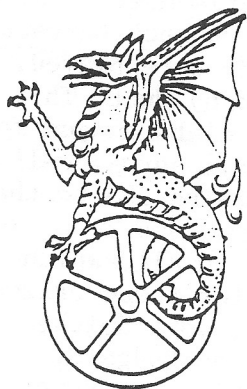


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

MAY 1991

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FAREWELL AND THANKS should go out to Jeremy Adams who did not stand for re-election to the committee again at the A.G.M. because of work commitments. Jeremy did continue to come to committee meetings in our new year to tidy up things he was involved with, and then finally said his goodbyes at the April meeting. This reflects his dedication and the good work he did for our club. We wish him and his family well on moving to their new home and thank him for the splendid articles he provided regularly for the newsletter. ED.

### CLUB STALL AT CHEDDAR RALLY.

Items wanted to sell, bric-a-brac, good jumble, anything saleable, also wanted for cake stall, if anyone would like to make or just donate a cake to this stall, we would be very grateful.

APRIL CLUB MEETING was opened by the Chairman Brian Verrall who told a good crowd of members present on a wet windy Monday that the skittles match recently held at Pilton had been very successful with around 30 members from the Wessex Club in attendance and about the same turning up from the other side - unfortunately we lost the match - but nevertheless a good time was had by all who went along.

The illustrated talk for the evening was presented by Philip Thornton-Everson who gave us two hours of non stop lively wit and chat.

The show was varied with a host of superb slides taken on his many visits around the country's rallies and museums. Several of the really unusual engines could be found at Tatton Park Rally (pity it always clashes with the Bath Festival of Steam, as I would really like to pay a visit myself one day, but being a Bathonian I have to patronise our local rally!!) Lots of American engine slides were shown, none of which I'd seen before, one was called a Frost King, it sounded more like a variety of cabbage to me. There was an engine called a Hesford built in 1923 with a queer shaped tank - there was an engine from France - a 1930 Deville, one Danish one called a Uller and another showing a whole range of different sized Witt engines.

Eric Brain's Omnia engine was on view and a quick commentary given by Eric followed, giving Philip time to catch his breath before galloping on again with more super slides.

There were Morris vans and also a gigantic Scammell lorry; this beast was able to pull 100 ton weight if needs be and pictures of the golden age of motor bikes of the 50's and 60's (which I could relate to as these were more of my own era!) A superb 1953 Ariel Mark 2 Square Four, 100 engine with a paint finish like a blue summer sky; apparently a very rare edition.

A lovely 1933 Morgan car with a 'beetle back' and old favourites like the Isetta bubble car, the most unusual slide in this section was of a tandem bike with the Cyclemaster motor fitted in the back wheel and also pulling along a wicker basket sidecar. A proper family job. The raffleman Eric Gay discreetly sold his tickets in his usual quiet manner and the lucky people to receive the goodies were:- 1st prize - Ray Baker, a book. 2nd prize - Ray Earle, a torch. 3rd prize - Dave Townsend, a book. We all had an enjoyable evening and thought Philip gave a very good rapport throughout with his splendid sense of humour and kept us all amused. Hope he comes again soon. ANNE CARNEY.

SKITTLE EVENING 20TH APRIL 1991.

Saturday evening saw 30 members of Wessex S.E.C. and approx 30 members of South Somerset A.P.C. gathered at the Pilton Working Mens Club for a friendly skittle match. After 24 names from each club had been entered on the board the match proceeded with much barracking and cheering from both sides. As so many were playing only two legs each were played. The highest score for the Wessex including a 13 spare went to Clas (Mrs. Punch) Munt. This however was soon to be beaten by Barry Hitchings who being a member of both clubs played for South Somerset with a 15 spare, pity you weren't playing for the Wessex Barry! anyway well done all the same. The match ended at about 10 p.m. with the final scores being 235 to the Wessex and 245 to South Somerset.

A ploughmans buffet was served and the raffle was drawn, eleven prizes in all, which had all been donated by members from both clubs. Thank you to all members for these prizes. Raffle winners were as follows:- Mrs. Walker, Barry Hitchings, Roy Pointing, John Smith, Rosanne Paul, Matthew Roadley, Brian Hook, Adrian Smith, Jen Coles and William Rodgers.

Brian Hook, the President of South Somerset then said a few words thanking everyone for their support, and this was followed by our own President Herbie Gane, - who was also back in his old job for the night of selling raffle tickets - who replied by thanking the persons responsible for the catering etc.

All that remains now is for me to add my own thanks to members of the Wessex for their support (The Rodgers and Pike families travelling up from Zeals Rally to attend) and for the raffle prizes. Also on behalf of the Wessex Club I would like to thank all members of the South Somerset A.P.C. for a most enjoyable evening and hopefully a return match can be arranged in the not to distant future.

BRIAN VERRALL.

Thank you Brian for getting this report to me so promptly (Editors do need a holiday) Alan Carney has three days to get his in, thank heaven for Fax machines.

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FOR SALE

1919 - 4 Mule Team Amanco Open Crank, new petrol tank, original handbooks, bill of sale, just needs painting (Not Rusty) £450.00

1924 - 1040 Crossley 3½hp, very good condition. £250.00 Tel: 0749/344297 evenings or 0749/831089 daytime.

Fiat 126, car engine 594cc. Good running order. Tel: Eric Brain 0761/52633.

Fowler 1½hp P.A. Restored Class 2 £80.00 for quick sale. Tel: Simon on 0373/72328.

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RALLY DATES

MAY 25/26/27th Cricket St. Thomas.  
25/26/27th Selwood Steam and Vintage Rally at Longleat House, Warminster, Wilts.

JUNE 9th Tatworth, Nr. Chard, Somerset.  
8/9th West Dorset Rally.  
7/8/9th 3rd Great Wessex Vintage Working at Farmer Giles, Teffont, Nr. Salisbury, Wilts. Contact G. Shutler, 6 Winsonway, Ringwood, Hants. BH24 1QG.  
9th Sun. Vintage Motorama (New Event) Fitzroy Farm, Bratton, Wilts.  
Ring J. Drewitt 0380 830843.  
15/16th Our own Wessex S.E.C. Rally at Cheddar Football Ground, Cheddar.  
Ring Mrs. S. Gale, 0225 767095.  
22/23rd Bath Steam Festival, Lansdown Playing Fields, Bath.

JULY 6th Clutton Carnival Club - Grand Fete at Clutton Football Club from 2.30pm onwards. The club would like to invite approx. 12 - W.S.E.C. members to exhibit their engines. Plaques and refreshments will be provided. Further details from Roger Parsons. Temple Cloud 52565 before 30th May.  
6/7th Heddington & Stockley, Home Farm, Heddington. George Hyde 0249 76681.  
20/21st Langport Rally at Low Ham.  
26/27/28th Netley Marsh Rally, Nr. Southampton.  
27/28th Rushmoor Rally, Aldershot Arena.

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SPOTTED In a local rally programme. W.S.E.C. member exhibits included a Barford 2½ open crank, a Mango 2½hp open crank and a Petter 1½hp Pair Top. A very nutritious collection that perhaps would have been more at home in Mrs. Avelings Chutney Recipe Book.



IN THE WORKSHOP - MAKING PISTON RINGS.

Making piston rings, particularly below about three inches diameter is a practical proposition for anyone with access to a lathe. After careful measurement, the rings are machined from cast iron and then heat treated to give them the required spring.

Firstly the engine bore must be accurately measured, this can be done with internal spring callipers and transfer measurement to a micrometer or vernier calliper. Measure at several places down the bore, don't forget the head end may not be worn at all and the crank end may be bell mouthed. As a double check, the piston itself can be measured but allowance for wear and normal clearance must be made. Measure the ring grooves in the piston for both width and depth. The width is particularly critical, and it's worth making a gauge from scrap steel carefully filing it down until a snug fit is obtained, then use a micrometer to measure the gauge width. Of course if a piece of original ring is available just measure that. If the ring grooves have been damaged they can be machined wider and the new rings made to suit. Don't forget to check if all the grooves are the same size.

The rings themselves are best made from a special cast iron called "Mehanite". This material is made using a continual casting process that ensures a high grade and blow hole free iron. Old sash weights and similar materials will not usually be suitable unless you are very lucky. Sufficient iron should be obtained to make at least two sets of rings, plus a holding allowance for the lathe chuck.

The iron blank should be mounted on the lathe using a 4 jaw chuck for preference as its surface is slightly irregular. Face off and then reverse the blank and rechuck firmly with the now machined end against the jaw faces. The other end can now be faced off and then bored out to the internal diameter of the required rings. Allow for a good clearance between the ring and the bottom of its groove, about .025" is sufficient. With the bore finished, the outside diameter can now be machined to the exact diameter of the cylinder bore. A good finish is essential here so resharpen the lathe tool before taking the final cuts.

The rings now have to be parted off from the machined tube you have made. Using a small parting off tool, bring the tool up the end of the work until it just touches, then index towards the chuck for the required ring width plus the thickness of the parting tool. The ring can now be parted off. Try to aim for a ring width of about .004" oversize. Before continuing, take the first ring and try it in the groove. Assuming it won't go in, it must be lapped in until a loose but not slack fit is obtained. Using a sheet of emery paper placed on a glass plate or mirror, hold the ring flat with your thumb and first polish both sides in this fashion and check regularly with a micrometer for thickness conformity, and for fit in the piston ring groove. Roll the ring around the groove to check for tight spots.

After adjusting the parting off size if required, continue with the rest of the rings, its worth making some spares now while everything is set up, to allow for breakages and future use. Having polished up all the rings, they can now be cut to form the gap. Simply clamp each ring in a bench vice between two pieces of wood and cut them with a junior hacksaw. Do not use a regular hacksaw as it will cut too wide a slot. Clean up the cut ends with a file making sure they are square, chamfer the inside corner only. The last process involves heat treating the rings to produce their springiness and outward pressure on the cylinder wall. The ring is placed flat on a firebrick and a steel wedge fitted in the gap. As a guide, a 2" ring requires a  $\frac{1}{4}$ " wedge. Heat the ring evenly with a propane torch until a dull red colour is obtained. The ring must lie flat and not twisted or it will bind in its groove. Keep the flame on the move all the time to avoid hot spots and take care that the wedge itself does not absorb heat and create cooling in the gap area.

Having treated the first ring, try it in the cylinder by itself, using the piston to push it in squarely. You may feel the wedge size needs increasing if the spring pressure is not sufficient. The last test is to fit the rings on the piston, turn each one in its groove to ensure it is not binding, remove and repolish it if it is. Having assembled the engine, try it for compression. The first few hours of running should bed in the new rings and improve compression, ensure adequate lubrication during this running in period.

JEREMY ADAMS.

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WANTED Rally reports from Abbey Hill and a new venue at Sixpenny Handley. Please send your reports to the Editor.

A NEW CLUB FOR BATH.

On the evening of February 27th in the otherwise deserted bar of the Walcot Rugby Football Club, high on fog shrouded Lansdown, a couple of dozen people gravitated towards the corner occupied by Andy Billett (of Bath Steam fame), whose advert in the local press had drawn them together with the intention of forming the areas newest vintage preservation club.

Andy kicked off the meeting by saying that the very fact that so many people had turned out on such a dismal night clearly demonstrated the need for a new 'broad based' club to serve the Bath area. There then followed a poll of individual interests which revealed the majority to be car and motorbike enthusiasts with just a couple of tractor and enginemens and one commercial vehicle owner.

Walcot RFC premises apparently were usually deserted on Wednesday evenings and it was intimated that their use as a venue for meetings would be free of charge, a significant benefit of which Wessex SEC members are already aware.

A general discussion took place during which newcomers to the rally scene asked for information about Third Party Liability insurance and how it could be obtained. It was of course suggested that any club formed could operate its own insurance scheme as the WSEC and many others already do. The content of meeting was discussed, with slides and films being prominent in winter, and out-door activities in summer. The group voted unanimously for the formation of a small local group and Andy moved the meeting towards the choice of a name. After some debate, which included a plea for simplicity, a compromise was reached and 'The Bath Vehicle and Machinery Preservation Club' was born.

It was proposed that there be only three elected officers and no committee, the idea being that club business be discussed by those assembled before the main programme of each monthly meeting. Andy Billett, having been the most vocal during the evening, found himself unanimously elected as Chairman, Francis Vincent as Treasurer and Phil Morris as Secretary. He can be reached by potential members and other interested parties on Bath 316507.

Meetings will be held monthly on a Wednesday evening, the specific Wednesday to be arranged with Walcot RFC. The membership fee is to be proposed at the next meeting and it was agreed that it should ultimately include rally insurance and club affiliation to Walcot RFC, an essential move to legalise the clubs' use of their premises.

Each person attending left their name and address so that they may be contacted with the date of the next meeting as soon as arrangements were concluded. The Meeting was then kicked into touch.

TOM RANDALL.

Thank you Tom for your summary of the birth of a new club, our best wishes go out to them and we wish them every success for the future ED.

WANTED

For a 1911? 2½hp junior oil engine the following parts:- Crank case back plate, this is a blank plate with out air intake as on later models. Also a piston for 2½hp Petter same engine. Can anyone in the Club grind a crank or pour white metal bearing. This poor old girl is in a bit of a state so any help would be appreciated.  
Eric Gay, 21 Rutland Crescent, Trowbridge, Wiltshire. Tel: 0225/754374.

CLUB ITEMS FOR SALE

Navy Blue Sweatshirts with embroidered logo in various sizes £13.00 each  
Metal and cloth badges £1.00 each  
Car Stickers 60p each  
Note pads, good quality with club logo on front, various colours £1.20 each  
Best Leather Key Fobs with club logo 50p each  
Tax Disc Holders 30p each.  
Available from any committee member.

AND FINALLY

Overheard in the Ladies Loo!

"..... rallied "as found" It was lying under a hedge in a field for years, now if there's a hint of rain at a rally he covers it over with a sheet!!"