North Queensland Machinery Preservationists
NQMP Inc PO Box 11, DC AITKENVALE, TOWNSVILLE, QLD, 4814
July 2016

NEXT MEETING  Friday, July 22 at Tony Binders place at 74 Melrose Cr Kelso.
Hi all, as you can see we have a fair bit on for the rest of the year, particularly August with three different displays in three days.

Our next meeting is at Tony Binders place at 74 Melrose Crt Kelso on Friday the 22 on of July starting 7.30pm.

We have our AGM on Friday the 19th of August at Shane (Jacko) O’Carroll’s place at 43 Wayne St Kelso, starting at 7.30pm.

Long time member Brian Pump has decided to hang up his shifting spanner and call it a day. For quite a few years Brian has let us use his place for our meetings, he says that failing eye sight has influenced his decision.

The Club welcomes four new members to the club, Graham Edgar a neighbour of Garry’s out at Reid River, Andrew Kilpatrick from Alice River, Jeff Ryan from Mt Louisa and Luke Jolly also from Alice River. I hope that they get as much enjoyment out of the club as I have.

There is good news regarding our shed, we have just received the grant that we applied for and will decide at the next meeting which shed company will build our shed.

Until Ian Williams and Shane finish their current projects, I will start on my Lalley Light restoration for the newsletter. I haven’t been able to find out much about the Lalley Light and any that is about is years old. So I would appreciate any help that I can get.

Keith
Lalley Light 32V DC Lighting Plant

By Keith Hendrick.

I bought this engine off Ian Matthews about a year ago and have been restoring it for about 6 months. I can find out very little about it but it is a two stroke, model HU made in Detroit Michigan.

As I have the model and a serial number, one day I hope some one can date the engine.

Both the main bearings are on one side of the crank like the Lister D, with a peg in the end of the crank pin driving a set of points or a maggy.

The bigend bearing is a huge bearing almost the same size to the two main bearings. A diaphragm fuel pump screws into the crank case and the carby works on the overflow principal. The fuel tank is part of the cast iron base and the pickup and fuel return uses the same fitting.

The governor is driven by the shaft between the two main bearings and a ring seal on the crank shaft keeps the pressure from leaking from the crank case into the governor area.

Unfortunately I do not have the generator for this engine and will have to adapt one to suite.

When I started to dismantle engine I found a very large bigend bearing, I don’t know why they would need one that big and it doesn't match the mains. The engine came apart fairly ease.

Once the flywheel and bigend bearing were removed, the crankshaft was removed from the front end of the engine leaving the rear main bearing behind to be punched out next.

I laid all the parts out to inspect them, most were in reasonable order, but I would replace the mains and big end bearings as well as the rings and the ring seal on the crank shaft.

Left. Rear end showing a flat belt pulley some one has fitted.
Below. Partially dismantled, showing the piston, governor and ignition points mounted the end cover.
Up to this point I was flying blind, it would have been great to have a manual to show how it went together. When it came to reassembling it became a little tricky when fitting the piston.

Once the engine was completely dismantled it was laid out for inspection. I found I was quite lucky with the overall state of the engine its self, meaning I should get away with having only to purchase rings and bearings to make this engine to go again.

Keith

The parts laid out in an exploded view. On the left, a fitting that screws into the end of the crank with a flange that holds the bigend bearing on and pin the other side that drives a set of points or a magneto. The ring seal can be seen on the crank shaft behind the crank pin. The Fairmont engine uses this type of seal on its two stroke engine. The governor gear locates on the main bearing surfaces sandwiched between the two main bearings. A peg screws into the crankshaft to drive the gear.