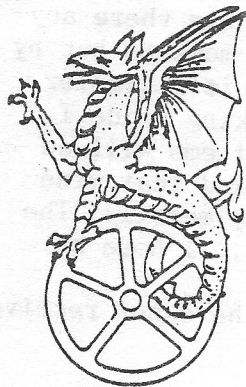


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

JULY 1989.

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THE SPANNER.

Sorry to have to once more return to the vexed topic of fuel supplies for our engines but fings aint what they appear to be... with apologies to HRH.

While it is true that most stationary engines ran quite happily on prewar unleaded petrol and will continue to do so on present day unleaded, even in those balmy days it was not all honey and roses. As there was no lubrication in the fuel some valve wear arose and fairly frequent lapping of valves and seats was required if not valve regrinding. Two star petrol with the lead additives came on the scene which helped to alleviate this valve wear.

With the withdrawal of 2 star we are back to the old problem of valve wear if the new grade of unleaded is used. It doesn't stop there however, as the new unleaded has a higher octane number than the old, the valve wear could be greater than prewar, as the petrol burns that much hotter. All this arises because few engine such as ours have tempered valve seatings.

Now what are we to do in this situation? Here again referring to Shell's Technical Bulletins they recommend that 4 star petrol be used in engines without tempered valve seats. I feel sure that most engines will not suffer from this luxury diet and while they should develop more power, which really does not concern us when the engines are usually idling at rallies, it should go some way to preserve the valve seats.

The choice seems therefore to be yours. Either to use 4 star, preserve your engine from wear yet pollute the atmosphere or to use unleaded, minimise valve wear but maybe shorten your life and those around you. Can you imagine the muck thrown out by the 170 engines at our Cheddar Rally. The atmosphere at one of these 1000 engine do's must be worse than the M1 on a Friday night.

Sorry, but I don't know the answer to that problem but I welcome your views on the subject and will publish any I get (BIG HINT).

On a different tack now. I was dismayed to read in todays paper that the Post Office is to raise their charges yet again with second class mail going up to 15p, not that it will make much difference to their speed of delivery. However, this rise could be the straw which breaks the camel's back as each Newsletter distributed by post will cost the Club 41p, or £4.92 per year. With subscription standing at £5.00 that doesn't leave much for the running of the Club. I will not be at all surprised if Jackie, our Treasurer, doesn't get her calculator into top gear. We could therefore see subs going up or the Newsletter restricted to a bimonthly issue. Perhaps even members who receive their copy by post could pay the postage... I can hear the cries of "Its not worth it". Stil these are only my thoughts... what do you think about it?

Last Monday was the Old Down Crank Up and Engine Clinic and as I have not been on speaking terms with my Amanco I took it along for the experts to have a look at. It has never been easy to start but since the middle of last year it has decided not to play at all. Incidentally if you see a copy of David Edgington's little book 'Old Stationary Engines' on page 14 there is a photograph on my Amanco and it wasn't working then.

Still the experts, namely Roger Pike, John Emery, Bert Petty, Les Emery, Eric Gay and a good few others to whom I apologise for not mentioning diagnosed a) Low Compression, b) Incorrect timing, c) Faulty igniter and d) petrol starvation. Cor blimey was there anything right with the darn thing. John did manage to get it to run for a few moments but by then it was getting dark and the rains started so I had to shove it back on it's trailer and bring it home. Since then I've not had a chance to look at it again. Joking aside I suspect all the things wrong are true and I will find that a tickle on all items will do the trick. I will keep you posted on developments. It was discouraging to find that mine was the only engine in trouble as all the others attending were popping away merrily. The final indignity came when I was offered a derisory sum for a 'Non Runner' ... I hope he was only joking.

Finally you may ask why no Rally Reports..... swift answer...because I have not received any.
Cheers for now,
Claude Lowther.

CLUB DIARY.

- Sun 6th August. The WSEC sponsored TENCREST RALLY on the A37 near Gurney Slade, next to the Tencrest Garage. Engines, cars, motor cycles, car boot sale and the inevitable raffle. Proceeds to be divided between CLIC and WSEC. No entry forms, just turn up on the day.
Further details concerning exhibits from Bill Coombes on Oakhill 840868, car boot sale from Phil Harris on Wedmore 712048, or the Draw from Brian Verrall on Cheddar 743460.
- Mon 21st August The monthly meeting is a visit to the Somerset Rural Life Museum at Glastonbury with a conducted tour of the exhibits. Assemble at the Museum at 7.00 o'clock.
- Mon 25th Sept. A showing of the popular "Dustbin Films".
- Sat 4th Nov. The WSEC end of year Social Evening. The Committee are still in a huddle finalising the details, all I know is that this year you won't need your leather breeches.

CLUB ACTIVITIES.

Monday 22nd May. Loctite Products.

The evening speaker, Mr. Ian Butler was introduced to those present by Chairman Brian Munt, and so started one of the most informative evenings, I and most others had spent at the Old Down Inn for some time.

The story of Loctite does not start and end with super glue. Loctite products span a very large area, many American soldiers who served in Vietnam owe their lives to Loctite as many were glued back together with products made by the company.

Loctite also saves industry many hundreds of thousands of pounds. For example on the Westlands Lynx helicopter the flight control bearings are sealed in place. This cuts fitting time from approximately two hours down to two minutes and the use of a seal and stops stress corrosion and thereby lessens pilot fatigue as with no build up of corrosion controls run lighter. Throughout industry Loctite is gaining an ever expanding reputation, the new Perkins diesel known as the Prima is assembled using Loctite products. Liners are pressed in with sealant, engine back plates with line print gaskets while 'O' rings for oil seals are replaced by exact size and shape line printed liquid gaskets.

Rolls Royce use Loctite to fix the low tempature rotor blades in a new jet engines, and when you buy your next Aston Martin it's engine will be assembled with Loctite.

In the future when you go to casualty with that badly cut hand you will not have to face the nurse with her needle poised, instead she will be armed with a tube of Loctite. If you ever have to have an operation all those nasty cuts will be glued together and the need for medical stitching will soon be a thing of the past.

Oh yes, just one other product, for broken cast iron try Loctite Multi-Bond 330. Ian demonstrated some of the range, including Super Glue by sticking his fingers together. If this happens to you don't panic, just use a peeling action and they will come apart with no trouble at all.

The film shown by Ian, of the range of Loctite products and their applications was a real eye opener as to where the science of engineering adhesives is leading.

Loctite cont'd.

The laboratory in Ireland where most products are researched is the most advanced of its type in the world, even carrying out research for NASA. Sticking tiles on the space shuttle was just another job for Loctite.

So when you restore your next engine just give a thought to Loctite products, from stud lock, nut lock, rust proofer, high strength retainer 638 to liquid gasket, bearing fit 641, pipe sealant 577 and very many other useful items. May I extend my thanks on behalf of the Club to Ian Butler and Loctite UK for a most enjoyable evening. Thank you also for the donation of a gasket kit complete with case for the Raffle.

First prize was won by Dot Watts, (I hope you will let Derrick have at least one of those chocolates.) Other winners were Ivor Cox, Ray Earle, Jackie Lambert and Mr. Gibley. ERIC GAY.

17/18th June The 12th WSEC Annual Rally.

This year's rally exhibits numbered something like 170 stationary engines, 20 tractors, 18 cars, 15 motorcycles, 8 models and 8 miscellaneous: plus trade stands, organs, 2 steamers St. John ambulance and Phil the Policeman. Exhibitors camped in the field and the adjacent camp site. The Sea Cadets took a great load off the working members shoulders by organising the car parking and were pleased to accept our donation in appreciation.

Saturday afternoon eleven intrepid Lister 'D' owners following rules laid down by Claude, entered a marathon to see which engine ran the longest on half a pint of petrol. The winner with a ten minute margin over Andy Gale was the engine owned by Dave Large, which ran for 1 hour 32 mins.

After the visitors had gone most engines ceased, and a peace came over the field - Danny Boy came to life with a couple of hours of delightful accordion music as he strolled around the field - thank you Danny. About 8.00 o'clock the cooking of 240 beef burgers, 120 sausages and 10 lbs of onions began, and were eaten faster than they could be cooked. I am certain the cooks actually cooked faster than the food.

Mike Ryder and friend returned to entertain us and the evening flew by (who were those two buxom school girls in rather dubious uniform?)

Sunday brought more sun and more exhibits. Wolseley WD owners, not to be out done challenged the Lister D's to another marathon with 6 entries. Under the same rules Ivor Cox won with 56 minutes 35 seconds, beating Philip Thornton Evison by a mere 5 seconds - I think.

Two raffles were drawn with the prize winners for the Saturday event being:- Cynthia Pearce a radio, J. Bailey scotch, Dave Clack wine, Mrs. Osman cuddly toy, Tom Randall handkerchief and credit card wallet, Bill Coombes chocolate and finally J. Barret a camera. The winners of the Sunday raffle were:- Evelyn Cox whisky, Mrs. P.B. Flinders jar of sweets, Mrs. Watts soft toy, Tony Andrews wine, C. Gibley wine, Maureen Gay toilet paper and Roger Pike a brush and comb set.

At 4.00p.m. Brian Munt, our Chairman and Herbie Gane our President who sported a rather fetching rosette, presented the awards and distributed the badges, a welcome innovation after the usual plaques. The awards were:-

Junior Engine	JAP charging set owned by Simon Adams.
Horizontal Engine	4hp Blackstone owned by Tony Taylor.
Vertical Engine	2hp Blackstone owned by Don Baker.
Working Engine	Amanco and pump owned by Les Emery.

These exhibitors received a cup or shield to hold for a year together with rosette for permanent retention, while the following were awarded rosettes:-

Visitors Engine	17hp Ruston Hornsby owned by V. Narburgh.
Tractor	1942 Fordson N owned by Brian Lovell.
Car	1936 Morris 8 owned by Mrs. Pickford.
Steamer	5" Burrell owned by Ron Torr.
Motorcycle	1921 Triumph owned by C. Chipperfield.
Models	the many exhibits owned by Wally Camp.

Many thanks to all those who entered and created such a wonderful display of vintage exhibits. Those who came will know who and what was there, those who don't please come next year.

A few comments (not all mine)... many thanks to Ron Torr for letting Bill Coombes drive your steamer - a childhood dream fulfilled. Jackie on the Club stall sold out of sweatshirts, maybe to cover the sun burn. The bar man in the clubhouse ran out of cider and had to fetch more, still crowded engines - but better. I made 24lbs of strawberry jam Sunday night/Monday morning. Thanks to everyone who came, helped before, after and during the weekend. I hope you all enjoyed the 12th WSEC Annual Rally.

SHIRLEY GALE.

FORTHCOMING EVENTS.

Sat/Sun 9/10th Sept. The 17th Yesterday's Farming organised by the South Somerset Agricultural Preservation Club at Manor Farm, Long Sutton on the A372 between Ilchester and Langport. Steam, vintage engines, horse ploughing etc. etc.
Adults £2.00, OAP's £1.00 and the nippers 50p.
The SSAPC say come early for a great day out and see how things were done in days gone by.

Sun 24th Sept. Ivor and Roy Cox will be shortly issueing invitations to their ever popular Full Quart Crank Up. They apologise for again having to limit exhibits to invitations only but space is at a premium, however they do cordially invite all spectators to come along. Proceeds as in previous years go to CLIC.

BRISTOL WAGON AND CARRIAGE WORKS ENGINES.

A register of engines manufactured by the Bristol Wagon and carriage Works is being compiled with particular reference to the Victoria. This register will not only identify those engines still in existance but also hopefully enable an accurate dating system to be devised.

Eric Brain is assisting with this project and would welcome a telephone call from all Victoria owners. His telephone number is Temple Cloud (0761) 52633.

BOOK REVIEW.

"The Story of Petters Limited" by Percival Petter (1873 - 1955)

This booklet is a reprint of a private publication which was produced in 1934 by one of the sons of the original Petter firm for each member of his family. It provides a unique and fascinating insight into the multitude of trials and tribulations of the early years and was written to while away the time during lengthy train journeys all over the world on company business.

It, describes, with many amusing anecdotes, the many problems which beset the company and traces the history of the many and varied products from grates to cars, cars to stationary engines by way of pianos and safety razors. It describes the birth of the 'Handyman' - right through to the start of Westlands.

The book can be regarded as a MUST for any serious engine enthusiast and is printed in A4 size on good quality paper and published and illustrated by David Edgington. The illustrations range from sales documents and contemporary photographs to original line drawings and modern photos.

The production run is limited, send for one right away - I promise you will not put it down until you have finished reading.....

Available from David Edgington, Lodge Wood Farm, Hawkeridge, Westbury, Wilts., priced at £4.50 including p&p. Cheques to D.W. Edgington.

EMERSON BRANTINGHAM.

THE MARKET PLACE .

FOR SALE

Cast iron wheels. 1 pair of 12" with 2" rims, 2 pr of 12" with 3" rims, 1pr 9" with 2" rims and 1pr 10" with 1½" rims. £2.50 per pair.

Coborn engine to restore or for spare parts. Has Lister D tank and Wico mag. Offers invited.

3½hp ? Briggs and Stratton engine. Running. Not seen on the Rally Field.
Offers invited.

Alan Sweet, Tel. Pilton 586.