President's Report

Hello All.

Trying to remember what’s said in our meetings is getting harder by the month, I don’t know if it’s because I’m getting older or what?

I do know, I enjoy the meets, and I hope all that attend do. Peter Higgins came and had a look at what we get up to, he “Moved” and “Second” quite a few items, I wonder if he knows what this will cost him??? Don’t worry Peter, just playing with you.

Most of the talk was about the up coming displays, would you believe it all in May 2010.

Rod A could be giving a talk this meeting, on the pit falls of parking in an empty paddock. Once again I’ve come across a problem with my C.F. Ronnie; the liner has to come out. This is mainly because rust has built up between the liner and block, and on closer inspection there is a crack (I think I helped) from top to bottom. I’ll keep you informed on what the outcome is. Keith made an insert for the bottom of the liner and Ian W loaned me a part of a puller kit for the top. I used a 1” threaded rod but still no movement from the liner. I then tried heat (this is where the crack came from) only to stretch the threaded rod, that close to pulling apart it wasn’t funny. I’ve had a talk to John Taylor’s brother Des here in Ayr, and after looking at what I’ve done, said he may be able to help.

Keith also may give a talk about his Nova?

See ya…

Andy Nicholson.
I have been going through what engines I have to see what be something easy to restore and the Petter was one I looked at also I have had this engine for some time.

The first thing I did was to date the engine as all Petter ‘Ms’ have a cast date on them and mine reads 19.5.21 which means 5 month 1921 and the engine number is 61290, so I sent the info of to the UK to confirm that my engine was cast/built in 1921.

This is where things got interesting I was wrong the engine was built in 1923 and 1928???. So more research was done only to find out that the 8hp engines were not good
sellers and the parts sat around until finally assembled in 1923 and one more fact appeared that it was the LAST ONE BUILT

So where did the 1928 date come from, more research was needed.

Now the history of this engine got even more interesting, the engine was rebuilt by Petter date unknown and the records don’t show who this engine was sold to, so there is some thought that this engine was used by Petter before being rebuilt and sold on to Clarke & Fausett Ltd Brisbane on 2/11/28 as a new engine

You hear people say they have the ‘first one built’ but how many can say they have the "last one built twice".

Ian M
North Queensland Machinery Preservationists

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