

Cape Vintage Engine

Newsletter of the Cape Vintage Engine and Machinery Society. NUMBER 2. MARCH 2008.

Hello all,

I was recently chatting to a mate who frequents scrap yards (to buy, not to sell) and he spotted a complete MG Magnette Series ZA saloon on the scrap pile. A little research pointed to this car having been part of a collection from a recently deceased estate. This car as well as a quantity of MG spares was offered to a certain car club who purchased the spares but declined the vehicle. It was seemingly in excellent condition having been mechanically restored but needing a respray. It now lies sandwiched between two wrecks, the roof crunched by the scrap yard grab. We can't collect or preserve everything all of the time but with a little effort we can spread the word around; surely someone somewhere would have cherished that MG? **Phil**.

Phil's comment regarding the MG has opened a recent wound. About two weeks ago I walked into my favorite scrap yard to find them offloading a vee 4 Wisconsin engine/genset that had just been collected from a local farm. The crankshaft had been cut off at the engine block and the generator had been cut into pieces 'to facilitate transport'. The unit was scrapped because the engine had seized. I fortunately managed to rescue the magneto and carb. The carb is the same model as the one I managed to get recently at great expense for my Graveley mower. **Gordon**.

Thanks to the people who sent us articles, here we are with the second issue of Cape Vintage Engine. The name 'Cape Vintage Engine' was **Phil's** brainchild in case anyone is wondering where it originated. **Andy** has contributed the Compagnes Mill follow-up, as well as the 'Melck' Fairbanks Morse article and **Ron Wiley** has contributed Australian news.

We seem to be heading for a quiet period as far as shows are concerned. If anyone knows of any shows we could go to, **please** let us know.

The response to the first newsletter was very positive and thank you those people who responded.

Also the response to the 'wanted' section brought about very positive results. **Peter Noble** gave us the name of a Vaaljapie parts supplier, **Phil** provided details of possible suitable rings for the 'small' Wolseley and **Peter Boast** and **Derek Kleynhans** went to a lot of trouble to find and deliver a Wolseley hopper-head and rings. A big 'thank you' to all of you.

In addition, my thanks to **John Menasce** for the computer and 'publishing' information he so promptly provided when I asked for his advice.

Please, we need articles if we are to keep the newsletter going. Anything of interest will be welcome. How about articles on a particular restoration project? All of us have our favourite make or type of engine or implement. How about an article on a specific model? For instance I am besotted with wine pumps (wonder why?), with lots of polished brass bits. Or anything of an old or historic nature - we don't need to stick to just engines and implements.

We would also like to have pictures or information relating to unusual or unidentified engines or implements.

To **John Mc Gregor** who has been ill – we wish you a speedy recovery.

All the pictures reproduced in the newsletters, are, for obvious reasons, reduced in size. If anyone wants the full-size original of any one, I have them all on file.

Don't forget the Crankhandle Club Auto jumble Sale at Timour Hall on 30 March.

Gordon.

Andy's Notes on the Resurrection of the Kersefontein Fairbanks Morse.

In January 2001, the SWAT team of the Cape Vintage Engine & Machinery Society visited Kersefontein, near Hopefield, to meet owner Julian Melck. We were following up leads on old engines, and we were not disappointed. On the farm were two Fairbanks Morse YH engines. One, a 14HP model is still standing on a concrete block where it used to run a centrifugal pump, drawing water out of the Berg River.

This engine is badly rusted from standing out in the weather and has parts missing from it. It would take an enormous amount of work to restore. However, there was another, of 10HP, stored in a shed, lying in pieces, along with the generator that it used to drive. Julian persuaded me to restore this for him. This included making new main bearings and a combustion chamber. These jobs were done over the following two years or so, and then an attempt was made to start it. The bearings were still too stiff to allow the operator to swing the flywheel rim against compression, which, like with a Lanz tractor, is the normal way to start it. It needed to be 'run-in' by another engine or tractor, using a belt.



The opportunity arose recently at our local Engine Show at Peregrine Farm stall, on the N2 in the Elgin Valley. With the help of Hermann Geldenhuys who has a similar engine, we belted up the engine to my Ruston & Hornsby 2Y HR and ran it for a while, with Hermann doing adjustments on the fuel injection pump. At this stage we had the combustion chamber off.

Soon, the engine was turning over more smoothly, and we fit the combustion chamber and start heating it with a Hermann held off the fuel, until he was satisfied that the was hot enough, all the while with the decompressor valve then allowed the fuel pump plunger to come into contact push rod, and soon we were rewarded with a chuff, and long, the engine was running!



decided to blowlamp. chamber open. He with the before

We didn't have the water jacket connected to a tank, and the recirculating fuel system wasn't complete, so we just added fuel and water to the engine as needed. We ran the engine for about an hour, and tried to phone Julian, to tell him that the engine was running again for the first time in about 40 years! We ran the engine again later on Saturday for another hour, and then worked out what we needed to connect to a water tank, and to make the recirculating fuel system work.

Early on Sunday morning, these connections were made and we fetched and connected up the exhaust silencer. We started up with the belt from the other engine again and ran the engine for a couple of hours until we had a blockage in the injector. When this was cleared, we decided to try and start by hand. This engine has 'Electric' flywheels, smaller in diameter, but much heavier than the standard. This makes it more difficult to bounce the piston off compression in the wrong direction to start up. However, in the morning, I had noticed that although the belt had slipped off, we were still able to start the engine with the momentum of the flywheels running in the normal direction.

With four people turning the flywheels in the normal direction and another on the blowlamp, Hermann let the fuel pump go, and with a few light touches on the priming handle (too much fuel floods and cools the hot spot) she was away!

We have discussed the future of the engine with Julian, and the plan is to put this engine in place of the other rusted and incomplete one, which has always been called 'The Cannon', so that it too can pump water out of the Berg River. A building will be constructed around it; there is a reservoir there, and a wind-pump to add to the water supply. *Andy.*

Compagnes Mill Open Days - Andy's Follow-up on his Article in the last Newsletter.

There's not much to report except that the two days were an enormous success! Although the official figures of visitor numbers aren't out yet, guesses are perhaps 700, and I get the feeling at least half of them came through the mill, either to browse at the exhibits and displays, or mostly, to watch and listen to the whole demonstration, which in most cases involved me dashing out to turn the water wheel while they watched inside.

But first, there was a bit of rearrangement to do. We wanted to display the sash of Servaas Daniel de Kock which Jayne had been lent so I had to put the sickle and scythe back on the end wall to make space. This is what the display looked like:

Ariane's husband Jean-Pierre did the research and wrote the story on the left, titled, Napoleon, the Battle of Blaauwberg and Bot River. Servaas was already farming Compagnes Drift in 1807, as his father had been before him. Many of the combatants on the Dutch (allied to Napoleon) side ran away in the Battle in which they were anyway seriously outnumbered, but de Kock stuck to his guns, and was awarded the farm in perpetuity by General Janssens for his trouble.



The line I tried to follow with the demonstrations was to show the visitors the water wheel first and to explain what had been done on it so far and what still has to be built, dug out, made and fitted. There they could see the engine and how it drives the Mill at the moment and will do so in the future when there's no water. Then I would take the group inside and show them what machinery the engine was driving, then I would run out and turn the wheel and show them what can *only* be turned by the water wheel. Then, seriously winded, mostly, I'd come back in and explain how, when we have water power, *all* the equipment will be able to be driven by water, and how we'll make up the belt and fit it between the take-off pinion on the pit wheel and the third pulley on the line shaft.

I would then show them that we need to drive three mills, the grain cleaner and the two elevators. The main elevator is still incomplete, but on Sunday morning I made up a belt to drive the top shaft of that from the extra pulley on the grain cleaner. That works well.

Then I demonstrated the working principles of any mill, on the Gutmann. We have a panel removed from the tun to make it easy to see what goes on inside. Early on Saturday morning I remembered that I still hadn't made the wooden part, which holds the damsel in place at the top. About a year ago it fell into the eye of the mill and was milled in an instant! I had measured up, and made a copy before leaving home!

I would then do a smallish batch of grain on the Stamford and then go next door and sift it and explain that I feed the bran through the mill again to remove the last of the unmilled wheat.

The whole demo must take about half an hour, depending on the level of interest and questions asked. Some questions were good and led to discussions and suggestions. Some people already knew all the answers and told me what I had been doing! One very bright one, on seeing the chalk numbers on the cogs on the pit wheel, informed me that I had removed and replaced every one of them!

One lady from Germany told me her late father was a miller and had interesting stories to tell and has promised some special linen bags for storing grain! One common comment from visitors was the need to return to basic foodstuffs. At this point I always labour the fact that stone milling is a cold process and that the enzymes which are killed in the commercial, hot, roller milling process are alive and well with stone milled meal and that the wheat germ is milled with the grain. This is removed in commercial milling.

On Saturday morning, I spent some time pruning back the bushes which are in the way of where the launder will be. I was interested in checking the levels. It was gratifying to see that the beam across the top of the water wheel and the bases of the notches in the two stone-built pillar supports are *exactly* in line. I worked backwards to under the next set of railway-line supports and lined them up again. This made it clear that the launder will lie in a sling from between the tops of those rails. This was the case again with the next two supports backwards, making the base of the launder and the ground meet at the foot of the oak tree. I checked the level of the bottom of the mill stream and it looks as though we will have to 'gain' about a metre, by making a weir further up and piping the water to the beginning of the launder, with the pipe running inside the rain channel and under the road bridge.

I was pleased to note that as a result of a shower on Saturday night, the farm dam was full again and that there was a respectable flow of water in the mill stream on Sunday!

Me again: *Andy*.

NEWS FROM **RON WILEY** IN AUSTRALIA.

Ron is an engine collector and restorer (and for a long time one of our CVE&MS overseas members) living in Victor Harbor, Australia, which is 80km south of Adelaide. I was introduced to Ron by John Thorby (New Zealand), who was helping me at the time with information on my Cooper–Stewart engine. Ron is an expert on Cooper and Villiers engines and has an interest in sheep shearing machinery, belonging to a group collecting and



researching such machinery. It is hoped amongst this group that a newsletter will soon be produced. Ron has kindly offered to contribute to this newsletter; perhaps we will be able to contribute to his sheep shearing machinery newsletter? **Phil**.

It was about seven years ago that I first became aware of Andy Self and Paraffinalia; this was also the time our second grandson Henry was born. At the age of 18 months Henry wandered into my shed one day and I took a picture of him trying to push the starting handle of 3hp Cooper (Stover) type "TC". I sent the picture to Andy with a caption saying something like "Henry has trouble getting the engine over compression"; he became the youngest member of the Cape Vintage Machinery Society at that time.

I started to research and write about Cooper engines and machinery about 9 years ago, more recently I have taken an interest in Villiers engines and found how little I knew about them. Due to illness I am not able to take my larger engines to rallies so I recently took my WW2 CH1-395-6 genset to a local rally. It was made by Outboard Marine & Manufacturing Co of Canada the parent company of Johnson; originally it was a 12vdc – 300-watt unit used to charge batteries for military radios. In the mid 1950's mine was one that was converted to a 24vdc unit for use with the then new NATO radios used by the Australian army. A rheostat controls the rate of charging manually and it will put out 10 amps at around 30 volts. I am using it to drive a 32vdc motor that in turn drives a small Ajax piston pump. I am interested in hearing from anyone who has one of these generators or similar units made by BSA in the UK and Pioneer in the USA.



Ron Wiley, Victor Harbor, South Australia. Email; ronwiley@bigpond.com

Unidentified:

Tony Beckett (vradio@pointnet.co.za), who hails from Kotzesdrif near the border at Vioolshoop, has sent in this picture of an engine that had been used to drive a water pump. Can anyone identify it? (The engine is up for grabs for R600-00).



Unusual: From **Arthur Wilding**. Stampboor with 'Sentilo Dieselmotor' engine.



Products.

Steenvas ST100. Steenvas ST100 is a two-part epoxy resin with a hard mineral filler and is described by its manufacturer as 'a cold welding, adhesive and filler in one, with unlimited uses'.

The following is an extract from the Steenvas ST100 instruction insert:

Uses:

Repair:

Petrol and diesel tanks, radiators and carburettors, cracked tops, batteries, distributor caps, sumps, differentials, corroded water pumps, grilles, and bumpers, timing gear



covers.

Floors, tiles, roofs, gutters, cracks, pipes (steam, gas, air, water, oil, etc.) toys furniture, TVs, fishing and sports equipment, refrigerators, basins, geysers, water tanks, swimming pool equipment, toilets, shoe heels and soles, PVC, nutec pipes and equipment.

Don't remove pipes from the ground, just make an opening where leak occurs and repair.

Make your own Y- and Tee pieces by joining different pieces of pipe.

Use for fixing anchor bolt, etc. in concrete.

Fill:

Cracks and holes.

Bond:

Wood, steel, aluminium, PVC, nutec, glass, plastic, rubber, stone, concrete, tin, paper, foam-lite, clay, stainless steel, cast iron, copper, etc.

Mould:

ST100 can be moulded by pressing the mixture into a suitable mould (steel, plastic, plaster-of-paris, etc.). The mould must first be coated with a suitable release agent.

After ST100 has achieved its initial set it can be shaped or cleaned up either by hand or in a lathe or mill. This must be carried out before the material achieves its final set as once this happens it becomes **very** hard and will damage tools.

After curing ST100 can be painted, tapped and sanded.

Using ST100:

1. Thoroughly clean and roughen surface on which ST100 is to be applied.
2. Mix only enough St100 in a 50 – 50 ratio to complete the current job 1 part grey and 1 part black.
3. Mix thoroughly until black and grey parts become an even grey colour.
4. Using finger or tool, apply ST by pressing onto the surface to be repaired.
5. Smooth the surface with a wet finger or tool.
6. For the best results a 12 hour curing time is required.
7. Curing time can be hastened by applying heat.
8. If a hole to be repaired is too big, apply ST100 on another piece of material and clamp it over the hole or crack.
9. ST100 is as good as the person applying it.

Steenvas ST100 is a two-part epoxy resin with a hard mineral filler and is described by its manufacturer as 'a cold welding, adhesive and filler in one, with unlimited uses'.

I have personally used Steenvas for a number of applications. A few that come to mind are as follows:

The cast iron flywheel of the Pompes Fafeurs wine pump which I recently restored was broken in two when I acquired it. I was loath to try welding and decided to try using Steenvas (details of this repair will be included in an article hope to write in the future). I also 'cast' a new crankshaft oil box cover, complete with lettering.

Repaired a Vaaljapie tractor starter pinion rubber 'shock absorber'. This repair was carried out over a year ago and is still holding up.

The 50mm outlet fitting on my glass fibre rainwater tank was starting to pull away from the tank body. I roughened up the surface of the tank (gel coat) and successfully 'glued' the fitting back into place. This operation was carried out whilst the tank and the fitting were wet.

Numerous repairs around the workshop and house.

Steenvas is fairly fluid when mixed and one needs to hold it in place otherwise it 'runs'. This of course makes it ideal for pouring into moulds.

One point to bear in mind is that becomes **very** hard when set and if any trimming or machining needs to be carried out it must be done before the final set takes place.

A very big advantage of this product is that unlike conventional epoxies, it can be washed off hands and tools with water.

The first time I used Steenvas, I dropped a leftover dollop into a tin of water to see what would happen. The next morning when I checked it had stuck to the bottom of the tin and there was no way that I could dislodge it.

Enquiries: Steenvas CC. Tel (027) 432 2421 and Fax (027) 432 2422

Email from **Ron Wiley** in Australia.

Nice to hear from you, I have belonged to group that collect and research shearing machinery for the last five years. A photocopied newsletter was put out until the end of last year and another person is trying start publishing the newsletter again. I am keen for this to happen and suggested that an email mailed newsletter would be better, so it was opportune that your newsletter arrived when it did. I have forwarded your newsletter in the hope it will happen? I will keep you informed if this newsletter starts again? You say you are in wheat and sheep area so the newsletter could be of interest you?

From pictures **Andy** has sent me the Northern Cape area looks similar to the North of South Australia and they are still having 40°C plus temperatures at the moment. I live on the Fleurieu Peninsula about 80km South of Adelaide and we have a milder climate although it can still reach 40°C if we get a north wind in mid summer.

I have been involved with mechanical engineering in one form or another all my life and was lucky enough to serve my apprenticeship with a company that made telephone equipment. I was given a good grounding in electricity with my basic training that has proved to be very useful. If your 1938 Morris 10/12 car generator is like the 1950's & 60's Lucas generator I use it should have two terminals, a large one marked "D" and a small one marked "F"?

I have attached a picture of my Johnson AX468 driving a 1950's Lucas generator; the battery, control box, ammeter and voltmeter are separate as the vibration from the engine upsets the control box. The second picture shows a stand with two Datsun rear lights that are used as load for the generator. The weekend this picture was taken the stand for the lights broke and this has now been modified, so as you can see this display has evolved over the last two years as problems have been found.



I have also modified the wiring so that the generator is used as a starter motor; it only takes about 20 amps as motor and starts the engine without any problems. I roll the engine back off compression for cold starting to give the generator enough momentum to get it over compression for the first time. If you want a wiring diagram I will draw one up and email it to you, hope this is of help to you?

Ron has subsequently sent us a wiring diagram for the above set-up. The diagram arrived upside down, just what one would expect from 'down-under' (or for us in South Africa, I suppose one should rather say 'around the corner'). If anyone would like a copy please contact Ron or Phil or Gordon.

Offers.

I have a booklet of operating instructions for WOLSELEY 1 1/2 to 3 BHP & WLB models if anyone is interested I can put it into a PDF file! **Bill Hoskin** <k_hos@iburst.co.za>

From **Tony Beckett**.

There's a running Coventry-Climax engine available in the Barrydale area, my friend Richard has the details.

Wanted.

This was sent to **Andy**: Hi Andy, my name is **Keith Burton** and I live in Sedgefield. I was given your name as a possible help in finding a pair of gas taper spark plugs (Andy's comment - 1/2" NPT) for my 1933 Novo 2 cyl. type FU stationary engine as well as any set up specs for the engine.

Many years ago I had a 1928 Fordson tractor that used these plugs, but then Erikson motors in Jhb. had them on the shelf! I am new to the preservation of S.E.s but have been involved with old cars and bikes for over 50 years. Hope you can give me a lead. Regards, **Keith Burton**.

Riley Radiator. Some years ago I was given a very old Riley radiator and I am looking for the remainder of the car to go with it. Seriously, I do have a Riley radiator, which, when it was given to me, I was told that it was from a 1904 model. Can anyone verify the approximate vintage from the attached pictures? The entire unit is made of brass with the exception of the cooling fins, which consist of thin sheet steel squares which have a hole punched in the centre and are fitted to the individual brass core tubes. I am about to start polishing the brass parts, but I am not sure how best to clean up and 'finish' the cooling fins which are fairly rusty. Any suggestions? I would like to display the radiator in my 'office' at home. Unfortunately the cap is missing and if I could get a picture of one I would like to make a copy. Gordon Riley.





Replies:

Vaaljapie spares - **Peter Noble** contacted us with the information that spares can be obtained from Jasper Gerber in Pretoria (012 561 2175).

Bepco Tractor Parts also supply spares. They are in Kraaifontein Industria and can be contacted on 021 988 2433.

Wolseley Rings – From **Phil**. I have the specs for the single flywheel Vetsak/Wolseley that give the bore size as 76.2mm. In my 1970's Auto Dealers Digest the Rover 6cyl. SD, Austin A 60 1622cc and the Marina 1750 are all listed as having bore size of 76.2mm. I don't have the ring width so perhaps you will need two per groove or ring spacers. I remember Alert Engine Spares in Voortrekker Rd. Goodwood sells loose rings if they have a broken open pack, but perhaps other spares shops do a similar service.

Note: I have recently also been looking for rings for my Petter API, which has a bore of 85mm. Phil looked through his book and discovered that some of the older 1,8l and 2,0l Nissans have the same bore. In addition, an acquaintance of mine suggested that I try Midas for ring information. I duly phoned Midas in Malmesbury to find that they have computer listings for rings by vehicle make and diameter and also have the thickness listed. Much to my joy they also had the set in I needed in stock.

: Wouter van Gulik senior [mailto:wout.v.gulik@zonnet.nl]

Sent: 07 March 2008 02:52 PM

Hallo Engine Friends
please find Nuenen 2008 Poster
all the best regards & cu Walter & Aly van Gulik

