NEXT MEETING Sunday, April 30th at the Train Park
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Coming Events

Train Park on
Sunday 30/4/17.

Interclub Rally at
Mackay on

West End Park on
21/5/17

Field Day at
Mareeba on
24-26/5/17.

Dam Fine Rally at
Ross Dam on
1/7/17.

WANTED
Sell—Buy—Swap—Info

Wanted Your stories

HI, all once again we are headed for the Train Park this Sunday, with a display and meeting. I was there with Tony today while he mowed. I think we are in for some pleasant temperatures.

The old shelter shed has been cleaned up and we will try setting up our display under it. We will fence it in the usual way with pickets and orange fencing, if it is a success we will fence it in on three sides with ridged fence panels and have removable panels along the front.

My electrician mate Ian Borresen came in to check out the shed, to see how we should go about putting on the power. Another job I have to get under way.

Still a bit short on news and will fall back on old faithful, my Lalley Light. It was an engine that a lot of people had never heard of a year ago, I hope all the work doesn't end in a failure.

A book on my Root & VanDevoort. has just been published, it has 269 pages and sells around $75. it seems they made more cars than engines.

Keith.


Cover. The second meeting at the shed. Ian, John, Merve, Andy, Glen and Keith.
When it was ready to mount the generator, I found that two pieces of 10mm bar were a perfect height to line the generator up with the motor. These were drilled and tapped accordingly. As the generator was too long for the bed of the motor, I started off by cutting the shaft as short as possible then manufacturing a fitting to hold the flywheel to the crankshaft and to imbed the coupling into that fitting.

The coupling was machined from a piece of 25mm plate with a small spigot to locate in the flywheel at the back and a mounting hole was drilled through the center. Then the blue coupling was drilled out large enough to fit the head of the attaching bolt plus a socket. The back of the coupling was machined off to make it shorter. Three grub screws were drilled through the flange into the blue coupling. The coupling was pressed into the fitting with locktite and the excess was washed out of the grub screw hole with carb cleaner in the hope that I may remove the grub screws if need be.

From a grainy photo I could see that the original switch board was mounted to the middle and at right angles to the generator. I commenced to make a frame that bolted to the generator by the screws that bolted the pole pieces to the stator. I then made up a temporary switch board using 3ply. As I didn't know what size rheostat I would need to control the shunt field, I fitted two in the temporary 3 ply panel. I then fitted two ammeters, one read the

Above. Plate to hold the flywheel on, doubling as a generator coupling. Blue coupling still to be drilled out. To clear the head of the 9/16" sae bolt. Left. Switchboard mounted on generator. Below. Temporary switchboard with two rheostats and two ammeters.
The next test run showed that we were on the right track, we could get 10A out of the generator at a more sedate speed, with more field current available (the rheostat was not fully open).

The next problem, the engine ran sweet when there was load on it and just using the generator to charge the battery did not last as it only took a few minutes to replace the charge in the battery used in starting, consequently the output reduced from 10A to almost 0A in no time. Increasing the output would only boil the battery's.

Ian Williams has a load tank that he made and I will borrow it on the next test run.

I will finish the engine off before the next run.

Keith.