President's Report

Hello All.

First meet over and done with, it turned out to be quite a good night, lots of talk nothing much said, but a very enjoyable night well worth the 200km drive.

Glen has donated himself to be our new “Librarian” this is going to be quite a big job.

Not to sure if many know about this or not, but we have a number of large boxes of publications, ranging from Victa mowers to Cane harvesters. Way too many to list here but as time goes by, there will be a list made up for "Club members" to look at and if they wish can have a loan.

Not to sure on the details on how this will work, but it’s a great idea for the Club and members.

Brain Pump has also offered his expertise, (as a Photo junky himself) to correlate all our Club historic photos into some sort of album. As Brian is one of the oldest "Old Farts" we have, and he features in some of the photos, we are lucky to get his help.

Again this is for the Clubs benefit and will be available for loan, once some details have been worked out.

The month of May is going to be quite a good month for travel for some of our members. Some going to the frozen south of the state to display at the QHR 2010.

Some playing with railway stuff and some displaying at the NQ field Day.

Glen is going to be swamped with all the write ups about these trips?????
Piecing Together a Sundial - Part 3

With the rear of the engine coming along, our attention moved to the front. The head had been stored in one of the 20L buckets with no rust inhibitor, and so was coated in a light film of rust. It didn't look all that different to the rest of the pink-painted engine, just a slightly different hue. Some work with the wire wheel and a brush had most of the red off and revealed a pair of valve seats in fair but lightly pitted condition. The valves were similar, with plenty of meat available.

My Uncle's B&D valve grinder has seen much service over the years, and it shows. There's nothing wrong with how it works, though, and he made short work of cleaning up the mating surfaces. His collection of valve seat cutters is of similar age, but since the Vibro-Centric Driver was missing, I was volunteered to cut and lap the seats. Airtight seals were
made with only a couple of blisters, and the springs and keepers were installed.

The gasket was long gone, so a new one was marked out and cut from 1/16 sheet. A test fit of the head was done and the engine had surprisingly good compression, even without the head nuts tightened.

The next job was the fuel system. The carburettor was disassembled and cleaned up, and found to be in excellent condition. Missing, however, were all of the fuel pipes and joiners.
except for the soldered fittings on the fuel tank.

The 4HP Sundial has a slightly unusual fuel system, where the carburettor bowl is completely inside the fuel tank, sitting through a large hole in the top of the tank. There is also a single-acting fuel pump driven by the exhaust valve pushrod, which has only one fuel pipe on it.

As we had none of the plumbing, and only the outline drawing from the Owner's Manual to go by, it took us some time to work out how it all worked. We finally determined that the missing three-way fitting on the fuel tank must contain two one-way ball bearing valves.

The pipework was scavenged from various tins, drawers and boxes in a shed, and made into a "T" with the leg of the "T" going to the pump. With the valves before and after the "T", fuel is drawn from the tank into the pump on the suction stroke and pushed up into the carburettor on the driving stroke.

The pump supplies far more fuel than the engine burns, so the carburettor bowl has an internal overflow. A pipe runs from the bottom of the bowl to the top, with small holed in the top of the pipe. When the fuel level reaches the top of the carburettor it flows into the pipe and down back into the fuel tank.