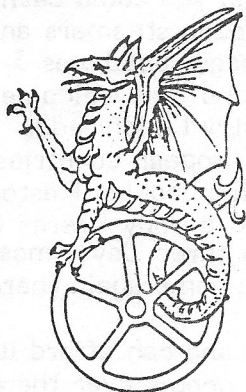


WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

Mr & Mrs. Hallam



APRIL 1987

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WESSEX JUMBLE SALE - Westhill Sports & Social Club, Westfield, Radstock

On an unusually sunny Saturday, we drove from Trowbridge to Westfield arriving about 12.05 p.m. Tom Randall and Esther had already put up the signs and the tables and then various Club members started to arrive. These consisted of Bill and Marg Appleby, Herb Gane and Wendy, Eric and Ann Brain, Dave and Shirley Clack, John and Diana Emery, Mike and Jenny Hodgson, Paul, Jill and myself. Jackie Lambert was also there but nipped off to a wedding during the sale.

The Jumble stretched from floor to ceiling, but it is fair to point out that the ceilings were very low! We had piles of clothing of every description, some of it was brand new. However, this year we were a bit low on bric-a-brac but there were plenty of books; a large family bible served a useful purpose to hold the main door open.

Bill and myself went off on the 1 o'clock fish & chip run to the local Chinese 'chipper' which caused havoc to the proprietor and on our return we noticed that Claude and Marian Lowther had arrived to swell the crowd. At 1.50 p.m., John and Eric could not hold the ever-growing mob of eager punters and in they came; literally throwing their 5p entrance money at the doorkeepers in their haste to get the best bargains. Eric tried hard to sell a nice sideboard for £5 even offering free delivery (in the Norton-Radstock area...! Ed.). How did he know that eventually a lady from Tenby was going to buy it. It was eventually delivered to an address in Temple Cloud.

Herb was up to his tricks, using his legendary persuasive powers to sell the raffle tickets and, at the same time, chatting up the local ladies. When the draw was made, the first two prizes went to the same young local gent, we didn't get his name but he won a bottle of wine and also some handkerchiefs. The third prize, andd Easter Egg, was won by Esther Randall and thus promptly renamed as an 'Esther Egg'.

Jackie returned from her wedding, just in time to go into the counting house to count up all the money, but there was still no sign of Eric and John, the delivery men. Finally, we learned that we had gross takings of £56.05; well done to all the helpers and thanks to all who contributed jumble, etc.

Bob Hallam

THE MONTHLY MEETING, March 1987 - Old Down Inn, Emborough

The meeting was opened by the new Chairman, Brian Munt, who also mentioned how successful the coach trip to London had been on the previous Saturday. The main speaker for the evening was that well-known tractor and preservation enthusiast from Ilton, near Ilminster, Brian Lovell, who faced a large audience of new and old Wessex members.

Now Brian is the sort of man who has a go at the sort of thing that many of us would like to but never quite get around to. This attribute is reflected in his many slides of his rambles around Belgium and Holland during the summer of 1986, visiting rallies en route.

With Alex Chambers and his son, they crossed from Dover to Zeebrugge and thence inland to the first rally on their itinerary at Wildert. The rallyfield was surrounding a beautiful windmill and soon many other exhibitors arrived, including a large contingent from the UK including Len Crane, Des Penny and my personal favourite 'Renown'. There were also Sentinels and Foden wagons but Brian surprised us when he said that there were only three tractors entered. The windmill was a working mill and looked a most interesting place to visit even without the added interest of a vintage rally. Brian showed many pictures of stationary engines, including entries from this side of the water; some were well known makes, the continental varieties had me beat!

When the rally came to an end, it was decided that a road run would take place for the owners of

2.

any vehicles prepared to drive to the next event on the following weekend. Only one small problem; the drive was about 60 miles! Now if you've ever driven a Fordson, the very slow one, you could easily get left behind; but decision made, our intrepid trio set off along with about a dozen steamers and several days later after many stops for water, arrived at the destination. The average speed was 3-4 m.p.h. and Brian managed to keep up quite well. On arrival at Hellevoetsluis everyone was welcomed with a banquet of food and drink; a bit different to what we are used to in this country I might add.

This rally had really excellent weather and entries had arrived from many European countries. Engine entries included a Lister D painted a horrible two-tone green, a most peculiar looking Ruston Hornsby with a copper water hopper, and a strange looking French engine called a Japy Freres (I refuse to comment....Ed.). People arrived in their thousands; around 150,000 in three days, most seemed to come on bicycle. Brian wondered how they ever knew which one to ride home again there were so many.

In summary, two very nice and interesting rallies which, if you have the nerve and can afford it, are well worth crossing the channel to visit. You should not be disappointed as the people over there are very kind and hospitable.

Brian finished the evening by showing a series of slides of rallies nearer home including Hewish and Dean Forest Rallies. We would like to take this opportunity to thank him once again for coming along to our Club meeting and giving us all a very entertaining evening.

The Game's Gamble this month was as follows:- Gerald Atherton, Easter Egg; Alan Sweet, bottle of wine; a certain Phil Harris (who?), Thermos flask; Gerald Atherton (again!), Jubilee Crown; and new member, Trevor Payne, won some coasters.

Phil Harris (written whilst ill in bed)

WESSEX COACH TRIP TO LONDON - Science Museum and Shops

We left the Old Down Inn at 8 a.m.; both coaches had a good few passengers on board picking up more en route at Trowbridge and Frome. Ron Torr could not join us so Dave Wiles took his seat. We stopped at Heston Services for coffee, buns and calls of nature and eventually arrived at the Science Museum at about 11.45 a.m.

The first things we noticed as we entered the Museum was the giant Beam Engine with its massive framework made up from huge bulks of timber. Nearby was a 700 hp stationary steam engine of 1903, all 57 tons of it, whilst next to it was a triple expansion marine engine of the same horsepower, both were fantastic feats of engineering. Disappointingly, by Sods Law, the section housing the engines which would have most appealed to us as a preservation group was temporarily closed for refurbishment thus giving us the opportunity for another visit in the hopefully not too distant future.

In the next Hall was a display of exploration, the capsule of Apollo 10, and a replica of the Apollo Lunar Landing vehicle. In the 'power on wheels' section was everything from a replica of 'Rocket' to a Deltic locomotive and the ex-GWR 'Caerphilly Castle'; from a Stanley engine steam car down to a sectioned Mini; Steam roller and Showman's engines. The motorbikes were a good display from real veterans down to those lovely old BSA's and even some super high-technology modern imported ones. Anyone could write a book on the Science Museum even only on the ground floor. Elsewhere was Agriculture, Telephones & Communications, Textile Machinery, Glass, Paper, Iron & Steel, Tools, Gas, Surveying, Marine and many, many more things. Particularly enjoyable was the section right at the top of the building on Aircraft and Aero Engineering; not to mention the Coffee Shop where at least one of 90 Wessex members could be found at some time during the afternoon.

Linked to the Science Museum by a corridor was the Natural History Museum which is a beautiful Victorian building in itself and full of many, many interesting displays of all kinds of natural living things. Some of our members visited this and the Victoria & Albert Museum across Exhibition Road, whilst the ladies returned from shopping expeditions, some armed with Harrods carrier bags.

By 4.30 p.m. Eric and myself were k.....d so we just sat and waited for the coach to arrive at 5.00 p.m. Soon all the members were rounded up whereupon we headed West, stopping at 'The Pelican' at Froxfield on the A4 for a welcoming drink and a meal. Considering there was a coach party already there plus our two coaches and other customers, we were quickly and efficiently served and had a good rest. When we got back to the coach Shirley and Andy Gale were having a bit of an argument re one of their daughters; it ended when Andy was overheard to say to Shirley 'and have you been yourself yet?' which raised a good laugh. On the other coach there was a similar occurrence when Herb lost Wendy. By the time she arrived from across the car park, the whole coach knew where she had been!

We arrived back home soon after 10.00 p.m. very tired after an enjoyable day out. At least 5 people so far have asked when we are going again. Thanks must go to our 2 drivers, Club member Roger Millard and his friend for giving us their time to pilot us so skillfully up the Great West Road and back. Well done chaps.

Bill Coombs

(Certainly a memorable day out but it was generally felt that next time, a less circuitous route would mean more time to spend at the destination. As Bill says when shall we repeat it?.....Ed.)

3. THE RESTORATION OF AN AMANCO (cont.)

Part 2

All the filthy, individual parts were cleaned and restored; the old paint was removed and each piece was reprimed. I needed a tank and crank guard so these were purchased from Jon Cruse at Hailsham in Sussex who specialises in excellent replica sheet metal parts for many types. The tank needed soldering together and the fittings assembled to it.

Soon all the parts which I had were primed and undercoated, the lubricator had a broken sight-glass which I could see was a bit of a problem but eventually someone gave me one of the correct diameter. Great! or so I thought at the time.

Meanwhile, the summer was passing and I was still waiting for the valve springs from the US of A, not to mention the cylinder assembly from the reborers. I had purchased new piston rings from Mr. 'Oklahoma' Jenkins who advertises in the 'Stationary engine' and who provides a first class service; I had made a new head gasket which took all one Sunday morning to get right with much sawing and filing it turned out OK. I had already purchased the timber for the frame as I intended to make this up first and rebuild the engine on it. Having made and fitted the tool-box, I fitted the wheels and axles and varnished it all over ready to rebuild. About a month later I had a welcome phone call from the engineers to say that my cylinder was ready for collection and it was a very good job. It was cleaned and painted to match the other parts and then I carefully applied two coats of Carnation Red to all components, meanwhile two more weeks had passed!

Now to the part of the job I like to savour - the reassembly. Nothing is to be rushed at this point. I had parts everywhere, even in the house! (Naturally....Ed.). As we have a spare bedroom, why not make use of it, much to wife's disgust. It's amazing how quickly you can put an engine together when all the parts are clean and available - even when you are trying not to hurry. The piston with its new rings fitted the new bore a treat, no daylight now. I managed to turn the engine and see the spark across the ignitor with the head still off. I timed the engine to the handbook reprint which I had acquired from Charles Cawood. Very easy when you have all the information.

I had entered the Wessex Club Rally at Monkton Mine and what I did find displayed for sale..... Amanco valve springs! and ignitor springs....manna from heaven. Now the cylinder head could be reassembled with new taper pins on the valves, new head gasket and the head screwed up tight. At this state the whole engine was given a further final coat of paint and left for a week to properly dry.

When all was finally ready some weeks later, all fluids were topped up and the oil dripper set. A few swings and it ran for a few seconds, then stopped. Lots more swinging produced nothing but petrol dripping from the cylinder. Flooded. A few more adjustments and away she went; what a thrill after all the months spent; most of you know the feeling. Soon she settled into the pleasant Amanco rhythm, perhaps a bit fast but soon adjusted.

On the first outing - a small event in support of the local carnival, it was allowed to warm up despite the comments of 'looks nice but runs too fast', etc. The governor springs, yes, two springs!... were adjusted and then it was noticed that excessive oil was going up the exhaust, out of the cylinder, everywhere. What a mess, my new paintwork!.... and all the surroundings....and me, judging by my wife's comments when I got home. Other than that, the Amanco ran well. The problem was that although the oiler had the right diameter glass, it was too long by $\frac{1}{4}$ " and the needle could not reach its seat properly. This was corrected and all is now well. Some of the Club members have seen the Amanco at Easton Royal which was its first 'proper' day out and it behaved itself perfectly all the time.

Jim Miller

Thank you Jim, I'm sure all the rest of our members will look forward to seeing the Amanco 'in the flesh' at the Cheddar Rally.

THIS 'N THAT

STOLEN Would Club members in the Frome/Trowbridge area carefully scrutinise any car trailer they see as Robin Lambert has had his stolen from his lock-up compound in Frome. It is a 10 cwt. trailer, painted grey, two-wheel, with a front mounted winch and a two-piece tailgate with integral loading ramps. The hitch and indespension units are new. If spotted please phone Frome 63526 or 62221.

CHANGE OF ADDRESS. John and Diana Emery have moved house and their new address is 'The Post Office', Wells Road, Hallatrow, Nr.Bristol. The new telephone number is Temple Cloud 52279.

GET WELL SOON We would like to send our best wishes for a speedy recovery to Robin Lambert following a short spell in hospital, and also to Ron Torr who has been suffering from bronchitis. Hope to see you both out and about soon.

STATIONARY ENGINE MAGAZINE. Members will be interested to see our Club featured shortly in the new 'Club Survey' feature in the 'Stationary engine'. The first of this series of articles on the Midland Oil Engine Club proved very popular.

4.

FOR SALE

1925 American 'Maytag' portable butter-churn engine. Fully over-hauled with two-wheel transport trolley. An ideal car-boot engine. Offers to Tony Adlington, 3 Cox's Drive, Baltonsborough, Glastonbury, Som. Tel. 0458-50715.

Victorian cast iron lamp post, 87 high, suitable for conversion to ornamental lamp post, £20; Whit die set, 5/8" to 1 1/4", old but useful. Brian Reakes, Keynsham 68549.

Early roll-top hopper Amanco Hired Man, 2 1/4 hp. HT conversion but no magneto, otherwise complete - £125. Apply in the first instance to Eric Brain, 5 Greenridge, Clutton, Nr.Bristol.Tel (0761)52633.

Petter M 3 hp parts. Carb. throttle linkage and governor weights. Starting plate. Eric Brain. Tel.(0761)52633.

WANTED

Information and date for Amanco 2 1/4 hp engine no.146822. Also parts wanted - magneto and ignitor, exhaust stack and cover. R.E. Saunders, 1 Park Road, Southville, Bristol, BS3 1PU.

Cooling cowl for Douglas 350 twin to purchase or borrow for copy. Brian Reakes, Tel.Keynsham 68549

Gas Engine Magazines - pre 1983; also starting handle for 3 hp M-type International. Mark Tilly. Tel. Hawthorn 810251.

Front cover plate for Wico type EK magneto. Mike Hodgson, 3 Lilac Court, Keynsham, Bristol. Tel. Keynsham 2696.

Is anyone breaking a Lister B-type? Big-end shells required to help complete a restoration. Mr. Mountstevens, Tel. (0454) 774787 (Northavon).

Zenith 24T2 carburettor to suit Villiers Mk.25 engine. **Carbon** thrust ring for clutch on Howard 300 rotovator. **Magneto** gear guard for early M-type Petter (not New Model). Perhaps someone had one I could borrow as a pattern? Gerald Atherton, Rose Glen, Churchill, Nr.Bristol. BS19 5NJ. Tel.(0939)853670.

FORTHCOMING EVENTS

June 27/27 Bath Festival of Steam. Hurry with your entry as the closing date is at the end of April. Forms were issued with the Christmas Newsletter. Contact Mr. T.J. Maple, The Pump Room, Bath or Mr. Malcolm Fleet, Plantation View, Sharpham Rd., Cheddar, Som., or Michael Cannon, Conifer Cottage, School Lane, Batheaston, Bath.

Sept.27 Full Quart Crank-Up at Hewish, near Weston-Super-Mare. Entries by invitation due to limited space. Proceeds to CLIC (Cancer & Leukaemia in Childhood Trust).

Sept. 12/13 'Yesterday's' Farming, at Leaze Farm, Hakelbury, Plucknett, Nr. Crewkerne, Som. Entry Forms from Brian Crudge, 22 Stoke Rd., Taunton, Som. SAE please.

CLUB EVENTS

May 16/17 Bristol Docks Rally; an ideal setting alongside the Industrial Museum in the heart of the city's historic dockland, now a thriving amenity centre thronging with tourists and members of the public. Always a popular event with that rally atmosphere we used to know.

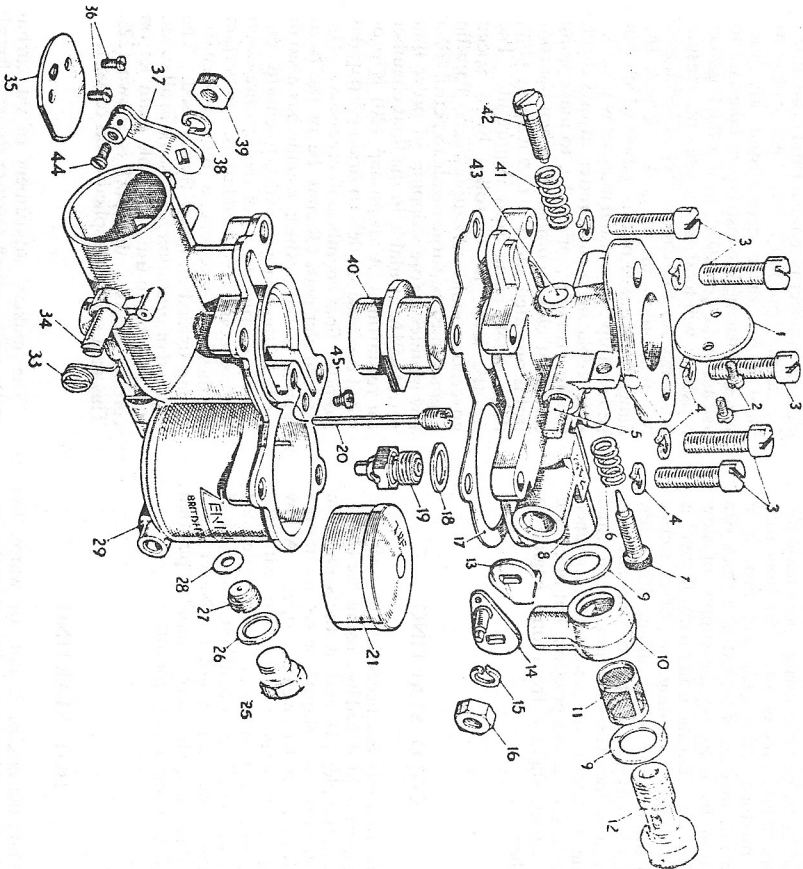
May 18 Evening Crank-Up at the Old Down Inn. Set up your engine in the old road alongside the car park any time after about 7.00 p.m. and spend an evening with a pint in one hand and starting handle in the other! This is the May Club evening; please note that it is **NOT** the last Monday of this month.

June 20/21 Wessex club Rally at Cheddar on the football ground on the A371 Wells to Cheddar road on the outskirts of the beautiful Mendip Hills. The evening entertainment for those staying the night, or merely leaving late, will be the ever popular vocalist, Sally Pople, with her accordian.

June 29 Monthly meeting, an illustrated talk by Derek Silk, Steeplejack, on his work and his experiences.

ZENITH CARBURETTOR

24T-2. 53m/m. flange centres

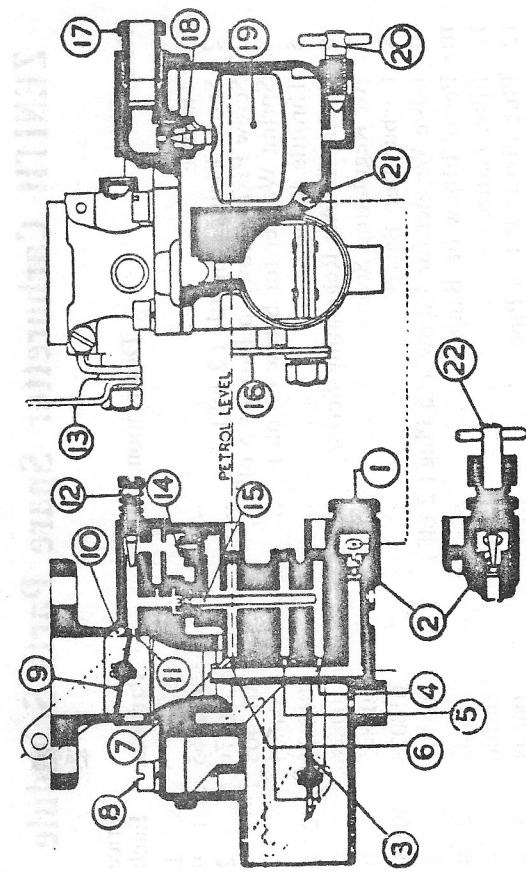


STANDARD SETTING.

| Engine Model | Choke Tube | Main Jet | Air Jet | S.R. Jet | Needle Seating |
|----------------------|------------|----------|---------|----------|----------------|
| (Petrol) 4/2, 4/3, 5 | 13 | 49c/c | 1.75 | 50 | 1.5 m/m |
| (Paraffin) 5, 4/3 | 13 | 70 | 1.75 | 50 | 1.5 m/m |
| (Paraffin) 4/2 | 13 | 65 | 1.75 | 50 | 1.5 m/m |
| (Petrol) 6 | 14 | 65 | 1.50 | 50 | 1.5 m/m |
| (Paraffin) 6 | 14 | 80 | 1.50 | 50 | 1.5 m/m |
| (Petrol) 5 | 18 | 85 | 2.0 | 50 | 1.5 m/m |
| Altitude Power | 18 | 95 | 2.0 | 50 | 1.5 m/m |
| (Paraffin) 5 | 18 | 95 | 2.0 | 50 | 1.5 m/m |

ZENITH Carburettor Spare Parts Schedule

| Ref. | Description. | Part No. | Price Each |
|------|--|----------|------------|
| 1 | Throttle ... | 012465 | 1 9 |
| 2 | Screw Fixing Throttle (2 off) | 16776 | 2 |
| 3 | Screw Fixing Bowl to Barrel (5 off) | 012405 | 3 |
| 4 | Spring Washer for Screw (5 off) | 04691 | 1 |
| 5 | Throttle Spindle ... | 012628 | 2 6 |
| 6 | Spring for Air Regulating Screw | 09846 | 3 |
| 7 | Air Regulating Screw | 09845 | 1 0 |
| 8 | Carburettor Barrel... | 013073 | 30 0 |
| 9 | Fibre Washer for Elbow and Plug (2 off) | 05101 | 1 |
| 10 | Petrol Elbow or Banjo | 06103 | 2 0 |
| 11 | Filter Gauze | 06100 | 6 |
| 12 | Plug Fixing Petrol Pipe | 06098 | 2 6 |
| 13 | Throttle Stop | 012467 | 6 |
| 14 | Throttle Lever (Supplied by J. A. Prestwich) | 18562 | 9 9 |
| 15 | Spring Washer for Throttle Lever | 04691 | 1 1 |
| 16 | Nut for Throttle Spindle | 05581 | 3 |
| 17 | Gasket, Bowl to Barrel | 012631 | 6 |
| 18 | Washer for Needle Seating | 09619 | 1 |
| 19 | Needle and Seating | 07864 | 5 0 |
| 20 | Slow Running Tube | 012652 | 2 6 |
| 21 | Float | 012318 | 3 6 |
| 22 | Plug over Main Jet | 012650 | 1 6 |
| 23 | Washer for Plug over Main Jet | 04625 | 1 |
| 24 | Main Jet | 013004 | 2 6 |
| 25 | Washer for Main Jet | 0 167 | 0 |
| 26 | Washer for Main Jet | 012842 | 40 0 |
| 27 | Washer for Main Jet | 012804 | 3 |
| 28 | Carburettor Bowl | 012805 | 3 3 |
| 29 | Strangler Spring | 012843 | 1 6 |
| 30 | Strangler Spindle and Spring | 16776 | 2 |
| 31 | Strangler Flap | 012827 | 1 6 |
| 32 | Screw Fixing Strangler Flap (2 off) | 04691 | 1 |
| 33 | Spring Washer for Strangler Spindle | 05581 | 3 |
| 34 | Nut for Strangler Spindle Fixing Lever | 012611 | 3 0 |
| 35 | Choke Tube | 04611 | 3 |
| 36 | Spring for Throttle Stop Screw | 05923 | 6 |
| 37 | Throttle Stop Screw | 04672 | 1 |
| 38 | Welch Plug (Progression drilling and for Spindle Boss) | 06368 | 2 |
| 39 | Screw for Strangler Lever Swivel | 012713 | 1 0 |
| 40 | Air Jet | F1410 | 1 0 |
| 41 | Drain Valve Plug | | |



ALTERNATIVE VARIABLE MAIN JET
SECTION CARBURETTER TYPE 24T-2.

GENERAL DESCRIPTION

The 24T-2 Carburettor shown above in cross section is a vertical instrument in general use on light Commercial Vehicles, Marine Engines, Stationary Industrial Plant and various types of Mobile Agricultural equipment. The float chamber is oil-set in order to keep it as close as possible to the main discharge tube, thus ensuring high angle operation in any direction without flooding, or stalling. The instrument can be arranged to take all air through the main intake which is invariably protected by an air cleaner. This feature is called for when working under dusty conditions close to the ground, if long life and reliable service are to be obtained.

The carburettor consists of two main castings, the upper or barrel portion being secured to the lower bowl portion by five screws, one of which is shown (8). In order to keep this carburettor as simple as possible we have used one principle jet and a slow running jet. Suitable air bleeding is arranged to atomise the fuel and to maintain a correct mixture strength under all conditions of engine operation. The drawing shows the principle, or main jet (2) covered by the large hexagon plug (1). The slow running jet is also shown (15). The air bleeding to the main jet system is controlled by the air jet (14), and this air supply is taken from the main air intake.

It will be noticed that this air issues from the holes (4), (5) and (6), at high engine speeds when the fuel in the main discharge tube (7) falls to its lowest level. Fuel metered by the slow running jet (15) is atomised by an air supply taken through the main air intake and controlled by the screw (12). This mixture issues through the idle discharge channel (10) and the progression orifice (11). The float chamber contains a normal type float (19) and the usual combined needle seating valve (18). The correct fuel level is automatically provided by the size of the float chamber and the float, together with the position of the needle seating, the latter part is usually fitted with one washer, but two washers can be used if it is desired for any reason to reduce the fuel level in the float chamber.

MAIN ADJUSTMENT

The combination of choke tube, main jet and air jet will be found correct for the engine to which the instrument is fitted and it should not be necessary to alter these parts when dealing with ordinary running trouble. Cleanliness is the keynote for good results. Take special care to use a suitable screwdriver when removing the main jet in order to prevent damage to the thread in the carburettor casting. A gasket must always be used between the two halves of the carburettor.

SLOW RUNNING ADJUSTMENT

This should be carried out when the engine is hot, the minimum running speed is usually set around 550/600 r.p.m. A spring loaded adjusting screw is provided close to the throttle lever by means of which the exact throttle opening can be adjusted for idling. The head of this screw should be turned clockwise to increase the idle speed and *vice versa*. The slow running mixture screw (12) will provide a richer idle mixture if turned in a clockwise direction by reducing the supply of slow running air. On the other hand if there is evidence of rich running, *i.e.*, black smoke from the exhaust when idling, this screw should be given a quarter, or one-half turn in an anti-clockwise direction. The usual setting is about one complete turn open from the fully home position, but of course this varies slightly from one engine to another.

COLD STARTING

The rich mixture necessary to meet this condition is provided by closing the choke, or air strangler (3), and at the same time the throttle lever should be set about one-third of its full movement open. A few sharp pulls over compression with the starting handle will give an immediate start even in the coldest condition, provided all engine details are in order. Never leave the throttle in the slow running position when starting a cold motor.

HOT STARTING

When the engine is hot, or warm, the choke is not required and the throttle position is not important. If the engine does not immediately respond, set the throttle open, as continued rotation in the cylinder about an over-rich condition in the cylinder. When dealing with such a condition, it is advisable to remove the sparking plug and also the air cleaner. A few rotations of the crank-shaft will restore normal conditions in the cylinder, and upon replacing the sparking plug, the engine will fire and run in response to further rotation, provided the plug is clean and dry.

GENERAL

In most cases a filter gauze is provided and this should be cleaned periodically by first of all removing the brass plug fixing the petrol pipe to the carburettor. Take care to replace the fibre washer when re-assembling, placing one washer on each side of the petrol pipe banjo. If the complete carburettor is removed and dismantled for cleaning purposes, it is a good plan to blow it out on a compressed air line. When replacing the instrument take care to use a thin flange gasket, as if a thick gasket is used, it will tend to squeeze out, causing the flange on the carburettor to bend, and this may allow an air leak. Check the flange for damage of this nature which can be trued up in the usual manner with a file. After replacing a carburettor, always check the air strangler, or choke, to make quite certain it closes completely when the control is operated and also that it opens fully, these points being most important. The throttle lever, if controlled by a speed governor, should work quite freely. Paraffin engines must be turned over to petrol for a few minutes before stopping, in order that petrol will be available in the float chamber for re-starting. A drain tap (20) is provided on these models to drain off paraffin from the float chamber, if necessary. The air strangler plate (3) may be of the fixed type as shown, which usually has a small air hole, this being provided to ensure continuity of running after the first fire when starting under cold conditions. In certain cases carburettors, a fully automatic spring loaded strangler flap is used. The method of operation is the same in all cases. It is possible to use a variable main jet on certain engines, this part is shown (22). This part can be supplied upon request.

The makers' adjustment of the carburettor gives correct mixture strength for all conditions, up to about 3,000 ft. above sea level. When operating at high altitudes, it may sometimes be necessary to deal with rich running and loss of power. In such cases, one size smaller main jet will usually be found beneficial, however, if the power loss is still appreciable, it may be an advantage to fit a larger choke tube in conjunction with a suitable main jet. In any case of difficulty, the engine maker, or our own Service Department, can give details of suitable settings for all models.

