

WESSEX STATIONARY ENGINE CLUB

NEWSLETTER



JULY 1985

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SOUTH MARSTON NOSTALGIA WEEKEND

This, first rally run by the Swindon Machinery Preservation Society, was on June 1st, a bright and sunny morning. I had entered by 1950 Petter A1 3½ hp driving a 24 volt generator, which had proved a disaster on its first rally last year; it pumped oil out of its exhaust like its earlier relation, a Petter M. This was caused by fitting new rings in an old bore without first deglazing the surface. I dealt with this problem last winter so here was the chance to test my work. After loading the engine and victuals for the inner man, off we went on a fifteen minute drive to the rally site where we were directed into position by a club member dressed in period costume. This was breeches, leather leggings, boots, cloth cap and red neckerchief - all the committee members were dressed like this, thus making them easy to find!!

All the exhibits were arranged in age order, 1st World War, 'tween wars, post war, etc., so I found myself in the post war section. After setting up the engine, the car and trailer had to be moved into the field adjoining; then we got to work with the Brasso, filled up with petrol and tried a start. Nothing happened after five swings, checked everything and tried again. Into life it burst, with clouds of smoke and bits of soot from the exhaust; soon it settled down so I stopped it and fitted the generator belt. One swing and away it went; was my deglazing a success or not? After about an hour with the sun blazing down just as it should on rally days, the Petter was running as well as it should with no smoke, so I left it in the care of a fellow rallyist and set off around the show. There were 55 stationary engines, 5 traction engines, 21 vintage cars, 30 motorcycles and 20 tractors. It was almost 7.30 p.m. when I finally shut down the Petter, it had run well with no smoke or oil all day; complete success!

On the Sunday, this 2-day event opened at 1.00 p.m. so I intended to run the Petter until 5.00 p.m. It started first swing and I adjusted the fuel mixture in the carb as I had thought it a bit thirsty the previous day. Once again putting the exhibit in the care of a minder, I set off for another look round and a natter. I discovered a 1909 United C-type, 2½ hp still in its original paint with its logo still legible; a 1923 Blackstone from Newbury; a beautifully restored 1924 Economy S type from Broadway, Worcestershire (Pat Malin?? Ed.); a 1940 1½ hp Fowler driving a Godwin pump which it had done all its working life in Ramsbury; a 1931 Wolseley Style 2, this had spent its working life driving a pump in Monmouth and was a well restored engine. Also a 1949 David Brown tractor took my eye, gleaming red in the sun. The young lady sitting on it told me that Dad did the heavy work and she and her brother did the paint job, 5 litres of paint and 1200 hours of work had gone into the restoration and she had logged every job done. They were justifiably proud of their effort, it was a credit to them.

Back to see what the Petter was doing; still running, no smoke or oil so I will be able to take it out next time with more confidence - it was almost 5.00 p.m. and the plaques had been presented. On checking the petrol, I found that from that last fill I still had sufficient for another hour or so's running; I must have done some good with my mixture setting. It was much more economical on the second day's run. After loading the engine, it was off home after a pleasant and friendly rally. I think I was the only Wessex member present - I saw no others anyway!

Jim Miller, Chiseldon, Wilts

OVERHEARD IN THE LADIES' LOO... 'Men are all alike aren't they? They all covet the 'open-crank' jobs - there must be some Freudian connection'. 'What do you mean?' 'Well, you know....'

AND

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'The best things I've seen at this rally are the goats and the donkey in the 'Gallery'....!'.

THE CLUB RALLY, Longleat, June 15/16 1985

The Club Committee has a rota for reporting Club events and you can imagine how I felt when my task was to report our own Club Rally. Where do I start and how many sheets will our Editor require? How much can our readers stand? Well here we go with my personal view of this 2-day event which was held this year in conjunction with Wiltshire Fire Brigade at Longleat House; good weather, a good field position for our engines, the highest turn-out of Club members ever at our own rally, what more could we want? A very good selection of makes and models of engines filled almost four areas, so what an unenviable task we all had in trying to choose the best engines for awards with such a high standard of restoration. I'm afraid some engines were sited rather close together; the reason being that we thought at one stage that we would run out of space but as 16 entrants defaulted on the day, this, in fact, did not occur - 16 missing out of 160 wasn't a bad percentage.

Mark Cottle exhibited two fine looking tractors, an International Farmall and an orange Field Marshall, both of these caused a lot of interest among engine owners and public alike, and what about that magnificent 4" scale Marshall traction engine exhibited by Mr. & Mrs. Ron Torr; this must approach the ultimate in engineering to make something so detailed. They must be very proud of it. A large 9 ton Aveling & Porter road-roller graced our presence at the lakeside; this was brought along by another Club member, Graham Escott, who really nearly failed to arrive due to brake failure on his low-loader. He had to effect a temporary repair to get to Longleat.

We had many long distance travellers, from Devon, Cornwall, Hereford, Berkshire and Wales, but our farthest-flung member (sounds like a 'caber'! Ed.) as I heard him described, was our good old friend Andy Mercer - all the way from Lauder in Berwickshire, Scotland. He kindly donated a video to the Club of some Highland Rallies, we hope to show it at a Club evening meeting soon but meanwhile it is available to lend to any member; just ask and we will arrange it. It is a Sony Dynamicron L750 Beta.

All weekend there was a hive of activity around the Club Stall which made £59.50 for our rally funds. Thanks to all who participated both by donating goods for sale and for helping. Herb Gane and his band of helpers ran the usual Grand Raffle in spite of the intervention of the 'Small Lotteries & Gaming Act' hit-squad; Herb may be masterminding future raffles from Warminster Gaol!...if he gets safely away from Pilton Pop Festival! The 2 main prizes were a Socket Set and a Moulinex Masterfry and the raffle made a good profit for Club funds. The unclaimed ticket turned up on Sunday evening as it transpired that it was in a ladie's handbag some 20 miles away. Having been purchased on Saturday, she brought another handbag on Sunday....congratulations Rob Lowther on your new tool-kit. The Masterfry went to our Editor, Eric Brain, who also had a frantic search in his car for his ticket, eventually finding it in his camera bag. Now he can cook his chips at the same time as he types the Newsletter, although I did hear that he was giving it to his mother-in-law as a peace offering for marrying her daughter (Rent...! Ed.). Dot Watts won a towel, what a lucky day for Dot as earlier she won a bottle of whisky in the Fireman's raffle; Bob Hallam won a sponge cake, made and donated by Audrey Harris who, in turn won a soap-set, perfect for washing the Brasso off; Gerald Atherton won a bottle of sherry and Mr. Speake won a set of Heated Rollers.

The voting papers were collected and counted, not all the exhibitors voted but perhaps they had forgotten that the voting slip was at the bottom of the entry return paper, however, the results were as follows:- Cranmore Cup for the best horizontal engine, John Emery with his 5 hp Ruston Hornsby IP; Stationary Engine Magazine Cup for the best vertical engine, Eric Gay with his 5 hp Petter; Best visitor's engine was Mr. R. Kerley's 3 hp Stover-Pilter 3 hp and the Committee Cup for the best working exhibit went to Brian Munt - no not for his renowned Sausage Machine - but for his gargantuan endeavour sawing wood to keep the Thynne family warm for most of next winter.

I would like to take this opportunity to thank everyone who lent a hand, giving up their time to make this weekend the success it was. To name individuals would take up yet another page but your individual co-operation did not go unnoticed and Mr. David England of the Wiltshire Fire Brigade thanked us for our contribution to their big day; they were very impressed. I think the only complaints were due to the distance between the campsite and the engines but, as you are probably well aware, this was out of our control being a stipulation of the Longleat Estate.

By the way, the winner of the Mini Car in the 'other' raffle was Mr. K. Davis, Weareland Road, Tisbury, Wilts.

Robin Lambert

STOLEN

During the week preceeding the Longleat Rally, an engine was stolen from a trailer outside a member's home. The engine was a Norman twin T600 and will be distinctive to anyone being offered it as it is minus one cylinder, one head, exhaust pipes and starting handle. We also ask members to be on their guard about anyone asking around for these missing items which are relatively hard to obtain. A reward is offered to anyone either finding this engine or providing information that could lead to a conviction. Contact Kevin Stone, 52 Eastland Road, Yeovil.

CONGRATULATIONS to Stuart and Jan Ashman on the birth of their second daughter on May 22nd. She weighed in at 8lb 1oz and will be called Lisa

BRISTOL DOCKS RALLY at the Industrial Museum, May (a weekend of disaster!)

This is always an enjoyable rally, one of my favourites, but this year I don't think I was properly prepared. I loaded up the Ruston Hornsby ZPR, well it was running OK at Christmas when we went to the Scouts Day in Bath, and as there seemed to be plenty of room in the trailer I added the little Petter 1½ New Model.

Arriving at the Rally, the Ruston received the first attention but would not start even with the 'pencil' trick or the welcome assistance of the rest of the Club. The magneto was completely dead so I removed its cover for the sun (yes SUN really..!) to dry it out perhaps.

The Petter started first time, the crowd of onlookers quickly and wisely moved off to a safe distance. It had suddenly become hard to see. They all thought it was foggy in my corner of the arena, it wasn't foggy at all, just my little Petter and its smoke! Swift adjustment of the calibrator merely turned the fog into oily rain as the oil thinned and sprayed out of the air-intake mesh. Finally the seals in the RH main bearing allowed a spray of oil out so fast that it missed the flywheels completely and at this point I switched off as Dot Watts nice pink angora knitting was in severe danger of 'fall-out'.

On Sunday we returned to the Rally, this time with Ruston-Hornsby APR 2½ to keep the programme as near correct as possible in the circumstances. As I filled it with fuel, the petrol pipe detached itself; the solder had dried. This repaired, temporarily, the handle swung into play but it proved very difficult to start. Usual tricks with plugs, points, pencils eventually produced a feeble start and the engine spluttered away unhappily; a swift hand now and then over the air intake seemed to keep it going so we tried a few mods that the Lincoln factory would never have approved of. Finally it would only run with the air valve blocked off completely. Next the plug failed! It was decided by all and sundry that the fuel foot-valve was not doing its job and this diagnosis proved correct when it was inspected and repaired next day.

Having repaired the trailer brake lights which also went faulty, I arrived home late to my meal, Claude Lowther having decided to perform an extensive loading programme right in the only access to the site.

Nevertheless, an excellent rally as always - even if the representative of the sponsor, The Institute of Plan Engineers, forgot to turn up to present his own award to the 1985 winner, Ivor Yeo with his newly restored Ruston Hornsby IP 5 hp. This ceremony was ably accomplished by our President and Rally Organiser, Tom Randall. Thanks Tom, for all your hard work.

Emerson Brantingham

TECHNICAL TIP

Anyone tackling the restoration of a Lister 5 hp L-type may be interested to know that an International Harvester inlet valve Pt.No.72747DD will fit with only minor modifications. Also, I believe that a Leyland 500 series diesel engine valve will suit.

Ern Brassplate

THE JUNE CLUB MEETING - Guess the Object

Possibly as a consequence of Midsummer Madness on Monday 24th June, Professor Brian Munt, Keeper of Antiquities and Lecturer in Logging at the University of Emborough examined members attending the monthly meeting on the knowledge of the Highly Unlikely, the Improbable, and the Impossible.

Members had been asked to submit items for identification and what a varied assortment arrived. Originally the Committee had feared that not enough items or ones of insufficient interest would be available but how wrong they were! For the first part of the evening Professor Munt, while he was not holding his trousers up which seemed in constant danger of falling to his knees, exhibited each item, explaining its construction, etc. This he had to take great care to do as most were valuable, some extremely fragile, and to give too much detail would have given the game away. More and more items appeared out of his treasure chest while members recorded their ideas of what it might be on the examination papers provided.

An interval was then called when Herbie (the Money Man) Gane took over with his usual wizardry of the Club Draw. This time, not only did Herbie's efforts provide excellent draw prizes, but also funds for 'What's the Object' prizes. Draw prize winners were Ivor Cox, John Emery, Eric Brain, Les Emery and Dave Stickland. Thanks too to Brian Verrall for his gift of genuine Cheddar Strawberries as some of the prizes.

But back to the objects; Professor Munt then showed each item again but this time naming it and giving its purpose, etc. It's quite possible that he dreamed up many of the answers himself. Has anyone heard of a 'silver sake drinking straw' - honest that's what he said it was, or howabout a 'gunsmith's screwdriver set'? Then we were asked to believe in a mousetrap capable of catching four mice at once, while the mole trap looked like one of Heath Robinson's worse nightmares. In all seriousness.

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Professor Munt then identified a 'Sweet Pea Counter' - but couldn't explain how it was fitted in the loo. He was even better when explaining what a 'Bull's Twistle' was, and how his dad had beaten him with it when he was a lad. For our lady members, the Professor will repeat the explanation by appointment but be prepared to blush...! Actually this was one item which many members identified correctly. The highlight of the evening must surely have been when one member suggested that an instrument for inserting rubber liners into milking machine cups was really a 'relief valve for a rubber doll'! It brought the house down! Obviously our Club member's interests aren't confined to stationary engines only. Professor Munt wouldn't allow his students to mark their own examination papers but insisted that they be swapped over with their neighbours; then came the surprise. Although 45 articles had been shown, the top score was only 16, which only goes to show how simple we are, or more probably, how strange the exhibits were.

The Professor eventually award First Class Degrees in Antiquity to Gerald Harris with 16 points, and Eric Gay with 15 points, both receiving a bottle of wine, Second Class Degrees were awarded to Gerald Atherton, Mike Cannon, Eric Brain and Dave Stickland who all received smaller bottles.

Most grateful thanks to Brian for conducting the meeting, to Herbie for the finances and of course to all those members who kindly provided their treasures for our enjoyment. It was a smashing evening's entertainment which could form a regular part of our programme perhaps. Our members seem to own boundless treasures none more so than John Emery who provided many, but whom I know has many more in stock.

Claude Lowther

BATH FESTIVAL OF STEAM 29/30 June 1985

This first time event came at the end of Bath's wettest and coldest June for 40 years. As we entered the rally site we were quickly and efficiently shown our allotted positions, the only problem being that due to the very soft ground the car and trailer wanted to go in a completely different direction! Having eventually found our numbers we discovered that the old bonus seeking sardine packer had been at work as we tried to squeeze the Tangye and the pump and the Bamford into a space just big enough for 2 Lister D's. As it turned out several entries failed to turn up and so the spaces were soon used up.

For the first time in about 2 years we had our insurances checked - I feel so many rallies are far too lackadaisical about this. The WSEC proudly flew the flag with at least 30 representatives. Saturday's breeze and Sunday's sun did wonders for the ground and a very enjoyable weekend was had by all. Good organisation, good weather, good siting, good entertainment and good company made it all good fun. The only criticism was the cramped positions and possibly a lack of stalls but one cannot expect everyone to get it right first time. Roll on Bath Festival of Steam 1986.

Michael Cannon

LONGLEAT LETTERS

The Longleat Rally organisers have received many very complimentary letters regarding the event. Space does not permit us to print them in full but here is a sample of comment from a few of them. Apologies to those whose names do not appear.

Firstly, from non-member Bob Mullins from Winterslow, Salisbury, 'May I say how I enjoyed the Longleat weekend and I would like to express my sincere thanks to your committee for a well organised event. I am certainly looking forward to the next one...'

Richard Cuff, also a non-member, from Blandford Forum says 'My wife and I would like to thank the WSEC for a very pleasant weekend at Longleat. Very well organised rally and friendly, helpful people. All the best...etc.'

Rally secretary, Diana Emery, also received a very nice letter... 'Dear Mrs. Emery, I would like to thank the WSEC for allowing me to exhibit my two tractors at the Longleat Show last weekend. I must say that having exhibited at several different shows I have never known such a happy, friendly Club; everyone was so helpful and nothing was too much trouble. I would, therefore, like to thank all members for making the weekend such an enjoyable occasion for both my friend and myself.....etc.'. This was from Mark Cottle, whose father is a Wessex member.

The Wessex Rally Committee would, in turn, like to reciprocate the thanks for these, and many other kind words.

In line with modern technology, a Video Film has been made of the Longleat 1985 WSEC Rally. Copies of this film can be obtained by contacting Dave Clack on Trowbridge 61987, who will also give full details of price and system available. (Evenings only please).

AND.....What was the Wessex Rally Secretary doing sitting on the front steps of Lord Bath's stately home, head in hands, on Sunday morning at 7 o'clock? Was she waiting to see the paper-boy? Did she have fears that the exploits of the night before regarding a Scotsman's kilt would be recorded for posterity in the N... of the W...d? Was she up to some 'extra-marital' activity with the local Wessex candidate? Or was it the effect of the bottle of wine (or two) at the Social Evening?

5. Another member, a Petter owner, claimed that the mating call of the sea lions kept him and his fiancée awake all Friday night. He wasn't complaining though, but we understand they emerged very LATE on Sunday morning, having both imbibed vast quantities of 'sleeping draft' the night before. Please note that the Petter was the last but one engine to be uncovered on Sunday; luckily there will be no sea lions at Backwell Hill Ploughing Match.

FORTHCOMING EVENTS

The Full Quart Crank-Up will be held this year on September 29th at Hewish near Weston-super-Mare. Contact Roy Cox, 4 Laurel Drive, Uphill, Weston-super-Mare for full details.

Yesterday's Farming, the 2-day event of the South Somerset Agricultural Preservation Society Club will be held this year at Eleighwater, near Hornsbury Mill, near Chard, Somerset on 7/8th September. Entry this year is open to all comers so if you haven't collected a form from a Club meeting then send a sae to Brian Crudge, 22 Stoke Road, Taunton, Somerset.

N.Somerset Group, NVTEC Rally and Ploughing Match at Backwell Hill, Lulsgate, near Bristol, 7/8th September. Details, entry forms, etc. from Gerald Atherton, The Bungalow, Brinsea Lane, Congresbury, near Bristol.

The Science Museum Open Day at Wroughton, Swindon, Wiltshire, will be held this year on September 8th. Anyone interested in entering should contact Andrew Patterson, Science Museum, West Kensington, London. Tel. 01 589 3456, xtn.632 or at Wroughton, Red Barn Gate, Wroughton, Swindon, tel. 0739 814466.

CLUB EVENTS

Coach Trip to the Birmingham Museum of Science & Technology. This major event in the WSEC 1985 calendar of events will take place on Saturday, 12th October and will cost £2 a head, adults and children alike, and will be subsidised out of Club funds. Non-WSEC members and members of other preservation groups will be welcome but will have to pay the non-subsidised price of £3 per head -still a cheap trip! There will be three pick-up points en route, starting at the **Old Down Inn at 8.00 a.m. sharp, Radstock Market 8.20 a.m., and Bath Coach Station at around 8.30 a.m. (NOT the Bus Station).**

This trip will be very heavily subscribed, already names are rolling in, so in order that a second coach can be booked and filled economically, please book early. Money **MUST** be in advance please, so send your cheque for the correct amount payable to WSEC and stating your required pick-up point, to Hon.Sec. Jane Cannon, 19 Eagle Road, Northend, Batheaston, Bath, Somerset. Tel. Bath 859536 (24 hour answering). The closing date is the 30th September but please do not leave it to the last minute and be disappointed. We are arranging to stop at a pub on the way home for bar snacks or a proper meal for those requiring them. (No, not included in the price of the fare...!). and hope to get back around 10.00 p.m. This will be a trip of great interest to all enginemen; Mr. Robinson, the Museums Director is welcoming us as a preservation group and will be getting out certain exhibits not normally on view. Photography is allowed subject to the usual conditions after signing a permit at the front desk only; this is normal in these establishments. The Museum has a multitude of engines, machinery, motorcycles, cars, a railway locomotive, beam engine, electronics, radar, etc., etc., and will need a good three hours to go around. For the Enginewife, the shops are not too far away, but who needs shops with all this lovely stuff to view!! **BOOK NOW.....!**

MONTHLY MEETINGS

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| August 19 | This must be our earliest monthly meeting ever due to the Bank Holiday weekend being so early in month. It will be in the form of a 'Members Night', a chance for you all to bring along your favourite engine slides and pictures to show. This will also be a good chance to see the Club's Epidiascope in action so if you have any engine pictures from magazines, books, etc. bring them along for show. |
| September 30 | Right at the end of the month this time! A talk by Mr. Oldiss entitled 'Things in people's attics', although I suspect not many people have engines in theirs (I have though...!Ed.), |
| October 28 | A talk on collecting Dinky Toys (and all the multiplicity of other similar makes) by an as yet unnamed expert on the subject. |
| November 25 | A talk on the maintenance and use of chainsaws, just in time for the seasonal gathering of winter fuel...although what could be better is a nice Lister 5-1 diesel driving a sawbench....! |
| December 14 | Annual WSEC Dinner & Dance, this popular social event rounds off our 1985 callendar and, as far as we know, will be held once again at the Masonic Hall, Frome, Somerset. Full details in due course. |

6.
FOR SALE/WANTED
WANTED

12 Volt dyanamo or a motor to convert, with a base mounting, suitable to drive with a small engine as a exhibit. Jeremy Adams. Tel Bath 834127.

WANTED

Lister HI water pump for restoration. Roger Pike, 13 Highfield Crescent, Chilcompton, Bath. Tel. Stratton on Fosse 233028.

FOR SALE

Fram Oil and Fuel filters for New Fordson Major - £1 each; Box of assorted Fordson bearings - £5; Lister A-type, good runner but needs painting - £65. Mr. B.G. Reakes, Tel. Keynsham 68549.

FOR SALE

Ruston Hornsby 8 hp A.P. tank cooled; Ruston Hornsby 3 hp with pump; 4 PB; 1½ PB; 1½ PT; four various Lister D-types; two Wolseley WD2; two Lister A-types; Avon 2 hp enclosed crank; Lister B-type; Petter 3 hp, M-type appletop; also Ferguson hydraulic mower T20 tractor attachment, various water pumps, etc. All enquiries to Mr. D. Eyres, Northend Farm, Sutton Veny, Warminster, Wiltshire. Please telephone in the first instance and mention WSEC. Warminster 40239.

FOR SALE

Godwin water pump approx 1½" outlet, good for restoration and to give someone's filthy kerosene burner some work to keep the plug (and the neighbours...!) clean. Chris Arnold. Tel. Bradford on Avon 6565.

COMMITTEE

We welcome Shirley Gale onto the WSEC committee to replace Bill Coombs who has regretfully had to resign due to an unforeseen work committment. This co-option took place at the July Committee meeting as under Section 6(e) of the constitution of the Club.