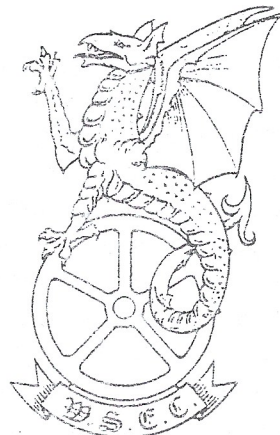


WESSEX STATIONARY ENGINE CLUB LIMITED

APRIL 2003

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NEWSLETTER



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******* EDITORIAL *******

The Editorial in this months Stationary Engine Magazine states exactly what I have been telling the committee and the club for some considerable time, that it is not possible to run a rally where the exhibits are predominately stationary engines as the general public will not support these events in large enough numbers to make them financially viable. The magazine went on to say clubs should diversify with things such as auctions and raffles to raise money at rallies, well we have been there and done that but still we could not make the rallies at Cheddar pay its way. The rally at Clutton this year will be run without a lot of the things that has cost money in the past. Plaques are not being given, but we are trying to make it more "member friendly", with a barbecue in the evening for members, hopefully with some free beer and cider. All the committee can do is try something new and see if it works out. See you there, if the beer is free then the drinks are on me.

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

At the March club night at the Old Down Inn we were entertained by Dr Gerald Offer who gave a talk on the "Muscle". Gerald is a scientist and had only ever given talks before to other scientists. Well the talk was very technical and I'm sure was over most of the members heads. The presentation was excellent, because Gerald had a digital projector that had no slides but operated from a disc in a laptop computer and the result on the screen was exceptionally good. The crank-up at Nunney Catch turned out very good but I think entries were down on past events. I found it a lot easier to do the raffle as John Thorne from Bridgewater had a loudspeaker system with him which he lent me to call out the numbers, and with about 60 prizes on offer it certainly helped. Many thanks to Gordon and Jackie for putting up with us once again, and a big thank you to Diane Davis for selling the raffle tickets and putting nearly £100 into club funds.

******* EVENTS FOR YOUR DIARY *******

SUNDAY MAY 11th. Hazelbury Bryan Rally and Car Boot Sale. Ring Dickie Plummer on 01258 817597.

SUNDAY MAY 18th. Crank-Up at Radstock Museum.

MONDAY MAY 19th. Club Night at the Old Down Inn. Jack Foord giving a talk on "Searching Old Somerset". Usual Raffle. Please note early date due to Spring bank holiday.

SUNDAY JUNE 1st Tatworth Mini Rally. Telephone Mo Duke On 01460 220786.

WSEC Trip to Yeovilton Fleet Air Arm Museum

Sunday 16th March 2003-04-16

WSEC members assembled in the car-park at 11am to enter as a group and gain a £2 discount per person, and in total 16 members attended. The first hall after entering the museum contains miniature wind tunnels with model planes suspended in them. Through a touch screen display, the various control surfaces on the plane, e.g. rudders and ailerons can be controlled to demonstrate the basic principles of flight. The following halls chart the progress of aviation through the century, beginning in the early 20th century with Wilbur and Orville Wright's first heavier than air flight and the use of airships for transport. This takes up a balcony overlooking an assortment of first World War aircraft, ranging from the famous Sopwith Camel Pup to the Albatross DVA, most on a carefully constructed diorama and backdrop, with uniformed dummies in suitable positions around and in the planes. Moving down the large, brightly lit hall, towards the Falklands memorial exhibits, the imposing silhouette of a Wessex HAS 3 catches the eye. As one approaches the front of the helicopter, circles of orange can be seen. These are in fact bullet holes from its stay in the Falklands during 1982. The next large hall is dominated by the slender dart-like shape of Concorde 002. This plane carries over 12 tonnes of testing equipment, and was used for flight trials over SW England. After finishing trials in 1976, it was retired and given to the museum. It still contains all its test equipment, and access consists of a passage 2 feet wide between equipment. Concorde's first flight was on 2nd March 1969, and it achieves a maximum cruising speed of 1,330 mph. Remembering that this is the largest plane in the museum, almost filling a hanger by itself, it should be mentioned that our Chairman had some difficulty in finding it! Walking back through the WW1 hanger, a Supermarine Walrus caught my eye. This is a 1935 carrier-borne plane, powered by a 775hp Bristol Pegasus engine. This engine appears to have been added as an afterthought, as it is perched on supports above the fuselage, looking most ungainly. Passing into WW2, another choice selection of aircraft filled all corners, from the Fairy Fulmar 1 to the Grumman Avenger. Above the planes toward one end, neon signs proclaimed "CARRIER". A dozen rather-worried looking people filed aboard the helicopter. The doors hissed, closed, and the floor began to shake as the simulated take-off began. A few minutes later, the rotor noise began to slow, and the doors opened onto the flight-deck of an aircraft carrier, various planes arranged around the deck, including the Vampire, Attacker, and Sea Vixen. A huge screen at the stern of the carrier lit up to show a Buccaneer on its landing path. The voice of the Flight Control Officer explained the various procedures and steps of making a carrier landing, until the Buccaneer touched down safely. Next, take-off, considerably more difficult. A Phantom usually requires 20,000m runway, but a carrier only has 2,500m, so a steam catapult is used to propel the planes to take-off speed of 120mph in less than 2 seconds. Making our way through the island, we visited the Main Course Office, or MCO in Navy-speak, in which everything has an acronym or abbreviation. This is the nerve centre of the ship, controlling on board operations. Next the bridge, where crew in anti-flash suits and hoods plot radar and handle communications, and the ops room, with scale model of the carrier deck, using aircraft silhouettes to help with organisation and arrangement on deck, known as "re-spotting". Timing must be precise, and take-off and landing must happen within 15 seconds of the time allocated. Next door, the line office for signing aircraft in and out and filling in paperwork, the briefing room and one of the 7 galleys on board. To give the impression of the scale of the ship, there are 2,500 people working on board, most below decks in workshops and hangers, and the galleys prepare 450 tonnes of bread, and 34 miles of sausages per year. Making our way back towards the deck, the ADR, Aircraft Direction Room, and FCR, Flight Control Room, Emerging again into the hangers, we made our way through the shop and into the restaurant for lunch. The museum is unique in this country for its variety and although the WSEC members I spoke to greatly enjoyed the trip, as I did, it is a pity that more members could not have taken part.

JONATHON HOCKEDY

WSEC JUNIOR REPORTER

OBITUARY

The death has occurred of Derek Maybee. Derek was a Wessex member in the early days then progressed to tractors and cars, and latterly into motorcycles. The tragic circumstances of his death shocked all who knew him. The WSEC would like to extend our deepest sympathy and condolences to his wife and family.

***** THE RIGHT TOOL FOR THE JOB *****

I have owned my Lister Junior tank cooled engine for many years, a few weeks ago I made up my mind it was time that the little Lister was restored to its full glory. I bought the Lister from Hullavington near Chippenham, it had been sold by Listers to it's first owner, a local gent that ran a small workshop in the village repairing bicycles and anything mechanical, the engine drove a dynamo for lighting and charging accumulators for the villagers wireless sets. Later it was sold to the local hurdle maker to drive a saw bench, and then it passed to a farmer to drive the milk pump. Then later on it got a new job, but this was outside in the cold, the little Lister was put to work driving a saw bench again to cut logs for the winter. One of those funny engines came to the farm to drive the milk pump, you know the ones with no spark plug. Well time passed and the farm went out of milk production and one day that fancy diesel got the shock of it's life when it ended up in the wood yard giving the little Lister a well earned rest. Enter E.J.G. and parting with his hard earned cash the Lister found a nice new home in the warm in Trowbridge. Like so many things in life the restoration of the Lister did not get under way as soon as I had hoped, other things got in the way, like gardening, decorating etc, and keeping the other engines in good working order, it all takes time, and one has also got to earn a living I feel we engine restorers should be payed by the government for looking after Britains Heritage. "Anyone feeling like starting a movement to promote this will get my full backing." Well I made a start and the first job was to get the gib keys out of the flywheels. I tried the old trick of two chisels back to back but this was no good, then made up a slide hammer to get them out but the metal broke after I had hammered them for some time, But the keys had not moved. I then had a bit of luck. Brian Baker lent me a hydraulic puller, this will do the trick no trouble, I put 4 tons of pressure on that key and still it did not move. I now had a look at my old Stationary Engine Magazines, I found an article on removing gib keys. I spent a good few hours making up a key puller as in the article, this was made from 1/2" steel plate with three 5/8 bolts, I was now sure that I could remove the keys from the flywheels, the steel plate bent and the keys stayed put. Some time passed and then I was asked to do some electrical installation work for a long time friend and member of the WSEC, this took about a week and at the end of the job we got round to talking about old engines as one does. I told Paul of my troubles with the Lister, I have got a key extractor at work, I will drop it in one evening. A few nights later Paul was at the door with the extractor. Looking at the tool I was rather dismayed, that will never get that key out. The tool was about a foot long made of quarter inch thick steel and shaped to a long point and the sides were chamfered a little. Well it just goes to prove the old saying, "the right tool for the job", I put the tool behind the key and struck it with the hammer, about four light blows and the key came out, I could not believe it. I then moved to the pulley side flywheel, this had not been touched yet, I took off the pulley and in went the key extractor, a few light blows and the key was lying on the garage floor. I had spent hours trying to remove these keys yet with the right tool it took no time at all. I will let you know how the rest of the restoration of the little Lister goes, at the moment the engine is totally stripped down and work is progressing

ERIC J GAY.

***** NEW MEMBERS *****

The club would like to extend a very warm welcome to new members Mr & Mrs Allan Lewis plus a junior member from Newport Monmouthshire. We sincerely hope your membership will be a long and happy one.

***** EDITORS AWARD *****

At this years AGM the Editors Cup for the best contribution to the newsletter for 2002 went to our Vice-Chairman Eric Gay. Eric had submitted numerous articles for publication and when committee members who had been delegated to write articles on events and meetings were unable to do so for whatever reason Eric always stepped into the breach and covered it. There are very few members who pick up a pen and write for the newsletter so the ones that do should receive the acclaim they deserve.

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

The club would like to wish John Upton of Andover Hants a speedy recovery after a stay in hospital following a heart attack. We all remember the Upton Family's wonderful hospitality when we were invited to their home to view Johns wonderful collection of engines. Our thoughts are with you, look after yourself.

FOR SALE 1940 Lister "D" Type. 1 ½ HP. In good working order. Tidy paint £60. 1945 Lister "D" Type 1 ½ HP With auxiliary hopper. Restored and in good working order. £70. Wolseley WD 2. Tidy condition £60. For further details contact Graham on 07774 215699 or 01225 351626. Trowbridge area.

FOR SALE 1 ½ HP Petter Air Cooled Stationary Engine. 1950's. On trolley £50. 1940's ATCO 2 stroke mower. 14 inch blade. Good condition but minus grass box. £40. 1950's Villiers Air Cooled diaphragm pump in need of restoration. £30. For details ring Roger on 01761 452565. Clutton area.

FOR SALE Landmaster Gardenmaster 80 Rotavator. JAP Engine. Complete except for blade. £20. Petter A1 No 566184 3HP at 1500 rpm. Complete except for starting handle. £35. Bernard W41 Diesel. No B345196 £40. XP metalworker Arc Welder. Small hobbyist / diy welder, only used 4-5 times. £45. Workboots size 9 steel toe caps. Worn 3 times £8. **WANTED** Eiseman DSRA6.5 Generator. 6.5 kva 3000rpm. For further details ring Neil on 01823 681191 after 6-45pm.

WANTED Engines for AVON VALLEY LEISURE CENTRE RALLY. Saturday evening barbeque 21-22 nd June 2003. Ring Roger on 01761 452565 for details.

WANTED Engines at Holcombe Playing Field Gala Day on July 5th. Ring Dave on 01761 239221 for details.

A BIT OF HISTORY

Long serving member of the WSEC William Foster (known to everyone as Bill) will be 80 years old in May. Bill was the first organiser of the Petter - Lister rally held at Runnymede Nr Staines, he was the stationary engine and tractor steward at Stourpaine Bushes for many years, he was the organiser of rallies at Cricket St Thomas and at Selwood, and the first Tractor Vintage Road Run at Shaftesbury. This is certainly a pedigree to be proud of, and it's thanks to people like Bill that we have many fine events to attend now. Thank you Bill and we look forward to seeing you at some of the Wessex events this year.

B.J.B.

SPEEDWAY ————— SPEEDWAY ————— SPEEDWAY

Calling all speedway fans. Speedway takes place every Friday at The Oaktree Arena Highbridge starting at 7-30. Brilliant racing, 500cc bikes with no brakes, it really is exciting. Admission £9-50 for adults. £6 concessions.

