TIRED IRON

North Queensland Machinery Preservationists
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August 2016

NEXT MEETING AGM FRIDAY, August 19th at Shane O’Carroll’s 43 Wayne St Kelso.
Hi all, things are moving with the shed, after selecting SFSheds and with a bit more negotiating, we have payed a deposit on a 10m by 9m shed with a 3m awning for almost the same price as an earlier quote on a 10m by 7m with no awning.

To reduce the cost of the shed we have decided to build the internal wall for a club room ourselves and also we decided to replace the concrete under the awning with roadbase. Might be better to run engines on the roadbase.

Construction should start some time in September. As soon as possible we will be applying for another grant for the same size shed to connect onto this shed. We have some busy times ahead.

Don’t forget the AGM at Jacko’s this Friday the 19th August. At 43 Wayne St Kelso. Shane has bought sausages for a sausage sizzle at small fee. BYO drinks.

So everyone try to be there and make a bid for a committee or newsletter job.

As you can see we have a lot on in front of us, with a couple of new displays from Nolan Sheehan. The South Johnston Mill centenary may be a bit late for members from Townsville to plan for and the Babinda Harvest Festival might be a bit close to Oakey for some members.

Keith.

Cover. The only photo of a complete Lalley Light HU that I could find on the net, some where in USA.
While I was thinking about how to start I dropped the cast base into the electrolysis tank. It took quite a bit of gunge off the base but as it was the fuel tank as well, I sent it to a sand blaster to give it a good clean and prime it.

With the base in the drink I started on the piston, it would need new rings, new bigend bearing and a new gudgeon. I could not get a ring to fit the groove so settled for two thinner rings in each groove, this doubled the price but the advantage was the ring gaps were 180 degrees apart. A new roller bearing along with 2 main bearings were obtained off the shelf at BSC. It didn't take long to turn up an oversized gudgeon pin from 41/40, well not long in my time, about half a day. I then reamed the piston to a tight fit on the gudgeon and a firm but sliding fit in the little end.

I achieved this with the little end by reaming both the piston and the little end at the same time when the piston was the correct size it only needed a small adjustment on the reamer to get the correct fit on the little end.

Two sealing rings were fitted in the groove behind the crank pin, then a new main bearing was fitted behind the sealing rings. The rear main bearing can only be fitted after the crank has been inserted into the crankcase, then a locknut holds it in place.

Before the piston already in the cylinder can be fitted, I pushed the crank far enough through to allow the conrod and bigend bearing to be inserted and align with the crankpin, it was then tapped on the crankpin as the
The crankcase front plate needed a lot of work, a new drive shaft bush, new set of points and a new mounting plate to carry the points can.

shaft was also tapped back into position.
An end plate is bolted on to the rear of the crankcase, this locks the rear main bearing in place. This plate also carries a felt seal that runs on a lip on the flywheel.

Above. The front main bearing and the crankcase seal ring in front. The governor gear slides off to replace the main bearing.
Left. Bigend bearing being tapped on.
Lower Right. A sad points assembly mounted on the front crankcase plate. Needs a fair amount of work.
Below. The old bush pressed out, a new bush ready to go in.

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Keith.