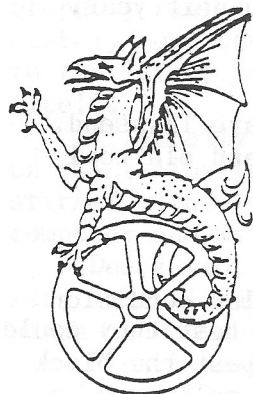


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

JUNE 1993.

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STATIONARY ENGINE OPEN DAY. HELD AT ELSTEAD, SURREY. BY WESSEX MEMBERS PHILIP AND DOROTHY TRACY AND PATRICK KNIGHT.

For the last 6 or so years, we meaning Pat, Dorothy and I have held an open day in our front garden. Some years ago they were held at Easter, but our rally at Elstead Mill coincided, so we moved the open day to the nearest Saturday to November 5th. This year we decided we would run every engine we had that could be got running in time.

A weekend prior to the event was spent cleaning, oiling and running up the engines we had not had out on the rally fields this year.

On the following Friday we dragged all the engines etc; around to the garden and arranged them into some sort of display order, put up posts, ropes, filled up tanks of the tank cooled engines, which is a bit of a fag, put up lights, then to cover up with tarpaulins and roped them down and hoped for a dry day.

On previous show we had rain and sometimes frost to contend with. However this year the weather was fine and quite warm.

We only advertise within our circle of engine friends and to people in our village. This year we had a constant stream of visitors during the afternoon and on into the evening. Dorothy and her helpers provided numerous cups of tea and coffee, also soup for the visitors and occasionally for the workers. Also they organised food for about two dozen people that stayed on into the evening, to watch video's and chat late into the evening. We ran the engines till about 9 o'clock, lighting being provided by Dorothy's 1919 5hp Petterlight Set, my Listerlight 3hp CS set and 4 cylinder Kohler lighting set.

Visitors had come from London, Sussex, Oxford and Southampton so it was well worth the hard work of getting the engines out and putting away afterwards. We had approx. 20 - 25 engines on the go, which kept Pat and I fairly busy with oil and petrol cans etc. Most of them behaved well including the Witte Saw which was on show after many years laid up. The 5hp Victoria was a bit lothed to start at first, the only other real difficult starter was the Myric Eclipse Gas Engine which is hot tube and did not like the weather I suppose, however all in all a great day was had by all.

PHILIP TRACY.

THE SELWOOD PRESERVATION SOCIETY VINTAGE RALLY Longleat House May 29/30/31st.

This rally was to be one of the biggest and most well supported I have ever seen. Selwood stage, stationary engines took up the whole of the perimeter of the very large field with camping to the rear of the engines and the rest of the field in filled with rows of tractors, cars, motor bikes, commercials and everything you need to have a successful rally, 'Well almost everything'!! As almost predictable an English Bank Holiday weekend is not complete without at least one days torrential rain, Saturday night and almost all day on Sunday saw driving rain, more than enough to ruin this warm and friendly event.

Movement was stopped on the field on Sunday, no doubt hoping this would ease the situation for Monday, but this was not to be. Most exhibitor vehicles had to have assistance from a tractor to pull them down hill to the show exit.

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My thanks to club member Bill Coombes for attempting to tow my Victoria out to the car park, with all the dead weight hanging on the tow bar he became stuck in the mud - without my engine he would probably have made it.

Bad luck Selwood, you deserve better than this, may the sun shine for you next year.
ED.

OBITUARY.

It is with sadness and regret that we hear of the death of club member Dave Townsend. Dave was well known on the rally field as an exhibitor of stationary engines and old tool display and in recent years ran a stall with his wife Jean.

A WINTERS TALE - PART 4.

At the same time they checked the other wheel and found it to be in similar condition with loose studs and the wheel itself also very buckled. They 'made good' as best they could and turned around to try and retrace their steps nearer home. As they drove past the black rubber marks deposited on the tarmac by the first incident, the offside wheel collapsed, so the trailer was dragged into the nearest field where, after seeking permission from the farmer, it stayed hidden for two weeks. Ian and Mark returned home, sought me out and gave me a graphic account of the day's exploits.

During the next week, the Land Rover was repaired but I was concerned to say the least, about my trailer behind a hedge in the wilds of Wiltshire. I contacted David Hunt who lived fairly locally and he agreed that if possible the trailer and its load could stand on his drive until the damage was repaired. Ian and Mark found, not without some difficulty, a wheel for the trailer and we repaired the original wheel by welding a plate to its centre and re-drilling for the studs. New studs were made on the lathe. On a trip home to Kent for the weekend, Ian fitted the new wheel and the repaired spare. Mark towed the trailer to David Hunt's home slowly, stopping often to release the brakes and check the studs and nuts.

As he left the village on his return to Bath, Mark spotted a trailer Hire firm's premises but, naturally as it was a Sunday, they were closed. Mark could see this as a solution to their problem, so noted down the phone number. During the following week, Ian arranged with the firm to hire them a rather heavier trailer for the following weekend and told David Hunt that he would be around to take away the engine. Arriving to collect the trailer on the Saturday morning they were greeted by a pleasant young lady in the office. She seemed reluctant to hire out their trailer, needing some proof of identity or at least someone to act as guarantor. Ian's home address was in Kent; his bank cheque address was Bath! Mark too was in a similar situation, his home was Frome, some 40 miles away. Neither had any proof of identity, the Land Rover looked a bit decrepit, who could blame her! "Perhaps you know someone around here - or in the village?" she ventured. "Well, we know David Hunt", Ian replied cautiously. To their surprise back came the reply "Oh well, that's no problem then... He's my husband". That must be your 1908 Lamp start Campbell engine on our drive.....!?"

The load was trans-shipped onto the hired trailer and the new lighting board attached. The journey was completed without further incident and later the same weekend, my severely crippled trailer appeared back home on my drive. How this was ever achieved at all remains a mystery to all concerned because, on dismantling, it was found that three of the four wheel bearings had completely broken up and the axles were bent at each end.

In each case, the bend was between the inner and outer bearings which would seem an impossibility. The trailer was subsequently repaired using stub-axles from a 'donor' Morris 1800 for future parts accessibility and the Campbell engine.....! Well, that is still yet another 'sleeper', pending restoration in Maidstone. In the meantime, Ian has restored a vintage lorry, a 70ft narrowboat in which he lives and has got married!

The moral in the lengthy saga is clear. No matter how suitable your towing vehicle, load distribution and legal speed are VERY critical factors if you wish to get your precious 'find' home safely.

EMERSON BRANTINGHAM

NEXT CLUB MEETING - Monday 26th July - Crank-up in the Old Down Inn Car Park.

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MORRIS OILS.

A usual full clubroom for this talk by Mr. Derek Simkin on Morris Oils. The company started in 1869, has spread its trading base quite widely as it now includes a bakery, property rental and maintenance, food halls, a nursing home and recently Stanmore Hall - a stately home come museum and caravan site. The museum has a good collection of cars, 1920's to the latest Cosworth, Ford commercial vehicles and motor bikes. Sounds like a good rally site!!!

Originally the company perfected the paraffin wax candle, which was a great improvement on the tallow lamps and candles of the time. These oils were all mixed in large vats and stirred with wooden paddles, a big difference to today where everything is controlled by computer and mixed in sealed vats.

Derek went on to describe in detail the basis of the oils used today i.e. seeds, animal fat, minerals and synthetics, these are used to produce some of the specialist oils for which the company is well known.

Firstly oils suitable for use with steam driven machines, steam trains, traction engines and Sentinel steam wagons. These oils have to withstand steam and water, plus high temperature and yet still stand the weight of large moving parts. They also supply the vintage and classic racing car and motor cycles with oils made to 1940/50's standard to suit early racing engines and finally they are at present sponsoring a Ford Cosworth saloon car using their latest synthetic oils plus keeping farmers' tractors running with their universal tractor oil.

The company is still remembered for its oil recycling, but it appears this has become uneconomic and has not been carried out for ten years now as it has become increasingly difficult to dispose of the waste products, also modern engine oils are now molecularly reconstructed. It seemed that oil is not just oil any more.

After the usual question time we filled our glasses and had our raffle, the winners being - James Pearce - Burglar Alarm, Brian Reakes - Wine (a prize at last!) and Beer for Ted Routley.

BRIAN REAKES.

CLUB MEETING - 24TH MAY - TALK BY EDMUND MURRAY.

Brian Verrall opened the meeting and introduced us all to Edmund Murray who was Winston Churchills bodyguard, Edmund started his working life employed for Joe Sainsbury in one of his shops and later joined the Army. He talked about his life in the Army and the Foreign Legion where he travelled through many interesting countries, we were told how they were attacked by the Japanese in Indo China and it took 53 days for them to reach the frontier. During this time he lost a lot of his friends in the attacks, after his service in the Foreign Legion Edmund returned to England in 1946. On his return he worked with a dance band and with the News Of the World newspaper, when once again he travelled the world on various tours for the paper. Later he joined the Police Force and rose to the rank of Inspector, when in 1950 Edmund was called into the Chief Inspectors office and asked for his reports. It was at that time he was told, not asked, but told quite bluntly, you are going to protect Winston Churchill. This came as a great surprise to him, Edmund was to begin his very important duties the very next week.

Edmund continued to tell us of the first time he met the man he was to serve for years to come, the meeting took place at a railway station in London and from that day on he was and still is known as 'Sarg' by Churchill, although he was an inspector. Of course, his duty was to protect not only Winston Churchill but also Lady Churchill from assassins and well wishers alike. During this time he never once had to fire his pistol although as he was often reminded by his master, he had saved his life many times. In the fifteen years of his duties Edmund met many, many well known people from royalty to famous film stars of the 50's and 60's

But Edmunds duties also included the safety of Lady Churchill and anyone in her company, though it appears Lady Churchill did not like Edmund very much. Why I don't know. In the later 1950's and 60's Edmund married and later had children. Winston Churchill seemed to be a friendly and very humorous man and of course they both shared the love for painting and seemed to be the best of friends. Edmund Murray served as Winston Churchills bodyguard for 15 years, from 1950 to the time of Churchills death at five past eight on the 24th January 1965, aged 90. Edmund was and is a lover of travel and despite being governed by the official secrets act and will be forever more, gives his talks and has also written his autobiography, which club members could buy. He gave us a very good talk for 1½ hours and then answered questions. Many people took the opportunity to buy a book. Edmund gave a donation of his profits to our club. The raffle took place and the winners were Ruth Russell - Alarm, Ted Routley - Perfume and Brian Verrall - cans of beer. The meeting ended shortly after.

STEVE ROUTLEY.

THE GREAT DORSET SPRING FAIR - MAY 21/22/23rd.

What a good move by the organisers to re-site this event from Sixpenny Handley to Tarrant Hinton and use the same fields that house the Great Dorset Steam Fair.

Torrential rain swept across the south of England on Thursday and I must admit made me somewhat apprehensive as to what the state of the site would be like. When I arrived on Friday morning I need not have worried, although the show was sited well across the huge fields, new hard access roads made it very easy and there was no problem driving on the grass, it took the previous days rain very well.

Exhibitors, if they wanted could park by their engines or further down the field, we chose the latter as it was a greater distance from the giant throbbing fun fair and disco loud speakers that can always out play even the noisiest stationary engine exhaust. Having just unloaded, an old engine pal came over and said 'your an Aster owner, have you ever seen one like that' pointing to this huge exhibit mounted on a very high trailer. It was a four cylinder petrol engine, radiator cooled and directly coupled to an 80 volt 100 amp dynamo. It sat on a purpose built cast iron bed plate and must have weighed at least 1½ tons. Starting up appeared very easy, with just a casual swing on the starting handle. This engine has only just been discovered and restored and no doubt we will be seeing a lot more of it around the rallies. Positioned almost next to the Aster was another recent find in the shape of a 5 hp Bristol Wagon & Carriage Works Victoria and its young owner was having a few teething problems getting it to run but all it seemed to require was a little fine tuning on the governor arm to make it fire a bit more often and his problem would be sorted.

Plenty of stalls here to browse and pick over and while poking about in one tool tent, on the centre of an extremely cluttered table was what looked like a hot air engine. I said to Bill 'Its not often you see one of these for sale' and gingerly turned the flywheel to see if it turned over. Overall size was about the same area as an old biscuit tin, it was water cooled and had an entry underneath for a spirit or paraffin burner and looked a bit like a Mamod model or perhaps an early German made toy. Cautiously turning over the price tag revealed £45 and this got the adrenalin going. I needed some more advice and knew exactly where to get it - my old friend Albert Crittel was exhibiting his hot air engine not too far away from the stall and after a chat about what I had looked at he accompanied me back to the stall for another inspection. 'Home made' said Albert, 'not a bad effort but a lot of work will need doing to it and rather pricy at £45, £25 would be more like it, as you could run into quite a few problems'. Albert's advice was taken and we left the engine where it was with a view that £45 would go a long way towards a set of Ericson castings and having a go at making your own hot air engine the money would be much wiser spent.

The craft tent was well supported and next to it was a tent that was half full of artefacts, the sort we all say "we had one of those and threw it away". The other half of the tent was shared by a model exhibition and a display of live owls, hundreds of visitors looked at them, it was a very popular exhibition especially with children.

A lot of steam engines attended the show and most types were represented, a heavy haulage team pulled a huge low loader around the field (just like they do at Stourpaine) in fact the whole show was a bit like a mini version of the Great Dorset Steam Fair.

Whilst finishing off this report at 7.30 am on Sunday morning, the sun has just broken through the clouds revealing the beautiful Dorset Downs, a skylark has just burst into song on the other side of the hedge and a gypsy's pony is staring through my caravan window - no doubt looking for his breakfast, tranquility at its best!!
ED.

- FOR SALE - Diaphragm water pump/pulley. Anyone interested please contact Mrs. Pearce on 0249 652922.
- FOR SALE - Large cast iron silencer 12" dia. by 12" high, weighs 7 stone!!! and has 2" outlet - £30. Telephone 0373 463526.
- WANTED - Information on how to make a sundial - Contact Brian Reakes, 43 Queens Road, Keynsham or Telephone Bristol 868549.

FORTHCOMING EVENTS.

Luckington Carnival Club Fete - Coleford (Nr. Frome) Playing Fields. Sunday 11th July. Would any club member like to support this event by taking along an exhibit? If so please ring Neil Parfitt on 0373 813437 to say you will be attending.

Devizes & District P.H.A.B. Family Fun Day with sponsored wheelchair push and walk and vintage rally at Hopton Barracks, London Road, Devizes on Saturday 17th July. 11 am - 5.30pm
Vintage section organiser - Mr. A Bishop, Lodge Hill Farm, Chapmanslade, Westbury, Wilts. BA13 4AR Telephone 0373 832259.

South Somerset Agricultural Preservation Club is celebrating its 21st Yesterday's Farming at Manor Farm, Long Sutton on September 11/12th - Contact Graham Bunter on 0963 250028.