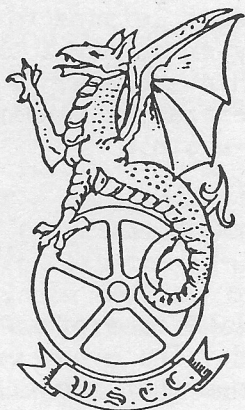


# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER



JULY 1996

Please send Newsletter material to:-  
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### \*\*\*\* EDITORIAL \*\*\*\*

With the rally season well under way I have not received any rally reports from any member for the newsletter, so come on put pen to paper, remember you can only have a newsletter if I have something to print.  
ED.

### \*\*\*\* CHAIRMANS REPORT \*\*\*\*

My request some months ago for members to help set up the rally was really answered, you were magnificent. A team of willing workers were on site Thursday evening and again early on Friday morning, the teamwork was a joy to watch, some were putting in stakes, some putting pegs in the engine line up. Tents went up, water standpipes installed etc. By lunchtime everything was set up and ready to go. I would personally like to thank everyone involved, it certainly proved many hands make light work. The rally went off really well with a live broadcast on Wiltshire Sound from the field on Saturday morning. The auction also was well supported with about 300 lots and the glorious weather over the weekend was a real bonus. I would like to convey thanks to everyone who helped on the field, running the club shop, selling raffle tickets, manning the pay gate, etc. Also thanks to everyone who donated prizes for the raffle and goods for the club stall. All too soon Sunday evening arrived and then it happened again, the workforce swung into action, members who I'm sure would have liked to go home with the rest of the exhibitors, stayed behind to dismantle the rally. The same teamwork again prevailed, in next to no time the field was once again devoid of all rally trappings, it was all loaded on Herb Ganes lorry for transportation to Evercreech for storage. To all of you concerned a heartfelt  
THANK YOU.

### \*\*\*\*\* WANTED URGENTLY \*\*\*\*\*

Wanted urgently a member to take on the task of NEWSLETTER DISTRIBUTION, this has been carried out in the past by Marg and Bill Appleby, but due to Bill's recent ill health they have decided to give up the job. The job entails addressing envelopes and sending out the newsletters to all members who do not collect them on club nights. Remember this is only once a month and is a vital task to ensure all members receive their copy. Anyone interested please contact the Editor on 01749 342671. The club would like to take this opportunity to thank Marg and Bill for the sterling work they have done carrying out this job for a number of years.

### \*\*\*\* CLUB COACH TRIP \*\*\*\*

Have you travelled over the new Severn Bridge yet? Well now is your chance. Just send off £5 to Jackie Lambert, 15 Beechwood Avenue, Frome, Somerset. BA11 2AX to book your seat on the trip to the Cardiff Docks Complex on Sunday August 11th. Leaving the Old Down Inn car park at 8.30 am. It will be well worth the money just to see the new bridge and travel over it. Hurry up and book your seat before they are all sold out.

\*\*\*\* LETTERS TO THE EDITOR \*\*\*\*

Dear Brian,

Now that I am safely home again with all the kit unloaded and at leisure for a few minutes to feel the stiffness in my back and the sunburn on my arms, may I thank you and everyone who worked so hard to make this year's rally such a success. I thoroughly enjoyed myself, as I fully expected to, even without such extras as winning the 'Working Engine' cup and appearing on Wiltshire Sound. My thanks again.

Yours sincerely,  
Rob Armstrong.

Dear Mr. Baker,

On behalf of the members of Huckyduck Carnival Club I would like to express our appreciation to your members for attending our Fun Day on June 2nd. The event was very fruitful for our club and we hope everyone enjoyed the day. We hope that you will put the first Sunday in June 1997 in your diaries. Hope to see you next year.

Regards,  
Sue Barber (Secretary).

Dear Mr. Baker,

RE: TENCREST RALLY.

In reply to a comment made in the June newsletter I would like to inform rally goers that the Tencrest Rally is far from being a distant memory but is very much alive and hoping to be revived this year. The new rally date is October 6th 1996 at the usual venue next to the Mendip Inn. This event has been taken over by Roger Pike, Ivor Cox & co and anyone who needs information can contact Roger on (01761) 233028. There will be the usual car boot and we hope a good engine display. As usual the proceeds will go to C.L.I.C. All we need is the weather and you.

Linda Pike.

\*\*\*\* MAY BANK HOLIDAY WEEKEND \*\*\*\*

Some of you will have already done several show's, having arrived from across the pond some two years ago, I made my show debut on a cold and frosty Christmas with frost on my flywheels, its now May Bank Holiday Friday and I am here on the Irish Sea coast at Llandudno a dry and sunny day, I hope the show days will be as good. There is a lovely sunset over the Great Orme. The fields are filling up very well with lorries, tractors, cars, motorcycles, stationary engines. Saturday dawns fine and dry, we have a short shower of  $\frac{1}{2}$  dozen spots of rain and then the sun comes out to a fine summers day. My owners clear off into Noyston Street to view all the fun of the fair in the closed streets. I am cranked up midday and run to teatime when I am shut off and they clear off for a tram ride up the Great Orme. Sunday morning is a clear blue sky, a lovely warm day. The showfield is now full of lovely commercial vehicles and buses, English and American cars, motorcycles. A very good crowd all day. Monday dawns even better, nice and warm. I only ran until 12.30 as I had a long trip home. We left at 1 p.m. for our trip home 235 miles all in all a very good weekend.

INTERNATIONAL TITAN. Terry.

\*\*\*\* HINTS AND TIPS \*\*\*\*

One problem if you have engines with polished flywheel crowns is to stop them from rusting in the winter months when the engine is unused. The only effective cure I have found for this problem is to coat them with "WAXOYL". This is obtained from any motor accessory shop, just brush it on and it will dry leaving a film of wax which will prevent any rusting indefinitely. It is easily removed when you want to use the engine by cleaning it off with a rag soaked in petrol, beware do not smoke while carrying out this operation - it could ruin your health.

B.J.B.

\*\*\*\* WANTED \*\*\*\*

Oil scraper ring for Bamford E G 1.  $3\frac{1}{4}$  inch bore one eighth of an inch thick.  
Contact Colin Nicholson on 01934 743411.



THE NETHERLANDS REVISITED.THURSDAY 30TH MAY:

I left home at 6 pm and started my journey to Ramsgate in Kent, arriving at the ferry terminal at 10 pm. This first leg was 225 miles. I watched the coming and going of all sorts of traffic until it was time to board my ferry at 00.45 am to sail to Ostend in Belgium, arriving at 6 am. Having passed the scrutiny at passport control, it was out on to the motorway system passing Brugges, Gent and onto Antwerp. By now it was about 8 am and rush hour or rather stop hour, as all road and motorway lanes were at a stand still in all directions. The M25 south of London has nothing on this traffic hold-up. I was making for a small town in Holland called Tholen where on an earlier visit I had had the privilege to repair a Cockshut 20 tractor. I received a very warm welcome from our friends of the Dutch tractor club. By 12 noon I was on the road again to travel across Zeeland and into South Holland to meet a new friend who I have been helping to restore a Fordson during 1995. Again the warm welcome and the invitation to stay for their evening meal, before continuing my journey to Dordrecht to see the bi-annual steam show. I was met by my old friends Robert and Thea van Deventer who had organised the steam exhibits.

SATURDAY 1ST JUNE:

I was up early to see the engines raising steam as they had to steam about three quarters of a mile to their designated display point. The show was held in the streets and waterfront of this beautiful old town of Dordrecht, that is situated on the river Merwede. There are many waterways that are used for marinas. Two were used for large vessels, one there was 15 diesel tugboats and in the other some 15 steam tugboats that gave rides out onto this busy river that was itself very impressive, for there is a constant flow of commercial barges up and down all day. Some are slow, some are faster and some race along as though there is no tomorrow. The fairground section featured steam driven gallopers supported by 3 showmans engines. In the wood sawing area our old friend Len Crane was loading logs onto the sawbench. I had met our friend Siem Kamper who had brought friends with him down from Burgum some 3 hours drive to the north. I also met our new member Siem Ottens from Schagen in North Holland and was asked to convey there greetings to everyone in the U.K. clubs. There were many engines in from England too numerous to mention, but one was George Train with his Ruston 'Queenie' and another was Humphrey Hamblen with his scale model Foster engine. As I sit here in the secure parking making these notes I can see the engines returning for the night. Saturday night I was invited to a buffet reception held for the British exhibitors. The atmosphere was good and the hospitality is something to experience.

MONDAY 3RD JUNE:

Monday saw me travelling north to Swifterbant, Nr. Lelystad to meet friends I see regularly at the Dorset Steam Fair. They live on the Flevoland Polder that was created from the sea in the 1930's. I was taken to see over the recently completed wooden ship 'The Batavia' a replica of the East India Line Ship that sank in the 1600's. There was some sadness for me, a few years ago I travelled London to Brighton on a 12 seat Stanley Steambus, the owner now paralysed down one side after a stroke, so it was a must to go and see him in a nursing home. This unexpected visit cheered him up so much. Later in the afternoon I crossed the Dike from Lelystad to Enkhuizen in North Holland a distance of 15 miles to see friends I have stayed with on several occasions. After tea there was a tour of inspection of more tractors. During the evening we talked about various West Country Shows that I illustrated with some slides.

TUESDAY 4TH JUNE:

After a good nights rest, I bid farewell to my hosts at 8.30 and started my journey home by way of Amsterdam, Utrecht, Breda, Antwerp to Ostend. I took the 1.50 for Ramsgate, finally arriving home at 9.45 pm. My total mileage covered in the 5 days was 1,048 miles plus the 160 sea miles. My grateful thanks go to the many friends who offered such a warm welcome.

BRIAN LOVELL.

\*\*\*\* WANTED \*\*\*\*

For circa 1926 Lister L (hopper cooled). Magneto drive sprocket and magneto sprocket. Believed 30 and 15 teeth. Also chain guard and fuel tank.

For circa 1920 Amanco hired man 2½ hp hit and miss. Governor weights to fit 20" diameter flywheel. Ring Andrew on 01458 833348 between 9 - 10 pm.



(4)  
MAKING A CYLINDER HEAD GASKET.

Before we start, these few paragraphs refer to a water-cooled engine. All of you with air-cooled single cylinder engines had better skip this article altogether and go on to the next bit.

Last August, a little against my better judgement, I was tempted by and finally bought a Coventry Climax engine 9kVA alternator set which had been advertised in the local paper. It had not run for many years. It was downright enormous, far too big ever to transport easily to any rally, but it appealed mutely to me for tender loving care to rescue it from its rust and squalor. It appeared to be complete, and the price asked was reasonable. I had to divide the set into three parts (rather like Gaul) before I could tackle the problem of lifting it and getting it home on my smallish trailer.

When I came to strip this our-cylinder, almost 2 litre engine it was beautifully unworn; the only really difficult problem was removing the piston rings which were stuck in their grooves like nothing I had ever seen before. When these had been replaced and the engine re-built, I came to the cylinder head gasket. Happily, I had been able to remove the head without obvious damage to this item. I had taken all the nuts off, poured old sump oil down each cylinder and replaced the spark plugs, put a big ring spanner on the starting handle dog, and jumped on it. This is not quite as easy as it sounds - I am too old, too fat and too dignified to do this without one of my sons to steady me - but it worked beautifully. There was rather a lot of oil on the floor, but the head was free from the block, and could be lifted away. The old gasket looked quite reasonable, so I heated it all over to a good red heat with a gas torch, to destroy all traces of the old jointing compound, to soften or anneal the copper faces, and to burn off anything which had soaked into the asbestos centre. Scraped the head and block surfaces clean, and assembled with grease on the mating surfaces. But when I came to fill the radiator, water was lost overnight into the cylinders. Clearly, the head joint was poor.

Then there followed a few trying days. First, I replaced the grease which I always prefer to use on such a joint with jointing cement. I tried to get 'Osotite', a blend of brown shellac and aluminium flake which I had used successfully long ago on dubious joints, but it seems you can't get it now. My local shop recommended 'Hylomar' a clear blue mixture, and this slowed the leak but did not completely stop it. Another strip, clean, and now a much more careful look at the flatness of the head and block surfaces. All I could do was to fiddle about with the finest feeler gauge against the edge of a large steel try-square, which was about the straightest thing to hand, and there wasn't much amiss - so now I decided to replace the old gasket.

I didn't like the idea of trying to cut white asbestos sheet and then cladding it with thin copper - I didn't have any asbestos, it would have to have been cut wet to avoid danger from airborne fibres, and the problem of turning up one sheet to cover the edges of the combustion chamber spaces seemed very difficult. But I had a sheet of solid copper, 44½ thou' thick - almost 18 SWG - which was big enough. I softened this in the gas flame and marked the detail shape with the old gasket as a pattern, using a sharp scriber which made a clear line on the blackened metal. Cutting the outside shape with a sheet saw - one of those saws which accept a standard hacksaw blade below a backing sheet - was easy enough, once I had fitted a new blade with fine teeth and plenty of offset. I started to cut the small holes by drilling them to exact size, but this was not a good plan. A drill ground normally tends to dig in to soft copper, it drags and leaves an unpleasing fine burr underneath the sheet which has to be cut away afterwards. So in the end I cut every hole, big and small, round and irregular, with a fretsaw.

I have a little vibratory fretsaw machine which I use for making children's toys. The normal blades were far too coarse for this work, but a very thin fine one, gauge 2/0 cut slowly but precisely. You have to keep the blade oiled with bicycle oil to reduce drag and prolong blade life - messy, but effective. The main difficulty was making the slightly worn clamps of the machine hold the fine blade really securely. It took all afternoon to finish this cutting. Once all the shaping was done, I softened the gasket again in the flame, this time dunking the red-hot sheet in water to remove the scale and make the metal as soft as it possibly could be. Then the head was assembled with Hylomar again. This time, the water did not disappear from the radiator overnight (save for a tiny bit of contraction because of the cooler temperature in the morning) but the engine still would not start, and each spark-plug was soaking wet.

It took me a few hours to realise that when the gasket had leaked before, water had got trapped in the inlet ports which drop down between the inlet manifold and the side-valves. I released the manifold to drain about a cupful of water from it. Re-fix that, dry out the plugs, and she started for the first time in many years. More than that, she started again the next day.

Now to work on the alternator.....

ROB ARMSTRONG.