



CRANKING



Issue No: 5/12

May-2019

The Wessex Stationary Engine Club's Monthly Newsletter

Editor's Note

It is with deep regret that I inform you of my resignation as Editor of the newsletter with immediate effect. This hasn't been an easy decision but things have come to light that have made it difficult for me to carry on. I can only apologise for the lateness of the newsletter of late but that has been beyond my control. I send the newsletter over to the printers then await it being picked up and delivered to myself, this hasn't been an easy feat and has led to delays getting the newsletter in the post and meaning emailed copies are going out before the postal email which I know some members have been unhappy with. I hope the new editor is able to deliver a better service and maybe able give it their undivided attention which I am not in a position to do. Anything emailed over to me will be forwarded until the new Editor has been selected.

Sacha Swinden-Pride

Looking Back (Part 5)

With the re-metalled main bearings back in place and the crankshaft fitted the 8HP Ruston was soon up and running again, we then decided it needed some work to do and Bill recalled some years ago he purchased several 110 volt DC electric motors, all unused ex Royal Navy stock, and he thought he had one left somewhere. With the motor found and a control board made up we were then in competition with the national power providers and the Frome Electricity Supply Company was up and running. Our first time out was at the Yeovil Abbey Hill Rally with then club member Terry Heath being the Engine Steward we proudly set up our new exhibit, which ran great for about an hour then **Catastrophe** the engine stopped dead !!, We could not understand that after all the care and attention, the hours on test this should happen. We soon found the problem, it had seized up in a casting which the side shaft passed through, also stripping teeth off two gears as the Engine fired one more time with the shaft seized. With nothing we could do on site, back home we removed the shaft and I had a 6ft tall press that we used to push the shaft from the casting giving it a bit more push each day and after a week it became free. Now we had a problem with the broken skew gears. Now this is where a good friend in our Club named Gerald, knowing of our plight said "if you can get two blanks cut I can get the new gears made at work" What an offer, Well it wasn't long before the new gears were installed and we could not imagine how all this trouble was inflicted on us after all the care we took to get things right. So to sum up isn't it nice to have friends to help you in your hour of need, Gerald over the years has moved on from stationary engines to organic music along with wife Hazel and we still keep in touch.

Robin.

Lambourn Spring Country Fair, Sunday 5th May.

We have been exhibiting at this Event for many years now and I often wonder why it is only a one day show

as a lot of work must be put in to organise it.

We travelled up to Lambourn Saturday to get our display set up which would give us a nice bit of time first thing Sunday morning to have a good look around, and like many of us with a lust for rust made a beeline for the large autojumble, four long lines of sellers took quite a time to browse over with something here for everyone, The layout here had changed a bit this year, the rare breeds, sheep, goats, and pigs were in the jumble field as was a large marquee for the poultry and smaller animals. There were some nice interesting exhibits in the two long S.E. lines but not as many as usually come

Which once again brings to mind are we a dying breed? With many engine owners coming from the Bristol, Glos and Wiltshire areas it was easy access for them, as the M4 motorway is only a few fields from the show. Also for the visitors on Sunday who filled the huge car park and formed a long entry queue for most of the day which would have made the organisers very happy. Sadly last year the event was cancelled owing to the ground being too wet which has now led to the ground being land drained, so hopefully cancellations won't happen again. One Young Exhibitor had a bit of bad luck while unloading his engine, it toppled over and snapped off the steel oiler pipe that passed down through the water hopper and he came over to ask me if I had a B.S.P die to re thread the pipe (not the normal thing you carry). He had trawled through the Jumble looking for a die to no avail, so unable to help him and with a suggestion that the odd squirt of oil down the pipe would suffice for the day,

I never saw him again for a couple of hours and when he came back to borrow a vice, he had driven all the way to Swindon to purchase what he was looking for and cut a new thread on the pipe, now that's what you call dedication. Well done to him.

Robin.

Club Crank up. Tuckers Grave Inn Sunday 12th May.

This was a new venue for our Club and I am sure the organising Committee would have been full of apprehension as to how it would go; there was no need to worry as it was a cracker, blessed with all day sunshine and just about all the allocated space filled up with exhibits in a small field next to the old inn. Not just engines were here to look at but also some nice displays. Bob and Jill brought along a nice collection of vintage woodworking tools, Ted at the top of the field had a huge stall and Ken had a nice display which was just a small part of his interesting objects collection. S.E wise next to me was Phil with his tiny one H.P Brownwall driving a corn mill with an interesting right angled reduction gear in between. Don, Chris and Will brought along their old five HP Victoria which was running great, and Di and John had their tiny blue Maddison which they have owned for many years now. Maureen and Mary were busy selling raffle tickets and at 4 pm chairman Eric held the draw and handed out the prizes to the lucky winners. I must say we had a great time there meeting up with old friends that we hadn't seen for a while, everyone went home with a suntan as it really was a very hot day. I do hope we can do this all again next year and well done to the organisers and to Sam who suggested this venue in the first place.

Robin.

Tuckers Grave Inn crank up. Take two.

Well Sunday 12 May started fine and dry & continued to improve all day, but enough about the weather. Around 20 club members turned up with their engines along with two static displays plus two of us selling bits & pieces, some of the engines I have never seen before with one believed to be an American engine & the only one in the UK, the engines varied in size ranging from small steam driven ones shown by Eric, then to the mid-size engines, Villiers mk10 or 11 driving a Tarpen gen set owned by Steve Pride, plus various other mid-range engines up to the largest being a Victoria engine made by the Bristol Wagon and Carriage works owned and operated by W.G.Appleby. Also on site was a display of old oil cans and a display of Granfers old tools with Ted and myself selling bits & pieces, vehicles brought was an American 2nd W.W. Staff car plus miniature Land Rover driven by a lawnmower engine. To finish off the day a raffle was held comprising anything from fruit, cakes, chocolate and bottled refreshments and the site was clear by 1700. In all a great day out and many thanks to all who made the effort to show and support the committee.

Look out for photos on the website

Tony Lawrence Vice Chairman.

Item for Sale

Free standing awning, medium size suitable for caravan or motor home £75.00

Contact Mrs Dot Watts, Weston-Super-Mare, Tel: 01934 622875 for further details.

55 LITRES (12 GAL) OF CLEAN BUT OLD RED DIESEL, COMES IN 3 PLASTIC CONTAINERS OF 20L (5 GAL) EACH IT CAN BE USED FOR CLEANING & SOAKING, OR PROBABLY RUNNING. I ASK £35 & MONEY GOES TO CHARITY. I CAN DELIVER LOCALLY (within 15 miles) OR YOU CAN COLLECT.

PLEASE CONTACT **PAUL HUCKLBEBRIDGE 07711 045 629 DAYTIME, OR 07796 120 916 EVE & WEEKENDS.**

Club Events

Saturday 15 th Sun 16 th June	Wessex Midsummer Vintage Show, CANCELLED
Monday 24 th June Sunday 28 th July	C/N Mr Roy Ackrill, from Gutenberg to Gates (early printing) Crank up & Vintage Day, The Somerset Arms, Maiden Bradley, Somerset, Nr Frome. E/Forms & Details 01225 754374
Monday 29 th July Monday 19 th August	C/N Mr Barry Williamson. A Bristol soldier of the Great War C/N Terry Williams (Light Infantry) talking about the Poppy of Honour WWI, (arranged by Steve Pride)
Monday 30 th September Saturday 5 th October	C/N Mr Terry Merrit Smith, Ration Books to Rock and Roll. Cranmore Vintage Sale, A361, Frome to Shepton Mallet Road, 01225 754374, 9am onwards.
Monday 28 th October	C/N Model Evening I/C Steam, Boats, Meccano, Etc. Anything you like, Prize for best model or display.
Monday 25 th November	C/N The Wessex Quiz Night

Mells Daffodil Festival 2019 – 40th Anniversary Year

After a disastrous 2018 when all field events were cancelled due to a long period of rain, my first year as a steward for stationary engines meant contacting all 50 odd exhibitors at short notice, NOT GREAT FUN!

However 2019 made up for it. The weather forecast was good and what a brilliant day it was. On Sunday Brian Verrall and I set up the engine pens. It was a good site and we were allocated more room in the field than in previous years.

Monday sees us set off early to be at Mells by 7.30am – already people have arrived and were setting up their engines. By 9ish almost everyone was in place. Water was supplied and taken round the engines by a Mells committee member. All the Mells committee people were very helpful. There were a total of 43 engines including the Frome Electric Light Company Hot Air Engine display from Robin and Jackie Lambert – always a good crowd puller. We had good support from the South Somerset Agricultural and Preservation Club, Bristol and South Gloucester Stationary Engine Club and Sedgemoor Club. Many of our own members came, some from as far afield as Hampshire, Bridport and Devon.

Engines include Listers, Petters, Blackstones, Bamford, Gardner, Bentall and Wolseley. American makes included Economy, Amanco, International Harvester, Monitor, Onslow and Redwing, Fairbanks and

Brownwall. Two model engines brought by Adrian Masters were made from castings – both Redwings which ran perfectly. 4.30 sees us packing everything away and a great day was had by all. The sun shone and there was lots of interest in the engines.

I would like to thank the Mells Daffodil committee and Brian Verrall and all the club members who helped pack up at the end of the day.

Last but not least thank you to Wendy who helped me with the paperwork and planning.

Herb Gane

Club Night 29th April 2019

The Late Avon Valley Copper and Brass Industry

Chairman Eric opened the meeting with his announcements and then introduced Mr Terry Coverdale, secretary of the Saltford Brass Mill Project as speaker for the evening. It is Tony's second visit to the club and he opened his talk by telling us how the project started.

In 1997 Joan Day, lecturer in industrial archaeology at Bristol university founded the Saltford Brass Mill Project at Saltford on the river Avon. Tony went on to tell us that Saltford was one of many mills in the Bristol area which manufactured brass and brass products. The Avon valley copper industry originated in the late 1600s and survived till about 1925.

Much of the expertise was poached from continental Europe where they were much more advanced in their manufacturing techniques, Abraham Derby of Ironbridge fame also came down and was involved in the improvement in the manufacturer of brass.

Why did they come to Bristol? Bristol had a good supply of water due to the Rivers Avon and Chew, which was needed to power the water wheels. The Bristol area was also able to provide the coal used for smelting. The main ingredients of brass are copper and zinc. Zinc was mined on the Mendip hills at Shipham and the copper came from Devon and Cornwall. It made more sense to bring the copper up from Cornwall as it takes 4 tons of coal to smelt 1 ton of copper ore. This was facilitated by the ease of transport provided by the Bristol channel and the river Avon to bring in the raw ingredients and to distribute the finished products to the rest of the world.

The various mills on the river Avon made kettles, pans and vats, which were termed 'Hollowware'. They also manufactured brass plate and even dressmaking pins. These items were important to the Bristol merchants who traded with West Africa and the Americas. This was known as the 'Triangular Trade' involving the darker side of the slave trade.

For more information you can visit Saltford Brass Mill. Check the website for their open days www.brassmill.com.

Eric then thanked Tony and held the raffle. We had about 20 items to raffle and sadly only about 20 members to win them. There should have been more! A good evening was had by all.

Herb Gane

All information given will be as accurate as can be, for any errors or omissions I apologise in advance. Please note that opinions may or may not represent club policy.

Last date for submission in the June Newsletter is Friday 21st June 2019