

WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER



FEBRUARY 1998

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***** EDITORIAL *****

I would like once again to remind all members I need material each month to produce this newsletter. At the moment it is very thin on the ground. I would like more news of members, anniversaries, marriages, births etc. and of course articles on events, technical articles etc. I would also like to remind you if you haven't renewed your subscription you are no longer a member. You will not be covered by insurance if you exhibit, and this is the last newsletter you will receive. The subscription is the same as last year, £8 single, £10 for a double and £1 for junior members.

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

I was very pleased to see such a good turnout at our January meeting. The talk was given by local publican Adrian Dando and was as funny as ever, and seemed to be well received by the members present. I was pleased to see Denis Hodges attend despite his recent illness, and I was also very pleased to see Ted Routley rejoin the club after a short absence. I was sorry to hear Gloria Carp was ill and could not attend to do the raffle, we all wish you a speedy recovery Gloria. Lesley Nicholson stepped in and did a grand job of selling the raffle tickets and helping with the draw. Thank you very much Lesley. The plans for our 21st rally are well in hand, we have managed to book 'Bitter Creek' for the entertainment on the Saturday night, they proved to be very popular last year, the best we have ever had some members said. We have also booked the same caterers as last year as everyone seemed satisfied with the service.

WANTED WANTED WANTED WANTED WANTED

A member who is willing to organise ring events at the rally. We are at present working out a programme of ring events involving the tractor exhibitors, steamers, possibly the commercial exhibitors to do some thing in the ring other than just parade around it. Because most of the committee are already committed with other task we would like a volunteer to act as ringmaster and get these events going. We would also like to appeal for a member who will be at the rally from the Friday to the Sunday to assist the engine steward with his duties, making sure the engine exhibitors are installed tidily and safely. Come on do your bit to make the clubs 21st rally run smoothly. Give me a ring. B,J.B.

**** NEW MEMBERS ****

The Wessex Stationary Engine Club Ltd would like to welcome the following new members to our club. Mr. R.T. Handford and Tom from Compton Martin, Nr. Bristol. Mark Evans from Wells, and Henry Baker from Shepton Mallet, a junior member and probably the youngest at 3 years old. May your membership with our club be a long and a happy one.

Jackie our Treasurer would like to thank the members who have sent stamps and money towards postage of newsletters.

LETTER TO THE CHAIRMAN.

Dear Chairman,

I am writing to you regarding the annual rally at Semington, I feel the Wessex Stationary Engine Club has led the way in the past, and it should lead the way into the future. I attend a fair few rallies during the summer, not as many as I would like, but still numbering eight to ten. I feel a growing problem should be grasped by our Club and sorted out. I may upset a few members in saying this, but it causes me great pain at times. Caravans, awnings, Gazebo's, large camper vans, windbreaks, barbecues, patio tables and chairs, child's paddling pools, all these and more were seen throughout the land, no, not at caravan club get togethers, but at vintage steam rallies! I often could not even park my one vehicle behind my engine at certain rallies. There was space for my engine and many more but all the other space was taken by any number of the above mentioned. I think it is about time that we gave the paying public what they come to see - Stationary Engines and related machinery, not caravans and the many things that the modern rallyist cannot leave behind for just one or two nights. After all you would not expect the tractor men to pitch behind their tractors, or cars or motorcycles would you? At Semington there is a very good and spacious camping area where trailers and other non machinery can be placed out of sight, and tidy, leaving just engines, machinery, the operator and his chair etc, and no clutter, no access trouble, no small children running around and no loose animals to cause accidents.

Last year I saw, at Semington one particular group of children being a nuisance and running around the engine enclosure while engines were being loaded onto trailers. I think that people who want to look at engines would like to see just engines and their running equipment. After all the people who attend the Great Dorset Steam Fair seem to manage, and the engine enclosures look so much more attractive. Please give some thought to this year's Rally, even if it's only one of the engine enclosures for people who wish to exhibit free of clutter. I think this layout or one similar was used in 1991 or perhaps 1992?

Anyway the next subject is about information, I think it's about time that people were urged to display some information about their engines. Even the most mundane of engines can be made interesting by supplying information, either about the restoration or manufacturer, the uses it was put to, what part it and others like it played in the scheme of things. There are many contemporary adverts and brochures to copy from. There really is no excuse these days. It may be that the owner may not be very talented in the artistic department, but with just a little help and inspiration, most people can make a moderately sized information board. I have found if you get people to stop and get interested they will quite often ask questions and will look at other engines for more than just a second. If the public can feel they have learnt something they will feel they have spent their money wisely. I think the club should actively promote the use of information boards, it would even be possible to have a small network of people within the club, who would act as a sort of library for people who have no history for their particular engine. Someone usually has something about that type that they could photocopy and send to the next man, for a small fee of course!! If they are told of books to read which contain historical facts about the company and manufacturing process, that could be included, there is a wealth of information and anyone who is indeed interested in the engine they have restored, or even just own, they should relay this information to the public, to make their possession more than just another engine going Putt, Putt, Putt!!!!!! It is very clear that many hours are spent by people renovating engines and other machinery, from a sometimes hopeless heap of rust, to a gleaming example of rare and interesting machinery, but this is of no consequence to a member of the modern general public, who have no idea how it relates to them and their past history. I hope you can consider these points, when the new year's Rally is organised. Please contact me if you would like to ask me any questions.

Yours faithfully,

Graham Raymond (A member for ten years).

***** GET WELL SOON *****

The Committee and Members of the W.S.E.C. Ltd. would like to wish a speedy recovery to Gloria Carp who at present is ill. Tell your doctor it is important you soon recover Gloria as we need you for the raffles.

IN THE WORKSHOP - MAKING PISTON RINGS.

Making piston rings, particularly below about three inches diameter is a practical proposition for anyone with access to a lathe. After careful measurement, the rings are machined from cast iron and then heat treated to give them the required spring.

Firstly the engine bore must be accurately measured, this can be done with internal spring callipers and transfer measurement to a micrometer or vernier calliper. Measure at several places down the bore, don't forget the head end may not be worn at all and the crank end may be bell mouthed. As a double check, the piston itself can be measured but allowance for wear and normal clearance must be made. Measure the ring grooves in the piston for both width and depth. The width is particularly critical, and it's worth making a gauge from scrap steel carefully filing down until a snug fit is obtained, then use a micrometer to measure the gauge width. Of course if a piece of original ring is available just measure that. If the ring grooves have been damaged they can be machined wider and the new rings made to suit. Don't forget to check if all the grooves are the same size.

The rings themselves are best made from a special cast iron called "Mehanite". This material is made using a continual casting process that ensures a high grade and blow hole free iron. Old sash weights and similar materials will not usually be suitable unless you are very lucky. Sufficient iron should be obtained to make at least two sets of rings, plus a holding allowance for the lathe chuck.

The iron blank should be mounted on the lathe using a 4 jaw chuck for preference as its surface is slightly irregular. Face off and then reverse the blank and rechuck firmly with the now machined end against the jaw faces. The other end can now be faced off and then bored out to the internal diameter of the required rings. Allow for a good clearance between the ring and the bottom of its groove, about .025" is sufficient. With the bore finished, the outside diameter can now be machined to the exact diameter of the cylinder bore. A good finish is essential here so resharpen the lathe tool before taking the final cuts.

The rings now have to be parted off from the machined tube you have made. Using a small parting off tool, bring the tool up the end of the work until it just touches, then index towards the chuck for the required ring width plus the thickness of the parting tool. The ring can now be parted off. Try to aim for a ring width of about .004" oversize. Before continuing, take the first ring and try it in the groove. Assuming it won't go in, it must be lapped in until a loose but not slack fit is obtained. Using a sheet of emery paper placed on a glass plate or mirror, hold the ring flat with your thumb and first polish both sides in this fashion and check regularly with the micrometer for thickness conformity, and for fit in the piston ring groove. Roll the ring around the groove to check for tight spots.

After adjusting the parting off size if required, continue with the rest of the rings, its worth making some spares now while everything is set up, to allow for breakages and future use. Having polished up all the rings, they can now be cut to form the gap. Simply clamp each ring in a bench vice between two pieces of wood and cut them with a junior hacksaw. Do not use a regular hacksaw as it will cut too wide a slot. Clean up the cut ends with a file making sure they are square, chamfer the inside corner only. The last process involves heat treating the rings to produce their springiness and outward pressure on the cylinder wall. The ring is placed flat on a firebrick and a steel wedge fitted in the gap. As a guide, a 2" ring requires a $\frac{1}{4}$ " wedge. Heat the ring evenly with a propane torch until a dull red colour is obtained. The ring must lie flat and not twisted or it will bind in its groove. Keep the flame on the move all the time to avoid hot spots and take care that the wedge itself does not absorb heat and create cooling in the gap area.

Having treated the first ring, try it in the cylinder by itself, using the piston to push it in squarely. You may feel the wedge size needs increasing if the spring pressure is not sufficient. The last test is to fit the rings on the piston, turn each one in its groove to ensure it is not binding, remove and repolish it if it is. Having assembled the engine, try it for compression. The first few hours of running should bed in the new rings and improve compression, ensure adequate lubrication during this running in period.

JEREMY ADAMS.

***** ANNIVERSARIES *****

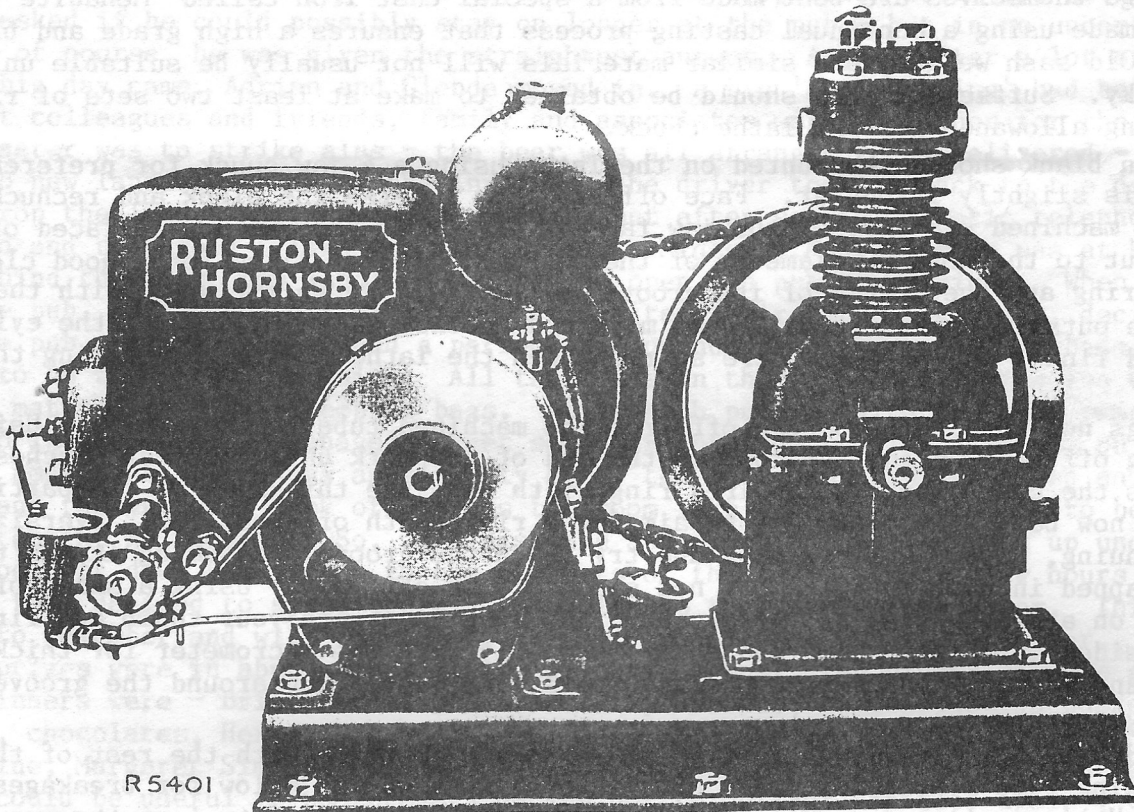
The Wessex Stationary Engine Club Ltd. would like to congratulate Mr. & Mrs. Cecil Giblett from Street on their recent Ruby Wedding. Good health, happiness and many more anniversaries to you both.

RUSTON

Publication 6309

POWER STARTER FOR OIL AND GAS ENGINES

Mark PBC.



RUSTON POWER STARTER FOR OIL AND GAS ENGINES

Mark PBC.

The Starter consists of a compressor of the vertical enclosed type belt driven by $1\frac{1}{2}$ BHP Ruston-Hornsby Horizontal Petrol Engine, running at 700 RPM and mounted on base as illustrated.

Capacity of the compressor 5 cubic feet of free air per minute at 350 r.p.m.

Maximum air pressure 300 lb. per sq. inch. Bore of compressor 3" by stroke $3\frac{1}{2}$ "

Weight of complete Power Starter - $2\frac{3}{4}$ cwt.

Ruston & Hornsby Ltd, Lincoln

STOLEN ENGINES.

Four (4) stationary engines, the property of Robert Blunden were stolen during the hours of darkness 3-4th January 1998. The engines were: Fuller & Johnson model N $1\frac{1}{2}$ hp serial number 61061 - unrestored. Ideal $\frac{3}{4}$ hp - air cooled - serial number 10571 - unrestored. International Harvester model LA petrol/paraffin serial number LA31651 - old restoration. Tin cover to valves and cylinder head removed. Bradford open crank serial number unknown - restored. If you should be offered or know the whereabouts of any of these engines contact: P.C. Taylor at the Aldershot Police Station or Robert Blunden, 19 Moulsham Copse Lane, Yateley, Camberley, Surrey.

(5)
A REPLY TO MR. RAYMONDS LETTER.

In response to Mr. Raymond's letter I wish more members would put pen to paper with their ideas and criticisms of the way the club and in particular the rally is run. His main objections are to the caravans and vehicles situated behind the engines and not in a separate parking area, accompanied with the usual clutter that accompanies these vehicles. However, the layout we use at Semington which he criticizes is the only one which has been popular with our members and exhibitors from other clubs. Every exhibitor has a space pegged out which measures 60 ft by 14 ft, this gives everyone room for a caravan, van or car and trailer to be kept well back from the engines, allowing photographs or video filming to be done without background clutter. When we tried the 'Pen' system several years ago it was an unmitigated disaster, we had complaints by the score from exhibitors. Mr. Raymond states that you would not expect the tractors, cars or motorcycle exhibitors to have their caravans or vehicles behind their exhibits, but they do not have to stay all day, sometimes in pouring rain, to attend their exhibits, they just park them up and retire to their caravans or vans to cook their food or make tea etc. Also they do not require the back up the engine exhibitors need such as fuel, oil, water, tools etc., it certainly makes life hard if these items have to be carried from a parking area the other side of the rally field. As a rally exhibitor myself I certainly appreciate it when my vehicle (transit van) is behind my engine for cooking my breakfast and making drinks, especially if it is wet or cold. As for using the Great Dorset Steam Fair as an example of how engines should be displayed, I visited last year and I have never seen a more miserable display of engines in my life, lots of small mower type engines, and all the exhibitors had masses of clutter around their engines. I'm sure all the members who do exhibit at the W.S.E.C. rally would rather we left things as they are at present. The committee have already decided that to make sure the 21st anniversary rally goes smoothly we intend to use exactly the same layout as last year. Finally your comments about exhibitors not displaying details for the benefit of the visitors, I completely agree and endorse your comments on this matter, but I and others have tried to get this done before but to no avail. We have even given each exhibitor at our rally a log sheet to display their engine details, but very few can be bothered to fill them out. The comments and remarks I have made in this letter are my own personal opinions as to how a rally layout should be and is not in any way the opinions of the committee or the club.
B.J.B.

FUTURE DIARY DATES.

MONDAY MARCH 30th	- CLUB NIGHT AT THE OLD DOWN INN. RICHARD BUFFREY FROM LISTER PETTER - A TALK ON THE "ARCHIVES OF THE COMPANY".
EASTER MONDAY APRIL 13th	DAFFODIL DAY, MELLS, NR. FROME. FIRST CHANCE TO EXHIBIT THIS YEAR. DETAILS FROM ROBIN LAMBERT ON 01373 463526.
25th/26th APRIL	CREECH ST. MICHAEL VINTAGE FAYRE. FOR DETAILS RING 01823 443877.
2nd/3rd & 4th MAY	ABBEY HILL STEAM RALLY, YEOVIL. RING 01935 863603.
16th/17th MAY	WILTSHIRE COUNTY SHOW, WARMINSTER, WILTS. RING 01985 216644.
16th/17th MAY	CASTLE COMBE STEAM AND VINTAGE RALLY. RING 01249 782316.
23rd/24th & 25th MAY	SELWOOD STEAM AND VINTAGE RALLY AT RODE BIRD GARDENS. 01373-466846.
7th JUNE	TATWORTH MINI RALLY, NR. CHARD. RING 01460 220648.
13th/14th JUNE	THE WESSEX STATIONARY ENGINE CLUB'S ANNUAL RALLY AT SEMINGTON. FOR DETAILS RING ANNE ON 01225 334565.
20th/21st JUNE	LISTER/PETTER RALLY AT NORTH NIBLEY, GLOS.
27th/28th JUNE	TATTON PARK ENGINE RALLY. MANCHESTER.
4th/5th JULY	HEDDINGTON & STOCKLEY STEAM RALLY. RING 01380 859381.
25th/26th JULY	BROADCLYST RALLY. RING 01392 201364.
1st/2nd AUGUST.	WROUGHTON NOSTALGIA SHOW.
22nd/23rd AUGUST	STANTON DREW STEAM UP. FOR DETAILS RING 01761 241641.
22nd/23rd AUGUST.	YESTERDAYS FARMING.
30th/31st AUGUST.	HONITON HILL STEAM RALLY. RING 01395 516484.
30th/31st AUGUST.	NESTON PARK RALLY.
3rd OCTOBER SATURDAY.	WESSEX STATIONARY ENGINE CLUB ANNUAL SOCIAL EVENING. SKITTLES AND SUPPER. AT CHEDDAR FOOTBALL CLUB. FURTHER DETAILS LATER.
10th/11th OCTOBER.	FINLAKE RALLY, NR. EXETER. FOR DETAILS RING STEVE WEBBER ON 01392 498934.

If any members have any dates of forthcoming events for this year would you please let me have them to bring this list of events up to date.

STOP PRESS SUNDAY 10TH MAY AT 11.00 A.M. 6TH FESTIVAL AND FUN DAY. SOUTH PLAYING FIELDS, LLANFRECHEA, CWMBRAN. DETAILS FROM MRS. MARION DAVIS, 46 BEAUMARIS DRIVE, LLANYFRON, CWMBRAN, GWENT. NP44 8JA. TELEPHONE 01633 482780.

A TALK GIVEN BY MR. ADRIAN DANDO ENTITLED "WHEN I BECAME A PUBLICAN".

Adrian Dando who now runs the White Post Inn at Stratton on the Fosse made a very welcome return visit to the club meeting. Adrian who was brought up in Westfield and used to live at Beech Terrace when he was a lad, is a very popular and well known figure all around the West Country, not so much in his capacity as a cheerful landlord but in his other love which is that as a town crier. He has been a town crier for the last ten years - a far cry from that of his early ambitions to be either a policeman or a missionary!! He began his career as a landlord only seven years ago, (I expect his dear wife Glenda thinks it's more like twenty seven years.) To actually get the public house in the first place was a bit of an ordeal, interviews with the breweries, back and forth all took their toll on the nervous system before they were eventually given the go ahead. Adrian worked as a cleaner at the Bath University for many years, (so he tells us) and gave up this illustrious career to go into the licensing trade. A gamble wouldn't you say. The then landlord at the White Post decided to fall and break his leg a few days before the completion date, and at the last minute had asked if he could possibly stay on longer at the pub - but in no uncertain words from Adrian of course, he was given the straightest answer. Anyway after a lot of toing and froing the big day came, Adrian and Glenda moved in. A big 'open evening' had been planned - all his past colleagues and friends, family and associates were to gather for the big FIRST NIGHT. Disaster was to strike alas - the beer was all arranged to be delivered - but because there was no new landlords name on the invoice - the driver took it back to the depot. He would not drop the load. Adrian was in despair, but after several frantic telephone calls to Whitbread and to a good friend who runs a pub in Midsomer Norton, help was at hand and the 'wet behind the ears' new landlord managed to open his pub with drinks. When the crowd had left the pub, Adrian and his wife, shattered after their first big night, decided to sleep at the pub, (although they had a perfectly good house up the road with beds). No such luxury was to be theirs that evening. All there was on this auspicious occasion was one double lilo mattress and two sleeping bags. After much pumping with the foot pump and perspiration in abundance he managed to get some air into the unwelcome 'thing on the floor'. Then to his amazement, there was an almighty bang, the foot pump disintegrated and completely fell apart and the mattress took off across the room like at 747. There was to be no bed at the Inn tonight he thought. So, with his wife and sleeping bags bundled up under their arms they took off down the stairs to the comforts of the bar. After a few hours tossing and turning they decided to spend the night cuddled up together on the floor. This was to be a night to remember and will forever be in their memories I shouldn't wonder. The raffle prizes were in abundance - as is the case on most club nights of late and the fortunate winners were - Brian Verrall, a brace of pheasants, Marg Appleby a basket of fruit, Brian Baker, chocolates, Herbie Gane bottle of wine, Bill Coombs bottle of wine, Mark Evans bottle of wine, Margaret Simmons chocolates, Mike Snook tin of biscuits, Adrian Dando box of tea bags, (could be useful if the brewery decide not to deliver the beer again), Colin Nicholson cans of beer, Stan Ellis (a visitor to the club) roll of mutton cloth, Alan Rogers a bucket, and Tony Andrews cans of beer. A most enjoyable evening - everyone had a good laugh at Adrians expense - just what we all needed for a winters evening.

ANNE CARNEY (Secretary).

W.S.E.C. COACH TRIP TO ED BOLTONS POWER OF THE PAST COLLECTION OF STATIONARY ENGINES. The W.S.E.C. Ltd., are arranging a coach trip to Ed Boltons next open day at Amersham to view his Power of the Past Collection. This is a wonderful collection of stationary engines, hot air engines, and a couple of steamers all beautifully displayed and all up and running, probably the best collection I personally have seen. Also there is autojumble stalls and refreshments etc. This trip will be on a Sunday in late April, (see March newsletter for the date and the price), leaving the Old Down car park at 8.30 a.m., picking up if required at Frome and Trowbridge en route, stopping at Reading Services for food or drinks and then on to Amersham and Ed Boltons farm, and all his superb exhibits. Do not miss this opportunity to see all these engines, give Jackie Lambert a ring on Frome 01373 463526 to book your seat. We need to know how many will be going to make the necessary arrangements.

***** FOR SALE *****

LISTER JUNIOR. NO MAG. CRACKED HOPPER, RESTORABLE ENGINE. RING EARLY EVENINGS ON 01749 343817. SHEPTON MALLET AREA. PRICE ONLY £25.

1925 TWIN CYLINDER WEBBER 18 H.P. TANK COOLED. ON WOODEN TROLLEY. CLASS 2. £550
3' x 4' RUBBER WHEELED SLINGSBY TROLLEY. MAHOGANY BUILT WITH TURNTABLE. £45. FOR FURTHER DETAILS RING 0117 9868549. KEYNSHAM AREA.

BROTHER ELECTRONIC TYPEWRITER. ERASE FACILITY. PERFECT WORKING ORDER. £30. FOR FURTHER DETAILS RING EVENINGS OR WEEKENDS ON 01749 342671.

