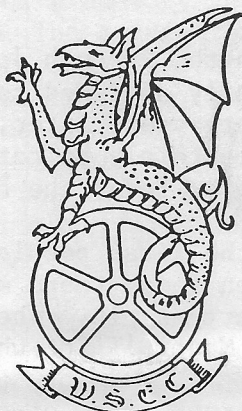


# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER

NOVEMBER 1994.



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### \*\*\*\*\* THE 26TH GREAT DORSET STEAM FAIR.

Although the name of this mammoth event changed some years ago it is still 'Stourpaine' to all the visitors and exhibitors who have regularly supported this show. My three days spent here once again required a plan of attack and after discussion with Bill it pretty well took the same format as previous years. Look at the stalls and auto jumble first, there's only 15 acres of them and then check out the 3000 exhibits plus attend the auction, well as you can imagine no mean feat and after spending one and a half days stooped and beginning to look more and more like Quasimodo the stall area was well searched for all those hidden bargains and we did find one or two which made our efforts worthwhile.

I thought the stationary engine section once again had a good selection of makes this year, no doubt due to the careful selection by steward Eric Hodges and quite a few Wessex members had exhibits here although one or two regular faces were missing from the ranks this year. "How twer done in Granfers day" also had some fine engines on display including no less than three Tangye's owned by Dennis Barnes. The largest engine being a 10hp lampstart open crank which ran so slow it was unbelievable. Inside 'Granfers' tent was a nice Henrici hot air engine owned by Albert Crittel. The model tent was once again first class viewing with a lot of live steam models on the outside, most of which were driving machinery. I suppose if I had to choose which was the highlight of the show it would have been the sight of 26 steam lorries all lined up in a crescent formation and most in steam, the only sound that could be heard here apart from the odd safety valve that would lift was of all the cameras clicking and whirring as hundreds of photographs were taken of this line up.

The wood sawing and threshing areas were very popular with the public and lots of parents could be seen explaining the wonders of yesteryear to their children and even grandchildren. The heavy haulage section once again did their tour around a designated area and with two traction engines pulling a huge loaded trailer and one engine pushing they never quite made it up a steep gradient as a shower of rain made the trackway too greasy and wheels began to spin which meant they had to do it exactly as they once did during their working life and uncouple the front engine move it forward 50 yards and run out the winchrope, problem solved. The Fairground was about the same as last year with one or two additions - one was like a seated version of the Old Cake Walk with some 20 people sat in a long line about 20ft up and would all move from side to side then suddenly drop 10ft and travel around in a square formation, it looked good fun if you hadn't just come from the beer tent or had a fill of fish and chips.

The auction this year attracted some 1600 lots with several auctions being held at the same time and I hope to have a more detailed report on this from our Gloucestershire club member and Nibley correspondent John Rogers (Thats put you on the spot John!!). Whilst walking over to view what was being set up for the auction on Thursday evening the odd shower during the day made the uphill slope into the show ground a little bit slippery and a huge 32 tonne juggernaut just could not make it up the incline and after several attempts the driver climbed down from the cab looking real dejected and who should be coming over the hill just at that moment, none other than club member Brian Lovell and Henry, his Fordson tractor, being very quick to realise this lorry was in need of a pull Brian dropped off his trailer and was hitched up to the tractor unit within seconds, a chap standing by me said 'A fat chance he's got of pulling that lot' and I said 'Just hang on a minute and see' having remembered that



Brian once told me he pulled a huge lorry once before in very muddy conditions and sure enough on the second tug the huge rig followed Brian up the slope into the showground - Not a bad effort for a little Fordson that was more than 50 years older than the lorry it helped pull. ED.

### A SHORT HISTORY OF THE MODEL 'T'.

The late A. Hitler's K.D.F. Project in 1936, (which stood for Strength, Through Joy) is generally reckoned to be the first people's car, i.e. it was specially designed to suit the average pocket. However, the German people only got their car twenty years later, owing to a slight local difficulty in Europe. The Volkswagon 'Beatle' can certainly be rated as one of the world's most successful cars and it lasted for many years; even today the Beatle still gives good service.

It's impact on the world however, was nothing compared to that of the first people's car, which came up into existence in 1908. An impact so great, that even today there are still arguments as to what had the greatest effect on the lives of ordinary people. The first railways in the middle of the 19th Century, or Henry Ford's famous Model 'T' of which 15,007,033 were built between the years of 1908-1927.

As with most car makers of that period, Henry Ford built many different types of cars at his Dearborn factory in Michigan. Models A, C and F were flat twin models. B,N,R and S were four cylinder models and K was a six cylinder luxury model, and they were all built with a variety of bodies. These cars were well built, gave good service and sold well, but Ford wasn't satisfied with them, often complaining about the multiplicity of parts that were needed to produce all those different models. When he brought out the Model 'T' to supplement Models R and S, he built into it all the ideas and all the lessons he had learnt about his previous models.

It was an instant success and in the first year of production he sold 10,607 and it was due to the success of the 'T' that he decided on a course that was to alter the lives of millions of people all over the world.

He immediately scrapped all the other models and sold off all the spares, only retaining those parts that could be used to build the 'T'. The factory was gutted, new production lines erected and every thing was geared up to the production of a single model. Only one type of chassis was to be made and it was designed to take the fewest types of bodies and of course, you could have any colour you liked, provided it was black!

Up until that time all cars were looked upon as luxuries and were only owned by people with money. Ford decided he would change all that and he would build a car that could be owned by anyone on a modest income. He said, "I will build a car for the multitudes; it will be big enough for a family but small enough for an individual to run and care for. It will be made from the best materials, and the design will be the simplest that modern engineering can devise and will be built by the best men that can be hired. But it will be low in price, so that any man on a good salary will be able to own one and enjoy, with his family, the blessing of hours of pleasure in God's great open spaces."

All the other car makers were very sceptical and said that such a policy would ruin Ford within six months, or at the most a couple of years. However, Ford pressed ahead and in 1909 he built an even bigger factory at Highland Park. It was built solely to produce the Model 'T' and in the first year of operation he produced and sold 18,664 Model 'T's. The second year saw sales up by 34,528 and by this time Ford had brought the price down, 950 dollars to 780 dollars.

The Model 'T' was a very rugged car and was also a very simple one. There were fewer parts and it was less complicated in it's construction, than any other make in production at that time. Ford planned his production lines with the utmost care, cutting down on all unnecessary operations. Instead of the men bringing parts to the chassis for assembly, he devised a means of bringing the chassis to the men, thus reducing the amount of movement. He started a moving assembly line, after watching overhead trollies being used to transport meat in the Chicago Meat Yards.

He was always inventing ways of reducing the time in assembling parts and, by careful planning, he cut the time of chassis assembly from 12½ hours to under five; Engine assembly from 9 hours 54 minutes to 5 hours 56 minutes and Magneto's from 20 minutes to five. It was hard and boring work for the work force, but the Ford pay rate was the highest in the car industry and he was never short of labour. He also pioneered the eight hour day and had a guaranteed minimum wage in 1914.

Production of the Model 'T' went up by leaps and bounds - by 1913 it was 168,220. by 1916 it was 533,921 and by 1921 it had reached the amazing total of 1,250,000. All these cars were giving good service and, in many cases, were replacing the horse as the accepted for of transport, and were giving a new sense of independence to ordinary people, who would otherwise have been confined to their own locality.

The 'T' was a rugged machine with no refinements, its high axles and spidery wheels coping very well with the rough roads that existed in the American countryside and the springing

being by transverse leaf springs, fore and aft. Although generally speaking, the Model 'T' was a very reliable car, starting could be a bit of a problem at times, and was an art that could only be learnt by experience.

The two-speed planetary gear box was a remarkable invention for 1908, very ingenious but also very noisy. The driving bands were very sturdy and should the back brakes or transmission brake fail for any reason, the driver just threw the car into reverse and slowed down that way. The reverse gear, which had a very low ratio, was also available in ascending hills that were too steep for the forward gears. All the driver did, was to turn the car around and ascend the hill backwards. The engine was a four cylinder side valve of 2.9 litre, very sturdy and it coped well with the extremes of weather. Repairs were quite straightforward and spare parts were very cheap. Ford parts being the normal stock in all local ironmongers.

In spite of all the jokes and ribald songs about the 'T', (it was called all sorts of names, and the word 'Bitza' was derived from the rhyme "Bitza tin, bitza board, Put together make a Ford") it continued to be very popular and sold well.

The squarish shape, two-wheeled brakes and two speed epicyclic gear box was basically unchanged since 1908. It wasn't until 1927 that Ford decided to cease production of the Model 'T' and by that time 15 million "Tin Lizzies" had rolled off the production lines. Two generations loved it, abused it, kicked it and swore at it, but couldn't do without it and the old "Tin Lizzie" will live in memory as the real first peoples car.

ALBERT CRITTEL.

#### 14TH FULL QUART CRANK-UP.

It seems to be a tradition to start the day with rain at the Full Quart Crank-Up. Usually we do manage to see the sun but this time the rain clouds stayed all day and several times we had showers.

Even so this did not deter eager ralliers and we had a good turn out of exhibitors and public alike. There was a wide and varied selection of stationary engines with their happy owners in attendance. Also helping to swell the show were vintage motor bikes, cars, tractors and organs. There were three steamers positioned at the front of the pub, a traction engine, a showmans and a steam wagon.

Judging by the crowd at the cake stall we must have some excellent cooks in the Wessex Club! Well done girls.

The £163 that was raised at the Tencrest Rally helped to make the grand total of £1180.50, this was gratefully excepted by CLIC as donations received by them in the past year has dropped a great deal. Many thanks to all those who helped in any way, from donating those marvellous draw prizes to giving their free time.

ROY & IVOR COX.

#### WHAT'S ON.

##### MINCE PIE CRANK-UP

Crank-Up Tuesday 27th December at Nash's Timber Yard, Evercreech Junction (Old S. & D. Goods Yard) free refreshments, Raffle etc. Everybody welcome. Just turn up, preferably with an engine. For further details ring Brian Baker on 0749 342671.

ENGINE RALLY at Ston Easton Horse Trials, Ston Easton - March 25/26th 1995. Entry forms available after Christmas from Brian Baker Tel: 0749 342671.

DECEMBER CRANK-UP will be held on Sunday December 4th in the Old Down Inn Car Park, Emborough and please note that there will be NO monthly meeting in December.

SKITTLE EVENING We have arranged a skittle evening for March 4th 1995 at the Cheddar Football Club, watch newsletter for more details.

1995 SUBSCRIPTIONS - As of January 1st 1995 our membership fees are due once again and as far as we can see at this moment there will be no increase in our subscriptions for this year. £10 (Joint - Husband & Wife) £8 for single membership and £1 for Junior (under 18) Membership renewal forms will be sent out with the December newsletter.

FOR SALE - Gascigne In Churn Milking Machine, seen on rally field, plus 2 Simplex buckets complete with tit cups. Good working exhibit - £150 or will haggle. Contact Alan Sweet on 0749 890586.

WELCOME - to new member Mr. E.H. Thomas from New Milton, in Hampshire.



PRESERVATION & MODELLERS WEEKEND - GLOUCESTER DOCKS.

This event replaced the usual "Lifting & Shifting" weekend held at the National Waterways Museum. There was a fair selection of engines present, Lister and Petter generating sets, a selection of Amanco's from 1½ to 6 hp, Bamfords from 2½ to 6 hp. Other engines included a Warwick Eagle, Emerson-Brantingham, Domestic, Wolseley (especially a nicely restored Type 4), Hercules and Listers. There were two Ruston-Hornsby's, a 1½ ZPR and a 5½ 1HR originally supplied to Somerset County Council and used at Taunton Technical College. The museum had it's large Fielding engine running most of the weekend. One engine exhibited that I had not come across before was a 1½ hp Stoddard, looking very similar to a Novo the owner had carried out a fair amount of restoration but managed to retain it's 'as found' condition.

Club members present were, Bill Speake with his David Brown 2D Industrial tractor, Philip Thornton-Evison (Wolseley WD11), Adrian Miles (Amanco), Brian Munt welcomed the public at the pay gate with melodies from his hand turned organ and finally us with our Victoria.

Other exhibits present were steamers (one full size and several models), a selection of heavy haulage, shire horses and a display of model boats, (both static and working). The museum had it's steam crane fired up and exhibitors had free admission to the museum itself. There is no plaque, but a snack lunch is supplied each day and as much tea and coffee as you can drink is available all day. Space (or lack of it) keeps this event on a small friendly scale. Finally, should the wife get bored the shops are only a short walk away.

JOHN & ROSE ROGERS.

CLUB NIGHT - Monday 22nd August.

After our chairman Brian Verrall made the usual announcements of events etc. he introduced our speaker for the evening, this was Mr. David Hanstead of Bristol who was to give us an insight into flame engines or to give them their proper title - atmospheric engines. He had brought along five of these engines to demonstrate how they worked. David is a member of the Bristol Model Makers Engine Society so as you can imagine all these engines are very small.

The first engine he had made was constructed from a Stuart steam engine kit. This he had adapted by fitting a slide valve and a feed of butane gas to make it into a flame engine. He lit the gas jet on top of the engine and soon it purred away, all the time it ran a large blue flame burned around the outside of the cylinder head. Another engine drove a miniature generator and lit up a LCD in a model lighthouse, another twin cylinder engine he invented and then built, he could never get to run. These engines only have one valve and no ignition system, the piston is pushed down by the hot air expanding and when on reaching the bottom of the stroke and the air cooling the resulting vacuum pulls it back again. The most interesting engine David made was a seven cylinder rotary engine, this was constructed like a miniature aircraft engine, the cylinders revolve and the crankshaft remains still. To see a rotary engine running with what looks like a blue halo of flame around the top of seven cylinders really is an amazing sight. After the talk everyone crowded around the table and David dismantled the rotary engine to disclose the cam and valve mechanism etc. All in all this was a very interesting evening, it was a pity it never had a larger audience, 22 members turned up.

The evening was rounded up with Eric's usual raffle with Mary Verrall winning a basket, Reg Wilkinson a hand drill and Ivor Yeo a tin opener and Brian Verrall - tablemats.

As the committee are always looking for speakers etc for club nights, if any member knows anyone who could do this please contact any committee member.

BRIAN J. BAKER.

STOCKING FILLERS FOR CHRISTMAS.

We have increased the stock in our Club shop and items for sale are:

Note Pads	£1.20	Address Books	85p
Pencils	10p	Tax Disc Holders	30p
Car Stickers	60p	Members Plate	£1.50
Club Badge	£1.75	Bookmark	65p
WSEC Log Sheet	10p	Combs	55p
Cloth Badges	£1.00	Key Rings	60p
White Mug (Sheriton)	£1.80	White Mug (Windsor)	£1.80
Cider Mug	£3.00	Tee Shirts	£5.50
Sweatshirts	£13.00		

3 different types of pen 25p and 30p.

FOR ALL OF THE ABOVE CONTACT STEVE ROUTLEY ON 0934 822988  
OR ANY COMMITTEE MEMBER.

NEWSLETTER ARTICLES - There will be three committee members retiring at the end of this year. Would prospective candidates who would wish to be on the Committee like to forward their names for possible election? Contact the Chairman or Secretary before AGM in February 1995.