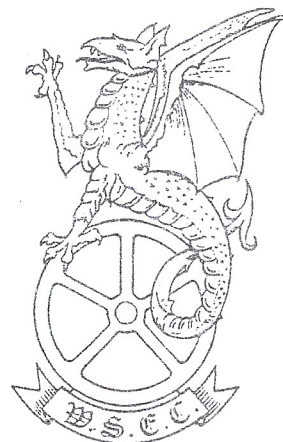


# **WESSEX STATIONARY ENGINE CLUB LIMITED**

**JANUARY 2001**

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## **NEWSLETTER**



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### **\*\*\*\*\* EDITORIAL \*\*\*\*\***

With the winter crank-ups and the spring and autumn sort-outs the 'season' now has been extended to nearly the full twelve months. The committee has worked really hard to put on a very comprehensive programme of events, visits, crank-ups, sort-outs, club nights and of course our rally. I would like members to repay the hard work by really supporting all these events during the coming year. Watch the Newsletter for final details about these events.

### **\*\*\*\*\* CHAIRMAN'S REPORT \*\*\*\*\***

If you do not receive a Newsletter next month it is probably because you have not renewed your subscription. Subs are now due, £10 for a double, £8 single and £1 junior member. The club has just had its insurance renewal for this year, the bad news is it has increased by £130, this will probably mean subs will increase next year to take this increase into account. I would like to take this opportunity once again to wish all members a Happy New Year and a good rally season.

**BJB.**

### **\*\*\*\*\* EVENTS FOR YOUR DIARY \*\*\*\*\***

**SATURDAY 3<sup>RD</sup> FEBRUARY. LARGE SORT-OUT.** Selwood Club. **Note New Venue.** Rudge on the A361 Frome to Trowbridge Road. For details ring 07974 698358.

**MONDAY 26<sup>TH</sup> FEBRUARY. CLUB NIGHT** at The Old Down Inn, **A.G.M.** Let's have a good turnout for this important meeting. Usual raffle.

### **\*\*\*\*\* ENGINES WANTED \*\*\*\*\***

The Somerset and Dorset preservation Group are putting on an event at the site of the Old railway Station at Midsomer Norton at 2pm on Sunday 4th March. They hope to have a few vintage vehicles on show and would like a few stationary engines. Just turn up and you will be made most welcome. A barbecue will be held in the evening. For details contact Terry or Alan on 01761 411221.

### **\*\*\*\*\* NEW MEMBERS \*\*\*\*\***

The Wessex Stationary Engine Club would like to welcome the following new members, we hope your membership will be a long and happy one.

Mr & Mrs Kevin Howell of Egford, Frome. Mr J Crabb of East Meon, Petersfield, Hampshire. Mr R J Pitt of Frampton Cotterell. Mr J Cross of Gurney Slade. Joe and Jenny Davies from Horfield, Bristol. Mr Jamie Coates of Bishops Canning, Devizes. Mr David Coates of Devizes. Mr & Mrs Dave Morshead of St Austell, Cornwall. Mr David Coates of Brentry, Bristol. Mr & Mrs L Drew from Exeter. Mr Roger Taylor of Dewsey, Wiltshire.



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**ANTI-FREEZE CRANK-UP AT NUNNEY CATCH TRANSPORT CAFÉ****27<sup>TH</sup> DECEMBER 2000 \*\*\*\*\***

The weather for the last Crank-Up of 2000 was, as usual; very cold and windy, although it did brighten up later. There was a good attendance from within the Club, with 35 engines driving an assortment of pumps and generators being exhibited, as well as static displays, two motorbikes, two lorries and a small commercial van. Because of the cold wind, the mince pies and sausage rolls provided by the Club were well received and the café was doing a roaring trade in hot drinks. There seemed to be a lot of trading going on, with people buying and selling all-sorts. I also witnessed an amazing example of dedication to the hobby, John, from cheddar, had brought a large Lister engine, but unfortunately it would not fit in the back of his van. Where most of us would give up, John took the engine to pieces, including the barrel, and took it out to the Crank-Up, only to have to put it all together again on site to rally it, then take it apart again to get it home. The raffle was held earlier than normal, at 12.30pm because of the cold weather. There were over fifty prizes but the booby prize was a packet of mice pies, a joke on Brian Baker after stating in the last newsletter that there would be 'sausage rolls and mice pies....' In spite of the wintry weather, this was a good rally and I hope next years will be just as good.

**JONATHON HOCKEDY, AGED 13****W.S.E.C JUNIOR REPORTER AND PHOTOGRAPHER**

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**SUNDAY 3<sup>RD</sup> DECEMBER – W.S.E.C. ANTI-FREEZE CRANK-UP****AT NUNNEY CATCH \*\*\*\*\***

With a very clear, dry morning, I arrived with my green companion (Henry) to find at 9am the large tarmac area of this well known lorry park known as the 'Nunney Catch Truck Stop' almost full of stationary engines, some of which were driving a variety of water pumps, compressors, generators and agricultural barn machinery. With my lorry parked I made things ready to unload and so persuaded Henry to ease himself out onto the yard. After a short period of polishing, the tractor preferred to stay running to keep warm. On closer inspection there were 48 engines, 1 Morris 8 van, 1 bullnosed Morris car, an Escort car and 1 tractor, supported by 2 displays layed out in Escort cars and the dairy display of the now well known exhibitors from Bruton. Despite the threat of rain everyone was relieved that it stayed fine. While all this was going on the ladies were busy selling the customary raffle tickets. At 2.30pm the Wessex Chairman, Brian Baker then conducted a very lively draw in which there must have been 50 prizes. Well, the day was over far too quickly and so the treasures were reloading ready to return home. Well done everyone for organising a most memorable event. Your wandering tractor owner.

**BRIAN LOVELL****\*\*\*\*\* WANTED WANTED WANTED WANTED \*\*\*\*\***

*I am building up a collection of manufacturers nameplates and have some I cannot identify. Can anyone help by telling me who made what as follows:-*

Maggs &amp; Son, Portable House Makers, Bristol.

Charles H Pugh Ltd, Birmingham

Blakes 'Hydram', John Blake Ltd, Accrington, Lancashire.

C.W. Lillie, Albion Street, Leeds.

Gosling and Gatensbury engineers, Hanley, Staffordshire.

The 'Syphon' Clarks patent, protected by Her Majesty's Royal Letters patent.

R.A. Lister &amp; Co, Dursley, England. Danish Produce.

Douglas equipment Ltd, series No 643.

Lister Blackstone Serial No: 17934 SP No 41046.

Ruston Bucyrus 27 RB.

Ruston and Hornsby Ltd, size 1, class V80.

Ruston and Hornsby Ltd, mark 4 VPHN.

(sorry no prizes for getting them all right) Please phone Tony on 01373 464982.



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## THE MARKET PLACE

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**FOR SALE. ROYAL ENFIELD** horizontal twin cylinder 2 stroke engine, ex RAF, all complete in frame ready for restoration £100. For more details rig 01749 342671 (Shepton Mallet).

**FOR SALE. 1926 LISTER 'L'** on skids, 5hp £200, **1930 PETTER 'M'**, tank cooled, 3hp £300. **1950 LISTER 'DK'** petrol paraffin, 1.5hp on trolley 3120. **1927 LISTER 'A'** on trolley 3120. **BENTALL CHAFFCUTTER**, restored on wheels, circa 1928-30. For further details ring Alan on 01380 830344 (Westbury, Wilts).

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## WANTED WANTED

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**WANTED.** Any information on The Villiers 'Mar-Vil'. Also wanted a silencer for this engine. Ring Tony on 01373 464982.

**WANTED.** BSA 120cc side valve engine preferably with a spark, and a Villiers s/10 carburettor. Contact Pete on 01225 874043 weekends or evenings.

**WANTED.** Flywheel for a Blackstone 'L' series, diesel, 31 ¼ O.D., ¾" wide, six spokes with 2 ¼" bore. Contact R Uphill on 01761 241270 or fax 01761 241619.

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## LETTERS TO THE EDITOR

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Dear Brian,

Firstly, may I take this opportunity to wish you and the W.S.E.C Committee all the best for what I'm sure will be another successful year. I have come across an apparently abandoned boxed trailer complete with a Lister 'D' coupled to a water pump and reservoir, set up for display. The owner is, or was a member of the W.S.E.C. Trailer is so marked, it has travelled abroad, ferry sticker is visible and is fitted with the registration number RUR 831W. It is now in a state of decay, having been outside for many years, before I report it to the Police (I don't feel I can just waltz off and restore it) I am hoping, through your Newsletter that a Club member might be able to shed some light on the subject, and assist me to find the rightful owner. If you can help please ring Pete on 01225 874043.

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SPRING ENGINE JUMBLE /SORTOUT – SATURDAY MARCH 3<sup>RD</sup>

AT WINCHESTER FARM \*\*\*\*\*

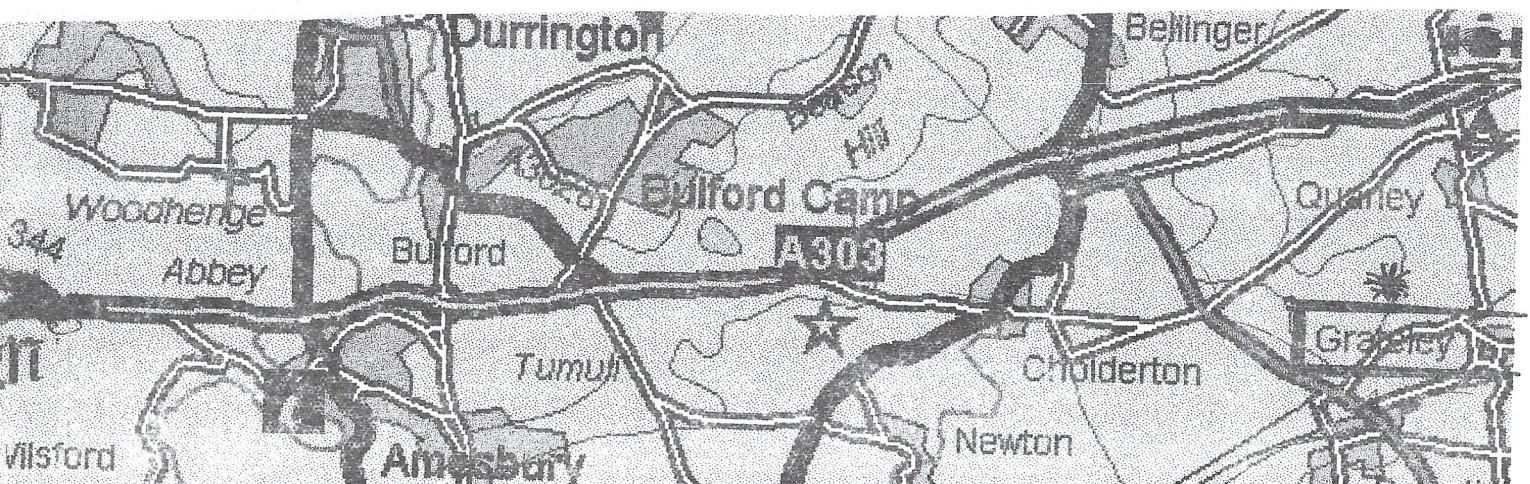
**WANTED.** Stallholders and Buyers to attend our Spring Sortout. Sellers only £5 per pitch and buyers only £1 admission. 8am onwards.

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SUNDAY APRIL 1<sup>ST</sup>

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This organised Open day put on by The Upton family is to view something in the region of 300 engines. This is one visit where members use their own transport. The venue is in the village of Grateley. This is just off the A303, Nr Andover. We have included a section of map to assist you. This 'Open day' starts from 9am and goes on all day. So let's have a good turnout from Wessex Members.





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## RUSTY METAL (OR HOW I GOT HOOKED)

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I suppose that it may have started with my misspent youth riding and racing motor cycles, helping my father with his small fleet of hire cars. Mechanical things seemed to get into the blood, but why oh why did I become an electrician (must be bloody mad) after many years with bikes, life changed you can guess what I mean. I then took to making model boats and did this for some years ending up competition secretary for the Cotswold Model Marine Club. Racing model boats with radio control can be great fun, the events are hard fought races with many a crash, I spent many nights burning the midnight oil building or repairing damaged boats. One engine I raced would rev up to 3200rpm and this would get a move on but one had to have a very deep pocket and things began to get very expensive, so that hobby bit the dust. What to do next, many years before I had visited Stourpaine Bushes by accident. At that time I knew nothing about steam rallies, old engines or the like, I had never forgotten seeing row upon row of stationary engines at Stourpaine a bit different now. I thought one of those old engines would be beyond my pocket but one day I was driving past Semington sale field, I stopped and visited the auction, in the field was a Ruston PT 1.5 hp, on its side and covered in rust, not knowing any better I stayed to bid for this lump of rust and I had to part with a whole 311 to get it, those were the days. The Ruston did not take a lot of work to restore, just a good clean and remove all the rust, then a re-paint, make a trolley and I was in business. This restoration lark is a piece of cake. I had a long wait until my next engine came along, this was my eight-horse power Petter Junior oil engine, did I say restoration was a piece of cake? Well the Petter soon changed my mind. Missing silencer, broken fuel needle, main bearings with groves in them so deep I could almost have slept in them, crankshaft 25 thou oval, the priming cup on the cylinder missing, oh yes I nearly forgot big end more play in that than in a fiddlers elbow. With a lot of work and a lot of money spent the Petter was back in running order and it won best vertical engine at the Longleat rally when the Club joined with the Fire Service to stage a show on Lord Bath's bit of lawn. I would not mind doing a rally of that type again perhaps in the future, one never knows. Now I had become a proper restorer, and we all know that them proper restorers move on to open crank engines. Buyer beware I did not take anyone with me when I set off to Street down in darkest Somerset to view a 1917 Amanco - in running order but in need of some work, on first sight it looked as if a repaint, a good clean plus a trolley would do the job. Yes the Amanco was started up and ran well, now if you go to but and engine and you are told it's a runner and Mr Seller starts it up, insist that water is put into the hopper. Grass green that was me, part with money and away home with my first open crank. Once home I could not wait to run the Amanco, so out on the drive it was started, I then poured water into the hopper, water should not run out of the carb, nor should the engine stop dead when water is put in - but the Amanco did, head gasket thought I, out came the spanners, off came the head, and then the air turned blue. The end of the cylinder had been attacked by the arc welder, the angle grinder and lord knows what else, even a coach bolt had been bodged into the cylinder head, yes poor old me had been well and truly strapped up again. A very great deal of work plus a great deal of help from a very clever engineer, and the Amanco was made as good as new, and runs like a watch, the cylinder was bronze welded and re-machined, new head bolts made and fitted, exhaust outlet re-machined and threaded plus many more bits that I made and fitted. Then when the engine was all finished and being run for the first time disaster struck yet again, now all of you who own Amanco's know the collar that hold the valves, well don't do what I did I refitted the taper pins that hold them in place after about an hours running one fell out, you can guess what happened, valve sucked into cylinder then on the up stroke of the piston valve smashed into the head and piston, I was lucky no damage to head or piston but where could I but a new set of valves for a 1917 Amanco. I did get some valves from a firm on Westbury trading estate but it took a lot of time studying valve charts to find some and making them fit. I had to shorten the stems and drill them, no easy task this, but it was done and again the Amanco was back running. The disaster gremlin had not left the Amanco, it was only hiding away waiting to strike again, and it did, now never wipe over an engine when it is running as mag brackets for Amanco's are not easy to come by. So now my first open crank engine was restored with a lot of blood and sweat and a few well-chosen words. Well what next? An advert in the Newsletter Robin Lambert had found a barn full of engines Nr Warminster. Well I just had to go and take a look and of course money changed hands and I went home with not one but two Petter oil engines one a 5hp Victory model the other an apple top of about 1936-37, the Victory was in need of a lot of T.L.C., most of us have had engines with seized pistons but the Victory had a piston as good as welded into the bore.

E.J.GAY.....Continued in next months Newsletter