

A HAPPY NEW YEAR TO ALL OUR MEMBERS AND FRIENDS-GOOD RALLYING IN 1979.

THE APPLE TOP.

"Why don't you get a little pet?" she said.

My eyebrows raised. "You've already got four rabbits, and goodness knows how many more on the way," I replied.

"Wrong type of hopper!" she said with a grin, "I mean a Petter I $\frac{1}{2}$ M-Type with an apple shaped hopper."

So the search began. Lo and behold, not many weeks passed and, whilst visiting a good friend and fellow enthusiast to admire his latest purchase, we saw, propping the door open, the most despicable looking round-hopper Little Pet you have ever seen. "Oh, that was thrown in with the deal," he said, "No, it's not for sale."

Months passed. The Petter was gradually stripped apart - a sorry sight. Broken rings, seized piston, broken castings, main bearings eaten away with rust and the B.T.H. magneto was corroded and gave no spark.

I managed to obtain some bearings for my friend and then we found that the felt seals in the bearing housings had long ago disappeared, so they were replaced. A few new studs were made and a casting was built up with weld where it was cracked.

There the job stopped, or so it seemed, until, whilst paying me a reciprocal visit one day, he spotted my incomplete International 3HP. The next part of the story got a bit complicated but it evolved around a Tangye flywheel, my Amanco, the International and a protracted loan of my trailer. However, I eventually ended up with the Little Pet - all in bits, my trailer and my Amanco. He had the International and his wife had a badly bruised leg where she fell over the trailer, so we were all happy!

Now the job got away in earnest. All the parts were cleaned, primed, filled with brushing filler and glossed up where possible. The brass calibrator oiler was cleaned out, a new spring found, all fettled and buffed up better than new, and re-assembled.

The small end was sloppy so a new gudgeon pin and brass bush were made. The big end was shimmed and re-fitted. Now came the problem - no rings! one evening whilst pondering this problem, I opened my Triumph Herald manual and would you believe, the cylinder bore size was the same as my Petter! The piston was set up in the lathe, centred true, and the grooves skimmed out to accept FOUR Triumph rings per groove. The rings were gapped and re-pegged away from the transfer ports and the assembly was re-fitted into the cylinder*.

Meanwhile the remaining parts had all been rubbed down and given four coats of Tractol 'Lister Green' (I am ashamed to say!) The engine was now re-assembled as far as the next problem.

The magneto drive gear on the Petter doubles as a drive to the Calibrator oiler. It is bonded to rubber to form a flexible coupling. On my engine, this rubber had long since disintegrated and the drive had been taken up by the brass housing as the wear marks showed. At about this time. I was politely showing a representative around our works when he happened to mention a product line on his which my mind instantly seized on as the answer to a Petter restorers prayer, a fluid rubber compound, easy to pour and mould.

Two days later a 'trial sample' was in my hands and eventually the coupling became as new once more!

At about the same time, a visitor to my engine shed picked up the magneto.

"Does it go?" he asked.

"Dead as a Dodo," I replied.

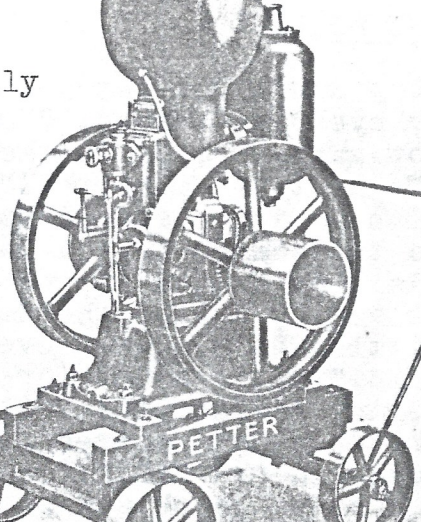
"Can I have it and try to make it go?" he asked.

"By all means," I said, "there's nothing to lose."

With that, he picked up my hacksaw and cut all the coils off!

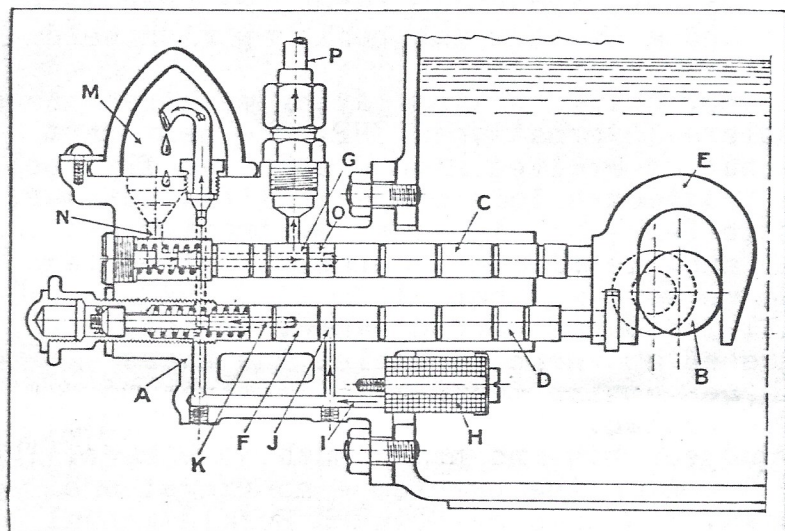
"Wants rewinding!" he said, knowingly.

rewinds
sparks
and,
fully
the
one



*British Leyland part no.I40798 compression ring. Twelve needed, four per groove.

1½ B.H.P. Portable Engine
with Water Hopper.



A shows the pump body, B the camshaft, C and D the delivery and measuring pump plungers, E the camshaft sheave, F the measuring plunger valve, G the delivery plunger valve.

The oil from the container enters through the strainer H, into the passage I, leading to the suction chamber J. Movement of the suction

pump plunger forces the charge of oil towards the passageway K, against the spring loaded valve plunger F. When the passage K, is uncovered, the charge is pumped up to the sight feed M, and falls into the passageway N. from here it enters the delivery pump chamber O, and on the next stroke of the pump plunger, is forced up through the delivery pipe P, to the part to be lubricated.

[illegible]

May 12th. & 13th.	Bristol Industrial Museum; Dodington: Breamore.
June 16th. & 17th.	1000 Engines at Longleat-see Stationary Engine Mag.
June 23rd.	Ilchester Vintage Fayre.
July 7th. & 8th.	Camerton: Headington & Stockley.
August 4th. & 5th.	Alderholt.
August 18th. & 19th.	Fairford.
Sept. 1st. & 2nd.	Stonehouse.
Sept. 8th. & 9th.	Selwood Vintage Vehicle Preservation Society Rally.

FEBRUARY 26th. ANNUAL GENERAL MEETING. Your veiws on all aspects of the Club, the way in which it is run, the events it organises, the newsletter etc.etc., are important. Your ideas are needed for the future. Please come to this meeting and make your views known. See the attached agenda.

"STEAM SUPREME"

The Wharton Family End of Season Steam-up, Minster Lovell.25th./26th.Nov-
ember, 1978.

Mr.Harry Champion writes:-

I have just come home from the last rally of 1978, held at Jack Wharton's yard at Minster Lovell, near Witney. I admit it was cold, but it stayed dry. There were thirty-six stationary engines on show which included eight various types of Listers, five types of Amanco's and the rest being an assortment of Bamfords, Ruston Hornsby, Villiers and a Coborn, but alas no Petters or JAPs.

I think that all the engines around were represented, also about eight old tractors, quite a few old cars and some motor cycles were on show. All in all, it was a good little rally, held in aid of Cancer Relief and other charities. Mr. John Wharton Jnr. told me that this rally was a 'pilot run' and if it was successful, they would make it an annual rally. I asked him if they could not hold it earlier in the month, but he could not give me an answer.

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THE NEWSLETTER-A LOOK BACK AT 1978.

I have always considered that the Club Newsletter is a very important part of the function of the club. It keeps over two-thirds of our membership in touch with the Club's activities. I am told that people look forward to receiving it, and I know for a fact that people complain when they do not receive it! So, after nearly a year of editing this esteemed organ, I would like to say my "Thank-you," to all those of you who have provided the articles, stories, anecdotes, etc., without which the newsletter would not exist. I hope that, who-ever produces the newsletter for the rest of 1979 will receive as much, if not more, support than I have. My constant pleas for material have always been answered, although there have been some pretty late deadlines! This brings me around to mentioning that there is NOTHING in hand for the February issue, so, don't leave it to somebody else, write something!

Tom Randall.(Welton Hill Cott.,West Rd, Midsomer Norton, Bath.)

FOR SALE. Vertical STOVER.5-6HP. Beleived to have been sold in this country as a Pilter. Very good, as found condition. L.T.mag. Probably pre 1910. Requires a few minor bits and pieces but complete in all essentials.£165.00. Midsomer Norton 418926.

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WESSEX STATIONARY ENGINE CLUB

ANNUAL GENERAL MEETING. THE OLD DOWN INN,EMBOROUGH.
MONDAY, 26th. FEBRUARY, 1979.

AGENDA.

- 1.The President, Mr.David Edgington, will open the meeting.
- 2.Chairman's Report.
- 3.Treasurers Report.
- 4.Election of Officers.
- 5.Presidents Address.
- 6.Any Other Business.
- 7.The President will close the Meeting.

COMMITTEE.

Tom Randall.....Chairman.
Rod Iring.....Vice Chairman.
Ailene Cannon.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.
Adrian Stride
Bill Appleby.
Herb Gane.
Rob Lambert.

Secretary:- I9, Eagle Road,
Northend, Batheaston,
Bath, Avon.

Treasurer:- Moorledge Farm Cottage
Knowle Hill,
Chew Magna, Bristol.
Tel: Chew Magna 2655.

SUBSCRIPTIONS.

Joint Membership(Engaged/Married Couples)...£2.00per year.
Individual Membership.....£1.50per year.
Junior Membership(Under I8).....£0.50per year.

THIRD PARTY INSURANCE.

£1.00 per paid-up member per year.(Not available to Junior
Details available from the Treasurer. Members under I6)

MEETINGS.

The Club holds its meetings at the Old Down Inn, Emborough,
(at the junction of the A367 and the B3139, 5 miles North
of Shepton Mallet.), on the last Monday in every month.
It is as well to check meeting dates since the last
Monday is occasionally impractical. Meetings start at 8pm.

HONORARY LIFE MEMBERS.

David Edgington.(Club President and Editor of
'The Stationary Engine' magazine.)
Bill Foster.