

WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

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EDITORIAL.

Well 'Yer Tiz' the first newsletter by your new editor. I realise I have quite a task ahead of me taking over from Robin because of the outstanding job he has done for the last five years. However I shall do my best to maintain the standard Robin has set. Robin has had problems in the past getting enough material each month for publication. A good newsletter depends on a steady supply of articles, rally reports, hints and tips, for sale and wanted adverts etc. sent in by you the members, so when you next attend an event as a visitor, or as an exhibitor, write an account of it and send it in to me.

B.J. BAKER - EDITOR.

CHAIRMAN'S REPORT.

For some time now some members have questioned why we hold our rally at Semington? Why don't we return to Cheddar? is often asked. Well you all know we outgrew Cheddar, it was too small and too many restrictions were imposed on it's use by the Football Club. In looking for an alternative site some of the Trowbridge members came up with the Semington site. The committee of the day decided that was where they would hold the Wessex Rally's. We know the rough terrain of the field leaves a lot to be desired, but the large area at our disposal and the easy access makes it ideal from the organisers point of view. The committee have discussed this matter recently and decided the 1996 rally will be held at Semington with the same layout we used with success this year, but we will explore the possibilities of finding an alternative site more central to our area for the future. If any member knows of a site they think might be suitable please contact any committee member, or if any member wishes to comment on this subject please drop a line to the editor for publication in the newsletter.

B.J. BAKER - CHAIRMAN.

SOMERSET TRACTION ENGINE RALLY.

On Saturday July 16th I visited the Somerset Traction Engine Rally at Low Ham, Nr. Langport. The weather was good so it attracted a good number of visitors. There was a good selection of exhibits to look at including about 40 steamers of all makes and types, including a very nicely restored steam lorry by local man Merv Wines of Barton St. David, also a good assortment of Motorcycles, Cars, Commercial Vehicles, Tractors and Military Vehicles. Various Landrover owners were putting on a good display of driving on a very rough patch of the site, of which there is plenty on this rally field. The Stationary Engine exhibitors did not seem to me to be such a happy lot, the organiser must have chosen the roughest section of the field they could, it was very uneven, stoney and dusty (one Wessex member had a boulder larger than a football under his very nice car). Many of the engines were still not running at mid-day still waiting for the water tanker to arrive. The engine stewards engine was still covered with a tarpaulin at this time. Part of the engine line was like a desert - plenty of dust but no water was a remark one engine owner made to me. Plenty of stalls to walk around both trade and auto jumble, also plenty of food and drink facilities. Ring events were quite continuous and entertaining with good commentators. All in all a good rally but it does need more thought in layout etc. particularly outside display stalls and trade stalls as these were scattered about too much. Also safety was quite lax in many respects.

RAY BAKER.

COVENTRY CLIMAX ENGINES LTD.

The firm of Coventry Climax Ltd. was founded in 1903 by Mr. H. Pulham Lee, a former Daimler employee, who saw an opening in the market for an independent specialist engine manufacturer. He realised that the new age of the motor car had arrived; new 'horseless' or 'motorised' carriage makers were springing up and there could possibly be a demand for a supplier of a suitable proprietary engine to allow manufacturers to concentrate on chassis design. The business flourished and continued until the depression of the 1930's which saw the demise of many small car manufacturers. This left the company with a small stock of surplus engines. By this time, Mr. Lee had passed the business on to his son, Leonard, who made the decision to utilise these engines, firstly, in stationary generating sets and, just before the second World War, in fire pumps to meet a government requirement. This first attempt at fire-pump design resulted in an outfit which pumped water at twice the rate for half the weight of any other at that time. Entering the field of fire-pumping equipment in 1937 was opportune indeed for Coventry Climax and the technology gained the Godiva range of trailer mounted and portable pumping sets set them in good stead for the future. The engines proved their reliability for continuous running under power for long periods due to their good design and build quality. Many different engines were built over the years, both petrol and diesel. One of the earliest designed engines gained acclaim when it was used to power Sir Ernest Shackleton's 1914 Antarctic Expedition tractors. Coventry Climax were responsible for the design and manufacture of engines for such notable pre-war automotive marques as Triumph, Morgan, Clyno, Crossley, Swift, Standard etc.

Engines in the standard range had also been developed into those suitable for more specialist purposes, for Lifeboats, Admiralty launches and diesels for narrow gauge locomotives in underground mines where conditions made spark ignition dangerous. In 1955, an advanced two-stroke diesel was announced which powered a naval launch having a greater turn of speed than any other at that time. This engine, designated the KF4, was developed at the Mile Lane, Coventry, works and incorporated the Kadenacy Patented system licensed from Sir W.G. Armstrong Whitworth Ltd. After the war, a large range of diesel fork-lift trucks was developed and produced. They were designed and built entirely 'in-house' and became well known as the 'All British Fork-Lift Truck'. A good example of 'create a product and supply another to fit'. Coventry Climax became a household name after the motor racing fraternity saw the advanced design of the all alloy OHC fire pump engine as potential for a racing engine. In 1950 the company took on an ex-Bentley and Jaguar engineer, Walter Hassan who, with Harry Munday, greatly influenced the development of these engines in 4-cyl. and later on in V8 form, which took on the rest of the world to dominate the Grand Prix and Club racing scene for over a decade. A version of the smallest engine in the model range, the FWMB was adapted to suit automotive requirements in collaboration with the Rootes group, also based in Coventry. This engine, known at the time as the 'Ajax project' was to be fitted to the new Hillman Imp being built at the all-new Linwood plant in Scotland. This was the company's last purely automotive venture. The experience gained from the success of the KF4 diesel led on to the production of the H30 diesel specially for the Ministry of Defence. The actual design was originally contracted to Armstrong Whitworth, probably because of their experience with vertically opposed piston two-stroke engines which they, in turn, licensed from Junkers who were the patentees. The super-charges engine was to be of multi-fuel capability for the auxiliary engine in the then new generation of main battle tanks to be known as Chieftain. The fuel range was loosely described as 'anything from premium petrol to diesel' with varied and stringent parameters of performance, reliability, lightweight, minimal and simple maintenance, and certain code starting down to -40°C. The H30 has been used by Armed Forces throughout the world, by Royal Ordnance plc, and British Aerospace plc. It can be found in both the towed and tracked rapier missile systems, the Kahlid MTB's and the Challenger tank. In 1963, Coventry Climax Ltd was taken over by Jaguar cars for their expertise in OHC engines. In doing so they re-gained Walter Hassan back into the fold. Five years later, in 1968, Jaguar was taken over by British Leyland, (a death warrant for many a good company), so Coventry Climax became just part of the special Products Division along with Alvis and Aveling-Barford, etc. with special emphasis on fighting vehicles. The early 1980's saw more changes; the fork lift side of the business was sold to British Fork Truck holdings, a consortium run by Emmanuel Kay and Lansing Bagnall Ltd. In 1986 Coventry Climax again went into receivership but was rescued by Cronin Tubular. Finally, the Coventry factory was closed, the buildings in Mill Lane and the test shop in Widdrington Road which used to echo the drone of many fine engines fell silent, lay empty and became derelict. But due to the commitment of the Ministry of Defence, the engine side of the business was sold to Horstmann Defence Systems of Bath, Somerset, for the servicing, repair and possible manufacture of both the H30 diesel and FWMB OHC petrol engines. Ironically it is perhaps interesting to note the Horstmann, in 1923 during their heyday of car building, were the first British manufacturer to offer an engine with a supercharger. Now, over seventy years on, they are possibly the last British manufacturer to do so.

ERIC BRAIN (With acknowledgement to John Ridd and Phil Caudle of H.D.S. and to Dr. S. McGregor, Bath University).

CLUB NIGHT - JUNE 26TH - RALLY CHAT.

Not a very well attended meeting although there were plenty of comments raised in connection with the rally at Semington. The members thought that the engine set up around the field was the best ever with plenty of space for everyone to park and set up. The catering facilities were not so good and everyone who bought from the van thought he was too expensive and with little to offer. On Saturday night the caterer decided to pack up at 5pm, which although meant the B-B-Q was busy, there was no chip van. Full marks were expressed for the portaloos. The extra clean out on Sunday was thought to be a good idea. It was thought that perhaps the committee members should each wear 'highlight' jackets so they could be easily distinguished on the rally field. The actual sign situation to get to the rally should also be improved. Visitors did find getting to the site difficult as there were very little or no signs on main roads to the ground, especially for people coming a long distance, who perhaps had not visited the Wessex rally before. The PA system worked very well one end of the field but could not be heard or was very indistinguishable on the 'stall side'. Loudspeakers needed to be placed more effectively next year. More help was needed in the form of a working team for dismantling the rally. There was scaffolding, signs and the coal all left in the field on Sunday night and unfortunately the coal disappeared completely. This has been reported to the local police but obviously there is little hope of it ever being traced. The engine numbering around the field caused friction with the exhibitors, especially those who arrived on Friday to 'pick their spot' and were told they had to go on their specific number. Also as is usual on every rally, exhibitors wanted to be near their pals. After a quick meeting of the committee present it was decided to remove the pegs and let the rallymen go where they wanted as long as the space allowance was kept to a minimum. It was said that there were not so many stalls on the field this year. Perhaps the charges were too high? More auto-jumble stalls are needed next year. As pointed out, many of the stall holders now enjoy each weekend at car boot sales where they have a bigger following. It was also thought that perhaps we could have a Club Shop where members could bring along any item which they wanted to off load and the Club could take 10% of the selling price for Club funds. The right of way which runs along the bottom of the field was also being used quite frequently by local people to gain entrance in the rally field. This caused quite a problem and there was little really that the committee could do to ensure people did not use this as a 'back door' into the rally. After the drink break, Brian Baker gave a short slide show of engines taken in the past year at different rallies and events. Nobody won the raffle because there wasn't one!!!! An enjoyable evening and anyone who had anything to say, had their chance.

ANNE CARNEY - THE SECRETARY.

SEDGEMOOR STEAM AND VINTAGE RALLY - 22nd & 23rd JULY.

This was the second rally organised by the Sedgemoor Group of the National Vintage Tractor Club at the Morganians Rugby Ground at Bridgwater. I arrived early Saturday morning and found plenty of room for my Ruston 4½ PB and corn mill and soon had them set up ready to run. On looking around the site I was quite impressed by the tidy, spacious layout of the various attractions, trade stands, auto-jumble, funfair, displays etc., even a display of new Skoda cars. The stationary engines were situated around the edge of the two fields with plenty of room for cars, vans, caravans, trailers etc, behind the engines - a very impressive collection of large engines were on display including Phil Boobyer's massive Blackstone, John Franklin's Ruston, John Hancock's Bradford, Charlie Stevens and Edward Carp with Lister L's, Pete Moores magnificent Petter S, Ted Scott's Bamford and Mill to name but a few. About 120 engines were on display together with a large entry of tractors, cars, motorcycles etc., also 4 steamers were there in steam. Parades of the various vehicles took place in the ring for most of the day accompanied by an excellent commentary. This seemed to be a rally where the committee seemed to be very safety conscious and everyone was visited for insurance details. One exhibitor left two engines in the engine line up which were incomplete and could not possibly run, when it was pointed out to the stewards he had done exactly the same last year to gain access to the Rally for free camping, he was told to remove them and leave the rally field, also early on Sunday before the gate was manned, a trader moved in and set up a stall supposedly collecting for Charity, when challenged he could produce no credentials to support his claim, he too was given his marching orders and escorted from the field. Well done the organisers for taking this stance. An excellent raffle was conducted both days and on Saturday I was lucky enough to win 2 prizes, a bottle of scotch and a basket of fruit. Sunday 'out of luck'. I did hear a rumour though that Gloria Carp has joined the Green Party, (she won 2 cabbages). The engines were well served for water both days by the sterling efforts of Brian Lovell and his superb tractor 'Henry'. Several times a day Brian toured the site keeping things topped up. The weather for the entire weekend was glorious and everyone must have acquired a suntan. All too soon it was time to pack up and head for home, this was a rally I really enjoyed, it was a credit to the organisers and I shall definitely be back next year.

BRIAN BAKER.

ENGINE COLOURS PART II.

BAMFORD - SAME AS LISTER. PETTERS COLOUR - DARK GREEN PAINT: MID BRUNSWICK GREEN - SEE LISTER & BAMFORD FOR ALL THREE ENGINES. Leave flywheel edges bright W.D. types of Lister Bamford & Petters is either Black or Khaki. RUSTON-HORNSBY COLOUR CHOCOLATE MAROON PAINT NOT NOW AVAILABLE, NEAREST COLOUR IS FORD IMPERIAL MAROON. THIS IS THE CLOSEST POSSIBLE PAINT. LIVING POST OFFICE RED. PRE 1918 COLOURS. COLOUR LINCOLN GREEN (now not available) SUGGESTED PAINT AUSTIN MORRIS ENGINE GREEN LINING APPLE GREEN. POST 1918 COLOURS.

On the Rushton engines the overall colour was the chocolate maroon with the lining picked out in post office red the Rushton-Hornsby engines were overall green, but odd batches of Rushton-Hornsby P.T. types were still being produced and sold in the old pre 1918 colour of chocolate maroon. Lining on both engines entirely depends on whether or not the particular engine was going out as a show demonstration. It also depended on how busy the paint shop was at that particular time of manufacture. Flywheels were either all black or all green.

STUART-TURNER COLOUR DARK GREEN PAINT MID BRONZE GREEN. Standard colour for all engines is mid bronze green all over. This also applies to their gen sets and Marine engines.

TANGYE COLOUR DARK GREEN PAINT: DEEP BRUNSWICK GREEN REF NO: BS381C SHADE 227 I.C.I. POLYURETHANE 383-0427 I.C.I. COACH FINISH P339-0427. Main Block, Crankcase, Cyl. Head etc. is painted Green, Cam Rod, Sideshaft, pushrod etc. are left as polished metal as possibly are the flywheel edges. There is no lining on the smaller engines only on the large engines. Though the name cast into the base should be picked out in yellow.

WOLSELEY COLOUR LINCOLN GREEN BATTLESHIP GREY. PAINT NOT NOW AVAILABLE - SUGGEST AUSTIN MORRIS ENGINE GREEN AND 'FERGIE' GREY LINING. Not specified but suggest that on green ones the name plate might be picked out in contrasting colour & grey ones the same, plate might be picked out in red.

BILL COOMBS.

FOR SALE - Small Petter Diesel. Model AA1. 2.8 hp. Good running order £35.
Telephone: 01749 342671.

WANTED - Flat belt pulley for Lister 'B'. Three hold fixing to flywheel.
Telephone: 01749 342671.

FOR SALE - Ferguson 2 Furrow Plough £25. Bamford No. 2 rapid grinding mill on wheels.
Contact Phil on 01761 471461. (Mendip Area).

WANTED - For an Amanco 2½hp petrol carburettor. Igniter complete or parts of. Magneto (brass) with bracket and gears (straight gear train type). Air cooled head.
Telephone: Andrew on Devizes 01380 726492.

WANTED - Parts for Fairbanks Morse 1½ hp low tension. Parts needed are cylinder head igniter, igniter push rod/striker arm. Please help if you can. A good price paid for right parts.
Please contact David on 01420 588372 anytime.

WANTED - Zenith updraught carb. and Thompson Bennett twin cylinder magneto. Also any information on Mark Webber water cooled engines.
Please contact Brian Reakes, 43 Queens Road, Keynsham, Bristol, BS18 2NQ.
Telephone 0117 868549.

Recently a Wessex member brought me a Wolseley WD that had a piston siezed in the bore, he had tried several well tried remedies, diesel, WD40, even coca cola, with no success. Why he thought I could do better I don't know? However armed with a suitable sized lump of wood and a large lump hammer I proceeded to attack the piston with the lump hammer, after a few whacks the piston started to move down the bore. After getting the piston out, the owner said "I would not have had the nerve to knock it that hard", nor would I if it was my engine I replied.

ED.