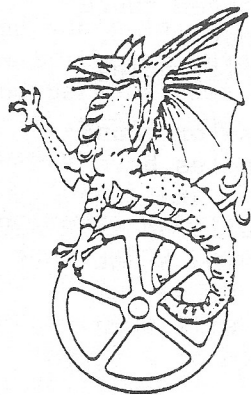


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

AUGUST 1993

Please send newsletter material to:-

Robin Lambert,  
15 Beechwood Avenue,  
FROME,  
Somerset.  
BA11 2AX.

Tel:- (0373) 463526

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### WHY WESSEX.

As I was lotting up the items for sale at our auction at Semington, a chap came along and put some items at the end of the row, can you give me your name please and have you a reserve on them? I asked. He gave me his name and said there was no reserve on them as he wanted the money to go to the club funds because he lived in Basingstoke and was unable to make our meetings or help out in any other way because of the distance involved. I thanked him for his generous gesture and then being very curious I asked him what made him join our Wessex Club when he lived so far away. He then told me the West Country is the friendliest part of the country to go rallying, he said if he goes to a rally in his neck of the woods he can get out of his caravan in the morning, speak to his neighbours on either side with a cheerful 'good morning' and won't even get a reply. I noticed the following weekend our friendly member from Basingstoke was back in Wessex country at the Bath Steam Rally.

At our June meeting which was just a general natter and meet the members night, I was talking to one of our more recent members and he told me he went to club nights of two other Somerset clubs before he came to Wessex. He then said at one of these club meetings not one single word was said to him or his wife from the moment they went into the meeting until they left and they met with just about the same treatment at the other club. Then they came to a Wessex club night, were spoken to and welcomed by our chairman, were impressed by the meeting and joined the Wessex that night. The same member came to our Crank-Up at Evercreech, he asked me if I would mind if he took measurements of my Lister 'L' silencer as he knew an engineer who could copy it and make him one. Hang on I said as I unbolted my silencer, take mine as a pattern, but I want it back before the rally season mind. He then said how many members would lend someone they hardly knew a vital part of their engine. A Wessex member would I said. (Yes I did get it back).

During the winter I restored a Lister 'D' radiator cooled engine, one part I wanted to complete the restoration was the V Pulley behind the flywheel, which drives the fan, all my attempts to obtain this part failed. As I had bought the radiator and fan from our editor Robin I gave him a ring to see if he could help, no, he said, but I know someone who might be able to help you out, I'll see him tomorrow (Sat) I'll get him to ring you. Well on Sunday evening this member rang to say he had one, and yes I could have it. Great news now I could finish my engine. I asked him if he would bring it to the next club night, about two weeks away. Yes if I don't see you before he said. I was absolutely amazed the following morning to see this Wessex member outside my workshop with this precious pulley in his hand and despite my protestations he would accept no payment. This engine thanks to the generosity of Wessex members is now being rallied and next year will be given to my grandson to rally, because at the age of two its time he started!!! "Why Wessex". The three true tales I have just told is why the Wessex Stationary Engine Club is one of the largest and most successful in the country.

BRAIN BAKER.

JACK AND JILL 1993.

Jack and Jill live at Clayton, in East Sussex, high on the South Downs near to Ditchling Beacon. Jill moved there when she was 31 years old, while Jack has been there all his life. He is now 127 years old, while Jill is a little older at 172 years. No, they're not a couple of very old age pensioners, but a pair of windmills. Jill, being older, is a post mill, and Jack is a tower mill.

On a post mill, the whole body of the mill, with the exception of the base or round-house, is turned into the wind. Initially two men with overgrown starting handles have to turn the mill in the correct direction, but as it moves into the wind, the fantail, a set of small blades at the rear of the mill and at right angles to the main sails or sweeps, takes over and keeps the mill facing in the correct direction, by driving a set of big iron wheels on a circular track. When the mill is directly facing the wind, the fantail is still, but if the direction of the wind alters at all, the fantail will turn until the mill is perfectly aligned again. Think of it as a very early example of a servo mechanism.

The four main sweeps at the front of the mill have adjustable shutters to compensate for the strength of the wind. Normally Jill develops about 12 to 15 horsepower, but during the great storm a few years back the windspeed was such that despite the brake, a large shaped block of oak, being firmly applied to the main shaft, the sail began to turn and the brake block caught fire. Fortunately it was extinguished before too much damage was done. It has been estimated that at the time, Jill was producing somewhere in the region of two hundred horsepower!

The present condition of the mill is a tribute to the dedicated band of volunteer enthusiasts who have restored her to full working order from a state of dereliction. She is open most weekends and admission is free, though voluntary donations are always welcome.

Unlike Jill, who is council owned, Jack is privately owned. On a tower mill only the top revolves, but the basic idea of a fantail driving it into the wind is identical. It is unlikely that Jack will work again though, as all the interior workings have long been stripped out and the building converted into, I believe, a private chapel. The sweeps and fantail are still in position however, so Jack is still visually imposing.

So what was I doing down there, so far from home? Well, a few years ago one of Jills volunteers became the owner of a Lister 3/1 and a Bamford No.2 combined mill and roller. These now live in the roundhouse and are bought out and demonstrated at regular intervals. Under the heading of "Alternative Power" a small rally (about 10 engines) is held there annually, so that the CS doesn't get lonely! Most of the engines drive mills of one sort or another, but I took along my little radiator cooled Fowler 1PAL and pump, while another exhibitor ran a wood turning lathe off his Bamford EG1. All I will say is that making a wooden egg cup is not as simple as you may think.!

It is a wonderful site for a rally, and just by walking a few yards along the South Downs Way all you can hear is the rustle of the wind in the grass and the sound of skylarks singing. Plenty of interested spectators come and go all day, so its a worthwhile event, and one I try not to miss, even allowing for the horrible journey on the M25 and M23. If any club members are ever in the area, Jack and Jill mills are worth a visit.

PHILIP THORNTON-EVISON.

Thanks for your report Philip, it brought back memories, and reminded me of when our club made a visit to a windmill in the Crofton area, and what a most enjoyable visit it was, thoroughly enjoyed by all. Perhaps we ought to do it again. ED.

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FOR SALE - Old treadle lathe needs restoring - 8" wing, 4' bed. Would make an ideal wood turning lathe. Contact - Eric Brain on 0761 452633.

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FULL QUART CRANK-UP - SUNDAY 26TH SEPTEMBER.

WANTED to help swell the much needed funds for C.L.I.C. Bric-a-brac and any saleable items for Lyn and Roger Pike's stall. Also there will be a cake stall this year, so if any ladies or gentlemen would like to make and donate a cake please bring it along on the day.

CLUB MEETING - 27th September - Illustrated Talk by Philip Thornton-Evison.



HEDDINGTON & STOCKLEY STEAM RALLY.

Well the glorious weather continues. George Hyde must have been praying for sun since last years extremely wet rally.

My arm has been twisted by the Editor to do a report on this show. After a few ooh's and aah's and pleading to let me off as I am already doing one for Banbury. His reply was 'Well thats alright they can follow on'. Could the club issue stickers or flags to members and perhaps they could be placed by there exhibits to show the Editor they are willing to write a few lines on that particular show. It's better to be willing than have your arm twisted.

Right lets get down to the nitty gritty. The club was well represented in the engine enclosure with Listers, Fowlers, Amanco's, Wolseley, Petter, Bulldog and Ruston Hornsby. I don't know who was letting of more steam the engine hoppers or the people it was so hot.

Other items of interest were shire horse ploughing, helicopter rides, tractor pullers, several model steam engines and a rather nice Ransome Hay and Straw Baling Press.

A nice selection of cars including Austin 7, Hillman Minx, Jaguar, Ford Prefect, Morris Minor, Standard Vanguard, Triumph Spitfire, Daimler and Vauxhall Cresta (just remember those lovely bench seats - memories).

85 motorcycles had entered the show but I did not go and look at them as it was just 'to darn hot'.

The commercial vehicles were adjacent to the engine enclosure so they could be looked at from underneath the umbrella - they consisted of several Land Rovers, a 1943 Austin K4 Turntable Ladder Fire Engine, a 1949 ERF, a 1962 Foden and several other makes plus military vehicles and also the very vehicle Reg and I had cursed the previous Sunday- a Timber Tractor carrying a huge oak tree - we had been stuck behind the vehicle up hill and down dale unable to overtake for several miles on our way home from the Banbury Rally.

I have no idea what happened to the model tent as on the Sunday morning it only contained about three exhibits and a lot of empty tables.

Well Robin I have said enough now, I can go to bed with the satisfaction of knowing I have done my bit, Goodnight.

MARY BUTLER.

When I met Mary at the Wincanton Rally she actually did have a sore arm, but definitely NOT caused by my arm twisting, in fact a little bird whispered that it happened through a fall in the bedroom!!!!!! Now thats got our imaginations going, was she installing a new low level wardrobe or perhaps a waterbed well.....anything to add Mary? - ED

THE WINCANTON STEAM & COUNTRY FAIR 10/11th July 1993.

I would like to start with the shire horses, this was a good turnout and as always brought back memories of the old farming days with brasses and harness. The wide range of steam engines was a lovely sight to see, also of great interest there were vintage tractors, cars, motor cycles, military vehicles and heavy haulage all helping to make an excellent display. The new craze of bungee jumping was another attraction but were only in attendance on the Saturday this year. I myself am not one to be a born bungee jumper, as I could not stand the height for starters, so I left that to those with more guts than me. Last but not least back to my own hobby which is restoring and showing stationary engines. The first engine to catch my eye was a R. Hornsby & Son hot bulb engine, this was a marvellous site but the one that really made the show for me was a Lister 'D' type 1.5hp working Mamod engines, these were all set up in a tent, making an unusual exhibit.

And finally (as not seen on the 9 o'clock news) weatherwise it rained on Saturday until about 11 o'clock then brightened up for the rest of the day, but stayed very windy. Sunday's weather was excellent and people flocked to the show making it a most enjoyable weekend for all those concerned.

ADRIAN GRANT.

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WANTED - Petter-Light Base Plate to suit 3hp 'M' type, with slots for generator 4 1/8" apart (approx).

Briggs & Stratton lawn mower engine 60100 or 60200 series, or any broken engine for spares.

We are finishing our bungalow and would like to get hold of some glass bowl 1930/40's lamp shades. Has anybody got any tucked away in their attic or shed. For all the above please contact - Gerald Atherton, Rose Glen, Bristol Road, Churchill, Nr. Bristol. BS19 5NJ or phone 0934 852670.

WANTED - All kinds of 'ephemera by Bristol Wagon & Carriage Works - Books, old adverts to buy or copy, all things acceptable. Also does anyone know of the whereabouts of an old mangle made by this firm? If you can help with any of the following, Please contact Eric Brain, 5 Greenridge, Clutton, Nr. Bristol or phone 0761 452633.

SENINGTON RALLY - 19th & 20th JUNE 1993.

After a wet and dismal start on Friday afternoon whilst the "setting up" of the field was being organised we all awoke to a lovely sunny morning on Saturday.

The site quickly started to fill up and take shape by mid morning with each section steward doing their own bit to organise the various exhibitors into their respective places and designated areas of the field.

The auction was held early on Saturday morning and was quite a success with over a 100 lots on offer. Sales unfortunately did not always reach very high profits for the vendors but the items on sale were varied with a good selection depending upon what you were looking for. Included in the sale were three stationary engines (one being a very nice Lister in rally condition); a tractor, Land Rover and a Ford Popular car, two racing bikes and a variety of secondhand tools.

The afternoon's entertainment came in the form of a "Page Three" model all to the wolf whistling delight of the engine men. They quickly gathered around at one end of the engine compound and could be seen from where I was situate, mopping brows, hats being taken off, glasses being adjusted, heads being scratched, all in amazement at this vision before them. (I shall mention no names so not to cause any embarrassment, as I know wives and girlfriends read the newsletter as well). She was something else mind you, complete with thigh length boots, cut down short shorts, (displaying two tattoos, one was a butterfly on her sit me down and the other on her boob!) Certainly made my day, just watching the expressions on the faces of these hard faced engine men!!

We had an enjoyable evenings entertainment with music from the 40's to the 80's suiting all ages for those who managed to find a seat in the beer tent. The feeling was that is was the best evening's entertainment that we have ever had. Eric Gay did the raffle and there were two nice prizes kindly donated by Leekes of Melksham. A radio cassette was won by Mrs. Dorothy Barrett and an electric kettle was won by Mr. Hibberd, and with Brian Baker quickly running off with a bottle of whisky, (which perhaps he needed after watching the afternoon's matinee performance).

Sunday morning, all the "dad's" on the field were up bright and early for their "Father's Day" presents and the field was buzzing by 8am. The exhibitors entrance was as busy as the M4 with motorbikes, cars and lorries passing through the gates every couple of minutes. We were soon beginning to look around for spaces to accommodate them all. The car exhibitors came in abundance with a wide variety on display including a lovely red Cadillac.

Mr. Andy Mercer was on the field from Scotland with his washing machine display, much to everyone's amusement.

The car boot got off to an early start with a good quality of items for sale and plenty of visitors soon arrived to hunt the bargains.

The beer tent seemed to do very well in the afternoon along with the ice cream vendors as the tempature soon soared well up into the 70's.

The Chairman, Brian did very well on the microphone doing the commentating and I am sure he will be voted to take it on again!!!

The prize winners for the rally this year were:-

JUNIOR SHIELD	:	Paul Rogers with a Lister shearing set
BEST VERTICAL ENGINE	:	Brian Reed with a Victoria 7hp
BEST HORIZONTAL ENGINE	:	Bill Coombes - Amanco
BEST WORKING ENGINE	:	Brian Baker with a Lister 'L'

A rosette for the best visitors engine was given to Tony Twynning who brought along a Gardner.

Rosettes were also awarded to Mr. D. Bascombe for the best model; Mike Giles for his Hillman Minx car; T. Caddick and K. Hudd for best 250 AJS motorcycle; A.J. Small for best Farmall Cub F8 tractor; and Mr. Marshall-Say for best commercial TJ2 Bedford. Best steam exhibit went to Mr. Robert Coles with a Marshall portable engine and saw bench.

Sunday afternoons raffle prizes went to Mrs. Caines, a wireless, Jennifer Coles, a clock, and thirteen other lucky winners each received a variety of goods,

The weekend ended all too quickly and it was soon time to pack up and stow everything away for another day, with many sunburned faces all leaving the rally field with thoughts of Monday morning and work! Many thanks to the committee members and everyone else who spent a lot of hours and effort into the organising of the rally and I am sure we all look forward to another good weekend next year.

CLUB SECRETARY - ANN CARNEY.