Trevor & Carol Philipson

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

NEXT MEETING FRIDAY, 28th March at Ian Williams house 32 Bokirana cr Kirwan

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Treasurer
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Coming Events
Combine Club Swap Meet at Civic Theatre Park Boundary st on the 27 July 2003
Cairns Swap Meet-Car & Bike Show.
Cairns Show Ground.
Scott st Gate
On the 27th July 2003
Burdekin Agricultural College
On 16th August 2003
BBQ lunch for members
St Anthonys School Fete at St Anthonys School Deeragun
On 24/10/03 5.30 pm - 9.30 pm

Good day fellow members, we’ve just had our last meeting at Gary Blyth;s place followed up by a sausage sizzle, it was a great success, we should do some thing like this more often.
Gary’s place was typical of a farm with cars, trucks and tractors dotted around the landscape, you never know when a part might be needed. They have a huge shed about 6 bays, which Gary has been able to completely fill with cars and engines. He tells me his farther encourages him to take on all these projects.

We have four more displays so far for the year, the Swap Meet at the end of the month, Cairns swap meet on the same day, Burdekin Ag College down Giru way and St Anthonys school fete in October. The club will be helping out at the Townsville swap meet by assisting with marking out the bays, fencing and traffic control on the day of the Meet.

Merve has been driving his fellow members mad by asking what a certain engine part looked like, it seems he pulled an engine apart but when he was assembling it, there was a part missing, as he did not have a clue what it looked like he could not find it any where. It turned up eventually, guess where? On the bench beside the engine.

Kool Fix
Trevor & Carol Philipson

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Wanted Your stories
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4788551 or mail to
23 Flagstone Av Rangewood
Thuringowa 4817
keithfh1@ballyhoo.com.au

Wanted updraught carby for
Bristol 20 tractor. Manifold
Size 41.5mm. Stud size 3/8” at
71mm centers and at right
angles to the engine. According
to the manual the original was a
Zenith 30VEA.
Contact K Hendrick on
4788551
keithfh1@ballyhoo.com.au

Wanted Farm Pumper cylinder.
Model with lesser No of fins
and are parallel.
Contact K Hendrick on
4788551
keithfh1@ballyhoo.com.au

Ians crane is completely finished and to his usual standard. It
looks and performs better than a bought one. Russell is wran-
gling with his Buzzacot. Malcolm has another tractor a Fordson
Major with a large bucket on the front. He has had it stored at
Cloncurry. I asked him what is he going to do with all these
tractors and his answer was, “I like tractors.”

I have started on my Bristol crawler, the engine was lifted out
with my crane, piece of cake. The engine is in far better condi-
tion than I had hoped for and it looks like I can get some parts
from Repco. I found a retired panel beater and have already had
some of the tinware straightened. I’ll write a story as I go. I’ll
have to get serious about getting a carby for it though. I would
like to have this project ready for next years Field Day.

Next meeting at Ian Williams place should be the General
Meeting so every one should try to make it.

A sad month for Ian Williams and his family, Ian’s dad passed
away.

Merve mislays an engine

Bill Osborne & Staff of BP Dalrymple
Bayswater Rd
Sponsor North Queensland Machinery Preservationists by
donating fuel
The Novo Story
The Grand Finally

Well the engine is almost finished, time for a test run before painting. After 6 months of enjoyable work we are ready to crank her up.

Ian Williams came round to help me on this auspicious day. We spent some time timing the magneto, we soon had this right, it was crunch time, the carby was filled with fuel and it was time to crank.

I had no water in the hopper but I did not plan to let it run to long. I gave a few turns of the handle, nothing. Ian moved the advance retard lever. I gave a few more turns, this time we were rewarded with a few feeble pops.

Ian was squatting down holding on to the hopper while he gave the advance retard lever a further tweak. This time when I turned the handle there was an almighty explosion. I jumped back stunned, not knowing what happened. When I spotted some smoke coming out of the hopper, I thought to my self, how could smoke come from there. I then spotted Ian sitting back holding his finger with blood poring out of it.

When we looked into the hopper, we could see that the whole top of the cylinder had blown off. Close inspection showed that the cylinder head had been eroded away inside the water hopper, in fact it was only 2mm thick in places.

I should have been awake to this by the state of the water hopper. I don’t think the cylinder is repairable because of the combustion chamber on the side. The chamber carries the valve assembly.

It seems a shame to come to halt in this manner, but I have no regrets, as I have had many hours of enjoyment rebuilding this engine.

Keith

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12 cylinder 89,640hp (966,844kw) at 100RPM
Exceeded 100,000 hp during overspeed test at 101.5 rpm

Fuel consumption Maximum power is
0.278 lbs/hp/hour
1,600 gallons/ hour

Man standing beside a cylinder