Good day fellow members, Well we have some new faces on the board after our AGM, Mick Harris replaces Russell as president and Richard Hubinger replaces Merve as treasurer. Ian Williams stays as secretary and I stay on the news letter. Trevor Phillipson is our Rally Officer, Ian Matthews and Gary Blyth are the Safety Officers, Merve Carey is the equipment Custodian and Ian Matthews and Richard Hubinger are the dating officers.

The club rules were discussed at the meeting and an amended list is enclosed with the newsletter, the latest rules will have, Issue No 3 July 2002 on the bottom right corner. The changes as indicated last newsletter places the onus on the owner of a piece of equipment, to ensure that it is in a safe working state. The state that the insurance business is in I would not be surprised to see further changes in the future.

Good news just in, the insurance has come through and the increase is less than expected, only $12 all up, so we all have a credit of $8.

Sadly a long time member Gerald Clancy Passed away. Gerry joined the club in 1982 and was one of our early members.

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**President**
Mick Harris 47804876

**Secretary**
Ian Williams 47731874

**Treasurer**
Richard Hubinger 47515887

**Newsletter**
Keith Hendrick 47888551
23 Flagstone Av Rangewood
Thuringowa 4817

**Rally Officer**
Trevor Phillipson

**Safety Officers**
Ian Matthews & Gary Blyth

**Custodian**
Merve Carey

**Dating Officers**
Ian Matthews &
Richard Hubinger

**Coming Events**

Charters Towers Year of The Outback
4-5-6 October

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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 dynastart
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 Carby for 6hp Stover
or Cooper.
Contact Hank Takken at
C/- PO Kairi 4872

Saturday night we had dinner at the west end hotel, in order to
thank Beth Harris for doing the club books. I enjoyed the night
so to, did all the other members I spoke to. A few members were
unable to come and missed a good night.

One of our members in Cairns, Keith Hartnett and wife Lynda
are leaving Cairns and moving to Brisbane to live. Keith already
works in Brisbane and is going to stay a member of the club.

Keith

A Letter from Dee

Dear Members,

What a surprise I got Saturday night on the 10th August when
Keith rang. Are you coming to dinner? “what dinner” I asked.
The engine club’s dinner at the West End, didn’t Russell tell
you. No I said, “he is always away with the fairies and never
remembers anything”. What ever he takes, I don’t want it. I tell
you, I chewed off his two ears . Then, Keith rings back. I have
just finished a really nice Seafood Platter. Thanks Keith. Russell
had leftovers, serves him right, but I missed out as well.

Dee

NQ FIELD DAY

As there was a deal of preparation to be done ½ a dozen mem-
bers helped prepare the site on Tuesday. By late afternoon the
fence the marque and all displaying engines were in place.
Wednesday dawned fine and clear, start up time was 9.30 all
engines were running sweetly. The Burdekin club who were
alongside us were also well prepared and their engines were
running well. Both sides created a lot of interest with many peo-
ple enquiring about the different engines. Ian Williams fielding
and Platt and Tom Callows Hot air engine created a lot of inter-
est, as did the Hart Parr tractor. By the time shut down came on
the first day everybody was pleased with their effort and were
contemplating day two. The second day was much like the first
with everybody having a good look at the various displays and
exhibits. Then came the only blemish to a good two days, “pack
up time”. But many hands make light work. Some of the mem-
ers collected their gear on Friday. All in all a very good two
days.

Merve Carey.

continued page 3
A Members view

Continued from last month

My Electrolysis bath:

Now for a container to put the water and rusty bit of iron into, I looked around everywhere for an old plastic drum, nothing, now what, it so happens one of my jobs is to look after the wheelie bins on base, they are now one short. I checked with Ian W about what the chemical name for Washing soda was thinking that I’d have trouble finding that here, guess again they had bucket loads of it, they use it as a water softener in the washing machines.

Did you know that if you fill a wheelie bin to the top with water it makes it hard to move, some of us just don’t think. Ok every thing is now in place, just got to switch on and watch for smoke, it works fine, well for a minute or two, I was pulling 12 Amps and on a 8 Amp fuse it doesn’t last long, because the wheelie bin is narrow I couldn’t get the anode away far enough from the work (Rusty bit) so I had to pull it out of the water, so while it was on, I just watched the Amp gauge until it was just under 8amps, so far so good.

Andy.

FIELDING AND PLATT RESTORATION

By Ian Williams

The assembly: After the engine block was bolted to the transporter, the crank shaft was fitted. The next step was the barrel and piston. The piston and rod assembly was fitted to the barrel, prior to the barrel being fitted to the engine block. Following the barrel being tightened up, the connecting rod and big end was bolted together on the crankshaft. The side shaft and gears were next. The side shaft is adjustable, up and down, to allow for the meshing of the gears to be set. The front end of the side shaft is supported by the governor housing which is adjustable to allow for the alignment of the sided shaft bearings. After this was set up, the exhaust valve rocker was fitted along with both inlet valve rockers. The main inlet valve is cage mounted into the cylinder combustion chamber while the other, fuel air valve is operated by the governor, using a system where the governor rod moves a spacer block in and out between the end of the valve and a knife edge wedge operated by the rocker arm. When the engine’s revs increase, the flyball governor moves the governor rod and space away from between the rocker and knife edge wedge which stops the air fuel valve opening thus causing a decrease in revs.

Once the side shaft had been fitted, the flywheel was fitted and a flat belt pulley to the opposite side. Now that the engine could be turned over by the flywheel, the setting up could commence. First the exhaust valve was set and the return spring adjusted. All the setting up of this engine was guess work. The two inlet valves were adjusted for clearance and return spring tension. The low tension ignition: The Magneto/Generator was mounted and aligned with the trip rod which is driven by an offset pin on the front end of the side shaft. As the side shaft rotates, the trip rod is moved back and forth.

This rod is adjustable in length. To obtain the correct armature movement within the generator, as the rod continues through its stroke, it is adjusted so that the trip rod slips off the end of the generator actuating arm at the correct time and allows the armature to be returned to rest.
by a heavy tension spring. This sudden return generates approximately 6 volts A.C. This voltage is carried by a single copper wire to the low tension igniter which is adjusted to open the contacts inside the combustion chamber when the voltage from the generator is at its highest voltage, just prior to rest.

Having the necessary spark available, it was time to introduce the fuel. The fuel tank was mounted under the engine between the main bearers of the transporter and piped up to the carburettor, using 1/4” copper pipe. The two reconditioned oilers were fitted along with a two inch exhaust pipe. The cooling system was made up of two stainless steel mesh screens, leading into a tank from a two inch overhead manifold. The water, circulated by a gear pump and driven by a flat belt from a small pulley on the crankshaft situated between the engine block and the flywheel.

The moment of truth had arrived, was all the hard work going to prove fruitful - was this 102 [in 2001] year old engine going to spring to life? There was water in the cooling system, the fuel tank was full. Pressurizing the fuel tank forced fuel up to the carburetor. The oilers, filled with oil and having adjusted the wicks and inserted them into the main bearing reservoirs were made ready for the test run. The big end bearing was filled with oil and all the necessary sites requiring lubrication on the engine were oiled. The governor was adjusted - a screw driver in the back pocket to short out ignition in the event of the engine over revving. The main jet was adjusted, the air fuel value was opened and the roller was set to half compression. I was ready to roll. Rolling the flywheel over six to eight revolutions, followed by five more revolutions. It did not fire. I check the adjustment on the igniter and found that the points were not closing and I re-adjusted the same. The flywheel rolled over and the Fielding and Platt Suction Gas Engine which had lay dormant for so many years sprung to life, much to my delight and satisfaction.

Fielding and Platt Suction Gas Engine [engine number 5487] was manufactured by Fielding and Platt Ltd. of Gloucester, England on 4th April 1899. It was originally purchased by the Sheppard family of Milray Station in 1903. It was used for pumping water from the Cape River, servicing the station homestead. Restoration was completed for Australia’s Federation 2001 year on the 20th January 2001. Restoration by Ian and Andrew Williams - Townsville.

Ian Williams