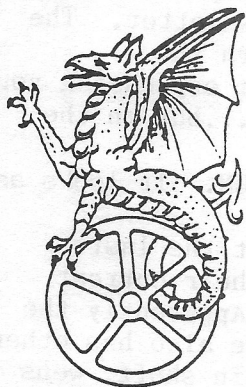


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

JANUARY 1989.

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### THE SPANNER.

As forecast last month I am happy to confirm that the 1989 subscriptions will be unchanged at £6 for a joint membership (eg husband and wife), £5 for a single and £1 for a junior. Subscriptions were due on the 1st January so the Treasurer will now be grateful to receive all contributions. One important change however is that the insurance cover has been raised to £1,000,000. A staggering sum I know, but so could the costs of an accident. This should remind us that stationary engines are potentially hazardous, may be even lethal machines and that constant vigilance is needed during their operation.

Next month will be the Annual General Meeting of the Club and the Committee are asking members to give serious consideration as to where we are going. The Agenda is likely to be extensive with the election of officers and committee high on the list. At the time of writing all our officers are prepared to accept nomination for a further term, that is Chairman Brian Munt, Vice Chairman Brian Verrall, Secretary Shirley Gale and Treasurer Jackie Lambert. The members of the Committee are also prepared to have another go provided they are so nominated and they are Jeremy Adams, Gerald Atherton, Eric Gay, Hazel Gitsom, Bob Hallam, Phil Harris and Robin Lambert. Nominations for all posts will be accepted at the AGM.

Despite their willingness, they are however concerned about the lack of guidance the members give them and they are wondering if they are managing the Club's affairs as members would wish. Take for example the October Oompah social evening at Chilcompton.. The Committee received some reports that it was the best social event ever, with the opportunity for all guests to join in, even perhaps to let their hair down a little. The catering arrangements were universally commended. On the other side of the coin some members said that the evening was far from enjoyable and even suggested that a Club of our standing warranted something better. The band's singer came in for some strong criticism, while the music was said to have been far too loud. The Committee also received some queries regarding the number of non-members attending, this was said to be disappointing as guests did not know one another and consequently could not mix freely. Furthermore such events are often subsidised by the Club in one way or another and eyebrows were raised at the fact that non-members attended at the same cost as those who support the Club throughout the year.

The alternative could perhaps be a return to a formal dinner to mark the end of the Club year. This idea would apparently be welcomed by some members who would look forward to a traditional menu, with waitress service and an after dinner speaker, followed by the opportunity to meet and talk to other members who perhaps they had not seen for some time. Such an event would allow our ladies to don their finery as a change from the practical dress of the rally field, which again finds favour with some.

This is just one of the problems which faces the Committee, others are the subjects for our monthly meetings, do they prove interesting? The "away days" which have been organised, are they popular or not? Should they be expanded to a more ambitious venture of a whole weekend away, or perhaps curtailed entirely. Then there is our annual rally - should this event be more elaborate with greater emphasis on vintage vehicles and steamers or conversely restricted to stationary engines and other entertainments abandoned.

The Committee make the point that they are in office to carry out your wishes but unless they know what those wishes are they could be "ham strung". They therefore earnestly ask that members attend the AGM and put their points of view forward for discussion. However they do realise that not all members can attend and even those who do, may not wish to express their views in public. An "Opinion Poll" has therefore been devised and attached to this Newsletter. The committee ask members to give the points raised their consideration and to return the questionnaire to the Secretary by 14th February. Please do not be inhibited from expressing your real opinion, if you think it's all rubbish say so...no signatures are required...but on the other hand it will be helpful to have constructive suggestions.

The Secretary will analyse the results and no doubt give a report to the AGM. It looks as if it could be a lively evening.

Now to more personal matters. Two of our ardent modellers were observed at the last meeting to be in deep discussion concerning the engineering technicalities of their current projects. Wally Camp is constructing a gas engine from a Stuart Turner 800 kit. Apparently the list of additional parts required is nearly as long as the list of kit parts. He also has other ideas for the construction of the crankshaft. The method proposed is for the main shaft, webs and crank to be constructed separately and then copper welded together. Wally intends to cut and turn the thing in one piece from the solid. The mind boggles... Ray Earle on the other hand is constructing an engine based on a Stuart Turner No. 1 but entirely from his scrap box. How I wish I had their skills.

Bob Hallam has just completed an entirely different sort of project. He has restored a Victorian hand operated washing machine which he rescued from a road side skip. Jill has viewed this project with some trepidation as she is worried that she may be called upon to put the machine to practical use. Who knows, we may have some demonstrations on the rally field next year.

One probable new engine we will see is Tom Randall's recently acquired 4hp petrol/paraffin Amanco. I understand it's ready to go except for tanks and he is working on that.

That's about the lot for now, see you at the AGM but please don't forget the Opinion Poll, it won't take a minute to do and could make a world of difference.

Cheers,

Claude Lowther.

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#### CLUB DIARY.

|                   |                                                                                                                                                                                                                                                                |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mon 27th February | Annual General Meeting of the WESSEX STATIONARY ENGINE CLUB. Please will all members make a special effort to attend this <u>VERY</u> important meeting.                                                                                                       |
| Sun 5th March     | Visit to Bath Industrial Heritage Museum (Camden Works). Since our last visit the museum has been enlarged with many more exhibits. Assemble at the museum at 2.00pm, but more details in next month's Diary.                                                  |
| Sat 18th March    | Skittles Match against Cheddar Football Club at their club house. Overnight parking for caravans and campers is available.                                                                                                                                     |
| Sat 18th March    | Chippenham Vintage Machinery Club's Bring and Buy Sale at the Castle Combe Race Circuit. Sale starts at 12 o'clock mid-day, entries accepted from 8.00 am onwards.                                                                                             |
| Mon 20th March    | Talk and demonstration by INDISPENSION Ltd. on the design and construction of trailers. This will be essential education for those taking engines to rallies (Please note that because of the Bank Holiday, this meeting is NOT the last Monday of the month). |
| Mon 24th April    | Talk and demonstration by Stuart Turner Ltd., this surely is a must for all engine modellers.                                                                                                                                                                  |

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#### CLUB ACTIVITIES.

4th December ANTI FREEZE CRANK UP at The Old Down Inn.

On leaving home at 10.30 am the thought of driving to Emborough in day light seemed like a pleasant change even if it was raining quite hard. Passing through Stowford and seeing people camping by the river convinced me that there are folks about who are even madder than I am. Arriving at the Old Down Inn at about 11.00am some engines were already chugging away despite a very cold wind blowing off the Mendips, but the wind helped to keep the rain at bay. The first thing that caught my eye was a very smart 22 key Savin Organ, owned by Peter Pogmore. Perhaps it was it's first outing as Peter had owned it for just three weeks.

The line up of engines was impressive, including:- Dave Tuffley Lister Junior, Chris Hucker Amanco enclosed crank, Phil Harris 2½hp Amanco, Brian Verrall ½hp Stuart, Dave Clack Lister A, Derrick Watts Enfield 350cc twin, Ken and Ian Rendall 1915 Baby Lion, S. Holmes Lister D with generator, Reg and Stephen Butler Lister D, Don Rogers Petter M, J. Capenter Wolseley WDII, Adrian Miles 3hp Monarch, Ivor Cox Wolseley WDII, James Cross and Dad J.A.P., Bill Appleby and Robin Lambert Ruston Hornsby, Arthur Smith 2½hp Amanco, Brian Reeks 1½hp Conord, Herbie Gane 1938 1½hp New Model Petter M, Roger Pike 1928 Lister D, Roy Cox Villiers Mk20 with water pump, Roy Pointing a large 15" lawn mower called a 'Keynsham', together with a charging set make unknown and a fine collection of nicely restored 2 gallon petrol cans.

20 plus engines on a cold and windy Sunday in December can't be bad can it?

Back in the bar Gordon had a smashing coal fire going in the club room where most enjoyed a warm etc. The beer was as good as always and with bar snacks available the inner man was well satisfied. Thank you Gordon for looking after us again.

Herbie's Christmas Raffle came on at about 2.15pm with Chris Rogers taking 1st prize of a Christmas Pudding, Bill Appleby had the next, a box of sweets, Philip Thornton-Evison won a bottle of sherry while Reg Butler took home a box of chocs.

By about 3.00pm most members decided to call it a day, a good day never the less. So thanks again members for turning out, see you all again next year provided the snow is not too deep.

A Wiltshire Moonraker.

(Alias Bob Hallam)

28th November Mr. E. Walker from the CEGB talking on the operation of the UK Grid System.

For the November Meeting, the Club welcomed Mr. Ernie Walker who gave an interesting talk on the operation of the Power Stations and National Grid System. In the late 1800's, municipal power stations sprang up, each supplying their local load. As the number of consumers increased reliability of supply became important and the undertakings banded together and gradually interconnected the power stations. In time of crisis they could support each others load. From these modest beginnings, the 13200 volts (132Kv) system was built which lasted until 1957. Later the 275Kv and 400Kv systems were added and the existing system will now last until the year 2010 without substantial reinforcement.

Today, the power station generators output at 25Kv and are then transformed upto one of the three primary transmission voltages. The power stations together with the 400 and 275 Grids are controlled by four Area control centres and the National Centre in London, lesser voltage systems are managed by the area boards.

Mr. Walker's talk, illustrated with graphs showed how our daily living habits are reflected in electricity demand trends. One could see peaks at meal times, heating and lighting turned on and off, and peaks at the end of popular television programmes (known in the trade as 'TV pick up'). The difference between summer and winter curves could easily be seen.

Two special days soon to occur are Christmas Day and Boxing Day and they give rise to unique demand curves. Christmas Day has no breakfast peak and everyone stays in bed later, the lunchtime peak is huge as everyone cooks and eats their traditional enormous lunch. The system then crashes as everyone sleeps away the afternoon, a small blip for a cup of tea at about five and a larger peak later for supper. Boxing Day is distinguished by the lack of a lunchtime peak as everyone has a cold meal but the teatime peak is larger as hot snacks are prepared.

Variations in temperature, windspeed, precipitation (that's rain to you and me) and cloud cover together with the habits of our home and work lives have to be predicted by the CEGB control engineers in advance of the event. Electricity cannot be stored, the demand must be matched exactly by the generation and amazingly the predictions are accurate to within 1½% of the actual event.

Mention of the pumped storage system in Wales was also made. These allow water driven turbines to be started to full load in 9 seconds. After the break, a video of the CEGB's interest in wildlife conservation around the power station sites was shown. Plants, birds and animals abound within the perimeter of sites where they are left undisturbed and public access is denied. Our grateful thanks go to the CEGB and Ernie Walker for a very interesting evening.

The half time draw suffered severely from inflation with prices rising steeply from the usual 10p, to 50p per ticket due we were told to an acute shortage of tickets. (Nice try Herbie but remember it won't work a second time). However, the gambling spirit prevailed with Claude Lowther winning some liquor chocolates, Wally Camp a bottle of booze, Brian Reekes a picture frame and Brian Verrall some hand cleaner.

Jeremy Adams.

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Part 1 of an article by Chris Arnold on the restoration of his Fire Pump. If you know of any good fires about, keep them going while you give Chris a yell. Now that Chris is equipped with a trailer we should see more of him on the rally field.

### Restoring a Scammell Light Fire Pump.

At the beginning of the year I bought the above pump off a friend of mine. He had bought it off someone else in Bath who had four similar engines in his cellar. My friend did not have time to restore the engine himself so I took on the task.

When I got it, it was painted a dull red colour which was peeling off, the aluminium and metal castings were badly corroded and either the pump or engine was seized up. The whole thing was in a pretty poor state.

As there was no manual with it or any hoses I got in touch with the people in the Fire Service Preservation Group who put me in touch with one of their members who had the same pump. Through him I managed to get a copy of the manual and a length of delivery hose complete with couplings.

I spent the next few weeks stripping the engine and pump down, and I found that it was the piston that had seized in the bore, but by using a lot of WD40, a block of wood and Eric Brain's skillful use of a large hammer we managed to get the piston out. All the rings were broken and seized in the grooves. I wrote away to Jenkins Enterprises in Wales, sending the bits of piston rings and dimensions of the piston, ring depth, width etc. They sent me a set of rings which they said would do.

With the engine and pump stripped down I cleaned all the old paint off and repainted, first with Zinc Chromate on all the ally castings then cellulose primer on all the metal parts. Then a top coat of BMC Dove Grey, which was the nearest colour I could get to the original Battleship Grey.

The next step was to reassemble the engine and pump, although one problem was that the piston, with the new rings, would not go into the bore which I had honed out. The problem turned out to be the top ring. It was bottoming in the groove, so I had to put the piston up in the lathe and machine the groove deeper. This solved the problem and I was able to carry on rebuilding.

The big moment was now here. But would it start? The mag. gave a good spark, there was a spark at the plug but.....

Does it start, or is Eric the Heavy Hammer called in to perform more dastardly deeds? See next months Newsletter but be prepared with your oilskins....

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### THE MARKET PLACE

FOR SALE 3hp Petter 'M' Type, Tank Cooled, complete with original tank. Working and ready for restoration.  
Tangyes' Treadle Lathe, 4" capstan with 29 speeds. Very good condition, circa 1890  
Offers for both invited. Tel. Frome 72328

FOR SALE Ruston Hornsby PT 1.5hp 450/700 RPM, No 209325. Complete with mag but no tank. Originally sold to Alph-Laval Co Ltd, Brentford on 4th Nov. 1941. Transfers available.  
Wolseley WDII 1½hp 700 RPM No20962. Manufactured 1946. Complete with mag. but no tank. Spark plug broken in block.  
Offers around £50 for both. Mr. R. White Tel. Shaftesbury 51910

FOR SALE 1940 Bamford EV1. Good runner also some spares. £60 ono  
1939 Fowler 1½hp Restored Manual available. £100 ono  
1916 Bamford K1 Mill. Restored. £50 ono  
1920's Small brass gear water pump. V Belt pulley. Restored £30 ono  
1920's Lister water pump £35 ono  
1920's List Sheepshearer, flywheel driven, complete and restored £60 ono  
Selection of 5 spoke wheels, 4 x 8" and 2 x 12" dia. Offers invited.  
Reason for sale, space required. Contact P.J. Pogmore, 20 Kingsmead Close, Arle, Cheltenham, Glos. GL51 0AN.

WANTED 4 cast iron wheels, 12"-18" diameter, but would accept 2 pairs of different dia.  
Please contact Tom Randall Tel. Midsomer Norton 418926.