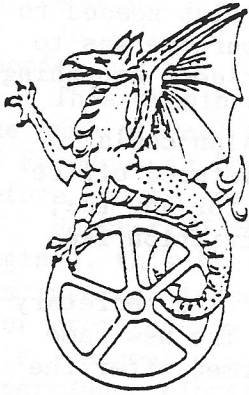


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

NOVEMBER 1993

Please send newsletter material to:-

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### MEMORIES BY RAY EARLE.

Eric Brain's Horses for Courses brought back memories of my days spent in the electrical industry. Having gone through the winding shop, machine shop and erection shop I reached the ultimate goal in 1936 of being promoted to the test department. There were no fancy electronics then and no health and safety regulations, looking back I wonder how we survived.

The main control panel was a mass of open knife switches all alive with voltages ranging from 50 to 750 volts. The main generator for the DC supply was of such an old design that if you stood near it when it was under a heavy load the metal buttons on your overalls were drawn towards it. The same unit was fitted with various diameter flat pulleys for testing generators and alternators. Many a time an eight inch wide belt some twenty five feet long would fly off and yet no one ever got hurt.

The artificial load was created with a water resistor which comprised of a large porcelain tank containing soda water and fixed metal (3ft x 5ft) plates and similar plates which could be raised and lowered to adjust the load. This was situated outside the building alongside a path which the office staff used and the plates were controlled by overhead wire ropes and control handles inside the building. If you had a generator on test and you timed it right and let the plates brush the liquid just as one of the girls passed by you can imagine the ultimate result with sparks flying off the plates and the screech from the maiden. I made a number of dates by running out and apologising!

For load testing the motors we usually used the rope and pulley method but for a preliminary test the 'nut crackers' were used. This comprised a pair of wooden planks with a nut and bolt at one end, this was placed over the rotating pulley and squeezed until the correct current showed up on the ammeter. On the bigger motors this created a lot of smoke and drifted all over the workshop. A favourite time to do this was when the cry went up AJ or HN, this was one or the other of the Newman brothers that ran the business. We could be sure they would not come near us. On a busy day we would go home smelling like kippers.

A year or so later two Heenan and Froude dynamometers were installed, one was a water unit the other was a water cooled magnetic type. The motto in those days was improvise, I had good training I can assure you, especially when I once had to mend a large 1500kw generator that had a burnt out coil in the armature situated in the wilds of the countryside and no copper wire. It ran on full load for eighteen months before a full repair was carried out. The formulas mentioned by Eric are still very much embedded in my mind, I later became outside trouble shooter but thats another story, and what stories there are to relate from emptying the oil from a large transformer with a milk bottle to waking up and finding the landlady in my bed!!!! Life is full of surprises.

RAY

A delightful and most interesting story Ray from nearly 60 year old memories that came back to you after reading Eric's article and from the sound of things you had a most interesting career in electrical engineering and finding landladies in compromising situations. ED.

IDEAS FOR CHRISTMAS

Club Shop has on offer good quality navy blue sweatshirts with embroidered club logo - in various sizes - £13.00. WSEC car stickers - 60p, vehicle licence holders - 30p, Note pads - £1.20, enamel lapel badges - £1.00, key fobs - 60p. Brass members plates - £1.50, cloth club badges - £1.00. For any of the above please contact Steve Routley, 5 Quarry Road, Sandford, Nr. Bristol, BS19 5RN or phone Banwell (0934) 822988.

IDEAS FOR THE LADIES - why not treat your husband to a years subscription to the Stationary Engine Magazine - £16.75 will buy you 12 issues, send remittance to:- Subscription Department, Kelsey Publishing Ltd., Kelsey House, 77 High Street, Beckenham, Kent. BR13 1AN.

Also if the man in your life is interested in vintage, farm and horticultural equipment - £11.50 will buy you 6 issues of this excellent magazine - Farm & Horticultural Equipment Collector. Send your remittance to Kelsey Publishing Ltd., address as above.

The Vale of White Horse Preservation Group, Abingdon has for sale a video of the Wessex Stationary Engine Rally, Semington 1993. - price £9.00. They also offer a two hour Christmas Special 1993 filmed at the 25th Great Dorset Steam Fair - price £15.00 inc. of p. & p. Send remittance to White Horse Group, 31 Watson Crescent, Sandleigh, Abingdon, Oxfordshire. OX13 6DS or Telephone 0865 730404.

When ordering these videos please mention you are a WSEC member as the low price they are being offered at is exclusive to the WSEC.

VIDEO REVIEW OF VIDEO No. 119.

Tractors, Stationary Engines, Horticultural and Motor Cycles at The Great Dorset Steam Fair 1993. Depending on what you like to see at rallies if this video does things for you, then its your cup of tea. With so much to see at The Great Dorset Steam Fair it would easily be possible to make ten films of all that is on offer and White Horse Videos have concentrated on three main subjects with some extra time spent looking at the heavy horses, wood sawing area which included some fine shots of traction engines and portables powering the huge Rack saw benches and the threshing area again mostly powered by steam and some by tractors. For tractor fans nearly 40 minutes is dedicated to the tractors parading around the ring with a very clear and knowledgeable description of all the tractors as they pass slowly by the commentary box. I would think that just about every stationary engine on show is on this video complete with engine sound track and quite a lot of time is spent on the more interesting ones and the various equipment being driven. 'How twer done in granfers day' is always a popular exhibition area and the film shows a Ruston diesel engine that came to grief when the side shaft and gears broke and the repair work done to put things right again. The horticultural section is quite lengthy, showing all the different types of machinery and although most are static some are shown working. The motor cycle section is shown as riders parade their machines around the ring and a commentary is given. A lot of time is spent on this event as there is so much to see. To sum up then - plenty here to quench your thirst. Approx. 2 hours of viewing on subjects most of us like to see, and what a better way to remind us of last summer than to run this film on a cold wet winters night sat around a warm fire.

ED.

VIDEO REVIEW."PETTER OIL ENGINES - THE FIRST 50 YEARS" - FROM KNIGHT - MACAIRE.

This quality video gives the engine enthusiast approximately one hour of enthralling viewing. Indispensable for the Petter owner, it traces the story of the Yeovil based company's products from its early lamp-start engines and follows the development through the range of heavy oil engines. It covers the ubiquitous range of two-stroke engines from 1½ hp to 90 hp, the V-range, M-types and New Model, in various style changes up to about 1939. Also the hot-bulb S-types and the Atomic diesels which eventually displaced them.

The engines are filmed 'on location' which highlights the many hours spent, and miles travelled to produce this video; thus making it extremely good value for the realistic price of £15.99 plus £1.00 post and packing.

Complimentary to their previous videos, "Blackstone Oil Engines" and "Classic British Engines", this latest release is the ideal Christmas present and is available from:- Tim Macaire, Mole Cottage, Southole, Hartland, Bideford, Devon. EX39 6HW.

E.G. Brain.

An Extraordinary General Meeting was held at The Old Down Inn on 25th October and was well attended by the members.

The meeting was opened by the Chairman Brian Verrall. He explained why the meeting had been arranged and called for Alan Carney to give a short speech on reasons why the club needed to be formed into a limited company from an insurance point of view. The whole purpose was to hopefully safeguard the members of the club in the event of the unforeseen accident happening some day in the future.

The members were asked to give their views and ask questions which hopefully Alan could answer on the spot. Some of the questions raised were; what would be the registered office of the club; the costs of forming a limited company; would the club be liable for any tax; would the crank ups and small rallies still be protected; and would club subscription fees have to be increased.

A vote was taken by the Chairman on the three resolutions put to the members. The secretary received 57 postal "yes" votes and the motions were all carried unanimously. The new name of the club would be Wessex Stationary Engine Club Limited and it would be formed after the Annual General Meeting in February next year.

The President, Mr. Eric Brain gave a vote of thanks to the hard work done by the Committee and it was seconded by Bill Appleby.

A very interesting talk about the formation and history of the club was then given by Eric Brain. The club was started in 1976 and it was decided that the emblem of the club should be a Wyvern and a wheel which represented the five counties of Wessex. Fifteen people turned up for the first meeting. Another meeting held at a pub in Chew Magna grew to 40 people and by then it was decided a bigger and permanent meeting place would have to be found. In January 1977 the first meeting was held at The Old Down Inn. Since the beginning the club has grown from strength to strength and is still the only Stationary Engine Club in the area. When the new limited company is formed in February and a new constitution has been written the Wessex club will still remain the Stationary Engine Club.

SECRETARY.

#### 1994 SUBSCRIPTIONS.

Jackie has informed me that as of January 1st, 1994, our membership fees are once again due, and not having had an increase for four years, with the increase in postage and insurance premium rises each year the committee now find it necessary to raise our subscriptions to hold our own against these ever increasing costs.

The new subscriptions will be £10.00 (Joint Membership - Husband & Wife), £8.00 for Single Membership and £1.00 for Junior (under 18).

Membership renewal forms will be sent out to club members with the December newsletter.  
ED.

FOR SALE 1928 Lister Junior 2½hp - original trolley and paintwork. Running order £130 ono please telephone 0823 672373 (Wellington).

FOR SALE British Anzani Iron Horse Tractor - circa 1945, recently restored, rare exhibit, c/w plough and cultivator - £300.

Colwood Motor Hoe - 3 speed gearbox, good working order, early example, unusual exhibit. £40 ono.

For either or both of the above phone 0272 761848 - Ask for Edward, Downend, Bristol.

FOR SALE Large Lister Trolley - wheels 20" and 24" ready to rally - £70  
Lister 'D' 1939 - 1½hp on original two wheel trolley, restored - £70.

Villiers 28B - 353cc engine, complete - as used in three wheel car - £15.

1959 Raleigh Moped - VOU 310, original, easy restoration - £80.

1957 Royal Enfield - 500 twin RUE 28, dismantled, engine intact, some work done. - £400.

For the above five items telephone Tony Taylor on 0458 832608.

#### WHATS ON OVER CHRISTMAS.

BRIAN & RAY INVITE YOU TO THE GREAT MINCE PIE CRANK-UP - MONDAY DECEMBER 27TH.

The Crank-Up is held at Naish's Timber Yard, Evercreech Junction (Near the old S & D Railway yard) on the A371 between Shepton Mallet and Castle Cary - 10.30 am onwards. Free refreshments - coffee, tea, mince pies, sausage rolls etc. If you cannot bring an engine turn up for a natter, outside amongst all the exhibits or inside around the old wood burner. The event will be held subject to weather conditions - anything over 10ft of snow please ring first or follow the snow plough!!!!!!!!!! For further details ring Brian Baker on 0749 342671

CLUB MEETING - August 1993.

The meeting was opened by Eric Gay who told us that Brian Verrall was unable to be with us as he had contracted salmonella poisoning and could not move far from the smallest room in the house.

As a lot of people take holidays at this time of year we were very lucky to have 30 people turn up.

This evenings meeting should have been about white metalling, but instead a fellow by the name of Paul Revell came along at short notice to tell us about Kingfisher Diesels Ltd., of Ferndown in Dorset. Paul was quick to inform us that he had never given a talk like this before and he was usually in overalls at the workshop developing new ideas.

He started some 14 years ago as a hobby repairing old engines, motorbikes and marine engines, this then developed into building new diesel engines from a collection of old ideas. His interest in canal boats, which are supposed to travel at a maximum speed of 4 miles per hour prompted him into developing, long stroke, slow revving diesel engines with standard interchangeable spares available 'off the shelf' from almost anywhere and without all the super-duper electronic gadgets to go wrong, thus giving lower fuel consumption and very good reliability also in cases of emergency all the smaller marine engines have starting handles fitted as well as electric start. Kingfisher Diesels started actual engine production about four years ago and Pauls first workshop was at a chicken farm but fairly recently the company has moved to new premises and has taken on apprentices to 'hand build' their engines, hence teaching old ideas to new people. Each individual engine is built tried and tested, with at the moment, a maximum production run of about 10 engines at a time. The company appears to have the largest range of small diesel engines in the E.E.C., 1,2,3, & 4 cylinder engines producing between 4 and 65 B.H.P.

Looking at the lighter side of the development of the Company, it was found from practical experience that most people purchasing their engines preferred good old dark green engines with many copper and brass fittings as opposed to blue engines with stainless steel fittings and pipes. Starting a new Company and trying to build up a good reputation from the beginning is difficult and the bank was not interested in lending money to a new concern but strange to relate, the bank manager became the Company accountant. Some of their engines now have nick-names such as JIM engine which is 'J' series, 1 cylinder, marine engine. A good reputation is being built by the Company as a trawler has had a Kingfisher Diesel running continuously 24 hours a day for 3 years and the only time it is stopped is to change the oil, filters etc. where as the Italian engine it superseded only lasted 12 months.

Finally one funny story about the fellow who decided to try and build an extremely quiet running 12/24 volt generating set using a Kingfisher Diesel. The fellow eventually contacted Paul to say that he did not rate his engines etc. as it kept overheating so Paul went to visit the chap to try and sort out the problem, only to find he was trying to run an air cooled engine in a sealed sound proofed box!!!!

Eric's raffle took place with Jackie Lambert winning a bottle of wine, Ray Baker a box of Roses chocolates and Alan Carney a tin of Swarfega. The meeting closed at 10.30pm.  
GERALD ATHERTON.

FULL QUART CRANK-UP.

This year was the 13th Full Quart Crank-Up. Sadly attendance was down due to roadworks outside the pub, but we were well supported by exhibitors.

The donation of £207 from the Tencrest Rally helped to boost the cheque given to CLIC to the biggest yet. The CLIC box rallied throughout the summer season raised £266. The grand total was £1388. (One bag was found to be £1 short at the bank). Emmerson and Anne Salkeld, as you may know are retiring from exhibiting at rallies and as a farewell gift handed us a cheque for £50 - What a splendid gesture.

Ivor and I as always, like to thank everyone who exhibited, helped, gave donations or collected money in any way. It may be of interest to know that the very first Full Quart Crank-up raised £100.50 and that the full total given to CLIC now stands at £10,628.88  
ROY AND IVOR COX.

WANTED - for next years club evenings, ideas and contacts for guest speakers. If any club member knows of anyone who would be prepared to give a talk or slide show on any interesting topic, please contact any committee member.  
Also required are suggestions for our coach trip next year - where would you like to go and what would you like to see?

CRANK-UP - At the Old Down Inn, Emborough on Sunday December 5th.

CLUB EVENING - PLEASE NOTE that there will be NO monthly meeting in December.