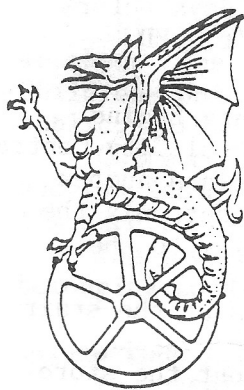


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

MAY 1992

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CLUB NIGHT - APRIL MEETING - Slide Show by Patrick Knight.

Although the evening of April 27th was atrocious weather wise it didn't deter a good turn out at the Old Down Inn to see a very good engine slide show presented by a fellow club member Patrick Knight who also is a regular contributor of very interesting and informative articles in the 'Stationary Engine' magazine and more recently editor of 'Farm and Horticulture Equipment Collector', a new magazine relating to equipment that could be powered by the engines we collect, restore and proudly display at rallies, fetes etc. around the country.

Before I go into more detail about the slides I must give a mention and warm welcome to Tim Macaire who accompanied Patrick at the meeting. Tim is also very prominent in the stationary engine circle with his stand at rallies, offering engine spares, engines, engine literature, especially 'Victoria' and a very well compiled video of some very interesting stationary engines.

Now back to the slide show, the first reel consisted of slides taken at various rallies in the southern half of England, with several club members engines being included namely Rob Lambert, Bill Appleby, Phil Harris, Derrick Watts, Dave Squires, Ed and John Thorne and Eric Brain to name but a few.

The second reel of slides were taken at Tatton 1000 engine rally which is held every year about 5 miles from the Knutsford junction off the M6 in Cheshire, here we saw slides of such engines as Crossleys, Blackstone both vertical and horizontal, National Gas, Ricardo variable compression engine, Gardiner, Barr & Stroud, Biscoff Whitte, Fuller & Johnson, Fairbanks, New Holland and many more. Two other exhibits worth a mention was the display of small engines produced by Graham Cory of the Alyn Foundry, these are supplied as kits for around £120 for anyone with a lathe and small mill to machine and built at home and a line up of Fairbanks Bulldogs from 1½ - 6hp all belonging to the same exhibitor (Don Rogers you have a few to go yet).

The third and final reel of slides featured shots of steam engines, commercial and military vehicles, some early motor cycles, sale items etc. Also featured was another club members garden get together, that of Phil Tracey a very close friend of Patrick, he is also chief mechanic as Patrick is much happier with a camera than a set of spanners in his hand (own admission).

On behalf of all members present - Patrick thank you very much for a very enjoyable and interesting evening.

Finally raffle prizes this month went to:- Eric Brain - petrol can, Mr. President Herbie Gan - oil can and Ray Baker - a Road Atlas.

BRIAN VERRALL.

COMMITTEE NEWS

At our last meeting the subject of our Social Evening was brought up. Do we want a Social Evening? Unfortunately we were let down by the Cave Man at Cheddar, who cancelled our booking because of refurbishment and we had to move very quickly to find a new venue, which Shirley did at North Bradley. The evening went very well, one member remarking that it was the best ever, but unfortunately it wasn't supported well enough by members to warrant the hard work put into the evening. It was suggested that perhaps the members would like a skittle evening instead, as we had a Pilton last year, which was very successful and well supported. Please make your ideas known to YOUR COMMITTEE so that we can arrange something for the end of the year when the rallies come to an end.

(2)

Having read Brian Bakers excellent report on our club visit to the Bristol Industrial Museum, I could not believe my luck when yet another report came through my letter box from Eric Brain. Not only was his report much needed writings to fill four blank pages just five days before Mary types the final newsletter, but I was amazed how much Eric saw that I didn't. ED.

BRISTOL INDUSTRIAL MUSEUM - Report No. 2.

At 2.00pm on Sunday March 29th, some fifty stalwarts of the Wessex Stationary Engine Club gathered in the rain outside the Industrial Museum at Princes Wharf in Bristol City Centre. The venue was not entirely new to many of us as for some years in the past we held a number of very successful rallies there. The purpose of the visit however was to view not only the museum itself, but the vast storeroom of industrial artefacts not normally on view to the general public.

We were met at the door by Andy King, Assistant Curator, who swiftly led us up the stairway and through the door into the huge treasure-house. After a brief caution not to damage ourselves or soil our clothes, Andy said we were free to wander at will throughout the store and examine anything which took our fancy. Most of the items were, naturally, related to the varied industrial past of the city - items from companies whose names have been household words such as Wills, Frys, Robinsons, Bristol Tramways, Bristol Aeroplane Company and many, many more.

There were large items such as printing, carton making, paper bag making and cigarette machines from such old firms as Mardons, Beasley French, Strachan & Henshaw, Thrissell Engineering and Imperial Tobacco and brass bells and pumps from Llewellyn & James. At one end were a number of horse-drawn vehicles of various types, fire-pumps - one with a side valve Coventry climax engine, a car chassis resembling at first glance a Bullnose Morris - but was it a Horstman? No one really found out, there was so much to see.

As a guide to where the engines were - we only had to look for where the large groups gathered. There was a large Ruston Hornsby and a Griffin gas engine, both of which were on display for many years in the main hall, a Lister 'L' type, a Petter 'S' around 6hp, a nice little Amanco 1 $\frac{3}{4}$ hp, and under a polythene sheet, a Dudbridge, made in Stroud and in very fine condition. As expected, there were two examples of Bristol Wagon and Carriage Works engines; a late example of a 3hp Victoria and a badly frosted, trolley-mounted 1911 5hp model. Both were complete and restorable. Hidden away in boxes we also discovered some model steam engines of various types.

Eventually we all found our way back into the main museum to see items on general display such as the Bristol lorries, Bristol Lodekka Bus and two superb Bristol 2-litre cars. There were more horse-drawn carriages, fire engines, a helicopter, in fact plenty to see which kept us well occupied for some three hours. Club President Herb Gane was to be seen examining the principle of a Bristol sleeve-valve aero engine and at the same time endeavouring to involve Wendy in the intricacies of the Proteus! Meanwhile the Butler family were indulging a flight of fancy in the Concorde flight-deck mock-up!

A wet afternoon pleasantly spent and our thanks to the Museum and Andy King for making it all available to us.
ERIC BRAIN.

HELP WANTED in the way of information on a very small 4 cylinder compressor (twin horizontally opposed). Bob Weaver has written to us regarding this very small compressor labelled the Hawthorn Automobile Pump manufactured by Hawthorn Manufacturing Co., Bridgeport, Conn, U.S.A. Series No. 2720 Model 'A'. The whole unit is only 12" x 9" x 3" very small indeed and a cast in serial number is Nov 29 1910 patented. Can any club member shed any light on this compressor. If you can, please make contact with Bob at Grove House, Osmington, Dorset.
DT3 6EZ. Tel: 0305 832387.

CLUB RALLY

A message to all club members, your committee require some volunteers from the membership to assist with various duties at the club rally, so please put your names forward to any committee member as your help will be much appreciated. Thank you in advance.
B. VERRALL - CHAIRMAN.

Also a reminder that we are having a club stall so any saleable items would be very welcome to help boost club funds and also the cake stall requires cakes etc. to sell if anyone is in the cooking mood!!!

ZEALS RALLY - 25th & 26th April.

This was our first rally of the season and very enjoyable it was too, despite the weather. The rally was held at Stourhead in the overspill car park and was in aid of the Childrens Unit at Odstock Hospital. Unfortunately it was not over crowded by exhibitors or public, perhaps this was due to the weather forecast.

Quite a few Wessex members came, Roger Pike, Terry Heath, Phil Jones of Bristol, Ken and Ian Rendall, Don Rogers, Eddie Gore from Trowbridge, Stan Kerley, Reg and Stephen Butler, I'm sure there were other Wessex members and I apologise for not naming them.

There were three steamers on display, Colin Hembury with Hercules and two Burrell engines belonging to Nick Baker of Gillingham.

Saturday gave us a good selection of cars and even more on Sunday. On both days they held a road run and driving tests for the tractors in the ring.

The evenings entertainment was provided by 'The Westerners' of Yeovil. Also held throughout the evening was a Knock Out Skittles Competition - Wessex members entered two teams - Wessex Wanderers (Men) - Captain Roger Pike, Don Rogers, Simon Pike, Reg and Stephen Butler they played against 'The Flatteners' (Colin Hembury's team). The Ladies team was in the last group to play and were named Wessex Ladies Novices (a name chosen by the men). Captain Mary Butler, Chris Rogers, Lynn Pike and a husband and wife (I don't know there names). Don't ask me why we had a man in a Ladies team. I must thank the men as they did pay our entry fee. We had been picked to play 'The Farmers' (this sounds like fun). Both teams lost at the first round - men 67 beaten by one point, the ladies scored 59. Seeing as one ball was a very odd shape we did quite well and had a good laugh.

All in all it was a good rally and I am sure its just the start of another good season. MARY BUTLER.

Mary has also supplied us with information on the locality close by our new rally site at Semington. Within walking distance is the Kennet & Avon Canal providing nice walks towards Trowbridge "westward" and Devizes "eastward". Opposite the rally site is a strawberry picking farm (weather permitting). Within a short drive is Westbury White Horse as is the flight of 29 locks at Caen Hill, Devizes, these were recently opened by our Queen. Good shopping is available in Trowbridge with a brand new shopping complex, with ample car parking, known as 'The Shires'. This contains many of our larger stores such as Asda, Iceland, Evans, Superdrug etc. ED.

SPOTTED IN THE LOCAL PRESS. - Well known Dutch ralliist Gerrard Boelens is to do a 4,700 mile charity tractor run, starting at Abbey Hill Steam Rally on Monday May 4th. He is to raise funds for medical charities. Best Wishes Gerrard from the W.S.E.C.

WANTED Has any member got a nameplate from a Newman Generator? They were made in cast bronze and bore the name 'Newmanised', Newman Industries Limited, Yate, Glos. I am prepared to pay a reasonable price. Contact: R.A. Earle, Middle House, High Ham, Langport, Somerset. TA10 9DA. Tel: 0458 251758.

FOR SALE - Trailer 3' 6" long, 2' 6" wide - inside. Tailboard lifts out. £60.00
Contact. Jenkins, 43 Church Lane, North Bradley, Trowbridge, Wilts. or 0225 760849.

Dates for 1992 events wanting small displays.

- 1 The Village Pump Folk Festival at Farleigh Castle. July 17/18th up to 12 engines and vintage displays.
 - 2 Seend Village Fete. Saturday August 8th Engines and tractors etc.
 - 3 The Homestead Fete at Ashmead, Trowbridge. August 22nd.
- Anyone interested please contact E.J. Gay on 0225 754374.

Richard Payne from Trowbridge who has diversified from stationary engines to vintage motor-cycles has undertaken a mammoth task in aid of the Wiltshire Air Ambulance. He hopes to raise £2000 by riding his 1958 Triumph speed twin from Lands End to John O Groats and BACK AGAIN a total of 1,800 miles. We wish him the best of luck and we shall look forward to hearing of his exploits when he comes to our club rally with his local motor-cycle club. I believe there are one or two sponsor forms in the hands of our committee, so if anyone would like to contribute to this very worthy cause please contact us.

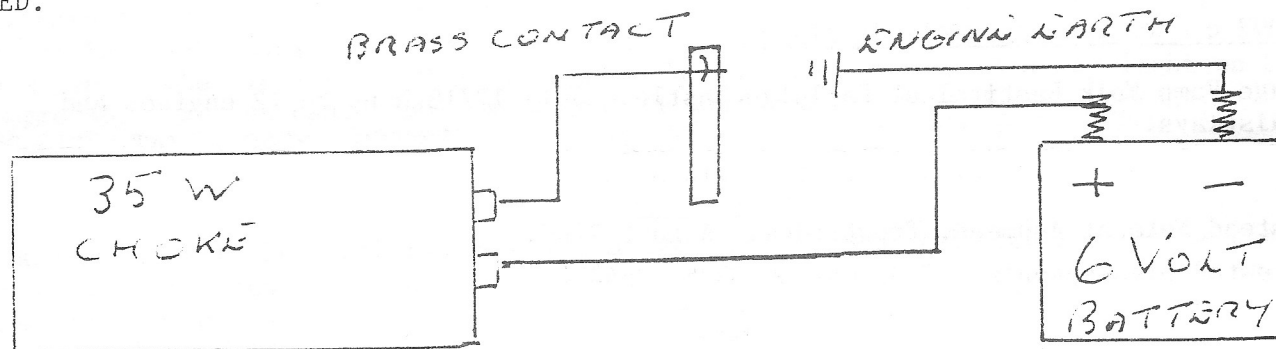
DECISIONS, PROBLEMS AND CURES

Having to decide what engine to exhibit during the coming rally season always seems to be a problem for me as there are always lots of factors to take into account, such as, how far are we travelling, is water going to be brought around, will we be staying overnight, will it fit into the transit and I always get the same comment from 'your treasurer' and my wife, "your not going to take that scruffy old thing again, why don't you paint it!!" So as you can imagine lots of decisions to make and not always easy ones. So this time its 'Amanco year' that should keep her happy, it fits in the transit and doesn't require much water and it is painted.

The next job was to remove it from its resting place, buried deep somewhere in the rear of our garage where it had slept for several years and see if it still turned over. Well it did, mostly owing to the fact that it was liberally covered in oil and grease before being put to bed.

I remember many years ago seeing one of our club members start up his Amanco at his first event of the year and it fired up on the first swing then stopped almost immediately as the valve rocker arm bracket broke away from the cylinder head, his exhaust valve had seized in its guide during the winter and just refused to move as the engine fired. A sad tale all because a quick nip around with the old oil can and a few twists on the greasers never took place. So having done all my pre-start checks a few sharp swings and nothing happened, a quick strip down of the igniter, a tidy up of the points and try again, nothing, all things seemed to point to the magneto not doing its stuff, so then I made up a quick emergency power pack with a 6 volt torch battery, a 35 watt choke from a strip light and three bits of cable. If anyone has never used this method before its very good but you must remove your mag lead so as not to feed power into it from the choke and you must swap the little ignitor spring from right to left so the points are in the open position (normal running they are closed and flicked open when operating via the mag.) this way they are open and flicked closed when operating with a choke, thus not causing a dead short on the circuit. To make permanent the connections take a small insulated wire from the negative side of the battery to a good earth position near or on the igniter bolts and another wire from brass igniter contact back to choke and from the second choke connection to positive side of battery. I have found this to work with two connection type chokes, four way does not seem to work no matter how you switch the wires around. Well to cut a long story short the engine fired up first swing and ran very good for five minutes until I stopped it and removed choke cables, swopped ignitor spring to the rights, connected mag lead and swung her again, she fired straight away and has run for about 10 hours since. The magneto just required a bit of a run up to bring it back to life after several years idle.

A WORD OF WARNING do not catch hold of igniter lead when connected to battery as it bites and your eyes will light up, a very high voltage is induced and can be quite painful. ED.



CLUB MEETING

29th June - Another entertaining night when Jim Wilkie shows his Dustbin Films.

OVERHEARD IN THE LADIES LOO ".....showed me some 'sleeves' in some old engine. They were cleaner than HIS collars and cuffs....."