

WESSEX STATIONARY ENGINE CLUB

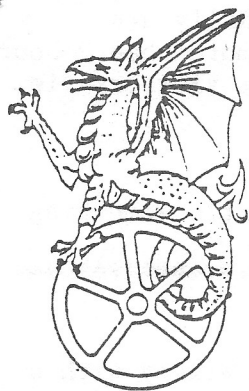
NEWSLETTER

JANUARY 1990.

EDITOR

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THE SPANNER.

My answer to that one must be "not so hot". Since Christmas my nose has been giving a good imitation of a drip feed oiler that has gone beserk, while my cough has had more decibels than an unsilenced Amanco. I don't think I have been alone in my sufferings, so to all folks who have been afflicted with the dreaded 'lergies', I wish you a speedy recovery. A good dose of the 'Golden Liquor' won't cure them but at least it makes it bearable. At this time of year I tend to look back at past events and I am beginning to wonder if the world of stationary engines is becoming a bit too professional. Firstly rallies seem to be coming bigger each year, and that does not mean better in my opinion. The price being asked for engines during this past year appears to be on an ever increasing spiral too. I have even heard tales of engines being imported from the States and Canada by the container load making a handsome profit for someone no doubt. Are the days of a fiver for weeks or even months of pleasant restoration gone for ever? Profit is not a bad motive I suppose, but I hope it won't prevent new enthusiasts joining us and enjoying an interest which has given me at least, hours of pleasure without the least hassle. One thing I am very



pleased to note, is that the spirit of good fellowship is still thriving, and I know, as during the past year I have experienced several examples of it.

But still we must not be ever looking over our shoulder, there is the future to consider. Next month, February is the time for the WSEC Annual General Meeting and members must now gather their thoughts in readiness. Firstly our Chairman, Brian Munt, is coming to the end of his three year stint and wants to hand over the responsibilities of the Club to someone new. Then Phil Harris together with Gerald Atherton and Hazel Getsom are giving up their Committee posts. All have been loyal supporters of the Club and valiant workers on it's behalf. They will be sorely missed. So we must find four new members who are prepared to take on the running of the Club. It would be wrong to pretend that its always an easy job, but it is rewarding. Come on, don't be bashful, lets see some new faces on the Committee, with some perhaps new ideas. If you have any nominations or wish to volunteer give Shirley Gale a ring, it would be a real change to have nominations beforehand instead of last minute ones at the meeting.

The AGM also gives members their chance to guide the Committee on the future of the Club. Are you happy with the Rally... should it be bigger or smaller? What about the monthly meetings... does the programme interest you or is it a load of hog wash? The Committee I am sure will welcome all your views and where possible implement them.

So don't forget the AGM ON MONDAY 26TH FEBRUARY at the Old Down Inn.

Cheers for now,

Claude Lowther.

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Food for Thought

The Newsletter Editor.

My ideal Rally for 1990 is one where Sales held in conjunction with the Rally are limited to 200 lots so that exhibitors are not away from their exhibits for more than 2 hours. Also that trade stands are sited away from the main entrance and ring so that visitors view exhibits before examining the stalls.

WALLY HULL.

This makes me wonder if someone has had some unfortunate experiences, still it's something to be borne in mind...Ed.

CLUB ACTIVITIES.

Monday 30th October Dustbin Films.

For the October meeting of the WSEC, members were entertained by Mr. Jim Wilkey with a selection of his films rescued from various sources and appropriately called Dustbin Films.

With the aid of an antiquated 16mm projector, which sounded more like a tractor, a total of six films were shown ranging from a war time propaganda film to an Eric Sykes comedy. The propaganda film showed how Manchester folk formed a Farming Club to work on local farms during their weekends helping to gather in the harvest etc. All good stuff and intended to encourage others to follow suit. Especially for Neighbours fans, as Jim said, we then saw a pre war film of the Australian Fire Service. On this evidence, let's hope they didn't have too many fires. Another pre war film followed, advertising Co-op meat which we were assured was the best, while an educational film unravelled the mysteries of the Cornish beam engine and even Stephenson's Rocket. Could it be that some members will convert to steam as a result...

At this point in the proceedings there was a short intermission for the refilling of glasses and for Eric's Club Raffle. Vic Walton won a bottle of wine, Brian Reekes a box of chocolates and Margaret Allen 4 cans of beer.

Two more films followed, firstly one from the early 50's showing Pickfords moving an abnormally heavy load of a transformer and the evening finished with Eric Sykes and Tommy Cooper in their famous comedy of The Plank. This was one of the few films in colour and was good for a laugh. Unfortunately Jim had not been able to salvage the end of the film.

Presumably it still rest in someones Dustbin.

Thanks Jim for a most entertaining evening.

BRIAN VERRALL.

Saturday 4th November WSEC End of Year Social Evening.

Once again it was time to take a trip down to our Social at Chilcompton Village Hall. We left home after making sure Max, our dog, was locked up safely as being Firework Night it was just like World War II as we headed off down the road.

When we arrived at the Hall Graham White and his wife and friends from Wales were already parked up behind the Hall in their caravans. Inside we found Don and Chris Rogers had settled in, while all the tables had been laid out by the Caterers. Proper smart they looked too. Then panic set in as Eric Gay rushed in to say "Brian, we haven't got any glasses". For a do involving Stationary engine men that was tragedy indeed. So off we shot to the Old Down Inn and knocked up Penny who came to our rescue with the loan of two dozen glasses. Saved again...

On arrival each guest had a glass of wine and it did not take long for all 85 of us to find our seats, all looked very smart in their suits etc., much better than their boiler suits.

The food was very good... Roast Beef, Yorkshire pudding with all the vegetables, Cherry Pie with cream, cheese and biscuits, finishing with coffee, all served without any delays or hiccups. Well done 'Woodside Caterers'.

The followed our 1960's Disco, sorry can't remember their name, but they had all sorts of records but no flashing lights.. and more importantly NOT TOO LOUD.

The Raffle was drawn at half time by Eric and myself. Although I forgot to take a pen with me to jot down the winners I did note that our friend from over the water, Emerson, did take a couple of prizes back with him over the bridge. Our Star Prize... the dreaded Corsets' was won by Mary Verrall, but she made Brian get up and wear them. I'm not sure they did much for his figure but well done Brian. A very grateful thank you must go to all those generous folk who brought along prizes for the Raffle.

At about 11.45 things came to an end after President Herbie thanked all those who had helped to make the evening a success and everyone made their way home.

contd.

The only hiccup of the evening was for poor old Bob Hallam who upset his pint of beer all over the tablecloth. It's not known what results he had in wringing it out. Thanks again to everyone who attended and to those who helped, especially Penny for the life saving glasses.
CHAIRMAN MUNT.

Sun 3rd December The Anti-Freeze Crank Up.

Sunday arrived cold and foggy. We arrived through the Mendip mist at 10.15 to find Brian Verrall, Don Rogers, Reg Butler and a few more intrepid ralliers already running together with an early starter, Stan Hurley from Salisbury. More members kept arriving and by lunch time over 30 engines were running. A very good turn out considering the weather.

I'm not saying it was cold, but I had problems with my gas engine as the gas kept freezing. This was finally cured by placing the gas bottle in front of Brian Verrall's exhaust.

Eric did the Raffle with his usual verve. The turkey was won by Mike Roberts; Gin by Arthur Smith; Traction Engine Book by Don Rogers; Wine by Dave Austin; Beer by Ivor Cox and four eggs by Diane Emery. It would have been six but someone trod on the box...

List of exhibitors included:-

Don Rogers, Petter; Brian Verrall, Stuart Turner; Philip Jones, Lister 'D' and Adrian Amanco 2½hp; Vic Walton, 30V1 Bamford; Roy Pointer, Nova Gen; Stan Hurley, Marvel; Allen Biggs, Amanco 3½hp; Mike Roberts, 2 Lister 'Ds'; Cecil Giblett, small unknown engine; Dave Clack, Norman; Bill Appleby, Ruston; John Wheelwright, Model Crane; Brian Baker, Ruston and corn mill; Ray Baker, 1hp Lister; Trevor Payne, Lister 'D' and compressor; Eric Gay, Tulip Bamford; Roger Parkins, Petter 3hp; Herbie Gane 2½hp Amanco; Ian Rendall, Lion; Brian Rears, Douglas; Simon Stacey, International.

I am sure there were many more but that's all I got down on the back of an envelope. In all a good day was had by all and most drifted away by 3.00pm hoping to beat the fog home.
DERRICK WATTS.

THE STATIONARY ENGINE MAGAZINE.

One day last year, a visitor to my house, no engine enthusiast himself, picked up my copy of the 'Stationary Engine' and, quietly reading it said "This is a magazine BY enthusiasts, FOR enthusiasts; aren't you lucky, where did you get it?" This comment sums up the 'SE' in a nutshell.

It came as a surprise to many, late last year, to hear that David Edgington was retiring from the editorship of a magazine which he has nursed from the embryonic stage over many hurdles to the magazine as we know it today. Its few critics have been heard to say that it is 'making profit out of us enthusiasts'. These cynics forget the vast profits of the petrol companies, the firm who made their car, caravan or trailer, their paint supplier, and so on. The magazine is still the best value for money on the market; as a specialist publication it is far and away better than certain other general and sporadic efforts of later years.

The new editor, John Williams, is no stranger to the world of internal combustion engines, is most approachable and has many ideas for the future of the 'SE' whilst at the same time hoping to keep it in its present format and its almost monotonous regularity of delivery.

Please therefore try and make a belated New Years Resolution to renew your subscription, even to write about you latest find, send in some photos or make whatever contribution you can to help our new 'SE' editor and, thus at the same time help your chosen hobby.

John's address is 'Cnwcindaur', Cross Inn, Llanon, Dyfed. SY23 5NA.

Subscriptions of £14 for twelve monthly copies to Kelsey Publications Ltd., Kelsey House, 77 High Street, Beckenham, Kent. BR3 1AN.

ERIC BRAIN.

THE MARKET PLACE.

WANTED. Hand operated force feed pump to suit 2 gallon steam boiler. Approx ½" bore would be ideal. Details and price please to:- Robin Lambert on Frome (0373) 63526.

FOR SALE. Lister Water Pump Type DP 187/1. As found, original paint work, no rust. £15. Petter Light cast iron base plate, no damage. £20.

J.P. Miller, 15 Hodson Road, Chiseldon, Nr. Swindon. Tel. Swindon 740711.

WANTED. Starting Handle for a 6hp Bamford. 2" shaft diameter.
Tom Randall Telephone Midsomer Norton 418926.

Part 1. BOWEN & ODERY.

Bowen & Odery of New Cross Road, South-east London, and hitherto unheard of, produced this big half-page advert in 1913. It ran in M.E.&E. for several months and then ceased abruptly. As the illustration shows, "THE SENTINEL", apparently their only engine, was available to run on gas, petrol or paraffin and was of very basic design with attractive heavy rimmed fly-wheels. Exhaust valve operation was effected by a cam driven push-rod, the timing wheel located vertically below the crankshaft.

"THE SENTINEL" $1\frac{1}{2}$ — $3\frac{3}{4}$ B.H.P. GAS ENGINE

SPECIALLY DESIGNED FOR DRIVING LATHES AND DYNAMOS
FOR ELECTRIC LIGHTING OR CHARGING.

ONE OF THESE ENGINES WILL DRIVE YOUR DRUMMOND LATHE
AND LEAVE YOU SURPLUS POWER FOR A DYNAMO TO LIGHT
YOUR WORKSHOP.

SPECIFICATION:

Brake Horse-Power—Half to three-quarters.

Weight—114 lbs.

Bore—3 in. Stroke—4 in.

Flywheel—diam. 12½ in. Face—1½ in.

Weight—33 lbs.

Size Over all—Length, 24 in., Width,

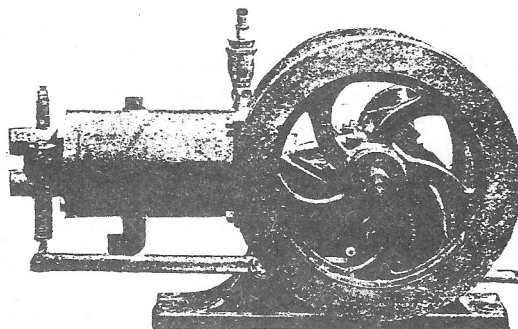
15 in.

Bearings—Made from special grade gun-metal of ample length and size.

Piston—High-grade cast iron, balanced fitted with three rings.

Lubrication—Large size drip feed lubricator fitted to cylinder, all other lubricators are also of ample size to allow of long runs.

Workmanship and Material guaranteed to be of the highest grade possible, all parts made to standard gauges to facilitate renewals and repairs.

**PRICES:**

Gas Engine, complete with electric ignition (including H.S. Trembler Coil, accumulator, contact-breaker, switch, and wiring), water tank, silencer, starting handle, oil can and spanners £10

Petrol Engine, as above, but fitted with carburettor, petrol tank, &c. £11

Paraffin Engine, as above, but fitted with vaporiser, carburettor oil tank, and blow lamp for starting £12

Packing Cases 8/-, returnable.

All Engines Guaranteed One Year



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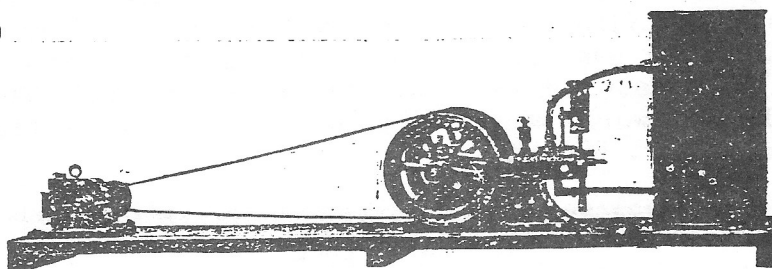
62 & 64, NEW CROSS ROAD, LONDON, S.E.

Part 2. F. DARTON & Co.

F. Darton & Co. of St. John Street, Finsbury, London, were one of many companies nationwide who specialised in the supply of all types of electrical apparatus at this time. Small electric motors, solenoids and electric shock therapy machines were typical of the items included in their catalogues. It was a natural progression to produce as they did in 1905 a gas engine powered charging set with an output of 10 volts at 6 amps. Information to hand on this engine is sparse. It developed 1/6hp from 1 3/4" bore and 3" stroke. The flywheels were 10" in diameter and, as the picture shows, it had typically hot tube ignition. The crank was of forged steel and a self-feeding lubricator and automatic valves were fitted.

Price complete

£18 15s.

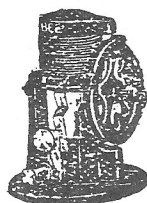


Price complete

£18 15s.

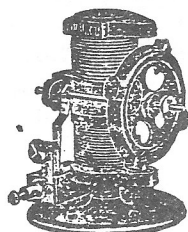


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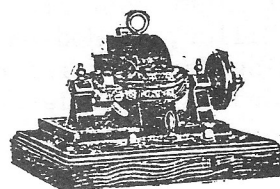
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F. DARTON & CO., 142, St. John St., LONDON.