engine parts he is restoring an engine he obtained from Ian Williams, hope there is a story in it.

End of year get-together

Kerry will look after meat and soft drinks, members to bring salad and sweets. Out of town members need only to let us know they are coming.

Willows School

On Friday afternoon the 16/10/09, Merve, Ian W, Ian M, Keith, Rod and son Dan took our engines to the Willows State School fete, the school that Dan attends. We had everything set up ready to go before dark, as soon as it got dark enough a hire light tower beside us was switched on, lighting up the whole area. There was quite a crowd there and numerous other events on the go. Opposite us was two climbing towers with around 5 climbing ropes each, the whole night saw a continuous queue of climbers. A little voice in my head said I would like to try that - just as well another responded don't be stupid, the second won. On the whole it was a pleasant night although we did not generate the same interest as the climbing tower.

Keith.
North Queensland Machinery Preservationists

For all your insulating requirements on roofs, mobile homes, caravans, etc, see the new space age Thermashield from Jesse's Quality Paints - Your One Stop Paint Store - 14 Carlton St Kirwan
Piecing together a Sundial - Part 2

In our last episode, we had just finished brazing the governor sleeve back together. The crankshaft and gear-side flywheel were mounted back on the engine body and temporarily secured with the bearing caps. This allowed us to slide on the governor sleeve and test-fit the forks. Luckily the pads ran smoothly in their groove without catching on the edge of the repaired fracture. The sleeve was then re-assembled with it's weights and springs onto the flywheel and set aside.

With one flywheel removed, access to the area between them was easier so we took the opportunity to work on the magneto bracket. The crankshaft and remaining flywheel were re-mounted on the body and temporarily secured with the bearing caps. The bracket was one of the few pieces missing off the engine, but was easy to fabricate as it is merely a flat steel angle bracket. Some steel was located in the off-cuts area, but being too thick to bend, a slit was cut through part of it's thickness with a 1mm cutoff disk. The "crease" was then easily bent and the cut edge filled welded to form a strong right angle. The right angle was cleaned up on the bench grinder to remove some high points from the weld and mounting holes drilled for the magneto bolts and hopper support studs.

The original magneto was long gone, but a suitable "spare" was located which had the correct taper for the driven gear and direction of rotation. Timing was relatively easy as the gears have cast-in alignment dimples, so the only work was to align the points opening with the SPARK marking on the flywheel passing the governor rod.

I'll close there and continue in the next issue, January 2010.

Best wishes to everyone for the holidays and have a safe and enjoyable new year.

Glen Harris