Green day fellow members, sorry about missing January but no stories came in. We have some big events to attend this year, our inter club rally in May and the Australian Rally at Bileola in July.

Ray Blain is trying to organise a truck to take the engines to Bileola. If you are interested in transporting your engines this way, get in touch as soon as possible so that he knows what size truck is needed.

At the last meeting, Andy Nicholson was voted in as Vice President to help when Russell is not available. Andy and his family have finally made it back to Townsville after being away for 5 1/2 years with the RAAF in Exmouth WA then Weipa, it was only supposed to be 3 years.

Looks like sheds are popular, Paul has a new shed and Rod has just completed his large shed and I ordered an extension for mine before Christmas and it arrived two days before the rain started. It looks like it will be quite a few weeks before I will be able to get near it.

Keith.

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Next meeting Friday, 23rd February at Brian Pumps at 60 Coates st MtLouisa
“Old Keith” has been pestering me to write a story for the Tired Iron. It’s not really my cup of tea, but anyway here we go.

The old man was talking to a bloke, on how I was interested in old engines and asked him if there was any kicking around his old farm sheds. He said that there was a Chaff Cutter with an old motor in the long grass beside this shed on his brother’s farm. So we organized a day to go and pick it up. It turns out the motor was an International LB and a Bental Chaff Cutter.

The weather had really taken its toll as they were in poor condition. I was somewhat disappointed, but still loaded them in the ute and took them home. I passed the engine on to Keith and the Chaff Cutter sat in front of my shed for a month, before a bloke from Babinda spotted it and called in.

He asked what was I doing with it. I was not really interested in it. He said I have an old Lister at home would you be interested in swapping, I said too right. So I helped him load it on to his ute and I was off to his place the next day. The engine in question turned out to be a 5 hp Lister L in pretty good nick and took bugger all to get going. So that turned out alright.

Two weeks later he rings up and says can you go back to where the Chaff Cutter came from and look for the cast iron feet, they could be still in the ground. So I went back and saw the older brother and asked if I could go back to the shed and look for the feet.
As I was leaving he called out and said there is a big engine inside the collapsed shed. I said ‘fair dinkum’. He said I remember when I was a kid they used to cut timber in that shed. But be careful as the shed is likely to fall on top of you. Yeah well you know about curiosity killed the cat. I picked up Eddie, my mate who is a non engine enthusiast, more of a fishing buddy, but likes coming along for the adventure. We went to the old shed and found the Chaff Cutter feet. We made a cutting into what looked like a doorway. There was that much vine around and on top of it, that the weight of it had caused it to collapse and inside was nearly pitch black. There was that much junk in there you would not know where to start. I said to Eddie drive my ute right up close and shine the spotty’s inside, that was better, it was lit up like Luna Park now. Sure enough down in the back corner I could see two big fly-wheels.
We went back to see the owner. It turns out the brothers were selling the farm. The conversation turned towards the engine and a deal was struck. We then faced a problem of how are we going to get it out. Eddie drove me back home and we got a tractor with a backblade and made a clearing and took off the sheets of iron on the shed wall to uncover the engine. There sat an huge open crank hit and miss engine with a Webster Tripolar magneto. There was no badge or markings on it at all. It appeared to be all there but the fuel tank and oiler. Lucky Eddie found the big cast iron muffler which was piped to the outside of the shed.

To be continued next month