

March 1998

# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER



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### EDITORIAL.

Last year I announced that I was awarding a cup for what I considered to be the best contribution to the newsletter during the year. This cup was originally won by Robin Lambert for winning a competition run by The Stationary Engine Magazine for the best newsletter submitted by any club, as Robin was then Editor he won the award. This cup is now known as 'The Editors Cup', and will be awarded annually for the best article published in the newsletter. I'm very pleased to announce that the winner of 'The Editors Cup' for 1997 was Alan Vicary for his series entitled "One Mans Summer". This was an account of every rally he and his Wife Barb attended in one rally season. This was quite an achievement as the article spanned twenty two A4 pages, well done Alan (Keep writing), and the rest of you scribes take up your pens, the cup could be yours next year.

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### CHAIRMAN'S REPORT.

That's the AGM over for another year, and I was really pleased that two members were nominated for the two vacancies on the committee, this means the committee is at full strength for this year. A list of committee members and officers will be published, and if any member has any queries or questions they would like answered do not hesitate to contact myself or any other committee member. We are there to serve the club and its members. It has been brought to my notice by one of our members that one rally is intending to introduce an **ENTRANCE FEE TO ALL EXHIBITORS**. This really should be discouraged by refusing to enter any rally that imposes a charge for entering your engines. We already pay enough with the expense of travelling to the rallies, and then having to pay for fuel to keep the engines running for the weekend. The Wessex Club Committee have discussed this issue and have condemned it as unacceptable. This was tried a couple of years ago by the Amberly Chalk Pits rally and they had to cancel the rally due to the lack of entries. I can only advise the new 'Finlake Rally' (which was a huge success last year) to think again, it could go horribly wrong. You may even think you have a good entry, but you will never know what it would have been if you had not imposed this unacceptable charge. I would like to invite letters on this subject for publication in the newsletter, perhaps from the rally organisers themselves.

B.J.B.

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**BOOK NOW! BOOK NOW! BOOK NOW! BOOK NOW! BOOK NOW! BOOK NOW! BOOK NOW!**

**COACH TRIP TO EDD BOLTONS COLLECTION OF STATIONARY ENGINES AT AMERSHAM, BUCKS**

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The Wessex Stationary Engine Club's spring coach trip will be Edd Bolton's superb engine collection at Amersham, Bucks on Sunday April 26th, leaving at The Old down Inn car park at 8.30 am, picking up at Frome Railway Station at approx. 8.50, and then picking up at Trowbridge at approx. 9.10 at the Old Bus station, then on to Hungerford and the motorway stopping at reading Services for breakfasts or refreshments etc. Then on to Edd Bolton's to see his large collection of stationary engines, hot air engines, and a couple of steamers all up and running. Some autojumble stalls and refreshments on site as well. Depart late afternoon and arrive back early evening. The coach fare £10. Admission to Edd's only £1.

**RING JACKIE ON FROME (01373) 463526 TO BOOK YOUR SEAT NOW!**

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### HOW IT ALL STARTED by TONY DAVIS.

My first tastes of Stationary Engines was way back in 1958 when doing National Services with the Wiltshire Regiment in the Keyrenia Mountains, North Cyprus. I took over the running of an engine and pump used to supply water to our H.Q. Camp, this outfit was set up by the side of a river 2½-3 miles below our camp at a point where the mountain joined the plain. The reason I took over these duties is another story. Now what I was in charge of, to the best I can recall after 40 years, was a large two cylinder diesel and as it was that all too familiar green I feel sure that it was a Lister or Petter, I am not too sure. I do recall putting Brasso on oil pipe and oil rag on paintwork, but as it could sometimes be 110° in the shade, bulling up an engine TIN shed that no-one inspected was just plain stupid. The engine powered by means of about four V-belts a large (again green) 3 cylinder pump, all of which had to be primed prior to starting, once running the next hard bit was to sit under a tree for about 4 hours, and watch the locals going about fetching water in anything from Jerry cans if they were well-off, to goat skins. The pipe line to the camp had been set down on the edge of a goat track for most of the 2½-3 miles on from the pumping compound. I think it was a 4 or 6 inch pipe, and at regular intervals had a larger domed fitting, and this was full of air and acted as a damper on the pulsing water. The local terrorists used to like to unscrew these fittings and so deprive us of our water lifeline. The highlight of the week was to inspect the pipeline and was carried out in the very nimble Land Rover or the cumbersome Austin Champ. If you can visualise driving up a mountain side in 4 wheel drive bottom gear with two off side wheels on the goat track, the other two on the mountain side it makes rides at Alton Towers seem like chicken feed. The situation was like this, the passengers complete with rifles would hang over the side to stop the vehicle from falling off the mountain side, the other hazard was to keep a look out for the terrorists waiting to ambush us. The driver who made it back to camp without a stop or the need to back up and realigned his wheels was considered to be a top driver, and we never lost one.

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### KNOW YOUR COMMITTEE OF THE WESSEX STATIONARY ENGINE CLUB.

The Officers and Committee elected at the 1998 AGM were as follows; **President** - MR ROBIN LAMBERT, **Chairman** - MR BRIAN BAKER, **Vice-Chairman** - MR ERIC GAY, **Treasurer** - MRS JACKIE LAMBERT, **Secretary** - MRS ANNE CARNEY, **Committee Members** - MR ALAN CARNEY, MR PHILIP CAUDLE, MR ROGER PIKE, MR RAY BAKER, MR COLIN NICHOLSON, MRS LESLEY NICHOLSON & MR TONY DAVIS.

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### GET WELL SOON.

The Wessex Stationary Club would like to wish a speedy recovery to member Ray Earle who has recently been in Hospital with Pneumonia, our best wishes to you Ray for good health in the future.

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### FIRE EXTINGUISHERS

As a result of a member complaining about the lack of fire extinguishers at our December crank-up, The club has now purchase two 4 k.g. powder extinguishers capable of dealing with any potential fire in an engine line up. These appliances together with a fire blanket and fire bucket of sand will be on display at very W.S.E.C. event. Make sure you familiarise yourself with their location. I would like to thank the member for bringing this oversight to the Committee's attention.

B.J.B.

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### IN NEED OF HELP?

Call Alan Bartlett on 01380 830344 for engineering repairs, turning, milling, threading, keyway cutting, brass bushes etc. Parts made and repaired, No job too small, materials supplied.

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### OVERHEARD IN THE LADIES LOO

He said he was now using 'unleaded' but I am sure the can is just as heavy as when I load it in the boot!!!!!!

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AGM OF THE 23RD FEBRUARY 1998

The club room was soon filled to capacity and by 8.10 p.m. Robin Lambert the President opened the 4th AGM of the WESSEX STATIONARY ENGINE CLUB LTD. Robin went on to say that there had been a few apologies, one from Ray Earle who has recently been in hospital with pneumonia. We all wish him a speedy recovery. the minutes of the last years AGM were read by the Secretary, and there were no matters arising. The Chairman, Brian Baker read out his report for the past year, he said that the club had continued to prosper and do well. The trips throughout the year had been very well attended, and the coach trip to Joe Powells workshop in Aston Keynes had been very successful. The membership of the club was a little down on last year but with new people joining each month the figure would probably reach 250 by the middle of the year. Jackie Lambert read out the balance sheet for the year end, the club had not made a vast profit but had given the Rowdeford School in Devizes a cheque from the proceeds of the rally for £300 which had been gratefully received towards setting up a new computer room for the school. The presentations for the year was carried out by Robin and Brian with an award for the best contribution to the Newsletter going to Alan Vicary for his articles entitled 'One Mans Summer'. He received a cup kindly donated by Robin Lambert. An election of officers took place and we now have two new committee members for the coming year, Leslie Nicholson, who runs the Club shop for us, and a fairly new member to the Club, and to the committee, Mr Tony Davis. A raffle was held at the end of the AGM with a host of prizes to be won. The winners were; Herbie Gane A Bottle of wine, Marg Appleby - Tin of biscuits, Robin Lambert - Basket of fruit, Terry Heath - Chocolates, Ray Baker - Chocolates, Gloria Carp - Cans of beer, Brian Baker - Cans of beer, Brian Reed - Cans of beer, Don Rogers Socket set, Roger Pike - Bottle of wine, Mrs Simmons - Bottle of wine, Mike Bevan - Bottle of wine, Alan Vicary - Bottle of wine, Colin Baker - Toiletries, Vic Walton - Toiletries and finally Mrs Wookey - Photo album.

ANNE CARNEY. (CLUB SECRETARY).

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CHECKING IGNITION CONDENSERS.

Rob Armstrong from Bradford-on-Avon has a Universal Bridge B159 Mk 3 AVO which can measure condensers and tell you all you need to know if you suspect it is faulty. Rob would be happy to check any condenser for members. Just give Rob a ring on Bradford-on-Avon (01225) 862687.

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SPARE WESSEX RALLY PLAQUES

The Club has spare plaques left over from the last four years rallies. If any members would like any of these they will be available at the monthly meetings on a first come, first served basis. They are free of any charge.

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\*\*\*FOR SALE\*\*\* 1½ LISTER 'B' AND 'H' PUMP. SINGLE FLYWHEEL £200. MILLARS 3 H.P. O/C £400. BOTH REQUIRE A BIT OF WORK. RING PETER ON (01935) 840370 YEOVIL AREA.

\*\*\*FOR SALE\*\*\* LISTER 'L' 5 H.P. 1926 RESTORED AND IN GOOD CONDITION £260. WOLSELEY WD ON TROLLEY, GOOD WORKING ORDER £65. LISTER 'DK' (KEROSENE VERSION) ON TROLLEY, GOOD RUNNING ORDER £75. STUART R2 ENGINE AND WATER PUMP ON TROLLEY £150. 6 ATCO MOWERS FROM 1920 TO 1950 NO REASONABLE OFFER REFUSED. RING (01380) 830344 FOR FURTHER DETAILS.

\*\*\*FOR SALE\*\*\* STATIONARY ENGINE MAGAZINES NOS. 231 to 237 & 240 to 274.

\*\*\*\*WANTED\*\*\*\* STATIONARY ENGINE MAGAZINES NOS. ANY 1 to 73, 76, 95, 117 to 122, 125, 126, 215 OR ANY RUNS TO INCLUDE THOSE LISTED. PLEASE RING (01425) 621721.

\*\*\*FOR SALE\*\*\* 3 LISTER 'Ds', TWO RUNNING, 1 INCOMPLETE WITH 2 TROLLEYS. REASONABLE OFFERS WANTED. PLEASE RING (01225) 763886. TROWBRIDGE AREA.

## DIRE WARNINGS TO THE UNWARY (PART 1) by GRAHAM SWALES, SOUTHWICK.

Recent newsletters have requested contributions from new sources, and being someone who is new to the game, I thought the beginners view may be of some interest, I had for a number of years been building a  $\frac{1}{4}$  full size Suffolk Dredging Tractor, and upon its completion was casting around for a new project. Having helped my good friend Bob on a couple of occasions. With machine components for his Stuart Turner engine and generator set, the thought of "why not something like that" came about. Much discussion followed, the result of which is presented as a series of 'Dire Warnings' (DW). you have probably heard of them before, in which case I am sure that the children need putting to bed, or the front lawn needs cutting. If not perhaps they may act as a warning to the unwary. Bob came across an advert in ASDA, all very innocent - 'Two Farm Engines For Sale'. Following discussions over a cup of tea, the decision was made to go and have a look see, Bob being the more enthusiastic, duly viewed the engines, haggled over the price and arranged collection. The first I knew was that my services were required in the lifting department to load the engines onto the trailer. DW 1. At the best times, i/c engines can be oily beasts. When they have been standing idle for years, the contents of the sump magically change into a mixture of blackcurrant jam and varnish. When an engine is moved, however carefully, this mixture will magically pour from the most unlikely places, and create the appearance of a Torrey Canyon disaster. I know this from the mess we made of the sellers drive. fortunately for us, collection took place on a dark evening, and so hopefully the full scale of the mess would not have been discovered until day break. The engines were duly taken home, and decisions taken into who would have which, my pride and joy being an air cooled Lister. Exactly what for, when, and how it was made I have yet to discover. As it seemed to be all there, the decision was taken to try and get it going. Petrol and oil were put into the usual places and all the knobs and levers twiddled. The starting handle was inserted and cranking took place. The last fifteen words should now be repeated for 20 minutes. We were fast approaching the bad language stage, having tried all the usual tricks such as warming the plug with a blowlamp, squirting WD40 all about, when it was noted in the gloom (remember we collected the engines in the dark) that there seemed to be a brass plate on top of the air casing. A few minutes work with Nitromores revealed full starting instructions, and hey presto, it ran. This leads to:- DW 2. Bad language, threats, abuse and repeated thumping with the starting handle seldom start a reluctant engine. It ran, and in the gloom of that November evening, the blue flame issuing from the exhaust port (no silencer) looked so attractive. Unfortunately the noise of the repeated backfiring was not so acceptable, and in order to avoid DW 3. (as curtains were beginning to move), that is, that neighbours are generally not too appreciative of noisy rotative machinery, the petrol supply was shut off. The next stage was to strip down and clean and repaint. Here comes one of the obvious DW'S. Think about how something comes apart prior to trying to get it apart. The drive pulley was apparently retained by two sets of screws, which were easily removed, and a drive key which also came out without too much of a fight. At this stage it seemed likely that the pulley should pull off. Despite the attentions of WD40, Plus Gas, a propane torch, large hammer, and a 5 tonne hydraulic puller, the reluctant pulley still wouldn't come off. Two evenings later, when tempers had cooled down somewhat, it was found that the pulley was threaded onto the main shaft, and a bit of gentle tapping with a hammer and chisel saw its removal. After this session, things seemed to go easier, much wire brushing was followed by the application of many coats of primer. Bob reported that Listers should be painted Brunswick Green, and so painting started using Car Plan spray paint. But....and it was a big but...More next month!!!!

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## FUTURE DIARY EVENTS.

- EASTER MONDAY: Daffodil Day at Mells, Nr Frome. Details from Robin Lambert on (01373) 463526.  
13TH APRIL
- 25TH-26TH APRIL Creech St Michael Vintage Fayre at Creech St Michael, Nr Taunton. For details ring (01823) 443877.
- SUNDAY 26TH APRIL W.S.E.C. Spring Coach Trip to Edd Boltons Engine Collection at Amersham (see front page for details).
- MONDAY 27TH APRIL Club Night at The Old Down. Richard Buffrey giving a talk on Lister Petter (archives of the company) Richard was scheduled for the March meeting but was unable to come then so it is rescheduled for April).

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