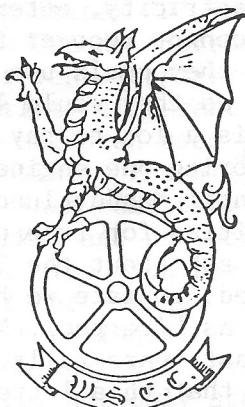


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

APRIL 1998



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***** EDITORIAL *****

It does not seem possible the rally season has now arrived. The winter has seemed to have passed so quickly. I would like to remind everyone to observe the safety code when on the rally field, and to notify the rally organisers when you notice any breach of safety or any other lack of standards. Also make sure you have your insurance details with you as most rallies insist on seeing proof of insurance before you are allowed to run your exhibits.

***** CHAIRMANS REPORT *****

It is now only about six weeks to our own rally at Semington. I would like to make my usual appeal for a workforce on the Friday to get it all set up, and again on the Sunday night to take it all down again. Last year the response was truly wonderful, lets hope we can repeat it again this year. The rally arrangements are well under way and entries for all sections are arriving daily. As this is our 21st rally I would like to ask members to make it a bit special by bringing out the larger, rarer engines that have not seen the rally field for some time.

***** MORE FROM THE HAMPSHIRE SCRIBE *****

Well folks here we are once again, getting ready for the new rally season, hopefully new projects well on their way to being completed (mine ain't). New acquisitions for me are a Petter 5 h.p. Junior of 1920 acquired at the Sodbury Sort Out in November 1997 in running order but was requiring some alterations to the trolley and smaller cooling tank for transporting purposes, and now I have discovered requires new rings and a possible main bearing which will probably hold up its first appearance at the Shillingstone rally. Another engine that was also purchased in November was the Bamford E.V. fitted with the extra cooling tank (see photo in S/E March) which is totally original and only requires minor repairs to bring it up to scratch and the trolley has got to be rebuilt. Richard Bamfords records show the engine leaving the factory in October 1930, also on speaking to the owner after the sale, he told me that he remembers his father bringing the engine with them when the family moved onto the farm in 1930 which more or less confirms its age and authenticity and will I'm sure create some interest. Another engine purchased is an early Ruston Hornsby PB8 3 h.p. not everybody's favourite engine but I like them. This one is also believed to be approx. 1930's as it has Wico EK Magneto, external advance and retard lever, and is also fitted with a decompression lock, which when pushed in stops the exhaust valve closing, and automatically pops out when momentum is reached. The overall condition is not bad, new exhaust valve and spring acquired at Sodbury Sort Out, new pins made for governor weights, slight main bearing wear pulley side, slight frost damage which has already been repaired and requires minor attention. A new coat of paint, new trolley, new tank, and it also could be out this year.

A.K. VICKERY.

***** GET WELL SOON *****

The Wessex Club Members would like to wish a speedy recovery to Bill Appleby after a recent visit to hospital for an operation, our best wishes to you Bill.

***** LETTER TO THE EDITOR *****

In reply to your comments made in your last newsletter on the charge being made to this years Finlake rally, I would like to explain that it has nothing to do with me or my wife but Finlake itself who has introduced this fee. Finlake does not charge us for the site at all but last year it cost Finlake over £6,000 for the water, electricity, entertainment, extra staff, cleaners, prizes for the draw (over £1,500), Finlake cannot recover this money any other way as the bars and food bar are all tendered out, they could use the money from the gate but if they did that then the charities would suffer as they would like all the gate money to go to charity. Finlake do not think that £3.00 is a lot to pay as it is per family and not per person and it's still only £3.00 if you bring one engine, etc or 20 engines, also you can come in on Thursday morning and stay until Monday lunchtime, and it is in a proper caravan park which you can use all the facilities for free which you wouldn't get in a field. We have had a few people phone up to ask about the £3.00 and when we have explained to them about it most of them have agreed, to date we have got 737 entries booked in with entries arriving daily from as far away as Liverpool, Newcastle, Scotland, we even had a letter from a man in Holland who enjoyed last years rally so much he is combining his holiday with the rally for this year. We hope that this letter will explain everything and that you will attend but if not thank you for your support last year.

S.R. WEBBER.

In reply to Steve Webbers letter concerning the charge to exhibitors entering the Finlake rally. Every club has considerable expenses setting up a rally, these expenses should reflect in what traders and the general public pay, not be passed on to the exhibitors who turn up at considerable expense to themselves. Without exhibitors there would be no rally. I was rather disappointed that members have not bothered to write in on this contentious issue.

EDITOR.

***** LETTER TO THE EDITOR *****

Just a few lines to help fill the newsletter, first I would like to thank all the club members at the A.G.M. for the warm welcome we received (Ray Bassett and myself) on attending our first meeting, a long way to come but enjoyed by both of us very much, and also gave us both the opportunity to see and meet other committee members first hand. Secondly, congratulations on being re-elected as Chairman for another term, which proves just how popular and appreciated you are in all that you do regarding club matters so that others may benefit, I for one thank you very much. Thirdly, I would like to say thank you once again for the award presented to me at the A.G.M. for my contributions to the newsletter, a total surprise which I am proud to accept and will do my best to retain next year.

ALAN VICKERY.

***** EVENTS *****

MAY 2nd/3rd & 4th ABBEY HILL STEAM RALLY. YEOVIL SHOWGROUND.
 SUNDAY MAY 3rd BORDER COUNTIES VINTAGE SHOW AT SPEECH HOUSE, NR. COLEFORD, FOREST OF DEAN.
 MAY 16th & 17th CASTLE COMBE RALLY. CASTLE COMBE RACING CIRCUIT, NR. CHIPPENHAM, WILTS.
 MAY 16th & 17th WILTSHIRE COUNTY SHOW. WARMINSTER, WILTSHIRE.
 MAY 23rd/24th & 25th SELWOOD RALLY. RODE BIRD GARDENS, NR. TROWBRIDGE.
 SUNDAY JUNE 7th TATWORTH MINI RALLY. TATWORTH, SOUTH CHARD, SOMERSET.
 SUNDAY 27th SEPTEMBER. FULL QUART RALLY. WOULD ALL EXHIBITORS WISHING TO ATTEND RING ROY COX ON 01934 419826 TO BOOK THEIR ENTRY.
 OCTOBER 3rd & 4th JOHN KYTES GARDEN RALLY. MARKET LAVINGTON, NR. DEVIZES, WILTSHIRE.

CLUB MEETING - MONDAY MAY 18TH. - CLUB NIGHT AT THE OLD DOWN INN. TALK BY GERRY BURR ENTITLED "TIPPERS ON THE MENDIPS". TAKE NOTE OF THE EARLY DATE DUE TO THE MAY BANK HOLIDAY.

***** OVERHEARD IN THE BAR *****

I hear Edward Carp is now an expert on assembling greenhouses. The first time he assembled it was INSIDE his garage, and he then found it was wider than the doorway.

***** GET WELL SOON *****

The Wessex Club members would like to wish a speedy recovery to Derrick Watts after his recent operation, our best wishes to you Derrick.

In part I Graham told of his introduction to the stationary engines and how he had acquired a Lister, stripped it and now that it was primed, started to repaint using Brunswick Car Plan spray paint. It should be noted at this point that Bob had his engine, a Lister 'D' ready for painting and as a result there was a sudden run on Brunswick Green. Horror, no more Car Plan available, never mind use Holts. DW5 paint from different suppliers is not always the same colour. Which is why my petrol tank is a subtlety different shade of green. Yes, I know this is basic stuff, but I am sure that the children need putting to bed, and the front lawn really could do with a cut. Assembly time. I really do want to pass over DW6 quickly, as I really should have known better. When resetting an engines timing it is advantageous to use the original centre punch marks, and not scratches caused during cleaning or by someone else during a previous overhaul. Yes, you have guessed it, I'm now skilled in dismantling the engine to check and reset the timing. The assembly was now complete, with paint shining, and all the shiny bits polished. Time for a test run. Petrol was poured in, and the phone rang. DW7 states that all petrol connections should be made prior to filling the tank, and that petrol not only stains the concrete drive, but also kills grass and flowers quite effectively. In addition the house tends to resemble the interior of a petrol tank for a few days. The answer to DW7 is to purchase an air freshener for the house and a bouquet for the wife. The engine was now running nicely, and looked resplendent on its new wheeled trolley. Then disaster struck. I clouted the spark plug with a lump of wood and snapped the terminal off. Bob came to the rescue with a brand new plug. This was duly gapped and put in position. Would the engine now start?....would it XXXXX. It was back to the days of WD40 and the propane burner (together with bad language). All the constituent parts were there, spark, petrol, compression, in the correct order as well. Another plug was procured, but still the beast wouldn't run. In desperation the original plug was put in the lathe and machined to take a small stud as the contact. When this was put into the engine and the handle turned the damn thing fired and ran. Why this should be so I am not really sure, although it does lead quite nicely onto DW8, which says that, if at first you don't succeed, take up stamp collecting, put the children to bed or cut the front lawn. Although the engine was now ready for showing, I must confess that I fought shy of actually taking it to a show in case it wasn't good enough or 'old' enough. Bob dutifully attended on his own. Southwick Scout Fete arrived and I was bullied into attendance. The beast was duly started and continued to run for 3½ hours non-stop. For me this was fantastic, and when people actually started to take an interest in the beast it was better still. Thank you all the other people with engines there for making me welcome. Oh yes DW9. Always keep a few spanners in the car boot. I didn't, and as the engine warmed up and the nice gaskets needed pulling down I couldn't, which meant that as the afternoon wore on, the nice green paint became covered with black oil stains. Not the most professional of effects. DW10 is probably the warning which most people in the Club know about already. Once you have one shiny engine, another would be nice. An old Briggs and Stratton generating set has now been rebuilt from the dodgy condition it was found in at the local scrappy. Who knows I may have enough confidence to show it one day. I am now looking for the next project. Does anyone know of any old water cooled engines which need a good home. Thanks must go to Bob Miller, without who's help none of the above would have been possible, together with both our long suffering wives.

GRAHAM SWALES, SOUTHWICK.

***** THE MARKET PLACE *****

FOR SALE - PETTER 'A'. 1941. 1½ H.P. 750 RPM. No. 339301. RALLY CONDITION. £60.
 LISTER MODEL 'AFL'. (MADE BY WISCONSIN). 4/5 H.P. AIR COOLED. RALLY
 CONDITION. FITTED WITH REDUCTION GEAR. £60. TEL: 01373 812436 FOR DETAILS.

FOR SALE - TRAILER 4 x 3 x 18". 7 cwt INDESPENSION UNITS. BMC MINI WHEELS AND HUBS.
 SPARE WHEEL. ALL GOOD TYRES. WINCH AND RAMPS. BALL HITCH PLUS ALL
 ELECTRICS. GOOD CONDITION. £100. RING 01225 866565 EVENINGS.

WANTED - A GOOD CONDITION ARMATURE FOR A TWIN CYLINDER ONAN GENERATOR. MODEL W35.
 110v OR 230v WOULD DO FOR THIS 3KW GEN/SET. PLEASE CONTACT JOHN KYTE.
 10 HIGH STREET, MARKET LAVINGTON, DEVIZES. TEL. 01380 813701.

GUIDE TO PETTER DATING

'M' Type Engines

1½-2 h.p. (VZ) introduced 1922 at engine number 1001. First batch of engines had front mounted magneto which was soon phased out in favour of conventional side fitted unit, possibly at engine number 1329. Engines produced between 1923-1931 (1330-9372) were of the plain bearing type. Engines produced from 1931 onwards (known as the 1932 models) have ball & roller main bearings, number 9373-13700. Production ceased in 1939.

2½-4 h.p. (VA) introduced in 1917 at engine number 50000. Had plain bearings with stauffer greasers until 1923 (53500). Engines made between 1923-1931 (53500-64609) still had plain bearings but used rotating ring lubrication to the mains, from oil baths. From 1931 (known as the 1932 models) ball/roller mains, number 64610-66750, production ceased in 1939.

5-6 h.p. (VF) introduced 1914 at engine number 40100. Plain bearings & stauffer greasers until 1923 (number 49531). 1923-31 models still had plain bearings but using rotating ring lubrication to mains, from oil baths, numbers 49532-75990. 1931 (1932 models) have ball & roller mains, numbers 75991-79999. Production ceased in 1939.

"S" Type Surface Ignition Engines

B.H.P.

VS 5/6

Engine numbers 32580-39999 manufactured 1923-1937.

VS 8/10

200000-213000 manufactured 1937-1940.

VS 12/15

VS 18/21

Engines before number 32580 refer to the earlier 'V' and 'VP' types made at Yeovil and Ipswich.

VST 24/28 (twin)

VST 36/42 (twin)

AIR COOLED ENGINES

Petter Universal (PU) 2/4/6/8 h.p. introduced in 1931 and made until 1945. Engine numbers F1000-F24200.

'A' type 1½-3 h.p. introduced in 1936, numbers 300000-355000, produced until 1946.

'A' series 2 (A11) 1½-10 h.p. introduced in 1946, numbers 400000-599999, produced until 1951. In this series are A1-A2, A2C/W2C engines.

'A1' series 2, 1½-3 h.p. introduced in 1951, numbers start 1500000. In this series are A1, A1P, W1A engines.

"T" Atomic two-stroke diesel engines

	Type	B.H.P.	R.P.M.	Description
Small series	TT	5	750	Tank cooling. Single cylinder
	TTS	6	900	Tank cooling. Single cylinder
	TU	8	650	Tank cooling. Single cylinder
	TUS	10	800	Tank cooling. Single cylinder.
	TUS2	20	800	Two cylinders.
	T.V.2.	30	625	Two cylinders
	T.W.2	50	590	Two cylinders.
				The 5 and 8 b.h.p. versions were available with hopper cooling.
				The 5 to 20 b.h.p. versions were available with radiator cooling.
Large series	TX	36	500	Single cylinder.
	TX2	72	500	Two cylinder.
	TX3	108	500	Three cylinder.
	TY2	112	410	Two cylinder.
	TX4	144	500	Four cylinder.
	TY3	168	410	Three cylinder
	TZ2	180	330	Two cylinder
	TY4	224	410	Four cylinder
	TZ3	270	330	Three cylinder
	TZ4	360	330	Four cylinder

Number of cylinders

Engine numbers 220000-225000 manufactured 1928-1940.

***** WHO'S IN FOR A BIG SURPRISE WITH THIS BIRTHDAY GREETING *****

HAPPY BIRTHDAY TO YOU, HAPPY BIRTHDAY TO YOU, HAPPY BIRTHDAY DEAR BRIAN (BAKER), HAPPY BIRTHDAY TO YOU.

You did put in the Newsletter that you wanted to hear about members birthdays and anniversaries.