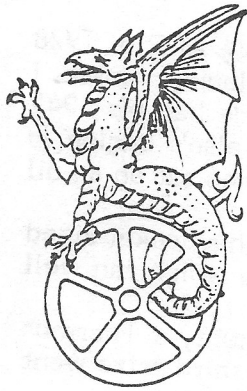


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

JUNE 1986

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CRANK-UP at the Old Down Inn, Emborough - May 19th 1986

Following my recent appointment to the WSEC Committee, I soon found that each committee member writes-up one of our various functions in turn each year. With a fair bit of persuasion, we changed dates with Brian Munt and have managed to put together a few words on what I consider the best engine gathering on an evening that I've been to....and that's quite a few over the years.

For once, the rare occurrence of a lovely spring day followed by a warm evening really helped with a superb cross-section of makes of engines and several very welcome new faces. I'll try to mention as many as I can but please excuse any errors or omissions. One of the earliest arrivals was Eric Brain with his nice little Ruston Hornsby 2 hp ZPR-E open crank but with disc flywheels. It proved a reluctant starter apparently with some trouble with the fuel pipe; Audrey offered to give a 'blow through' but Eric said he could manage quite well if he had any puff left after all the swinging. Don and Chris Rogers arrived complete with baby William, Baby Bulldog and Big Baby 'Boots', the dog. Engines suddenly started to roll in from everywhere and I gave up my notes until I had seen them all into place and running. Also present was Dave Squires with a lovely little Bates & Edmonds 'Bull Pup' open crank of about 1½ hp which is very similar to my own recently acquired Detroit in physical size. The Detroit stayed very stationary all evening! Derek Watts had his mid-forties Petter A1 driving a small generator having only finished it that very afternoon; Claude and Marion Lowther had a similar Petter. Just across the way under the tree, a very nice 3 hp Amanco owned by Eric Coombes rocked gently back and forth but I think Bill must have tinkered with it's settings as it did not seem to run as well as his ex-Wedmore Lister Junior! Next door to this was the 1917 2¼ Amanco petrol/kerosene of Eric Gay, making its first public appearance since restoration - and very nice too. Going along the line was a most desirable 1909 2½ hp National Gas engine owned by John Thorne and running very sweetly. John's Dad, Ed, was exhibiting a small 1908 Stuart open-crank which has had a recent repaint; I could have quite easily loaded it into my boot and taken it home.

Returning to the Rogers family for a moment, I did not realise that Don's brother, Fred, restored engines, but the tiny red twin-flywheeled engine was a sight to be seen and all credit to you Fred. It is believed to be a mid-twenties period Torn Senior Simplex and was running very well on gas.

Listers were present in great variety; Brian Reakes had a 5 hp B-type of 1933 with a much larger hopper than Roger Parsons' 1933 A-type which was ticking over very sweetly. New rallyists were Tony and Muriel Marlowe from Trowbridge who had a beautifully restored 1948 Lister Junior driving a similar-aged Bamford mill, all mounted on a purpose built trailer, a very nice exhibit which we hope to see on more rally fields this season.

Our 'Bristol Docks' award winner, Les Emery, brought along his working exhibit, the 1914 2¼ hp Amanco and Amanco water pump which runs extremely well. The younger 'Em', John displayed Diana's Christmas present to him; another engine which must be seen running to be appreciated. This is what our hobby is all about; to bring a rusty incomplete collection of metal to a complete and sweetly running small power gas engine in the form of a Madison ½ hp is an example to all of us. Well done John! Next to the Madison was John's Ruston Hornsby 2 hp ZPR-E identical to Eric's and the same year, 1929. It was later to be seen disappearing into a certain blue motorhome and heading towards Weston-Super-Mare - well, Uphill to give you more of a clue. Perhaps it is retiring to the seaside!

Mike Cannon arrived as darkness fell and on his trailer in the gathering gloom we discovered a restoration job in the shape of a 1½ hp Tangye engine. This too changed hands later and is now believed to reside near the river Parrett.

What else did we have? Well, heavy-haulage contractor, Brian Verrall, from Cheddar and his pretty learner-driver daughter, Helen, had a most unusual small vertical Stuart water-cooled two-

2. stroke which is almost completed. Vic Walton demonstrated flames coming from the exhaust of his 1941 Bradford closed crank and Alan Sweet showed a 1944 Ruston Hornsby PT. Cecil Gilbert (of egg-cup fame!) brought his Hobbs-Teles 1926 (free with SCAN advertiser!) and our darkness was audibly lit (or lightened) by Ted Philip's Armstrong Siddley diesel lighting set.

On the 'executive' side, we had Chairman, Robin Lambert, with a Ruston Hornsby 2½ APR of 1928 driving a converted horse-gearing which I stupidly thought was a water-pump until I looked closer. I was just testing Rob! Oh dear, what shall I say about our President, Tom Randall? He had his 1945 Bamford EG4 out on its first outing but we have all had the experience; everyone else's engine is going except MINE! At least he had the doubtful companionship of Mr. Punch Munt, who sat on an oil drum and cheered him on. Well, it did run eventually....!

Have I forgotten anyone? Yes, Will Sheppard and his Petter A, Mike Hodgson and his pocket sized (believed) Tom Senior, and a single, solitary, inevitable Lister D driving a water pump which ran well all evening, but defied all attempts to find out who its owner was.

At around 9 p.m. we had Herbie's draw. The first prize went to John Wheelwright, a Thermos Flask; second prize, embarrassingly, went to Audrey Harris, a wood and metal saw; a third prize went to Hon.Sec., Shirley Gale, a Flower Print.

I would like to thank all those who came along and made a very enjoyable evening and to those who stayed at home, next year remember - it's an event not to be missed. Now what did Audrey mean about that saw being too good for cutting off my nuts.....?

Phil Harris

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### ABBEY HILL RALLY, Yeovil

We arrived at Barwick Park, the rain stopped and we were welcomed by Terry Heath who showed us where to park up. Quite a few Wessex members were already in position so we unloaded and had a walk around to see what everyone else had on show. There were quite a lot of engines, including some unusual types, plenty of motorcycles, especially BSA's, old lorries and tractors. All the steamers were beautifully cleaned up with their brass and copperwork gleaming. The Autojumble took a long time to get around as there was so much of it. We missed seeing Des Penny's 'Mendip Lady', the Ransomes G.P. engine, as its tubes were leaking but there were some nice organs and all the fun of the fair.

As briefly reported last month, our own 'Professor' Munt was making his debut with his Punch & Judy Show, whilst Chairman, Robin, came on Saturday, missed Sunday, but returned on Monday. When I enquired from Bill Appleby about it, he said it was a sore throat and that Robin and Jackie shouldn't sleep on the wet grass!

The engine exhibitors included Mr. & Mrs. (in the programme!) P. Harris with their 10 hp Blackstone, Terry Heath and his 6½ Warwick 'Eagle', Len & Rene Fry and rad.cooled Lister D-type, Robin Lambert with 8 hp Ruston Hornsby and Bill Appleby with the faithful 5 hp 'Victoria'. Mr. & Mrs. J. Emery (in the programme) exhibited their little Barker alongside Don Rogers' Bulldog; Dave Clack exhibited his very nice Lister A-type, single flywheel; Ivor Cox, Wolseley WD11; Roy Cox, 3 hp Bradford; Brian Verrall his excellent Wallace Glasgow; Derek Watts, 2½ hp Bamford and Dave Webber a 3 hp Ruston Hornsby. Fred Rendall showed a Coburn C6 engine with Phoenix water pump, Dave Bell a 3 hp Petter M-type, whilst all the way from Derby, was a Deutz Diesel and a Bamford EGI, 1½ hp. Phil Harris had a bit of engine trouble on Sunday but after all, it's supposed to be a 'stationary' engine Phil, isn't it?

This was a lovely rally and although we had only entered on the Sunday and Monday, we went down on Saturday as well. All too soon the weekend was over and we collected our plaques, thanked Terry for having us and made our way home. A really well organised event, look forward to next year and Terry - thanks again.

Bill Coombs

(When questioned, Phil Harris said that he had trouble with the wind....! Does he mean due to the beer, the campsite cooking, or perhaps it was only his starting-lamp...?? Ed.).

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### SOUTH BRISTOL RALLY, May 17th/18th

For this event, now popularly known as the 'Docks Rally', Saturday's weather could not have been more appropriate. Docks equals water, water equals wet, and that is exactly what the 15 or so of us that turned up on the day got for our trouble. A young Irish chap, off one of the boats, summed it up for me, after I had tried to explain why we were there, when he said, 'Jesus, and it's the English who thinks it's the Irish who are daft!'

Those worthy of a mention for their contribution to Saturday's sodden exhibition are Phil Wookey for the first engine to run (under the overhang at the rear of the Industrial Museum) and Brian Munt for the biggest umbrella!

Sunday dawned like a new era. After a night in the dry comfort of the Museum, the engines were rolled out and the clouds rolled back to reveal this huge, light-giving, warmth emanating object that one of our older members recalled from the old days was called the SUN. (We all thought that was the



3. name of a newspaper). The shorts and summer dresses came out and so did the fine-weather rallyers. Several members of the public who came to see what all the noise was about turned out to be members of the Institution of Plant Engineers who had learned of the event from their recent Newsletter.

Altogether we had 25 engines turned out and running. Jeremy Adams' 2½ hp Lister A, with a Godwin water pump seemed to think the dry day somewhat un-natural and proceeded to flood the area with fluorescent green water. You don't notice that sort of thing on grass.

The Industrial Museum's star attraction, the Peckett saddle-tank engine, Henbury, was in steam on Sunday in celebration of the 100th (I think) birthday of Bristol's oldest steam tug, Mayflower, moored alongside. Henbury provided an added attraction and regularly brought in truckloads of visitors from the Great Britain end of the docks. The new arrivals were musically entertained by a bowler-hatted Brian Munt and his Tomasso Street Barrel Organ. Cranking that thing must be like having an engine that won't start! (Like a certain Club President at the crank-up on the following Monday - Ed.).

At 3 p.m., Cyril Watkins, Chairman of the Western Branch of the Institution of Plant Engineers, our Sponsors, toured the display and presented each engine owner with a brass plaque commemorating the event, and then presented the Chairman's Trophy for the best turned out exhibit at the Rally. This year's winner was Les Emery, from Hallatrow, for his well matched Amanco 'Hired Man' and Amanco No.1 water pump. Les also received as a prize, a 5 litre can of synthetic engine oil, presented to the Club by Tony Hancock on behalf of Isis Pneumatics Ltd., for whom he is Sales Manager. Tony braved Saturday's rain and then on Sunday morning took video recordings of all the engines to show at a meeting of the I.Plant E. later in the year.

The I.Plant E. have expressed their firm wish to continue with their support for this event and look forward to a greater degree of participation in the future. So, a special thanks to them for their sponsorship and to Richard Royle and the rest of the Museum staff for once again allowing us to use their facilities. I hope that we will be able to keep this event alive, but there is one small cloud, other than the weather, on the horizon, which takes the form of a rumour that the enclosure we use is to be turned into a 'Pay & Display' car park, so get their early next year with plenty of 50p pieces for the first ever 'Pay & Display' engine rally!

Tom Randall

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DID YOU SEE.....?

Readers of the Stationary Engine Magazine will no doubt have seen the recent 'Profile' article on Eric Brain. To Wessex Club members this must have made very interesting reading, as many of you know Eric, if not by sight, then by name as our Newsletter Editor.

Not wanting to cover old ground mentioned in the article, perhaps now is the right time to add what a splendid job Eric does for our Club; to be able to pick up your Newsletter and browse for half an hour involves a lot of hard work and research. His enthusiasm for this undertaking is clearly reflected in the end product and he has an obvious flair for the job, so it really is up to us members to keep him fed with articles and information to keep the pages alive. Put yourself in his position if nothing comes through the letter-box!!!

I hope I haven't embarrassed you Eric, but one must give credit where it is due. Thanks.

Rob Lambert

(For once I'm lost for words.....!Ed.)

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LAUNCESTON STEAM RALLY

Whilst spending a few days at Saltash with my daughter, I visited the annual Steam Rally at Launceston. This was a pleasant rally held on the local sports field.

On arrival I immediately heard the combined exhaust notes of many single cylinder engines and soon found that less than 75 stationary engines in the corner of the field. On introducing myself as a member of the WSEC, I was soon invited into the arena and finished up with a group of 10 or more Cornishmen expounding our views on makes and types of engines. Amongst the usual 'run of the mill' makes, there were a few rarities including a 3 hp Browett & Lindley, a 1914 2½ hp Tarpen and a nice Frank Hartop 1½ hp. The most outstanding engines were a 1937 Ruston Hornsby owned by Mr. Lawrence and Ernie Luxton's 1912 Victoria which had a beautiful exhaust note. The usual steam tractors, etc. were also present, nearly all Cornish based. All in all, this was a most enjoyable event and the people were really friendly and amusing folk.

Ray Earle

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SEDGMOOR RALLY

This Rally, held annually by the Gremlins Carnival Club, Bridgwater has rightly earned itself a good reputation for its friendly and informal atmosphere. This year was certainly no exception even though the weather was a little threatening at times; only one short shower on the Sunday. No engine

4. enthusiast could have been disappointed at the variety of makes and unusual types on display; Blackstones in the plural, including Mike Long's 3½ hp vertical, two large Nationals, two Petter Atomics, a 2½ hp Tangye AA, a Crossley 1030 and an open crank P.E.type. Geoff Bryant had his attractive red Petter 5 hp M-type, Brian Verrall had the nice unusual Wallace (Glasgow) and Terry Heath exhibited his Hartop 1 hp golf-ball washing machine! Exotic engines included a Bates & Edmunds 'Bullpup' 1½ hp, a 5 hp New-Way, a 1 hp Brownwall, and, most interesting of all-an Aermotor 1 hp eight-stroke which fired every 30 seconds or so it seemed! A 5 hp Jumbo (which is a Detroit in disguise), a 5 hp Victoria making its debut, and a pre-WD Wolseley hidden behind a sheep-shearer were also to be seen as well as a good selection of Listers, Fowlers, Amancos and Petters. This last make included a Petter Universal Two, air-cooled and not a common sight on the rallyfield. To sum up, a most enjoyable weekend and a rally which many organisers would do well to visit, as the Gremlins Carnival Club set a standard which is very hard to beat.

Ern Brassplate

#### WANTED

**Motor mower**, cylinder cut type, 18" or bigger. To replace Mountfield with explosive big-end! Sensible price please. Tom Randall, Welton Hill Cottage, West Rd., Welton, Midsomer Norton. Tel. Mid. Norton 418926.

**For restoration**, Douglas flat-twin engine, any condition considered. Brian Reakes. Tel. Keynsham 68549

**Starting Handle** and starting dog-plate which covers governors on Petter 5 hp. Brian Palmer. Tel. 0643-821683.

#### FOR SALE

**Kohler 110** volt lighting set, twin cylinder 1931: £150 ono; **Allen Scythe**, needs restoration; £30. Mr. Southwood, The Lodge, Webbington Hotel, near Axbridge, Som.

**4-Wheel Trailer**, brand new, 1 tonne cap., 7'x3' body, new ECC reg.type hitch; £275. Brian Palmer. Tel. 0643-821683.

**Witte Drag Saw**, **Teles two-man chain saw**; £125 the two. Brian Palmer as above.

**FREE** yes **FREE!** 1931 Lister D-type, Mr. Goodyear, 5 East Park Drive, Eastville, Bristol. Tel. 0272-515776.

**Bristol Wagon & Carriage Works Co. 'Victoria'**, 5 hp, very original on wheeled trolley with good magneto and all coach lines; £500. Tel. John Deacon, Axbridge 732480.

**David Brown Cropmaster**, 1949, fair condition with reasonable tyres, could be got running with a couple of hours work. £200 ono. Ken Stott, Wedmore 712269.

**Lister Junior**, late 1930's, as found. Non-runner but a very worthwhile restoration project; £60 ono; **Morris 1000 engine** and gearbox, good cond. £30 ono. 1961 **Matchless 250**, partly dismantled but 95% complete. Swansea reg., nice, easily restored British bike; £120 ono: **Ariel Leader**, 1950, needs restoring but complete with early half of another as spares, offers around £200: **Eight Metal** trolley wheels 6" to 8". **two more 4"**; £10 the lot. Ring Phil Harris on Wedmore 712048.

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#### CLUB EVENTS

July 28

Aug. 18

Sept. 29

Oct. 11

Oct. 27

Nov. 1

Nov. 24

Dec. 7

Recovery of a Blackstone engine, a talk and video by Michael Cannon  
Member's Evening - a chance for **YOU** to bring along your photos and slides, especially of engines or Club Members generally in action.

Talk on Villiers and many other items of engineering interest in the life of that irrepressible raconteur, Terry Sanger. This is an evening not to be missed; postpone your holiday and be sure to be there.

Coach Trip - Exeter Maritime Museum - with a scheduled stop on the return journey for pub-grub, etc.

Jim Wilkey entertains us with some 'Old Farming' films.

WSEC Social Evening at Chilcompton Village Hall.

Hot Air Ballooning, an illus. talk by Christopher Davey, holder of the world altitude record.

'The Anti-Freeze Crank-Up' - an out of season mini-rally at the Old Down Inn.

#### FORTHCOMING EVENTS

**Castle Carey Cavalcade of Motoring** at John Pither Memorial Ground, Sunday, July 18. All entries to be on the field before 12 noon. Entry details to Dave Stickland, Archway Flat, High St., Castle Cary, Som. BA7 7AN.

**Bleadon Steam Rally**, Aug. 27. Details from Mr. C. Henderson, 44a Alma St., Weston-S-Mare. SAE please.

**Kernow Old Vehicle Club Rally** at the Royal Cornwall Showground, Wadebridge is on July 12/13. Pack an engine in with your holiday luggage and enjoy an event while you are on vacation; the family will love it! Forms and full details from Kerwyn Harris, 30 Hillcrest, Truro, Cornwall. Tel. 73388.