

December
2008
Thirty first year
of publication
**www.wessex
-sec.co.uk**

The Wessex Stationary Engine Club's monthly newsletter

From the Sump

And so another year passes. My memory of it is that it was rather more moist than not & that several of our members were towed off site at rallies they attended. Still, we are a fickle lot & if things were otherwise, we'd grumble about global warming and complain about yet another hosepipe ban. If the Government did the Right Thing & brought water, electricity, gas and the railways under State control, at least we'd only have one body to complain about!

Our rally date in June is now cast in stone & remains as previously announced, the 20/21st June. I was relieved to find that the 1000 Engine Rally is (phew!) the weekend after, thus giving our members & guests the ideal opportunity to get our exhibits up together & have a nice informal rehearsal "at home" as it were, before showing it to the Broad World. Eric Gay has been very active & successful in getting together all the major components for the event – a site, a marquee, an entertainer, a 500 gallon water bowser, Portaloos etc, etc. Paul Chant has agreed to help with driving in stakes etc, but we could do with more help & in particular some section stewards to deal with engines, commercials, steam etc & anyone who can help should contact Eric direct on 01225 754374.

You'll notice that "Moving the Metal" has vanished! I thought I'd run a Services column which will alternate with MtM on a monthly basis, thus the reader will never be more than one issue from Useful Stuff. This is intended to be principally a service by members for members and if you want to put your BRIEF details into this feature, you will be most welcome. Long, wordy ads will be shortened!

As I write this, Christmas looms & the round of celebration and cheerfulness is before us. Soon, we'll be lighting the candles on cake & tree and ignoring the sausage rolls & mince pies! We know we'll have lots of them to eat just after Christmas in the company of good friends as the engines chuff & steam in the chilly wan daylight. But the year will turn as it always has & before us lies the burgeoning of leaf and lengthening days that lead to summer. **A very Happy New Year to you all!!**

Services

Vintage Magnetos. We repair and supply :-

- parts for British and American magnetos as fitted to Veteran and Vintage stationary engines, motorcycles, cars and tractors.
- Repair and supply 6v and 12 v control boxes.
- Repair and supply 40-watt and 60-watt dynamos for British motorbikes.
- Supply low and high tension cable and connectors, distributor caps & pickups

Phone - Martin Dry, Tel: 0117 9675225

Petrol tanks. Frank Gelder Tel: 01430 430374

Gaskets & a wide range of engineering materials

"Mac" McGowan, High Street, Astwood Bank, Reddich, Worcs. Tel: 01527 893358

Exhausts made to your specification Stan Manley, 72, Pinnex Moor Road, Tiverton, EX16 6JZ. Tel: 01884 257611

If you have a service to offer, please let me know.

Call for agenda items for the Annual General Meeting of the Wessex Stationary Engine Club Ltd.

At The Old Down Inn, 8.00pm Feb 23rd 2009

Items for the agenda are now sought. These must be both Proposed and Seconded by Adult, paid up members of the club and must be sent direct to the Hon. Secretary. Arthur Smith, Coombe Castle, Heytesbury, Warminster, Wiltshire. BA12 0AE. The Agenda will accompany the January edition of the newsletter.

**Remember, decisions are made
by those who turn up!**

Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions can be handwritten, (if brief), typed or word-processed - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your

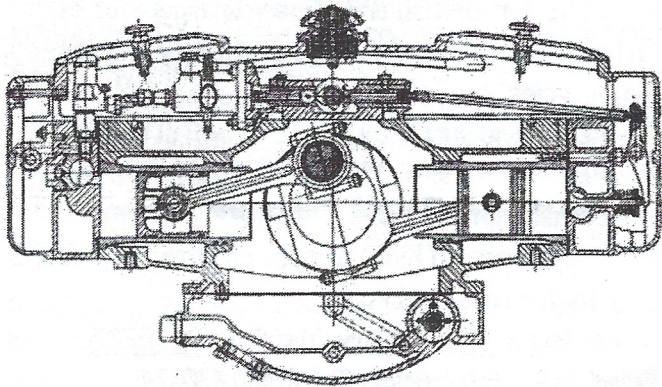
Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy
J. Kim Siddorn, 9, Durlough Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engine No. 23

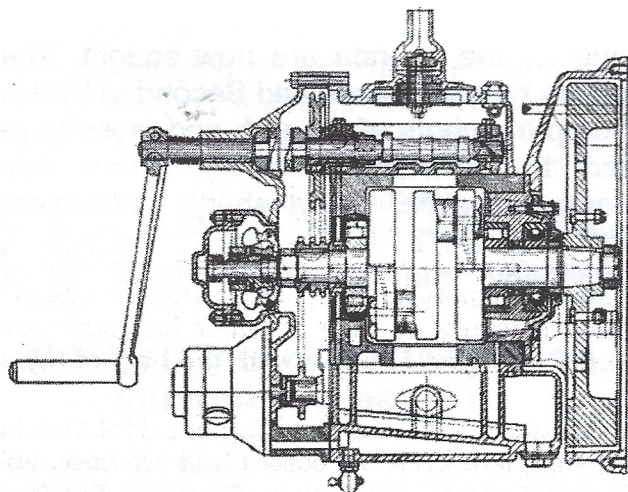
The OEC Cub flat twin Diesel

By Kim Siddorn

The general construction of the engine is shown in the cutaways & you can see that the engine consists of a main casting of special iron alloy, which forms the body of the engine. This casting is bored at the two ends to allow the fitting of wet liners, which are replaceable and can be readily removed in order to clean out the water spaces. If required, the main casting & cylinder heads could be ordered in aluminium alloy.

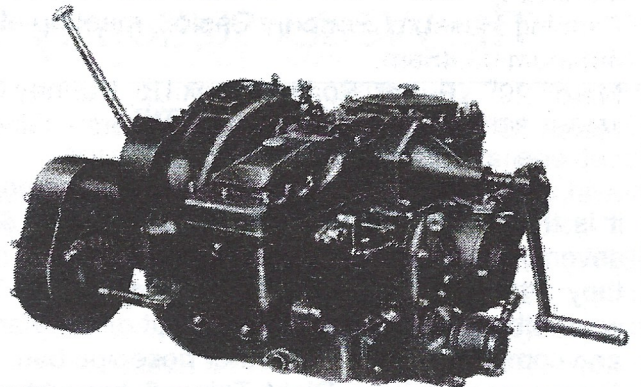


The crankshaft has two throws with the crankpins opposite one another and displaced as little as possible relative to one another along the axis of the shaft which is of high-tensile nickel-steel and is of the built-up type. It will be observed that the centre web and the two crankpins are separated from the end webs that carry the main journals, the pins being secured in the end webs by tapers and nuts. Another special feature of this engine is that the main bearings are roller bearings, an extra ball bearing being provided at the flywheel end to give end location to the shaft. The connecting rods, which are high-tensile forgings, are fitted with needle-roller bearings at the big ends and phosphor-bronze bushes at the small ends. Balance weights are fitted to the crankshaft to give dynamic balance.



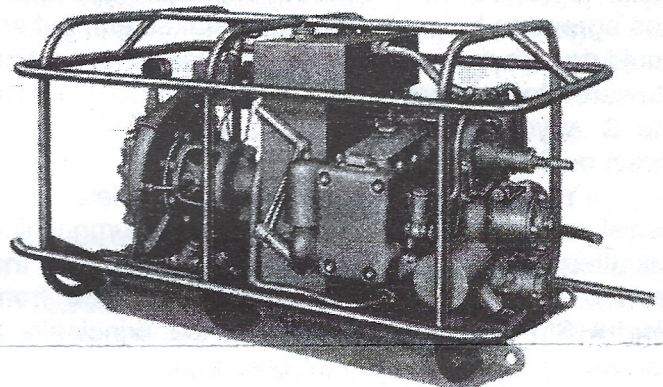
The cylinder heads are secured to the two ends of the main casting, and in the cross-section

the spherical combustion chamber is clearly seen. The pistons are of aluminium alloy. The camshaft is mounted above the centre line of the crankshaft and is driven by a duplex chain. The fuel pumps are operated from this camshaft, the quantity of fuel being regulated by a governor at the forward end of the crankshaft.

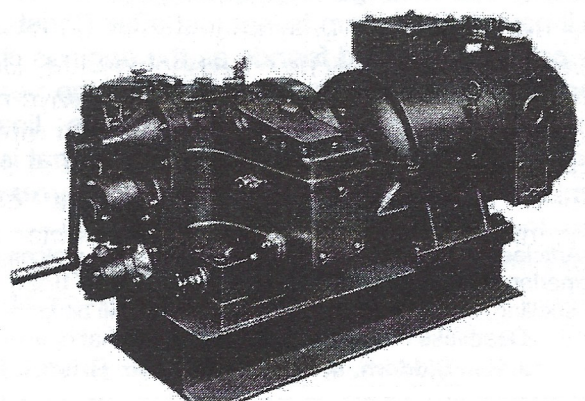


A marine version fitted with gearbox & reduction gearing

An unusual feature is the water cooled sump, thus contributing greatly to the extended service interval. The lubricating-oil pump is also water jacketed and is of the gear type driven by a chain from the forward end of the crankshaft. The engine is arranged for hand starting, there being a compression release gear, and it will be noted that the starting handle engages with the camshaft, thus giving a fighting chance to those setting out to hand crank a reluctant Diesel on a cold morning!



(above) Employed in a pumping set, cooling arranged through a bypass filter
(below) fitted with a generator, although this may be a mock up or prototype – note the knife switch on top the aennv



Calendar of Events for 2009

Jan 26th . Club night. Guest Speaker:- Ashley Jones,
A presentation entitled MORE OF THE SAME
Feb 23rd 31st ANNUAL GENERAL MEETING.
March 7th . Event. Spring Sort Out at Cranmore
Railway Station Yard.
March 21st Club Visit:- Oakham Treasures Retail &
Farming Museum, Portbury Bristol. meet up at the
museum 09.45am.
March 29th . Event. Spring Crank Up, Nunney Catch.
March 30th . Club night. Guest Speakers:- Ginger &
Margaret – AUDEY PAWDEY & FRIENDS
April 13th .Event. Easter Monday, Mells Daffodil Rally
April 18th Event. Engine Sort Out, Enstone, Oxon.
April 27th .Club night. Guest Speaker:- Richard Harris
BBC OUTSIDE BROADCAST PT 2 THE
COLOURFUL YEARS
May 18th .Club night. **Members Evening:-** Bring
along ten photo's or slides on any subject. There will
be a prize for the best effort.
June 3rd .Event. D-Day Crank Up on Wednesday
evening at the Old Down Inn
June 20/21st .Event Wessex SEC Rally at Semington
June 27/28th Event. 1000 Engine Rally, Astle Park.
June 29th .Club night. Guest Speaker:- Kim Siddorn
OCEAN STRIDING BISON illustrated talk about
Viking ships & their uses.
July 27th . Event at club night. Evening Crank Up at
the Court Hotel Chilcompton.
August 24th . Club night. Evening Crank Up at The
Old Down Inn. *(Please note that club night is a week
early to avoid August Bank Holiday Monday)*
Sept 28th Club night. Guest Speaker:- Dennis
Chedgely illustrated talk on 1930's RADSTOCK
Oct 10th .Event. Skittles and supper evening at The
Royal Oak Corsley
Oct 17th Event. Winter Sort out at Cranmore Railway
Station Yard.
Oct 26th . Club night. Guest Speakers:- Bob Burgess,
Colin Dipper TRADITIONAL ENGLISH FOLK MUSIC
Nov 14th . Event. Engine Sort Out, Enstone, Oxon.
Nov 30th Club night. Guest Speaker:- Keith
Shepherd, illustrated talk titled A Look at the
ENGINE MAKERS OF WESSEX
Dec 6th .Event. Winter Crank Up at Nunney Catch.
Dec 27th Event. Mince Pie Crank Up, Old Down Inn
ALL DATES ARE SUBJECT TO ALTERATION

Stuart Turner News

Owners of Stuart Turner engines will be relieved to hear that Marlex Marine Technology Ltd, Buckden Marina, Cambs have acquired the Fairways name & records & a quantity of Stuart Turner spares & patterns for the continuing maintenance of this well known engine. If there is sufficient demand, reconditioning services will be available in due course. At present, identification of parts is being carried out & if you wish to make parts enquiries, please use the form on their website

www.stuartturnermarine.co.uk

From the Treasurer

Jackie Lambert asks me to remind everyone that their subscription runs out on December 31st. They will not then be covered by the club's Third Party Liability insurance.

There is no change in subscriptions from last year & are £11 single, £13 Joint - Juniors, £1.

Yeovil Jumble (16/11/08) & Fond Memories

By Robin Lambert

How pleased I was for the organisers of this event as the last two they held were washed out with torrential rain, but this time it was to be a glorious sunny day. Talking to Somerset club chairman Brian Jones, he told me it must have been a record turnout for the stalls attending with lots of punters looking for bargain bits and pieces. Jackie and I managed to find homes for lots of bits off our stall and travelled home a lot lighter.

The day for us was tinged with sadness when a friend from Dorset told me that an old friend Ron Frampton had passed away at the grand old age of 88. Ron lived in Bournemouth and was a pioneer of early vintage rallies. He was really a steam man and was quite competent to drive a traction around the field. Many will remember him with his boxed in trailer of live steam models and he often travelled with his old pal Albert Crittall who is now 92.

Many years ago when I was the club newsletter editor, if there wasn't much dropping through my letter box, I would give Albert ring and in a few days a full page article would come back. One or two that I can recall was his life as a 'cook boy' with a steam ploughing team, and another was about PLUTO – not the Disney dog, but the second world war pipeline under the ocean. I ought to look back through our back numbers and sort them out perhaps Kim might like to use them again after all these years. *(Kim certainly would Robin, thanks – Ed)*

FOR SALE - 2hp Ruston & Hornsby ZPR. Class 2- Offers close to a grand invited. Tel: Robin, 01373 463526

Obituary- It is with sadness that we learn that Helen partner of Terry Heath has passed away. Helen and Terry had been together for well over 20 years and for much of that time were keen rallists even travelling abroad. Our thoughts are with Terry and Helen's family at this sad time.

From Doreen Taylor

My husband Tony Taylor sadly passed away two years ago. As he was a long time member of the Wessex Stationary Engine Club, I thought that in his memory it would be nice to enter his much loved Blackstone engine in a rally with the help of my son Gary.

I phoned John Thorne and his father Ed for their help in starting the engine because it had not been going for some time. To our surprise it started first time. I assure you that if it wasn't for John and Ed helping us, I would not have managed it.

We rallied the engine at Lower Ham near Langport. The people there were very helpful & Gary and myself very much enjoyed the two-day event and look forward to returning next year. I felt so proud rallying Tony's engine just for him.

We would like to thank John and Ed Thorne for their help & advise getting us entered in the event.

Great Dorset Steam Fair August 2008

By Eric Gay

The convoy left Trowbridge at around 11-0-clock on Monday the 25th heading for Tarrant Hinton. Pete & Sue in the lead with the series 1 Land Rover towing its trailer loaded with a 5hp Petter M type and its 50 volt dynamo. Behind came my blue Nissan loaded with Bamford & corn mill. All went well till we came to Spread Eagle Hill when the series 1 outpulled the Nissan - you can't beat good old British engineering. Up and over we went and onward to the site of the greatest vintage show on earth and when we arrived at midday, the site was buzzing with activity. We soon found the display area with numbered pegs set out and ready for us to unload and set up for the week ahead. All our friends we have made over the years exhibiting at The Great Dorset Steam Fair soon surrounded us. With much willing help we soon had every thing set up and ready for Wednesday morning.

Now how can one describe the Great Dorset Steam Fair, to anyone who has never attended the show I for one just can't do it justice. It is just one great happy gathering of the most wonderful people you are ever likely to meet. Pete, Sue, Maureen, myself and Pete's friend Tony had a wonderful time with so much to see and do.

I am not going into great detail about the exhibits as this would take me far to long and bore you all to tears, I will just mention a few. The stationary engine line up of 127 engines with some really fine engines on display, one Blackstone that stood out was a 1908 5hp. portable originally delivered to Reeves of Westbury Wilts. and it still has its original horse shafts.

Another fine Blackstone Type OW 7hp built in 1922 belonging to Ted Scott drove a corn mill. This was Ted's first time at Dorset and he won the cup for best restored engine - well done Ted.

No. 47 was well worth a look - a 1928 Lorenzo 3-4 hp built in Czechoslovakia and brought over by Hans Sluyters from the Netherlands, a Witte drag saw of 3hp was again a very nice exhibit and working away cutting through a fair size tree. Another engine that drew a crowd was a stationary Merryweather steam powered pump, a bit of a change from all the infernal combustion engines.

On to my second love, steam and if I ever come into money I WILL BUY ONE! Steam engines, hundreds of um, with near on seventy showman's engines in the fair ground alone so I was told until I counted them and made it seventy one. with

more making a second line up on Saturday evening. The engine that I wanted to see was the Brown & May built in Devizes in 1912. I had not seen General Buller for some years and it brought back happy memories as many years ago I fell into conversation with an older gentleman who was running the engine. It is still with the same family, being bought by them in 1936. The next engine I had to find was Burrell 8NHP Scenic Showman's No.3896, the Earl Beaty owned by Mr. Robert Coles of Shaftesbury, this is just one fantastic engine and I was very lucky two years ago to be invited on board. It has a long and interesting history but suffice it to say that it is a credit to its owner.

Another 8nhp Showman's scenic No. 3888 the General Gough was built in 1921 and supplied new to Swales Bolesworth, of Dagenham Essex for moving his ex-White Brothers Gondola Switch Back ride. This engine was brought to the Wessex SEC rallies at Semington when owned by Robert Coles of Shaftesbury. Also owned by Robert, the Showman's Scenic 8nhp Burrell No.3938 Quo Vadis It was built in 1922 & supplied to Wilsons, the Peckham Rye showmen for generating power for their scenic railway & later sold to Walls, Showmen of Petersfield in Hampshire. Sold as scrap in 1948, retrieved in almost a hopeless condition about 1959 and rebuilt by owners E.C. Hines of Shaftesbury.

This engine has been the flag ship engine of The Great Dorset Steam Fair from the very beginning with Michael Oliver taking it all over the country in the early years to help promote the event. Robert achieved a lifetime ambition when he purchased the engine in 1989. Quo Vadis (*Latin "where are you going?" Quite appropriate, really!- Ed*). has just returned from her extended visit to New Zealand the first Showman's engine to ever visit its shores & back in time to be at the greatest show on earth.

One last engine I must tell you about is Philadelphia. Found & restored by her new owners John & Brenda Newton of Hungerford. The engine was first delivered to Wareham station in 1921 to the order of Joseph Smith, a showmen of Shirley in Southampton and set to work to drive his set of gallopers. It later belonged to Alfred James of Fordingbridge. She was requisitioned for war work in 1948 after years working in agriculture she was laid up beside a barn and then pushed inside a shed, remaining there for the next 48 years. She was discovered in 1966, but it was many years before John was able to buy the engine and restore her to her current condition.

I think its about time I ended this write up before you all fall asleep, I would just like to say thank you to all those wonderful people that work so hard to make The Great Dorset Steam Fair the greatest show on earth. To all the exhibitors and friends in the engine line up, God Bless and may we all meet again next year on the Hill above Tarrant Hinton.