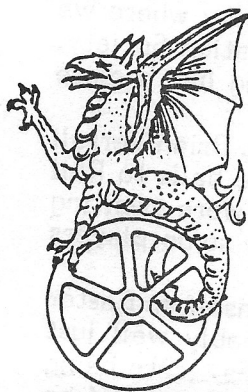


WESSEX STATIONARY ENGINE CLUB

NEWSLETTER



MAY 1986

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THE THING IN THE HEDGE

Four summers ago, our family rented a country cottage in Cornwall for our annual holiday. After an uneventful journey from our home in Bath, we unpacked, had a snack and set out on foot to explore our surroundings.

As I waited in the queue for everyone to get over a stile, an object caught my eye. It was an engine of some sort and someone had painted the whole lot silver. Carburettor, magneto, chain, plug lead; everything covered liberally in silver paint which had softened here and there due to the petrol and oil that oozed from several places. 'I'll catch you all up' I called and dived into the undergrowth to investigate further.

The engine seemed to be complete with no obvious damage so I hurried along to catch up the rest of the family, thinking that I would evolve a plan to get it home. I have always been a bit of a junk-monger, on the scrounge for useful bits and pieces and, having seen similar engines chugging away at rallies I had vague ideas of a standby generator in my shed.

Several days passed; I had been back to the engine for more detailed examination and found that it was not seized but had no compression. Inquiring at a nearby farmhouse, I soon found the owner and over a period of several days my bid of £10 against the farmer's asking price of £30 was met halfway to our mutual satisfaction. I then removed the flywheel to lessen the weight, (using a hammer and chisel!) and loaded it in my trailer. All through these goings-on, of course, we were all enjoying our summer holiday. However, when I announced my latest purchase, all the family concluded that I was suffering from a brainstorm or a heatstroke or something worse, due to the change in the water! They were all most kind and hoped I would soon be better; little did they know!

All too soon our holiday drew to a close and the time came to load up the car and trailer with our belongings. Our family likes to travel in style and takes two spare pairs of everything - just in case. This being so we really were fully laden and, with the latest piece of hardware on board, things were decidedly cramped. We pulled away, ploughing a neat furrow up the road with the bottom of the towing bracket but my suggestion of jettisoning some ballast in the form of my mother-in-law met with instant rejection. However, once on the main road which was much flatter, we had no serious problems and eventually arrived home.

Once home, with some decent tools available, I soon had the sump cleaned out, the head removed and the valves cleaned and resealed. The magneto was cleared of a colony of earwigs and the timing re-set. It was filled with oil and a small quantity of petrol and eventually started, running all of thirty seconds before the head gasket blew. A call to Listers put me in touch with David Edgington of the 'Stationary Engine Magazine' who kindly told me that my engine was a Lister D-type made in 1950 which was originally supplied to none other than Messrs. Stothert & Pitt of Bath; after 32 years it had come back home. Encouraged by this fact, I completely stripped the engine to the last nut and bolt. The main bearings were full of greasy sludge and couldn't have seen proper oil lubrication for years; new piston rings were fitted and everything painted and assembled. As originally decided, it now resides in the shed coupled to a 1 kW alternator with switchboard for standby power. Eventually I bought another similar engine for rallying - and a Lister A-type - and a Lister pump...! That's what prompted me to join the Wessex Stationary Engine Club.

Jeremy Adams

2. THE SOUTH SOMERSET CLUB VERSUS THE WESSEX STATIONARY ENGINE CLUB SKITTLES MATCH - OFFICIAL REPORT

After leaving Congresbury on a wet and windy evening and picking up two more members in the shape of Phil and Audrey Harris, we made our way to the Brook House inn near Castle Cary where we had been challenged to a skittles evening by the South Somerset Agricultural Preservation Society. We arrived late and the match had already started and was in full swing; it was looking like a close game.

There was a good turn-out of members from both Clubs and about 40 couples in all. Brian Verrall scored the only 'duck' of the evening, whilst Mary Verrall commented on the size of the balls to Phil Harris who remarked that he had never had any trouble handling his. While the players were awaiting their turn, much use was made of the balls on the pool table in the adjoining room; some players proved better at pool than at skittles.

Young Matthew Henley had the highest score in the junior competition and won himself an Easter Egg. By the end of the evening, it became clear that the WSEC who started reasonably well just couldn't keep their petter - sorry I meant pecker - up and we lost by 22 points; the final score being SSAPC 435 and the WSEC 413. One unanswered question - where was Brian Crudge? Perhaps if he had turned up we would have won!

Carol Skuse

CAR BOOT SALE - Sunday, April 20th at Cheddar

Sunday morning dawned to the usual deluge of rain, rain, and more rain so the radio was frantically turned on for the weather forecast. Radio Bristol informed us that it would get better as the morning went on, clearing up quite quickly. This was very hard to believe at this point as we anxiously searched the horizon; was it getting clearer? - was it worth making the sandwiches?

As we had loaded up the night before, we thought we would brave it and by the time we set off it had stopped raining; from then on things really did begin to improve so the weatherman really had got it right for once.

We approached Cheddar and followed the 'Car Boot' signs to the school, very well signposted Brian. It was a bit difficult to negotiate the gateway with the van but by swinging in the mirrors we finally made it. Several 'boots' were already set up and, for those who have never been car booting before, the customers practically unload for you in an effort to get to the bargains first.

It was nice to see so many Club members taking part, some selling, some spending more than they were taking, and some just came along to have a look and a chat.

There's definitely more room in our shed now and the rafters of the loft must be sighing with relief. I was treated to a squeegee costing all of ten pence, now I can clean the windows more often I have been told! He must be joking. I saw another Club member carrying away a frying pan, why do we always have to have such practical things? (Perhaps it's because as restorers of old machinery, we are practical people?....Ed). Ann Brain found yet another Tortoise to add to her vast collection; it was a knock-down price because it had no tail.....! but she turned down another because it had an ugly face. (She already has a similar example....Ed). There was no fear of Diana Emery getting hijacked for her days takings as she had her 'minder' - in the form of a Great Dane, nearly as big as herself.

The Club did not make a huge profit out of the day, due in part to the bad weather, but after taking out a donation to the School and the cost of advertising, the total amount credited to the Club was £23.20. However, all in all it was a good day made even more enjoyable by the number of members who came along to support it.

Jackie Lambert

THE FULL QUART CRANK-UP will take place again this year at Hewish, near Weston-Super-Mare on the 28th September. Unfortunately, due to the popularity of this event and the lack of space, entry is by invitation only. The rally is run by Roy and Ivor Cox in aid of Cancer and Leukaemia in Childhood Trust so make a special note in your diary and come along on the day to help us support this very worthwhile cause. The pub does excellent lunches, there will be stalls to browse around, vintage cars, etc. - and the weather is always good! Remember, remember, twenty-eighth September.

NEWSLETTER

Articles, rally reports, adverts, etc. are always very welcome to help keep this Newsletter alive, so if you have anything for inclusion please send it to the Editor, Eric Brain, 5 Greenridge, Clutton, Nr. Bristol. It may help members to know that articles etc. are typed as they come in, then compiled later and taken to the printers fourteen days before the publication date, i.e. the Monthly Club Meeting. This means that I need to receive your manuscript at the latest around the middle of any month for that month's Newsletter; a week earlier if it's a 'Bank Holiday' month. Keep it coming, we need YOUR article!

3. SOPORIFICS??

Just as this Newsletter was being 'put to bed', or that is, going to print in journalist jargon (in order to meet our printer's schedule in this month of Bank Holidays) we have news of a new lullaby.

The Munt Punch & Judy Show has, we hear, proved to be the last thing in getting babies off to sleep. In spite of the violent acts of Mr. Punch, the Crocodile and the Hangman, our newest member, William Rogers, went soundly off to sleep during the performance, in his pushchair. Perhaps Mum and Dad, Christine and Don will have to have Professor Brian Munt permanently on the nursery staff. At least those appalled by the violence of this 'Rambo' like show at the Abbey Hill Rally will have no good reason now to call for Mary Whitehouse!

We hear too that Audrey Harris had a supporting part in the act as 'cheerleader'.

Full Abbey Hill Report next month.

***** THE APRIL MONTHLY MEETING

Mr. Arthur Clapp was invited along to the Old Down Inn to give us a talk and demonstration of white metal modelling which proved to be very interesting and informative. He soon proved himself, not only to be an excellent speaker but, to be most knowledgable on most aspects of engineering.

He had a number of models and toys put on display including three Shackleton-made model Foden lorries and a Meccano car, also others of vintage period and quality. Also a locomotive which had been damaged and which he was in the process of repairing. He was making a set of wheels to replace those which had been broken. Arthur showed how to make a mould by pressing a duplicate part into plasticine, building a box around it and then pouring silicon rubber type R.T.V compound in and leaving to set. Having thus made his mould, he heated up some whitemetal using a cat food tin and blowlamp, poured the molten metal and produced an almost finished casting. He cast a ship's wheel, an anchor and a ventilator for a model ship. Finally, he cast a small vintage car's headlamp which was perfect in every detail.

Tyres for model vehicles seemed to be no problem to him as he displayed some which he had cast from Devcon Rubber in pre-formed moulds. (I have used a similar compound to this myself to cast a new rubber magneto/lubricator coupling on my Petter 1½ hp New Model - the compound I used was Belzona Rubber which is very good but the cost is considerable..... Ed.).

During the second half, Arthur recounted tales of his childhood living on a farm in Devon where it appears they had a Wolseley WD, his days in engineering and gave us an insight into pressing out small tin-plate parts for models.

Herb Gane was once more in attendance doing the raffle and the lucky ones were:- Bottle of Sherry; Ivor Cox; Gardening Tools, Clas Munt (even Brian protested strongly); Set of Colouring Pens, Pete Holloway.

All in all, Arthur was one of the most entertaining speakers we could have had and I feel sure I speak for all those present in saying he would be welcome back at any time.

Derrick Watts

***** THE CLUB RALLY

June 14/15 at the 'Secret Underground City', Monkton Farleigh, near Bath (actually in Wiltshire). Only three weeks to the Club's big event of the year. Special concession rate tickets for exhibitors and their families to visit the mine will be available from the rallyfield; it is certainly an intriguing place and, when you see the marks made by the ammunition on the floor coupled with the sheer size of the place, you will be able to imagine better the huge BANG there would have been had the Luftwaffe placed a well aimed bomb!

The Saturday evening rally entertainment is by Al Fresco, ('Saturday Night at the Mine'), he is a popular local comedian and guitarist; a buffet supper will also be available.

We have, unfortunately, had to close entries for this event to non-members of the Club since where it has proved so popular; the deadline was given as May 1 and this cannot be extended. Apologies to the latecomers but space, etc., just does not permit any more. Detailed and simple instructions of how to reach the rally site will be on your rally return. This is for those unfortunate few who cannot map-read. As the site is a major tourist attraction, you will find it well signposted so safe journey and we look forward to seeing you, your insurance certificate and, most of all, your engine!

***** FORTHCOMING EVENTS

Cricket St. Thomas Rally, Sunday 25/26 May, at the famous Wildlife Park adn scene of BBC 1 series 'To the Manor Born'.

Honiton Hill Rally, 24/25 August. Contact Mr.T.Knight, 224 Pine Ave., Glynswood, Chard, Somerset. Tel. Chard 4834.

North Somerset Group NVTEC ploughing match and Vintage Farm Working, Sept.20/21 at Grove Farm, Backwell, near Bristol. Details from Mrs.M.Hill, Ridings Farm, Dundry, near Bristol.

4. **Yesterdays Farming**, South Somerset Agricultural Preservation Club is at Manor Farm, Long Sutton, Langport, Somerset on 6/7 Sept. Details and entry forms from Brian Crudge, 22 Stoke Rd., Taunton, Som. and please enclose a sae.

Kernow Old Vehicle Club Rally at the Royal Cornwall Showground, Wadebridge is on July 12/13. Pack an engine in with your holiday luggage and enjoy an event while you are on vacation; the family will love it! Forms and full details from Kerwyn Harris, 30 Hillcrest, Truro, Cornwall. Tel.73388.

Somerset Farming Vintage Society hold a one day rally at Failand Lodge, Failand, Bristol on Sunday, 8 June. Entry forms from John Wheelwright, 37 Albert Parade, Redfield, Bristol.

Corsley Show, (between Warminster and Frome), Monday Aug.25. Engine exhibits have been invited to attend so if you would like to come along please tel.Robin Lambert, Frome 63526.

Clarendon School Fete, Trowbridge. July 12. If you wish to attend with an engine or any other exhibit, then please contact Eric Gay, 21 Rutland Cres., Trowbridge. Tel.4374.

Sedgemoor Vintage Rally. It may still not be too late to enter this rally, May 31/June 3. Contact John Thorne, 46 Willoughby Road, Bridgwater, Tel. 423941.

Meare & Westham Gala Day invite engine entries for their rally at the Gala Field, Meare near Glastonbury on June 28. Details and entry forms from Mr.E.G.Ganfield, 13 Millbatch, Meare, Glastonbury.

Ystrad Mynach 7th Annual Rally on Aug.2/3. Phone Trevor Evans (04465)2709 or contact Emerson Salkeld, 36 Duckpool Rd., Newport, Gwent (0633)59723.

Bleadon Steam Rally is on Aug.2/3. Details from Mr.CV.Henderson, 44a Alma Street, Weston-S-Mare, Somerset. sae please.

Bristol Festival of Transport, Hengrove Park, Bristol 4 to be held on 16/17 Aug. Enquiries to Mr.B.A.Triggell, 32 Beaufort House, Strawbridge Rd., Lawrence Hill, Bristol or tel. (0272)556276.

CLUB EVENTS

- June 30 'Guess the Object' - a repeat of a similar hilarious evening of a couple of years ago, once again compared by Brian 'Professor' Munt.
- July 28 TBA
- August 18 Member's Evening, a chance for anyone to bring along their photos and slides, especially engine pictures or pictures of our Club members at rallies. Bring anything, in fact, to interest our audience.
- Sept. 29 Talk on Villiers and many other interesting items of machinery by the irrepressible raconteur, Terry Sanger; if this evening is as good as the last one by Terry, you are in for an hilarious evening.
- Oct. 11 Annual Coach Trip; this time to the Exeter Maritime Museum by double decker bus. A scheduled stop is being arranged for the return journey for pub grub, refreshments, etc; it promises to be a good day out. More details later.
- Oct. 27 TBA
- Nov. 1 The Social Evening (Dinner & Dance) at Chilcompton Village Hall.
- Nov. 24 Hot Air Ballooning, an illustrated talk by Christopher Davey, holder of the world altitude record in this sport.
- Dec. 7 'The Anti-freeze Crank Up' - a mini-rally for the hardy at the Old Down Inn, Emborough.

FOR SALE

Two **Holden & Brookes centrifugal water pumps** c/w cast iron base. 1" and 1¼" outlet resp. Suitable for Lister D or Wolseley WD to drive to make interesting exhibit - £15 each. **Ramond & Chandler roller mill**, partially dismantled but complete; would be a 'paintbrush restoration' to make a nice workign exhibit with a suitable engine - £35. Small **Bristol Pneumatics Compressor**, water cooled and one of this local firm's earliest products. Needs about 3 hp at 720 rpm. Eric Brain, 5 Greenridge, Clutton, near Bristol. Tel. (0761)52633.

Large Pulley, 28" dia. x 8" wide x 50mm bore, six spokes and cast-iron - £10. Ian Marsh, Bath 61244 xtn.675 or Eric Brain as above.

WANTED

Users Handbook for **Monroe Tiller Rotovator**, fitted with Villers Mk.15 engine. Tom Randall, Midsomer Norton 418926.

Four wheels, 8" or 9" dia. to complete engine restoration. Preferably spoked and ¾" bore. Must be a set. Eric Brain as above.