NEXT MEETING FRIDAY, 24th April at Brian Pumps at 60 Coates St Mount Louisa
North Queensland Machinery Preservationists

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Coming Events

TCC Heritage Day at Westend Park on Sun 17 May 2015

FNQ Field Day at Mareeba on Wed27-Thur 28th May 2015

All British Day at The Cathedral School on Sun 14th June 2015.

Dam Fine Rally at Ross River Dam on Sat 4 July 2015

Giru Show at Giru on Sat 12 Sept 2015.

Hi all, is every one ready for the Field Day and have let Ray Blain know what you are bringing so that he can set up enough fence.

Am enclosing the next years application and guide lines form this month as next month we may be fairly busy with getting ready for the Field Day and I am a little light on with content for the next newsletter.

You will have the extra option of the bank transfer for paying this year. A few used it last year and it seemed to work alright, the important thing to remember is to place your surname in the reference box. Failing to do that and I’ll have no way of knowing who sent in the money then it will become a donation.

I am not to fussed in collecting cash at the Field Day as I would have to carry around a large sum of money. May be OK on the last day or if there is a Bendigo Bank at Mareeba where I could deposit each day.

Some great news, Garry Blyth’s wife Nikki has had a baby girl. This is their first and the baby is well.

We all wish them well.

Keith.

Front Page. Singer Motor Mower, very rare, the only one to come to light at this point in time. One of Ian Matthews huge collection of mowers.

Right. A “Lalley Lite” I bought off Ian Matthews. Does anyone have any information on this engine. I am having trouble finding anyone who has even heard of one. Couldn't help my self had to strip it down before finishing the current project.

WANTED
Sell—Buy—Swap—Info

Wanted Flywheel & Carby For open crank Cooper serial Number starts, KA.
Give away YB and early Victa Parts.
Contact Gary Blyth on 0448117636

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Moffat Virtue Restoration.
By Allan Murray.

I purchased two Moffat Virtue 3hp engines from fellow member Peter Higgins in October last year. In early December, after a lot of work the one on the right was run for the first time in approximately 30 years.

The left hand one requires a fuel tank and water hopper also needs a new head or repair the crack in the old head. However I should get it going later on.

The first engine has a Moffat Virtue 32v generator mounted on matching bed. This engine has a separate fuel tank, while the other has the tank mounted under the carby. I have mounted them on rubber tyres for ease of movement.

Alan.
Fabricating a Bracket.

By Glen Harris

Some time ago I acquired a Fuller and Johnson 11N-A1 clone, badged as "The Britstand Oil Engine". This version was made with a Wico EK magneto mounted on the side of the hopper above the pushrod. At some point in the past there had been some scavenging, and not only had the EK been liberated, but the mounting bracket had gone, too.

Fortunately, Ian M has a similar engine and was happy to loan me his bracket. It turned out to be an exact fit, and so I began fabricating a copy.

The original casting is somewhat complex, with mounting holes in three planes and the pivot support angling off to the side. Measuring the locations of all the holes in plan shows that they are all in common imperial fractions, even the pivot point and its tension arm.

A piece of steel bar was located with the same dimensions as the arms and cut to size, along with the thin spacer needed to offset the EK mount from the rest of the assembly. The locations of all the holes and intersections of the pieces were marked and then the assembly was clamped and tacked together. Everything was re-measured and then solidly welded.

After grinding the welds pretty, the holes were re-measured and then drilled to size, followed by grinding the cut ends round.

The trip pivot also holds an spring tension arm. It is simply a piece of thin steel which is bent 90° at the end with a locating pin for the spring to sit over. An outline was traced on a piece of 3/16" steel, allowing for the bend radius, then cut out and ground to shape. The end was heated and bent in a vice by eye.

The locating pin was made in the lathe as a rivet, pressed into the plate and the pressed-through end peened.

Finally the pivot bolt was used to hold the spring arm in place while it was welded to the arm, then the bracket was painted.

The assembly is now attached to the engine, which has since been restored by my father Allan.

Glen.