

REVIVAL OF A B.T.H. MAGNETO.

It is surprising what one is driven to when wanting a spark. A B.T.H. magneto, belonging to a recently acquired Petter M just wouldn't give any sign of life - hardly surprising as it had been in water for many years and when dismantled oozed thick, brown sludge!

A rewind was the only remedy. Having just received the rates demand, the professional estimate of £25 was out of the question! The only alternative was to have a go myself. Having dismantled the armature, with some difficulty, I removed the outer insulation and when I saw the hair-like wires before me I realised it would be a hopeless task to rewind by hand.

Not being an electrician, I decided to seek expert advice. The first person I asked gave me a wry look and said "I wouldn't like to try that, mate." Another old hand said "Your chances of success would be about 1 in 10." Others said it was an impossibility by hand. By now I had lost heart and as there would be some difficulty in obtaining the correct wire I was about to give up. However a friend arrived one night with two reels of wire of the correct gauge and a reel of insulation tape. What could I do now? I had to have a go. How many winds were needed? It was impossible to count the old. A 'phone call to Ivor Yeo and I soon had all the technical details needed.

The primary presented no problems. 4 layers of 21 guage wound on easily by hand. How was I to wind 35 layers of wire so fine you could barely see it? I knew the armature would have to be turned quite fast to achieve any degree of success.

The family suggested several things. The wife's sewing machine, a bicycle and the hand drill. The latter seemed the most sensible. I then remembered I had an old hand-turned grind stone which was geared 8 to 1.

After making a weird contraption to fix the armature to the grind stone I was now in business. I screwed it to the dining room table and started winding. With numerous gaps, over running, loops etc. I did manage, in two days, to pile on 35 layers, each insulated, with only two breaks - for meals! Several layers of insulation were put over all and now was the time to check the resistance. This read a healthy 4,000 Ohms on the A.V.O. Meter. This seemed promising, but the proof of the winding would be in the spark.

There were loose ends to be soldered somewhere. Unfortunately I had not noted what went where. I made a guess and with the help of my brother in law, who's rather more dextrous with the soldering iron than I am, we put it back together. The result was a tiny spark measuring 15 volts. We had obviously joined the wrong wires and this spark was from the primary only. After giving it some thought we realised the beginning of the secondary wire was joined to the wrong end of the condenser. The correction was made and re-soldered. This time "Eureka!" a fat spark.

The magneto is now back on the engine, starting it and running perfectly. It has not

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been vacuum baked so, when not in use, it must be kept in a dry atmosphere.

After all the discouraging advice I was given the end result was quite fantastic.

Now where did I put that old rusty M.L.?

John Emery.

SALES & WANTS.

- For Sale. Lister D Type. 1947. Complete & running. £30.00 o.n.o. (after)
Mr.C.Finn. 87, Repton Rd., Brislington, Bristol. 715728 (5pm.)
- Wanted. Wico magneto for Lister D Type. E.K.Wright. 34, Elborough Street
Southfields, London SW.18 5DW. Tel: 01 874 7391.
- Wanted. Carburettor for Lister A Type. P.Roberts. 9, Sunnymead, Oakhill,
Bath. Tel: Oakhill 840626.
- For Sale. 4HP Tank Cooled Lister, petrol/paraffin. Mr.Marsh. Tel;
Warminster 215772.
- Wanted. For late 1936 Lister D Type:- Screw Top for Amal carburettor;
Fuel pipes, tank to filter & filter to carburettor; Magneto;
Fuel tank filler cap. Andy Simkins. Lackham College of Agriculture
Lacock, Nr. Chippenham, Wilts. Also has engine spares for part-
exchange.

FORTHCOMING EVENTS.

- MAY 26th/27th. Market Lavington Rally. Entries to John Kyte.
- MAY 27th/28th. Cotswold Oil Engine Club open rally, Fairford. Entry forms
from Mrs.Cross. 1, Upton Downs, Burford, Oxon.
- JUNE 2nd/3rd. Abergavenny Veteran & Vintage Rally. Entries by April 30th.
to Mr.Trotman. 198, Underhill Crescent, Abergavenny.
- JUNE 16th/17th. 1000 ENGINE RALLY-LONGLEAT. ENTER NOW! See S.E.Magazine.
- JUNE 23rd. Ilchester Vintage Fayre. Entries to T.Heath. 'Ter-shi',
Bradford Rd., Sherborne, Dorset.
- JULY 7th/8th. CAMERTON RALLY. Entries:G.Poucher, 3, Laurel Drive,
Paulton, Bristol.
- JULY 14th. MARTOCK FAYRE.
- AUGUST 4th/5th. National Stationary Engine Rally, Beaulieu.
- AUGUST 11th/12th. YEOVIL FESTIVAL of TRANSPORT. s.a.e. to Bill Foster,
Sandley, Gillingham, Dorset for entry forms. 100 only.
- AUG.18th/19th. FAIRFORD RALLY.
- AUG. 26th/27th.UFFINGTON RALLY.
- SEPT.1st/2nd. WESSEX S.E.CLUB RALLY, LACKHAM COLLEGE, LACOCK, near
CHIPPENHAM; Entry forms with future newsletter.
- SEPT.8th/9th. SELWOOD V.V.P.S. RALLY, Beckington, Frome.
- MAY 6th. LAMBOURN VINTAGE WORKING.
- MAY 19th/20th. PUNKNOWLE RALLY. West Dorset V.T.& S.E.Club. s.a.e. to
Mrs.Whitty.8, North St. Charminster, Dorchester, Dorset.
- JULY 14th. WADEBRIDGE. Kernow Old Vehicle Club Rally.
- SEPT 8th. BIRMINGHAM City Museum Rally.
- SEPT. 15th/16th. The Swindon Fire Engine Rally. Stationary engine entries
invited. Entry forms from Mike Hebard, 263, Hillcross Ave,
Morden, Surrey. Also from Mike Harris at Club meetings.

AUCTION NOTES.

At a recent farm sale at Stowey the following engines went under the hammer:-
Wolseley WD minus mag., 1944/45, £30. Lister H Type, 1937 complete & free £27.
Lister diesel 3½HP 1950, £81. Lister L Type.5HP. tank cooled with tank &
original skids & toolbox but no mag. £52. Small JAP driven 24 volt generator
that looked as if it had been dropped from a great height, £22!

Jethro Tool.

* This was the first rally of it's kind to be held at Cricket St. Thomas, and proved to be a very enjoyable day in beautiful rural surroundings. The general layout was found to be a little more interesting to the general public than usual with vintage vehicles, tractors and stationary engines side by side in the same rows.

There were over 50 engines on display and it was good to see so many W.S.E.C. members exhibiting. The new club badges were no problem to sell. We should have taken more.

The rarer types of engines included a Marshall 1909 portable Steam Engine, from Chard.

This was beautifully restored and attracted a good deal of attention. An Emerson Brantingham was running well, even though it had been rescued from the sea. Others regularly seen on West Country rally fields were the Acme 2½hp, Pool 6½hp, Hartop 1½hp, Melco 6hp, Lovell 2½hp, United and a Hamworthy 2½hp. All engines were running most of the day with the exception of a nicely restored Crossley 7hp, conspicuous by it's silence - it's handle had been left at Sherborne!

As a break and in complete contrast, one could wander around the gardens and wild life park and admire the birds (feathered variety) whilst the children played in the adventure playground.

The Rural Life museum was well equiped, complete with an open crank Ingeco awaiting restoration. There was even a Jumbo - not from Detroit, but Africa !

This was a good rally, well organised, with the help of Bill Foster, and well attended by the public. Hopefully it will be repeated next year.

The Emerys.

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CLUB EVENTS.

- JUNE 25th. CRANK-UP! Open air meeting at the Old Down Inn. Bring an engine out for the evening. Last years was a great success.
- JULY 30th. AMERICAN NIGHT. Stuart Ashman will be showing slides of his recent visit to Engineland U.S.A.
- AUGUST. Date and topic to be arranged.
- SEPT 1st. & 2nd. CLUB RALLY at Lackham College of Agriculture, Lacock, near Chippenham, Wilts. Entry forms available at Club Meetings or from Committee Members. This years rally is an open rally and entries have been invited from several other clubs. Each entrant will receive a plaque. Beside the awards to W.S.E.C. members, there will be two presentation plaques for best visitors engine, horizontal & vertical, to be voted for. Overnight camping & caravanning is available on the field with the engines. Tractor entries are invited for a static show along with Lackham museum's own tractors. We are also hoping to organise a social gathering on the Saturday evening in the college bar which is to open for our exclusive use.
- DECEMBER 8th. CLUB DINNER & DANCE. Star Hotel, Wells. Full details later.

DEVON STATIONARY ENGINE CLUB - INFORMATION SHEET. 1979.

COMMITTEE.

Tom Randall.....Chairman.
Rod Dring.....Vice Chairman.
Diane Emery.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.
Adrian Stride
Bill Appleby.
Herb Gane.
Mike Harris.

Secretary:- 'Odstax,' Wells Road,
Hallatrow,
Bristol.

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 18).....£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 16)

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.

NEWSLETTER ITEMS. Send all contributions, articles, adverts., etc.,
to Tom Randall, Welton Hill Cottage, West Road,
Midsomer Norton, Bath, BA3 2TL.

HONORARY LIFE MEMBERS.

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