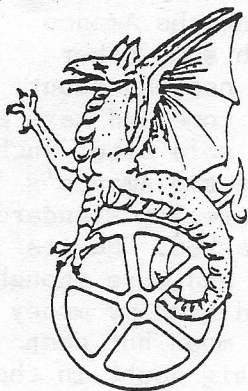


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

APRIL 1990.

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MARCH COMMITTEE REPORT

This was the first committee meeting following the A.G.M., and Brian Verrall, our new Chairman, welcomed the new committee members, Alan Carney, Vic Walton, Steve Routley and Paul Allen. Then we got down to business.

The London trip had unfortunately to be cancelled due to the unavailability of our regular driver, but we discussed the possibility of a trip in October. The Social Evening is to be in November and we are looking for entertainment (any suggestions)? while everything else will run roughly on the same lines as last year.

Our Club Rally, which takes up a lot of the Committee's time was gone through again to see what improvements could be made. Last but by no means least we came to AOB where because of many requests it was decided to reinstate the Summer Crank Up and to hold it in conjunction with the Bring and Buy Sale in June.

In the absence of the Secretary who unfortunately could not attend this meeting this is a brief summary of the discussions, but the Secretary did send a reminder that the closing date for Cheddar Rally entries is fast approaching and asked that any outstanding be sent in quickly as she expected spaces to be at a premium.

Jackie Lambert (Acting Scribe)

CASTLE COMBE SALE.

There were some 600 lots for sale on a nice warm day. There seemed to be something for everyone, including several lawn mowers, just right at the start of the mowing season and from Hovers to an Allen scythe for the jungle end of the garden.

On the engine side there were Lister D's from £25 to £65, some running and a trolley to put one on for £25. A Lister domestic water pump went for £42, while a Godwin fetched £58. A Petter Junior 5hp Victory model went for £290, a Petter M 3hp for £125, a 1½hp Petter M for £260, a United for £370 and a Witte drag saw for £370. On the diesel front a Lister CS reached £180 while an International M went for £500. There was a nice little engine and generator for £390, it said 'Bungalite' on the base plate but I don't know if that was it's name or not. There was even a small steam engine model which went for £400 and seemed a lot to me although I suppose whoever bought it knew what they were doing.

A heavy duty Fowler in bits went for £36 to a well known Fowler collector and there were sets of trolley wheels from £10. Finally a sturdy trailer for £100.

Vic Walton.

BUYER BEWARE'

OR THE SAD TALE OF A 2½HP AMANCO HIRED MAN.

This story began many years ago, I had been fascinated by old engines after visiting the Great Dorset Steam Fair. Maureen and I were heading for the coast on my 650cc BSA Super Rocket, what abike, if I only had her today, but I digress. We saw a sign advertising a steam rally, "Lets have a look" says I, thinking we would be on our way in an hour or so, how wrong can one be as we became fascinated by what was going on and I was hooked.

Cont'd.

Buyer Beware Cont'd.

Many years passed till I got my first engine, found at Semington Sale, a Ruston Hornsby PT 1½hp in running order and all for £11. This was followed by the 8hp Petter Junior Oil engine. I now started thinking about an open crank and my chance came when we visited Yesterdays Farming at Shepton Mallet Showfield. As we looked around the engines I saw the Amanco with a For Sale board by it. I tried to contact the owner but he was away with some other exhibit but I did get a phone number. I debated in my mind whether to ring or not and about a month went by before I made contact with the owner. Yes, they still had it, come and have a look on Saturday. I should have smelt a rat there and then as it had not been sold after such a long time. But Saturday dawned and away we went heading west and arriving at the Amanco's home we were ushered into it's presence. It looked good, paint work tidy, not really standard but fair, no bearing slop in the main or big end bearings so "Will it run" I asked. "No its got a fault on the igniter" so out with my test gear which I carry in the car and sure enough it had a short through the insulator. I pushed and poked for some time, parted with my money and away home we went. I had my first open crank, I should have felt over the moon but deep in the dark recesses of my mind lay a tiny doubt, this was to grow to a very big doubt in the very near future.

Arriving home Maureen started to get a meal, I unloaded the Amanco and took out the igniter and made a new insulator from a fishing rod ceramic eye (still in place after 5 years). Then in with some petrol and with a few good swings away she went, but my joy was short lived however. I broke the good news and with a bucket of water from the kitchen filled the hopper, the Amanco then stopped dead with water pouring the the carburettor of all places.

I stood dumbfounded, "Must be the head gasket" I thought, "Can't be anything else", but again how wrong can one be. On removing the head the full horror revealed itself. To say the cylinder had been attacked by a mad man with an arc welder and angle grinder just about summed up the mess it was in. One head bolt had been broken and a coach bolt cunningly bent and ground and pushed through from inside the water hopper. This was only the beginning of what I found as I cleaned away the gold size that was plastered over the head and cylinder face. The cylinder joint face was badly cracked and the demon arc welder had struck but this had not worked, old cast iron and arc welding do not mix. Consequently lumps, blow holes, ridges and cracks surrounded the cylinder joint face and water ways. What to do? A phone call seemed to be in order but this brought very little response, they did not want to know.

I was now left with an Amanco needing replacement cylinder and have you ever tried finding a cylinder block for a 2½hp Amanco Hired Man? I was offered one from the States but my pocket was not deep enough. But help was at hand as a friend of a friend was able to do a most wonderful job or repairing the block and cylinder face together with making a set of replacement head studs. I won't bore you with how this was done, just to say it was welded with bronze and totally re-machined.

When I received the repaired cylinder I was overjoyed to find what a fine job had been done but I was quaking in my boots as I asked the price. £15, I was told and I could just not believe that this type of work could be done for such a price but not a penny more could be forced on this very skilful engineer. I shall always remain indebted to him.

In the mean time I had carried on with the cleaning, repainting and the making of a trolley for the Amanco. Time went by and slowly things came together, making new valves from Perkins engine valves, finding a supply of new valve springs, making a new petrol tank, making a new side shaft and repairing the governor to throttle arm all took time. Now all you Amanco owners don't do what I did by refitting the old taper pins that hold the valve caps in place as this leads to disaster. The very first time I ran the Amanco I stood watching my pride and joy when out flew one of the pins, off came the cap followed by the spring and a very loud bang. The old girl stopped dead. It was a long time before I found enough courage to remove the head, to see what damage had been done. I was lucky, no piston or head damage, just a valve bent almost at right angles and the head snapped off. This was not the disaster I had expected to find and a few hours making and fitting the new valve restored its beauty. The new valves are fixed with split pins, they cannot come out again. Another thing I soon learned was not to use the starting handle as it has a tendency to ruin your knee caps or what could be worse your sex life, so be warned. If it won't start by a swing of the flywheels, you ain't got it right. I have had many happy days rallying the Amanco and learned a lot at the same time. One lesson learned very early on was never to clean or wipe it down while it was running. I got caught when the rag I was using wrapped itself around the magneto drive gear causing considerable damage to the engine, which could be repaired, but luckily my fingers escaped. Remember you can't get a replacement set of fingers so take a warning from me and keep the cleaning rag for the end of the day when your pride and joy is shut down.

You will enjoy your rallying much more when you have a full set of fingers and still be able to write reports for the Newsletter.

CLUB DIARY.

Mon 21st May. 'Old Toys', a talk on his hobby by Arthur Clapp.

Sat/Sun 16 & 17th June. The WESSEX STATIONARY ENGINE CLUB RALLY at CHEDDAR.

The high light of the Club's calendar with entries well up to expectations, besides engines there will be vintage cars, motor cycles and steamers together with trade stands and catering facilities to meet the demands of the inner man. Saturday afternoon will see the Lister 'D' Economy Run, how long will your faithful workhorse perform on half a pint of petrol? For an entry fee of 50p you can find out and maybe scoop the pool as well. Wolseley's can show their paces on Sunday afternoon.

The usual Saturday evening entertainment and Club Bar BQ has been organised, with the onion preparation already in hand.

Re-arranged overnight camping accommodation will ensure a less congested rally field.

Gifts of bric-a-brac to stock the Club Stall would be appreciated, but not old jumble please.

Finally, make sure your insurance is in order as proof will be required, this may seem to be a bit harsh but it's in everyones best interests.

A final reminder...the closure date for entries is.....21st APRIL, don't miss It.

Mon 25th June. The WSEC Bring and Buy Sale at The Odd Down Inn, Emborough. Here is your chance to unload those useful pieces of engines which you have not got around to using. Or indeed whole engines as prices have never been better. By popular demand the Evening Crank Up will also be held in conjunction with this event. So after Cheddar don't unload your engine, but hook it up again, and bring it to Emborough.

DATES FOR YOUR DIARY.

Sat/Sun 2nd/3rd June. South Wilts Agricultural Preservation Society are holding their 2nd Great Wessex Vintage Working at Farmer Giles, Teffont, Nr. Salisbury. Traction engines, Fair Organs, Heavy Horse, Trade Stands, Autojumble etc. Stationary engines entry forms available from:- Andrew Blick, Hydon House, Broadchalk, Salisbury, Wilts. SP5 5HA. (Please enclose S.A.E.)

Sat 9th June Draycott Strawberry Fair. 15 or so Stationary engines are invited to this event. Details from Brian Verrall, Tel. 0934 743460.

Sat 14th July. Frome College Fete and Classic Rally, scheduled to start at 2,00pm and preceded by a road run of the vintage vehicles. Stationary engines are cordially invited to this popular event. Details and entry form from:- Mrs. V. Williams, Gape Farm, Spring Gardens, Frome, Som. BA11 2NX. Tel 0373 66766.

Sun 5th Aug. The WSEC sponsored Mendip Rally at the Tencrest Garage on the A37 at Gurney Slade. Engines, cars, motor cycles and Car Boot Sale together with a gigantic raffle. Proceeds to be divided between CLIC and WSEC. Entries to Bill Coombes on Oakhill 840868, Car Boot Sale details from Phil Harris on Wedmore 712048, and the Raffle from Brian Verrall on Cheddar 743460.

Sun 16th Sept. Avon & Somerset Constabulary's Family Festival at the Royal Victoria Park, Bath. Arena events, stalls and side shows, displays and exhibitions etc. culminating in an evening forework display. Proceeds to charity including the Dorothy House Foundation. Stationary engines are invited. Drip trays (newspaper) will be required. Details and entry forms from:- Peter Salam, Bath Police Station. Tel Bath (0225) 444343 Extn. 215, 217 or 256.

Sat/Sun 6/7th October. John Kyte's Garden Rally at 10 High Street, Market Lavington, the home of the 300hp Brush which shakes the village when running... Details from John on 0380 813701.

THE MARKET PLACE.

WANTED. URGENT LIKE. Any parts for a LISTER LD/SL Diesel (the air cooled type), especially Fuel Tank, Diesel filter assembly and piping, Injection pump tappet. Will consider whole scrap engine if you happen to know of one. Contact Graham Raymond, 35 Wilton Drive, Trowbridge BA14 OPU. Trowbridge 764579.

New reader start here. In Part II Tony tells how he had restored a 1½hp Bentall. So good was the restoration that he decided to have a professional paint job on the engine. He then set off for his first rally with the Bentall and waited for the compliments.

I could not have been more wrong in expecting compliments. I was taken aside by the President and two senior Club members and told that the last thing one does is tart up honest solid working engines so that they looked (and I quote the Secretary's remark) "Like a bloody china dog on a mantle shelf". The censure was well deserved, as it is one thing to give the best in the complete restoration possible but the end result must be to the honest working standard that the maker built when he sold his machine to settle down to its everyday working life over many years of service. I have never made the same error again and now strive to get the machines to what they looked like on their farms.

However there was an unexpected piece of luck in the affair which, to a degree, saved some of my pride. In mid season a London visitor on holiday in the area came over to me and said he represented a group who were setting up a museum covering transport and stationary engines from 1900 to 1920, would I accept £300 for the Bentall as they had not got one and mine was to the standard they wanted. We agreed at £350 and I promptly hared back to the farm which still had the WD8 Wolseley at its £20 price. So that provided the 82/83 winter project and I realised that not only did I have a first class hobby but, for the first time in my life, I was making money at it. Certainly enough to pay for materials and tools, even the Colchester lathe was for free. So the next job was to sort out the WD8.

With the WD8 the picture looked so bad that I put the whole thing on the trailer and took it round to the local garage where there was not only a high pressure washing hose but also a sand blasting bay. I thought I might as well find out what would need complete replacement and what rust areas I could build up.

There was a wonderful surprise, the heavy brown 'rust' was a thick layer of bran dust, oak sawdust and grease. Not only had the metal not rusted at all but the original paintwork was almost all there. Because the engine had lain on its side under the bench for so long all oil had drained away and the piston had gummed up in the bore and every valve was stuck in the guides, but this was nothing, I could not believe my luck. A long soak (with the mag off) in the diesel drum, a bath in 'Gunk', high pressure water spray and a splendid Wolseley appeared. A decoke and valve job, a little filing and bearing scrape at the big end and two shims out of the mains and we were away. I put in both new valves and governor springs but they were not really needed. She was an instant "half a turn pull up" starter and ran with a steady beat and so little vibration that standing not bolted down on my lino covered workshop floor she hardly moved from one spot. I have never had an engine so well balanced, it was a credit to its designer and the fitter who had factory assemble it.

As I always insist that engines drive something (nobody buys a farm engine to run itself only) I started to look around for an accessory and I wanted a change from the usual water pump.

(TO BE CONTINUED)

Tony Adlington.

THE MARKET PLACE

- FOR SALE. Lister 'D' type 1½hp. Has only run 5 hrs. since complete overhaul. £30 ono.
For location and appointment to view contact:- Robin Lambert Tel Frome 63526.
- FOR SALE. Petter A1 air cooled engine. Rebored, working order with plenty of spares.
Offers around £35.
Jeremy Adams. Te. Bath (0225) 834127 evenings.
- WANTED. Stationary engine handbooks, manuals, sales literature, advertisements etc.
Patrick Knight, 10 Upper Elms Road, Aldershot, Hants. GU11 5EJ. Tel 0252 317327.
- FOR SALE. Bottom Half of Petter AV A1 Diesel engine. Most things except head. Very cheap.
Petter Twin Serial No 1204917. Type PA2 10BHP 1650 rpm. Possible Marine Engine.
Weight approx. 2cwt.
Des Clarke. Tel. Trowbridge 755375.
