

WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

JUNE 1987

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RANDOM JOTTINGS

I met Eric Brain at a car-boot sale buying a string puppet; watch out Mr. Munt, you may have some competition next year. 'It's about time you wrote something for the Newsletter' was his cheerful greeting.

'I gave you something for last month', I replied.

'Yes, a ruddy advert'.

'OK, fair enough, thinking cap on'.

What can I write about? I know, my latest restoration project. It is a Witte drag-saw obtained about six months ago and stripped down to its components spread all around the garage in various boxes, awaiting enough pound coins to finish. End of story.

It really is difficult to think of a subject that has not been covered before so I will just put down things that come to mind as I sit contemplating my navel (where does that fluff come from?). Not long to Christmas is it? I am hoping that someone will give me the ultimate gift - an Exchange and Mart Annual! Can anyone tell me why engines seem to be getting smaller and Motorhomes seem to be getting larger?

This really is a lot of rubbish but if it keeps 'you know who' off my back for a while it must be worth the effort. How about a Technical Tip? - split pins are not a suitable replacement for 2 inch nails.

During last winter I had a sudden urge to make a trembler coil after seeing many adverts in 'Stationary Engine' from people requesting same, so, using the Blue Peter method, the garage junk box was raided and two hours later I had a working trembler coil. It really was that easy. The following bits were used; one 6v-12v coil, one condenser, one set Mk.3 Cortina points, odd light springs, 4 BA bolts, screws and so on.

I'm continuing with these ramblings whilst relaxing at the Castle Coombe Rally, so I will add in the rally report now and maybe even score a 'house-point'. Weather superb on Saturday, all the usual faces present. During my wander round, I was invited into Em and Anne Selkeld's van for a cup (after I told them to put the kettle on) of Welsh hot chocolate and 20 minutes verbal abuse. One of the Saturday only visitors was an American Service man and family from Greenham Airbase with their Model Y Ford Eight en route from Castle Coombe Village. At Chippenham they saw signs for the Vintage Rally, turned into the circuit entrance and spent the whole day with us. I wonder if they got to see the Village? Saturday night was very quiet, much appreciated by those who liked to retire early. If you are waiting for a list of members and engines attending, don't hold your breath, but one engine I will mention is the Detroit belonging to Mr. Phil (where does he find 'em) Harris. What a nice little engine! Just right to fit into the back of my van. I offered to swap it for a life-size picture of Samantha Fox. His reply came back 'who needs Sam Fox when they've got Audrey...!' I spent some time playing with Master Rogers. Such a happy child - no trouble at all. Don and Chris, you are indeed fortunate to have such a good 'un.

Sunday dawned, 80/c for me. Cloudy with a fair breeze blowing. Slowly the rally field came to life awaiting only the 'Sunday' entrants and the public. Fortunately, the sun put in an appearance around eleven, then after sorting out a gremlin attack on my engine, the rest of the day was spent chatting, eating, and generally enjoying the event.

This 'Eric Brain Pacifier' is now being completed whilst sat in my van at Bristol Docks Rally. Once again, the regulars are here plus a few others. I always enjoy this event, let's hope the rain keeps off. First disaster of the day, Phil Harris has broken the starting handle on his Detroit, you know the one that's built into the flywheel on that model - (bet he eats three Shredded Wheat and drinks

2. Carling Black Label). (Yes, but does Audrey wear Pretty Polly stockings for when the fan belt breaks on the Bedford?....Ed). Brian Reakes has departed home to repair a fuel check-valve, otherwise things are swinging. John Wheelwright's model crane is an unusual & interesting exhibit. Will someone else be writing a full report?

As I am slowly losing inspiration, I will pass these jottings over to Mr. Brain and see the look of sheer disbelief on his face! (I don't think I have ever received a rally report before at the actual rally, let alone during the first hour of the first day! Well done Mike...Ed).

Mike Hodgson (The 'once a decade reporter'), who wishes to state that the above is a true and accurate record; only the names and dates have been changed to protect the innocent!

ROADWATER RALLY, Easter Monday

This was a one-day rally organised by George Brimacombe in aid of charities. We arrived in the morning after a night of rain to find rather a muddy field; this was reminiscent of last year's events! However, Brian Lovell was on hand with 'Henry' to help anyone who needed assistance. As the day went on the weather was great and the field dried out making it a first class event. For a small rally, there was plenty to see with stalls and car-boot sales. There was a 'local' with his two shire horses and a cart giving rides at 10p per trip. This was very much enjoyed by the children and I saw quite a few adults partaking.

Wessex members were rather outnumbered but those present were Brian and Mary Verrall, Keith Cradock and Mary, Paul, Martin and Brian Palmer. Kenny and Jenny Passmore had booked to come but unfortunately Kenny had been rushed to hospital so they had to cancel. On behalf of the WSEC, I would like to wish him a speedy recovery and we hope to see him on the rallyfield again soon.

The day ended around 4.30 after a draw in which there were a large number of prizes donated from various sources. Speaking for our group of members we all had a good time and I feel sure all the other exhibitors enjoyed it too.

Dot Watts

ABBEY HILL STFAM RALLY - May-Day Bank Holiday Weekend

We looked forward to this rally with some anticipation because firstly it was our first rally this year and also for the last two years we had that dreadful wet stuff - rain!

We arrived at Barwick Park on Saturday morning at about 9a.m.; a nice dry morning but with a cold wind blowing - better to be windy than wet I thought. Terry Heath directed us to our place and we started to unload the two engines. We took the two Amancos this year. Next to us was Dave and James Webber from Wiveliscombe and Mr. G. Crawford from Maidstone. He was a very interesting gentleman with a size '0' Gardner of 1930 - a gas engine which ran beautifully all weekend. We got our engines all lined up and then went for a walk around. Soon we came across Phil Harris, Len Fry, Derrick Watts, Dave Clack, Ivor Cox, Robin and Jackie, Bill Appleby and quite a few more. We saw our friends Dave Fisher, Des Penny with 'Mendip Lady', Bob Stone with his 'Walton Whistler', plus many more steamers. The fair was present where you could spend a small fortune if you have children of the right age. There was plenty of Autojumble to browse around which I enjoy and plenty of cars and motorcycles and tractors all polished up and gleaming. I didn't think that Phil Harris would get his Blackstone going because of the cold wind but it ran most of the weekend. Punch & Judy Munt were there, entertaining a lot of people of all ages. The rack-saw was driven this year by a Ruston and Proctor Portable of 8 hp restored to a fine standard, whilst in the model tent were models of all descriptions.

The weekend passed all too quickly; the weather having stayed kind with only a few odd showers, then after Terry came around with the plaques, we packed up and headed home.

Bill and Eric Coombs

THE CHALK PIT'S RALLY - Amberley, Sussex, May 17th

This was without any doubt an enthusiast's rally, in other words it wasn't a 'drop the engine on the grass and disappear for the day' event.....a state of affairs which seems commonplace nowadays among the 'fringe community'. the line-up of engines was very varied, about one hundred which offered something for everyone. Among the lamp-start engines, W.Hayne, a local enthusiast, produced an immaculate 1896 Hornsby Akroyd. This engine, typical of pre-1900 machinery, looked massive for its meagre 1½ hp output. Furthermore, less than 12 months ago it was a pile of rusty parts lying in some far off field. Tony Harcombe arrived with a 1906 Petter Handyman which was enjoying its first outing; the engine it is rumoured belongs to David Edgington. A couple of interesting horizontal Blackstones and a vertical lamp-start version completed the lamp-start engines. Philip Thornton-Evison, recent speaker at our Club, was on site with a Fowler IPAL, and for once, he didn't appear to inflict any injury on himself. Does our insurance cover us for damage to ourselves??? (Injury to 'third parties only...! Ed). A nice Ruston Hornsby, possibly an AP but I didn't specifically notice the type. with a sawbench put on a good side show for spectators. Other engines of interest

included a 1916 Renault, Austins - one and two cylinders, a Loughborough gas engine, several Gardners, hot air engines and small-power engines. Incidentally, anyone interested in hot-air engines should read Roberts Sier's 'A History of Hot-Air and Calorific Engines'...try your local library.

The Museum itself, at Chalk Pits, is well worth a visit but engine enthusiasts should really select a weekend when the various fixed exhibits can be seen working. Don't miss the purpose built engine house which contains various large working engines....you must stand inside the house and listen to them! The engine house is rather hidden away and visitors could easily miss it. An unrestored lamp-start Blackstone operates the Museum saw-bench. The Museum Bookshop and Information Bureau is also well worth a visit and contains a great deal of information on the workings of the Museum. A selection of photographs show how volunteers assisted with museum development, although unfortunately one of the only two photos devoted to the stationary engine antics of the Museum show an enthusiast asleep by his engine! (Bill Appleby...? Ed).

The rally was an interesting event and should provide added interest for wives and children who bore too easily. Watching the blacksmith at work held great fascination for children as the the railway and bus garage....., a ride on a vintage Leyland bus seemed very popular. Certainly put this event on your list for next year.

Rod Estie

THIS 'N THAT

Congratulations to Malcolm and Trish Fleet on the arrival of a daughter on May 14th. Dare we call her a new addition to the Fleet - or is that joke wearing a bit thin by now?

It is rumoured that our Chairman, Brian Munt, had an unfortunate incident when passing through Frome on his way to Selwood Club's Rally at Longleat. It appears that the draw-bar of his trailer could not cope with the poor road surface and bent rather severely. However, luck was on his side as the breakdown occurred outside a welder's premises; Soon Punch and Judy and the Organ were on the road again. That's the way to do it....' (Full details next month).

Get well soon from all members and committee to Jim Flood whom we hear is recovering from a heart attack. Best wishes for a speedy recovery Jim.

Apologies to Michael Cannon for 'canonising' his surname in the May Newsletter. Spelt the way we spell it, it translates so much easier into Japanese.....!

A friend was telling me how much he had enjoyed entering Selwood Longleat Rally this year with his engine. Sounds fair enough, but he is not a member of any Club and neither does he hold any certificate of third party liability insurance. Worse, he was not even asked for any proof of being insured. OK he had a good weekend and no one was injured but.....! Is this an isolated incident? Do WE ask for proof of insurance from non-members? Would WE ask an entrant not to run his exhibit if he was uninsured? Is the Stationary Engine scene in general getting lax in this respect?

THE MONTHLY MEETING - Evening Crank-Up, Monday 28th May

This popular and most enjoyable event took place as always in the old road next to the Old down Inn at Emborough. It was a chilly evening with a slight breeze but was well supported by the 'hard core' of Wessex members.

A good variety of makes of engines were on show as one should expect from a Club of the size of ours. They included Wiscona Pep Motor, Amancos 2½ and 3 hp, Stuart Turner, Fairbanks Morse, Teles Hobbs, Bamford, Wolseley and not a single Lister D in sight.

Several generating sets including a JAP and an Onan were on display; also there was a Lister shearing set and Brian Munt's organ, 'Punchinello' which attracted a lot of attention being also brightly lit. John Wheelwright put on a 'different' exhibit consisting of old oilcans, etc. Cecil Giblett displayed the Teles-Hobbs whilst the Wiscona Pep seemed to have lost the 'pep' bit; it just wouldn't start. However, a consortium consisting of Mike Hodgson, Phil Harris, Eric Gay and a few more including its owner eventually got it going. In contrast, Roger Parsons' Lister 'A' type only needed threatening once with the starting handle to get it going - can you blame it when its owner stands 6ft.4in.....!

New member, Arthur Smith and his wife arrived giving our Club first sight of his 3 hp Fairbanks Morse. Welcome to the Club and hope to see you at more rallies - next time with the International...!

Another engine worth a mention was our Newsletter Editor's exhibit, also at its first Rally. It was an Odina and was very well restored. An unusual engine as there are very few about. (It's a new one on me as well Derrick - the engine I took was an Omnia made by Hewlett and Blondeau of London - but thanks for the compliment anyway....Ed).

Without Herbies draw, the evening would not have been complete and prizes were won as follows: bottle of wine, Dot Watts; tools, Arthur Smith; waste paper basket, Eric Gay. An excellent evening which need repeating more often.

Derrick Watts

4.

STOP PRESS

A plea to all Newsletter contributors regarding reports on rallies. We all enjoy reading about Petters, Listers, Amancos, etc. but wouldn't it be nice if some of our more distant members and their engines were sometimes mentioned. Many of them put a lot of time and effort into attending our rallies in this area so surely they deserve a few words of appreciation. Come on local members, what about it.

Dave & Gwen Large

FORTHCOMING EVENTS

Entries are still invited for **Crosley** show, between Frome and Warminster, on August Bank Holiday Monday. If you have nothing else planned for that Monday and can fit this enjoyable show in, contact Robin Lambert and let him know you are available. Tel. Frome 63526.

Clarendon School Fete, Trowbridge, would like some stationary engines and vintage exhibits. Details from Eric Gay, 21 Rutland Cres., Trowbridge. Tel. 02214 4374.

'**Yesterday's Farming**' is on Sept. 12/13 at Leaze Farm, Hazelbury Plucknett, Crewkerne, Som. Details with sae from Brian Crudge, 22 Stoke Road, Taunton, Som.

'**Full Quart Crank-Up**' again this year at Hewish near Weston-S-Mare on Sunday 27th Sept. Entries by invitation only due to limited space but proceeds to CLIC. Just pay a visit and help a worthwhile cause.

Holidaying in Scotland? What about a visit to **Thurlestan Castle Vintage Rally** on July 26th where you can meet WSEC's own Andrew Mercer in person as the rally organiser.

CLUB EVENTS

- | | |
|----------|--|
| July 27 | Monthly Meeting, 'Guess the Object' - a competitive quiz with a difference. |
| Aug. 24 | Monthly Meeting, 'Member's Night' - this evening will be only as good as YOU can make it; a chance to give a talk, show some slides or photos, demonstrate a method, in fact, anything to entertain the rest of the Club. perhaps you could let a committee member know beforehand of your intended entertainment if any equipment is needed. |
| Sept. 28 | Monthly Meeting, 'Member's Models' - bring along your models of all sorts, even give a little talk if you like. Model aircraft, Dinky Toys, steam engines, soldiers, any model you like....even Samantha Fox or Linda Lusardi, if available! |
| Oct. 10 | Coach Trip, this time to the Black Country Museum and Steam Working at Dudley in Staffordshire. Fewer pick-up points and more time at the destination. |
| Oct. 18 | Car Boot Sales. Details to follow, keep the date free in your diary. |

FOR SALE

Lister D, No. 186685, 1944, many new parts, ready to rally, Class 1, nice runner, £50; **Petter A1**, No. 557336, 3 hp, 1950, restored ready to rally, £40. Jim Miller 15 Hodson Rd, Chiseldon, Swindon. Tel. 740711.

BSA Gaskets for all model stationary engines from 50cc s/v (1950/1960) up to 320 cc ohv. Bob Davies, 13 Page Close, Calne, Wilts.

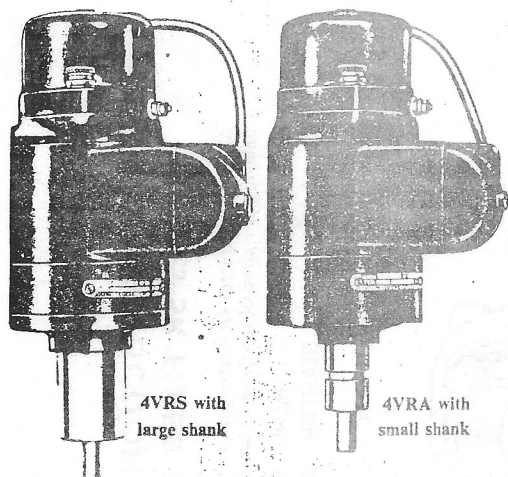
Lister P-type, former property of WSEC Founder member and was a nice rally exhibit mounted on its own trailer. This model is rarely seen on a rallyfield these days; **Lister D-type**; **Lister A or B type**, tank cooled but tank missing, **Vacuum pump** suitable for Lister D to drive; Quantity of **air cooled engines of various types**. Offers for each or all to clear to Mr. George Cowell, Churchill, nr. Bristol. Tel. 852784.

WANTED

Lister L-type starting handle, 1 $\frac{3}{4}$ " bore; also exhaust system, flange, pipe and silencer. Vic Walton, Tel. Bristol 622025.

Air Vessel for Stuart Turner water pump, can anyone help? Neil Puttick, Tel. Frome 65472.

LUCAS VR MAGNETOS

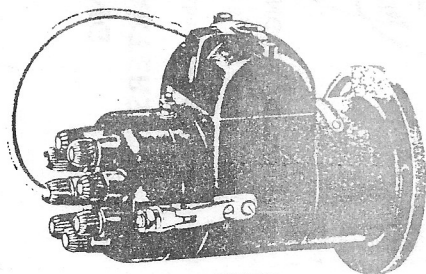


4VRS with large shank

4VRA with small shank

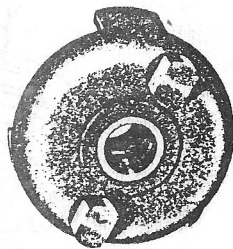
This Magneto which is of the rotating Magnet type is designed primarily for use instead of a distributor and coil on engines which are used without battery or generator. Two, four, six and eight cylinder engines can be fitted with this Magneto either as initial equipment or as a replacement for an existing distributor.

Either an Impulse Starter or an Automatic Advance Unit can be incorporated, so that this Magneto, which runs at Cam Shaft Speed, is ideally suited for slow running governed engines or variable speed machines.



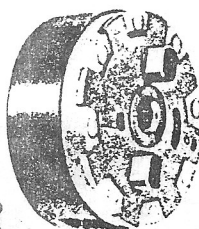
8WRSF

The SR fixed Impulse Starter is designed to fit the SR Magneto where a large number of similar engines are to be equipped. The position of the Driving Dogs is fixed for each engine application, whilst the amount by which the spark can be retarded for starting can be adjusted from 0° to 60°.

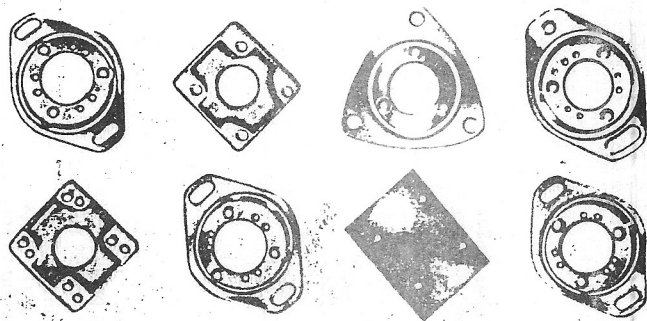


The SR Adjustable Impulse Starter has been especially produced so that the SR Magneto will replace the greatest possible range of magnetos, irrespective of their characteristics or driving arrangements.

The Impulse is so designed that any required Dog position can be set, whilst the spark retard for starting can again be adjusted from 0° to 60° to suit any requirement. A full range of driving plates is available, so that any type of driving dog can be used.



TYPICAL EXAMPLES OF BASE PLATES AND FLANGES

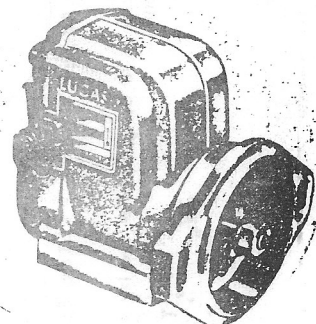


The SR Magneto is of the rotating magnet type and is smaller and lighter than most comparable units.

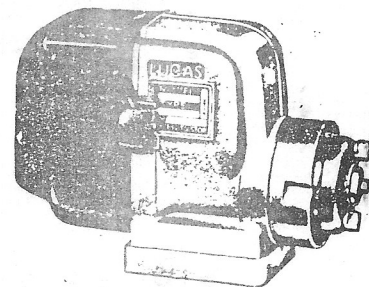
The following special features are embodied in its design:—

- * All steel parts are plated and treated with a zinc chromate solution to prevent any risk of corrosion.
- * The Rotor is supported at both ends on high grade ball bearings which are packed with grease to give very long, trouble free, operation.
- * The Coil is Vacuum Impregnated, ensuring long life under the most arduous climatic conditions.
- * The Capacitor is of an entirely new design, which ensures that the magneto is free from any troubles caused by condenser failure.
- * The Cut-out, which can be supplied on either side of the Body, is so wired that it is impossible to receive a shock even in very damp climates.

These features, combined with its general robustness and completely modern appearance, make the SR Magneto an ideal unit for a wide variety of engine applications.



SR1 with detachable flange



SR4 with impulse starter and detachable base plates

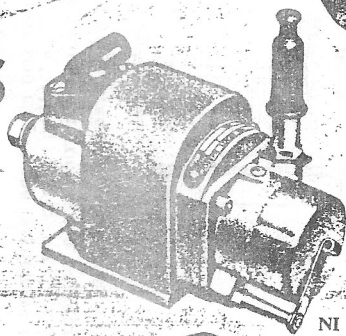
LUCAS KFCN

MAGNETOS

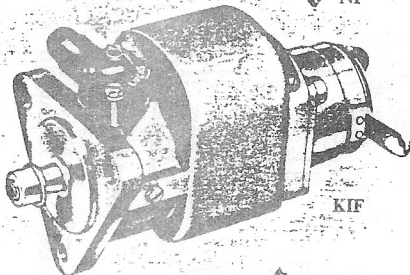
Of the rotating coil type, these magnetos are suitable for single cylinder, twin cylinder or "V" Twin engines.

They are extremely compact and engine manufacturers can fit an automatic timing control mechanism if required.

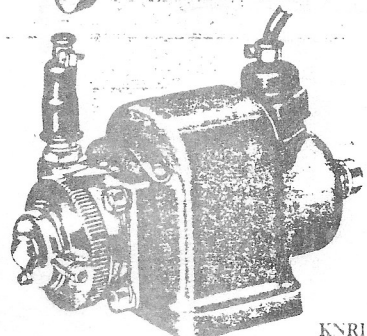
The well known and highly successful Lucas Competition Magnetos are of this type, whilst the standard machines are used extensively on stationary engines for Agricultural and industrial purposes.



NI



KIF



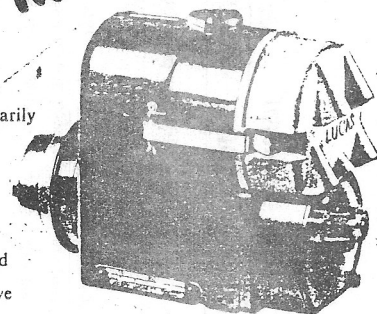
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LUCAS RF MAGNETOS

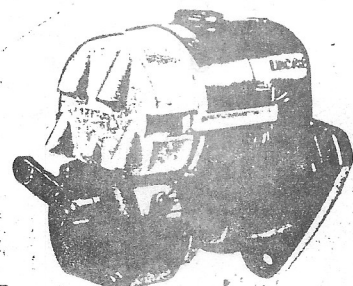
Of the Rotating Magnet type, this machine is designed primarily for Agricultural and Marine use on 2, 4 and 6 cylinder engines.

Special attention has been paid to the exclusion of all corrosive matter and special marine finished magnetos are available for use under particularly arduous climatic conditions.

The RF Magneto, which can be fitted with an Impulse Starter or Manual timing control (or both) if required, is of very robust construction and has been proved over many years in all parts of the world.



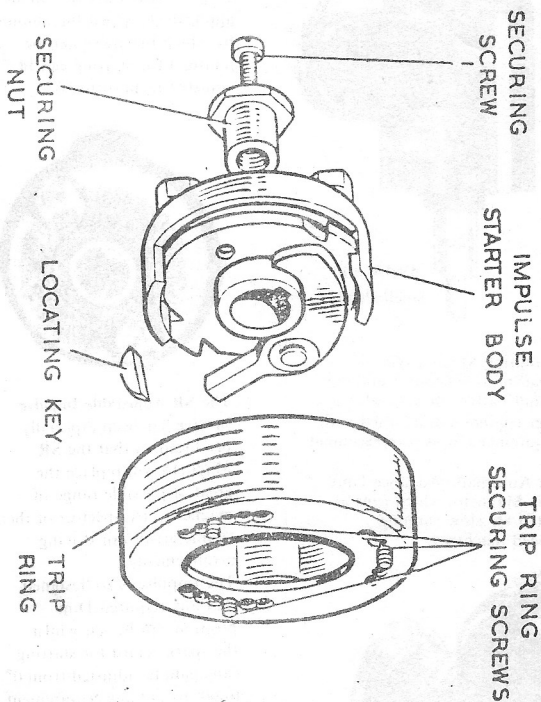
RF4 with impulse



RF4F

INSTRUCTIONS FOR FITTING LUCAS SR FIXED IMPULSE STARTERS

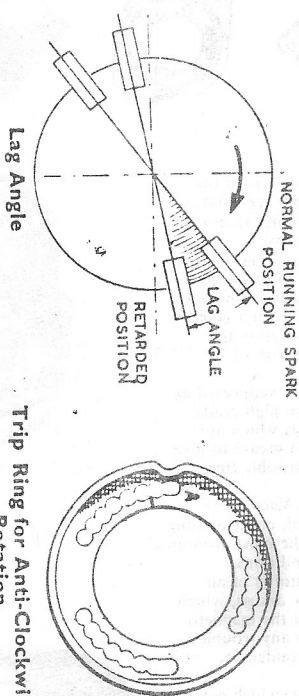
An impulse starter facilitates manual starting by increasing the intensity and delaying the time of sparking at low engine speeds.



THE LAG ANGLE

Due to the winding up of the impulse spring, the position of the driving dogs when a retarded spark is produced is different from their position when a normal running spark is produced.

The angular distance between these positions is called the lag angle and is determined by the engine manufacturer.



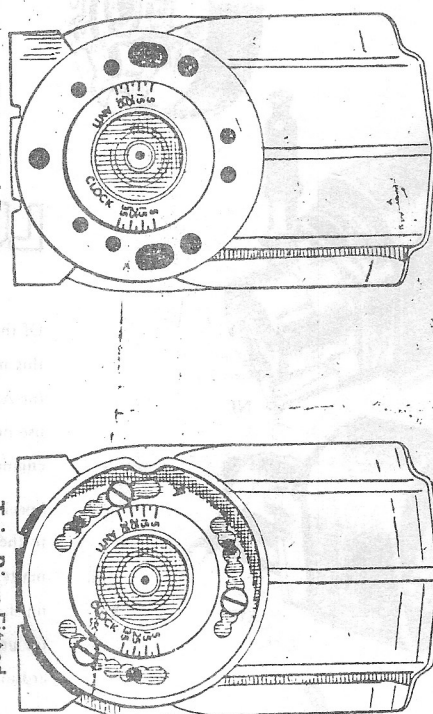
This impulse starter is so designed that the lag angle can be set to suit engine requirements.

SETTING THE LAG ANGLE

Angles from 0° to 35° in 5° steps can be obtained as follows :

The letters "C" or "A" on the trip ring refer to clockwise or anti-clockwise rotation magnetos respectively.

- (i) Refer to the engine manufacturers' instructions and obtain the relevant lag angle.
- (ii) Fit the trip ring to the magneto so that the marker line adjacent to "C" or "A" on the trip ring coincides with the relevant lag angle on the calibrated portion of the magneto drive end face.
- (iii) Insert the three trip ring securing screws and tighten firmly.



As an example, to obtain a 25° angle of lag on a magneto having anti-clockwise rotation :

Place the line adjacent to "A" against 25° on the anti-clockwise portion of the calibration, as illustrated.

FITTING THE IMPULSE STARTER TO THE MAGNETO

- (i) Fit the trip ring to the magneto to obtain the relevant lag angle.
- (ii) Place the locating key in the keyway in the magneto shaft.
- (iii) Press the impulse starter body on the magneto shaft and engage the locating key.
- (iv) Fit the securing nut.
- (v) Fit the left-hand threaded securing screw.

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