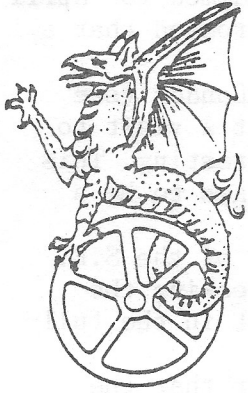


WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

MARCH 1990.



EDITOR

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THE SPANNER.

The AGM is over for another year and no doubt the Committee will be supplying a fuller report when they have licked their pencils, but meantime here is the hot news. Farewells were said to Chairman Brian Munt and Committee members Phil Harris, Hazel Getsom and Gerald Atherton. Brian Verrall was elected as the new Chairman while Eric Gay comes in as Vice Chairman, both are already well versed in the running of the Club as they have been committee members for a number of years.

Four new committee members were therefore required and it was encouraging to learn that this year there was no shortage of willing and eager volunteers. That alone augers well for the future of the Club. Welcome therefore to Paul Allen, Allan Carney, Steve Routley and Vic Walton who join the re-elected band of Bob Hallam, Derrick Watts, Brian Reekes, Jeremy Adams and Roy Pointing. Shirley Gale agreed to continue as Secretary while Jackie Lambert will still look after the cash. Now you know who to kick if things are not to your liking. On that subject it was again a disappointment, to me at least, that when it came to 'Any other business' there was a deathly hush from those attending. Are we so happy that there is nothing more to be said, or has apathy set in. I hope not. Still I'm sure the members will give the officers and Committee their support. The Best of British to them.

One piece of startling news was given to the membership during the Presidents address, which had me worried at least. President Gane told us that Hazel Getsom and Gerald Atherton were giving up their Committee work so "That they could see more of each other". Mmmm the mind boggles.

Whilst on a light hearted note, and by gum we can do with it after all the storms we have suffered, I have been reading the specification for a hose pipe, courtesy of the Manawatu (New Zealand) Vintage Machinery Club, They suggest:-

- 1) All hose is to be made of a long hole surrounded by canvas, rubber or plastic.
- 2) All hose to be hollow through out its length, the hole not to be longer than the hose.
- 3) The inside diameter of the hose must not exceed the outside diameter, otherwise the hole will be on the outside.
- 4) All hose pipes to be clearly labelled as to whether they are for uphill, level or downhill use. If this is not done then the water will flow the wrong way.

and so on. I've always had my doubts about those Kiwi's, especially their rugby players.

Finally the Newsletter sends its best wishes to Andy Mercer, our distant Scottish member who has had to give up rallying, stationary engines and indeed his farm because of indifferent health. All the best to you Andy.

Thats about the lot for this month,

Cheers,

Claude Lowther.

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COMMITTEE NEWS

The February Committee meeting was in wet and blustery conditions. Bob Hallam's cough (and that's an understatement) only confirmed it....

The Cheddar Rally looms large on the agenda now with a site meeting programmed for April when we will meet the Cheddar AFC to finalise arrangements. Fingers will be crossed that all runs smoothly and that the weather will be kind to us again.

Coach trips were considered and arrangements made for the first to be to London (see this Newsletter for Booking Forms). For the October trip it was suggested that a visit to 'Power of the Past' collection of 'you know what's' at Amersham should be interesting. This outing could be combined with a stop at Windsor in case the ladies found engines to be a bore. Brian Munt would start the ball rolling.

The Committee also considered a letter from John Williams, the new editor of the S.E. magazine, putting forward his ideas and suggestions for future articles and seeking the Club's support. He has a daunting task but no doubt the WSEC will appear in it in the fullness of time.

1990 Cheddar Rally forms are still coming in steadily, but please remember that the closing date is....21st APRIL.....it would make my task so much easier if you enter promptly.

Happy Form Filling,

Shirley Gale, Secretary.

CLUB DIARY

Sat. 7th April. Skittles Match against The Special Constabulary at the Police Club, Polebarn Road, Trowbridge. Please ring Mary Butler. Trowbridge 764304 if you would like to take part. It is hoped to have a small buffet.

Sat. 21st April ~~Coach Trip to London, see Booking Form for details of cost and pick up points.~~
(CANCELLED BECAUSE OF NON AVAILABILITY OF DRIVER)

Mon. 30th April Forty Questions, the WSEC test of knowledge and skill. All the answers to those questions which you were too bashful to ask.

Mon. 21st May. 'Old Toys', a talk on his hobby by Arthur Clapp.

CLUB ACTIVITIES.

Mon. 29th January. Campanology. A talk by Michael Horsman.

For the January Club meeting we welcomed back Michael Horsman of nearby Clutton, who as a change from the Kennet and Avon Canal introduced the members to the mysteries of bells and change ringing. To the expert this is Campanology, of course. Considering the meeting was held only a couple of days after the Great Storm, and that club subscriptions were over due, the attendance was first rate. We weren't disappointed either as Michael is a first rate speaker and master of his subject.

He started off with a potted history of bells, illustrating their development with slides, and then went on to explain how bells were cast, again with slides to show the detail. Did you know that one of the essential ingredients of the bell mould was horse manure. That's the sort of fact you can't go through this world without...perhaps that's why some bells ring so sweetly.

Then, with the aid of more slides but now backed up with a tape recorder we were taken on a tour of local church towers all of which Michael Horsman had rung in. In fact there didn't appear to many church where Michael had not performed including all in New Zealand, but as there are only seven churches with peals of bells in that far country he wasn't over taxed. He told an amusing tale of a friend of his who had installed a small peal of bells in his loft, leading the bells ropes down to the lounge below. His friends then gathered in the lounge and comfortably seated in arm chairs amused themselves by ringing the changes. You might have thought it was a case of 'Pulling the other one', but we were shown slides to prove it.

The climax of the evening came when Michael tried to explain the mathematics of 'change ringing'. Most thought that bells went ding, dong, ding, dong etc. Oh dear no, that would be too simple. The bells have to be rung in an ever changing order and to demonstrate Michael recruited five members to try their hand at change ringing with a set of hand bells. We then sat bemused as Di the Post, Jackie the Cash, Eric the Raffle, Claude the Editor and Herbie the President dinged their bells on Michael's instruction. I don't believe any of them knew what they were doing but they made a good job of dashing up and down the line. We were told they made a better first of it than some, I hate to think what the worst sounded like.

All told, a most interesting evening, thanks to Michael Horsman and his apprentices.

BRIAN MUNT.

ONE MAN'S ENGINES. PART II

New readers start here. In Part I Tony recounted how he became interested in stationary engines after visiting an Agricultural show. His new hobby was an extension of existing skills of model engineering. Tony's first engine was a Lister 'D' which after restoration he set off to rally.

I got on the rally field, unloaded, polished hell out of all the brass and got the Lister running like a watch then looked around. Oh dear, everyone seemed to have a Lister, (one family of Dad and two sons had three), it seemed the world is full of Lister 'D's, it is the engine everyone starts with and such is the excellency of that splendid workhorse that many people stay with them.

At seasons end I put the Lister up for sale and hunted Norfolk and Suffolk farms for something a bit more unusual. I did strike paydirt at last. One chap had a WD8 Wolseley (but it was on its side under a bench and completely covered in rust so thick in places that outlines of the engine were indistinct) but he also had a wonderful 1915 1½hp open crank Bentall. But, and it was a big but, frost had burst the cylinder water jacket. There were seven starlike cracks and five sperate pieces of cast iron jacket all loose inside the hopper, both big ends and the massive mains had run their white metal while the ancient mag (I have never seen one like it before or since) was so corroded that it looked a write off.

However the owner offered either engine for £20 and after I was sure that all the bits were there I took the plunge and the Bentall.

Believe me it was quite a winter, because of the construction and the general heat needed to sifbronze weld the water jacket I had to build what looked like one of London Brick Co. kilns in the back garden, bury the whole engine in charcoal and weld a few inches at a time, exposing only enough of the cylinder to let the bronze run in while the whole job stayed at a red glow, then spent all of one night allowing it to cool overall at the same temperature. I knew that unless I did so severe distortion would happen and while the bore could be sorted out, the alignment of cylinder axis against the cast main bearing housing could not. It was a long night.

The next problem was the machining of the remetalled con rod and mains. My prized 3½" Myford lathe could not handle the size so I shopped around and picked up an old flat belt drive 5" Colchester which needed a bit of work on the slides and the carriage but did do all the Bentall needed (and has since been a Godsend on all sorts of jobs).

The magneto was a disaster and it ended up with me finding, through the Stationary Engine magazine, a specialist firm who did complete overhaul at a cost of £98.

By 1982 the Bentall was ready. It had been a much bigger task than I had ever expected and perhaps because the basic work had been so extensive I felt that the finish deserved as much care and I got a local body shop to rub down and spray paint to a degree that the engine could well have gone in a glass case in an art gallery.

Anyway a proud father took his baby (it nearly rained on it half way there and with difficulty I was prevented from holding a brolly over its head for the rest of the journey) to its first rally. We got there and I set up, started up and prepared to be all modest on the face of all compliments to come.

I could not have been more wrong.

(To be continued)

Tony Adlington.

THE MARKET PLACE - PART I

FOR SALE Late 40s/early 50s Ferguson TVO Tractor in need of loving care. Used daily until last year. Complete with bucket, finger mower, two furrow plough and belt drive. £1,000 but could negotiate.
 Barry Whale. Tel. 0761 32263.

FOR SALE Petter Spares for all 5hp M Models.
 2 x Cylinder barrels, one very early type. 1 x pair fly wheels. 1 x 8" pulley.
 2 x fuel tanks. 1 x Head. 1 x pair side plates with white metal bearings.
 1 x Cast Iron oil bottle. 1 x mag bracket. 1 x Car Bracket. 1 x Breather pleate.
 1 x Governor ring. 2 x Crank Shafts.

A re-buildable early 1½/2hp New Petter Jellymould Head type engine.

Terry Heath c/o Sherwood Joinery, Lufton Trading Estate, Yeovil.

Tel. Daytime Yeovil (0935) 28216.

Evenings Yeovil (0935) 75451.

The Newsletter Editor.

Three cheers for Wally Hull, I could not agree more with his views on what a rally field should look like. Lets have rallies for the true enthusiast, put all trade stands and any auction at the rear of the rally field. This way the paying public will first see what we hope they paid to see, namely Vintage exhibits and ancillary equipment not a jumble of stalls which appear to be the main event. While on the subject of rally fields and exhibits, is it not time we exhibitors put our own house in order. Lets have less clutter around the engines, after filling the water hopper put the container, bucket etc. out of the way. This also goes for the jerry cans, the engine cover and tool box. In my opinion there is nothing like seeing an engine set up and running without a load of clutter around it. This also helps those who wish to take photographs, because who wants a picture of a plastic water container, a good exhibit clear of any obstruction also makes for a safer Rally.

E.J. Gay.

Perhaps I could suggest that rally organisers went even further, by always siting cars, caravans, tents and all the other home comforts of a camping weekend away from the engine lines. This might be unpopular but while we are charging the public we owe it to them to give value for money. - Editor.

Tel. Home 0227 751303
Work 0795 412380

'Hideaway',
High Street,
Hernhill,
Faversham, Kent. ME13 9EN.

The Newsletter Editor.

Please can any of your members help me?

I am seeking any information about a DEMON gas engine or the Firm who made it, W.H. PASLEY of SHERBORNE.

I acquired this engine about two years ago, a short article about it appeared in issue No. 175 of the SE Magazine (Sept '88).

At first there was some doubt as to whether the SHERBORNE where this engine was made was the Dorset one (there are at least two others) but information received from David Edgington confirmed that it was the one in Dorset. Later information received from the Dorset Library via my cousin who lives in Sherborne shows that there was a W.H. Pasley trading in the town who became W.H. Pasley & Co. around the turn of the century.

I would be most grateful if you could print my enquiry in your Newsletter, any information would be most welcome because to me this is almost a "Local" engine as my family originated in Trent which is a small village just a couple of miles from Sherborne.

Rex Cheesman.

21ST APRIL 1990. LONDON COACH TRIP. BOOKING FORM.

The coach route will be starting at the Badgerline Bus Station, London Road, Bath at 6.30am, then via Old Down Inn at 7.00am, Frome Market Place at 7.30am and Trowbridge Old Bus Station at 7.45am. The proposed London destination is the Science Museum, Kensington because of its easy access to central London. We will be stopping at the motorway services en route to London for coffee and will be aiming to arrive back at the Old Down Inn at approx. 10.00pm.

Please complete this form stating the number of seats required and return with your remittance (cheques made payable to WSEC) to:-

Mrs. Shirley Gale, 18 Church Lane, North Bradley, Trowbridge, Wilts. Tel. 0225 767095.

Please reserve the following seats.....Adults @ £5.00.....Children under 14 and OAP's @ £3.50

I will be joining the coach at.....

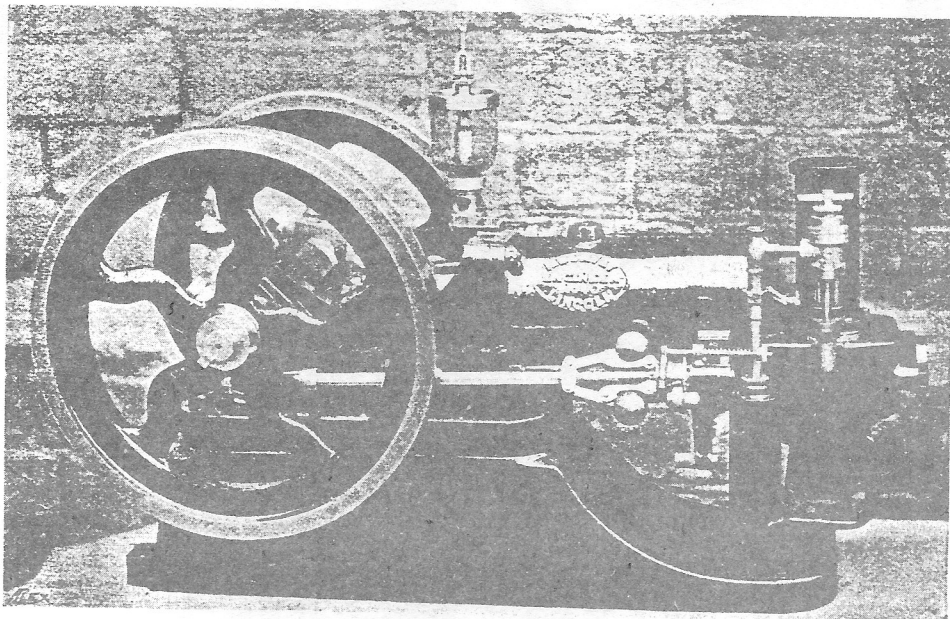
Name.....

Address.....

Post Code.....

Part 1. H.W.DAVEY.

From an August, 1905 edition of M.E. & E. comes this model engineers delight of an engine. a completely freelance design built by Mr H.W.Davey who modestly describes himself as "quite an amateur." The engine, of unique design, developed 1/3hp. and had a cylinder bore of 2 1/4", stroke of 4 1/2" and flywheels 13" in diameter, weighing 20lbs each. It was fuelled by ordinary paraffin, admitted to a vapourising chamber by a needle valve and thence via the inlet valve, fitted with an air jet, to the cylinder for ignition by hot tube. The horizontally mounted flyball governor operated the exhaust valve, holding it open at excess speed.



MR. H. W. DAVEY'S SMALL OIL ENGINE.

Part 2. The ECONOMIC ELECTRIC CO. (E.E.C.)

The Economic Electric Co., of Twickenham, London, advertised extensively in the Model Engineer & Electrician between 1910 and 1915. They were typical of the larger electrical apparatus supply companies of the period, such as British Engineering & Electrical of Leek, or the Universal Electric Supply Co., of Manchester. Throughout this 5 year period, their range and style of engines remained virtually unchanged, there being 3 basic sizes of engines, 1/8hp, 1/4hp and 1/2hp. A 1hp model was advertised in late 1912 but does not reappear in 1913, although this may just mean that it was marketed elsewhere, perhaps being considered too large for the model engineering field.

Their engines were available to run on either petrol or gas and could be bought complete, or as parts with working drawings. They were all spark ignition using a trembler coil. The inlet valve appears to have been automatic, with the exhaust valve operated by a long rocker arm running on a cam or pin wheel mounted internally. No other contemporary technical information has come to light so far.

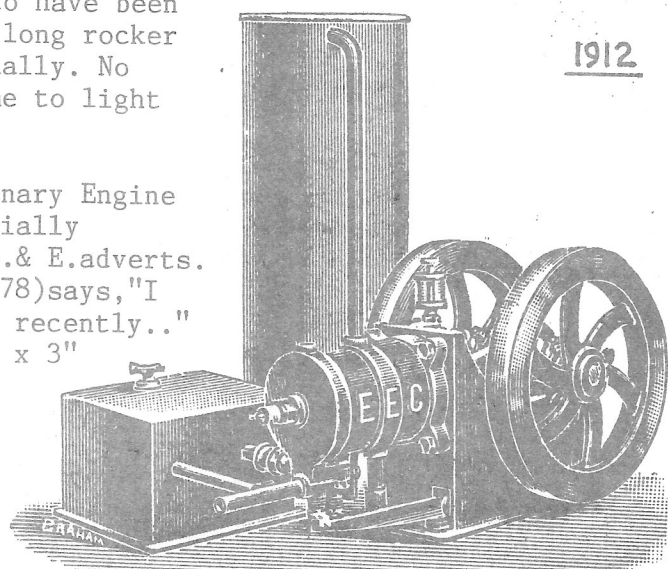
An E.E.C engine was first featured in the Stationary Engine magazine in issue 44, but is a model of substantially different design to those illustrated in the M.E. & E. adverts. Charles Hudson, writing in issue 58 (December 1978) says, "I have one of these engines which I acquired quite recently..". This engine (photo on next page) has 1 5/8" bore x 3" stroke and is fitted with an original E.E.C. carburettor. It is possible that this single-flywheel, open-sided style represents the 1/8hp and possibly the 1/4hp sizes (the latter having a 1 7/8" bore, 3" stroke and 8" flywheel) with the more conventional twin flywheel model as seen in their adverts representing the 1/2hp model.

Tom Randall.

"E.E.C." CARBURETTORS. Suit 1/2 to 2 1/2 h.p. Engines. Each 11/6, post 4d.

1/2 h.p. Finished	60/-	Castings	14/-
1/4 "	79/6	"	24/-
1/8 "	120/-	"	37/6

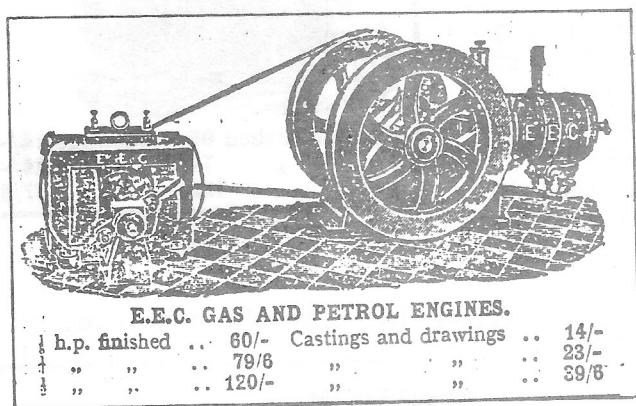
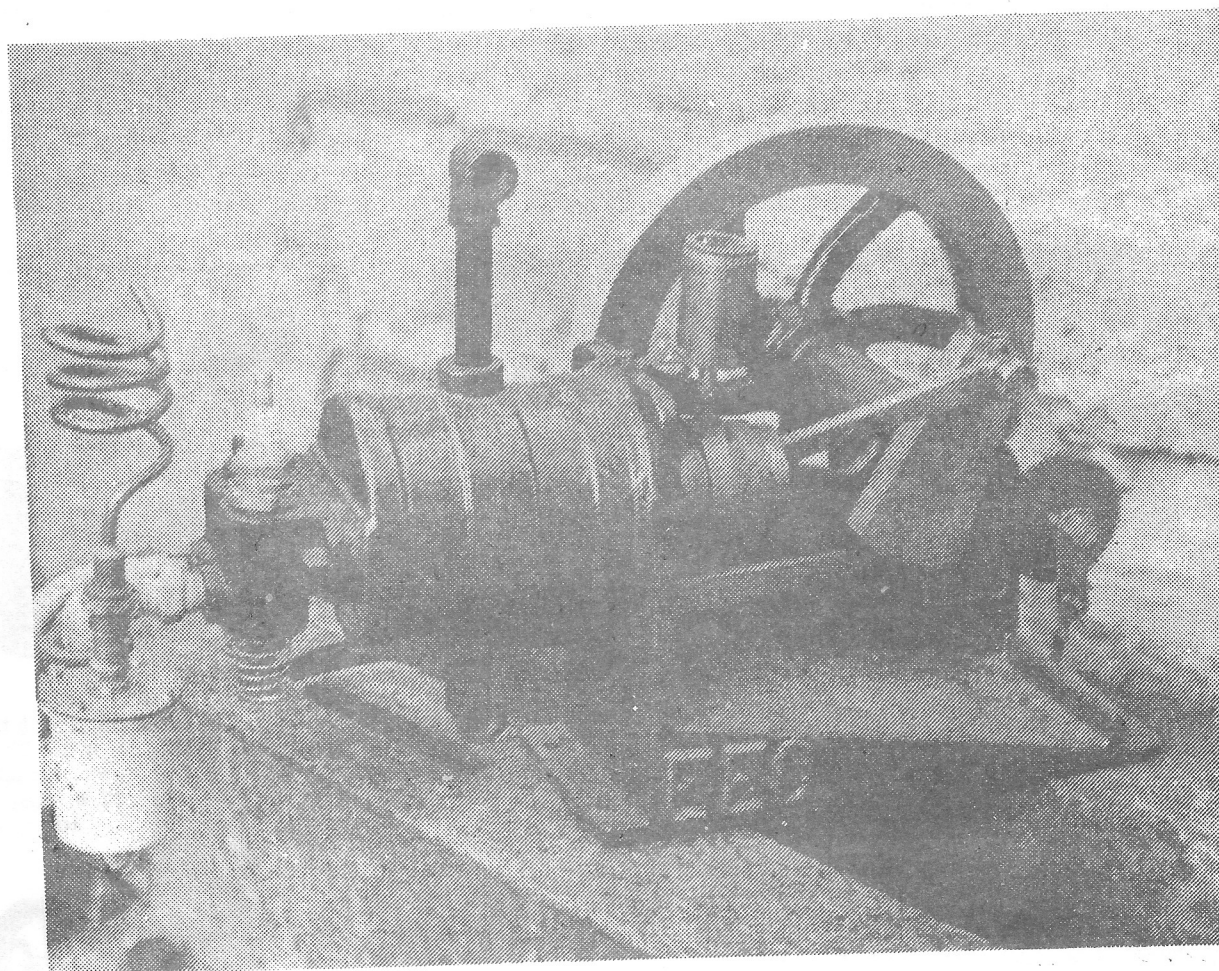
1913



1912

"E.E.C." GAS or PETROL SMALL ENGINES.

1/2, 1/4, 1/8, & h.p. Finished or Parts, with working drawings. Obtain details from list.



Above: Charles Hudson's rather quaint E.E.C. engine as seen in the Stationary Engine magazine in 1978.

Left: Another view of an E.E.C. engine taken from an advert in 1915.

THE MARKET PLACE.- PART II

FOR SALE. JAP air cooled engine. Dismantled but capable of restoration. Offers invited.
Mr W.Roberts. Oakhill (0749) 840626.

WANTED. Fridge suitable for a caravan, either gas or gas/electric.
Dave Clack. Trowbridge 761987.

FOR SALE. 1956 Petrol/TVO Fergie '20' Tractor. Good mechanical condition but could do with a repaint. Front and back loaders. £350 ono.
Bill Coombes Oakhill 840868 or Bath 834907.

WANTED. For Petter 1½hp junior oil engine, one flywheel catch plate 8" diameter.
Shaft size 1½".
E.J.Gay, 21 Rutland Crescent, Trowbridge. Tel. Trowbridge (0225) 754374