

WESSEX STATIONARY ENGINE CLUB

NEWSLETTER



SEPTEMBER 1987

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'WHAT ABOUT A HOBBY DEAR?'

'Dad!'....this was the beginning. My 14 year old son, Simon, came dashing into the kitchen, smoke coming from his sports-shoes as he braked to a red-faced halt. 'I've just met a new friend, Rob, who has lots of stationary engines'. 'Oh yes' I said, wolfing down the last of my dinner. 'They don't do a lot more than huff and chuff and look brassy'. A mental picture of an old girlfriend flashed through my old grey matter. I absentmindedly poked at the relaxed muscle that seemed to be building up around my girth. Simon went on for around an hour. I smiled and nodded now and again hoping to keep the lad's interest going. It did. Almost every day was concluded with a briefing on Petters, Listers, etc. It was not long therefore before a Lister D arrived at the back gate; rusty, dirty, heavy and seized up. It arrived at the beginning of phase two of a holiday. I took stock; I had a rusty lump, an enthusiast son, no information, lots of time and some tools. Four days passed, I seemed to be working 18 hours a day up to my elbows in grease and oil and gunk. The great moment came. Under Simon's direction, I set her up for firing. At the third attempt, it coughed, snorted and suddenly sprang into life. I looked at Simon's face and I suddenly felt so good that I let out a YAH-HOO! Simon dashed off to fetch Mum. Valerie looked, smiled, hugged Simon and said 'What about a hobby dear?'. I was hooked.

Our second lump required picking up at Alton in Hampshire; we didn't really know what it was, all we knew was that it was a Petter 8 hp, air-cooled. It was not expensive and, despite the fact that it was an ugly beast, it was worth every penny as it wasn't seized. Despite lots of proffered advice, no-one was able to positively identify it and I had been assured that it ran, albeit on one cylinder. Inside one week we approached firing-up time; Sunday morning the neighbours were going about their normal Sunday morning routine. After several attempts, with sweat pouring off me, it fired but would not continue to run. It was an hour before it suddenly went berzerk, not before I was reduced to a sweaty blob and with Simon balancing the choke and throttle, the exhaust unsilenced drawing wide-eyed glances from the neighbours. The 'beast' ran perfectly but without benefit of a governor. David Edgington, who was fast becoming the most regular recipient of my bank balance, identified it as a Petter A2, series 3 and, as always, promptly sent us all the information needed. The governor was fixed with a correctly selected 4" nail - flat headed. The beast's trolley was unique and was immediately identified by Rob Lambert as having belonged to Fred Flintstone. May I add that Rob was a great inspiration and a fund of knowledge. The next chapter involves us in a meeting with a Petter man, Paul Martin, a close encounter with Ron White and a day out on the farm.

Peter Stacey

TENCREST MENDIP CRANK-UP

August 2nd is a new date for the stationary engineman's calendar, for that date was the Mendip Crank-Up and Car Boot Sale held at the Tencrest Garage, Oakhill next to the Mendip Inn. It was organised by Bill Coombs and Phil Harris. Some 20 or so engines attended together with Ron Torr and his magnificent model steam tractor. Although the weather was not perfect, the site was ideal, the company was great and when it came to generosity everyone dipped freely into their pockets for money and into their wealth of experience for those in trouble. I never did find out who blew up all the balloons but their efforts will be appreciated by CLIC as £49 was raised during the day.

When it came to assistance, Dave Clack must have been surprised by the number of Bamford experts on site. His new pride and joy still would not fire properly. However, by the end of the day it was banging away like a good'un and Dave's grin was ten feet wide (ten month's wide???..Ed.). Other engines ran out of 'sparko' but after much searching of toolboxes, fresh supplies were eventually

found. I learned that Amanco's go much better when they are supplied with fuel rather than foul language!

The Car Boot Sale proved quite an attraction, especially to wives who never can resist a bargain no matter how useless it is. Proceeds from this particular enterprise contributed £32 to WSEC funds. Thanks Bill, for this generous gesture. All told it was a must enjoyable Sunday, to to exhibitors and visitors of whom there were quite a number.

Well done to Bill and Phil, with special thanks to Mike and Pam Fothergill, the proprietors of Tencrest Garage without whose kind permission, the Mendip Crank-Up would not have been possible. Finally, guess who won the £10 raffle prize...? If I told you it was Phil Harris, there would bound to be mutterings of 'fiddle' so I will keep quiet and say no more! By the way, Audrey has ordered a new coat and Phil says that the price of bananas should come down next week....!

Claude Lowther

OBITUARY

Sadly we report the sudden death on the Rallyfield at Bleadon on Saturday August 15th of Dennis Baker from West Huntspill. Dennis was a regular and popular exhibitor with his Bamford and Mill. Our thoughts and condolences go out to his widow and family. The WSEC was represented at his funeral by Brian Verrall.

THIS 'N THAT

Bob Garnet's Avon Steam Society are challenging the WSEC to a friendly skittle match somewhere in the Bath area in the near future. Details yet to be finalised.

We regret to announce the resignation from the WSEC committee of Mike Cannon. Mike has been with the Club since its inception and has been a committee member and played an active part in the Club almost ever since. His decision has been hard to make but business and other commitment have put much pressure on his time these last few months. We feel sure that he will still follow the fortunes of the Club from the sidelines with great interest.

Due to the foregoing paragraph, there is a vacancy on the committee for a co-opted member. Anyone interested in joining the administrative side of the Club, please contact Brian Munt or any committee member. Only a few months to the re-election at the AGM, come and give it a trial.

The WSEC was formed just as 1976 ran into 1977, does anyone have an slides of Club events, engines or people from those early days to lend or display for our monthly meeting 'Ten Years of Wessex' in November? Where have all those early members disappeared - John Spear, Phil Lane, Stuart Ashman, Rod Dring, Adrian Stride, Roger Greenhalgh, Nick Preedy, Ken Appleby (no, not Ken - we know he's been busy...!), Geoff Cullen, Mike Harris, etc., etc. Where are they now?

Who was the WSEC lady member who was left in charge of 15, yes fifteen, engines at Netley Marsh rally? Well, if you can stop traffic with a lollipop....!

We hear on very good authority that Tony Jones is planning a come-back into the Stationary engine World. He has been sighted at a few events this year; come on Tony, loosen those shackles of domesticity!

Ivor Cox would like to express his thanks to the WSEC for good wishes and card receoied during his recent attack of sciatica. Thank you all.

Get well soon to Shirley Clack whom, we hear is suffering from a fractured wrist. Not a good start to your second half-century Shirley....! No good you cranking that Bamford for a month or two.

Nice to see Gwen Large out and about again after a short spell in hospital; best wishes for a speedy full recovery from all the Club members.

APOLOGY

The Editor was well and truly taken to task at 'Yesterday's Farming' over the 'Overheard at Tatton Park' anecdote which was quoted (accurately) in the July Newsletter. Consequently he humbly begs to apologise for any offence caused to any Lister D owners. Of course we all know that the best hard-core is made from black stones.....!

THE AUGUST MONTHLY MEETING

This meeting, 'Member's Night' was disappointingly poorly supported by the main membership of the Club. Those who took the trouble to attend deserved better. There will be a full report - on very little - next month. Well done those few committee members who endeavoured to salvage the evening and make the meeting worthwhile.

NETLEY MARSH STEAM ENGINE RALLY - AND THE BUTLER'S SECOND HONEYMOON.....!

This is a rally which we always look forward to as it has so much to offer to both exhibitor and the public; much more so this year as Reg and I were on our own at a rally for the first time ever, Stephen was in the 'Emerald Isle' with the Scouts at camp.

We travelled to Netley on the Wednesday evening. The next day we had a wander around Southampton and on our return to the Rallyfield, things had started to really come alive. Quite a few

3. stalls, engines and steamers had arrived and the camp site was beginning to fill up. At this rally the camping for exhibitors is in a separate field, each pitch is measured and numbered. On arrival you have to report to the camping marshall to get your pitch number; thus everyone has plenty of space and you are not worried in case of a fire or packed like sardines in a can.

There is always an endless display of events in the arena; on offer this year a sheepdog display team, Royal Artillery Motorcycle Display, and the Melton Mowbray Toy Soldier Marching Band who did a Searchlight Tattoo on the Saturday evening which was well worth seeing. The entertainment continued in the evening with the Worzels and a Firework Display on Friday. Saturday night it was the Excelsior Jazz Band and the Spinners. There were as many people on the site during the evenings as during the day.

On the engine scene, the ones who took my fancy were a Powell 6 hp driving a water pump, a Hercules, a Heinrici Hot Air engine, and a nice Crossley 8½ hp, which looked nice from a distance. I have to say that because I stopped to speak to someone and when I next looked, it was leaving the enclosure! Talking of the enclosure - at Netley all the engines are enclosed by 3 ft. high wire netting and ropes with openings at each end for the exhibitors to escape. Nevertheless I still saw one family laughing when their child, who was climbing on the fence, fell over head first into the engine enclosure.

There were 83 tractors booked in plus a few that were used to work the thresher, baler, chaff-cutter, and a rack saw-bench. It's a shame there was no steam working as I feel that an agricultural engine doing the work it was meant to do is a wonderful sight. Among the steamers a new one to me was a Burrell Showman's Road Locomotive 'St.Brannock'. Several organs were present including the first 52 Keyless Organ 'Rambling Rose' made by Mike Dean. Among the commercial vehicles was a lovely Pierce Arrow lorry owned by Greenham Construction Ltd. who operated a fleet of such 5 ton trucks in 1925.

All in all, another successful rally completed and enjoyed....and so was the second honeymoon.

Mary Butler

THE 60TH CORSLEY VILLAGE SHOW - August Monday

This August Bank Holiday Event was a rather special one for Corsley and 60 years of effort and expertise resulted in a superb village show. The £2 entrance fee was very reasonable for what they had on offer - A Gymkhana for the horsey-minded, flower and veg. tents, goats and dogs, clay pigeon shoot, funfair, stalls, plus ring events, including Pierre Pilton and his Model T Ford, an escapologist suspended from a high crane, sheepdogs, and a tour around the ring of all the vintage vehicles.

A very hot day certainly brought the crowds in by their thousands; all this proved too much for the beer tent which ran dry of everything but Wadsworth's light ale! The stationary engine line-up was enhanced by two of our Junior members, Neil Puttick and Simon Stacey with their respective Dads, Alan and Peter. They had a nice combination of engines including a 3 hp Ruston PB, flywheel mag., early model and a Wolseley WD11 driving an 12 volt generator. Paul Martin had his collection of bygones plus a Lister D and David Hall brought a water-cooled A type Petter that probably once drove a generator as it had two large grooves machined into its flywheel. Bill Appleby was Ruston minded with his 8 AP while I took along my B,W.& C.W.Co. Victoria, 5 hp (which I promise to restore one day...Ed!) plus a newcomer to my collection, a Ruston Hornsby ZPR, 2 hp on its first trip out. It was really on test before stripping down this coming winter for repainting; actually it ran beautifully for 6½ hours on its little tank of petrol so I was very pleased. The public showed a lot of interest in our line-up of engines, three more were offered to me - see the 'For Sale' column. Two new members joined us, welcome to Mr. Williams and Mr. Munday, we look forward to seeing you at our meetings or Club events.

Rob Lambert

THE WHITE HORSE SHOW, UFFINGTON, Farringdon

The regular Wessex contingent to this popular and relaxing village show on August Bank Holiday weekend was increased this year by the addition of Don & Chris Rogers with William and also Roy & Carol Cox. After two bad years, the weather this year was 'Uffington Weather', sunny and hot, just as it used to be!

Sunday commenced badly when William had a misfortune with the tea-pot, resulting in an overnight stay in Oxford Hospital for himself and Chris. Very painful and frightening for him; thankfully he is now fully recovered.

Wessex members exhibiting were Jim Miller and his nicely restored Wolseley WD1, Messrs Lambert (Snr.& Jnr.) with a selection of Listers, including a nicely restored B-type, 4 hp driving a milking unit, the Butler family with Lister D and Wolseley WD1, Dave & Shirley Clack with the now well-running Bamford 2½ hp and water-pump, Eric & Ann Brain with the early style 1 Petter 'Little Pet', Roy & Carol Cox and their Ruston Hornsby ZPRE 2 hp and Don and Chris Rogers with the Bulldog by Bates and Edmonds.

During the heat of the Sunday afternoon, a pall of smoke rose in the distance on the edge of the

4.
showfield. Had the generator supplying the refreshment tent overheated and caught fire? Nothing quite so simple folks, it was the Gent's toilet on fire! Despite the efforts of a Fire Service Preservation group who were present only one extinguisher worked....! plus the dramatic, bells and sirens and flashing lights, of the RAF local airfield fire tender - only less than a bucket full of water on board...! the toilet soon burnt to the ground taking a fair portion of the hedge with it. Luckily, only the fire-fighters were caught 'with their trousers down'.... no one was injured!

Literally thousands of visitors spurred on by the fine weather enjoyed the Heavy Horse Show, the Dog Show, the Giant 'Sumo' Wrestlers, hotair balloon, aerobatic displays, vintage cars and motocycles, crafts and open market while we also especially enjoyed the National heats of the Lawn Mower racing championships - really spectacular stuff to watch..! Carol Cox enjoyed the Red Indian's Display and has been practicing their chants and love-calls - to say nothing of the Chief's display dance ever since. Should be a star turn at the Social Evening at Halloween!

The week end sped by all too quickly and sadly the field soon emptied as public and exhibitors hurried homeward ready for the 'back to work' next day.

Emerson Brantingham

POSTSCRIPT

Don, Chris and William would like to thank Roy & Carol Cox, Reg, Mary & Stephen Butler, and Roger, Eric & Ann Brain, Dave & Shirley Clack, the St.John's Ambulance at the White Horse Show and all the other exhibitors for their help, concern and kindness when William was scalded with hot tea. William, we are glad to day, is on the mend now and doctors say there will be no lasting scars. He seems quite himself now and is into and up to everything once again. Thank you all.

Don, Chris and William Rogers

NESTON PARK RALLY - August Bank Holiday Weekend

Neston Park Rally, near Atworth, Melksham is always a favourite with us; this year we camped (or was it 'cramped' - 5 of us plus 2 Hallams...!). The site is great, there is room for the children to 'run wild' safely away from the rally but the drawback - isn't there always one? last year it was rain, is the Ditch. So what you may say' Murphy is a dog who likes to lie down in water while he is drinking it. It took no more than 20 minutes after our arrival for him to create havoc by running back to our partially erected tent and shake himself - Ughh...! Brian Verrall's hound also found the Ditch!

The rally enlarges annually with vintage cars, commercial vehicles, motocycles, stalls, Kooky the clown and Mrs. Kooky face-painting. Kooky is seeking sponsors to help him and his family as he is one of only four clowns from the UK to be invited to an American clown convention in Wisconsin next year, any offers? There was a model tent, gramophone display, and numerous events in the arena, such as Karate, Tug-of War - Wales versus England (England won...! I think), Majorettes, (I suggest a new game, 'toss the majorette' same rules as toss the caber. Andy Mercer may like to come and watch -or take part?) (If his long hair does not get in his eyes - Ed.) and also many lovely engines of course. There was a freshly painted Marshall from Llanvapley which vanished on Monday, lots of Petters, some Amancos, Listers and a rainbow coloured Wolseley owned by Adrian Derek H.....

The bar tent was busy, on Saturday evening Kevin Doddington deafened all and sundry with his disco after first blinding them with his orange shirt; Sunday evening a really super group called Hocum Focus played and sang folk (music), the tent was full, the evening balmy, the children asleep and Murphy smelt sweet again. For those who have never been to Neston, try it next year - it's a friendly, busy rally.

Shirley Gale

PS. Overheard in the ladies loo (where else....). 'Well, he's glad he came now.....much better, more to see than that one at Ashton Park'.

FOR SALE

Restoration project - 1961 Reliant Mk.4, 750 cc, side valve saloon with spare engine, gearbox, back axle, and many other bits. Anyone interested? then contact Mr. Derek Neads, 7 Church Street, Banwell, Weston Super Mare, Some. BS24 6EA who ran it for 15 years and laid it up while it was still running well, due to purchase of a later model.

Wico A type magneto, brand new, for Norman T300 twin. Offers to Mr. A. Illsley, 111 Wheeler Avenue, Swindon, Wilts. Tel.46382.

Two Lister D-types, both working on a trolley, Lister Junior 2½ hp, A-Type. Offers to Mr. Tony Williams, Oakhill 840920 (evenings).

FOR SALE (continued)

1980 Fleetwood Colchester 13 ft. Caravan, with many extras. £1800. Tel. Frome 71490.

Chain Hoist, 5cwt.cap. with very long chain, £15. Tel. Frome 61489 (evenings).

Ladies Triumph Bicycle. 30 yrs.old. Complete £10: Two **Slate Switchboards**, each has a single 500 amp switch. About 18" x 30" and 84lbs each, £10 pair. Tel. Frome 63526.

Base plate for Lister D-Type water pumping set, £20. Roy Cox. Tel. Weston-Super-Mare 419826.

Petter 1½ hp, model PAZ-1 Diesel, good runner with new fuel pump and injector, £65; **Petter 1½ hp petrol AV series** 1945. Running £20; **Petter 2 hp. petrol A series** 1953, running £20; **JAP/Villiers 4 hp** ex garden tractor, runner, £15. Cecil Giblett, 35 Goss Dr., Street, Som. Tel.45790.

WANTED

Bamford water pump to drive with 2½ hp open crank engine. Dave Clack. Tel. Trowbridge (0225)61987.

Small water pump in working order to drive with Petter A1 engine by young enthusiast. Mr.Thoburn, 'San Mateo', Cinder Lane, Fairford, Glos. Tel. (0285) 712397.

FORTHCOMING EVENTS

Oct.3/4. John Kyte's Garden Rally at Market Lavington, near Devizes. A good chance to see John's massive 300 hp Brush engine working plus lots of other engines. There will be an auction both days so help by bringing along anything saleable. John lives in the High Street next to both the Pub and the Fish & Chip Shop. Tea, coffee and light refreshments available. For details ring Market Lavington 3701. Visitors welcome.

CLUB EVENTS

- 10 Oct. Club Coach trip to the Black Country Museum and Steam Show at Dudley, West Midlands. We regret the coach is now full subject to last minute cancellations. Pick-up points are strictly Badgerline Bus Station, Bath at 7 a.m.; Old Down Inn (via A.367) 7.30 a.m.; Black Lion Public House, Whitchurch (via A.37) 7.45 a.m. Pick-ups by prior arrangement at these points only please. Final details from Jackie Lambert, Frome 63526.
- 25 Oct. Car Boot Sale to help fund such things as this Newsletter, the Social Evening, printing, postage, etc. - so important at this time of the Club's year when funds are at their lowest. Note change of date from last Newsletter; the venue is Presto car-park at Worle, near Weston-Super-Mare and is from 10 a.m. to 2 p.m. Cost £5 per boot (non-member, £3 per boot for WSEC members. Please spread the word and come along and sell all that junk which you have been hoarding for years....and maybe buy some more!
- 26 Oct. Talk on the railways of the Oakhill Brewery at the Old Down Inn.
- 31 Oct. Hallowee'n Social Evening at the Chilcompton Village Hall. Fancy dress preferred, we do't mind too many witches and warlocks, we hear very definitely that the Red Indian Squaw has perfected her act (see page 3) but originality may win you a prize as awards will be given for the best outfits and the best lanterns. There is a cold buffet on offer, Keg Bitter, Canned beer, wine and soft drinks - for the chauffeurs! Entertainment is by Sally Pople whom everyone found so popular at the Club Rally in June. Bring along the kids -and mother-in-law, and lets have a night to remember. Tickets are only £3; please book now as soon as possible as we have to let the outside caterers have some numbers. Remittance with booking please to Jackie Lambert, 15 Beechwood Ave., Frome, Som.; cheques made payable to Wessex Stationary Engine Club. Hurry, don't leave it too late.
- 30 Nov. Ten years with Wessex, a photographic peep back in time over the past ten years. Has anyone got slides of people, places and engines from our earlier rallies? Bring them along for everyones enjoyment; if you know anyone connected with our Club ten years ago, bring them and their slides as well.
- 6 Dec. Anti-Freeze Crank Up at the Old Down Inn - this is a Sunday lunch-time event, wear your winter woolies and warm yourself by the engines. An event for the Hardy - and the foolHardy....!

Material for the Newsletter to Eric Brain, 5 Greenridge, Clutton, Bristol please. Preferably before the 8th of the month for that month's edition.

CARBURETTER — AMAL TYPE 360/5 WITH STARTING CHAMBER

The float chamber maintains a constant level of fuel at the jet and cuts off the supply when the engine stops. On fuel flowing from the float chamber the float falls and its needle coming away from its seating allows fresh fuel to enter.

Depression caused by movement of the engine piston causes, via the throttle opening, air to flow into the main air intake and fuel to flow through the needle jet into the cross bore and mix with the incoming air forming a petrol/air mixture.

THE STARTING CHAMBER, used when starting from cold feeds fuel direct to the carburetter bore on the engine side of the throttle valve from a well formed by a division wall in the float chamber. Sufficient fuel from cold starting is allowed to fill the well by raising a needle in its cover.

MAINTENANCE

REMOVING AND FIXING CARBURETTER. If the carburetter is removed from the induction pipe, see that on re-fixing it is pushed right home on the pipe before locking the clip. Never fit the carburetter to a pipe on which it is slack, nor ever drive it on to a tight one. The carburetter should be a good push fit on to the inlet pipe, and should be pushed on true with a screwing motion, after having put a little oil on the pipe. Erratic slow running can be caused if there are air leaks at the point of attachment of the carburetter to the cylinder.

The float chamber, float or its needle and the starting chamber and its needle, may be inspected by removing the float chamber cover which is secured by two hexagon headed pins. The float needle is removed by pushing the needle downwards through the float and extracting it through the needle seating in the base of the float chamber; on re-assembling see that the spring bow on the top engages with the groove in the needle. Ensure that the needles are located in their respective seats when replacing the cover (this is facilitated by filling the float chamber with petrol) and that the joint washer is undamaged.

The throttle valve complete with jet needle and attached to the cable can be withdrawn from the carburetter after the knurled mixing chamber top has been unscrewed.

To separate the throttle valve and jet needle from the cable release the cable at the control end and push the inner cable forward until the nipple in the throttle valve clears its hole, then withdraw the cable through the slot in the throttle valve, the nipple passing through the hole at the extreme end of the slot. On re-assembling pass the nipple through this hole via the inside of the throttle valve, ensure that the cut-away portion of the needle clip is opposite the cable slot in the throttle valve, and then draw the cable forward until the nipple will pass over the bottom end of the throttle valve and sink into its hole. On putting back the throttle valve assembly into the body, see that the key in the carburetter body engages the keyway opposite the cable slot in the throttle valve and that the jet needle is entering the needle jet before attempting to push the assembly home. Access to the main jet is by removing the main jet cover nut. When replacing the main jet take care not to over-tighten.

CABLE CONTROLS. See that the cable control fully opens and closes the throttle valve, a cable adjuster with locknut is provided in the top of the carburetter and can be adjusted until correct movement is obtained.

ENSURE THAT THE FUEL TAP AND PIPE ARE CLEAR. Flooding may be due to a worn float needle or a leaking float, but nearly all flooding with new machines is due to impurities (grit, fluff, etc.) in the fuel tank—so clean out the float chamber periodically until the trouble ceases. If the trouble persists, the fuel tank may be drained, swilled out, etc.

EXCESSIVE FUEL CONSUMPTION may be due to flooding caused by the float needle not shutting off the fuel supply; check that no impurities have got into the float chamber and lodged on the float needle seating, or that the float needle is bent, or that the float is leaking. A rich mixture will also account for excessive fuel consumption. Raising the mixing chamber needle richens; lowering weakens the mixture. Check for impurities being in the starting chamber and on the starting needle seat, thus preventing the needle shutting off the supply of fuel. Check that the needle itself has not been bent or damaged.

CARBURATION FAULTS

There are only two possible faults in carburation, either richness or weakness of mixture.

INDICATIONS OF:

RICHNESS

Black smoke in exhaust.
Petrol spraying out of carburetter.
Two strokes, four-stroking.
Heavy lumpy running.
Sparkling plug sooty.

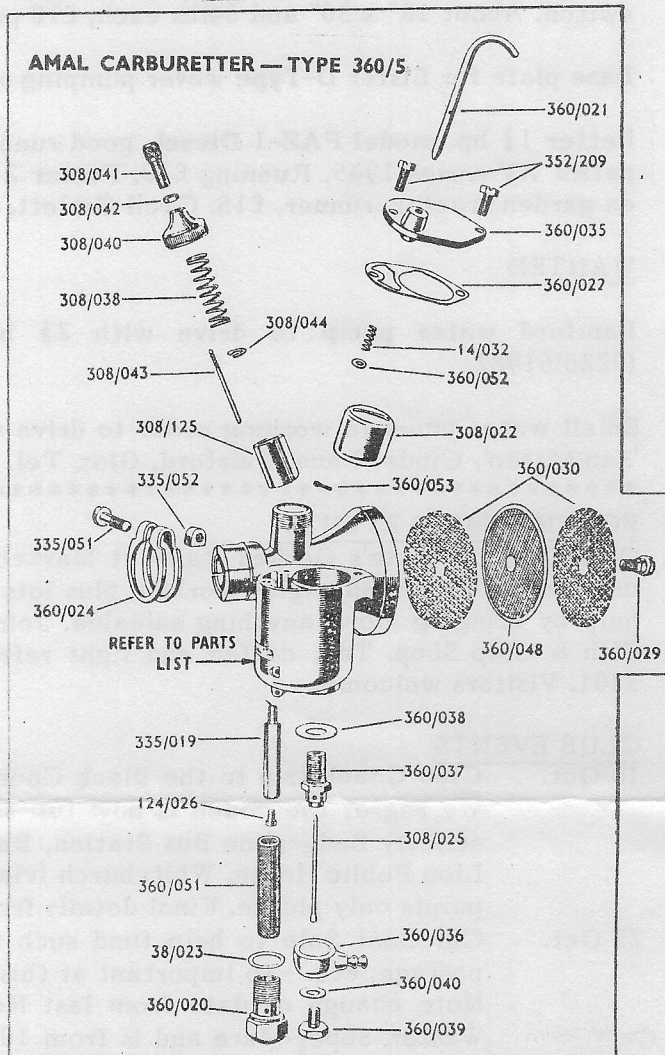
WEAKNESS

Spitting back in carburetter.
Erratic slow running.
Overheating.
Engine goes better if:
Throttle valve is not wide open, is partly closed or if starting chamber is kept supplied with fuel.

If richness or weakness is present, check if caused by:

1. **PETROL FEED.**—Check that the main jet needle jet and passages are clear and that there is ample flow of fuel.
Check there is no flooding of the float chamber or continual supply of fuel to the starting chamber.
2. **AIR LEAKS.**—At the connection of the carburetter to the engine.
3. **DEFECTIVE OR WORN PARTS.**—Has a loose fitting throttle valve, worn needle jet, or loose needle jet or main jet.
4. **AIR FILTER ELEMENTS OBSTRUCTED.**

AMAL CARBURETTER — TYPE 360/5



Part No.	Description	Quantity
360/015	Carburetter Body	1
360/035	Float Chamber Cover	1
360/022	Float Chamber Cover Washer	1
352/209	Float Chamber Cover Screw	2
308/022	Float complete	1
308/025	Float Needle	1
360/037	Float Needle Seating	1
360/038	Float Needle Seating Washer	1
360/036	Banjo	1
360/040	Banjo Washer	1
360/039	Banjo Bolt	1
360/021	Cold Start Needle	1
14/032	Cold Start Needle Spring	1
360/052	Cold Start Needle Washer	1
360/053	Cold Start Needle Cotter	1
308/040	Mixing Chamber Top	1
308/125	Throttle Valve	1
308/038	Throttle Valve Spring	1
308/043	Metering Needle	1
308/044	Metering Needle Clip	1
335/019	Needle Jet	1
124/026	Main Jet—No. 25	1
360/051	Petrol Filter	1
360/020	Main Jet Plug	1
38/023	Main Jet Plug Washer	1
360/030	Air Filter Plate, Outer	2
360/048	Air Filter Gauze, Inner	1
360/029	Air Filter Retaining Screw	1
360/024	Outlet Clip	1
335/051	Outlet Clip Pin	1
335/052	Outlet Clip Pin Nut	1
308/041	Cable Adjuster	1
308/042	Cable Adjuster Locknut	1
244/1047	Cable, Inner and Outer complete—36" length	1
255/5	Control Lever	1