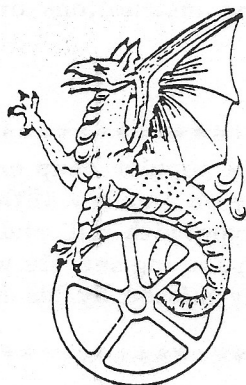


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

FEBRUARY 1988

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### THE RESCUE OF A PETTER M-TYPE - 3 hp. Ser.No.67590

It was early October 1986 when my son-in-law called in; he was working at the time as a contract farmer. 'Do you want an old engine?' he asked. 'I have seen it in a shed on a farm and it might be for sale'. He went on to say that it had two flywheels and a 'fat' exhaust with a long pipe stuck out of it. He thought it was about the size of a Lister 'D' but it certainly sounded like a Petter to me. He said it that it had a separate water tank and its of other things. 'Other things, what sort of other things' I asked. 'I think it was a pump of sorts with lots of other bits and pieces in the water tank' he replied. 'He (the farmer) was going to use it to pump out his slurry pit but he never got round to it'.

How many times have I heard those very same words from farmer? I really was interested and resolved to visit the farm when I was next in the area. My son-in-law offered to organise a meeting for me so about a week later a pick-up truck drew up at the Miller house. Have any of you ever been in a farmer's pick-up truck? The cab was full of tins, rope, dog, mud, diesel oil, etc. It was a work of art to get the door shut.

On arrival at the farm, we were confronted by a sea of mud with the shed containing the engine, of course, the other side of the mud. We waded through in our wellies and entered the gloom. Discovering the light switch we could just perceive the engine at the other end. It turned out to be a Petter as I had deduced, still mounted on a Petterlight base but the generator was missing unfortunately. I pulled the flywheels over wondering when they last turned under their own power. The engine was free but had an unhealthy knock coming from the entrails region. However, it had a good coating of oil and not much rust, no starting handle, no spark at the magneto which could prove to be very expensive, otherwise OK. Even the sight glass was on the Calibrator and the top and bottom guards were still around the magneto drive gears. I decided to chance the knocking noise and hope that it would not subsequently prove to be too expensive to say nothing of the lack of spark.

I then turned my attention to the pump, an open crank type with a fast and loose pulley set-up. It was all a bit stiff and rusty but complete. Then I saw cast into the body Climax No.1 and realised that it would make a nice rally field exhibit when restored. Delving into the cooling tank, I discovered some lengths of belting, spanners, an old pot and many useless odds and ends. The pot turned out later to be a Victorian Coffee Pot which the farmer used to fill the Calibrator oiler with.

The farmer arrived to see what we were up to and asked if I wanted to buy it. I said I was interested, whereupon he said he didn't know whether he wanted to sell it or not. 'Here we go again' I thought, 'this has happened to me before'. 'Well, make me a good offer' he suggested. I did not know there and then what a Petter M was fetching in that condition so after a bit of a debate we finally retraced our steps back through the mud to the pick-up truck after having told the farmer that I would 'Think about it'.

During the negotiations, I had found out that the engine had spent its working life in Elcomb House in the lighting plant until mains electricity came to the area. The pump had no known history.

No more was done about the engine all that winter; it was in the dry and I was in no hurry to press the deal further. Winter became spring and my son-in-law called with the news that the farmer was moving to another farm and if I still wanted the engine, to come and get it or else he would scrap it. Phone him and you can have the lot for £XX. This was more like it, at last a proper deal had been struck so back we went to the farm to retrieve our prize. This time there was, surprisingly, no mud and the engine was still in the shed but everything else on the farm had gone. It was 'dead' and awaiting its new tenants. After a lot of heaving and grunting, the Petter, pump and cooling tank were installed in the rear of the pick-up and off home we went with yet another restoration job to tackle.

I am already well into the restoration of the engine, it turned out to be not as big a job as I had

first thought except for the 'knock' which will fill a further page of the Newsletter by itself at a later date.

I wrote to Lister-Petter requesting a build-date for my latest project and in their reply they dated it 1939 but had no other information. They sent me a booklet on the working instructions of the Petter Oil Engine which contains a lot of useful information on timing, etc.

Jim Miller

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**OBITUARY:** We are sad to record the loss of another well-known engine owner; a popular chap on the rallyfield, Baden (Jumbo) Cann from West Huntspill, who passed away suddenly on January 18th. He regularly took rally awards, including the WSEC Visitor's Cup for his Lister L-type with mill and was probably best known for his collection of plastic ducks in the water-tank of his pumping set. He was a jovial, humorous character, always keen to help, and advise. He will be greatly missed by his many friends in the WSEC and at rallyfields all over the West Country.

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#### THIS 'N THAT

Would the Club member, believed to be from the Cleve area, who purchased and paid for a mill from Brian Verrall of Cheddar, please make arrangements for its collection as the shed in which it is stored is soon to be demolished. Tel. Cheddar 743460.

Application forms went out with last month's Newsletter for the coach trip to London. Members hoping to join this popular event may join the coach at Bath (Badgerline Coach Station), London Road) 7.00 a.m.; The Old Down Inn, 7.30 a.m.; Frome 8.00 a.m.; Trowbridge (Old Bus Station) 8.15 a.m.; or points en route by arrangement only. We hope to stop briefly on both the outward and return journey. Passengers will be dropped in Trafalgar Square and the Science Museum by arrangement on the journey and picked up again there for the return. Adults £3.50, children £3. Payment to Mrs. J. Lambert, 15 Beechwood Ave, Frome, Som. Tel. 63526 and cheques etc. payable to Wessex Stationary Engine Club.

We are belatedly but, nevertheless pleased, to announce the co-option to the WSEC Committee of Jeremy Adams to fill the space made by the recent resignation of Bill Coombs who we are sorry to lose due to work schedule. As the AGM is once more with us, we hope, next month to inform you of the new full Committee.

The Bells, the bells - well done to WSEC member, Michael Cannon, who recently conducted a sponsored 1/4 peel at his local tower in aid of Comic Relief. All the ringers wore red noses and raised £270

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#### THE JANUARY MONTHLY MEETING - 25th January 1988

It seemed a long time ago, back in November, when we last met at the Club Room at the Old Down Inn and so it was nice to see such a full house. When I saw so many members present. I thought they had got their dates mixed up and that it was the AGM a month early as we always seem to fill the hall for the AGM. Nevertheless, as one or two members observed, it must have been because the subject of our evenings entertainment was ENGINES!

Our guest speakers for the evening were friends from our neighbouring club, Graham Brown and Brian Hooke of the South Somerset Agricultural Preservation Club and their charming and knowledgeable lady companion. Sorry but I forgot your name...! Graham showed some interesting and well-chosen slides of engines and tractors, mainly from rallies all over the West Country with a host of other mechanical delights thrown in for good measure such as vintage lorries, tractor pulling, even a microlight aircraft used on location in a James Bond film. To the great delight of certain Club members trying, belatedly, to recapture their mis-spent youth, many old motorcycles were also shown. One of our members in particular seems to have the urge to get on two wheels again. (The male-memopause takes us all in different ways....Ed.!).

At half-time, Mrs. Jackie (Scrooge) Lambert was kept busy in her 'counting-house' collecting the Club Subscriptions which are **OVERDUE** - if you haven't already paid for 1988. Meanwhile, Herbie performed his now famous raffle:- isn't it amazing how he manages to get money out of us? One prize was donated this month by Stuary (Juggler) Ashman - well done and thanks. First prize went to Roger Cook, a box of chocs; second, a bottle of wine, was won by myself and I was so surprised that I left it behind at the Pub when we left!!; third prize, a pen-knife, was won by Brian Reakes; and finally, the fourth prize went to Eric Brain - a Lister Petter Diary so that he can record who hasn't written him a Newsletter article - and when...!

At the meeting we welcomed 2 visitors from New Zealand, Terry Chapman, who is Chairman of a Vintage Preservation Club out there and his pal John Pike, also from New Zealand but at present temporarily resident over here. Surely with all the rain we have had lately and temperatures over there currently in the 80's, he must wish he was back home! We also welcomed to the Club a new member, Ken Shakespeare, who has been a regular attender for some months.

It was with great sadness that I had to inform the Club of the sudden death of Baden Cann whose

obituary appears elsewhere in this Newsletter. He had just restored his motor-roller which he last displayed at Hewish.

After half-time, Graham showed some more slides and Brian asked if anyone knew the whereabouts of any engine made by Sparrow of Somerset. Pete Holloway replied that he had heard of one hidden under tons of hay or straw but the owner would not reveal it! The meeting closed, reluctantly, at 10.15p.m.; we are most grateful to Graham and Brian for all their hard work to make such an interesting evening for us. Thank you both once again.

Brian (Mr. Punch-Sausage Machine) Munt

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#### FOR SALE

**Grayson centre lathe** with tools, 3½" x 24", also **Godwin Pump**, bronze with twin cylinders. Eric Gay, Trowbridge 4374.

**Wingate concrete mixer**, fitted with Lister D-type engine, also **Lister D-type** complete except for magneto and requires repair to governor rod. Offers invited: Mr.F.J.Pritchard, Mells 812546.

**1922 Lister L-type**, complete on original trolley. Flick magnto needs attention but has new P-bronze big-end recently made at cost of £45. Has good original wooden base and the tank still had the original transfer visible, £120 ono; **Lister D-type** early 1940's, brand new magneto, good runner and in original condition, £35 ono; Very early **hand grinder by Richmond & Chandler**, 3'6" tall and 1½cwt, fair condition, £25; Early **milk trucks** with metal wheels and a turntable which would make up into nice engine trolley for up to a 6 hp engine, £20; Very nice **horizontal pump by Lee Howl**, dual air vessel, with single spoked flywheel and unrestored - about same size as Lister H2, £40; also a **centrifugal pump** of unknown make but suitable for about a 3-4 hp engine, £20; **Morris 1000 engine** in good condition, £25. Phil Harris, Stoney Lane House, Cocklake, Wedmore, Som.Tel.Wedmore 712048.

**Yamaha Generator**, 4 years old, little used, 500w, 240 & 12 volt, ideal for caravanner, boat, etc. £130. Graham White, (0495) 213523.

**Coburn Engine**, 90% complete, cowling needs repair. Fitted with Lister D fuel tank, brass screw cap type and good magneto, £20. Alan Sweet, Tel. Pilton 586.

**Water Pump**, very interesting open crank vertical of unknown make, in working order but needs restoration to make into rally exhibit, suit 3-4 hp engine. £35 ono. Dave Clack. Tel.Trowbridge 61987.

**Water Pump** believed by Lion and similar to an Amanco No.1. Needs about 2½ hp to drive and would make a nice rally exhibit. Tel. Michael Cannon, Bath 859536.

**Calibrator Oiler** for Petter 3 hp New Model c/w half coupling. Good condition and becoming an increasingly difficult to obtain spare., £15. Eric Brain. Tel. Temple Cloud 52633.

#### WANTED

**Drive side flywheel** for Petter 1½ hp rugby ball top M-type or scrap engine for parts. **Magneto bracket** for 2½ hp Amanco. Eric Gay, Trowbridge4374.

**Piston** for International M-type. Graham White, Abertillery (0495) 213523.

**Petrol Tank** for 2½ hp Bradford E/C engine. Alan Sweet (as above).

**BSA 120cc S/V engine** in reasonable condition for my Howard Rotavator, now getting urgent as the gardening season draws closer! Eric Brain, 5 Greenridge, Clutton, MNR.Bristol. Tel.Temple Cloud 52633.

Does anyone have any **hoses or fittings for a Scammell fire-pump unit**? If so, contact Chris Arnold, Bradford-on-Avon 6565.

**Small Trailer**, approx. 5 cwt capacity, condition immaterial but must be complete. Jim Askew, Tel. Frome 61780.

**Goose-neck pecker for 3-mule team Amanco**. Dan Cheeseman, 16 Wellfield Dr., Bridport, Dorset. Tel. Bridport 24000.

**Starting plate** for Petter M-type 1½ hp. Eric Gay, 21 Rutland Cres., Trowbridge, Wilts.Tel.02214-4374.

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Please send articles for the Newsletter to Eric Brain, 5 Greenridge, Clutton, Near Bristol by the end of the week following the Club monthly meeting.

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#### FORTHCOMING EVENTS

**April 2-4** Gloucester County Show: Details from Peter Pogmore, 20 Kingsmead Close, Arle,Cheltenham. Please hurry as entries close soon. SAE please.

**May 14/15** Bristol Docks Rally, sponsored by the Western Centre of the Institute of Plant Engineers for the WSEC at the Bristol Industrial Museum in the heart of Bristol's City centre. Space is restricted to about 30 engines at this popular early season event so to book your engine in please contact Tom Randall, Welton Hill Cott., West Road, Welton, Midsomer Norton, Bath. SAE please. Entries close April 15th.

**May 15** A now well-established one day event is the Chalk Pits Museum Rally at Amberley, West Sussex. SAE please for entry forms to Mr. I Sampson, Chalk Pits Museum, Amberley, BN18 9LT.

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June 18/19      Holidaying in Kent? Try a rally at the Whitbread Hop Farm at Beltring, Paddock Wood, Kent. This will be a 'working weekend' rally. Watch the Stationary engine Magazine for details in due course.
- June 18/19      WSEC Annual Rally at Cheddar Football ground on the A371 Wells to Cheddar road. Entry forms and full details from the Club Secretary - Mrs. Shirley Gale, 18 Church Lane, North Bradley, Trowbridge, Wilts. Tel. Trowbridge 67095. SAE please.
- June 25/26      Tatton Park 1000 Engine Rally. This is an event definitely not to be missed and a fabulous day out for the non-entrant engine enthusiast. Just off the M6 Knutsford junction 19. Entry forms of rear page of the Stationary Engine Magazine or full details from J. Catlow, 65 Woodford Road, Bramhill, Cheshire.
- July 9/10      Kernow Old Vehicle Club Wadebridge Rally, Royal Cornwall Showground. Entries to be in by May 28 and Stationary Engine entry details from Kerwin Harris, 30 Hillcrest Ave., Truro, Cornwall. SAE please.
- July 30/31      Rushmore Steam and Vintage Rally, Aldershot, Hants and not far off the M3 Odiham junction. An interesting rally and well worth a visit. Closing date 21 May. Details and entry forms from Editor or Patrick Knight, TCSPLS Ltd., 10 Upper Elms Road, Aldershot, Hants GU11 3ET. SAE please.
- Sept. 3      Not going to Stourpaine? Prefer a smaller event? Then enjoy the Wellow Flower Show and Country Fair, Wellow, near Bath. Last year a small group of our members attended and were made most welcome with brass plaques and good camping facilities. Contact Lois Gumm, Windy Ridge, Wellow, Bath, Som. Tel. Coombe Down 835840 who is the Show Steward. SAE please.
- Sept. 10/11      'Yesterday's Farming'. The popular 2-day event of the South Somerset Agricultural Preservation Club. A new farm site again this year at Puckington, on the B3168 near Ilminster, Som. Details from Brian Crudge, 22 Stoke Road, Taunton, Som. SAE please.

#### CLUB EVENTS

- March 26      Coach Trip to London, details elsewhere in this Newsletter.
- March 28      Talk on Musical Boxes at the Old Down Inn by Roger Kempson.

April 25      Illustrated Talk on Model Engineering by Club Member Ray Earle.

#### \*\*\*\*\* REPAIRING GEARS - Part 1

Having new gears made is a costly exercise for the engine restorer. Over the next 4 months we have a series of articles explaining how a little skill and patience can overcome the problem.

A considerable amount of engine and ancillary equipment that comes our way have gears that have been damaged or missing teeth. The usual method of restoration is to search for a replacement part, but it is possible to repair gears by making new teeth and keying them into the parent wheel. This repair method is particularly applicable to gears with light loads such as magneto drives and geared drives on machinery running light for display purposes rather than for 'real' work.

The repair consists of cutting away the remnants of a broken tooth or teeth and forming a dovetailed slot in the gap. A steel blank is then fitted in the dovetail by carefully filing and using 'Loctite' engineering adhesive; then the tooth profile is hand filed to shape.

If several consecutive teeth are missing, it depends on the size and construction of the gear wheel as to whether it can be repaired or not. If the dovetail slot becomes too wide, the parent wheel will be weak and the replacement teeth liable to some adrift. The following description of a repair can be undertaken by the use of hand-tools only. The availability of a lathe or mill will speed up the process but is by no means essential. What is required, however, will be a good set of files, a sharp hacksaw, some basic marking-out equipment and a good, well lit place to work in. Also required is plenty of patience, expect to spend several hours over the repair. It is of paramount importance to firstly get a perfect fit of the dovetail parts so that the repair will not come apart in service; secondly, the tooth profile must be a reasonable copy of those on the rest of the gear, to obtain a smooth, quiet drive.

#### Part 2 of 4 parts next month

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and finally..... Members who have renewed their Club annual subscription for 1988 by post to our Membership Secretary and have not enclosed a SAE will receive their 1988 Insurance Certificate with the next Newsletter after renewal. Please send your 1988 sub to Mrs. J. Lambert, 15 Beechwood Avenue, Frome, Som and make Postal Order or cheque payable to Wessex Stationary Engine Club (£5 single, £6 family or joint, and £1 junior-under 18 years).