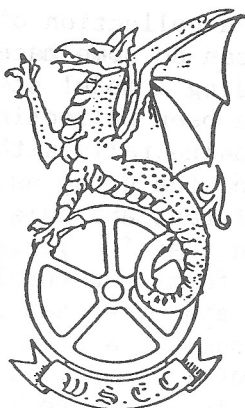


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER



MAY 1996

Please send Newsletter material to:-
The Editor,
Brian Baker,
27 Wickham Way,
SHEPTON MALLET,
Somerset. BA4 5YG.

Telephone (01749) 342671

The material in this Newsletter shall not be reproduced without prior consent and due reference to the Wessex Stationary engine Club. Opinions expressed herein do not necessarily reflect the policies of the Club. All rights reserved.

**** EDITORIAL ****

I would like to try new ideas to make the newsletter more interesting, two items I would like to introduce are 'Letters to the Editor' and a 'Hints and Tips' section. I'm sure some members must have something they wish to say from time to time, and if published in the newsletter other members could write in and comment as they wish. Also all of you at some time in the past must have discovered a way of overcoming a problem or discovered an easy method when restoring an engine or piece of machinery. Pass your knowledge on to other members.
Drop me a line - NOW.

**** CHAIRMANS REPORT ****

As I reported last month, the monthly meetings are really well supported at the moment. The last two was no exception, the Guest Speaker at these, Mr. Joe Powell put on a superb presentation. At the June Club Night we normally hold a discussion on our own rally, sort out any problems, discuss any criticism (or praise). This doesn't usually take very long, so we intend after the matter to hold a bring and buy auction. You bring the goods and we will sell them for you. This will be held in the Club Room on the staging so we are looking for small portable items, mags., wheels, books, tools, engine parts etc. Engines or large items could be sold but they will have to be displayed in the car park. This auction will only be successful if you the members support it with items to sell. You can put reserves on any item and the Club will deduct 10% commission and pay you out on the night in cash. So clear out your sheds, garages and attics and we will have an interesting evening.

Oh yes I nearly forgot, also bring your money.

BRIAN J. BAKER

EVENTS.

- | | |
|------------------|--|
| SUNDAY 2nd JUNE | - Huckyduck Carnival Club Family Fun Day. Playing Field Coleford, Nr. Frome. Engines Wanted. 12.30 onwards. |
| SUNDAY 2nd JUNE | - The Valley Lines Festival of Transport. Free Admission. Large display of all types of transport, Cars, Commercials, Tractors, Military, Stationary Engines etc. Whites Gavioli Organ. At Barry Island Car Park. 11am to 5pm. |
| JUNE 15th/16th | - Wessex Stationary Engine Club Rally, Semington, nr. Trowbridge. Auction Sat. 11am - Car Boot Sale Sun. 9am. |
| JUNE 22nd | - Bromham Carnival Day, Jubilee Field, Bromham, Wiltshire. Contact: Mrs. Hammond (01380) 850843. |
| JUNE 22nd/23rd | - Tatton Park 1000 Engine Rally. |
| SUNDAY 23rd JUNE | - Swansea Festival of Transport at Singleton Park, Swansea. |
| MONDAY 24th JUNE | - Club Night at The Old Down. Rally chat, air your views on our own rally. Also bring and buy auction. |
| JUNE 29th/30th | - Goatacre Steam Rally. Contact Mr. G. Hyde (01249) 760681. |

**** CLUB CHARACTERS NO. 3 - ROBIN LAMBERT ****

Very few people in the Wessex Stationary Engine Club have not met Robin Lambert at some time or another. Over the years Robin has done a stint on the main committee including being Vice Chairman, then Chairman and, not content with that he took on the task of Newsletter Editor.

Robin enjoys most mechanical things, not just engines,. He has a collection of motorised push-bikes and is currently attending a college course at which he can do some machining work in connection with restoration and also with his hobby of building a model steam engine.

When asked how he got into the engine hobby, Robin said "I have been collecting engines for twenty years. During the early '70's' I was visiting the Stourpaine rally with Jackie and our children. I found that more and more I was being left behind the group as I studied the interesting engines and the things they drove; each one was different and came to life using different mechanical motions and sounds. I then realised that for years I had been looking at hundreds of these engines as my work took me around farms and rural areas. I worked for some 35 years for Southern Electricity on the erection and maintenance of overhead power lines which was most convenient as we often visited pumping stations and numerous original locations for stationary engines as a source of motive power. I had seen a lot of redundant engines, some on scrap heaps and some still in situ, due to the arrival of the electric motor. Soon, for the princely sum of £7, I had my first engine, a 1942 Lister 'D', found at a farm near Warminster."

"I currently have about a dozen engines, my favourite being a 5 h.p. Bristol Wagon and Carriage Works Co. 'Victoria'. I have fond memories of this engine because when I discovered it, there were only a crankcase and flywheels. In the barn were about twenty or so other engines and following an ad. in our newsletter, the barn was soon emptied. I did a lot of detection work over eighteen months and discovered all the missing parts for the Victoria but they were scattered over four locations around Wiltshire and Dorset. (Robin is still looking for the paint.....E.B.) I also have a joint favourite in the Ruston Hornsby 8 h.p. which my old friend Bill Appleby and myself purchased in Devon some fourteen years ago. Its a beautiful machine and had brought Bill and myself so much pleasure over the years."

Robin's most difficult restoration project was a 5 h.p. Aster engine, mainly due to a missing carburettor. Finding another was an impossible task due to the rarity of the engine but he adapted a Lister 'D' carb. and eventually it ran quite well and did not look out of place. He is not restoring anything at the moment but is having a go at making a model Robinson Hot Air engine from a set of castings purchased at Tatton Park. He states "Now that our children have left the nest, its just Jackie and me; as you know she is tolerant and supportive of my hobby because she is well known in the Club as our treasurer. We joined the Club when it was only three months old and it has been terrific help to me with my hobby ever since; even more so, it has introduced me to some wonderful people, many of whom have become close friends.

We travel many miles to some rallies, from Tatton Park in Cheshire to St. Agnes in Cornwall, but to justify the distances we try and combine each of these rallies with a weeks holiday. Nevertheless, one of my favourite rallies is our own Club rally as it is such a friendly event, and I also like Rushmoor which has a huge number of steam engines and many junk stalls. I just love turning over all the bits and pieces on offer."

EMERSON BRANTINGHAM.

- FOR SALE - A PATH TO THE DOOR. The complete Petter History. Published price £16.99. Special price to club members only £15 at club meetings or £16.45 by post. Also the new book by David Edgington - AMANCO ENGINES - the story of Associated Manufacturers Company Ltd. only £10 or £11.45 by post from Tom Randall. Tel: (01761) 418926 for details.
- FOR SALE - Villiers MK 20 engine. Ex Rotavator. Ring Alan Sweet on (01749) 890586.
- WANTED - Exhaust Manifold for Petter AVA twin cylinder diesel engine. Ring Paul Baker on (01458) 445373.
- WANTED - Items for the Bring and Buy Auction at the Old Down Inn - Monday 24th June at 8.00 pm. Also the Auction at our rally at Semington on the 15th June. We also require items that we can sell on our club stall at the rally, the proceeds of which goes to club funds.
- WANTED - Raffle prizes for the raffles at the rally. Any member wishing to donate anything suitable for the raffle please give it to any committee member where they will be gratefully received.

***** DID YOU KNOW? Jackie Lambert has been our Treasurer for 12 years. I think she deserves a medal. After the next 12 years we will definitely get her one.

HINTS AND TIPS.

When painting the top coat on an engine the result will be far superior if the paint is applied hot. I heat mine by putting the can in a larger can filled with water and heating it on a Calor Gas ring. Do not thin the paint, the heated paint is much thinner and brush marks will virtually disappear. Always use a good quality brush such as a Hamilton. Cheap brushes from markets etc. are next to useless.

BRIAN J. BAKER.

**** CLUB NIGHT - MARCH 25TH ****

TALK BY JOE POWELL ON WINDMILLS & WATER PUMPS.

Had it not been for the fact that one of our committee, namely Alan Carney, been a member of the Bristol Model Engineering Society, we may never have had the pleasure of listening to Joe's very interesting and absorbing talk. Joe started his talk by telling us some background on his family and how they came to be involved in agricultural engineering.

The story began many years ago when Joe's family started farming, high on the Cotswolds at Burford. Joe's father purchased a 'Mogul' single cylinder tractor, to use for ploughing in lieu of horses. This was about 1917. Slides were shown of this mighty machine in action. This tractor was indeed a beast of a machine. Joe explained that his father's sister had tried to start it. She wound the starting handle, it kicked back with such ferocity that it struck her in the chest, causing mortal injury. The poor girl died a few years later. The family never fully recovered from this terrible accident.

Around the end of the Great War W.J. Powell began, what we today know as contract farm work, he would undertake to plough and cultivate other farmer's land. Having spent a while doing this work he decided to set up his own agriculture engineers. Thus W.J. Powell of Ashton Keynes came into being. Once the firm became established they became agents for various companies products, including the already mentioned 'Mogul Tractor', 'Cletrac' (Cleveland), Tank Tractor and of course Lister engines. Joe showed slides of some old enamel signs for these products that he had rescued from the factory. During the 1920's W.J. Powell also became involved in Bore Hole Pumps. These manifested themselves by the Windmills that were once a common part of our agricultural landscape. Joe explained in great detail how he became involved in this side of the business at a mere fifteen years of age. He couldn't wait to leave his school in Swindon, the Great Western Railway and its gleaming green engines weren't for him. He couldn't wait to get back to his beloved Cotswolds.

The deep well boring was quite an involved process, which often actually started by locating a ready supply of water by using divining rods. Once water had been found the process of boring would begin. A derrick would be set up and various cutters would then be used ranging from a thirty three inch diameter down to a fourteen inch when boring of these hundred feet drop bore holes. The power for these bores was originally a steam traction engine and later a stationary I.C. engine, usually of Lister origins. Once the boring had been completed the company would erect the actual windmill. Incidentally the Powell windpump was called 'Homax'. This was derived from a combination of the Godwin Companies' Hercules and the Climax windpump.

Joe continued his talk showing slides of the various types of windpump that were used. How they were erected. Often the components were transported on an old model T Ford that had been converted to a flat bed truck. The fitters would cycle to the site. Joe recalled any idyllic summers day in 1936 when he pedalled to a site during harvest time.

The activities of the workshops were not neglected. The workshop was powered by an International 'L' type engine, replaced by two Ruston diesels, these ran until 1950. These provided power for the line shafts for machine tools. In 1950 two Lister four cylinder diesels took over, these provided 27 KVA at 1000 rpm. Joe included, in his many slides, items from old catalogues illustrating the various pieces of proprietary equipment needed for bore hole operations.

The talk was rounded off by a selection of slides of an original windpump, built in 1915, overhauled in 1941, collapsed during high winds a few years ago. This pump was situated on the Kemble estate. Joe's company had overhauled this one, and he thought it worth rescuing and eventually restoring back to working order. It was noted, that during dismantling that virtually every nut and bolt was undone by hand, only a few sheared off. This then was a true testimony of W.J. Powells craftsmanship. Finally, Joe showed some slides of a one third scale working windpump that he has built, and some very fine model steam railway engines that he runs. I must say this was a truly magnificent presentation, which was thoroughly enjoyed by the 34 members and friends present. The usual grand raffle was held in the interval, and much to his delight Dennis Hodges won the basket of fruit. The other prizes on offer were won by other lucky members.

PHILIP CAUDLE.

**** W.S.E.C. SPRING COACH TRIP ON SUNDAY 14TH APRIL ****

On Sunday April 14th at 1 pm, 30 Wessex members left the Old Down Inn car park to go to the Northavon Engine Museum at Rangeworthy, Nr. Bristol. After a one hour ride we arrived at "Beechgrove", Manor Road, Rangeworthy where our host for the afternoon was waiting to greet us. Derrick's house is situated in a splendid rural setting surrounded by fields, one of which served on this occasion as a car park. Large well kept lawns and flower borders provided a superb setting for the large buildings which housed Derricks large collections of engines and other artifacts. For this occasion he had brought a large number of the engines outside onto the lawns including some of the very heavy lamp-start engines. Derricks collection consists of over 40 engines of different types and makes, most of which are in good running order, his preference however seems to be for the Blackstone engine marque of which he is quite an authority.

Amongst the collection were four Amanco's, five Blackstones, four Victoria's, a 1914 4 hp Hornsby hot bulb lamp start engine, a 1904 Petter Handyman, a very early National gas engine (circa 1896), a 2 hp Fairbanks Morse "Jack of all trades", 1906, a 3 hp International, an Australian Ronaldsom Tippet, a Crossley, a Bradford, several Listers, a Wolseley WD, an Avon drag saw, a Petter Jelly Mould and many many more. A row of vintage mowers were displayed on one of the lawns, and one shed was full of interesting old tools, most of which were wood working tools. Derrick spent most of the afternoon starting up most of the engines, including the lampstarts, he didn't seem to bother with starting handles, he just gave the flywheels a flick and they would burst into life. As well as the members who came by coach, some arrived by car, these included our President Eric Brain, Brian Reed and Jim and Kate Canner who live in that area but did not know about Derricks collection.

After exploring every nook and cranny of Derricks wonderful collection his wife informed us there was tea and cakes for all in the house. We assembled in the house and conservatory and was waited on with refreshments by Derricks wife and family. This really was wonderful hospitality from true engine enthusiasts, our President Eric thanked Derrick and his wife for the splendid afternoon we had spent as their guests.

Both Derrick and his wife are wonderful ambassadors for the stationary engine movement. The Wessex Stationary Engine Club would like to extend their utmost thanks for entertaining us at our Club meeting, and at your own home.
B.J.B.

CLUB COACH TRIP TO CARDIFF BAY HARBOUR

SUNDAY AUGUST 11TH 1996

The club intends to organise a coach trip to Cardiff Bay Inner Harbour on Sunday August 11th to leave the Old Down Inn car park at 8.30 a.m. The bay boasts many attractions including the Welsh Industrial Maritime Museum, Techniquet, which is the largest science centre in the country, the Norwegian Church Centre, a waterfront park, Lightship 2000, many listed buildings, and if you feel peckish a Harry Ramsdens fish shop. Free coach trips around the bay and much, much more. Also it is only a short distance to the main Cardiff shopping centre.

Admission to most of the attractions are free with the exception of the Museum and the Techniquet. The fare for this trip is only £5 for members, so to make sure of your seat by sending your remittance to Jackie Lambert, 15 Beechwood Avenue, Frome, Somerset.
BA11 2AX

For about four years I have used a trailer to take my engines to rallies safe in the knowledge it was fully equiped with a spare wheel. The other day for the first time I had a flat tyre, I jacked it up to change it, only to find the spare wheel I had carried around all this time did not fit the trailer. Luckily it was in my drive at the time so it wasn't so disastrous. N.B. One member said I would not have the nerve to print this.
ED.

It isn't very often we get praise or acclaim for our efforts but this letter was received by Robin Lambert from the organisers of the Mells Daffodil Day, I quote:-
Dear Robin,

Many thanks once again for a wonderful display of engines on Easter Monday. The Mells Festival organisers do appreciate your members turning up on the day and creating just the right atmosphere. We hope you all had an enjoyable day and look forward to seeing you all again next year.

Many thanks,
Chris Tye.