North Queensland Machinery Preservationists
NQMP Inc, PO Box 11, DC Aitkenvale, Townsville, QLD 4814
February 2011

NEXT MEETING: Friday 25th February at Brian Pump's, 60 Coates St, Mt Louisa

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Coming Events

NQ Field Days
25 - 26 May 2011

13th NHMA Vintage Machinery Rally
2 - 4 September 2011

President's Report

Hello All.

Well I hope every one is OK after Yasi, we fared pretty well down here where I live, lots of trees down and leaves everywhere.

I'm sure stories will be told at the next meeting, don't forget if you need a hand just ask.

Shane is checking out a venue for next Aussie day, he'll let us know how things are going.

Glen our editor is getting some prices for a proposed new shade tent, (as well as every one else) just looking around to try and find something that will be suitable.

There is no rush on this item as the current shade tent is fine, but nothing lasts for ever.

Ian M had some queries about NHMA rule 2.4, and after getting home after the last meeting I thought, I'll ask NHMA and let them make a ruling on it.

You won't believe what they said, I'll show you the e-mail.

I have since sent an official club letter requesting the same, as this is the only way to get an official NHMA Letter head reply.

At the moment official tinkering at home is on hold, as I'm working 7 days a week, and all my gear is wrapped and tied up, waiting for the next cyclone.

I don't know what wind speed we got here during Yasi, but I know I wasn't in the good books at home, as I slept right through it.

Waking up the next morning (just like Xmas) asking “well any damage”.
See ya…
Andy Nicholson
Piecing Together a Sundial (Part 4)

Glen Harris

With the final assembly of the engine looming, we searched around for some suitable timber for a pair of skids. Some 4" square pine was located and found to be more than long enough. The mounting holes on the engine were measured and transferred to the skids, which were then drilled on the ancient belt-driven pedestal drill. We then rocked the engine sideways to slip the skids underneath, and found that the 4" width was only barely enough for the fuel tank to fit between while still clearing the inside edges of the flywheels. Evidently, 3x4 or 2x4 hardwood was used by the manufacturer.

With the skids fitted, the repaired governor assembly and flywheel was replaced on the crankshaft and the governor rod and guides mounted to the side of the engine. The governor linkage is on the end of an arm which transforms the rotational rod movement into a push-pull movement across to the butterfly arm which returns to movement back into a rotation. The arm to pushrod linkage has a brass assembly on the end which allows fine adjustment of the throw, and also includes a cam style lever with start and run positions.

The backhoe was brought in, chains attached and the engine lowered to the ground. Being on the side of a hill, the front of the engine was propped up with a scrap of the skid timber to bring it more-or-less level. With the rebuilt fuel system being an unknown quantity, we decided to test the engine with a temporary fuel supply with adjustable flow. The tin can was hung nearby at approximately the level of the carburetor and the clear pipe attached to the intake. The height was adjusted so that fuel filled the tube without flooding the jet.
All the oiler holes were given a drink and we pulled the spark plug to confirm we were getting a spark at the right time. Finally there were no more excuses, and we started cranking. Soon there was a cough and it stuttered into life, belching smoke and slowly wheezed to a halt. Encouraged with this success, we started playing with the fuel delivery system, needle valve and butterfly. Eventually a compromise was reached and the Sundial was chugging along happily, if a little rich.

We took a break to go to the Field Days at Gunnedah the next day, and to stop by the Gunnedah Rural Museum - which should really have been a day in itself.

Returning to the project we fitted the fuel tank, pipework and pump. Manually operating the pump resulted in an excess

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of fuel in the carburetor and overflow back into the tank, so we crossed our fingers and tried starting the engine again. After a little tweaking of the needle jet, it coughed to life, though there was a considerable amount of fuel splashing out around the hole where the carburetor bow sits in the tank.

The engine still has some work to be done, as it is missing the cylinder oiler and could do with a paint job. Over the next few days we started it several times, to show to neighbors who dropped in or just to watch and listen to an old Sundial which had lain silent for nearly half a century.