

WESSEX STATIONARY ENGINE CLUB

NEWSLETTER



NOVEMBER 1990

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NATTERINGS.

For most rallyists the arrival of Easter and the Spring Bank Holiday is the time they have waited all winter long for, to load up their engine and machinery onto their freshly serviced trailers and vans and move off to the shows they have chosen to attend. There are so many now I think it would be almost possible to show ones exhibit every weekend right up to November, if you are prepared to travel.

But whatever happened to 1990? I'm sure you must agree that the rallying year just flies by. 1990 was a kind year to everyone including the Rally visitor, I hardly saw a pair of 'welly boots' all year, and umbrellas were only used to keep off the blistering sunshine. Perhaps this is something we will have to get used to in years to come if global warming increases.

The Rallyist would have found the latter end of 1990 a more expensive than usual time with rising costs of fuel, perhaps one way of absorbing the cost would be to run the engines for a little less time and eek the fuel out over the weekend. With some large shows running for 3,4, and 5 days a lot of fuel is used and has to be carried, how do you all cope? Is a four day show too long? or not long enough bearing in mind our wives and families are also confined to the show while the menfolk enjoy their hobby. Please send your views to Chairman, Brian Verrall or any committee member.

TEMPORARY EDITOR.

WELL DONE.

Our congratulations go out to Jeremy Adams who received a 'Highly Commended' award for his model Gas Engine exhibited at the Midland Model Engineering Exhibition at Stoneleigh in Warwickshire. Well done Jeremy.

OBITUARY.

It is with regret that we learn of the death of Don Norris of Frome. Don was well known on the rally field as a stationary engine exhibitor, but his first love was of steam and spent many hours in and around the steam section at Stourpaine. Don had many friends in the stationary engine movement and will be sadly missed.

TALK AND DEMONSTRATION BY MYFORDS LTD. PART 2.

Looking to hold the model engineering market, 1967 saw the introduction of the ML10 as a lower cost alternative to the ML7 range. The ML10 had the same build quality as the ML7 range but its construction was simplified to control costs. The use of high quality castings was retained but hammer finish paint was employed instead of filler and many paint coats on the more expensive models. The Speed 10 variant was introduced in 1968.

The general economic recession that hit the country around 1981 did not leave Myfords untouched. With falling sales, the workforce was reduced from about 350 to 110, and a 30 hour week was introduced. However by 1984 the worst was over, a new CNC grinder was introduced, and together with 254 lathe and the Maestro wood lathe, signalled the successful road to recovery. A market was identified for a small milling machine but with the difficulty of competing with the Far East, machines are now imported from Taiwan and are stripped for modifications, new electrics and inspection before being sold under the Myford name.

All the castings used are supplied in a stress relieved condition, but after being part machined are then left to weather for six months prior to final finishing, through this policy supreme quality and long term accuracy is obtained. Typical processes involved in the production of a lathe bed are as follows: shotblast, fettle, primer paint coat, mill and drill feet, slab mill top of bed, gang mill slideways, induction hardening of the slideways to a depth of .040", grind bed and slides, fill and paint until a near perfect finish is obtained.

The Companies founder Cecil Moore, was succeeded by his son John, who was trained on the shop floor at Rolls Royce, before being allowed to direct Myfords affairs. Still in the family, this private Company is now jointly directed by Christopher Moore and Doug King both of whom retain the vital tradition of being qualified engineers with practical training.

The Company encourages customers like ourselves to feedback information and is available to answer technical queries on their products at any time. Part exchange of your old lathe for a new one is also available, Myfords will inspect your current machine and quote you a price for it, we were told that some haggling can then take place. Part exchange machines are reconditioned at the works and then become available for purchase (contact the works for further information and availability). A full range of spares is available even for some of the older machines.

Our thanks must go to Myfords and their two representatives for such an enjoyable evening, and for bringing their equipment display from Nottingham for our benefit. Sufficient to say that due to the interest, the meeting did not close until well past 10.30pm. The club was extended an invitation to visit the Nottingham works in the future, in possible combination with a nearby pumping station.

JEREMY ADAMS.

10TH FULL QUART CRANK-UP.

The Crank-Up morning arrived after a night of heavy rain. We opened the door to find the car park looked like a lake and thinking will anyone turn up! Anyway you did turn out and many thanks to all who supported the Crank-Up in aid of C.L.I.C.

This year we collected, with the help of this seasons C.L.I.C. treasure chest, the draw, Linda's stall, collection tins and donations from Cheddar and Tencrest rallies the sum of £934.10. This was handed over to Mrs. Pat Dain who wishes to thank one and all once again for their kindness in helping the sick children.

The Crank-up was well supported with excellent displays of stationary engines, tractors, vintage cars and motor cycles etc. As well as our steam rollers this year we had a bonus of a showmans engine, a steam lorry and a miniature steam railway that gave rides to lots of happy little children.

We would like to thank you all again, especially so to all our helpers behind the scenes, it is very much appreciated.

ROY AND THE COX FAMILY.

ON HOLIDAY IN SUFFOLK AND NORFOLK. AUGUST 1990.

Museum of East Anglian Life, Stowmarket, Suffolk. This has to be a must if you are in the area. We have been to Stowmarket many times before but not to the museum so on the 1st August Jill and myself decided to go and have a look to see this seventy acre site right in the heart of Suffolks agricultural countryside. After gaining admission we came face to face with Remus the museums own Suffolk colt horse, an excellent example of the breed. Remus, like all Suffolks, has immense drawing power, and despite his size he weighs about one tonne, he is very gentle and good natured, which is another characteristic of the breed. The short hairs or feathers on his legs, unlike the long feathers of Shire horses, makes him particularly suited to the heavy clay lands of East Anglia.

Steam power came late to East Anglia, but where steam engines were used to drain the Fens they made a profound impression. The Museum collections include three agricultural steam traction engines, two Burrell steam ploughing engines both made in 1879, and a 1912 Burrell General Purpose Agricultural Steam Traction Engine.

East Anglia was not just a user but also a maker of Steam Engines. At least eight manufacturers developed factories in the region, Burrell of Thetford, Norfolk. Davey Paxman, Colchester, Essex. Fowell, St. Ives, Cambridgeshire. Garrett, Leiston, Suffolk. Ransomes, Sims and Jefferies, Ipswich, Suffolk. Savage, Kings Lynn, Norfolk. Turner, Ipswich, Suffolk and Whitmore and Binyon, Wickham, Suffolk. Some of these companies, notable Ransomes, are still in business.

The completion of the new Boby Building on the Museum site has made possible the re-creation of six craft workshops, Basket maker, Harness maker Cooper, Rake maker, Wheelwright and a Printer. None is an exact reproduction of a particular location, but all give an impression of a typical workshop, and all display tools in their proper context, on the day we called a chap named Michael Marsh was giving a demonstration on the art of Wheelwrighting.

Another important building in the Museum is the Watermill. The original site of the mill was near Holbrook in Suffolk, some five miles south of the centre of Ipswich, this is a traditional water powered cornmill, which once produced flour from its three sets of millstones. In due time the Museum plans to grind flour.

The other source of early power is the Windpump, this was one of four draining pumps from near Leiston in East Suffolk. It has a wooden eight-sided body and is known as a smockmill with a boat shaped cap and carries four sails. Unfortunately when we were there it was being painted and was roped off and not open to the public.

At the entrance of a large barn is a rare surviving example of a horse-gin, a windlass worked by a horse and used to pull a mole plough across a field to improve land drainage. Such machines were superseded by steam ploughing engines.

The Museum has several gypsy vans or living wagons on display, as well as an interesting nineteenth century travelling showmans van, also an imposing Game Van once used by the Hon. Alistair Watson at Sudborne, near Orford on the Suffolk coast. This large, two horse vehicle is a striking reminder of the days when shooting parties would bag thousands of birds in a days sport.

There are several stationary steam engines in the Museum including a single cylinder horizontal engine made by Whitmore and Binyon at Wickham Market in 1893. This engine is believed to be the only surviving example of the many steam engines manufactured by an important nineteenth century Suffolk engineering firm. It was built to drive a new roller flour mill in Wickham Market and gave almost trouble free service for over fifty years.

This is just a small account of the things at the Museum of East Anglian Life. Please go and see for yourselves, open from April to October, allow three to four hours. - ITS GOOD.

SIGNED A WILTSHIRE MOONRAKER.

FOR SALE.

- 1 100 volt Generator with control board (ex WD poss.) £30
 - 1 Old Chaff Cutter, needs restoring £25
 - 1 Bental cement mixer with spare engine in full running order £60
 - 1 Villiers motor plough with all ploughing, weeding and cultivating gear
no parts missing £75
 - 1 Turbo B & O high pressure washer (hose wanted) otherwise full working
order Offers.
 - 2 small electric pumps. 1 Stuart, other unknown, full working order £15 each
 - 2 anti blow back valves for gas welding plant £5 each
 - 1 9" Vent Axia window fan, new £40
 - 1 Electric powered fire lighter £7.50
 - 1 Caving Lamp NIC/Cad battery, large and heavy, good cond. with charger £35
 - 2 Velux roof windows £60
 - 2 matching volt/amp meters 0 to 60 amps, 180 to 280 volts as new £30 per pr.
 - 1 British Leyland mini suspension puller £25
 - 1 Atco motor sythe fully restored £95 o.n.o.
 - 1 Lister J type, on trolley, full running order, some work to make it into
show engine, good winter project, tank cooled £200 o.n.o.
 - 1 A Type towing frame Brand new £40
 - Large Quantity of Old Well Pumps.
 - 1 Roll Up Ladder, makes up into bench steps etc. £15
 - 1 very early wheel tracking plate £25
 - 1 Ruston Hornsby 3½hp PB restored to class 2 excellent runner £250 o.n.o.
 - 1 Old Beer engine complete and in working order £50
 - 1 Hand Winch about 6cwt. working load £15
 - 1 Old gear box filler pump, hand worked £15
 - 1 Oxford oil cooled welder in full working order £120
 - 1 250 volt generator, full working order, open to offers.
 - 2 Enfield 350 cc air cooled twin engines in carrying frames, all in running
order £150 pair
 - 1 Air powered greasing unit with new gun £60
 - 3 Childrens and 1 Adult cycles, all in good condition Open to Offers
 - 1 Lister B Type 3½hp M.L. mag, chain driven in full running order £120
 - 1 Set of Victorian sack scales with all weight in very good order. Offers
 - 6 Metal and formica tables 3'x 3' Open to offers.
 - 1 six foot Catnic Lintel £10
 - A Number of brass stand pipes and stirrup pumps all in first class order
Offers.
- Contact:- B. York, Drynham Farm, Drynham Road, Trowbridge, 0225 764018.

WANTED URGENTLY

An Editor for the Wessex Stationary Engine Club Newsletter. Write or phone
any committee member. Soon.

FUTURE CLUB EVENTS

Sun. 2nd December Anti Freeze Crank-Up at the Old Down Inn. Possibly the
last chance to get your flywheels spinning in 1990. A friendly end of
season get together that starts at approx. 10.30am till mid afternoon, the
clubroom will also be open for those who wish to use it.

Mon. 31st December NO CLUB MEETING (COMMITTEE GETTING HUNG OVER!)

Mon 28th January 1991 For our monthly meeting we hope to have a guest
speaker from the Avon and Somerset Police.

Mon 25th February Annual General Meeting.

COMING NEXT MONTH - WE HOPE

Write up of Wessex Slide & Video Show (October Meeting) by Roy Pointing.

Write-up of Wessex Social Evening at Chilcompton by Alan Carney.