

WESSEX STATIONARY ENGINE CLUB



JULY

NEWSLETTER

I'm sure that many of you like myself have been wondering whether or not we are going to have a July newsletter dropped through our letterboxes, well as you can see an attempt has been made to bring you all at least some form of information sheet as to what progress has been made regarding the editing, typing and printing of our newsletter. At our last committee meeting we had received one offer to do the editing, several offers of typing and we are exploring a few avenues regarding the printing. All club members who have responded to our appeal. the committee offer grateful thanks and will hear officially from our secretary when we have had more time to sort everything out, as nearly all our June meeting was taken up with finalising arrangements for our club rally, which by the time you read this will be some weeks in the past, so I hope you all had an enjoyable weekend, if so tell us about it.

Now as this will be my only attempt at writing and helping to edit a newsletter, I might be putting my head on the chopping block regarding our retiring editors last few words to us all. To quote : Are we all in grave danger of becoming a cross between an Insurance Broker and a sub-division of the Motor Caravan Club : Unquote. Well does it really matter? I personally don't think it does, Stationary Engines are something I can pick up and put down just whenever I please, I do very much like the companionship of friends and club members, who to me are a breed apart, I enjoy the travel, different rallies club evenings and the social events. I really don't want to follow in the footsteps of Mr. Lister or Mr Petter and I certainly wouldn't stop anyone who wanted to, you pays your money and takes your choice.

How do our Club membership feel ? perhaps I'm on my own ! put your pen to paper and send your thoughts to me and I will pass them on at our Committee meetings and perhaps we can publish some. Rob Lambert.

AROUND THE RALLIES

Breamore House, Nr Fordingbridge 7/8th May : Small and friendly is how I would describe this delightful little rally, held in what once must have been the walled in garden of Breamore House, with only room for about 20 engines and a few cars and stalls, anymore would have spoiled the setting. After looking around the 14th century brick built mansion and carriage museum, complete with horse-drawn fire engine, the bonus comes when you visit the Countryside Museum laid out to depict the four seasons of the year. The huge museum incorporates Blacksmiths Shop, Wheelrights Shop, Dairy, Brewery, Farmworkers Cottage, Saddlers Shop, Bootmaker and one of the largest collections of old tractors and machinery I have ever seen, most are in restored condition. A few stationary engines are dotted about, one Emmerson Brantingham, caught my eye as did a horizontally opposed two cylinder tractor engine used as a stationary power unit. So next year why not give this one a visit, definately not to be missed, a super day out.

Longleat (Selwood Rally) 28th/29th May : Very much down on the amount of stationary engines that normally attend, but was still possible to put on an interesting weekend. The weather occasionally put the dampers on proceedings, but there was some sunchine too and Wessex member Arthur Smith even managed to get his photograph in the local newspaper along with his 3h.p. International. Well done Arthur publicity is good for the movement.

THE COUNTY SHOW, Easter 88, Staverton, Glos.

A dry Easter, never heard of before, sunbathing on Sunday, you must have been abroad. NO it was the County Show, who could have wished for more.

Friday afternoon saw some of the Engine and Tractor exhibitors arrive, to an already filling showground of various exhibits. Saturday by 10.0 clock all was ready for the off, all exhibits in place, ropes up, but not enough water for all the engines. After filling the bowser twice everybody was happy and all the engines were running with water tanks full to overflowing. Approx. 3000 public were at the show this day.

After lunch the Tractors, Cars and Motor Cycles did a tour of the main ring and were appreciated by a large crowd of spectators.

Sunday arrived with a frosty morning - 2°C I am told, by 10.0 clock the sun was shining and shone all day. Some of the campers complained of cold feet during the night, but by 2.0 clock in the afternoon they were sunbathing by their engines, so the cold feet episode was soon forgotten, again after lunch the mobile exhibits were parading around the ring to an even larger crowd. One exhibitor from the Wessex Club had the misfortune to have his timing gear break into three pieces on his engine when his starting handle caught between the flywheel and the gear. Ken Bridge brought his organ (Little Annie) and had a very disappointing day when he could not get it to generate power, after help from Brian Munt of Punch and Judy and organ fame and George Hinchcliffe and others still to no avail Ken saved his petrol all day, that's sods law because Ken had it running O.K. only a couple of days before and it was O.K. then. 14,000 paying public came through the gates to good weather and a good days show.

Monday morning everywhere wet. Oh dear, but not raining but windy and not very warm. By midday everywhere was dry. The Monday arrivals were soon in position and all engines running. Ken Bridge arrived with a borrowed generator 'BUT' Pat Malin fiddled started Ken's generator and what happened it worked, and ran all day. After lunch the mobile vehicles again paraded in the main ring and both exhibitors and spectators enjoyed the parade.

The show had a good selection of exhibits and stalls as well as our vintage machinery. The armed forces were represented by some 300 personnel and gave several performances in the ring. The White Helmets Motor Cycle Display Team on Triumph bikes gave a good display of skill and daring and a few tumbles to create some excitement. The horse driving class was very well attended and after a 6 mile road run on Monday they were judged in the main ring and a marvellous site as they were all in pristine condition. Many other ring events took place to keep spectators occupied.

In the two others rings there was horse show jumping each day and I am told some famous names were competing for the honours. Over 100 stalls were selling their goods, and it is reported some 7 tons of food was consumed over the 3 day show. Also I am told that all the new cars on show were sold over the showtime period.

That is just a taste of some of the happenings at the County Show and back to our reason for being at the show engines and tractors apart from the broken gear and generator problem, I did not hear of any other problems with engines. A Fordson Tractor being driven to the show was seen on the side of the Cirencester Road having fuel blockage problems, he did arrive a little late after a six hour journey and ran O.K. for the rest of the show. In my opinion a very good show and very much enjoyed by the exhibitors and some 25,000 plus Joe public. Members exhibiting were: Phil Harris & family, Mr. & Mrs Brian Verrall, Mr. Brian Munt & Family, Mr Derrick Watts & family, Paul Martin, Mr Bill Speake & Son, Mr Arthur M'Cray & family, Mr John Carpenter & family. Apologies for anybody I have missed out.

Peter Pogmore.

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GORE CROSS, Bridport 11th/12th June. : Alot of Wessex members attended this rally, and although only attending on Sunday myself, I am told the Saturday auction had to be seen to be believed. Some 800 lots took nearly all day to sell and it must have broken the hearts of the sellers, most items were almost given away as the auctioneer did not appear to look very hard for raised hands hence the low prices. Those who arrived on Saturday must have thought they were in a field of mowing grass, it must have been knee deep, what an awful waste of grass. A very well supported rally, lots of interesting exhibits and a superb turnout of Stationary Engines. Many thanks to our old friends, The West Dorset Club for a nice weekend.
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LITTLECOTE STEAM RALLY Nr Hungerford 4th/5th June.

We arrived at Littlecote House on Saturday morning to be welcomed by George Hyde, who put us in a very nice spot in front of the house. Don Rogers and Roy Cox and other members of Wessex were already set up, they were the lucky ones as the engines were limited to 50. After a good breakfast we went for a look around the house and grounds. The gardens were very good, at the bottom of the herb gardens was a stream full of trout - someone said they saw Don Rodgers trying to catch one because there was no fish and chips on site ! !, after that we looked around the little shops which were scattered around and also a very nice farm and pets corner for the children, also there was a car museum and horses and carts etc. etc. and a steam train which ran around the grounds.

I arrived back at the rally at 11.45 to be met by George Hyde who said Mr. Punch was down to make an appearance at 11.15 in the programme. I said 'He never gets up that early'. In the afternoon the twenty steamers and cars etc. had a parade around the road on the outskirts of the field, and after doing two shows of Punch & Judy we went to see the jousting and falconary, both very good except when one bird flew up in a tree and caught its feet in a branch, someone suggested getting the old fire engine up from the field, when it arrived it took ten minutes to get the ladder off and then the rope broke much to the amusement of the large crowd who were watching. After about a half an hour they got the bird down, heaven help us if there was a fire.

After a couple of hours in the beer tent on Saturday night - Beer £1.20 per pint we retired to bed only to be woken at 6 o'clock by someone next to us putting up a set of chair-o-planes. The rest of Sunday was very nice with the weather and after Mr Punch did his three shows we were given a very nice plaque and asked if we would like to go again next year. I thought the house, which is Tudor, and all the other things that were included were very nice and seeing that you can see it all free once you pay your £3.50 at the gate, well worth the money. The only moan that I had was at 4.30 a.m. we had a rendering of the dawn chorus by about a dozen very large PEACOCKS, give me stationary engines any day !
Mr. PUNCH.

RALLIES STILL TO COME

30/31st July : Rushmore Steam & Vintage Rally, ALDERSHOT, Hants.

6/7th August : Alderholt Steam Engine Rally. Nr. Fordingbridge, Hants.

7th August : Mendip Tencrest Crank-up. By the Mendip Inn on the A37. Car Boot Sale in the morning. For details ring Bill Coombs on Oakhill 840868.

24th August : Shaftesbury Show. This year to be held at Gillingham, Dorset.

29th August (Bank Holiday Monday) : Corsley Show, Nr. Frome. Ring Rob Lambert, Frome 63526

1/2/3/4th September : Stourpaine. This year on a new site at Tarrant Hinton on the A354 near Blandford Forum.

3rd September : Wellow Flower Show & Country Show, for details ring Lois Gumm, on Coombe Down 835840.

3rd September : Trowbridge Country Fair. Details from Tony Jones, Frome 65189.

10/11th September : Yesterdays Farming at Pucklington on the B3168 near Ilminster, for details Brian Crudge, 22 Stoke Road, TAUNTON, Somerset.

17th September : Teffont Rally, held at the Shire Horse Centre, Nr, Wilton

25th September : Full Quart Crank-Up, Hewish, Nr. Weston-S-Mare.

Note to Rex & Marjorie Cheesman who run the stationary engine section of the N.V.T.E.C. Kent Group and hold their rally the same weekend as the Wessex, Hope you had as successful a weekend as we did, the weather was perfect the whole time, this certainly makes the difference. Look forward to your next newsletter.

FOR SALE

Thomson Glen T Line Caravan, 4 Berth with full awning £400. Tel: R.Lambert Frome 63526
Lister Engine - 'D' model, Lister 'A', Water Pump I940. Tel: R. Chappell,
9 Coleridge Vale Road East, Clevedon, Avon. BS2 I6NS. Tel: Clevedon 876974. Engine on
trolley with iron wheels.

WANTED

Beg or Borrow 30mm Pipe Bender. Tel: Mr G. Atherton, Rose Glen, Bristol Road,
Churchill, Bristol. Tel: Churchill 852670

FORTHCOMING CLUB EVENTS

July 25th Guess the Object. Bring along your unusual items and get everyone
guessing.

August 22nd Members Night. Bring along your slides and photographs.

Sept. 26th Patrick Knight. A narrated slide show.

October 8th Coach trip to Morwellham Quay, Nr. Tavistock. Devon. A chance to have
an insite into Morwellham's rise from a tiny port on the River Tamar, a thousand years
ago to a prosperous copper mining area, through Victorian times, its decline, and
the restoration that is going on today. It consists of a I9th century Copper Mine
through which you can travel on the Mine tramway, a Hydro Electric Power Station,
Lime Kilns and Museums. It also has a Village Centre where you can find a Chandlers
Shop and General Stores, Gift and Book Shops, The Ship Inn where refreshments can be
taken and picnic areas, also to be found are Victorian workshops, Victorian Farmyard
and Shire Horse stables. A few of the Wessex committee have visited this site,
and its very interesting. Coach seats will be £6.00 per adult, £4.00 children and
O.A.P.'s It has also been arranged for the coach to call in at 'The Cat & Fiddle'
Exeter, on the way back for food or drink or both !! Booking forms with next newsletter.

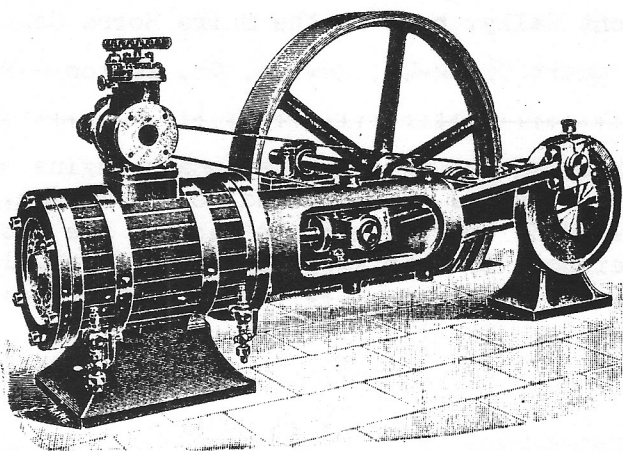
October 29th Oompah Night at Chilcompton Village Hall.

I would like to thank everyone on behalf of the committee for the tremendous effort
in sending reports etc. for this months newsletter, and as I ran our of space, the
Cheddar Rally Report and the June Crank-Up report will appear in the next issue.
For those who don't care to read endless rally reports, write something more
technical for us, as we are short of this type of material.

E. S. HINDLEY & SONS, BOURTON, DORSET.

HIGH-PRESSURE HORIZONTAL STEAM ENGINES.

"GIRDER TYPE."



LEATHER CUP WASHERS

The best known application of leather cup washers is probably for inflating bicycle tyres where its use enables an efficient valveless pump to be very easily made. This type of washer is also found in commercial water and hydraulic pumps and jacks etc. Although now largely displaced in many instances by 'o' rings and synthetic rubber or plastic cup washers and seals, the humble leather device is still found in the water pumps we restore and they can easily be made as outlined below.

In order to make a new cup washer, a male and female mould is required to shape the softened leather, holding it in that shape until it has dried and re-hardened. Since the leather is softened by heating in water, the mould should be made of an absorbent material rather than metal, hardwood such as close grained oak being the most appropriate.

Various sources of second hand leather are available to us. Although many shoes are now made with PVC uppers the tongues are often still of leather, handbags, briefcases, wide leather belts can also be useful sources, but don't forget to ask the wife before you start cutting!

A word of caution about some leathers is necessary. Heavily grained leather as used for briefcases etc. often shrink considerably in one direction during the softening process. Try a test piece as follows first to avoid disappointment. Cut a one inch square of leather, place it in a pan of water and heat to just below boiling point, when soft, remove from the water and measure each edge to determine the amount and direction of shrinkage. Allow for this when cutting the blank disk for your cup washer. If there is much shrinkage one way, the blank will have to be cut decidedly oval before softening, it will then become circular as it shrinks.

Select a piece of wood thick enough to be bored to a depth of at least $1/8$ th of an inch more than the depth of the flange required whilst still being strong enough to withstand the clamping pressure. This depth allows the flange to be trimmed to size free of any puckering at the edge. Bore out and radius both inside and outside corners as shown in the sketch. It is particularly important that the outside corner and the bore are as smooth as possible if damage to the operating surface of the finished washer is to be avoided. A central hole equal to or smaller than the final washer bore is needed for the clamping bolt.

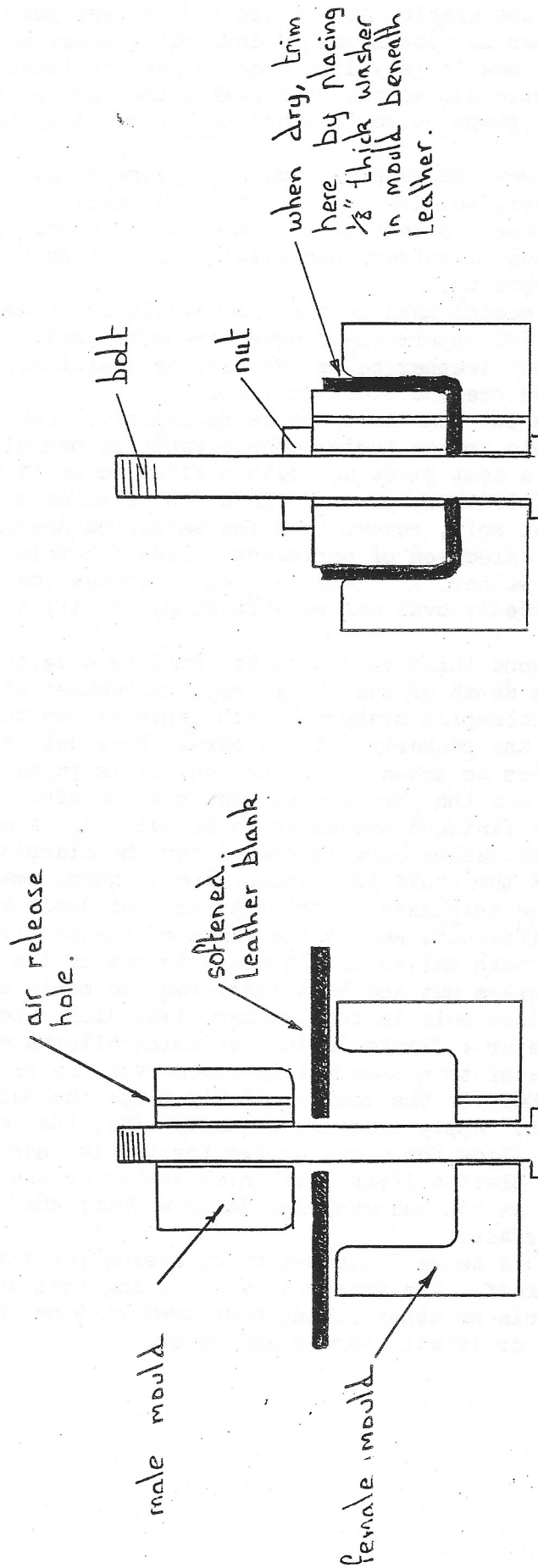
The male portion of the mould is a thick disk of wood, smaller in diameter than the O.D. to allow for the thickness of the leather, but don't aim for too tight a fit or forming may be difficult. Radius the edges of the disk to suit. A small hole is drilled through both halves of the mould to enable the release of trapped air during clamping. A brass nut and bolt completes the mould assembly.

Punch a suitably sized hole in the leather blank disk, whose diameter is equal to the 'bore diameter + flange depth + trimming allowance'. Soften in a pan of nearly boiling water then immediately place over the bolt which has been inserted in the female half of the mould, quickly place the male disk on top and begin tightening the nut. Apply pressure steadily until the mould is tightly closed, leave in a warm place for a day or two for the leather to dry out then release from the mould, place a $1/8$ th inch thick washer in the mould and replace the newly formed cup washer on top and reclamp. Using a sharp knife, trim the leather level with the mould surface.

The cup washer should be well greased before being put into service, For water, tallow is a good waterproofer and preservative, failing that use a good waterproof leather finish like Dubbin or other hiking boot preparations. Never let the leather seal dry out completely or it will harden and crack.

Jeremy Adams.

MALE AND FEMALE MOULD TO
FORM LEATHER CUP WASHERS.



J ADAMS 7-6-28