TIRED IRON

North Queensland Machinery Preservationists
NQMP Inc PO Box 11, DC AITKENVALE, TOWNSVILLE, QLD, 4814
May 2003

NEXT MEETING FRIDAY, 30th May, at Ian Williams house 32 Bokirana cr Kirwan

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Coming Events
Ravenswood Display
On the 31st May 2003

Lotus Glen Field Day
On the 7-8-9 June 2003

Charters Towers Swap Meet
On the 7-8-9 June 2003

All British Day at
Cathedral School. Ross Rv Rd
On the 15 June 2003

Combine Club Swap Meet at
Civic Theatre Park. Boundary st
On the 27 July 2003

Good day fellow members, it’s that time again for membership fees. As most members have a small credit from last year’s fees, we are reducing this years fees by $5. Once again we ask that you return your form signed with the money before the 30th of June.

We need the fees in by that date so that the insurance can be purchased in one go. Also note that the same as last year there are two pages stapled together, the Application form and the club rules. Once you agree to the rules, sign the membership/renewal form and return it with your payment.

Well the interclub rally has come and gone, I was unable to attend as I had to work, but I did get down to Ayr Saturday night for the dinner and thoroughly enjoyed myself. We will have to wait till next month for Trevor's report.

It was a sad month for Trevor and family, his dad passed away. Bob Philipson a club member, often joined us for a chat at our displays.

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Trevor & Carol Philipson

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Next month I’ll have 2 reports on the Heyfield Rally, one from Merve and one from Toby Aitkinson, it’s good to hear from the north again.

As you can see we have several display’s coming up, for a while the calendar looked pretty bare. Probably the uncertainty of insurance. Take note the first is at Ravenswood on the 31st of May. I should be going, I enjoyed the display last time we went. There two functions on the Queen’ birthday weekend a week later in June. One at Charters Towers and one at Lotus Glen on the Tableland. At this point I am going to Lotus Glen.

The three cranes on the drawing board are well under way. My modification is finished, it is now lower has an extendable boom and gearbox for slewing. The gearbox prevents the load from getting away as the ute leans with the load.

Ian’s Rolls Royce crane is nearly finished, he is only waiting for some hoses.

Richard also fitted a gearbox to slew his crane, his first effort to drive it with a starter motor was a failure, turned to fast as the cartoon shows. I think he has that sorted with a hydraulic motor.

Keith.

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47888551 or mail to
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Richard fits a starter motor to his slewing gearbox. The show society are interested in it as a merry-go-round
The Novo Story

The fuel pump is a plunger type driven by the other end of the cam follower, in keeping with the rest of the engine it also was in a sad state not only that the original cylinder was machined incorrectly at an angle (a bit of poor workmanship) not only that, the thread for the gland nut on the out side of the pump was crooked and at a different angle to the piston.

I agonised over this for a while but Ian Williams left me in no doubt, the cylinder will have to machined square.

After a minimum amount of trouble, I was able mount the pump in the four jaw chuck and machine the cylinder out square. I then tried to square up the thread by running my thread tool in the lathe. It worked to a certain extent but the gland nut is a bit loose. Leaving the pump in the chuck, I replaced it with the three-jaw chuck and turned out a brass sleeve, which I then pressed in to the pump with a little Loctite. The four jaw was then reinstalled and I made a final cut boring the sleeve out to ½” . The original cylinder was cast and the pump plunger was brass. Since I fitted a brass sleeve, I turned a piston out of steel.

With new ball bearings for valves, I tested the pump and it worked like a charm as well as being straight.

New copper pipes were made and fitted and the fuel system started to look all right. Then I discovered the mixture screw was stripped. The screw itself was not stripped completely, but the thread in the carby was also worn, so I turned up another mixture screw a few thou over size and threaded it in the lathe. The new over size screw fits quite firmly in the old thread.

For all the old engines that I have, I only own a couple of doubtful magnetos, so I chose an old looking Lucas for the job but the spark is weak and the shaft is bent.

The magy was overhauled a bearing replaced and I spent a lot of time trying to straighten the shaft in the lathe. Eventually I got it to an acceptable level. After reassembling I got a reasonable spark when turning by hand, but pretty poor when turning the fly wheel, I’ll try getting the magnet remagnetised.

Next problem. There was no gear for the magy and after a bit of soul searching, I decided to have a bash at making one. I have an attachment that bolts onto the cross-slide of the lathe, this attachment has a vertical slide. After a lot discussion with Ian, I decided to use aluminium.

The first task was to make a cutter, using a piece of round bar and a tool clamped in a square hole. After a lot fiddling, I ground a tool to fit the teeth of the drive gear on the crank-shaft. The finished cutter was fitted into the square hole. The bar was mounted in the lathe chuck and live center. Unfortunately there was not enough room to fit an indexing arrangement, so it was back to the drawing board. Once again I was making it up as I went.

After turning up a blank gear out of aluminium, I clamped it to the drive gear, as this was the size of the gear I wanted to make. Next, I carefully made a center punch mark on the edge of the blank, lining up with each drive gear tooth.

Two spacers were then turned to the same diameter as the root of the tooth. These spacers were clamped either side of the blank and then mounted on the milling attachment on the lathe. I was ready for the first cut.

I adjusted the blank so that the center of the tool was touching the center punch mark on the edge of the blank, lining up with each drive gear tooth.

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The first cut was only a few thou. No trouble, many cuts and an hour later, the cutter was skimming the spacer.

The first cut was finished. It was like cutting butter but it would take all day. I promised this would be my one and only gear as I wound the vertical slide down and set up for the next cut. Off we went again. Disaster I had the blank to high and the cutter was taking giant cuts. On close examination, all was well, so we continued with same cut. After that, all teeth were done with big cuts and each tooth only took 10 min, it didn’t take long after that, the 14 teeth only took a couple of hours.

The gear looked good and after fitting it to the maggy I tried it out. I had to file a small chamfer on the tip of each tooth to make it run smooth. Aluminium was easy to cut and should be all right for driving the maggy. A brass gear would take a little longer using this method, but a steel one would take some time. This method of cutting a gear would be alright as long you are not looking for a precision finish and you are not driving a heavy load.

Keith

Well we are getting close to finishing this project, so I hope one of you fellows are writing up one of your projects for the news letter.