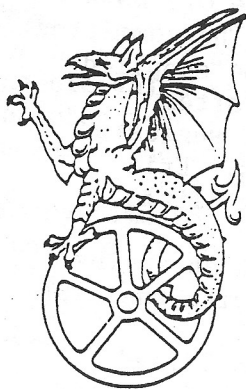


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

MARCH 1991.

Please send newsletter material to:-
Robin Lambert,
15 Beechwood Avenue,
FROME,
Somerset.
BA11 2AX.

Tel: (0373) 63526.

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REPORT OF THE ANNUAL GENERAL MEETING - 25th February, 1991.

Held at the Old Down Inn, Emborough.

Herb Gane, our President, opened the meeting, which was very well attended, noted two apologies - both ailing committee members (whom we hope by now are well on the way to recovery!). The minutes were read, and followed by the Presidents report.

The report covered aspects of the W.S.E.C.'s humble beginning, close ties, even today with the Stationary Engine magazine, and looking to the future of our ever expanding club, maybe rallying 'sur la continent' via the Channel Tunnel. Herb also called, on a more serious note, for safety on the rally field - for exhibitors to be extra vigilant with their running engines. Bringing his report to a close our President thanked all members, and committee who had worked hard throughout the year, at the club rally, other gatherings like Tencrest and the Full Quart fund raising for C.L.I.C. and the Wessex funds, all those involved in the newsletter production, and finally wished everyone a safe and happy rally season.

The next report came from Chairman Brian Verrall, detailing the years events and commenting that the C.L.I.C. money was lower this year than last - maybe a sign of financial problems as a whole. The annual club social was very poorly attended, but enjoyed by those who did go. He also mentioned that this year the club are having a grand raffle for a Stover engine, which was on view at this meeting, and we have thousands of tickets to sell by members and committee during the summer. This is to raise money as insurance against the - one day inevitable - wet rally. Brian closed his report by adding his sincere thanks to all those who helped during the year, and commented how sorry we were to be losing Derrick Watts and Jeremy Adams from the committee. He then presented Penny our host, with a plant pot, and Jackie the treasurer, Shirley the Secretary, Wendy, our Presidents wife, and Marg and Mary our newsletter production team with flowers.

Balance sheets were distributed and Jackie gave a detailed account of the figures, which were audited by Jeremy's friendly bank manager in Bath, and deemed to be correct. Then to the election of officers - Brian Verrall, Chairman. Eric Gay, Vice-Chairman. Jackie Lambert, Treasurer. Shirley Gale, Secretary, were duly nominated and seconded. Derrick Watts and Jeremy Adams retired from the committee, and the remaining, Bob Hallam, Roy Pointing, Brian Reakes, Alan Carney and Vic Walton were elected en-bloc, with the addition of Paul Allen and Steve Routley, both absent by illness. Two new committee members were taken from the floor, Roger Pike and Edward Routley to complete a full committee.

A.O.B. was opened by a comment on "rag plaques" which soon became a lively discussion, ending only when Herb asked for a show of hands for plaques or nothing. The members voted overwhelmingly for no plaques!!

Next came a volunteer, Mr. S. Holmes a retired safety officer, was willing to be our rally/event safety officer - Thank you.

Eric Brain pointed out that we had a couple of evening events away from the Old Down Inn, and maybe we should be careful, not to lose such a convenient venue for our club meetings. Also a suggestion came from the floor, to return the crank-up to the Old Down Inn rather than Norwood Farm as intended and printed in this years calendar. The committee would not be against this provided free standing irons for 'roping off' can be supplied in the interest of safety. Eric Gay suggested an auction may be arranged and after discussion, Bill Coombes is making enquiries for a possible venue. Ann Carney suggested 'something more for the ladies' at the club rally, possibly more stall holders. Eric pointed out that he has already notified over thirty stall holders - with very little response so far.

Herb Gane announced the sale of W.S.E.C. member, brass plaques, to fix on an engine trolley or plaque board, at £1.50 each. Also a new line in navy sweatshirts with the club logo embroidered in red and gold on the front. These are £13.00 each.

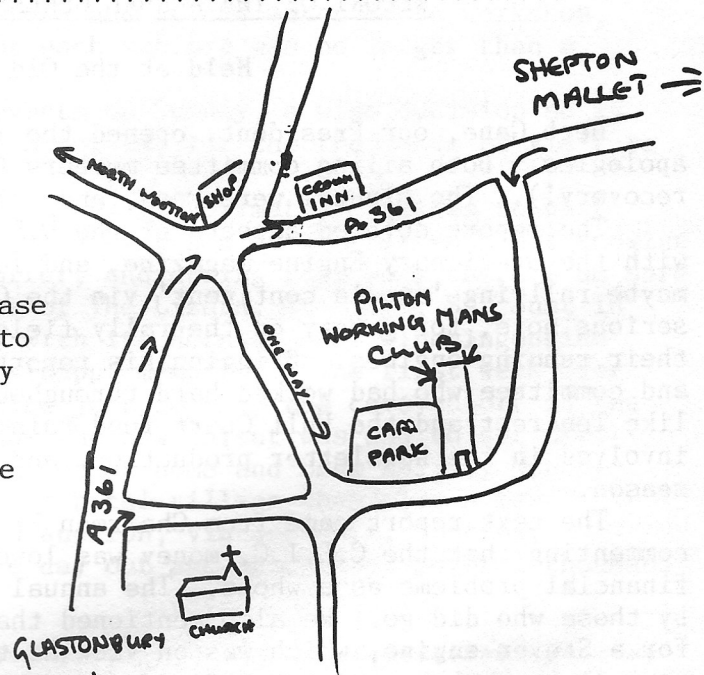
A proposal of an honorarium payment to the 'Treasurer and Secretary was explained. The amount suggested was £50 per annum and was discussed and passed by the members present (along with comments of 'buy your own flowers next year' and '£1 per week and two weeks holiday'!!!!!!!)

Herb closed the meeting at 9.35pm, another AGM over, the Secretary's write up for the year done (sorry Shirley) and breathe a sigh of relief, until next year!!

SHIRLEY GALE.

WHAT'S ON

SKITTLE EVENING with the South Somerset Club to be held at Pilton Working Mens Club on Saturday 20th April at 8.00pm. Come along and enjoy a pleasant game of skittles, everyone welcome. Food will be available and to cover the cost of the evening a raffle will take place. Any donations of prizes for the draw will be appreciated. If possible please inform any committee member if you intend coming, to help with the catering arrangements. Note:- If any of our members read the South Somerset Newsletter, the date they have published for this event is incorrect. Opposite is a plan to help you find the club at Pilton.



MELLS DAFFODIL FESTIVAL - Easter Monday 1st April. Stationary engines and vintage vehicles wanted. Contact:- Mr. Chris Tye, Bottom Road, Mells, Near Frome. Tel. Mells 812331.

HUCKYDUCK CARNIVAL CLUB On Sunday 2nd June the club are holding their annual Fun Day and the Wessex Stationary Engine Club are invited to bring along their engines for display. Contact:- Mr. J.R. Searle, 33 Park Hill Drive, Frome, Somerset. Tel. 0761 414471 (Day) or 0373 72206 (Home).

FUN DAY at Cathedral Green, Wells. Stalls and jollifications, plus stationary engines. Organised by the Wells Carnival Committee and held on 10th August in aid of Avalon Marching Band. Contact - Mrs. Dodd, Wells 72246.

NORWOOD FARM - Norton St. Philip - 26th May - Engines required. Contact - Chris Arnold, Bradford on Avon 6565.

PROGRAMME 'COCK-UPS'.

Crank-up at Norwood Farm 19th May. This event will now NOT take place due to an overwhelming vote at the AGM. It was decided to keep this event at the Old Down Inn on the Monday 20th May, which will be the normal club night for this month, due to the Spring Bank holiday. ALSO, Monday 29th July will NOT be a visit to the S.S. Great Britain, but a talk on this ship, at the Old Down Inn.

We apologise for these errors. Please watch newsletter for exact details on club evenings and events, as indicated above, they can be liable to change.

EXPERIMENTS WITH GAS ENGINES - Part 3.

This month Jeremy Adams concludes the fine tuning of his gas engine.

Following the successful if somewhat erratic running of my Centaur gas engine, I began the search to perfect gas inlet control of the engine. The needle inlet gas valve was very much "all or nothing", and the governor leapt violently about its limit of travel. The needle valve itself was home made and the problem here was cured by replacing the brass pointed needle with one made from a large darning needle. With a slower taper to the needle, the finer regulation was achieved.

The problem with the governor appeared to be lack of inertia in the governing system. Every time the engine fired, it clanged the governor shut. This was simply cured by the addition of an air dashpot added to the linkage system to slow its response. Coil ignition using car parts is fitted and timing can be adjusted whilst running, it is not particularly critical but can be optimised once everything has warmed up. Both propane and butane gas have been tried and only the gas needle valve requires a tweak to ensure smooth running on either. Starting is now easily achieved with a short pull on the rope. Like all engines it runs much better when driving something, particularly as the small flywheels do not give sufficient inertia on their own for really smooth slow running.

In summary then I learned the following lessons:-

1. Provide a proper and firm test bed.
2. Arrange some form of motor cranking if starting proves difficult at first.
3. Fit an adjustable low pressurer gas regulator.
4. Fit some form of low pressure gas reservoir.
5. Make sure that the gas pipe-work does not restrict the gas flow.
6. A sensitive needle valve at or near the carburettor gives better control.
7. Have patience.

JEREMY ADAMS.

Thank you Jeremy for the three part article that will be most helpful for all who are likely to embark on a similar project, now that you have done all the 'groundwork' and ironed out many wrinkles, a lot of time and effort will be saved. ED.

F O R S A L E .

Fowler 1½ hp PA Good running order Class 1/2 Ready to rally £100 ono Phone Simon on (0373) 72328.

1½ hp Conord. Trolley Mounted, plus spares £65. Brian Reakes, 43 Queens Road, Keynsham, Bristol 868549.

Lister Air Cooled Diesel Engine 1½ hp £70 ono. Phone Bath 834907.

Lister Well Pump flat belt drive (Ship motif) £30. Villiers engine £20 ono. Bamford upright engine on wheels 2½ hp £150 ono. G. Reg B.M.C. Ambulance, fitted out as camper M.O.T. No tax. Brakes in need of attention hence price £800 ono. Contact :- E.J. Routley, 23 Sunnymead, Little London, Oakhill, Nr. Bath BA3 5AX. 0749 840322 Evenings.

WANTED.

Any information on Webber engines or loan of Stationary Engine Magazine covering this marque for photocopying. Please contact:- Brian Reakes, 43 Queens Road, Keynsham, Bristol. 868549.

SAVILLE TRACTORS LTD have written to us offering their services as Lister/Petter diesel engine distributors and also stockists of spare parts for these engines. They can be contacted at the following address:- 16-20 Harham Trading Estate, Netherhampton Road, Salisbury, Wiltshire. SP2 8NW or Telephone 0722 413300.

OBITUARY

It is with great sadness that we learn of the death of Bill Lane. Bill who lived at Sherborne was a well known figure within the circles that we all move, and will be very much missed by all his friends. Our sympathy goes out to his wife Olive and his family.

TWO WEEKS IN AUGUST.

After reading 'Wiltshire Moonrakers' stories of his most enjoyable holiday with tours of Norfolk and Suffolk, it tempted me to put pen to paper and tell of my two weeks, last August, which although may seem a bit hectic was well worth all the organising and effort to put it all together.

Friends within the club have over the past several years been attending the St. Agnes Rally and this time we decided to go along too. Frome to the rally field was 208 miles and 4½ hours of almost continual driving, arriving at dusk on Friday evening only to find several Wessex members already parked up and unloaded, some arriving Thursday, and the reason for this was explained to me, Friday was to be road run day for all the steam engines. The route of several miles was quite arduous taking in country lanes and a beautiful narrow coastal road with steep hills and hard bends. Halfway around the course, a stopping point was a traditional Cornish pub selling local beer and of course the giant pasty. What a rare site it must have been to have seen 20 to 30 engines parked in the pub car park. Many super photographs and videos were taken along the route especially where the engines encountered very steep hills.

The rally site was a huge field which was needed to accomodate all the exhibits, as I have mentioned the steam section was enormous, very well supported and even included some white steam cars. The stationary engine section has some surprises and it was nice to see some 'new' engines that never venture into our area. One almost got exhausted walking around the stall area, lots of bargains to be had, even an auction took place with something to interest everyone. The model tent was packed with exhibits and two that caught my eye were two model tableau's that depicted a village store and an old motor cycle workshop, the detail was unbelievable and the overall size of each exhibit was no larger than a shoe box!!

Rain on the Saturday night stopped the ring events on Sunday, a wise decision so as not to churn up the field, but it turned out to be a dry day for the thousands of visitors who supported this event.

Show over, we all packed up and several groups moved approximately 2 miles to what was to be our resting place for the following week, and what a nice week it was, not knowing Cornwall very well it has a tremendous amount to offer, and during that week there I am sure we only scratched the surface. The coastal regions of The Lizard, St. Ives, St. Just in Roseland, Falmouth and the unforgettable Cadgwith, with its Hornsby boat winching engine and a tour of the Geevor Tin Mine left us with many happy memories. The first week over it was time to return home on Saturday via Stourpaine just to drop the caravan off in the exhibitors camping area and have a quick look at how the new layout was and to get ones bearings for my return on Tuesday. Two days were spent at home and Bank Holiday Monday at Corsley Show, always a nice little event this, a typical village show plus a few engines, some steam models, craft tents, stalls, an auction, vintage cars, lorries, military vehicles and ring events all led to a nice day out and enjoyed by several thousand visitors.

TO BE CONTINUED NEXT MONTH.

CLUB RALLY AT CHEDDAR 15TH/16TH JUNE:- Our major event of the year will soon be upon us and now is the time to piece things together. Additional help is always appreciated on the Friday prior to our event, to help with lots of marking out etc., if you feel you would like to assist, please contact any committee member. This also applies to clearing up on the Sunday evening. We shall have our usual club stall, and any items of bric-a-brac, books, good jumble, anything saleable is always welcome to boost club funds. We do sometimes find it difficult to find enough stall holders to come along, so if you know of any, do put them in touch with Eric Gay, 21 Rutland Crescent, Trowbridge. or phone 0225 754374 and he will make all the necessary arrangements. ED.

AND FINALLY :-

OVERHEARD IN THE LADIES LOO!!!!

"He says that there are so many air-cooled lawn mower engines at that rally that you have to take at least a Mountfield now, - Atco's are two a penny -----!! "