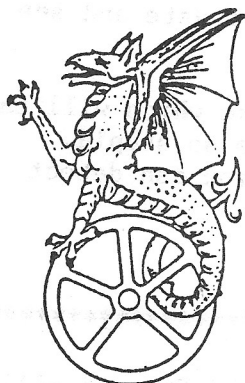


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

JUNE 1990.

EDITOR

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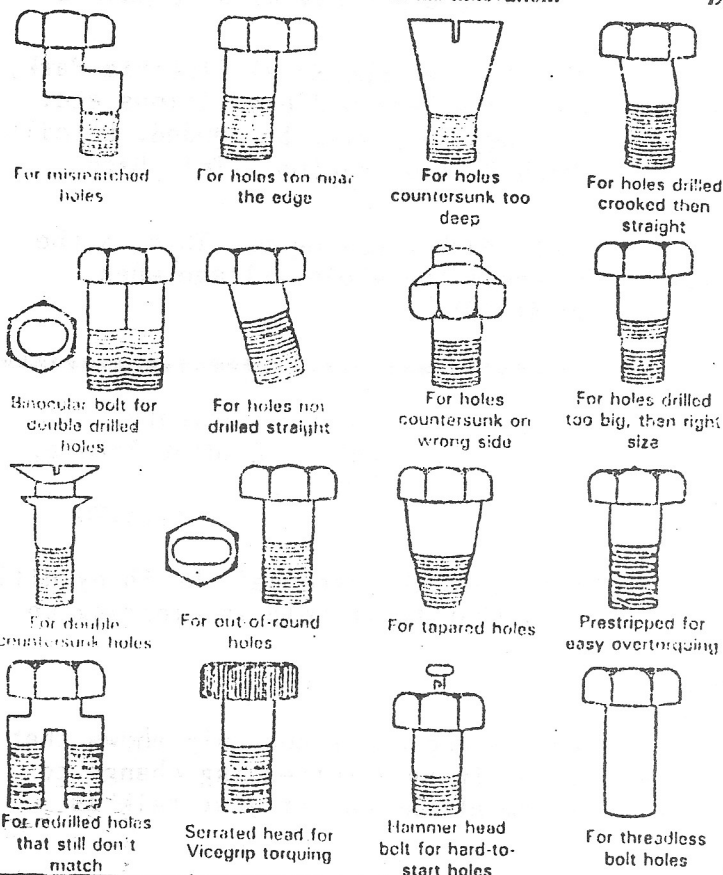
Temple Cloud (0761) 52714.

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A bolt from the blue

MOST GOOD ideas are so simple that it's a wonder nobody has come up with them before. We've all had problems with bolts and irregularly shaped holes but it is only now, thanks to the latest in computer-aided design, that there is a glimmer of a solution. The technological breakthroughs in bolt design (pictured below) were achieved by Andrew Cansfield (of the Cansfield Institute of Technology) and first revealed to the world in the leading-edge technical journal, The Vintage Motorist.

No doubt, Andrew and his stunningly simple solutions will in due course appear on Tomorrow's World, perhaps even attracting the attention of Prince Charles when he next presents the programme's technology achievement awards. Andrew is currently looking for a British industrial backer but fears that unless one comes forward soon he will have to grant manufacturing rights to one of a number of 'Far Eastern manufacturing concerns' that have already shown considerable interest in his innovation. DS



THE SPANNER

How often have you needed a bolt of the types illustrated here? I expect we have all cursed at some time or another the holes that don't match up and have had to resort to the rat tailed file so as to enlarge one of the holes. Perhaps the real engineers amongst us never suffer from the 'drill wandering away from the punch mark, but I know I still do.

Then there is another of 'Sods Laws' which I encounter. Why is it that despite having a dirty great box full of nuts and bolts, I can never find a nut to match the bolt I already have. The manufacturers conspire against me by fitting one UNC bolt where all the rest are metric, or worse still slip in a gas thread. When I become KING I am going to enact a law banning all these upstart AF's, UNC's metric etc. and standardise on the good old Whitworth. Now there is a thread that makes sense, deep and wide with plenty of meat in it. The only time this thread strips is when it is in the most inaccessible part of the engine. 'Twas ever thus.

Change of subject.

Can I once more make an earnest plea for more contributions to the Newsletter. Apart from Committee members and a few stalwarts I get nothing from you, and yes I do mean YOU. That is you, who is now reading this, NO more contributions no further Newsletters, it's up to you.

Cheers for now, but still hoping for a miracle.

Claude Lowther.

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CLUB DIARY.

Mon 30th July. Club visit to STUART TURNER at Cheddar. Please note change of date and see separate insert for further details.

Mon 20th Aug. The second edition of "CALL MY BLUFF". The home grown quiz game which will tax your belief.....just how can the Chairman's team of experts be so stupid. Or perhaps not all of them, just some. Come along and see if you can detect which of them has a screw loose.

Mon 24th Sept. Talk and demonstration by Myford Tools Ltd.

DATES FOR YOUR DIARY.

Sat 14th July. FROME COLLEGE FETE AND VINTAGE RALLY, scheduled to start at 2.0pm and will be preceded by a road run of vintage vehicles. Stationary engines are cordially invited. Details and entry forms from:- Mrs. V. Williams, Cape Farm, Spring Gardens, Frome. Tel. 0373 66766.

Sat 21st July. WARMINSTER GARRISON OPEN DAY. 13.00 to 18.30 hours. Military display, free fall parachuting, Saddle club, Vintage cars. Over night camping can be arranged but only by prior arrangement. Members interest and for entrance details please contact:- Shirley Gale. Tel. 0225 767095.

Sun 5th Aug. The WSEC sponsored MENDIP RALLY at the Tencrest Garage on the A37 near Gurney Slade. Engines, cars, motor cycles and Car Boot Sale together with gigantic raffle. Proceeds to be divided between CLIC and WSEC. Probably the best one day Rally in the district, some thing for everyone, but space is limited so give the organisers an early ring to ensure your place. Entries to Bill Coombes on Oakhill 840868, Car Boot Sale details from Phil Harris on Wedmore 712048 and Raffle from Brian Verrall on Cheddar 743460

Sat 1st Sept. WELLOW FLOWER SHOW. Nr. Bath. About 25 engines or vintage cars, bikes, tractors etc. are invited. Plaques will be given. For an entry form contact: Jeremy Adams. Tel. Bath (0225) 834127 evenings.

Sun 9th Sept. CALNE COUNTRY FAIR. More details next month, but you may wish to make a note of the date.

Sun 16th Sept. AVON and SOMERSET CONSTABULARY FAMILY FESTIVAL at the Royal Victoria Park, Bath. Arena events, stalls and side shows, displays and exhibitions etc. Stationary engines invited. Drip trays (newspaper) will be needed. Details and entry forms from:- Peter Salam, Bath Police Station. Tel. Bath (0225) 444343 Extn. 215, 217 or 256.

Sat/Sun 6/7th October. JOHN KYTES GARDEN RALLY at 10 High Street, Market Lavington. This is the home of the gigantic 300hp Brush which shakes the whole village when running. Details from John Kyte on 0380 813701.

Sherwood Joinery,
Lufton Trading Estate,
Yeovil.

14.5.90

The Newsletter Editor,

I would like to thank all the Stationary Engine Exhibitors who attended the Abbey Hill Steam Rally on the 5,6,7th May and would like them to know that their help in clearing up on the Monday was greatly appreciated.

Yours sincerely,
Terry Heath.

Editor - It is extremely pleasing to receive such correspondence as it not only shows that Stationary engine folk are responsible people, but it is a refreshing change to hear of action being taken to care for our environment instead of just talk as put out by the media (including HRH you know who).

CLUB ACTIVITIES.Monday 30th April "Forty Questions".

After a very warm April day perhaps not quite as many people turned up as could have done. Maybe they were worried about the hard questions, and not without reason...whew.

Jeremy Adams and Brian Verrall were the question masters and questions were fired thick and fast, too fast sometimes so that cries of "Wait" and "What was that"? were often heard. However it all went down quite well and after all the questions had been asked we stopped for a break to let the brain cells cool down and for the raffle. 1st prize went to Alan Biggs, 2nd to Eric Gay and the 3rd to Brian Verrall. Unfortunately I forgot to note what the prizes were.

After the break papers were exchanged and answers checked. One or two voices of dissent were heard but nothing more serious than a quick session in the car park didn't clear up.

Top prize, with a score of 43 (some questions were worth more than one point) was Tom Randall who won a bottle of something. 2nd prize winners were Brian Reekes and myself who won bottles of something else with scores of 39. The final prize winner was Anne Day whose claim to fame was a score of 13. Perhaps it was an award for honesty instead of knowledge.

So after a strenuous evening we all wended our weary way homeward.

Vic Walton.

Editor. Now this report has me intrigued to say the least. Unfortunately I wasn't able to attend this meeting but it would appear to have been a tough session, I wonder what the questions were. If I can find out it might be an idea to test our readership to see if the Mastermind score of 43 can be beaten.

Monday 21st May "Old Toys", a talk by Mr. Arthur Clapp.

For tonight's meeting we welcomed Mr. Arthur Clapp to talk about old toys.

For Club members who perhaps might not know, Arthur repairs and restores old toys professionally. Toys however are not the only things Arthur can arrange as his business card indicates.

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|--|--------------------|
| USED CARS · LAND · WHISKEY · MANURE · NAILS | |
| FLY SWATTERS · RACING FORMS · BONGOS | |
| BUGGY WHIPS · BRANDS ALTERED · BIRTH CONTROL | |
| HORNBY A.J. CLAPP MECCANO | |
| 40 Upper Marsh Road Warminster | |
| Wilts BA12 9PN 213783 | |
| REVOLUTIONS STARTED | TIGERS TAMED |
| ASSASSINATIONS PLOTTED | BARS EMPTIED |
| GOVERNMENTS RUN | COMPUTERS VERIFIED |
| UPRISINGS QUELLED | ORGIES ORGANIZED |
| WARS FOUGHT | EMPTY BEDS FILLED |
| MODEL MAKING · REPAIRS · RESTORATION | |

The toys of Arthur's talk were not the very expensive ones that very rich kids had, where the boxes cost as much as the toys themselves but the toys that ordinary kids could make cheaply for themselves.

Things like wooden tops that would have taken hours carving with your pen knife, then first time out you smashed your next door neighbour's window. The joys of youth.

Arthur explained that a pen knife was an essential tool, if not the only tool needed to open almost endless possibilities of amusement.

It could be used to cut a nice nut stick out of the hedge row so that when you were walking through the countryside you could slash down the cow parsley and stinging nettles. An extremely satisfying occupation. Then with the same knife, a forked stick could be cut possibly from the same hedgerow, but now the the intention of manufacturing a catapult. The catapult rubber was acquired from an inner tube, but from Arthur's experience the black type should be avoided, the red rubber was far more effective, increasing the range and of course the lethal power considerably. Nut stick and the ever useful pen knife would also provide bows and arrows and probably more broken windows but if you were quick enough and your legs long enough it need not have been too expensive.

For shorter range warfare blow pipes cut from alder wood were effective, the trick being to remove the pith with a piece of wire.

Not that these toys were dangerous, well not really, but Arthur went on to recall a few 'toys' which were perhaps a bit 'ify'. The ever useful pen knife came in again for cutting the heads off red topped matches and putting them between two bolts so as to make a bomb which when dropped on hard ground went off with a satisfying bang.

The ultimate in bombs didn't need a pen knife however, just a cocoa tin and some carbide. A few knobs of the carbide was dropped in the tin with a little water, even spitting in the tin would some times work if all else failed, and the lid jammed hard in. Then a lighted match was applied to a hole which had been punched in the lid. The result, a super explosion, especially if the lid was a good fit, and the whole thing whizzing down the road.

If lethal weapons or terrorism weren't your scene then the good old pen knife would cut notches in the edge of a cotton reel which together with a short length of candle, an elastic band and a match stick would make an interesting tractor. Cotton reel tractor races were even popular although they never reached national status. Another use for discarded cotton reels was for French knitting, but that was cissy stuff which only the silly girls did.

Arthur went on to remind us (some of us at least) of the joys of collecting fag cards and asked if any of the older members remembered putting an old torch bulb into a bottle of water and pressing the cork down hard to make the bulb go up and down like a diver.

Finally we were reminded of the days of yore with instructions for making woolly bobbles using milk bottle tops, not the foil variety we encounter today but the old fashioned cardboard type with a hole in them. Oh happy days, when each day seemed to be 48 hours long and the sun always shone.

Really there is not much more to say after that except...Thank you Arthur for a very entertaining evening.

Finally the Raffle prize winners for the evening were:-

1st a Book-Andy Gale, 2nd bottle of wine-Richard Pane and 3rd Car Shampoo-Brian Munt.

A Wiltshire Moonraker.

ONE MANS ENGINES PART V.

So far :- For 1984 Tony had acquired a flat twin Norman which he quickly restored for rallying.

1984 turned out to be a bit traumatic and mixed up, first I was told that another hip replacement would be needed in '85, then we bought a house in Spain with the idea that winters in the warm would delay the increase of arthritic conditions and set me up each year for Spring and Summer in England.

Then it was decided that the Norfolk house was too big and that we should sell up at the end of the year, go to Spain and then move to a small bungalow in Somerset, closer to the children and late teen grand-daughters, who we hardly knew.

At all events I had most of the 1984 Rally Season. The Norman split down into three portable bits of engine, separate petrol tank and Lister pump and was easily packed and set up.

When the need came I said goodbye to the very good Club friends in Norfolk with genuine regret, sold the Norman to a member, got rid of the car and the house, putting essential equipment into storage and off to sunny Spain.

The way things went I was out of the Rally game for all of 1985 which was taken up with the hip op, settling into the new house and in sorting life out. I had a small extension built onto the new bungalow to house a few machine tools (about half the extensive workshop I had in Norfolk but adequate).

The first priority for 1986 was to join a couple of Somerset Clubs and get an engine. Again no problem, the SSAPS and the Wessex accepted me (these Clubs are trusting souls) and a job I had to do in the States produced a very interesting and very portable little unit. This was an American MAYTAG. The Maytag was a little two stroke, made in the mid 1920's to power butter churns, small pumps and the like on Midwest farms with no form of electricity.

And so to the 1986 season.

To be continued.

Tony Adlington.

THE MARKET PLACE.

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KYOSHO ROCKY 4 wheel drive radio controlled car, complete with radio and battery plus electronic speed controller. £110 ono.

TAMIYA FOX 2 wheel drive radio controlled car complete with radio and battery £80 ono.

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Mark Tilley. Tel. 0225 810251.

WANTED. INTERNATIONAL HARVESTER spanners and other tools with the IHC mark on them.
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