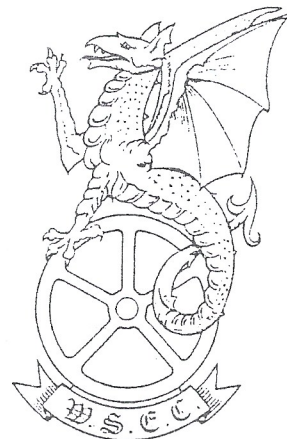


WESSEX STATIONARY ENGINE CLUB LIMITED

JUNE 2000

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NEWSLETTER



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******* EDITORIAL *******

By the time you read this months newsletter our Rally will either be in progress or for the members who receive it by post it will be over. I for one will then be extremely relieved, because for a few of us it does mean a lot of work and a disruption to our normal lives. I hope all members who attend the rally, either as an exhibitor or as a visitor enjoys it. If after the rally you could offer any advice on how to better anything you see , please let any committee member have your comments. Happy rallying to you all.

******* CHAIRMANS THANKS *******

As Chairman I would like to thank all the members who have donated goods to be sold on the club shop at the rally or have given raffle prizes for the same event. You are too numerous to mention by name (and I'm sure to miss someone out) so accept this as a very big thank you from the club. It is the generosity of our members that makes our events and raffles so successful.

******* THE MARKET PLACE *******

FOR SALE Two roofing sheets. Brand new. 21feet 4ins by 3 feet 3 ins. Plastic coated, none condensation. Olive green in colour. Can be cut to size. £45 each. Ring 01761 232794. Radstock area.

FOR SALE 1938 Lister ACL 4 (4 cylinder Air Cooled) engine, on trolley with copper tank. Lister "D" engine. Petter Diesel (PAZI)? For restoration. Lister H2 Water Pump Working. Lister H2 Water Pump for restoration. Lister H1 Water Pump for restoration. New petrol Tank for Lister "D". Laval Air Compressor. 4 Chicken House Wheels. All the above items open to sensible offers on 01202 535142

WANTED Help on getting an Enfield Flat Twin two stroke engine to run, Can deliver engine. Telephone JP (Junior Reporter) on 01373 473041 after 4-30pm.

******* EVENTS FOR YOUR DIARY *******

MONDAY JUNE 24th Club night at the Old Down Inn. Rally Autopsy followed by Table Top Auction. Bring along your unwanted goods and turn them into cash. The auction will be followed by a quiz against a team from the South Somerset Club.

MONDAY JULY 29th Club Night. Crank-up at The Court Hotel Chilcompton. Prize for best engine and most unusual engine, usual raffle. Be there.

SUNDAY SEPTEMBER 1st "Mendip Meyhem" at Brian Fears Garage Oachill. Car Boot stalls wanted. Sorry no overnight camping. Contact Roger Pike on 01761 233028

***** W H A T L O O K E D L I K E A S I M P L E R E S T O R A T I O N *****

A couple of years ago I was offered quite an unusual engine from a collector I had known for a long time, the engine wasn't particularly attractive looking, fairly small but very heavy for it's size, and the last time I had seen it run was at the first Longleat rally many years ago. As I already had a 5hp engine of this manufacturer (The Bristol Wagon and Carriage Works Co. Ltd) I thought it would be nice to add a smaller one and a half horsepower engine to my collection, so the deal was done and the new acquisition collected and returned to my garage. With my old mate Bill we gave the engine all the usual check overs before starting and after a few swings it sprang into life, mission accomplished I thought, until a steady stream of fuel began to run from the air intake on the carburettor, this took quite a while to solve as the brass float had about four times it's own weight of solder clagged all around it, sealing many cracks and holes that must have occurred over it's working life. A new float was found amongst my old bits and pieces to replace the "lead one". The engine ran quite well for a while but petrol still leaked out, there was a possibility that the petrol valve was still letting fuel through after the float came into contact with it, so I made a new valve and tried again but the fuel kept leaking. Then Bill (good old Bill) said lets check the height of the main fuel jet it must be below fuel level, and sure enough it was only a fraction below, but enough to let excess fuel build up in the carb and eventually leak out, a few fibre washers to pack the jet up solved the problem. The crankcase breather was an improvised job which looked like an old watering can spout and always seemed to be in the way of moving round the engine so I fabricated a much smaller one that tucked quite neatly under the water hopper. There was virtually no compression so a new set of rings were fitted (courtesy of Arthur Smith and his American connections) and the loud cylinder knock was reduced with a new gudgeon pin and small end bush. When the engine was run and came off load a shaped steel block holds the exhaust valve open allowing the engine to miss, this block was badly worn and replaced with a new one, as was the magneto chain. The fuel tank was relatively new but starting to rust up inside, so a can of tank sealant was obtained and the tank proofed inside, this is always worth doing as never again will you get blocked fuel pipes filters and jets, providing the fuel cans are clean. The valves were ground in and after all the parts were painted to look nice the engine was reassembled on a lister trolley, I do like these trolleys, they are very manoeuvrable with fairly wide iron wheels and are good on soft ground, plus you can make the trolley any length you like. So my 2001 project was ready to rally and castle Coombe was to be its first outing, where it ran very well, which it had to do really as it was next to a 5hp and a 3hp of the same make and would not want to let the side down. The engine over the next two days behaved itself quite well with just a bit of fine tuning but if you stood down wind it sounded a bit on the clanky side and it's next trip was at Astle Park where the clank seemed worse. Next to me in the engine line was Brian Reed with his giant 7hp Victoria and Brian suggested we remove the crankcase door and with a firm grip on the con-rod he thought that piston slap was the cause of the clank. Back at home a week later with the cylinder head removed I checked the bore dimensions and there were about 60 thou worn off the cylinder, this then steered me down the avenue of having the cylinder bored and a new liner fitted. When you need a job of this kind done it is always hard to find someone to take it on as the cylinder has a blind bore. My old friend Ron Torr knew a firm that could do the work at Bideford, and at this point Bill said he would like his 5hp Victoria cylinder lined as well, as in the past he had difficulty in finding someone to do the work. Ron contacted the company called "Wellbore" at Bideford and we made the long journey to Bideford in North Devon with the two cylinders. (The journey was the start of a weeks holiday in Cornwall so the route was not too much out of our way). On arrival at Wellbore the engineer measured up our cylinders in the workshop and to our dismay the boring bar would not quite reach the very long depth of the cylinders, what a shame, as it had worked out that a Gardener lorry liner would have fitted Bill's cyl and two much smaller liners could have been pressed into mine. Well at this point we felt a bit disappointed after travelling 100 miles, but the chap sooned cheered us up when he said I know another firm that can do the job for you, but they are at Plymouth!!!! And a phone call by him confirmed that they could do the work, this news was great except that we were on the wrong coast, so we decided to continue onto Cornwall for our holiday and call into "Ray Brown Engineering" near Plymouth Hoe on our way back home, this worked fine and three weeks later we had a nice day out in the "Barbican" after collecting the two cylinders. My engine is now back together and has had a test run for two hours, everything seems fine, Bill's is having his second restoration after almost 30 years and will be put back together soon. So with a little help from our friends we have finally got there in the end.

ROBIN.

CRANK-UP at RADSTOCK MUSEUM

SUNDAY 5th MAY 2002

What a nice change it makes to get ready for a rally or crank-up without being hassled and haggled early in the morning! This crank-up was an afternoon event, with the museum opening at 10 o'clock. The weather was bright with a little cloud, but dry, and quite warm during the latter part of the afternoon. The busy road past the small field we were in, sloping down to the river, and opposite the museum ensured a great deal of interest, both in the stares from passing motorists, and the general public who stopped to look at this strange spectacle. 16 varied engines attended, all but three displaying exhibit boards, and the ever present collection of oil cans and two gallon petrol cans. The engines included Robin Lamberts Victoria 1 ½ hp, one of only 4 known to exist, driving a Buck and Hickham drill, Mr F Foxwell's 1921 Lister "J", and the fire engine red 7 bhp Victoria owned by Brian Read. A living example of the stationary engine enthusiast's three R's: Recover, Restore, Rally is Bill Coombes 2 ½ hp Ingeco AK, which was found in a barn in Whitchurch covered in hay in 1997 and recovered by another engine enthusiast, it was bought by Bill, and restored over 1998/99, With the lining and crankcase name painted by Stephen Morris. The undisputed star of the show, however was the Museum's 4hp 400rpm Lister L, which was brought out from residence in the museum by Tom Randall, also a founder member of the W.S.E.C. As it had not run for seventeen years there was much tinkering, deliberation, and friendly advice on how to get it started again, and after much tweaking and fixing, it ran beautifully, then being connected to a Tangye water pump. The engine cost just £12 when bought in 1914! Although entry to the museum was not free to W.S.E.C. members, I managed to get in through my "official duties" as Junior Reporter, and was very impressed with the articles and exhibits on show. The museum is centred on the local mines, with a reconstruction of a circa 1900 miners cottage, Co-op shop and carpenter/wheelwright/funeral director's workshop. Around the corner was a blacksmiths workshop, 1900's classroom and a dark dingy mine. An interesting fact I picked up on my travels round the museum was that Radstock were 1927 quoits 'World Champions', a title they gained by beating a team from Farrington Gurney! Upstairs were more mining relics and cabinets devoted to subjects such as china plates, world wars, Methodism and a curiosities cabinet, containing many strange (some unidentified) objects. Although this was a successful event, with a lot of public interest, it was a pity that W.S.E.C. members could not have free access to the museum. We have after all, given Radstock Museum a good deal of publicity, with a flying visit by a local press photographer raising the Museum's profile. Nevertheless, an enjoyable, and interesting afternoon.

JONATHON HOCKEDY.

JUNIOR REPORTER.

***** SELWOOD STEAM RALLY ***** (A FEMALE POINT OF VIEW)

Arriving at the new site at Southwick on a very sunny Friday evening we found our place alongside Ivor Cox and Don Rogers with Dave Clack and promptly had our van decorated with jubilee banners. The vans were strewn together along with flags and balloons, and a very good start to the weekend was well away. Saturday dawned hot and sunny and jubilee bowler hats were added to our attire. Enjoying the rest Roger and I were approached by the Somerset Standard and had our photograph taken with our Amanco stationary engine, (yes and we had our hats on) and we were in this weeks edition along with other pictures of the rally. Saturday teatime saw our jubilee line enjoying a "street party" and then we went to the beer tent for the evening entertainment. This proved to be brilliant, Selwood certainly put on excellent entertainment. There was a double singing act which performed about twenty minutes each at a time so no break was had all evening, the man "Pat" sang a vast array of music from country to pop and had everyone joining in, as did the lady singer. During one of her songs she invited three men to back her, guess who was one of them, yes our own Brian Verrall, complete with steel toe cap boots! Later on she sang "These boots are made for walking" by Nancy Sinatra, and Brian ran from the bar up to the stage and danced with her throughout the song. A super evening was had by all as we found our way back to our vans at 12.30 am. Sunday was equally a good day although the shortage of general public looking around was quite evident. The entertainment on Sunday evening was a 3 star caberet act including a female singer, compere/comedian and magician, again we stayed untill midnight. Monday dawned wet and saw many rally goers going home early, we left at around 4-30pm. The rally was OK but being on a new site, and jubilee weekend plus the field was knee high in mowing grass left room for improvement, (from a mans point of view).

LINDA PIKE.

NORTH DORSET STATIONARY ENGINE AND VINTAGE TRACTOR CLUB ANNUAL RALLY AND BOOTSALE AT HAZELBURY BRYAN SUNDAY 12th MAY

2002

What a variety of exhibits and things on show! Almost 100 engines, over 70 tractors and 200 cars, plus military vehicles, hundreds of bootsale stalls and 80 or more motorcycles and a hot sunny day made for an amazing public attendance. The entrance gate was full all day with cars and people coming in, and the amount raised on the gate for charity must have been immense. 4 rows of stationary engines were situated near to the main entrance, and the engines were varied and interesting for both 'us' enthusiasts and visitors. They include a Norman T300 Mk 2 driving a 110 volt generator, which the owner Adrian Grant believes was used to provide power to charge batteries on Sunderland Flying Boats, a Ruston Hornsby AP6 (Agriculture Paraffin 6hp) owned by Mr Owen Cockram, the 'Domestic' 1hp open crank engine, and many more. One exhibit board contained the worrying sentence 'Recovered from the sea.' Unfortunately the owner could not shed any more light on this. One engine which seemed to be attracting a lot of attention was the Petter 2hp owned by Roger Pike, driving a 70 volt, 20 amp dynamo. It was used to supply power for lights at Colliton Brook Farm, Barrow Hill, until 1955, when SWEB made the engine redundant. During this time it cost 2/6 per week for fuel. It was purchased by the current owner in 1995 and it was restored over the following three years. The large selection of cars, all wonderfully restored and gleaming in the sunlight included a Humber Sceptre, Triumph Gentry TM, Volvo 121 and two 1913 Ford Model T Pick-Ups. There were also 80 plus tractors, including names such as Ford, Ferguson, Mc Cormick, David Brown and the hulking black Rimely 'Oil Pull' tractor, from La Porte, Indiana. An amusing and interesting story is that of the Austin 10/4 10hp prototype model, which was the first of four produced in 1933, and one of only five remaining. It was bought by a university student in 1965 for the sum of £5 (having originally cost £215 in 1933), taxed at a cost of £7-10- and insured for £7-8/-6. The student then bought a tin of Dulux to paint the wings, and the car was on the road for less than £20. The other attractions (yes there are more) were the afore-mentioned bootsale stalls, a fairground organ, raffles tombolas and charity stalls, collections of early 20th century seed drills and push hoes, a unicorn bouncy castle and many military vehicles including a GMC fuel tanker. One motorcycle and sidecar which caught my eye was a 1947 BSA M20 500cc, painted and equiped as 'Bodgett and Scarper' chimney sweeps! Although there was a large engine attendance, it was worrying to see many engines with their flywheels facing to the general public and being filled with petrol whilst running. Where was the safety officer? On a lighter note it was pleasing to see quite a few more members with exhibit boards. Unfortunately the idea does not seem to have spread to the other exhibits, I.e, cars and tractors very much! A well attended, sunny and enjoyable rally.

JONATHON HOCKEDY **JUNIOR REPORTER**

GRATEFULL THANKS

Bill Coombes would like to offer sincere thanks to Edward and Gloria Carp, Robin Lambert, Bill Appleby, Phillip Marshall and Frank Foxwell for the assistance they gave him when he had the misfortune for his Ingeco engine to fall off of the ramps when loading up at the Pilton jubilee event, the trolley was damaged and without their help he could not have loaded without assistance. Once again Bill expresses his sincere thanks to all who helped.

BIRTHDAY GREETINGS

The Wessex Stationary Club members would like to wish a very happy birthday to Reg Butler who obtained his 'bus pass' on the 7th June. Many happy returns from us all Reg.

NEW MEMBERS

The Wessex Stationary Engine Club would like to welcome the following new members to our club, Mr and Mrs H Raymond of Clandown Nr Radstock, and Mr Peter Bainbridge from Bridgewater and Mr and Mrs Frank Foxwell from Chilcompton. We sincerely hope your membership will be a long and happy one.

CONGRATULATIONS

The club would like to offer best wishes and future happiness to new member Peter Bainbridge who is getting married on Saturday June 15th. All the best on the big day to Peter and his future wife. (Getting married on "RALLY DAY" Peter I call that bad planning . Ed)