

WESSEX STATIONARY ENGINE CLUB LIMITED

DECEMBER
1998

The Editor : Brian Baker
27 Wickham Way
SHEPTON MALLET
Somerset BA4 5YG
Tel: 01749 342671

NEWSLETTER



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

The President, The Chairman and all the Committee would like to wish all Members of the Wessex Stationary Engine Club Ltd a very Merry Christmas and a very Happy New Year, and we look forward to seeing you all again at our events and meetings in 1999.

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

As Chairman and Editor I would like to wish you all a very Merry Christmas and a very Happy New Year. At a recent committee meeting one member has said he will be standing down at the A.G.M. This means we will be at least one committee member short, unless we can fill the vacancy, so if you would like to do your bit for the club, or if you know anyone else please let me or the Secretary know. I knew we would have a good turn out for the November club night at the Old Down Inn because our President was giving a slide show on past Wessex events, what I didn't reckon on was more members turning up than we had chairs for. The room was full to overflowing with standing room only at the back. Robin put on a really entertaining show including some candid camera shots of scantily clad females, he must go to different rallies than the ones I attend. With 25 prizes on offer the raffle made the grand sum of £51 for club funds. All in all a very successful evening. Thank you very much Robin. As you now probably know we are holding an "Enginejumble" in March, this will only be successful if you the members support it. On the day we need plenty of people setting up their stalls with goods to sell, and we need plenty of people turning up to buy. So make an effort to support this new event. You will see in this issue the report of the death of one of our members, this makes it really important to encourage any young person who shows any interest in our hobby, as the older members pass on it does not seem as though they are replaced by younger enthusiasts, so try and pass on any skills you have acquired over the years to someone younger, or one day they will be lost forever. A HAPPY NEW YEAR TO ONE AND ALL.

A TRIBUTE TO MICHAEL PETER BEVAN.

It is with sadness I report the death of Michael Peter Bevan (Mike) who died aged 60 after a long illness very bravely battled against. Mike was a very keen member of The Wessex Stationary Engine Club and could be seen at rallies most weekends all around the West Country. As well as stationary engines Mike was also interested in model boats, model planes and model steam engines. He was an accomplished mechanic and engineer and these skills were often put to use helping others. Our sincere sympathy and condolences go to his wife Lorna and to his two Daughters and family for their very sad loss. Our sympathy also goes to Mike's lifelong "Mate" John Brooks who always accompanied Mike at the rallies. John has lost a very valued friend and the Wessex Club has lost a very valued and dedicated member. He will certainly be missed and the rallyfield will be a sadder place without him. Mike we will miss you. R.I.P.
B.J.B.

The Wessex Stationary Engine Club was represented by Brian Baker, Ray Baker, Roger and Linda Pike, John Brooks, Phil Marshall, Graham White and Adrian Grant.

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LETTERS TO THE EDITOR.

TO ALL MEMBERS OF THE WESSEX STATIONARY ENGINE CLUB. Just a short note to thank all the Club members for making the donations to me to help towards the cost of the repairs to my Fergie. Whilst helping to get the vehicles out of the field it was great fun, until the unfortunate "CLUNK" from the Fergie, and then a dead stop. Never the less all is now well and the Fergie is back on the road. Once again many thanks.

Yours, Paul D. Martin.

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

WANTED - PETROL PUMP FOR LISTER 'A' TYPE.

WANTED - MAYFIELD GARDEN TRACTOR WITH PLOUGH AND ATTACHMENTS IF POSSIBLE.

PLEASE RING HENRY SIMMONS ON 01225 754434. TROWBRIDGE AREA.

SUBSCRIPTIONS FOR 1999

This is to remind members that your subscriptions for 1999 are now due. As from the 1st January 1999 unless you have renewed your membership your insurance will have lapsed and you will not be covered to exhibit your engine. The membership subscription is unchanged from last year.

DOUBLE - (Husband & Wife) £10. SINGLE - £8. JUNIOR MEMBERS - under 18 years old £1.

A renewal slip is enclosed with your newsletter, please make sure you let Jackie have this with your remittance as this assists with her bookwork. Please include Post Code.

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Items for the newsletter. Auction Reports. Rally Reports. Restoration Projects. Crank-Ups. Adverts - For Sale and Wanted. Anniversaries, Birthdays etc., in fact anything of interest to our members. Remember the newsletter is only as good as the material I am supplied to put in it. Do what Shakespear done all those years ago - - take up your pen.

***** HINTS AND TIPS *****

The most effective method of keeping flywheels shiny during the winter months is to coat them with 'Finnegans Waxoyle'. This is obtainable from any motor accessory shop and is easily applied with a brush. When the winter is over and you wish to use the engine it is easily removed with a rag soaked in petrol. This is best done outside for obvious reasons.

DATES FOR YOUR DIARY.

SUNDAY 27TH DECEMBER. - MINCE PIE CRANK-UP AT NASH'S TIMBER YARD, EVERCREECH JUNCTION. 9 A.M. ONWARDS. FREE FOOD AND DRINKS. GRAND RAFFLE. TURN UP PREFERABLY WITH AN ENGINE OR ANY OTHER EXHIBIT.

MONDAY 26TH JANUARY. - THE FIRST CLUB NIGHT AT THE OLD DOWN INN IN 1999 IS CHRIS BISHOP GIVING A TALK AND SLIDE SHOW ABOUT WHAT CAN HAPPEN WHEN MOVING HOUSE, ENTITLED "MOVING CAN BE FUN". IT SOUNDS AS THOUGH THIS COULD BE WELL WORTH ATTENDING.

SATURDAY 6TH FEBRUARY. - SELWOOD CLUBS "CLEAROUT" AT RODE BIRD GARDENS.

SATURDAY 6TH MARCH. - WESSEX STATIONARY CLUB'S "ENGINEJUMBLE" AT WINCHESTER FARM, CHEDDAR. ONLY £5 PER PITCH FOR MEMBERS. A CHANCE TO TURN YOUR JUNK INTO CASH.

MONDAY 5TH APRIL. - MELL'S DAFFODIL DAY. TO BOOK YOUR PLACE CONTACT ROBIN LAMBERT ON FROM 01373 463526.

SUNDAY 18TH APRIL. - WESSEX CRANK-UP AT NUNNEY CATCH TRANSPORT CAFE. FOR DETAILS CONTACT ROBIN LAMBERT.

In need of help? Call Alan Bartlett on 01380 830344. For engineering repairs. Turning. Milling. Threading. Keyway Cutting. Brass Bushes etc. Parts made or repaired. No job too small. Materials supplied if required. Good quality work guaranteed.

We all take it for granted that due to modern technology and supersonic flight it is now possible to fly to the other side of the world in next to no time, but it wasn't always so. The following article was given to me by Bob Hallam, who found it when clearing out an old aunts effects, I shall have to serialise it over several months due to its length and content.

NOTES AND IMPRESSIONS OF MY FIRST AIR TRIP. LONDON TO FREETOWN, SIERRA LEONE, B.W.A. 17TH OCTOBER 1946. BY MARGARET WINDO. FLYING TO MEET HER HUSBAND TED, WHO WORKED AT A ROYAL NAVAL BASE IN FREETOWN, BRITISH WEST AFRICA, JUST AFTER WORLD WAR 2.

17. 10. 46. When we arrived at the B.O.A.C. terminal house, Victoria at 0700 hours there were quite a few people there waiting for their final instructions and to receive their tickets. Eventually about 0800 hours my turn came and after receiving my ticket, being weighed with my handbag, coat etc., we were to proceed to the south end of the reception hall where a motor coach was waiting to take these passengers for West Africa to the air-field, which in this case was Heathrow. There were several coaches waiting to take passengers to the respective airports, i.e. Croydon, Hendon, Heathrow, etc. These were bound for India, Geneva, Johannesburg, Egypt, Delhi, Calcutta, etc. It was about 40 minutes run to Heathrow which is near Slough. Immediately we arrived I had to go through customs and was then not allowed to return to Mum and Uncle Charlie who had come to see me off. I had to proceed along a corridor to an office where my passport, health certificates, Identity card and Ration book were inspected and stamped by the Immigration Officer. From there I was taken into a large lounge where coffee, tea and sandwiches were handed out. Soon we heard "West Africa passengers please proceed to the plane", and at last we started our journey. The plane was a Dakota Bluebird numbers B-A. GAGHJ and had seats for twelve passengers. I was the only woman on board and chose a single seat just behind the left wing, giving me a clear view. The crew consisted of 2 pilots (the skipper being a pole). 2 radio officers, 1 navigator and 1 steward. The time was about 0905 hours. The engines started and we went down the runway. After running the engines for a while we actually took off at 0910 after being told that our first hop was Bordeaux, which would take three and a quarter hours at a speed of 185 mph air speed which is 175 mph ground speed. We were 10 minutes behind schedule and were due to arrive at Bordeaux at 1225 hours. We were supplied with cotton ear plugs as the noise of the engines were terrific. As I write this passing over the English Channel; we are well above the clouds and I can see the sun shining. We have just crossed the French Coast and are flying over the invasion beaches at 1030 hours. I am looking down on France and it looks like a giant jig saw puzzle pieced together. Coffee has just been handed round. The skipper has just sent round a report giving height as we are flying, the speed we are going and where we are. Looking out of my window it does not seem as though we are moving at all, and yet apparently we are doing 175 mph. The fields look like tiny patches of grass and the roads are clearly defined. It is mostly fields and cultivated land, not many houses or buildings of any description. 1205 p.m. The steward has just been round and told us that we are beginning to come down. It will take about 25 minutes and apparently our ears during the downward journey will seem as if they are filling up as though we had catarrh. He told us to either blow our nose hard or yawn. We have to do up our straps to land and take off. We are now passing over a stretch of water which is light brown in colour. It is the sea shore and I can see the sea a little way ahead. I think I can feel that we are going down now, fields are below and I can now pick out what are houses. The other passengers - nine men - have all flown before so I am the only novice. We arrive at Bordeaux at 1225 p.m. A coach met the plane and took us to a cafe where drinks and sandwiches were handed out, my first sight of white bread for many years. Bottles of brandy were displayed on the counter. The India passengers were also there but our routes from then on were different and we saw them no more. When we had finished our refreshment our skipper asked me if I was ready to embark and the bus took us back to the plane that had been refuelled. A Frenchman and his wife and dog joined the plane en-route for Rabat. One young man left the plane at Bordeaux - he was a student. We took off again soon after 1 p.m. and very shortly were passing over very wooded country. I am already finding it very much warmer. 1.30 p.m. I have just been handed a large cardboard box with the design of the B.O.A.C. on the cover, inside are two sandwiches, one packet of crisps, one piece of pork pie, one piece of cake full of candied peel, one sausage roll, one bar of chocolate, one pear and one orange. Since leaving Bordeaux we have been flying almost continually over a large expanse of water which I gather is the English Channel. As I look down on the clear blue water, I can see white marks denoting that 2 ships are ploughing their way through - but they are travelling in the opposite direction from us. 2 p.m. As I write this I am having lunch and a cup of coffee. All the drinks on board are carried in huge thermos flasks as no heating is permitted on board. Electric lighting is in the roof and no smoking is permitted. The toilet is in the rear of the plane and luggage is in the fuselage.. TO BE CONTINUED...NEXT MONTH.

WESSEX STATIONARY CLUB TECHNICAL SUPPLEMENT..

MAGNETO FAULT FINDING DIAGRAM.

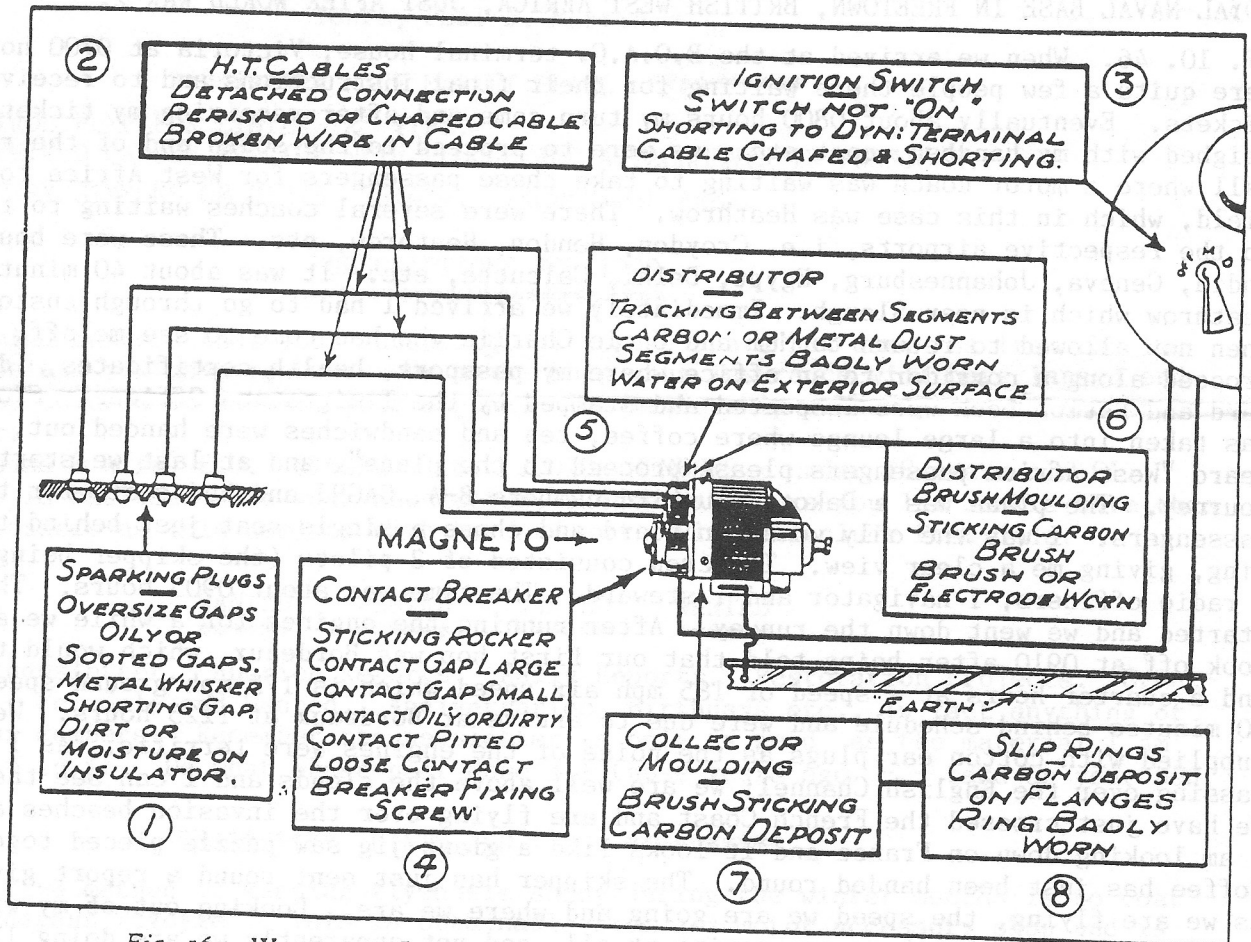


Fig. 16.—WHERE TO LOOK FOR TROUBLE IN A MAGNETO IGNITION SYSTEM.
(Pictorial diagram.) See also Fig. 17.

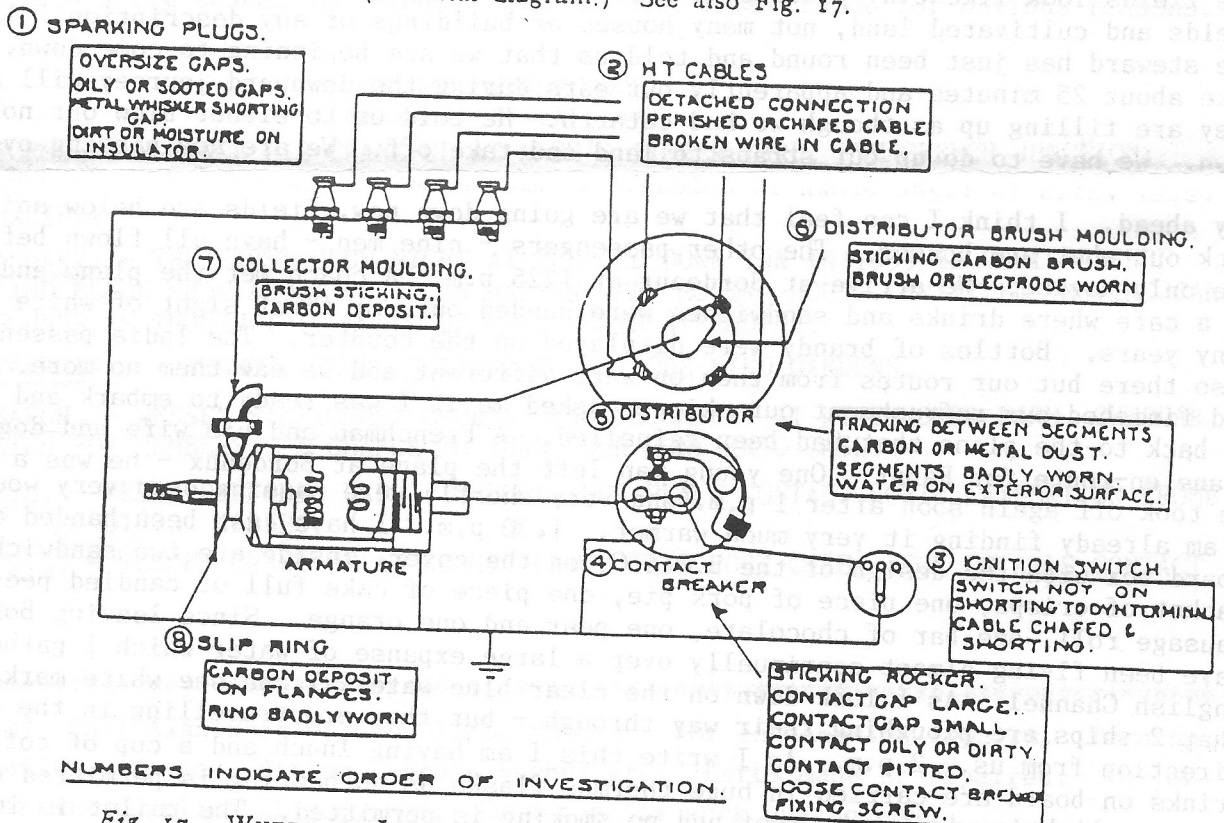


Fig. 17.—WHERE TO LOOK FOR TROUBLE IN A MAGNETO IGNITION SYSTEM.
(Technical diagram.) To be studied in conjunction with Fig. 16