

The "Old" Letter



Meetings are the 1st Wednesday of each month, 7.30pm. at our Club Rooms, Fawaz Street, Heyfield.

Post Office Box 266 Heyfield 3858.
New members welcomed.

September 2018

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Please return undelivered mail to PO Box 266 Heyfield 3858

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CLUB CONTACTS 2018/2019

CHAIRPERSON	NEIL COOK (BARB)		
VICE CHAIRPERSON	NEIL COOK (BARB)		
SECRETARY/TREASURER	BARB COOK (NEIL)	03-5148-0531	barbara.cook5@bigpond.com
NEWSLETTER EDITOR	LIZ WRIGHT (DON)	03-5156 8975	donlizw@netspace.net.au
FEDERATION REPS	NEIL/BARB COOK	03-5148 0531	
NHMA REP			
GHAC REP	PETER COLEMAN (SHARON)		
GSR REP	BARB COOK (NEIL)		
VEHICLE INSPECTOR	PETER COLEMAN (SHARON)		
SAFETY (ENGINES)	DON WRIGHT (LIZ)	03-5156 8975	
SAFETY (TRACTORS)	NEIL COOK (BARB)		
SAFETY (STEAM)	PETER COLEMAN (SHARON)		

LIFE MEMBERS

MAURICE COLEMAN, COLIN COLEMAN, RON LANCASTER

JOHN MAHONEY

RON LANCASTER

TREASURERS REPORT

The treasurer's report will not be published in the newsletter. Any Club Member wishing to view the club's financial report can do so by arrangement with the Club Treasurer.

****CLUB PERMIT SCHEME - A message from your Secretary -**

Club Permit Scheme (Red Plates) To receive this privilege you must be a financial member of the Club so always pay your fees before the end of July. Vic Roads must be notified if you fail to pay (be a financial member) This means the privilege to drive your vehicle will be cancelled and any use of the vehicle may result (if caught) in a hefty fine (almost \$1000) for using an unregistered /permitted vehicle. Within our Club any member requiring Club support must attend three events per calendar year.

Please provide the Secretary a copy of your permit papers for Club records, and photographs of the vehicle as requested by Peter Coleman (Club vehicle inspector) as per VicRoads rules. If you don't comply you will receive a letter outlining the requirements and be invited to explain your situation. The Club is mandated to advise VicRoads of any noncompliance. Only the Club's authorised officer(s) are able sign renewals.

CALENDAR

CALENDAR 2018/2019

Sept 2nd	Nyora Fathers' Day Swap	
Sept 5th	Meeting 7.30pm Club Rooms Heyfield	Heyfield
Sept 20/22nd	7th NHMA National Tractor Trek (Bookings closed)	Young NSW
Oct 2nd	Club Meeting Club Rooms 7.30pm	
Oct 7th	Open Day at Don Wright's 10 Landsman Drive Nicholson BBQ available BYO meat and salad to share. You are welcome to bring an engine to run 10am - 2pm	
Oct 21st	Trafalgar Holden Museum are having a Festival 10. - 3pm honouring Holdens - 2nd Year since closure	
Oct 27/28th	Informal day at Korrumburra Rally Grounds BYO FOOD Club making sled and grounds available to invited Clubs See Barb for further info and confirm your interest	
Nov 3/4th	Lake Goldsmith Rally	
Nov 2-6th	East Gippsland Historical Automobile Club Tri Rally	
Nov 7th	Club Meeting - Guest Norm Johnson NHMA Representativ for Victoria	
Nov 9/11th	Bombala Engine Rally Bomballa NSW Swap Meet on the 11th	
Nov 17/18th	Bendigo Swap Meet	Bendigo
Nov 25/26th	East Gippsland Heritage Truck Display Maffra Club has been invited to display engines.	
Nov 25th	Yarram Show See Barb to confirm your interest/obtain more detail	
2019		
Mar 22/24th	17th NHMA National Rally	Murray Bridge SA
May 18/19th	Heyfield Vintage Machinery Rally	
2020		
Mar 28/4Apr.	'2020" AHMF National Motoring Tour	Albury/Wodonga

An invitation to Don's Shed
10 Landsman Drive Nicholson
Sunday October 7th 2018 (only one free on Calendar) 10am - 2pm



There will be a BBQ, tables and chairs tea milk coffee etc. available, shelter if wet.
BYO meat, salad to share, plates, cutlery
Make it a day to bring your lady, explore the garden, sit and natter in the sunshine.

Heyfield and District Vintage Machinery Group Inc.
Minutes of Meeting No 418 dated 4th July 2018

Present members 19, apologies 16, and Visitor 1.

Minutes taken by Barb Cook are as per the Newsletter 4th July 2018 - carried with the alteration below.

Business arising -

*Trevor brought to our attention that the tram was a "W" type not the type listed in the minutes of meeting No 417 4th July 2018 T Vuillermin moved the correction Carried.

*Sled - Cookie is getting prices on materials for the sled. Trevor will also ask around.

*NHMA - Barb to see if Norm Johnson Victorian rep for NHMA can attend our November mtg 7/11/2018.

* Andy proposed that a new sign for the Club Rooms garden. A quote to be obtained and presented to members at the next meeting. Seconded R Jones Carried

Incoming Mail

*Newsletters, Heyfield & District,, Baw Baw, GHAC

*Invitation to the East Gippsland Heritage Truck Display Maffra 25/26 Nov.

* Email Liz Wrights expenses, Rebecca Morton Yarram Show 25th November,

* Dates - Yarram Show 25/26th Nov; 3rd Mar 2019 Display at Woodside Rec Reserve
KWH& Tractors play w/e 27/28th Oct

*M Hole re shed - ongoing process.

Outgoing

Clubs Newsletter to members and other clubs.

Treasurers Report

Treasurers report read out by B Cook seconded D Wright carried. All accounts to be paid moved by all members

General Business

We are thinking of all our members that are unwell or in hospital We wish them all a speedy recovery

Don gave a report on the Alan Watson Auction Seems one our our members enjoyed the Auction Well done on your purchase.

GSR report by Barb - after applying for funds for grounds upgrade - they were successful and work will commence soon

Brian Coleman gave a report on his and Heather's trip - 13 weeks travelling around parts of Australia.

Rob and Janine are travelling to Canada - have a great time.

Working Bee Sunday 5th August 10am Roundup the fence lines, Tidy up the Club rooms and yard and oil up the reaper binder and move it into the Founder's Shed.

Don and Liz have offered to have a social day at their Nicholson property/home. Don to provide details and thank you for the offer.

Meeting closed 8.10pm Next Meeting 5th September. 2018

Barb mentioned at the last meeting that a number of members were looking forward to "being restored". All your fellow members extend their good wishes and trust that you are achieving a steady recovering. Good wishes are extended to these members and to any others who were feeling poorly.



One of Toms photos from the Rally 2018

A celebration for the life of John Ronalds.

Yesterday the 27th August a number of members joined with the Ronald's family and friends to say final goodbyes at the grave side in Heyfield. John had died on Tuesday 21st at Lorina Lodge after four years of being in care. You may remember his mate and loving son Michael's life also ended some three years ago. Until then Michael was John's main carer.

Some of you reading this will say "I don't remember these members", quite rightly, as their involvement ceased due to ill health say seven years ago. Before this however, John (JR) and Michael (Mike) were actively involved in the Club and had been for a long, long time.

John's particular "fancy" in more recent years was collecting "kitchenalia" and he had a collection second to none. He and his mate Mike would travel long distances to source a particular piece and then recognising other "bits and pieces" as parts of whatever, would buy them and ask Don and others "do you think you could make this bit?" so that it could be put back together.

I remember a wooden washing machine John had bought and he took the steel bands off - and you know what happened all the wood went everywhere. John painstakingly put it back together, matching each plank in the correct position rebuilding the tub correctly.

John also had a collection of engines, of particular interest were the Ronaldson Tip-pets made in Ballarat. On one occasion he wanted to attend the Ronnie Centenary at Ballarat - he had an engine to show but he was in hospital in Melbourne. The engine got to Ballarat so at least it could be on display and during the afternoon John arrived straight from hospital. He had been discharged to go home, well, it was via Ballarat!

John Mahoney spoke at the service, he had first met John (JR) when John (Mahoney) was a little tacker about six or seven. JR had moved to Heyfield for work when he was about fifteen, and I think the maths are out! Anyway, John spoke of the respect the community had for John as a builder, as a generous member of the community and as a family man.

John will be remembered by many as a quiet unassuming man who was known as a "trickster" by his family and friends. Condolences are extended to his family.

John is now reunited with his wife Elaine, Michael and daughter Lindy.

May he rest in peace.

FOR YOUR INTEREST - someone might get some clues or as I typed this I think I have seen these tests made in our shed, so perhaps nothing new for most of you....- the bike sprockets maybe new and pulling spark plugs to pieces perhaps?

from the Kyabram Vintage Engine and Machinery Restoration Group Inc "The Good Oil" Newsletter dated Aug/Sept 2018 had this article MAGNETOS AND THEIR PROBLEMS written by Bob Stuart.

You often see someone at a rally trying hard to start an engine, but failing to do so. The problem may be the faulty magneto. Most people know that if the mixture is right, and if a good spark occurs at the right moment, the engine will start. Getting the mixture right can be a problem at times, especially if the engine has been running and is still hot. But the mixture can be surprisingly rich and the engine will start and run, admittedly rather roughly and puffing out clouds of black smoke, provided there is a fat, hot spark at the right moment.

Sometimes you see a car running roughly and putting out clouds of black smoke. This is because the car ignition system normally puts out a fat, hot spark at the right moment. Obviously, then the magneto on any engine should be carefully checked to try and attain this desirable objective. Here are some hints which may help those with little experience of magnetos, and who have engines which are difficult to start.

First and foremost, if the magneto is fitted with a modern carbon cored, interference suppressing high tension cable, throw that away, and fit a high tension cable with a copper conductor. Carbon cored high tension cables have a high resistance to the flow of electricity, and this resistance virtually kills the spark that the magneto is trying to produce, especially at cranking speeds. Copper has very low resistance, so that all the energy produced by the magneto is applied to the spark plug.

With the magneto held firmly on the work bench, hold the terminal on the end of the ignition cable about a quarter inch away from the magneto, and give the armature a quick flick by hand - or turn the magneto drive until the impulse operates. If a fat bluish coloured spark jumps between the terminal and the magneto, all is very well. Put the magneto back on the engine, making sure that the timing is correct. If there is no spark until the terminal is fairly close to the magneto, it may be alright if the spark is fat and bluish. But if the spark is yellow and thin, you may have a magneto problem. First check the points. They should be clean, free from oil, and the gap when the points are open should be 0.012 inches (12 thou, as mechanics put it). This is the correct gap for almost all magnetos. If this doesn't fix the problem, try to assess the resistance to turning the armature as it is turned. This will be at a maximum twice each revolution. If possible, compare this resistance in the suspect magneto with the resistance in a magneto known to be good. If the suspect magneto has noticeably less resistance than the known good one, the magneto probably requires re-magnetising. This requires special equipment, and is best done by a magneto specialist. The cost is usually quite moderate, and the results often surprisingly good.

A faulty condenser will cause a short, thin yellowish spark. Perhaps the best way to check for this fault, a fairly common one in older magnetos, is to take the magneto to a magneto specialist for checking. A faulty condenser can usually be replaced only by a magneto specialist.

When turning the armature, listen for and try to feel for any mechanical harshness or grinding. Check for any looseness in the bearings, either end for end, or up and down. If either of these faults are found, the magneto requires dismantling and repairing - a job for a magneto specialist. Sometime, when the spark tends to be weakish, the engine can be made to start fairly easily by closing the gap in the spark plug down to 0.015 (15 thou). The insulator in the plug should be clean and dry. The older spark plugs, which can be taken to pieces, are usually fit for a lot more service if taken to pieces, the insulator carefully cleaned, the plug re-assembled and gapped correctly. Another remedy which can be sometimes applied is to increase the rotation of the magneto armature. For example, a bloke has a Southern Cross engine in which the armature rotated at cam speed or half crankshaft speed. By substituting a couple of such bike sprockets for the original magneto drive sprocket, he was able to increase armature speed to the crankshaft speed. The result, an engine which was previously difficult to start now starts easily. Bob Stuart

My final comment - Bob does say his article is for those with little experience and I originally thought there would be clues that he says are the job for experts. This was the information I was looking for.

This is a very old generator - two angles - Anyone recognise this (it isn't in our shed)



