All British Day

Looking across the lake to the Cathedral School where the Jaguar Club hold their All British Day display. Each year we are invited to display our British machinery along with other British car clubs and motorcycle clubs.
North Queensland Machinery Preservationists

President
Shane O’Carroll. Ph 0432401937

Secretary
Glen Harris Ph 0418450032
astfgl@iamnota.org

Treasurer
Keith Hendrick Ph 47888551
keithfh1@bigpond.com.au

Newsletter
Keith Hendrick Ph 47888551
keithfh1@bigpond.com.au

Coming Events

Blue water Park on 11th August

Pioneer Luncheon at Ravenswood on 31st August.

Giru Show on 14th September

Townsville Museum on 21st Sep - 7th Oct

WANTED
Sell—Buy—Swap—Info

Wanted Your stories

Hi all, this has been a great year for displays, just completed All British Day, Dam Fine Rally followed by the Ingham Show. Now we have the Blue Water Park, Pioneer luncheon, Giru Show and the Townsville Museum in front of us.

Our last display at the Ingham show was probably our longest we have done in one day.

We were set by nine o’clock and left around seven that night. Our position this year was a little further up and was better being a little closer to the action. Although there was very little action in the morning, the four of us Merve, Ian W, Glen and myself settled in pretty comfortably.

By late afternoon the crowd had increased and were showing a lot of interest in our display.

Thanks to that interest we are now able to welcome two new members to the club. Brett Grant and his son Dalton from Ingham.

Last meeting we held our AGM, the only change in the committee, Shane O’Carroll is now the President.

This month I have started the first instalment of the restoration of my R&V engine. There is over ten pages of it, so if you are getting sick of it, all you have to do is send in one of your own stories.

Keith.

1959 Triumph Bonneville at the All British Day
This was my favourite bike, but could never afford one
The restoration of my Root and VanDervoort engine No AR54885
By Keith Hendrick

During Venus Battery rally at Charters Towers on the 22-23/9/2012, I received a call from a friend saying he was moving house and did not want to take an old engine with him, did I want it? Well you know what my answer was and I picked it up as soon as I could.

It wasn't until the end of April 2013 that I was able to commence restoration so that I could display it at the Far North Queensland Field Day.

At first it seemed like it would be a quick job, make a better flange to hold the plug and sort out the play in the Gudgeon pin and bush, but the further I proceeded the more I found to do. Because thinking this would be a quick fix, I did not approach the job in the correct manner, by first, completely dismantling it, but picked at obvious parts needing attention.

Thanks to other club members I was able to contact Peter Lowe who has the R&V register. Peter has been an enormous help to me by dating the engine, giving the history of the Root and VanDevoort company also he supplied me with a copy of the owners hand book.

The unlikelihood of obtaining an original magneto prompted me to start by replacing the water pipe flange used to hold the spark plug.

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
of trailer spring riveted to the push rod, make a new water drain bung and attend to a worn thread on the mixture screw.

As the magneto mounting was a bit flimsy and the alignment was poor, I decided to go with battery ignition, so I proceeded with flange for the spark plug allowing enough room to mount a set of points.

A close up of some of the parts requiring attention, replace the pipe flange holding the plug, remove the oiler from the priming pipe, attend to a couple of millimetres of wear in the valve rocker arm pivot, remove a section

The first task was to mount a piece of bar about 150mm x 75mm x 20mm in the four jaw chuck and proceeded to turn a spigot to fit neatly into the combustion chamber. The plate was then reversed and the spigot was held in a three jaw chuck and this side of the plate was faced.

To be continued  Keith.