Good day fellow members, Once again we are going to hold the meeting at the Locomotive repair depot at Jurekey st Stuart. Safety boots must be worn.

last meeting saw our biggest roll up since I have been a member, Angelo brought along two potential members.

Stuart finally sends in his story on the Kelly & Lewis engine that he is restoring. It will be run in two parts, next months is even better than this.

With the help of Ian Matthews, Stuart and Malcolm, I pick up a Bristol 20 crawler from AYR, that story is also in two parts.

Merve also writes a report on his trip to Stannery Hills on page two

The club shows appreciation to a new supporter in John Barr Tyres by placing his Logo on page four.

Keith.
My Trip to Stannery Hills
By Merve Carey

Having decided to go to the Centenary Celebration at Stannery hill I loaded my R/T and gear and set off. The weather was overcast but no rain until Tully, nothing new about that. Having reached Herberton mid afternoon I decided to take a run out to the old mine and townsite. The road was rough but reasonable. The sit of the old town and mine is nothing but bush.

The officials were pegging out the parking areas and official display sites. After finding out were the club was going to display, I had a look around. The historic Stannery Hills is quite interesting, the town was small and isolated, and it had 4 hotels a school, railway station maybe one or two shops and a few houses.

I came back on the Sunday set up my engine and started it. I had to borrow a plug, but it ran for about 4 ½ hours. During the day I walked to the actual mine site (about 1 K from the town site). Yes it is just a big hole in the ground with the remains of the foundations of the winding gear and the steam engine that hauled the ore out of the mine. The ore was the loaded on to the train that carried it to the smelter at Ivernbank.

A plaque and mining displays were unveiled in a ceremony to mark the centenary of the town and mine. There was also a very good collection of photographs on display. It was time to pack up; the drive home was pleasant but damp until I got down off the tableland.

Again I must thank the northern members of the club for their hospitality and help shown to me

Merve Carey.

The Kelly & Lewis Story As Told By Stuart Poole

Being the newest member of the club at the start of the year and having a southern cross farm pumper as my first engine completed. I was keen to start another project. So I got chatting with Ian Matthews about his engines and was soon invited around to look at his collection. Whilst I was there all I could think of was what it would take to get him to part with one. Two hours later I had worn him down, a deal was struck and I was on my way home with a Kelly and Lewis.
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It didn’t look much as it was in pieces and covered in muck, but it was mine and that’s all that mattered.

Once home I cleaned it up and put it in the washing soda solution. With all parts cleaned I assessed the damage and as I suspected most of the white metal parts were either broken or brittle. So I approached Keith who was more than willing to help me out. We worked many hours between jobs (on the lathe making parts and restoring Keith’s section car) and a few week end’s later the following parts were manufactured, choke, dipstick knob, tappet cover cap, both cam shaft bearings, inspection plate, labyrinth seal and magneto drive coupling. With my parts painted I assembled the engine to the stage of being complete with the, maggy and governor on. At this point I turned the crank by hand to see if it would move freely but it was tight, so I removed the crank and cam as I had an inkling that one or both might be bent and headed to Keith’s. Keith confirmed my suspicions, the cam was bent, but with a little bit of wizardry he had it straight in no time. Upon returning home assembled the Kelly again and turned the crank, still tight as I sat there confused it dawned on me I hadn’t checked the end float of the cam, two gaskets later and the problem was solved, or I thought so. A quick crank and everything turning smoothly. So with out delay I put on the governor screwed on the maggy drive, bolted on the maggy, slipped on the flywheels and filled the tank with fuel. Now was the time to hear it running, I was like a kid with a new bike, I wanted to show someone, so I called my wife down stairs and as she stayed waiting I gave the handle a wrench only to have the engine seize with in half a turn. I sat there frustrated racking my brains as to what was wrong with it now. The only thing I thought it might be was may be the cam gear was out of round as it had been repaired some time ago, so with that thought in my mind I dismantled the engine removing the cam and the crank and before heading to Ian Williams I pushed the conrod up the barrel so that the piston would not fall out. At Ians I got the OK on the gear but the end of the shaft was swollen so Ian bevelled the end and I was on my way home. At home I put the cam and crank in then pulled on the conrod to bring the piston down to bolt it to the crank, it wouldn’t budge, nothing was going right for me so I removed the tappets, hopper and the head only to find that I had pushed the piston up to far and the rings had opened up inside the head chamber, as it is a bigger diameter than the barrel. So thinking that this was all that could go wrong I assembled the engine and attempted to crank the Kelly, it was still frozen solid. At this stage voices in my head were telling me to find a big hammer, I ignored them and walked away. Five minutes later stupidity got the better of me and I was stripping it down once again. With the crank out I reached into turn the cam, it wouldn’t move so thought I’d remove the governor and see if it moves then, so I tried to undo the governor drive and that’s when it hit me,
the governor drive was screwed on and it tight-ening upon its self squashing hard up against the housing. So with that removed I went to Ians where he turned a shoulder on the back of the drive for me and sent me on my way again.

Stuart

To be completed next month

My Bristol 20 crawler tractor
By Keith Hendrick

When Angelo asked me if I was interested in a small crawler I immediately said yes as I have always wanted one. Angelo said that his brother in law had one at his farm in Ayr and maybe he would sell it.

Two weeks later and with one hundred dollars in my pocket I was off to Ayr with Roger and his sun in-law Graham. Roger and Graham were going to purchase a Massey Harris from the same bloke.

The tractor turned out to be a Bristol 20, this could not be better as I have a soft spot for British machinery (my father being a patriotic English man) it was the right size and almost all there.

I spent some time looking it over and was getting pretty excited until I pulled the dip stick out and out ran clean wa-
ter. I found out it had been under water during a flood. The engine was seized and so were the tracks, any way I decid-ed to take a chance on it and passed over the agreed one hundred dollars.

The next problem was how to get it home, Graham had just bought a tan-dem trailer and when he got a road worthy he was going to pick up the trac-tors, unfortunately his job took him all over the state and he did not know when he would get the tractors.

I was discussing the problem with Ian Mat-
thews and he volunteered to help me get it, so a couple weeks later Ian, Stuart, Malcolm, Myself and my five year old grand son Aidan hit the road picking a trailer up at the shell garage on the way.

When we arrived at the farm the owner had his bag lifter positioned over the tractor, it only took a few minutes to lift the tractor and back the trailer under.

Back home was a different story, no bag lifter to lift it off so Ian backed the trailer up to an iron bark tree near my shed. After a chain was tied to the tree and to the tractor Ian drove forward, it reminded me of the old party trick where you rip the table cloth from beneath the crockery. The tractor landed neatly on the two sheets steel we had placed under it so that it would slide on the trailer with out damaging it.

Next day I drained the gear box, and yes out came a lot of water and oil, the engine had already been drained down at Ayr.

I took the top of the gear box and was pleasant-ly surprised at the state of the box so I re-

filled it with cleaner oil from the Starlet. This is a temporary measure to keep the tractor from deteriorating any more, until I am ready to work on it once the Novo is completed.

Keith.

to be completed next month