

Cape Vintage Engine

NUMBER 1. FEBRUARY 2008.

Hi, I hope you enjoy this first edition of our Cape Vintage Engine newsletter, hopefully to be sent out on a regular basis. Gordon has put in a lot of effort with a bit of my assistance to bring it to this stage. Thanks Gordon and thanks also to Andy for the mill article and Steve for his report on the Timour Hall Show. Philip.
ptaylor@worldonline.co.za

We have finally managed to put it together! You will no doubt have noticed that we have changed the name of the newsletter. In the course of corresponding with Andy, he appeared to assume that we would retain the name 'Paraffinalia'. Andy obviously has more faith in us than we have in ourselves and a few of us have discussed the matter and are unanimous in our agreement that Andy's 'act' is something which will be far too difficult for us to follow. We feel that the name 'Paraffinalia' should stay with Andy, as there is no way that we could ever compete with Andy's flair, knowledge, energy and contacts. Andy's attributes deserve more than just a mention here and we intend to produce an article on him at a later date. Needless to say, he has already contributed a lot to this issue of the newsletter.

Our aim is to keep the newsletter as simple as possible and to involve as many of our members as possible. We are starting off by corresponding with mainly Western Cape members, but no doubt will expand as we regain contact with interested people further afield. We make no claims about our literary ability and our aim is to just set it all out for our enjoyment. The newsletter is only going to keep alive if everyone does their bit and makes contributions. These need not only be about old engines and machinery, but can be about anything of interest – technical, historical, humorous – in fact anything! Please respond and criticize anything with which you don't agree – especially technical errors.

Please, if/when anyone has a problem (preferably technical) write in giving details. There is bound to be someone out there with a solution or if you have solved a problem let us all know – you might just help one of us with the same problem. How about ideas for generating electricity? Don't worry about producing a literary masterpiece, we are quite capable of taking your article and making it worse for you. Seriously, rather than nothing, just send us notes and photographs, if available, and we will put it together to the best of our ability.

Thank you to **Andy** and **Steve** for your contributions, also to **Dawn G** for always being available to answer my dumb computer related queries and to Vicky Gray-Taylor for designing the header for us.

Gordon. gkriley@telkomsa.net

Some forthcoming events: 22nd & 23rd August Heidelberg Tractor Club Show.
27th September Hermanus Whales and Wheels Show.

Please let us know about any other events that we could go to.

Peregrine 2007.

Unfortunately due to the fact that I was ill, I was unable to make Timour Hall, so to make amends, here is something about the not so recent Peregrine weekend.

On the Saturday morning, in spite of having to travel the furthest, I was the first to arrive at Peregrine. The previous evening **Andy** had delivered the all-time favourite, the '**electric light machine**' and also a large **Fairbanks Morse YH** engine which he had had to offload on his own with his forklift in the mud and slush (rumour has it that Andy has received a very attractive offer from Eskom for the ELM).

Not long after my arrival, **Andy**, **Herman Geldenhuys**, **Keith Wetmore** and the rain arrived. The former three and I sat and had coffee until about half an hour later when the latter eased to a drizzle, which persisted for a fair part

of the morning, along with a brisk wind. Evidently **Graham Bowles** from Natal called in during the day but did not stay long.

Herman had brought a small **Lister** and Keith brought his Somerset Timbers 'plank sawing' trailer, which he operated during most of the day. This attracted a lot of attention and not having seen it before, I was most impressed, especially with the accuracy with which it cuts. My **International Harvester LA** (1937 vintage), my **Pompes Fafeur** wine pump (unknown vintage, but pretty old) and my small hopper cooled **Wolseley** made up the Saturday collection.



The **Fairbanks Morse** belongs to **Julian Melck** of the farm **Kersefontein** in the **Hopefield** district. The engine has been in his family since new and ran for the last time over 50 years ago. Julian had asked Andy to try to get it running again (he will no doubt run a generator off it!).



Andy and **Herman** spent some time heating up the 'hot bulb' with a gas blowlamp and after much adjusting, muttering over the engine like a pair of magicians and much turning of the engine by hand, they decided that the moment of truth had arrived. The four of us manoeuvred the electric light machine slightly so that it lined up with the YH and then fitted a flat belt and rotated the YH flywheel via the ELM. Due to the long length of the belt it was difficult to keep the belt on the flywheel in the howling wind and we had to guide it by hand.

BUT, eventually, with a great belch of smoke, the engine started and after lots of fine-tuning (can one fine tune a lump of metal that size?) by **Herman** and **Andy** it settled down to run pretty smoothly. **Herman** has a **Fairbanks Morse YH** (1917 vintage) engine of his own and hence knows a lot about them. Hopefully if Andy's arm is twisted hard enough he will tell us about all the work which went into the engine to get it to the stage where it could be started.



Later, during the afternoon we set up my wine pump and ran it with a flat belt off my **International LA**, which had been happily running on all day its own. Presumably this too is the first time the pump has run for many years. When I acquired the pump it was fitted with a well worn handle on the flywheel and I doubt if it had ever been engine-driven. I will write up some details about the pump and the LA at a later date. Herman also had his **Lister** running in the afternoon.

On the Sunday, I believe **Phil** and **Steve Socolic** joined **Andy** and **Herman**.

Timor Hall Classic car show 26/27th January 2008. Submitted by **Steve Socolic**.

The Timor Hall Classic car show was held over two days this year with the more modern or contemporary vehicles on show on the Saturday and the vintage marques on the Sunday. Saturday was reasonably quiet with a steady trickle of people throughout the day. Sunday, being the main day was quite a bit busier. A number of familiar faces and regulars made an appearance.

Philip Gray-Taylor, Trevor Bailey and myself set up a display on Saturday morning. Philip had chosen a shady corner where we could spread out. Philip brought a number of engines with his **Letz feed mill** and **Beatrice** grinder. The feed mill was driven by a **Petter A1VO** engine and the **Beatrice** grinder was driven by a **Briggs & Stratton WMB** (ex washing machine) engine.



Philip's **Maytag model 72** engine (also ex washing machine) with its rather intriguing air control valve drew quite a lot of interest. Another of Philip's machines was the hand operated **AH Patch "Blackhawk"** mielie stripper. Also planted in the ground was an **Atlas-Copco "Cobra"** paving breaker. On the Sunday a number of people offered information about this machine so maybe next time we will see (hear) it running.



Trevor had a **Villiers** petrol/paraffin engine coupled to a **Bosch** 12V starter/dynamo. This was the easiest engine to start – you just pressed a button!! Coupled to the dynamo was a small electric fan, which blew air onto a bird whirligig. Also on display as a static display was a small **BSA** engine ex **Ransomes** cylinder lawnmower.



I had on display a disassembled **Senator (Wolseley) WLB9** tank cooled engine in an as found, as disassembled state.

To complete the display, a tank cooled **Boeresake (Wolseley)**

engine was on display. This engine was supposed to run but the magneto refused to provide a spark.



On Sunday (after a move to our “normal” spot) Arthur Wilding arrived with his **Fuller & Johnstone** and a **John Deere model E** engine

A big thank- you to Jo for inviting us again this year.

Compagnes Drift Mill 26th January 2008.



Another busy day in preparation for the Open Days next weekend!

First some tidying and organising inside. I had brought some laminated sheets, instructions for the bread machine, and explanation for the crest on the Stamford Mill, lubrication of the wooden cogs with beeswax, etc, so those were put up along with several articles, which have appeared in the press about our project.

Hermann made the mistake of popping in, so he was press-ganged into helping doing some heavy shifting, including putting the stove into its place, at least temporarily.



Not necessarily at its correct height yet, but it helps get it out of the way and to make an assessment of how much to build up, if necessary. I then moved the scythe, which was obscured behind the chimney.



And moved the sickle under it. The sack scale, just visible in a new position where the old planks were, made space for the big table to be moved closer to the door to make room for the person doing conditioning of the grain next weekend.

The Lister 6/1 is still in the way there, but in the process of trying to move it, Neil and the farm staff freed it off! I had thought it had stood outside and had seized up completely and would only be of any use as a donor engine for parts. Now I think we might use it for the recirculating pump!

Then it was out with the rubber gloves and the Iscor Black and I got stuck into the final painting of the water wheel. Final, it will never be! Kerry was saying I'd be pleased when it was over... not so! It's fun to slap the stuff on, it gives a pleasing lustre, and the smell makes you feel you're clearing your lungs out! In fact another 25 litre can came down in the week, there's only about 5 litres left in the first big can, so with the first small can, that means there's already 25 litres on the wheel!



First I did the tall support pillar for the laundry, then the back of the shrouds, facing the wall. This was a painstaking operation, doing a bit at a time, putting the pot down, reaching up and turning the wheel a bit, then painting the next bit. Sounds easy, but the brush and pot stick firmly to the rubber gloves! The next big painting job was the outside of the planks, having done the inside last week. For this I stood on the top of the wheel (carefully making sure my weight didn't start the wheel turning!), did a few planks and the metal strips between, then allowed the wheel to turn a bit, and so on. The result is spectacular! Looking diagonally down and across.

Now the wheel is ready for the buckets! The metal plates are ordered for that, as there's yet another price hike coming at the end of the month. In the end, we've decided on 1.6mm pre-galvanised sheet, and I'll devise a press tool to make the curve and then fold the end over.



We needed to build up some fresh stock of meal for the first buyers next weekend, so I conditioned two batches and milled them, feeding the siftings through twice. In the end I had 11½kg of meal and less than ½kg of bran.

A good day! Now we're ready for the Open Days!

Andy.

Note: In the next newsletter we hope to include an article on the actual 'Open Day' and also some historical details.

Andy's note about sifting out the bran brings back memories.



During the war and for a while thereafter, the sale of refined flour was prohibited. In order to obtain refined (white) flour, most families had a highly illegal flour sifter, which consisted of a tapered box-like wooden base with a matching inverted top piece. Captured in the bottom of the top half was a wire multi-bladed 'paddle' fixed to a shaft, which had a 'slinger' on the end. Draped under the paddle, and pulled tight against it, was a piece of coarse cloth (muslin?), which was fixed to the sides with brass drawing pins to hold it in place.

The unrefined flour was poured into the top, the slinger was turned and white flour ended up at the bottom and bran at the top. The bran was generally fed to the chickens.

I had been told by my mother to make sure it was hidden if a policeman called and as a result I was very wary of the thing. The 'thing' now resides in my kitchen and I still have the original cloth. I wonder if there is a statute of limitations on war crimes of this nature?



Gordon.

Wanted.

Six stud hopper head for a **Wolseley WLB8/9** (large bore, double flywheel). Contact Gordon at 022 423 8705 or 082 928 5228.

Piston rings for a **Wolseley WD8/9** (small bore, single flywheel) or information as to what rings can be fitted to that engine. Contact Gordon at 022 423 8705 or 082 928 5228.

For a **Gravely** Model L mower: I am busy trying to get this machine up and running but am missing the linkage between the governor and the carburettor and the throttle lever and cable from the handlebars. If anyone has details of these, or if anyone could send me in-situ pictures, I could then make the missing bits up. Any help will be much appreciated. Contact Gordon at 022 423 8705 or 082 928 5228.

Complete main jet assembly for a **Vaaljapie** carb or information as to where one might be obtained. Contact Gordon at 022 423 8705 or 082 928 5228.

This is a true story about a **Zenith** main-jet assembly (or lack thereof). A vague acquaintance of mine asked me if I had any idea why his recently acquired **Vaaljapie** tractor engine was missing and running rough (the engine wasn't exactly missing - it was still there).

I consider myself to be reasonably knowledgeable about this engine, having worked fairly regularly on my father's 1948 **Vanguard** car with the same engine. This was admittedly when I was still at school a year or two back (well about fifty actually, but who's counting?) and I still remember a fair amount about the engine (but don't ask me what I had for lunch yesterday). I duly asked all the appropriate questions, but the guy seemed to be fairly knowledgeable and seemed to have covered all the bases. I then asked if he had replaced anything that might have led to the problem. After thinking for a while he said, "well -----I did have to replace the main-jet assembly - ----- and maybe the one I made is not that great". He had taken a piece of dowel stick of roughly the appropriate size, drilled an undersize hole down the centre, ground the thread off the point of a chipboard screw, screwed it down the centre-hole and forced the whole caboodle into the carb body. After a few adjustments of main jet the tractor started! Does anyone have an idea as to why it's not running smoothly?

Note: My **Gravelly** mower was missing its carburettor when I found it and luckily enough I managed to locate one at a mower shop, but the main jet assembly was also missing. Looking through my box of carb parts, I found a jet needle and also a fitting, which matched the thread in the carb body. I also found a tap to match the needle thread and with a piece of brass rod, managed to make up a new unit. The engine is now running.

Products:

This was received from Andy in reply to a query regarding Iscor Black.

Iscor Black is what used to be called Hydrax. It's not available under that name any more, but Keith Wetmore (of the Somerset Timbers saw) managed to get Mr Hydrax to tell him what it is. It's a by- product, actually a waste product of making coke out of coal in the steelmaking process. It stinks of carbolineum, and doesn't reaaaaaly dry. But as a coating for something under water, there's no comparison. Farmers all use it for anything underwater (like frog traps) and underground (like short collar repair couplings). And it's cheap. Including transport and co-op mark up, it's R400+ for 25 litres! And half of that is the transport! So anybody up North can get it at half that!



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