

WESSEX STATIONARY ENGINE CLUB

NEWSLETTER



MARCH 1987

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THE TENTH ANNUAL GENERAL MEETING - February 13rd

This was a well attended AGM, the Old Down Inn was choc-a-bloc. Well, a tenth anniversary AGM is really rather special - it only happens once in a while.

Our President, Tom Randall, opened the meeting, then followed apologies, minutes and matters arising. The President's speech dealt briefly with the impressive expansion from the first meeting in Chew Magna to a present still-growing roll-call of 260 of whom 37 are from the original year. Last year contained, among other things, eleven interesting and varied monthly meetings, a Club Rally, an annual Social Event, jumble and car-boot sales, and a superb Newsletter. This latter item has been unfailingly distributed, not only last year, but monthly since the Club began, by many willing, able and conscientious hands, to be enjoyed by those who make the effort worthwhile - the Club members themselves.

Our retiring Chairman, Rob Lambert, commented in his speech that 1986 had been of the the busiest for organised events. He read an extract from one Club evening entertainer saying how much he had enjoyed the full and welcoming house and offered to come again. (That's one month settled for next year...!). Rob thanked the committee for pulling together and non-committee members for all their work especially involving the Newsletter. Also Roger Millard for offering the coach and giving up his day to drive it to Exeter and back on a enjoyable day out.

Various presentations then followed; to Sylvia Yeo (who thanks the Committee and Club for their beautiful gift), received in her absence by Ivor, for her dedication to word-processing the Newsletter, printing and stapling; to an embarrassed Newsletter Editor, Eric Brain; Postal Distribution officers, Marian and Claude Lowther; to retiring Chairman, Robin Lambert; and equally embarrassed Hon. Secretary and, finally to the Landlord of the Old Down Inn received 'in absentia' by Patricia Small.

Treasurer Jackie Lambert's set of figures would impress the most conscientious of book-keepers, especially as the good news is that we are well in the black! Tom thanked Jackie for her superbly kept accounts and suggested that we plough some cash back into the Club.

Election of officers came next with Tom Randall continuing as President but Robin Lambert retired with Brian Munt elected in his place as Chairman. Brian Verrall was elected as Vice-Chairman. At this point, an interjection from the floor suggested a collection to buy the new Chairman an engine! The Secretary and Treasurer were re-elected to continue and the floor unanimously re-elected the remainder of the committee 'en bloc' with the addition of Robin Lambert as committee member.

In any other business, Mike Hodgson pointed out that many rally-goers were getting 'brassed-off' with plaques and that he had made a positive move to find an acceptable alternative. (I always thought that 'anti-plaque' was something to do with toothpaste...!). He has found a firm to supply mugs printed with our logo at roughly the same cost as plaques. Very nice they look too from the sample. A show of hands taken on whether to adopt this suggestion, carried the motion by an overwhelming majority. Other suggestions included a members list for raffle donations and a call to use the media more to keep our Club in the public eye.

The meeting was officially closed at 9.00 p.m. and our longest serving committee member member Herb (ten years) Gane performed the raffle. Prizes went to Alan Barnes who won a thermometer; Patricia Small, Mustcadet; Ester Randall, casserole dish; and Jackie Lambert had last choice, a bottle of wine.

Brian 'Chairman without an engine' Munt then reeled off a list of dates for your diaries which must mean that rallies and summer are almost here.

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Shirley comments 'I knew nothing of the coming of the plant I was given but was embarrassed by the acknowledgement for Jackie's efforts not only for her superb book-work but for all the other little things she does so well and so willingly.' (Perhaps the problem is getting the money out of the Treasurer's coffers - where does she keep the key Robin?? Ed).

1987 COMMITTEE (Plus other useful WSEC addresses)

President Tom Randall, Welton Hill Cottage, West Rd., Welton, Midsomer Norton, Tel. M-S-N 418926
Chairman Brain Munt, 2 Burfoote Gdns, Stockwood, Bristol BS14 8TF. Tel. Bristol 836214
Vice-Chairman Brian Verrall, 2 Northville Place, Lower North St., Cheddar, Som. Tel. 0934-743460
Hon. Sec. Shirley Gale, 18 Church Lane, North Bradley, Trowbridge, Wilts. Tel. Trowbridge 67095
Publicity Officer Gerald Atherton, Rose Glen, Bristol Road, Churchill, Nr. Bristol. Tel. Churchill 852670

General Committee Michael Cannon, Conifer Cottage, School Lane, Batheaston, Bath. Tel. Bath 859536 (24 hour)
Bob Hallam, 11 Chalfont Close, Trowbridge, Wilts. Tel. 66208
Derek Watts, 108 Spring Hill, Worle, Weston-S-Mare, Som. Tel. 28875
Robin Lambert, 15 Beechwood Ave., Frome, Som. Tel. 63526
Eric Gay, 21 Rutland Ave., Trowbridge, Wilts. Tel. 4374
Bill Coombs, Belvedere Cottage, Gurney Slade, Bath, Som. Tel. Oakhill 840868
Phil Harris, Stoney Lane House, Cocklake, Wedmore, Som. Tel. 712048
Herb Gane, 45 Welsford Ave., Wells, Som. Tel. 74402

The following are 'ex officio' but work closely with the committee on their appointed tasks.

Newsletter Ed. Eric Brain, 5 Greenridge, Clutton, Nr. Bristol. Tel. Temple Cloud 52633
Newsletter Claude Lowther, 'Garthside', Wells Road, Hallatrow, Nr. Bristol. Tel.
Distribution Temple Cloud 52714

The Club markets a nice line in Tee Shirts and Sweat Shirts with the Wessex Wyvern logo which are available from the Treasurer and the Secretary.

Also available are Club windscreen stickers and lapel badges from any committee member at 60p and £1 respectively.

The Newsletter Editor always welcomes material for this publication, rally reports, adverts, diary dates, etc. before the end of the week following any monthly Club meeting please, for inclusion in the next months Newsletters.

THE BRISTOL DOCKS RALLY

The annual event is held at the Bristol Industrial Museum in the heart of the City's historic dockland and heralds for many the start of the engine rally season. It is a pleasant and interesting setting with plenty of public and also lots going on to interest spectator and exhibitor alike. Accommodation is provided overnight (for engines only) in the security of the Museum itself and some caravan space is available along the dockside. The rally is sponsored each year by the West of England Branch of the Institute of Plant Engineers and there is an award presented on the Sunday for the best restored engine. If you wish to attend this Rally-without-the-Mud and you have not yet seen an entry form, then contact Tom Randall, whose address appears elsewhere in this Newsletter, and please enclose a SAE. The date is the 16/17 May but entry is restricted to about 35 engines, so please don't delay; entries must be received by April 18

ENTENTE CORDIALE

In France, cars with engine power which does not exceed 4Kw (5½ hp approx) and whose weight does not exceed 350 kilos, may be driven without registration, road tax or driving licences providing the top speed does not exceed 28 mph. There are about 50,000 of these on the roads and a major British manufacturer has been quick to supply engines to this growing market. Erad, the French car manufacturer is using diesel engines in its small micro-car made by none other than Lister-Petter with whom we are all familiar. The engine is based on the air-cooled Petter AA1 single cylinder diesel coupled to an automatic gearbox and designated the AC1, running at 3,600 rpm. This is the engine which we see at road works all over Britain generating power for the temporary traffic signals; it is well proven now for many years and Petter-Lister offer Erad a 3-year warranty.

PUBLICITY OFFICER

At the Committee meeting following the AGM, Gerald Atherton kindly consented to be responsible for the onerous duty of Publicity Officer. This will entail keeping the Wessex Stationary Engine Club's flag flying by making sure that our events, fund raisers and the Club itself is more in the public eye. It will mean involvement with the local press to let the public know that such a club

actually exists, even local TV and Radio. We are certain that Gerald's efforts will be well worthwhile and wish him every encouragement.

FOR SALE

Norman type SC with attractive generator, £60; **Magnetos** ML and BTH, £20 each; Wico 'A', £10; **Iron wheels**, about 20 at £15 the lot. John Emery, Tel. Temple Cloud 52939.

Various Lister D parts, including cast-iron tank brackets, std. piston, float chamber, magneto cover, magneto, carb., throttle linkage, crankcase cover, rockers, new jet/needle assys., cyl. head, etc. Eric Brain, Tel. (0761) 52633.

Stuart Turner water pump, horizontal enclosed crank. Original paint and transfers on makers base with curved spoke flywheels as found, £25; Three ex-Railway paraffin hand-lamps, triple colour, £10 each. D. Maybee, Tel. Blagdon (0761) 62795.

WANTED

Barnford water pump with makers name on. About 1" BSP outlet. Dave Clack. Tel. Trowbridge (0225) 61987.

Small winch suitable for fixing to engine transporter trailer. Please contact Dave Large, Tel. Clevedon 877816.

Pair 8" dia. trolley wheels c/w axle, £8 offered. Contact Tony Adlington, 3 Cox's Drive, Baltonsborough, Glastonbury, Som. Tel. 0458-50715. Can collect any time.

Zenith 24T2 Carburettor to suit Villiers mk.25 engine. Carbon thrust ring for clutch of Howard 300 rotovator; Magneto drive gear guard for early Patter M type (not New Model). Does anyone have one perhaps which I could borrow as a pattern to have one cast. Gerald Atherton, Rose Glen, Churchill, Nr. Bristol, BS19 5NJ.

Can anyone in the Glastonbury area assist a member having difficulty getting a Fairbanks Morse 6 hp type Z, lowtension to run correctly? If you think you can help, contact Geoffrey Jennings, 75 St. Mary's Road, Meare, Glastonbury.

THE INTER-CLUB SKITTLES MATCH - Wessex versus South Somerset Agricultural Pres.Soc.-March 7th 1987

We arrived at the Brook House Inn, near Castle Cary in company with our friends, Roger and Ann Kempton, and found our way over to the skittle alley where Phil and Audrey Harris were having a few practice throws.

A visit to the bar for a round of drinks found our President, Tom Randall, with Esther and Melissa and across in the other side of the bar were some South Somerset members. The battle commenced about 8.30 p.m. and Tom took control of the score-board. Don and Chris Rogers arrived with William, the young Wessex Mascot and Ian and Carole Skuse, and Brian Verrall with his daughter. We take this opportunity to wish Mary Verrall a speedy recovery after her stay in hospital. Also present were Bill and Marg Appleby with their grandchildren. Due to there being rather less Wessex members than South Somerset, a few whose are members of both Clubs played for us; those whom we knew were Malcolm and Tricia Fleet - so that's what he looks like without his mic! Nice to see so many other friends, Reuben Smith, Mike and Sybil, Paul Hurt and Rita, Mrs. Samways, Helen Bryne and her boyfriend and, of course, Brian (Brain) Crudge.

This year, the Brookhouse Inn laid on a very varied selection of good food that we could order and most members had a good tuck-in.

The final result of the evening's match was a win for **US** by 16 pins; dare I boast that I had a 13 spare (that's the **WAY** to do it!!) but my luck didn't last. The highest score of the night was eventually won by a South Somerset lady - well done. Many thanks indeed to the South Somerset Club for such an enjoyable evening and thanks for lending us some players to help make our narrow victory possible!

Brian Munt

I had been looking forward to this return match but was disappointed to have to turn back at the 99th hour due to an abscessed wisdom tooth and the unfortunate side-effects of the anti-biotics. Now next year....! Ed.

RESTORATION OF AN AMANCO

Regular readers of this Newsletter may remember 'An Amanco Discovery' in the August 1986 edition. This sequel to that article was promised at that time and is an interesting account of the trials and tribulations of restoration of even the simplest of open-crank engines.

Associated Manufacturers Co.Ltd., Hired Man, 2½ hp. No.138317

Part 1.

The real nitty-gritty of the restoration started with the strip-down into the component parts; all the nuts came off with no problems due in no small part to all the filthy oil and grease coating everything in sight.

4.

The ignitor and its linkage was first removed, then the cylinder head and valve mechanism. The head is the water-cooled type and the head gasket broke up in small pieces on removal. I could see by now, the extent of the damage to the cylinder bore, mentioned in my previous article; the gudgeon pin had come loose hammering a groove in both sides of the bore. It was so extensive that I could see daylight down both sides of the piston which was **BAD** news - no wonder there was not much compression!

Pressing on, I removed the big-end, making a note of how many shims were on each side and not forgetting to mark the shells. The piston was drawn out and the engine was by now looking a sorry mess. Side play was noticed on the crankshaft, easily corrected by moving the flywheels in a bit....easier said than done. Has anyone every tried to remove an Amanco flywheel key? Well, I have tried all known methods, all to no avail - even tried drilling it out with a hole right through the key, still it wouldn't move. As a last resort, the crank assembly complete with flywheels was taken to a local farm workshop (after first removing the governor assembly to be on the safe side - and it had to be taken off sooner or later anyway) where I happened to know there was a 60 ton press. Pressure was carefully applied and that d....d flywheel shifted; eventually it came away complete with key and no damage to the shaft. What a relief!

Next job was to unbolt the cylinder and water hopper from the crankcase which left only the magneto bracket and timing gears to be removed and the main part of the strip-down was complete.

The major job was to be the damaged cylinder bore so I took it off to a local engineer for his verdict. He suggested he bored it and sleeved it back to original size so I left it with him on the understanding that I didn't need it yesterday! - as he put it. I returned to my pile of bits and turned my attention to the cylinder head. Now, if you are familiar with the Amanco valves you will be aware that the collar on the top of the valve is held with a taper-pin and a small screw. I could discern the remains of the pin on the inlet valve so this was soon dismantled. (A suitable size pin punch in good condition and **ONE** well aimed hard blow is the answer - not a bent nail and a lot of bashing....!Ed). The exhaust valve was a different story; some previous mechanic had filed the pin flush and it took ages finding it and working out which was the smallest end, but eventually it was dismantled. The guides were badly worn and the springs were useless so the guides were bored out and bushed. The valves were bent due to years of use and wouldn't slide freely in the restored guides so I made new stems and, with the aid of a neighbour, removed the old heads and fitted them to the new stems which were then turned true to fit the guides. Success! The valve springs are tapered coils and new ones could not be located so I looked back to a back-number of The Stationary Engine where I found an address in the USA where spares were reputed to be available. I sent off a letter and received a reply in about 10 days; they had all the parts I required so the dollars were duly obtained and despatched. That was in January 1986 - I am still waiting! I think I was 'ripped off'. (Perhaps they were despatched on the last Shuttle...! .Ed)

Jim Miller

Second and final part of this interesting lesson in restoration next month.

FORTHCOMING EVENTS

- April 18/19 Second National Vintage Tractor road run, Burley Gate, Bartestree, Hereford on A417. Details from Bill Foster, Fourways, Sandley, Gillingham, Dorset. Please encl. an sae.
- May 2/3/4 Abbey Hill Rally at the Yeovil Showground. Contact Terry Heath, Tershi, Bradford Road, Sherborne, Dorset.
- May 10 Wessex Custom show (no, your WSEC members with red Lister D's and brass bound Amancos, this is **NOT** your sort of show...!), Cricket St.Thomas Wildlife Park, near Chard. Details from Organiser, 21 Rolle St., Exmouth, Devon.
- May 24/25 Cricket St.Thomas Rally at the Wildlife Park. Steam, tractors and stationary engines. Details from Bill Foster - address as above - sae please.
- May 30/31 Selwood Vintage Preservation Society Rally, Longleat House, near Warminster. Details from Bill Foster - address as above - sae please.
- May 31 Ridgeway Mach.Pres.Club, 'Country Day' at Laines Barn, near Wantage. Entry forms from Mr. B. Fletcher, 36 North Dr., Grove, Wantage. TelWantage 67384.
- June 6/7 Swindon Vintage Machinery Club Rally, Lydiard Country Park, near Swindon. Contact Mrs. C. Harvey, 154 Cheney Manor Rd., Swindon, Wilts.
- June 6/7 Andover Vintage Club Rally and Show at Finkley, Andover, Hants. Forms and details from Bill Foster - address as above - sae please.
- June 6/7 Littlecote Steam Engine Rally, near Hungerford, Berks. sae to Bill Foster address as above.
- June 13/14 West Dorset Rally at Gore Cross, Beaminster Rd., Bridport. Details from Mr.F.J.Butt, 153 St.Swithins Rd., Bridport, Dorset. sae please.
- June 14 Lions Club of Norton Radstock are holding their excellent Family Day and welcome

- stationary engine entries. Please contact Mr.A.J.Denham, The Stores, High Littleton, Nr.Bristol. Tel.Timsbury (0761)70276.
- June 20/21 Wessex Stationary Engine Club Rally at Cheddar. (A371 Wells to Cheddar Road). Entry forms to/from Mrs. A. Gale, 18 Church Lane, North Bradley, Trowbridge, Wilts.
- June 27 Meare & Westhay Gala Day. If you wish to attend with an engine or any other exhibit, please contact Mr. G.J. Jennings, 75 St. Mary's Rd., Meare, Glastonbury, June 27 Congresbury St. Andrews Junior School Fete. If anyone in the area would like to attend with an engine, please ring Yatton 832505 during school hours for details.
- June 27 Southwick and North Bradley Scouts Fete at 12 noon. Plaques and afternoon tea supplied to exhibitors. Details from Tony Jones, 121 Marston Lane, Frome, Som. Tel.Frome 65189 after 6 p.m.
- June 27/28 Tatton Park 1000 Engine Rally, Cheshire, just off the M6. Details from Mr. P. Gallimore, 17 Chelford Rd., Macclesfield, Ches.
- July 4/5 Heddington & Stockley Steam Rally. Closing date 20 May. Contact Geo. Hyde, 34 Goatacre, Hilmarton, Calne, Wilts,
- July 12 Wells Mendip Hospital Open Day requires about 30 engines, so if you would like to help this good cause phone Margaret Wasem, (0749) 72211, xtn.504.
- Aug.15/16 Bleadon Steam Country Fayre. Details from Mrs. M. Fleet, Plantation View, Sharpham Road, Cheddar, Som.
- Sept.5 Wellow Craft Fair, Wellow, near Bath would like 6-10 engine exhibits to compliment their show. If you would like to attend then contact Michael Cannon for details.
- Sept.5/6 Countryside Cavalcade, Royal Bath & West Showground, Shepton Mallet, Som. Contact Mr. W. Cox, 22 Langport Road, Long Sutton, Langport, Som. Tel. 578.
- Sept.12/13 'Yesterday's Farming', Leaze Farm, Hazelbury Plucknett, near Crewkerne, Som. Rally with everything for everybody and definitely not to be missed. Details from Brian Crudge, 22 Stoke Road, Taunton, Som.
- Sept.20 Tredegar House Vintage and Specialist Rally, Newport, Gwent. Enquiries to Mr. E. Williams, 6 Sward Close, Rogerstone, Newport. see please.

Sedgemoor Rally - we are sorry to announce that for a variety of reasons there will be no rally this year. John and Ed Thorne and Dave Squire take this opportunity to thank all those who have supported this event in the past.

CLUB EVENTS

- April 27 John Kyte, a talk illustrated with slides of the recovery and subsequent installation in his garden of a 300 hp BRUSH engine. At this meeting there will be a welcome guest appearance of the Editor of the Stationary Engine, David Edgington and his wife Doreen.
- May 16/17 Bristol Docks Rally, see page 2
- May 18 'Crank-Up at the Old Down Inn - a popular mini-rally.
- June 20/21 Club Rally at Cheddar. See entry forms for details, available from the Secretary. Evening entertainment is by that popular vocalist, Sally Pople. More details as they become available.

DIRECT CURRENT SWITCHBOARD WIRING DIAGRAM

Switchboard Connections - The diagram shows a typical example for charging and dis-charging the cells of a self-contained electric lighting plant. It will be seen that it consists essentially of two circuits, one for charging and the other for discharging.

It will also be noticed that an automatic cut-out is inserted in the charging circuit. This device is to prevent a reversal of current should the speed of the dynamo fall or the engine stop. Ammeters are inserted in both the charge and discharge circuits, for registering the charging current and discharge current respectively. A single voltmeter with a two-way switch indicates the charging voltage and discharging E.M.F. The two radial switches seen in the centre of the switchboard are for regulating the discharge voltage by adding one or more cells to the discharge circuit. This is necessary to compensate for the drop in voltage which falls as the load increases, or, in other words, as more and more lamps are switched on. As the regulating cells do not have to deliver a current for the same period of time as those in the main circuit and consequently do not require the same amount of time to recharge, the other regulating switch is used to cut them out of circuit, otherwise the cells would possibly be ruined by overcharging.

To charge such a battery is a simple matter. Run the engine up to its normal speed and adjust the voltage of the dynamo by the field rheostat until it stands a little in excess of that of the battery. Close the main charging switch, which, if the voltage is correctly adjusted, will cause a small current to flow and will close the automatic switch, thus completing the circuit. The charging current is now brought up to its normal value by further adjustment of the field rheostat.

