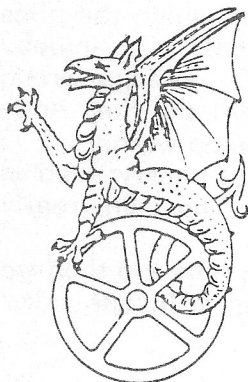


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

APRIL 1986

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TAUREAN PUZZLE

Pick up a pen or pencil and fill in the answers to these simple clues.....!

1. Who was the most cheerful of Snow White's 'Seven Dwarfs'?
2. Thirty-nine Steps? No, just one more!
3. An annual cake with candles on.
4. Author of 'Peter Pan', but sounds like a docks near Cardiff.
5. He was a Tank Engine.

Now, put your answers together to form a sentence, write it inside a suitable greetings card and post immediately to:- 'Quadrigenarian', Creekside, Greenbank Road, Devoran, Cornwall, to arrive not later than the 7th May 1986.

TRACTORS TOUR OF THE NETHERLANDS (Part Two)

(Last month we left our intrepid Tractormen at the Slagharen Rally and Show)

After the Show we had our fellow SSAPC member, Siem Kamper, with us for the next day, Monday, as a guide and interpreter on a visit to see a private collection of Lanz Bulldog and other tractors; then on for a shopping expedition in Kampen before journeying northwards to Bergum. Here we visited a clog factory and, having had the manufacture explained to us, purchased clogs for ourselves. A very enjoyable day was completed with a visit to the home of Siem and Selne Kamper.

On Tuesday we bid farewell to Siem and headed for the Barrier Dam, which is 18½ miles across, then down to a town called Enkhuizen where we had an enjoyable afternoons amble through the quaint brick-paved streets and tiny interesting shops before meeting more Dutch friends, Robert and Thea Deventer at their home. We parked our lorries on a farm alongside a field of dahlias in full bloom.

On Wednesday we began our homeward journey across another dam to Lelystad where we were at some 15' below sea level. We continued towards the Belgium border and so on to Zeebrugge via Antwerp. Arriving about 6 p.m., we had a good stroll around the town but in spite of a strong wind delaying some of the ferries, ours came in and went out on time. We were glad of our pre-booked cabins for, despite a rough sea, most of our party slept all the way home to Dover. We cleared Customs in ten minutes and set off into the now pouring rain heading for our friendly farm to collect our fuel for the homeward journey. This proved to be the most hazardous part of the journey with vehicles overtaking us dangerously; a car and caravan cut in too closely and ripped off my mirror as we approached London.

It was a relief to arrive back in Somerset and relax a little after our long and strenuous tour; we found that we had covered 1,160 miles in 10 days. The trip was made possible through the generous assistance of Townsend Thoresen Ferries, Shell-Mex Oil, Fordson Tractor Magazine, Mr.N.Reed of Honiton, and all the wonderful friends and families on Holland who made our visit such a memorable one. Is this some sort of record milage to attend a rally?

Brian Lovell and the West Country Pioneers

WESSEX JUMBLE SALE

This years Spring Jumble Sale took place at St.Peter's Hall, Westfield, Norton-Radstock. It was due to open at 2 p.m., doors open to helpers and sorters at noon. We arrived late having been house hunting all morning - still can't find anything we can afford! To continue, when we got there, the piles of merchandise were neat and tidy, the books all laid out, the tea made and Bill Appleby and Bob

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Hallam were off to fetch chip lunches for all the workers. Brian Munt was peddling his raffle tickets before all the money was spent on this spring's wardrobe. The funny hats and toilet seat were hurriedly replaced by those members who were parading them; isn't it strange how jumble sales bring out the extrovert in some people.

At 2 p.m. the floodgates opened and bedlam ensued for about 45 minutes after which the piles were in chaos and we had gathered £79.96 in various glass dishes around the hall. Bill Appleby returned the little blue-eyed blond beauty to her parents (where was her helicopter? - whoops, wrong one!..Ed.) Shirley C and Shirley G had a cuddle from a 2-week old baby (say Awwwww) and then Andy had me worried by purchasing a leather handbag, said it was for making into water-pump washers.

Raffle prize winners were Bob Hallam - bottle of wine; Henry Esain - bottle of sherry; Dennis Hodges - box of turkish delight; Andy Gale - soap & talc (anemone flavoured - now I'm really worried!); Diana Emery - a powder-puff for the fairy godmother.

When clearing up, the men grabbed all the suitable cotton left-overs for cleaning rags and then we loaded the car. We always seem to take more home from jumble sales than we bring; or 'jungle-sales' as our trio used to call them. Home in time for the A-Team!

Shirley Gale

MONTHLY MEETING March 24th at the Old Down Inn

The evening started very well; we were LATE, but we soon transformed the Old Down Inn into what looked like an arsenal with around 20 Enfield rifles ranging from 1860 up to the present day. Our guest speakers, Mr. Terry Goddard and Mr. Douglas Gage, were then introduced by the Chairman. We were then given a very interesting short history of the development of the Lee Enfield rifle from its early beginnings up to the end of its use.

It was in 1818 that the Royal Arms manufactory was set up at Enfield Lock. The manufacturing part of the Tower Armoury at London moved in. The reason for the move to Enfield was that the Factory was built on an island with a constant supply of water for the steam engines and other water-powered machinery.

At this time, weapons were not produced in one factory but by out-workers in various parts of London, and later Birmingham; parts were collected and assembled at the Armoury. This meant that no parts were interchangeable. It was not until 1840 when a system of gauges were introduced by George Lovell, that parts became more standardised.

In 1841, 280,000 were destroyed in a disastrous fire at the Tower Armoury, this was most of the country's stock.

In Prussia, Austria and Germany around 1850 they were thinking of breech loading systems, but the military authorities in England dismissed the idea as being too fast and wasteful of ammunition. Worried by events in Europe, a committee was formed in 1867 to find a breech system for the British rifle; a design by Frederick Von Martini was approved and fitted with a barrel by Alexander Henry. This became the Martini/Henry and was the rifle used at Rorke Drift in 1879 (The film 'Zulu' as seen on television. Another committee sat in 1883 to improve the Martini/Henry, the result being the Martini/Enfield. They also investigated a new bolt-action breech loading system designed by James Paris-Lee, this was chosen with a barrel by William Metford; the rifle was the Lee/Metford and later the barrel was changed to an Enfield made barrel to overcome corrosion problems caused by the then new cordite cartridge. It was the first Lee/Enfield rifle.

The magazine Lee/Enfield came into being in the South African campaign against the Boers and by 1903 was fitted with a charger-loading short magazine; other improvements quickly followed. Prior to the Great War, experiments were conducted using a Mauser bolt action and a calibre of 0.276. Following the outbreak of war, the government asked the Americans to produce a rifle in this calibre. The Americans refused to comply in 0.276 so eventually the 0.303 emerged and was used throughout world wars I and II.

After the interval, everyone had a chance to look at the rifles and many questions were answered. Herbie's raffle went off very well, (thanks to Clas Munt selling the tickets!) with the first prize being won by our Guest Speaker, Terry Goddard; second going to Dave Stickland; and the third to Cecil Giblett. Altogether the meeting was very well attended, everyone having an enjoyable time.

Eric Gay

CLUB RALLY - at the 'Secret Underground City', Monkton Farleigh, near Bath

We are pleased to announce that we have managed to book an entertainer for the 'Saturday Night at the Mill'. He is Al Fresco, a comedian/guitarist and will surely make the evening a memorable one. Have you entered the rally yet? If not, please send your entry as soon as possible to Mrs. Jane Cannon, Rally Secretary, 19 Eagle road, Batheaston, Bath, Somerset or telephone for more details, forms, etc. Bath 859536 (24 hr. answering). Closing date for the Programme is May 1st.

Special concession price tickets to the mine will be available to rally entrants and their families on the rallyfield. Remember 14/15 June 1986 - it's only about six weeks time!

'OF FLY-BOATS, TUG-BOATS, BUTTIES AND BOLLINDERS'(a brief story of canal boat motive power')

In a recent 'Stationary Engine' magazine, there appeared a picture of a rather elegant motor launch powered by two Glennifer engines (issue 144, p.6) and quite often a marine engine pops up in the pages. being interested in boats, more especially canal boats, I have often wondered about the early forms of motive power in these craft. There seems to be very little information on the subject and so a few hours research seemed to be called for.

The first canal boats, whether wide boats or narrow boats were of course powered by horsepower; by the middle of the 19th century, however, steam became the power source of most barges. This was the time when most boat owners worked pairs of boats, one being towed by the other. The leading boat was obviously the powered one and was easily identified by it's 'Swan neck' shape of the tiller, towed behind was the butty, the unpowered boat, and this was identified by its slightly curved tiller up to five feet in length. It was inevitable that, in time, an alternative to steam would be sought and one of the first boats to experiment with an internal combustion engine was the steam boat 'Duchess' and in 1906 she was sent to Thornycrofts who fitted one of their own 30 hp gas engines which consumed 30lbs of anthracite per hour when fully laden and towing a butty. In 1911 the first Crossley marine engine was fitted to the converted steamer 'Vulcan', this was also a gas engine complete with its own gas producer plant on board. In 1907 the narrow boat 'Progress' was fitted with a paraffin engine designed by Edward Tailby of Birmingham.

The real takeover from horsepower and steampower was, of course, the diesel engine of which the semi-diesel was the prototype. The largest and most successful of the private canal carrying companies was the Saltley based firm of Fellows, Morton & Clayton, of which many boats still survive in preservation today. Their first internal combustion powered boat was the 'Linda' which entered service in 1912 using a Swedish Bolinder. They used various engines in their large fleet including Petter, National, and Russell Newbury, and in 1927 the last of their steamers was converted to a diesel engine. By this time the Bolinder was commonplace throughout the canal system but it was not entirely without its problems. It was a low revving single cylinder lamp start and as such had no reverse gear. In practice however the engine was back fired to put the boat astern. This was done by slowing the engine right down and pulling a lever which injected fuel at the right moment to cause it to backfire. The whole engine would stop dead in its tracks and would then begin to move in the opposite direction! There is one (probably one of many) amusing stories about these Bolinders and their method of reverse and this concerns a horseboat captain who had his boat converted by Bushell Brothers on the Grand Union Canal. When he collected his boat the Bollinder representative gave him a quick explanation on how to use the engine and he set forth up the Wendover Arm at full throttle. When he approached the junction he thought that all he had to do was pull a lever - he was mistaken as he realised to his cost when the boat charged straight across the main line and into the opposite bank! With great reluctance he towed his boat back by hand where it had to stay for another week while it was repaired. From then on he never forgot to cut the revs right down before pulling the magic lever! One big advantage of the Bollinders was their durability and many of them outlived their hulls and were transferred to other boats. In the last few years of their narrow boat fleet, British Waterways carried out an extensive refitting programme using Petter air-cooled diesels, which unfortunately did not give very good service.

The 1930's and 1940's saw the demise of most of the British canal system and hundreds of boats and their equipment were either scrapped or simply abandoned and unfortunately very few early examples service, however a fine preserved example of a Bolinder may be found at the British Waterways museum at Stoke Bruerne on the Grand Union canal, apart from the odd Thorneycroft or Kelvin that occasionally appear on the rally field.

Micheal Cannon

SKITTLES EVENING

This was a well attended and very enjoyable event, our opponents being a team from the South Somerset Agricultural Preservation Club. It took place at the Brook House Inn near Castle Cary on Sat. 22nd March and, in spite of this Newsletter billing it half an hour earlier than their Newsletter so that we could get some practice in, we LOST! Our defeat was, however, by the narrowest of margins and we promise to do better at the inevitable return match. In the junior competition, Matthew Henley saved the day for our Club and won himself an Easter Egg which he assured us would be shared with his brother!

The delightful SSAPC Hon. Sec., Pat Samways, made us all feel very welcome and, at the end of the evening, Nick Bryne thanked us all for an enjoyable evening. Roll on the next match!

Eric Brain

PEN HILL MAST - The Mendip Transmitter

The Old Down Inn, venue of our WSEC monthly meetings is geographically central to our area. It

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is dominated however by a landmark visible to nearly all our members including those in South Wales. (No, not you Andy Mercer! - or those down in the Duchy.)

Pen Hill mast can be seen from at least fifty miles in any direction unless it is in clouds as it frequently is. It is close to the A39, three miles from the City of Wells and its base is the triangulation point being 1002 ft above sea level, one of the highest points of Mendip.

The mast is owned and staffed by the BBC Dept. of Engineering and transmits UHF television BBC 1 and BBC 2, Radio Bristol VHF, and Radios 1-4. It is shared by reciprocal agreement with the IBA and thus also transmits HTV and Channel 4. It was constructed between 1966 and 1969, standing on a stone base, and has twelve 2" dia. stay-wires tensioned to between 50 and 80 tons and heavily greased against corrosion.

Huge lightning conductors are connected to copper grids under the surrounding soil to dissipate many thousands of volts in the event of a lightning strike. A small two-man lift takes ten minutes to ascend or descend the 910 ft to the top balcony. The 90 ft section above this balcony is of fibreglass construction and is hollow, just large enough for a service man to crawl up through to reach the absolute summit which is near enough 2000 ft above sea level.

The red lights on the mast cost in the order of £6.50 each and need replacement every 40 days costing about £1500 per annum. The many small antennae sprouting from the length of the mast are rented by a multitude of commercial users such as radio telephones or the S.W. Gas Board. During a hard winter the mast can be covered with many tons of ice, often causing great damage.

On your next summer's evening visit to the Wessex Stationary Engine Club at the Old Down Inn cast more than the usual casual glance at this colossal artefact and spare a thought for those service engineers whose job it is to scale the mast in order to maintain it and effect repairs!

Emerson Brantingham.

THANKS

.....To all those who responded to my recent plea for articles for this Newsletter. Rest assured that all your efforts will be used sooner or later; some will be kept to see me through a lean patch, meanwhile please keep them coming.

INTERNAL FIRE by Lyle Cummins, is the first comprehensive book on internal combustion engine history since the early 1900's and contains 436 fully illustrated pages of engine development, growth and often demise, of the people and companies involved in our engine heritage. This fine edition of an extremely informative and useful book is offered to you for only £15 postage paid and is available from David Edgington, Lodge Wood Rarm, Hawkeridge, Westbury, Wilts. Please make cheques etc payable to 'David Edgington'.

The serious engine enthusiast will not be disappointed!

RALLYING

As we commence the summer rally season, we earnestly entreat our members to make this a safe year. Are your trailers fully roadworthy?, are your ramps strong and firmly positioned?, do you carry a fire extinguisher?, and is your engine itself in a safe condition?. Accidents are unlikely to happen just because your engine is only 5ft 11½ins behind a piece of rope; they will and often do happen during transporting and loading/unloading. Please think SAFETY...!

On the subject of rallying, please ensure that your engine that your engine display is completed with a descriptive notice of some sort telling the general public what it is and when it was made etc, including any unusual features. Most people on the public side of the ropes will stop and read a well presented notice; it turns a noisy green machine in a muddy field into a proper exhibit to be proud of. Much more use too than a collection of brass plaques on a piece of plywood!

VISIT TO LISTER-PETTER, DURSLEY, Friday 4th April

We started the evening at Beckington at 6-30pm where the coach picked us up or Dursley via Bath. At 7-30pm, we arrived at the Lister-Petter Social Club where a buffet supper was provided in the private lounge and the bar was open to all who required liquid refreshment.

Following a welcoming speech, we were then shown a video about the company as it is today, following the merger on the 1st January 1986 of the two firms within the Hawker-Siddley Group, Lister and Petter; this was a long overdue union of two of the most famous names in engines. The video dealt with world-wide sales, distribution and range of their diesel engines.

At about 8-15pm, we all set off by coach to commence the factory tour, yes, we needed the coach as it's one mile from one end of the factory to the other. On arrival at the foundry, we all put on protective glasses and split into groups of ten. We saw huge furnaces heated by electricity, all full of molten cast-iron and smelly sand. Next we went into the fettling shop where all the surplus sharp edged-flashing of cast-iron is ground off; this is a very dirty job. We next passed through the machine shop, all computerised and containing lathes with about ninety-nine different tools all doing different things at the same time. An automatic machine was seen here machining flywheels. In the paint shop robots were doing the painting; yes, in Brunswick Green!

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It was interesting to see 8-1 diesels being made, still almost the same after a production run lasting fifty six years although they no longer use the auxiliary cold starting cell device. Sadly, these were the last to be built (We've heard that before! Ed.) and were destined for the Middle East.

In the test bay, both large and small engines were being tested, for 2½ and 1 hr respectively, all test data was recorded via computer.

At the end of our tour, our guide had a surprise for us. He showed us a Lister Gold Star tractor, one of twenty prototypes made some forty years ago. It is owned by a Lister Petter employee who brought it in just for us to see. Many thanks to him for his kindness.

Outside, we passed the new office complex, replacing that lost in the recent disastrous fire and costing two million pounds. Lister-Petter produce 2000 units per week and among their usual applications are Beet Cleaners, Crushers, Debarkers, Gulley Emptiers, Stump Cutters and weed cutters to name just a few. Finally, our thanks to all those at Dursley who made us so welcome and the the Selwood Steam and Vintage Vehicle Club for allowing us along on their trip.

Bob Hallam

FOR SALE

Model Petrol engine, horizontal cyl, twin flywheels, complete with a generator. In working order. £250. John Thorne, 46 Willoughby Rd., Bridgwater, Somerset. Tel. 423941.

Small pump suitable for Lister D-type - £15. **Radiator** for Ford 100E - £6. **Quantity** of Simca 1500 parts - £5. **Eight foot** cast iron Victorian gatepost suitable for conversion to ornamental lamp post - £20. **Trailer**, 3' x 4'6". Flat bed. 7cwt. capacity. Brand new - £75. Brian Reakes, Keynsham 68549.

Large (very large) pulley 28" diam.x 8" wide x 50mm bore. Cast iron with six spokes. Good value at £10. Ian Marsh. Bath 61244, xtn. 675 after 9 a.m. and before 5 p.m.

Two Holden & Brooke water pumps, 7.5 gpm x 27 ft.hd. at 1400 rpm., 1" outlet; 20 gpm x 38 ft.hd. at 1450 rpm, 1¼" outlet. Both with cast-iron base plates, the smaller one is c/w 3 hp motor. Either suitable for use with up to 3 hp engine; **Richmond & Chandler** roller mill, partially dismantled but complete and would be a nice easy restoration to make and interesting exhibit - £35; **Small Bristol** Pneumatics compressor, water-cooled and needs about 3 hp at 720 rpm. Made in 1946 - £45. Eric Brain, 5 Greenridge, Clutton, Temple Cloud, near Bristol Tel.Temple Cloud 52633.

WANTED

Dynamo and Lighting Board for Petterlight, 1½ hp. John Thorne, 46 Willoughby Road, Bridgwater, Somerset. Tel. 423941.

Bamford No.1 or No.2 roller and grinding mill. Must be in good restorable condition or No.1 fully restored preferred. Eric Gay, 21 Rutland Crescent, Trowbridge, Wilts. Tel. 4374.

User's Handbook for Monroe Tiller rotovator, fitted with Villiers Mk.15 engine. Tom Randall, Midsomer Norton 418926.

Suitable engine to fit Howard Rotovator. Also wanted 12"dia. x 4-5" wide flat pulley to fit 1" shaft. Dave Clack, Trowbridge 61987 - evenings.

DATES FOR YOUR DIARIES

Corsley Show (between Frome and Warminster). Monday, Aug. 25th (Bank Holiday). Engine exhibits are invited to attend. Please telephone Robin Lambert if you intend entering. Frome 63526.

Sedgemoor Vintage Rally 31 May/1 June. Entries to John Thorne, 46 Willoughby Road, Bridgwater, Tel.423941.

Clarendon School Fete, Frome Road, Trowbridge. July 12. Anyone wishing to attend with an engine or any other exhibit please contact E.J. Gay, 21 Rutland Crescent, Trowbridge, Wilts. Tel.4374.

Kernow Old Vehicle Club Rally 12/13 July at the Royal Cornwall Showground, Wadebridge, Cornwall. Make your annual holiday coincide with this one! For details contact Kerwyn Harris, 30 Hillcrest, Truro. Tel. 73388 or see one of our committee members for a form.

Somerset Vintage Farming Society Country Life one day rally at Failand Lodge, Failand, Bristol on Sunday June 8. Entry forms from John Wheelwright, 37 Albert Parade, Redfield, Bristol.

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Wings & Wheels, Sunday June 29 at the Bath & West Showground, Shepton Mallet. Entry forms from R.J. Allsop, Lyngfield, Downside, Shepton Mallet, Somerset. Note - the £2 entry fee quoted is not applicable to stationary engines.

Border Vintage Agricultural Association Rally at Newtown, St. Boswells, Borders on Sunday, May 10 held at Swan's Auction Mart - late entries accepted.

CLUB EVENTS

May 17/18

The Bristol Docks Rally. This first-rate rally in the prime location alongside the Bristol Industrial Museum and within easy walking distance of the SS Great Britain has yet again been given sponsorship by the Institute of Plant Engineers. Contrary to the information on the entry form with last month's Newsletter plaques will not be available to all entrants. Accommodation for your engine overnight in the security of the Museum will also be available, the Museum and its toilet facilities are open to all exhibitors. Hurry, don't miss this rally; send full details of your exhibit together with your name, address and a sae please to Tom Randall, Welton Hill Cottage, West Road, Welton, Midsomer Norton, Bath, BA3 2TL as soon as possible. Entry is limited by space so don't miss your chance. Enter now without delay!

May 19

'Crank-Up' in the Old Down Inn Car Park. An informal summer evening rally commencing around 7 p.m. or as soon as you can get there. Bring along your favourite engine and try and run it with a pint in your hand! Generating sets especially welcome. Please note:- this is not the last Monday in the month due to the Bank Holiday.

June 14/15

Wessex Annual Rally at Monkton Farleigh - see elsewhere in this issue.

June 30

This is 'Guess the Object', a repeat of last year's hilarious evening under the direction of Brian 'Professor' Munt. This was billed in your programme as July meeting but has had to be altered.

October 11

Another of our popular coach trips, this time with a difference; we have chartered a double-decker bus.....!and are visiting the Exeter Maritime Museum. A scheduled stop is being organised on the return journey for pub grub, drinks, etc. and should be a good day out. More details in a future issue (yes folks, a full 70 seater double-decker!).

November 1

Wessex Social evening (hitherto known as the Dinner & Dance) at Chilcompton Village Hall, not far from the Old Down Inn.