

Cape Vintage Engine

Newsletter of the Cape Vintage Engine and Machinery Society. NUMBER 4. June 2008.

The time for the Winter Warm Up at Arthur's farm is fast approaching and as usual we do not have a fixed date, so how about a few suggestions? In the past it has been held in late June, July and late August. Would a Saturday or Sunday be best? This year will be the tenth WWU so can we make it a special one?

Unfortunately the response to the "Mega Lister engine rally" has been massively underwhelming, the only feed back being about the cost of petrol and diesel, so perhaps it would be better to try for a "Mini Mega Lister Rally" at next years WWU?



...In our old engines, I was chatting to a mate the other day. "The engine in my old forklift has locked up again" says he, "Oh dear! Didn't that happen to the same engine just last year" I enquired. It had, and the problem had been the oil filter totally blocked up causing the oil pressure to rise and stall the engine. The forklift had been a recent acquisition and my mate had been using second hand oil to top up. The oil was a modern running in oil used once to run in a large diesel engine and was perhaps high detergent multi grade. My theory is that the previous owner of the forklift had used non-detergent mono grade oil for years that had served its purpose admirably, but there were large quantities of goo stuck to the engines internals. A few months of using the "new" used oil had picked up all a lot of that goo and deposited it in the filter, causing the problem. So if your engine has been totally stripped and cleaned out then any cheap (or free) modern multi or mono grade oil will greatly exceed our old engines recommended oil specifications but if your engine has been given an oily rag restoration then perhaps it would be best to stick to non detergent mono grade. **Phil.** ptaylor@worldonline.co.za

With this newsletter we have started a new feature entitled "Newly Completed Restorations". Ideally one would like to show off a newly restored item at a show, but owing to the fact that we are so widespread, this is not really practical. We were inspired to start this feature after seeing the Fergy that **Peter Noble** has just finished (Phil has been lucky enough to see it in the flesh). He has made such a magnificent job of the restoration that we just had to share it. Please let's have pictures and details of new restorations. There is nothing more inspiring than to see a newly restored item ('before' pics would be welcome too). We are still looking for articles, pictures, criticisms, advice, etc. for future newsletters. There is a wealth of knowledge of many subjects in the club - lets share it. Come on guys, we started the newsletter again at your request - now we need your input.

Each year in my extreme youth, a few years back, my parents would give me a subscription to Popular Mechanics for Christmas and one to Mechanics Illustrated for my birthday. My whole month revolved around the delivery of those magazines (eked out by the weekly issues of Dandy and Beano). You can imagine my delight when the other day, I was given a 1949 issue of popular Mechanics. (Unfortunately the present day P.M. is but a mere shadow of its former glory). Anyway, whilst eagerly devouring the mag, I came across the following article:

Diagonal Pattern on Piston Skirts - *An article that was published in a 1949 edition of Popular Mechanics.*



"Pistons can be fitted in cylinders with one half the clearance normally allowed if the bearing surfaces are scored with a diagonal pattern. This means a tighter fit and therefore more efficient engine performance.

Research has shown that an interrupted surface, such as a diagonal pattern, has a greater load-carrying capacity than a smooth surface and also has great resistance to scuffing and scoring.

The pattern is pressed into the piston skirt by machine. As the grooves are pressed, the metal bulges slightly between the lines, thus increasing the piston diameter without the use of expanders.

One piston removed from a bus after 109000 miles of cross-country operation under hilly conditions, showed almost no difference in top and bottom diameters and no scoring on the bearing surfaces with the diagonal pattern."



The picture is not all that clear but it appears that the piston has been 'scored' fore and aft only. The scoring consists of diagonal lines pressed into the skirt in rows, as if a knurling tool had been used. This got me thinking about the fact that generally when we strip an old engine, the piston is a 'rattling good fit' in the bore and with no new piston available, one fits new rings and hopes for the best. What about bunging the piston in the lathe and knurling the skirt with concentric rings the whole way round, thereby increasing the diameter?

Obviously the piston would have to be firmly supported at both ends in the lathe, otherwise a 'nasty' is bound to happen whilst knurling and presumably the area in line with the gudgeon pin would have to be omitted. Unfortunately I recently disposed of all the old car pistons that were in my workshop, otherwise I would be keen to see if it works. I must say I would be loath to try it on a usable piston unless I had a spare one available. Anyone out there interested in trying it out? Comments from our engine specialists please.

Interesting news this month is that one of our club myths has been shown to be just that. We now have proof that he **does** sleep! Proof later. **Gordon.** gkriley@telkomsa.net

The '**unusual**' car featured in the last newsletter was correctly identified by a few people as being an **Alldays and Onions**.

The picture of the complete car was photographed from a framed picture that was with the local car 'remains' and is thought to have been photographed at a vintage car show in the UK. The A & O 'remains' in Koringberg are reputed to be that of the first Port Elizabeth mayoral car. There were also some notes with the car describing the historical background of A & O.

Evidently the 'Onions' name originated in England where the Onions family started manufacturing bellows in 1625, during the reign of King James the First. In 1770, in addition to making bellows, the company started making portable forges and in 1885 merged with William Alldays to form Alldays & Onions and expanded into other manufacturing fields, including the manufacture of cycles. During the 1900s the company produced their first motorcar - known as the Volturette. During WW1, A & O produced motorcycles and after the war produced a new car - the Enfield-Alldays LC. There was also a large set of bellows with the car with the A & O name on them. The 'remains' have been sold since the article was written. Destination unknown. **G.**

Compagnes Mill – Last Buckers Fitted to Water Wheel.

By Andy Selfe

I had suggested to Peter Boast, who promised to come and help, that he might just be 'in at the kill', but I hadn't anticipated being asked to mill also. Schalk Joubert, Beaumont Wines' marketing guru is off on a tour to the Big City up North and wanted to take ten 1kg bags of freshly milled meal.



So we had a tall order! Last week, Stephen and I had made and fitted 19 buckets, and felt that this had been a good day's work. We still had 18 to do, no problem, but to mill also? One job is dirty, the other spotlessly clean, so I must have washed my hands a dozen times to ensure there were no taints of the strong-smelling Iscor Black in the meal!



Meanwhile, Peter just stayed in the pit of the tailrace and assembled, leaving me to form the buckets on the machine I'd made, and to do the relatively cleaner jobs of offering up, marking the holes, centre-punching and drilling. In between all this, I had to keep washing my hands, and assemble and prepare the Stamford mill from which we remove the shoe and plug up to prevent rats getting in. I also had to lay out two batches of grain and condition it by spraying it with water several times, turning it between sprayings.

So while the grain was going through the mill, I was outside dirtying my hands again, making buckets and drilling holes, to keep up with Peter's assembling! At one stage we had a hold-up where the cast iron 'shrouds' had been made a bit thicker and the buckets were too long, and had to be ground down first. This seemed to take forever, and every time I thought, 'We're never going to make it!'



Well, we did! Schalk got his ten bags of meal, all sifted, weighed and bagged (with clean hands again!), Jayne was also able to take one as a Birthday Present to a friend in the evening, and by the light of an inspection lamp, Peter finished off the last bucket!

What next? The buckets must still be painted, inside and out, at which stage, we can say that the water wheel is fully restored. This has taken a year and a half of Saturdays, sometimes hard, dirty and repetitive work, but the result is beyond our wildest imagination! Then it's water out: the tailrace, then water in: the launder. Then it's water storage and pumping for recirculation and an arrangement to the water levels of the Mill Stream so that natural flowing water can be used when it's available. Then we must make the 'furniture' (tun or vat, horse, shoe, damsel, rap and hopper) for the Vitruvian Mill. **So far from finished, but this is an important milestone!**

Notes from Australia.

From: **Ron Wiley.**

Some Pictures from the Fleurieu Farm & Family Field Day at Pt Eliot on Saturday March 29th.



1. 1hp Cooper type RV driving compressor and 1.34hp Cooper type PT in front of the FARMS Banner.



2. My air vane governed 3/4hp Johnson AX468 driving car generator.



3. Air-cooled Associated engine.



4. A monitor driving pump jack. Behind is a President tractor made by Nuffield with a Morris10/40 engine.



5. Ken Hall (left) & Gary Arnold with a 12hp Coventry Victor, young Ken is 88 in a few months time is still showing and restoring engines.



6. Gary's International (IHC)

Back Home.

Braam du Toit's welder. It is a straight 6 Chev engine and chassis coupled to a Hobart welder.



Paid to Play!

By **Andy Selfe**

A few weeks ago, I was contacted by Alewyn Burger, owner of Tanqua Feeds in Riviersonderend (River- without-end) about 100 km eastwards from here. We have been experiencing repeated power failures of late, owing, Eskom says, to too much demand and too little supply. We were warned that the problem was going to last for several years. However, for the meantime, the problem seems to have been cured.

Alewyn makes pelleted feeds in many different formulations out of all kinds of ingredients, judging from the contents of the line of lorries outside the factory, waiting to be unloaded. He is totally dependent on electricity and is operating around the clock. During the 'outages', he uses the generator set he brought from his old farm in the Tanqua-Karoo, which still isn't connected to the National Grid. It is powered by Lister Blackstone ER8 G63 C276; Registration no: 201-3; 450 BHP @ 750 RPM. It is close-coupled to a 350KVA ECC generator.



Photo by Wilf Mole.

Alewyn Burger with Tamara Mole from Lower Pertwood Farm, Wiltshire, in front of the ER8.

The reason for his call was that the engine wasn't running properly. George, his factory maintenance fitter, was struggling to balance the exhaust temperatures under load. I visited his set-up last week with friends and Alewyn gave us the history of the engine which started its working life pumping oil from the Tank Farm, below ground level in Cape Town docks, to the refinery in Milnerton. He became owner of the engine for the price of extracting it from its then place of work, and its second life was on the farm. It was then sold, but never paid for. After a legal battle, it was recovered but in the process all the spares which were sold with the engine, were lost.

After recovery, the fuel injection pumps were found to be stuck. Somebody was called in to rectify this problem, whereafter the engine did not seem to run as well as it used to. I rose to the challenge with trepidation, not being familiar with the operation of these engines but I suspected there had been an error in the assembly of the fuel injection pumps. Being at least on paper a Fuel Injection Mechanic, although I haven't done much in that line for 25 years, I still know how a single cylinder flange-mounted pump should be assembled. And after all, this was a way of being paid to play!



I made an arrangement to visit the following week, and asked George to remove most of the *many* bolts from the upper side covers before I arrived. I was shown a chart of the exhaust temperature readings taken before and after George had made individual adjustments. Two of them were at the limit of their adjustment outwards to reduce delivery, one inwards to increase. The readings were still outside of the 50 Fahrenheit degrees allowable from the highest to the lowest

Upper side covers removed for access to the fuel injection pumps. The fuel inlet rail can be seen with curved branches connected to the pumps.

Behind the plates are the CAV BPF 1 C individual fuel injection pumps with a plunger diameter of 16mm. They are fed by a delivery rail which is in two parts for easy removal. However the one-piece return bleed pipe is fixed to the back of them and is quite tricky to loosen off. Without even running the engine, we shut off the fuel supply and started dismantling the inlet rail. I also had to remove the tappet covers to disconnect the fuel delivery pipes from the injectors. This meant first removing the leak off pipes which were in the way.

We tackled the 'hottest' pump first, and soon found out that it would help very much to have a special spanner to remove the left-hand rear holding-down bolt! There is an oil drain pipe from the rockers above, as well as the push rod for the air start gear in the way. The bolt heads are 3/8" BSF and although I had brought my 'old' spanners along, I wasn't happy to modify any of them. I used instead a 16mm spanner which had already been modified at the open end to get at the injectors on a Massey Ferguson 135. I also welded all around the ring to shrink it from 16mm, to reduce the play on the hexagon. It still wasn't easy, the movement from side to side is still very limited!



Curved spanner made up for access to the left-hand rear bolt. Even a 'starter spanner' wasn't much help.



We numbered the pumps to avoid confusion, No 1 being closest to the flywheel. After eight pumps they all look the same! With the fuel pump out and in the vice, the procedure is to push up the 'bucket' and to insert a pin in a hole which keeps it up. Then remove the spring ring, after which the bucket can be removed. Big circlip pliers are ideal for this job. Then the plunger, bottom spring plate and spring can be removed. Before you can see whether the control rod and sleeve are correctly engaged, the upper spring plate must be removed and this is held in by another spring ring. I held the sleeve upwards and used a hook tool to pull the ring down and shook the upper spring plate out, still with my finger holding the sleeve upwards. Inspection of the dots on the sleeve and control rod showed the engagement two teeth out!

There is very limited lateral movement for the spanner to tighten the bolt!

Not exactly air-conditioned circumstances, but there was no wind and the parts were on a clean cloth!



We had initially decided to check only the three problem pumps, but now we realised we would have to check all eight. Soon we were working in a sequence, George was removing and refitting and I was stripping and assembling the pumps, between climbing up and removing tappet covers and disconnecting pipes from the injectors. This is athletic work! Re-engaging the tee at the bottom of the plunger in the slot in the sleeve is always tricky. It helps to have a torch handy!

When we got to the pump from the low-reading cylinder we were in for a surprise! When I removed the plunger, the sleeve came with it! The previous 'mechanic' had omitted to refit the top spring plate and spring clip! We quickly stripped the next pump and George was dispatched to have one machined in town. In less than half an hour, he was back with a good copy!



We couldn't do all the pumps in sequence as some of the pumps were under compression from the camshaft. We skipped those pumps and barred the engine over only when necessary.

The whole operation took several hours before we were re-connecting the inlet rail and attaching the return line to the back of it. The bleeding process was straight forward. Although the priming lever had been lost with the spare parts, we found that my crow bar had exactly the right shape to lie on the pivots below the pumps and operate the fuel pump followers. Further barring-over of the engine was needed on pumps under the action of the camshaft.

George barring the engine over - hard work!

I then reset the individual fuel adjustments evenly and George went through the starting procedure. He primed up the oil pressure, 15 PSI for half a minute, then set the fuel cut-off lever and solenoid. He then set the control wheel on 'Start', opened the compressed air and with the engine turning, swung the wheel to 'Work'. The engine started immediately. There followed a lot more exercise climbing up to read the pyrometers, and down again to set individual fuel pumps higher or lower.



Bleeding at the injectors.



We weren't able to put the engine under load as the factory would have had to stop, but George knows now what to do and can understand exactly what is happening inside the fuel injection pump. I decided that George could refit covers and looked at the clock. We'd been at it for 7 hours without stopping. It felt like it, but we had both learned a lot from each other (and the instruction book!). But for me, it was just playing at my hobby! **Andy.**

'Playing' must have been pretty exhausting!

Products. Epoxy 816.

By *Phil Taylor.*

A few years ago I was searching for an internal petrol tank sealer like the ones I had read about in UK car magazines. I had tried the expensive coatings done by the radiator repairers and had been disappointed on too many occasions. My saviour was **Fowkes Bros.** and their **Epoxy 816 resin.**



In the last few years I have coated at least twenty tanks. It has to be mixed in a 1:4 ratio with **RTU hardener.** The normal way I buy it is 500g 816 and 125g RTU. It is fairly easy to use and all the normal precautions apply, but over the years I have learned a couple of tricks. It works best with dry rusty tanks, you can throw sharp stones into the tank and shake it around to clean the tank out but that isn't really necessary, the resin holds the rusty particles in suspension. Don't bother to try and braze any holes, just close them off with masking tape and peel the tape away when the resin is dry.



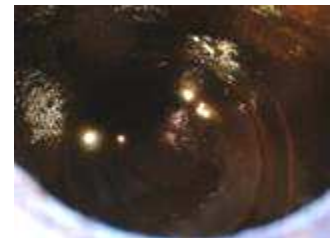
An old milking bucket I found full of holes undergoing restoration using Epoxy 816



Tanks that are rusted out and paper thin can be saved, just use some flexible material to replicate the missing surface and pour in the resin, rotate the tank to coat the whole of the inside and either pour the rest into the next tank you are coating or allow it to settle on the bottom to form a nice thick coating. Epoxy 816 doesn't work very well with tanks that are still wet with oil or diesel, or stale petrol goo, these will have to be thoroughly cleaned out with detergent or solvent and allowed to dry completely. Occasionally I have found that the epoxy will not dry, or stays tacky, the only solution is to mix up another batch and pour in a fresh lot, to date that has never failed to harden the tacky first coating.



An international LB tank showing the nice shiny tough epoxy coating and light shining through the epoxy where there were rusted holes, the photo taken through the filler cap while holding the tank up to the light.



Technical. Bolts.

Gordon.

Although we tend to accept bolts as being an everyday part of our lives, I wonder how many of us really know anything about them? In this article I am going to attempt to put into a page or so, information that could fill a reasonable sized book.

Correct Names for Different Types of Fasteners. A lot of bolts are commonly called by names which are not strictly correct and in fact at times when I have asked across the counter for bolts using the correct 'terminology' I have been met with blank looks and the usual 'uuuh?' (For non- South Africans this is short for 'sorry I didn't understand you, could you please clarify your request'). The following is list of a few of the bolts we are likely to use: Common/incorrect names [---].

Bolt: Threaded fastener with a head (generally hexagonal) and shank. When ordering: 'hex-head bolt'.

Setscrew: Threaded fastener with a head (generally hexagonal) and with the thread rolled as close to the head as possible. [bolt wif fred to top]. 'Hex head setscrew'.

Socket Head Capscrew: A screw (bolt) with a round head with a hexagon indentation for tightening purposes. Can have plain shank or thread up to head. Typically made from high-grade steel (e.g. Grade 12.9 in metric form). [Allen screw].

Countersunk Socket Head Screw: As above but with countersunk head. (I use these a lot).

Stud: A fastener that is threaded both ends with an unthreaded shank in-between.

Black Bolts: This is the term commonly used to describe a lower grade bolt, manufactured to a comparatively wider tolerance. **Note:** The term 'black bolt' is something of a misnomer and does not refer to the colour. A 'black bolt' is normally a shiny metal colour, whereas a bolt that is black in colour is normally one of a higher tensile grade.

Shank: The blank portion between the bolt head and the thread.

Thread Length: Length of threaded portion excluding thread run-out.

Thread Run-out: Transition between the full depth thread and the shank or head.

Grip Length: Distance between the underside of the head and the bearing face of the bolt (including washers, etc)

Nominal Diameter: The diameter equal to the external diameter of the threads.

Effective or Pitch Diameter: Diameter of an imaginary cylinder parallel to the thread at mid-point of the thread depth.

Minor Diameter: This is the diameter of an imaginary cylinder that just touches the root of the thread.

Rolled Thread: The majority of threads are formed by rolling rather than by cutting.

Quality of Bolts: The market appears to be flooded with bolts imported from dubious sources (guess where) and personally, for any application other than hanging my jacket up, I try to get bolts of local manufacture or from a reliable overseas source. The quality can generally be judged by looking at the finish. In addition one should look for the manufacturer's marking on the head of a bolt. Some of the locally produced bolt markings are: N.B., N.J., C.B.C. and T.P. My apologies to the manufacturer whose markings I have omitted. In addition to the manufacturers marking there should be a number on the head indicating the strength grade.

Property Class or Strength Grade of Bolts: A designation system that defines the strength of a bolt or nut. For metric fasteners, property classes are designated by numbers, where increasing numbers generally represent increasing tensile strengths. The designation symbol for bolts consists of two parts:

1. The first numeral of a two-digit symbol or the first two numerals of a three digit symbol approximates 1/100 of the minimum tensile strength in MPa.
2. The last numeral approximates 1/10 of the ratio expressed as a percentage between minimum yield stress and minimum tensile stress.

Hence a fastener with a property class of 8.8 has a minimum tensile strength of 800 MPa and a yield stress of $0.8 \times 800 = 640$ MPa.

The designation system for metric nuts is a single or double-digit symbol. The numerals approximate 1/100 of the minimum tensile strength in MPa. For example a nut of property class 8 has a minimum tensile strength of 800 MPa. A bolt or screw of a particular property class should be assembled with the equivalent or higher property class of nut to ensure that thread stripping does not occur.

The common grades of coarse thread metric bolts; are 3.6, 4.6, 5.8, 8.8, 10.9, 12.9 and for metric fine 8.8, 10.9 and 12.9.

The common bolts we buy over the counter are generally 4.6 (generally known as mild steel bolts), 8.8 (generally known as a high tensile bolts) and 12.9 (socket head screws).

The above information has been compiled from information taken from my old technical files and also from information supplied by Dirk Pretorius of Nedschroef (formerly National Bolt) in Boksburg. Dirk has been incredibly helpful, but I must stress that any errors or comments are mine. Dirk has provided me with a lot of information such as preload and tightening torques, bolt descriptions, stress-strain diagrams, etc. If anyone needs more information please contact me.

Key Puller.

A picture of a 'key puller' unearthed by Phil from his archives.



Replies to Newsletter No. 3.

Proposed Lister Record Attempt. Ronaldson Tippet made engines at Ballarat in Victoria from 1904 to 1971. At the R & T Centenary Rally in 2004 there were around 650 R & T engines on display spanning the 67 years of production - must be a record of some sort? **Ron Wiley.**

Metabo Cup Brush. With regard to the Metabo Wire Cup-brush, I have been using them for about two years now, wires do fly off the brush with a hell of a force and I have regularly had them imbedded in various parts of my clothing. **Ron Wiley.**

Phuel. We cannot get lead replacement petrol now in Australia and I have no problems running my engines with unleaded. I have a petrol/kero (paraffin) 5hp Wolseley WLD8, kero is a lot dearer than unleaded so it always runs on the latter. With my Villiers two-strokes I use modern two-stroke oil, I start the mix at 25:1 and bring it back to 50:1 with some engines. I found at 25:1 with one engine there was a big oily patch below the exhaust on the grass; at 50:1 there was a minimal amount on the grass and the engine ran ok all day. Not rocket science but it works. **Ron Wiley.**

Unusual. The car is an "Alldays & Onions" - Weird name for a vehicle !! -- excellent edition again. Well done.
Tony in Kotzeshoop.

Unusual. Firstly, thank you for including me on the mailing list of Cape Vintage Engine, I find it most interesting. The car you illustrated is an Alldays and Onions. They were built in Birmingham, England between 1898 & 1918. There was one in Jhb. that I saw in the early 1970s owned by Henry Bessinger, it was in similar condition to the one in C.V.E. could it be the one? **Keith Burton.**

Back to to Present Newsletter.

Newly Completed Restorations. Two new restorations to start the ball rolling.



Peter Noble has just finished the restoration of a Grey Fergy (Vaaljapie where I come from - G). It has been sold already and he enjoyed the exercise so much that he is looking for another to restore!

He joined a Fergy club in the UK and 'they were so helpful that it made the restoration that much easier'. The tractor is a TE20 number S211031E dated 1951.



Here's the 1957 Petter that I have just completed.

Model AP1, 3hp @ 1500rpm, Engine No.1538445. **Gordon.**

Twin Cylinder JAP - Model 55.



After recently struggling with a two-stroke paving breaker that has steadfastly refused to run, I decided to tackle something that would give me instant gratification. My eyes fell on a recent addition to the Taylor household; an air-cooled J.A. Prestwich (JAP) two cylinder model 55.

The plugs had been out for years so I stripped off the pressed steel cowlings and took the heads off. After a clean up it was very encouraging to see that the bores were in excellent condition and this coupled to the lack of slop in the carburettor throttle shaft made me think that this engine had seen little work.

It fired up very quickly and after fettling the governor it settled down to a fast idle. Seeing as the cowlings were off I didn't let it run for too long but after stopping it I noticed that one of the cylinders was quite a bit hotter than the other. Both cylinders had been firing equally; the inlet manifold is an equal length, so why would one cylinder be hotter than the other? **Phil. Maybe someone has a suggestion?**

Unusual. A recent acquisition by **Pieter Fourie** of Koringberg. Anyone know what it is?
It appears to be a two-stroke.



Wanted. Is there anyone out there who can give me an approx. build date of my Lister DK No. 5229 DK7? I tried David Edgington but he has not replied, strange as I wanted to buy some books from him as well. Thanks again for the Newsletters. **Keith Burton.** *Your Lister DK was built in December 1957. The last one built that year was no. 5267, which means they were building on average just over 20 per day so I would guess yours was built on Friday the 27th or Monday the 30?* **Phil.**

Wanted. I am busy putting together an article about an aircraft and I am looking for a copy or even just information from a book that I read a few years back. The title was something like South African Air Crashes or Air Crashes in South Africa. Even if someone just knows the name of the author it would help.
Gordon. gkriley@telkomsa.net

Wanted. Dr. Paul Canter in Durban, whom I met at the Timour Hall show and to whom I have been corresponding since, collects antique GEC "Monitor Top" fridges. These are the ones with the compressor mounted on top and operate with Sulphur Dioxide instead of the usual R12 refrigerant. Paul has converted one of his "treasures" to operate with a modern sealed compressor but the original icebox is not compatible with a modern refrigeration system. Paul asks "I now need to set about rebuilding my one at home and do not want to encounter the same problems I had before with the ice box - or at least that is what I thought it was. Like we have a wonderful bunch of enthusiasts with the old cars, stationary engines and the likes, is there a similar group of enthusiasts for old fridges who might be able to add some wisdom and advice for my rebuild?" Replies via the editor in the first instance please. **Phil.**



Wanted. Gerrit Maritz is looking for an intake valve box for a 50hp single cylinder Blackstone type SP horizontal engine. slk230@xsinet.co.za

Forthcoming Events.

There's an **Engine Day at Villiersdorp on 21st Jun**, where we intend (hope) to start the big Crossley. Please circulate the date and bring an engine (doesn't have to be that big! **Andy.**

Hermanus. Whales 'n Wheels Classic Car Show.
27 September 2008.

Celebrating the Model A Ford's 80th anniversary.



THAT'S ALL FOR NOW!