North Queensland Machinery Preservationists
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September 2013

NEXT MEETING Saturday, the 28th at Kerry Gaven’s place 8 Moody Rd Hervey’s Range

Left to right. Glen Harris, Tony Binder, Keith Hendrick, Malcolm Dunn, Alan Harris, Merve Carey and Shane O’Carroll form up at the side of the Ravenswood Courthouse Museum behind our engines, while the fence is down.

Ravenswood an old gold mining town, having 48 pub’s and around 5000 residents at the turn of the 20th century. Gold mining is on the go again and the bank of a huge open cut can be seen less than a kilometre from town. It has many historic sights and is well worth a visit.
Hi all, the last Saturday in August we went up to Ravenswood to display at their Pioneer Luncheon. We are invited each year to put on a display and start their three large engines. Each year they run coaches to bring past residents up to Ravenswood to celebrate a back to Ravenswood Pioneer Luncheon.

They certainly look after us and invite us to join them for lunch with a hot meal and sweets. The oldest lady at the luncheon a former resident was 93 years old.

Please note that next meeting is going to be held at Kerry Gaven’s place up on Hervey Range around 3pm. After the meeting we will have a sausage sizzle.

**Northern Beaches Festival.**

By Merve Carey.

As the club was invited to display at the northern Beaches Festival, Glen and myself went along. It was held at the Bluewater community reserve.

After setting up we proceeded to enjoy the day. Glen bought along his sundial and Power Hacksaw machine driven by a Villiers. I came with my 3hp R/T, all started and went well.

As the day progressed quite a number of people passed along the fence asking the usual questions which we were happy to answer.

The entertainment was good as was the music and food. The day tapered off around 2.30pm so we packed up and headed for home, having enjoyed the day.

Merve.
The Root & VanDervoort restoration
continued

While the plate was in the chuck a 12.5 mm size hole was drilled through it for a 14mm spark plug.
Two mounting holes were drilled through plate and then tried on the engine.
After drawing the shape I wanted on the plate, Ian Williams roughed it out on a band saw. I then
dressed it up and placed back in the three jaw and tapped it out to 14mm for the plug, using a center in
the tailstock to keep the tap true. The points mountings were marked out next and the holes tapped.

The plate is tried on the engine.

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I started on the rocker arm next by reaming the
hole in the mounting bracket until the hole was
round.

The hole in the rocker arm was reamed out 1mm
larger and a thin walled brass bush was made and
pressed in with Loctite.

A new pin was made with a tight fit into the
mounting bracket and the rocker arm bush was
reamed to fit the new pin.

The pin was drilled down the center and a hole
lining up with the middle of the rocker arm bush
was drilled in to meet the center hole. The hole

was counter sunk at the top of the pin to allow for
ease of lubricating. A center punch mark on the
head of the pin allows the pin to be installed with
the oil hole away from the load side of the rocker
arm.

The spark plug is tapped 14mm and the points
mounting drilled and tapped

The rocker arm brass bush is reamed to fit the new
pin.

For all your insulating requirements on roofs, mobile homes, caravans etc see the new space age Thermalshield from Jesse’s Quality Paints - Your One Stop Paint Store - 14 Carlton St Kirwan
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It was time to remove the piston, in doing so I found that both the big end bearing and the little end bush would have to be replaced. I was lucky with the gudgeon as Ian Williams had a piece of hollow bar that was a perfect fit in the piston. I soon turned up a bush and pressed it into the little end with loctite. Reaming it out to fit the new gudgeon was an easy matter. Soon after finishing I received a call from Ian asking if I had used the hollow bar as he had found that he had made it for another job, “to late he had to make another”.

The bigend was a little harder but not bad, I had made one for my Novo so I used the same technique. First I turned up mandrel the same diameter as the bigend journal and bolted it and the gudgeon to a lump of heavy bar. I used two pieces of 1/8” aluminium as a shim to hold the bigend central and to keep the white metal separate in the rod and cap. When the white metal was ready and the con rod was preheated I poured the white metal into the bigend.

The gudgeon and big end mandrel are bolted to the flat bar. The big end shims hold the bigend central. Shims were placed under the little end to correct the alignment.

When the whitemetal cooled we undid the bolts and separated the bearing.

To be continued Keith.