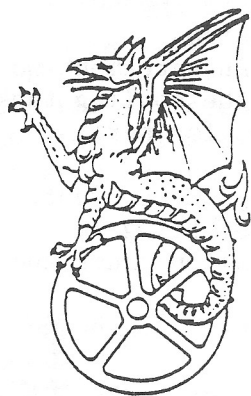


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

APRIL 1993.

Please send newsletter material to:-

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### FROM SCRAP TO "LITTLE MISS 'D'".

"It all started around June 1991, when I decided to fit a towbar to my car and bought a small trailer.

My Grandad asked me if I would help him collect an old engine which had been given to him sometime beforehand, but needed collecting soon as the house owners were moving.

Naturally I agreed and we set off the following afternoon to get it. We got there and he announced "It's in that shed!", pointing to a small brick building.

I backed up to it and we went inside. Now, I had, foolishly, expected something like an old mower engine, but to my horror I was greeted by a three foot tall green 'monster'. "Nearly all cast iron, that" said my Grandad proudly and my heart sank.

Working by torchlight, we disconnected the external cooling tank and walked straight into problem number one. The exhaust had been extended out through the wall and although the outside had rotted away, the inside refused to undo. So after much grunting, sweating and WD-40, we cut the pipe about six inches from the L-bend.

The mounting bolts were then undone and with much grunting and groaning the engine was dragged into the daylight for the first time in many years. We stood there admiring her, when a thought suddenly struck me.

Due to my trailers construction the bed of it is about three feet off the floor. HOW ON EARTH DO WE GET THIS THING UP THERE?! It was obvious that we were going to have to lift it, though for a man in his seventies with less than one lung and a seventeen year old weakling, it was no easy task. I tied her on though the chances of it moving were remote.

It was know that I felt the true weight of the engine, as my 895cc VW Polo struggled to pull it, eventually I got to my Grandad's bungalow and used a wheelbarrow to take it around the back to his workshop.

It was a couple of weeks before I saw them again and by this time my Grandad had her up and running, though he had decided not to paint her as the original paint was intact over 98% of the engine. The only expense being a can of oil and a magneto rewind, which was done by County Rewinds, near Brackley, for the princely fee of ten pounds. A price I now understand to be quite cheap!

It was about a year when my Grandad decided to tell me that he was going to sell her, but did not know how much she was worth, so I suggested we go to the local steam rally at Bloxham where I live and talk to some of the exhibitors.

I realised I would need some details so I cleaned up the identification plate and it read as follows; No. 3009 D6 - H.P. 1 - R.P.M. 500.

Armed with this we set off to the rally and whilst walking around the stalls we saw some 18mm spark plugs, but when I asked if they would fit a one horsepower Lister 'D', I was told such a thing was never made.

Somewhat down-hearted I left the rest of my family for a look along the engine line. As I walked along, I noticed a one horsepower Lister 'D' without the cooling tank. While I was looking at it, the owners came across and I managed to pluck up the courage to talk to them. When I did I found them very friendly, though at this point I wish to apologise to them as I cannot remember their names, though I do know they were W.S.E.C members.

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When speaking to them I found that a one horsepower Lister 'D' is quite unusual and they had never heard of one with a cooling tank. The elder gentleman asked why we were selling it and I replied that from what I had been told, it would be too expensive to rally it.

He then put me straight on the matter and gave me an application for for the Wessex Stationary Engine Club and a subscription form for the Stationary Engine Magazine.

It was then I made the decision to buy the engine myself and rally it. An agreement was made with my Grandad and I made a trolley and mounted her on it, reconnected the cooling tank and clamped it down. A short time after this I obtained an exhaust pepper-pot for her, through the pages of Stationary Engine Magazine.

My first 'crank-up' was in August 1992, at the Witney and District Vintage Club event. I really enjoyed the day, despite the constant drizzle and one 'small' mistake; being my first event, I did not realise water was supplied, so I obtained three five gallon drums and took my own!

Since then I've added to my small 'collection' and now have another Lister 'D', though this one's a 1½hp, a Lister water pump and a Reavell compressor. I hope to attend a good few rallies under the W.S.E.C. banner this year and hope to get to the Club rally this year.

And why did I call the first Lister 'Little Miss D'? Because at the Witney event I overheard someone comment "Only a one horsepower? That's a little 'D' type and I always refer to it as 'her', hence Little Miss 'D'!"

JONATHAN SYMONS - 6 Barford Road, Bloxham, Banbury.

Thank you for your article Jonathan you will have no doubt stirred up a few memories amongst our older club members of days gone by when they discovered their first engines, I'm certainly amongst them and you never forget your first "finds". We look forward to meeting you at Semington. P.S. Don't forget to bring Grandad!! ED.

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WANTED Four back numbers of the Stationary Engine Magazine (your asking price paid)  
Nos. 19/27/29/31. Please ring Bob Hallam on 0225 766208 after 4.00pm.

#### MAY CLUB MEETING

Monday 24th May - A talk by Edmund Murray who was Winston Churchill's Bodyguard.

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#### A WINTERS TAIL - PART TWO.

Ian and Mark spent a busy day (during which we had a fall of snow.....!) dismantling the rest of the engine, removing the single flywheel of about 63" diameter with a 5½" face and sorting all the bits and pieces into boxes. It was then that they discovered that since our last visit, the earth silencer had been mysteriously removed. They looked down in the stream just in case it had been rolled on down the hillside but it was gone, never to be seen again, probably as good cast-iron scrap! The pump was seen to be too badly dismembered to be any use so it was abandoned to pacify the phantom scrapman.

The next day dawned very frosty, the ground was really frozen hard, just the condition needed for engine recovery and for handling lumps of cold cast-iron. Armed with flasks of tea to keep out the cold, a borrowed 'Pull-Lift', my trailer - of which more later! and Mark's Land Rover, the intrepid pair arrived at the engine shed with, of course, Ian's small Bedford van full of tools and ropes and to carry away the smaller bits and pieces. A third member of the team, Pete, had been temporarily co-opted "to help heave and grunt.....".

The trio set to work. All the smaller components went into the van first and the trailer positioned to accept the larger parts such as the very heavy crankcase, flywheel, crankshaft and generator. The crankcase was dragged out using the Pull-Lift attached to the drawbar of the Land Rover. A piece of corrugated iron sheet from the shed was very useful during this operation - as a rudimentary sled. This large lump was loaded onto the front of the trailer, the flywheel at the rear. The generator and the larger sundries filled the centre of the trailer bed and all was securely blocked and roped into place. A careful check of the site to make sure that everything was on board (except the drums of TVO which were left until another day) and the working party were ready for the off.

Climbing into the Land Rover, Mark noticed that the frost was rapidly 'giving out'. Four wheel drive, low-ratio was engaged but all to no avail, the wheels just slowly spun. The trailer was unhitched, not without some difficulty and the vehicle just crept forward. After a brief consultation, it was decided to drive some distance away, attach the Pull-Lift to the Land Rover as an anchorage and repeatedly pull the trailer up to it. This took a very long time but eventually the trailer was winched up to ground hard enough for the Land Rover to get a grip. Meanwhile Ian was concerned about his Bedford van. This had been left facing along the contour of the hillside and was also pretty heavily loaded. In between taking his turn on the Pull-Lift, he cautiously tried to zig-zag the van up the hill. This merely resulted in slithering further down the muddy slope but a gate at the far corner of the field leading out onto a deeply rutted farm track where normally only a tractor would venture.

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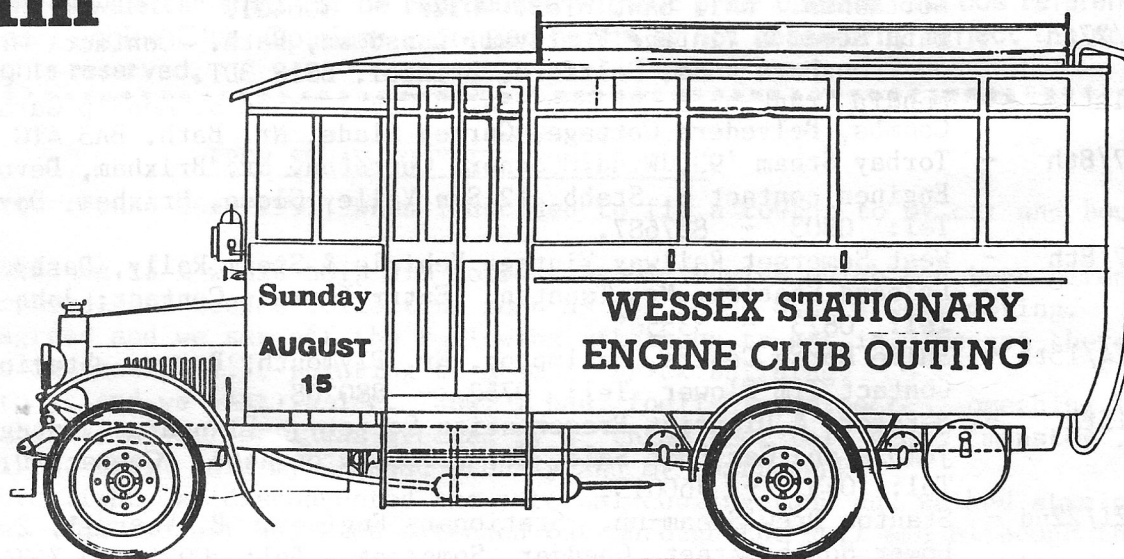
The gate was opened very wide and with a lot of pushing from Mark and Pete, the van was set in motion, gathering speed slowly, bucking and swaying on its springs, bouncing from rut to rut, side to side, up the track until the distant hard lane was reached.

The small convoy eventually arrived back in the car park at work in the rapidly gathering dusk where a small group of interested sightseers inspected the spoils of a day's hard work. The tyres on the trailer seemed somewhat overloaded so for my peace of mind, (it was my trailer, remember...!) next day the generator was off-loaded and the remainder of the load secured. The trip to Kent was arranged for the following weekend so the trailer and Land Rover were checked over ready for the journey.

TO BE CONTD.

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# The Black Country Museum



**WANTED!!** 52 people to fill a coach for our second club visit to The Black Country Museum at Dudley, Nr. Birmingham on Sunday 15th August. Thoroughly enjoyed by members on our last visit even more attractions have been added since.

The Black Country Museum is about the way of life of the people who lived there, how they worked, where they lived and how that area became the very heart of industrial Britain.

To mention just a few of the attractions, you can ride on an electric tramcar from the museum entrance to the 'Village' where you can browse around all the old shops and houses which have been furnished with original fittings that brings to life the conditions of yesteryear. From there you can stroll down to the dock area and take a narrowboat ride into the Dudley Tunnel and visit the underground limestone quarry which once provided the raw materials for the limekilns.

An excellent restaurant and toilets can be found above the boat dock. Can recommend the faggots, chips and peas we sampled on our last visit (if they still do them of course). Also worth a visit for the thirsty, is the 'Bottle & Glass' public house where an enjoyable pint can be drunk.

So for an exciting and relaxing day out with someone else doing the driving why not join us. Our coach will leave the Old Down Inn at 7.30 a.m. PROMPT. Cars can be left at the Old Down Inn car park. The trip will cost £10.00 per adult and £6.00 per child (under 14) THIS PRICE INCLUDES THE ADMISSION FEE TO THE MUSEUM.

Please book early and send your remittance to Mrs. J. Lambert, 15 Beechwood Avenue, Frome, Somerset. BA11 2AX.

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## CLUB SHOP

Sweatshirts - Navy Blue with embroidered club motif £13.00 each

Metal Badges £1.00 each

Car Stickers 60p each

Various Note Pads, key fobs, licence disc holders etc.

All available from Vic Walton on 0272 622025.

EVENTS DIARY FOR 1993 Contd.

- MAY 1/2/3rd - Exhibition - Somerset Coal Canal & Life and Times of John Skinner from 2-5pm at Radstock (Methodist Church Centre) Further information from Derek Hunt, 7 Carlingcott, Bath. BA2 8AR or Tel: 0761 - 434818.
- MAY 2/3rd - Mid Devon Tractor Engine & Machinery Group Annual Rally at Crediton, Devon. Contact N.W. Lock, Brookfield, Dolton, Winkleigh. Tel: 08054 - 540.
- MAY 9th - National Waterways Museum at Gloucester. Stationary engines of all kinds in operation at the Museum. Llanthony Warehouse, Gloucester Docks. Tel: Gloucester 0452 - 25524.
- MAY 21/22/23rd - Dorset Spring Fair, South Down, Tarrant Hinton, Dorset. Contact I.S. & H.A. Bissett, 7 St. Helens Road, Sandford, Wareham, Dorset. BH20 7AX. Tel: 0929 - 554465.
- MAY 30/31st - Steam & Vintage Rally, Bailey Park, Abergavenny, Gwent. Contact I. Trotman, 198 Underhill Crescent, Abergavenny, Gwent.
- JUNE 6th - Huckyduck Carnival Club Annual Fun Day at Highbury Playing Fields, Coleford, Nr. Frome. Engines Wanted. Contact: John Searle, 33 Park Hill Drive, Frome Somerset. Tel: 0373 - 472206.
- JUNE 12/13th - Witney Steam Fair. Contact John Crawley, Bunkers Hill House, Badby, Northants. NN11 6AW. Tel: 0327 - 306401.
- JUNE 26/27th - Bath Steam & Vintage Festival, Lansdown, Bath. Contact Mr. A. Langford, 30 Trenchard Road, Saltford, Bristol. BS18 3DT.
- AUGUST 1st - Mendip Crank-up & Car Boot Sale, Usual Venue at Mendip Garage. Contact Bill Coombs, Belvedere Cottage, Gurney Slade, Nr. Bath. BA3 4TG Tel: 0749/840868.
- AUGUST 7/8th - Torbay Steam '93, Windy Corner, Churston, Nr. Brixham, Devon. Stationary Engines contact M. Stabb, 12 Sun Valley Close, Brixham, Devon. TQ5 8JG. Tel: 0803 - 857687.
- AUGUST 7/8th - West Somerset Railway Vintage Vehicle & Steam Rally, Darby Fields, Bishops Lydeard Station, Nr. Taunton. Entry Forms - Contact: John Pearce, Tel: 0823 - 335565.
- AUGUST 14/15th - Shire Horse Centre, Yealmpton, Nr. Plymouth, Devon. Stationary Engines. Contact Tim Flower Tel: 0752 - 880268.
- AUGUST 15th - Hereford & District Preservation Society - Llanwarne Vintage Rally, Auto-jumble and Car Boot Sale, Nr. Wormelow on A466. Contact D. Pullen Tel: 0432 - 760013.
- AUGUST 21/22nd - Stanton Drew Steam-up. Stationary Engines. B. Verrall, 2 Norville Place, Lower North Street, Cheddar, Somerset. Tel: 0934 - 743460.
- AUGUST 29/30th - 22nd Honiton Hill Rally at the Rising Sun, Stockland Hill, Nr. Honiton, Devon. Stationary Engines. Contact Mr. G.E. Lambden, Ashe Brook, Stoneyford, Calaton Raleigh, Sidmouth, S. Devon. EX10 OHZ Tel: 0395/68197.
- SEPT. 1-5th - 25th Anniversary Great Dorset Steam Fair, South Down, Tarrant Hinton, Blandford Forum, Dorset. Stationary Engines. Contact Mr. Eric Hodges, Greens Bridge, Sackville Street, Winterborne Kingston, Blandford, Dorset. DT2 8QT or Tel: 0305 - 848530
- SEPT. 4th - Wellow Flower Show & Country Fair, Wellow, Nr. Bath. Contact Steve Routley, on Tel: 0934 822988.
- SEPT. 4/5th - Dartmoor Vintage Vehicle & Machinery Club Rally, Liverton, Nr. Bovey Tracy, Devon. Contact D. Stapleton, 24 Brimley Park, Bovey Tracy. Tel: G. Stapleton 0626 - 33494.
- SEPT. 4/5th - Cavalcade Shepton Mallet Rally at the Bath & West Showground. Stationary engines. Contact Mr. Walt Cox, 22 Langport Road, Long Sutton, Somerset. TA10 9ND. Tel: 0458 - 241578.
- SEPT. 11/12th - S.S.A.P.C. Yesterdays Farming Rally, Church Farm, Long Sutton, Somerset. Stationary Engines. Contact Ted Scott, Ford Seven Ash, Bishops Lydeard, Taunton, Somerset. TA4 3EX. Tel: 0823 - 432379.
- SEPT. 18/19th Teign Valley Vintage Tractor Rally, Blatchford Farm, Lower Ashton, Nr. Exeter, Devon. Stationary Engines. Contact Mr. Peter Flay, Springfield, Chudleigh, Nr. Newton Abbot, Devon. Tel: 0626 - 853218.
- SEPT. 26th - Full Quart Crank-up, Hewish, Nr. Weston Super Mare. Would last years exhibitors who wish to attend this year please contact Roy Cox. Tel: 0934 - 419826.

AUCTION.

- MAY 8th - Annual Spring Auction Sale, Thruxton Circuit, Nr. Andover, Hants. Auctioneers - Evans & Partridge Tel: 0264 810702.