North Queensland Machinery Preservationists
NQMP Inc PO Box 11, DC AITKENVALE, TOWNSVILLE, QLD, 4814
November 2013

NEXT MEETING FRIDAY November 29th, at Brian Pumps at 60 Coates st MtLouisa

Merry Christmas

Home Hill State High School kids enjoying themselves at the 2013 Home Hill Harvest Festival parade
Hi all, Saturday the 9th around 8 members went down to the Home Hill Festival. I went down with Russell and didn’t take an engine, which was just as well as it wasn’t the best area set aside for our display, did not have a lot of room.

We arrived far too early and things did not look to good but when the parade started you wouldn’t believe the transformation, there were crowds of people down either side of the street and many more floats than I expected, I thoroughly enjoyed the parade.

Last Saturday 16/11 we held our Christmas break up BBQ at Shane and Maria’s place. Twenty one adults and kids sat down to a superb BBQ meal cooked by master chef, Shane (Jacko), followed up by a large array of sweets. If anyone went home hungry it would be their own fault.

On page 3 you will find another episode of my Root & VanDervoort restoration.

This is the last newsletter for the year so I would like to wish all members and their families a Merry Christmas and a Happy New Year and we will see you all again next year in 2014.
The cam follower roller on the push rod was badly worn. Another roller and pin were turned up, but had to be discarded when I got loctite on the roller while screwing the pin in to the push rod. The roller was frozen solid so another pair were made. Before the roller was attached this time, I clamped a piece of steel to the push rod and drilled a hole down between the rod and steel almost to the roller’s pin, leaving a groove so that oil would easily penetrate where it is needed. The ignition cam was fashioned first and attached to a small piece of angle iron. With the ignition mark on the fly wheel lining up with the push rod indicating the firing point, I slid the cam along the push rod and clamped it there with vice grips. After checking it several times I scribed a mark on the push rod. The push rod was removed and a hole was drilled through the push rod and cam plate, a 1/4 inch NC thread was tapped in the cam plate and the hole was slotted a couple of millimetres to allow a small adjustment.

For all your insulating requirements on roofs, mobile homes, caravans etc see the new space age
While the exhaust valve was fully opened a mark was scribed on the cam block 1/32" in front of the detent lever, the detent catch block was bolted to the cam plate lining up with this mark using two socket head 1/4” NC HT. While this work was going on I had the fly wheels and engine block in the electrolyses being cleaned. When the block was clean I attempted to remove the drain bung, but it had other ideas the square started twist. To get some serious heat into the bung I welded around it, when it cooled a pair of stilsons removed it quite easy. Checking the bung I found it to be 3/4 “ whitworth, so some where during its life some one has re-tapped the hole, unfortunately it was tapped crooked. I turned another brass bung on the lathe, when it was finished I gripped the bung crooked in the three jaw chuck and drilled and tapped a center hole to 1/4 NPT, the theory being I would stop screwing it in when the hole was horizontal. It sort of worked.

Around this time I decided to build the trolley, so it was off to Bootle Timber and purchase two pieces of 4X2 dressed hardwood. With a fair bit of sanding they came up looking good. Before the engine block was painted, the bore was honed and the hopper was cleaned out. After painting it was temporally fitted to the trolley.

A brass bung was manufactured. After a 3/4” whitworth thread was cut, the bung was parted off brass bung on the lathe, when it was finished I gripped the bung crooked in the three jaw chuck and drilled and tapped a center hole to 1/4 NPT, the theory being I would stop screwing it in when the hole was horizontal. It sort of worked.

See you all next year Keith.