Malcolm, Gary, Jacko, Merve and Ian standing on the foot plate around the Mann Diesel at Ravesnswood
Hi all, at last we have had a couple of weekends off, but its on again this month with the Woodstock school this Saturday and then the next weekend we have three in three days.

The AGM will be held on Sunday the 27th of August after we set up our display.

Any one notice Merve’s story on Mareeba was inserted twice, this was due to popular demand.

A few weekends ago we went up to Ravenswood to start their engines. It is something we all look forward to as it is always a pleasant day and they look after us. While we were there, six of us visited the old Mann Diesel a short distance out of town, we had not seen it for a couple of years and each time it looks more derelict. Between the weather and vandals it is looking very sad.

The old stand by, my Lalley Light will be in the newsletter again but I’ll have to do more work on it if I want to write any more about it after this.

Keith.

Andy and Jacko working on one of the engines at Ravenswood
Lalley Light 32V DC Lighting Plant
(Cont.) By Keith Hendrick

Before the next test run I will try to complete the engine by constructing a box to house the ignition and construct and mount a water tank for cooling. The box was constructed first allowing me to mount the water tank on top.

20mm pine was used for the ignition box and was made T shaped to sit on the timber bearers, part of the lid was fixed on top to carry cooling tank while a portion greater than half was hinged to access the battery and coil.

Two fire extinguishers were cut in two and the two bottom sections were welded together to form the cooling tank.

Both tanks were mounted in the lathe and a groove was cut around tank where the cut was to be made. Then using an angle grinder fitted with a thin disk the tanks were parted in two.

Before they were welded, one bottom had a hole drilled in it and a 1/2” Tee was brazed in it to carry cooling water to the bottom of the water jacket a tap was fitted to the other side of the tee to drain the tank.

A base made of a 3” piece of 4” pipe was welded to the bottom of the tank over the 1/2” tee. A plate carrying two mounting bolts was welded to the bottom of the 4” pipe. Two holes were then drilled through the top of the box and the tank was set on top with the mounting bolts through the lid. I must admit that it was hard to reach inside the box and place a nut and large washer on each bolt, but I eventually did it.
The tank was hooked up to the engine with 1” copper pipe and joined with rubber hose. A step was turned into a 2” water pipe socket and then brazed into the top of the tank, a 2” plastic bung prevents water splashing out during transit. Now that the tank is finished it looks small, I hope it is big enough but we won’t know until we test run the engine.

Keith

Right. The welded tank is mounted and copper pipe is cut to fit.

Below. Malcolm, Gary and Merve standing in front of the Mann Diesel.