Good day fellow members, well the Field Day is only a week away and everybody is dusting their engines off.

Last Saturday we went along to the Garbut school fete, where we set up outside the fence. It was a bit disappointing as there was not a lot of interest in our engines.

We received a news letter from the NHMA (they look after our insurance) although they don’t know what our insurance will be this year they hinted it would be considerable higher. They also sent a copy of their updated and stricter guidelines. All this means we cannot send out our renewal form until they give us a price so that we can adjust the yearly membership fee’s. We will also have to change and update some of our club safety rules before we send out the renewal form.

As our insurance runs out on the 31st of July, we will need a quick response from our members when we know the cost of the insurance and have sent out the renewal form.

Good to hear from the Ladies behind the scene, we received a letter from Lynda Hartnett from Calms.

Keith.
WANTED
Sell—Buy—Swap—Info

Wanted Your stories
Contact Keith Hendrick on
47888551 or mail to
23 Flagstone Av Rangewood
Thuringowa 4817

Wanted a copy of a hand
book/manual for a TADCO 4-
stroke 1944 army battery charg-
ing set 12 volts side valve air
cooled series 442243 dynanastart
300 watt made at Hawthorne
Vic * Contact Ian Matthews on
(07) 47731563 or e-mail *
ianm01@hotkey.net.au

Wanted 2 or 3 Hp R/T engine
complete or enough parts to
make a complete engine. Am
prepared to travel to collect.
Contact Merv Carey on
0747731260 A/H

Wanted a good home for a
sad Howard DH22 Tractor
Contact K Hendrick on
47888551

Wanted Section Car parts,
Belt Tensioner Handle and a
Gearbox.
Contact K Hendrick on
47888551

Sell Cooper “Little Wonder”
No magneto, half a carb not
sized, very little work needed to
complete. $50 or best offer.
Contact Ian Matthews on
07 47731563
E-mail. ianm01@hotkey.net.au

STATIONARY ENGINES -THE WIFE’S PERSPECTWVE.

By Lynda Hartnett
My husband Keith, is a member of the North Queensland Ma-
chinery Preservationists. As we reside in Cairns, Keith has been
unable to attend meetings in Townsville, but has attended the
North Queensland Rotary Field days held at Walkamin on the
Atherton Tablelands on a couple of occasions and various Swap
Meets.
Keith's interest in Stationary Engines or " Boat anchors " as I
have sometimes heard them termed when they're not running
very well) began approximately seven years ago, at about the
same time his Father took up the interest seriously as therapy
when he was diagnosed with cancer.
So where does one find a stationary engine to restore if they're
interested in doing so. It's amazing the places these " treasures
are hiding. Keith's first attempt at restoration involved a small
American engine which he eventually identified as a 11/2 h.p.
Witte. Our son Paul discovered this relic in the front yard of a
house in Edmonton near Cairns when he went to hire some ca-
noes. The owners were agreeable to donate their rusty garden
ornament to Paul and Keith to see if they were able to resurrect
it. I was horrified when they lifted this dirt and cockroach filled
piece of junk out of my clean car boot.
But they did indeed bring it back to life, and what a buzz we all
got out of hearing the little Witte, now all clean and respecta-
able," putting " away.
Keith now has ten engines in his collection, at various stages of
restoration. We even had to sell our small Trailer sailer yacht to
make room for his en ' hes in our garage. I've threatened on oc-
casions to leave the garage light on at night, as I'll swear they
are breeding!
Keith is sticking to the smaller models due to space limitations.
I would love a dollar for every time I've heard he or his father
say," Well that's the last engine I'll be buying. I don’t need any-
more. " But, it appears there is always room for just one more.
Telstra has also benefited from this interest as there have been
many occasions when Keith has rung his Dad for a lengthy dis-
cussion on some aspect of engine restoration.

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Bill Osborne & Staff of BP Dalrymple
Bayswater Rd
Sponsor North Queensland Machinery Preservationists by
donating fuel
Continued from page 2

It's amazing how all the family members have been caught up in the whole "affair. Now whenever we go for a drive anywhere, we're all trained to keep an eye out for any engines that might just happen to be lying around.

The Internet has also been a useful source of information on Stationary engines, Ian Matthews supplying many of the useful web sites to check out.

The hobby has led Keith to meet so many interesting people, all with a genuine passion for these old pieces of metal. As Keith often says, they keep him off the streets!

We're possibly facing a re-location for work reasons from Cairns to Brisbane later this year. The first consideration when looking for a house will not be the size of the kitchen or how many bathrooms etc. but no, you guessed it does it have a decent sized shed / workshop "garage for Keith's engine collection?

Keith is several years away from retirement yet, but I'm already getting this mental image of a large part of our retirement being spent traveling around Australia attending various engine rallies and events. Oh well, I guess it would be an interesting way to see Australia and I must admit I'm getting more and more hooked on the hobby myself, even if my expertise doesn't extend beyond suggesting a colour scheme for the latest restored engine.

Sadly, Keith's Father passed away recently. But his love of these old machines will live on through Keith and the rest of the family.

By Lynda Hartnett.

Fielding And Platt Restoration

Continued

Now back to the larger parts.

The flywheel - before removing the flywheel it was necessary to free the piston in the bore, which was only stuck from sitting in the weather. This was accomplished by chaining a length of timber to the flywheel and moving backwards and forwards until freed. This enabled the big end nuts to be removed [what was left of them] and then the piston and rod could be scrutinized and restored.

Before any attempt was made to free the piston, the governor crown wheel was disengaged by sliding along the side shaft. I knew the governor shaft was seized and I didn't want to cause damage to the teeth while freeing the piston.

The removal of the jib key came next. This was removed by a couple of steel spacers and a large steel wedge held in place by a "G" clamp. The head of the key was protruding past the end of the crank shaft. A steel block was welded under the head of the key, resting against the end of the shaft to stop the key bending down when the wedge was driven in. Following several attempts the key showed signs of moving and finally came out. This exercise took about a week, working each afternoon after work [persistence works]. The flywheel was pulled off using a ten ton jack and chains.

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Following the removal of the flywheel, the flat belt pulley was removed from the opposite side to the flywheel. Loosening the eight clamp bolts and inserting a wedge between the clamp halves, the pulley slid off with little effort. The removal of the side shaft was straightforward, it only required unbolting. The inlet valve and air fuel valve rockers were removed prior to the side shaft removal, followed by the exhaust rocker. The crank shaft removal was easy, it was just a matter of removing the main bearing caps and lifting clear, taking care not-to damage the oil feed ring for the big end bearing. A close inspection of the crank shaft revealed major damage to the main bearing 'oumals and big end journal, caused by rust from years of sitting in the weather. Having no oil well caps on the mains and with the crank case drain blocked, this allowed water to lay in the crank case, submerging the big end.

Dismantling continued with the cylinder block. This was no problem. The retaining nuts were removed, a rope sling positioned around the cylinder. The weight was taken, on a gantry and the crank case rolled away on the transporter. This only left the crank case to be unbolted and removed from the transporter and loaded into the utility while still hanging on the gantry ready to take to Repco for cleaning. The cylinder block was cleaned by electrolysis and taken to Repco for honing. At the same time the crank shaft was cleaned and the lead melted out of the recesses in the counter weights to allow access to the counter weights, retaining nuts after marking and removing the weights and retaining bolts. The shaft was ready for the grinding of the big end journal. The weights required removing to allow access for grinding. The shaft was taken to Repco along with the crank case and cylinder block. Care was required when honing to prevent any damage to the top liner seal as this engine has a blind cylinder.

Now that the engine was completely dismantled, attention was turned to the transporter. Out with the oxy to cut off all unwanted bolts, draw bar, cooling tank reservoir and rivets that were badly rusted. This allowed access to the rust between the main rails and the turntable bracket. The main frame was hand cleaned, treated with rust converter and primed with red oxide. Both axles were removed and cleaned using electrolysis, along with the four wheels which were all later primed. The whole frame, wheels and axles were then painted in their finished colours and assembled. A small teflon bread board was fitted between the turntable faces to cut down on friction when maneuvering. Tie down points were fitted to both the front and back axles for ease when chaining onto the trailer. A removable handle was made to fit the front axle so the steering of this engine was made easy during loading and unloading. When I took the crankshaft to Repco for grinding, I requested that it be ground only enough to clean up stage, not to remove all the rust pits as I didn't require the shaft to be ground to a std. size as the original brass bearing would require machining over size and white metalting now that the shaft was undersized. After the shaft was ground on the big end, attention was turned to the mains. To check that the shaft was straight, the shaft was put in the lathe. It was found to have .012" run out on one side. The shaft was removed from the lathe and taken to the press. Following five attempts, the shaft was running true, sleeves were turned up and shrunk onto the shaft on both sides.