NEXT MEETING FRIDAY, November 25th at Shane O’Carroll’s, 43 Wayne St Kelso

Ray and Lyn Blain’s beautifully restored Waterloo Boy.
At the Home Hill Harvest Festival.
Hi all, we are coming to the end of another year. They seem to be going faster, with three events left to Christmas.

The Christmas break dinner will be held at the RSL at Charters Towers road on the 19th of November, anyone wishing to go must ring Jacko so that he can book you in.

The last club meeting will be held at Jacko’s place on the last Friday in November the 25/11/16.

And the last display at the Train Park will be on Sunday the 25th of November.

We have had a bit of a setback with the shed, the council refused to give the OK unless we had a soil test done and furnish an engineers report.
Well the soil test was done and the Engineers report says that we have to increase the depth of the foundations by 100mm. This has been resubmitted to the City Council and we are waiting the result.

The trouble now is, the wet season will soon be upon us making the construction harder.

Last weekend Ian, Glen, Tony and Vickie, Shane and Maree, John and I went down to Home Hill for their Harvest Festival.
Ray and Lyn Blain and Tony and Lana dropped in on their way home from the Queensland Rally at Oakey while several members came up from the Mackay club.
The Parade was quite good but I think it was down in numbers from last year.
Next day, Sunday John, Tony and Lana and I stayed overnight and Ian came back the next day to display with the BMP at Brandon. Ray and Lyn headed for home.

I was hoping that we would have the OK back from the council before this newsletter went to print, unfortunately it is still ongoing.

This is the last Newsletter for the year and we will be back in the new year.
I would like to wish all our members a Merry Christmas and a bright New Year.

Keith
The carby and fuel pump were next on the list, the carby is a fairly simple arrangement consisting two parts. The upper body containing a mixture screw and a piston that does the job of a butterfly. The lower body containing a fuel chamber with an overflow back to the main tank to maintain a constant fuel level. The air intake is up through the base of the carby. The rod connecting to the control piston was eroded so I replaced it with one made of stainless.

As the overflow arrangement was not original and I don’t have the correct fuel level, I threaded a piece of hexagon brass with 1/8 gas and tapped the overflow tube with same thread this allows me to adjust the fuel level height. The overflow fitting screws up through the bottom of the brass fuel chamber and a pipe returns the fuel back to the tank. I have to remove the fitting each time I want to adjust the fuel level. I was short by 2 bolts so made two out of hexagon brass for the carby and used the steel carby bolts for the exhaust.
The fuel pump looked a little sad when I first pulled it off, but when cleaned it looked ok. The diaphragm had fallen to pieces and the ball bearing valves had eroded and there were no springs in the valves, they relied on gravity. I don’t know if this was original.

Tony was able to give me a diaphragm out of a solenoid to use in the pump, I left it sitting in petrol for a few days to see how it would handle petrol. When it passed this test I marked and punched the holes.

After this was done the pump body was screwed together and the excess diaphragm material was trimmed off. New ball bearings replaced the old and the seats tidied up using a ball bearing glued to a small rod and placed in a battery drill. Using a fine grinding paste I was able to touch up the seats before the glue let go.

The pump was then screwed back into the side of the crankcase in a vertical position as shown in the photo with the intake at the bottom.

Next new copper pipe was shaped and fitted to the carby and the fuel tank. Once this was done I disconnected the pipes from the carby and fuel tank and slipped a piece of hose over the intake pipe and placed the end of the hose in a tin of petrol. Using an electric drill with a socket mounted in the chuck I was able to spin the engine and it did not take to long before it was pumping petrol.

To be continued.

Keith.