

WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

MARCH 1986

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BRING OUT THOSE SMALL DIESELS....

Have you read your newspapers recently, or read any motor magazines? Have you bought a vacuum cleaner, microwave oven or seemingly **ANY** other appliance, because if you have the chances are it will be called **TURBO** something or other. The in word of the 80's is definitely **TURBO**, as it will be for the 90's also. There is another word that compliments it, like milk & sugar, black & white, stationary & engine, the word is **DIESEL**. The diesel engine is under a new phase of development which, in my opinion, will put it on even footing with the petrol engine by the 1990's. Already the 'tacka-tacka-tacka' of the diesel car can be heard every day by the tuned ear, and, as time goes on, it will be more commonplace. The modern diesel engine is cleaner, vibration free, a little quieter, and much more powerful.

As far as the stationary engine collector is concerned, there is ample scope to collect diesel engines and **ONLY** diesel engines. Some enthusiasts have never thought of owning a diesel stationary engine, so what are the drawbacks, if any? There is one, most are hernia inductive! They need to be heavy to withstand the high internal pressures. Most, however, are fairly easy to restore. They are usually conveniently coated with protecting black oil. Parts are often still available - it you need any, as longevity is the diesels plus point. Should the fuel system need attention, all you need is to find a specialist who will do it for the right price. And once restored, your diesel engine will last your lifetime, assuming you are only rallying it. A point worth remembering is o give the engine plenty of work to do at a rally because fuel graphs usually show the most economical running period is at least $\frac{3}{4}$ load, unlike your Lister D type which will tick-over all day on a cup full of petrol.

There are numerous diesels to choose from, in fact many are still working for their living. The most common is the Lister 5/1 diesel which was followed by the 6/1. Parts are still available for these. The 3/1 and 3 $\frac{1}{2}$ /1 are smaller versions and not so common, spares are scarce - you will probably even have to make the head gasket. The Lister CD and CE could be termed 'industrial stationary engines', they are heavy, not too common and spares are scarce. The range of Bamford diesel engines is worth a study, you should be able to pick one up but spares might be difficult- **IF** you need any! The small Petter Atomic would make an interesting exhibit, as would the more modern Villiers diesel, the latter would be easy to transport. Given a choice of the small vertical engines, which would be best? In my opinion, it would have to be the Gardner 1L2 **IF** you can find one. It offers craftsmanship at its best, it looks right, it sounds right and it runs superbly. Find one and you won't regret it.

K.L.G. DuBois

NETLEY MARSH RALLY

Members intending entering Netley Marsh Rally and wishing to exhibit or camp near other Wessex members are requested to endorse both of the appropriate forms 'Wessex Stationary Engine Club'. This will ensure that you are sited in a group with other members. Entry is said to be by invitation only but a plea to Brian (Chalky) White, 3 The Cottages, Magazine Lane, Marchwood, Southampton, may work wonders.

TRACTORS TOUR THE NETHERLANDS (Part 1)

Our journey started at Ilminster In Somerset on the morning of August 28th 1984 with six tractors, three stationary engines and a very fine display of thimbles and silver teaspoons loaded onto three lorries that are equipped to cater for the accommodation of eight persons.

As members of the South Somerset Agricultural Preservation Club, the Wessex Stationary Engine

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the Kernow Old Vehicle Club and the Somerset Traction Engine Club we thought it might be a change to try a visit to an event on the continent where SSAPC had a member. Our choice was to visit the DE OUDE TREKKER EN MOTOREN VERENIGING CLUB in the Netherlands on the occasion of their Fifth Anniversary Rally that was to be held on the 1st & 2nd September in the magnificent Pony Park at Slagharen, near Hardenberg in the North East of Holland.

The first leg was to Dover where we were fortunate to be able to stay with friends in a yard until it was time to go down to the docks for our 5.30 a.m. departure. The sea crossing was perfect, very calm, which made it easier for those in our party where were not looking forward to this part of the journey. Day two was the beginning of our new adventure and a start to driving on the right-hand side of the road. We landed at Zebrugge in Belgium and proceeded via Antwerp to the Dutch border, then on to Breda, Utrecht, Amersfoort, and Apeldoorn, to a place called Delden near Hengelo, close to the West German border. Here we were greeted by the Chairman of the Club we had come to visit. Our vehicles drew a lot of attention as they were unloaded and made ready for the night, before we all went to the farm house for a special welcoming meal and to inspect four nicely restored tractors that were to be on show during the weekend. They were a Massey Harris K44, a Massey Harris Pony, together with an Allis Chalmers Model G Rowcrop and a David Brown Cropmaster.

Thursday saw all of us having a nice quiet day after our long journey out, a total of 464 miles, before travelling on to Slagharen. The Pony park is a large amusement and pleasure centre standing in 112 acres of canals and woodlands. Going to this park early gave us a whole day to explore and enjoy many of the attractions that are free to everyone after paying a nominal entry fee. As guests of the Dutch Club, our party enjoyed the attractions of such as a 1½ mile mono-rail, chairlifts across the site, a roller coaster that actually loops the loop and a big wheel 150 ft. high giving breathtaking views across the surrounding countryside. The weather was splendid for the opening of the rally which proved to be a most worthwhile sight for there were tractors and engines never seen in our part of the South West of England. These included Hanomag, Hela, Lanz, Porsche, Fendt, Allgaer, Gede, Eicher, O.N.K. Munktel, Roboste, Guildner, Same, Sametto, M.A.N., Landini, Steyr, Brons and Vierzon; and many many more.

Our own selection for the show was a 1942 Fordson, a 1947 David Brown Cropmaster, a series-two Field Marshall, a David Brown 2D, a 1956 Brockhouse President and a David Brown 50TD Crawler.

Many of the stationary engine exhibits were of British or American origin such as Lister, Wolseley, Standard, Bamford, Stuart, Villiers, Ruston Hornsby, Fowler, Petter, Tangye and Blackstone, but there were other European makes such as Bernard, Japy-Freres, Deutz, Kromhaut, Van Liessen, Guildner, C.L.M., Fivet, Brons, Brunau, Stevignon and Heteluchtmotor. The line-up also included Witte, Novo, Fairbanks Morse, McCormick, Deering, Norman, Unie, Wade, International, Coborn, Bamford and Stirling.

Brian Lovell (to be concluded next month)

Following the Bamford article in last months Newsletter this is a good time to inform readers of a Bamford Museum. This has been set up in part of the old works at Uttoxeter by a Mr. Don Wood who is seeking items of Bamford manufacture and also other related items to swell the ranks of the exhibits already on display. He informs me he is willing to purchase such items and although there are several engines at the Museum I know he is looking out for a 2½ hp 'tulip' hopper model with low tension ignition (he tried to buy mine some months ago!!).

Although the Museum is in its infancy I applaud the efforts of someone like Mr. Wood and Richard Bamford, who kept all the records of the Company, for trying to preserve such splendid items from one of this countries best known family firms. Should any reader feel they are able to assist Mr. Wood then his telephone number is Rocester 590312, xtn 3947 office hours or Rocester 590502 at home.

Michael Cannon

9TH ANNUAL GENERAL MEETING

The 9th Annual General Meeting was attended by 40 Club Members, on Monday 24th February at the Old Down Inn. The meeting was opened by the President, Tom Randall. In his speech Tom thanked the Chairman and the Committee for organising a very interesting and varied year of events. He especially noted the Club Rally at Longleat and the coach trip to Birmingham Science Museum. Tom thanked Eric Brain for his hard work in editing the Newsletter and maintaining its high standard. He also thanked Herbie Gane for organising the Club Raffle and, therefore, raising money for the Club. The Chairman, Robin Lambert was then called upon to make his speech. Robin thanked the Committee for their support during the past year, which had made his position a very easy one. Thanks were also given to all members who worked behind the scenes. Ivor and Sylvia Yeo, who make sure the Newsletter is typed and printed; Claude and Marion Lowther, who make sure the Newsletter is distributed on time and also Eric whose hard job it is to fill the Newsletter every month and to all Club Members who write articles for everyone to enjoy. Robin endorsed Tom's comments about 1985 Club events and asked any member with any ideas for 1986 to please contact a Committee member.

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Finally, Robin thanked all Club Members for their support during 1985, which had helped him enjoy his first year as Chairman. On behalf of the retiring Committee and himself, Robin expressed a hope that with the 10th anniversary year of the Club approaching, our President would serve a further 3 years. This Tom agreed to do with pleasure, if the Club so wished. The Treasurer, Jackie Lambert, then distributed the 1985 balance sheets and explained their contents. Tom thanked Jackie for well presented and easy to understand figures and her hard work during the last year.

After the election of officers came any other business, the time for members to ask any questions of their Committee. Tom felt at this point he should explain about the Bristol Docks Rally, over which there is some doubt in the coming year. This is due to the fact that the Institute of Plant Engineers are still not forthcoming with the money owed to the Club for last years event. He explained that if this event is to take place then it will be run as a Club event and he hoped to know whether this would be so by the March Newsletter. Bill Foster asked why the Club Christmas cards did not bring much revenue to the Club. Robin explained that these were printed purely as a greeting to Club members, not to raise money.

Our hosts, Penny and Gordon, were then presented with a book, on local history, as a small token of the Club's appreciation for the use of their rooms for meetings.

The President then closed the meeting, thanking everyone for attending. Herbie and Brian then drew the raffle; Dennis Hodges won a petrol Can; Wally Camp won an oil can (both of these prizes being just in time for the new rally season) and Bob Hallam won a quiche dish.

Finally, I would like to thank the Club for their gift of a cookery book. This will come in very handy, Michael was especially pleased and is looking forward to trying the new recipes. I have very much enjoyed my job as Secretary to the Club, which was made easy with such a good Chairman and committee to work with. Thank you all very much, and I look forward to seeing you all at our Club Rally in 1986.

Jane Cannon

MORE DATES FOR YOUR DIARIES

Meare and Westham Gala Day invite engine entries for their rally at the Gala Field, Meare, near Glastonbury on 28 June. Details and entry form from E.G.Ganfield, 13 Millbatch, Meare, Glastonbury, Somerset. Please enclose a sae.

St.Fagan's May Day Fayre, near Cardiff, welcome engine entries. 10/11 May. Details from Anne Salkeld, 36 Duckpool Road, Newport, Gwent. Tel. (0633) Newport 59723.

Ystrad Mynach 7th Annual Rally 2/3 August. This is a popular event and much enjoyed by Wessex members. Phone Trevor Evans (04465)2709 for details or contact Emmerson Salkeld, address as above, for details.

Nailsea Scouts May Fair 1986 at the Scotch Horn Centre, Nailsea, near Bristol is on Monday, 5 May. Enquiries to Mr. D.P.Smith, 22 The Bramleys, Nailsea, Bristol. Tel. Nailsea 852196.

KNOW YOUR COMMITTEE

President: Tom Randall, Welton Hill Cottage, West Road, Welton, Midsomer Norton, Bath. Tel. Midsomer Norton 418926.. Tom joined the Club back in the early days and helped it get off the ground. He has in the past, been Chairman & Newsletter Editor and has helped to keep the Bristol Docks Rally alive.

Chairman: Robin Lambert, 15 Beechwood Avenue, Frome, Somerset. Tel. 63526. Robin is now in his second year as Chairman, having been previously Vice-Chairman for a number of years.

Vice-Chairman: Brian Munt, 41 Gilda Crescent, Whitchurch, Bristol. Tel 836214. Brian, famous for his engine powered sausage machine, has organised a lot of entertainment for our monthly meetings; he assists with the raffles and fund raising.

Treasurer & Membership Sec. Jackie Lambert, 15 Beechwood Avenue, Frome, Somerset. tel. 63526. Jackie is going into her third year as Treasurer and, by her clear and concise method of bookkeeping, is adept at keeping the Club's accounts 'in the black'.

Secretary: Shirley Gale, 12 Helmdon Road, Trowbridge, Wilts. Tel. 67095. This is Shirley's second committee year having been co-opted early last year. We welcome her as Secretary and wish her every success. She assisted in the organisation of last year's Car Boot Sale, which raised a lot of money for us.

Raffles Herb Gane, 45 Welsford Avenue, Wells, Somerset. Tel. 74402. Our longest serving **Organiser**committee member, Herb needs no introduction except to say that partly due to his persuasion, much needed funds have been raised over the past nine years.

General Committee:

Michael Cannon, 19 Eagle Road, Batheaston, Bath, Somerset. Tel.859536 (24 hr.);
Brian Verrall, 2 Northville Place, Lower North Street, Cheddar, Somerset.
Tel.743460.

Bob Hallam, 11 Chalfont Close, Trowbridge, Wilts.

Derek Watts, 108 Spring Hill, Worle, Weston-Super-Mare, Somerset. Tel. 28875.

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Eric Gay, 21 Rutland Avenue, Trowbridge, Wilts. Tel. 4374.
 Bill Coombs, Belvedere Cottage, Gurney Slade, Bath. Tel. Oakhill 840868.
 Gerald Atherton, The Bungalow, Brinsea Lane, Congresbury, Nr.Bristol.
 Tel.Churchhill 852886.
 Phil Harris, Stoney Lane House, Cocklade, Wedmore, Somerset. tel. 712048.

Of the Committee, Michael is the longest serving member; having joined our Club at the inaugural meeting. He compiles the events calendar, works tirelessly with the rallies and is always willing to come up with an article for the Newsletter when all else fails. Bob and Eric organised the Car Boot Sale, gave invaluable assistance with the Longleat Rally last year and, between them, have found some interesting speakers for the monthly meetings. Derek and Brian lend a useful hand with the rally organising; we cannot forget Brian stepping in when our speaker on Chainsaws was ill last year and producing a most informative evening meeting. Gerald and Bill are no strangers to the committee, having previously held short terms of office, abruptly terminated by change of work pattern. They have both proved useful in the past; we welcome them back around the table. Last, but by no means least, Phil is no stranger to us but is indeed welcome on the Committee. Famous throughout the South West Rallyscene for his beautiful Bedford mounted Blackstone, we have approached Phil many times in the past to fill vacant spots on the Committee without success. This year, however, it seems that Audrey has relented and let him out to help the Club at least one more night per month.....!

Newsletter Editor: Eric Brain, 5 Greenridge, Clutton, Bristol. Tel. Temple Cloud 52633. Please send your rally report, article, advert, etc. to this address as early in the month as possible. The Newsletter depends on YOU for its existence.
Newsletter Postal Officer: Claude Lowther, Garthside, Wells Road, Hallatrow, Bristol. Tel. Temple Cloud 52714 Licking envelopes and stamps is not everyone's idea of fun but Claude and Marion ensure that your Newsletter is posted regularly every month.

These last two jobs are not committee positions.

FORTHCOMING CLUB EVENTS

20 April Wessex Car Boot Sale at the Primary School, The Hayes, Cheddar, Som. (opposite the Fire Station); £3 per car to non-members, free to members. Make yourself some cash out of your unwanted items **AND** help your Club at the same time. Remember, the last Car Boot Sale netted £159 in just three hours. 10 a.m. to 4.p.m. but get there early to get a good pitch.
 28 April The Making of Whitmetal Models, a talk by Arthur Clapp, at the Old Down Inn, Emborough.
 19 May Crank-Up at the Old down Inn Car Park. (This is not the last Monday in the month due to the Bank Holiday.)

WANTED

The Development of the English Steam Wagon, published 1963 and written by Ronald H. Clarke. Has anyone got a spare copy? Tel. Frome 63526.

FOR SALE

Honda Express 49cc Moped, taxed and MOT. Only done 2200 miles and two new tyres fitted due to lack of use! Immaculate condition. £100 only. Robin Lambert, Tel.Frome 63526.

Manchester mechanical hacksaw. Perfect working order with single-phase motor. £85. Robin Lambert, as above.

Large Box of mystery. Mainly Villiers, Amal carb. and engine parts. Gaskets, pistons, etc. All new and unused. Offered at around £30. Tel. Bath 21173.

Fowler 1½ hp - £70; **Norman** T300 generator set - £70; early **Danarm** chainsaw with Villiers Junior engine - £40; **Lister** H2 pump - £25; **Ruston Hornsby** P.M. pumping set comprising 2½ hp open crank engine with integral gear driven pump, 1925, rare and interesting exhibit. S.E.class 2 - £350. Barrie Thomas, Creekside, Greenbank Road, Devoran, Truro, Cornwall. Tel. (0872)862046.

Ruston Hornsby 3 P.B., Ser. No. 207703. Complete as found - £60 ono. Mr. Lyons of Blagdon Lioness Coaches. Tel. Blagdon (0761)62250.