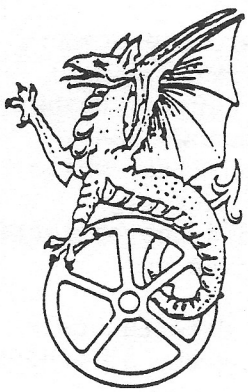


Bob.

WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

OCTOBER 1989.

EDITOR

Claude Lowther
Garthside,
Wells Road,
Hallatrow,
Bristol.
BS18 5EJ.

Telephone Temple Cloud (0761) 52714.

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

COMMITTEE NEWS.

The Committee have delegated Jeremy Adams and Gerald Atherton the honour of collecting 'Trip' information. If any club member, during the course of the year goes anywhere you think other WSEC members would enjoy, please pick up a brochure and give it to a Committee member - we'll do the rest.

This year's Rally at Cheddar gave us a net profit of £418, after a donation of £110 was made to the Cheddar Football Club. Slightly down on last year, maybe the weather was too hot?

In December, along with your Christmas cards, you will receive a Rally entry form stating on it that plaques are available if requested. Please fill it in and return as soon as possible so that the correct quantity of plaques may be ordered.

The next Committee meeting will be taken up with planning next year's Club meetings. If you have any suggestions for repeats or new items now is the time to pick up a 'phone and let someone know.

It has been brought to our attention that on occasions a young lad has been taken to a rally with an engine by an adult and left unsupervised for the whole day. Under no circumstances is this permitted. The Group Insurance covers each individual named member. Joint membership generally covers husband and wife, enabling the wife to 'sit with the engine' while her husband goes off for a look and a chat. A junior member is one under 18, and is only allowed to run an engine when in the company of his parent, and provided that the parent is a paid up member. If you have any queries concerning insurance - please check first, if we do not know, "we know a man who does".

All the best.

Shirley Gale

WSEC Secretary.

CLUB DIARY.

Sat 4th Nov.

THE ANNUAL WESSEX STATIONARY ENGINE CLUB SOCIAL EVENING at the Chilcompton Village Hall. Maybe it's still not too late to book your seat. Tickets are £8, and further details can be obtained from the Secretary.

Mon 27th Nov.

This months meeting takes the form of a slide show by members. Nothing has been left to chance, so you will be assured of an interesting evening. The ANTI-FREEZE CRANK UP at the Old Down Inn, Emborough starting at about 10.30am. no entry forms are required, just turn up, preferably with an engine. The usual hospitality will be available.

Sun 3rd Dec.

Some thing has been scheduled for this date, but all I can tell you is that it is bound to be expensive.

Mon 25th Dec.

(2)
RALLY REPORTS.

6th August The Mendip Rally.

Once again the sun shone and the temperatures rose for this, the third rally at the Tencrest Garage site on the Mendip Hills.

This must now be one of the best one day rallies, with something to interest everyone, young and old. About 40 stationary engines were on display - all in good working order; (I won't mention the Editor's Amanco - I think it was having a siesta), the largest being a Blackstone with a Ruston Hornsby, and the smallest a JAP and another of unknown make.

The nine motorbikes on display surprisingly included three Douglas Dragonflies, while amongst the line up of cars was a very rare Lagonda sports car being one of only eight in existence. All were in pristine order and attracted great interest, as did the collection of lawn mowers, three commercial vehicles a Trusty tractor with a Norton engine and Freddie with his Willys Jeep.

Music was provided by Brian (alias, or alas, Mr. Punch) and his organ. Unfortunately he informed us that "organs are affected by the heat" and hid his away during the afternoon. The offer of an ice pack was politely refused.

The centre of the field was taken up by the Car Boot Sale. Twenty plus 'car boots' opened up and trade was brisk as travellers on the A37 stopped to buy before continuing their journey to the coast.

The day drew to a close with the raffle where some 30 prizes were won. We won't mention exactly what Evelyn Cox won, but we expect Ivor to be the best groomed gent on the rally field from now on.

Well done and thanks to Bill Coombes, Brian Verrall and Phil Harris for once again organising a first class rally. Also grateful thanks must go to the owners of the Tencrest Garage who made it all possible by loaning the site. Last, but by no means least, thank you to all who came along either to help, visit, sell or exhibit. Without you, there would have been no rally.

We look forward hopefully to next year's Mendip Rally.

DIANE EMERY.

CLUB ACTIVITIES.

21st August. Visit to the Glastonbury Rural Life Museum.

A party of about 35 Wessex members met at the Rural Life Museum and spent a very enjoyable evening wandering at liberty through the various exhibits. The Museum consists of the huge 14th century Abbey Barn and its accompanying farmhouse. The Barn's original purpose was to store farm produce from the Abbey's estates. This was then available to the serfs in times of need. We very much admired the massive interior timbers and richly decorated gable ends, as did others of the party. Of course, the fact that home produced cider was being distributed in the Barn may also have had something to do with its popularity.

The farmhouse kitchen was of special interest to many of the ladies. My mother particularly enjoyed showing her grandchildren, Michelle and George, the way things were done in her younger days.

Another interesting exhibit was the life story of John Hodges (1828-1897), a farm worker and his family from the nearby village of Butleigh. John was born in the village and worked for the local squire. Records are reproduced of his birth, marriage, children and finally death, with photos and household items of the time bringing his story to life.

In the upper part of the building were scenes of willow growing and weaving, peat digging, cider making and mud-horse fishing.

Back down in the yard were items of old farm machinery, mainly horse powered though there was a very desirable Pool engine on loan from the Birmingham Science Museum. The surrounding yard housed examples of older breeds of chickens, ducks, geese and sheep. The evening ended with thanks to the guides and pleasure expressed for a very pleasant evening.

HERB (AND WENDY) GANE.

THE MARKET PLACE.

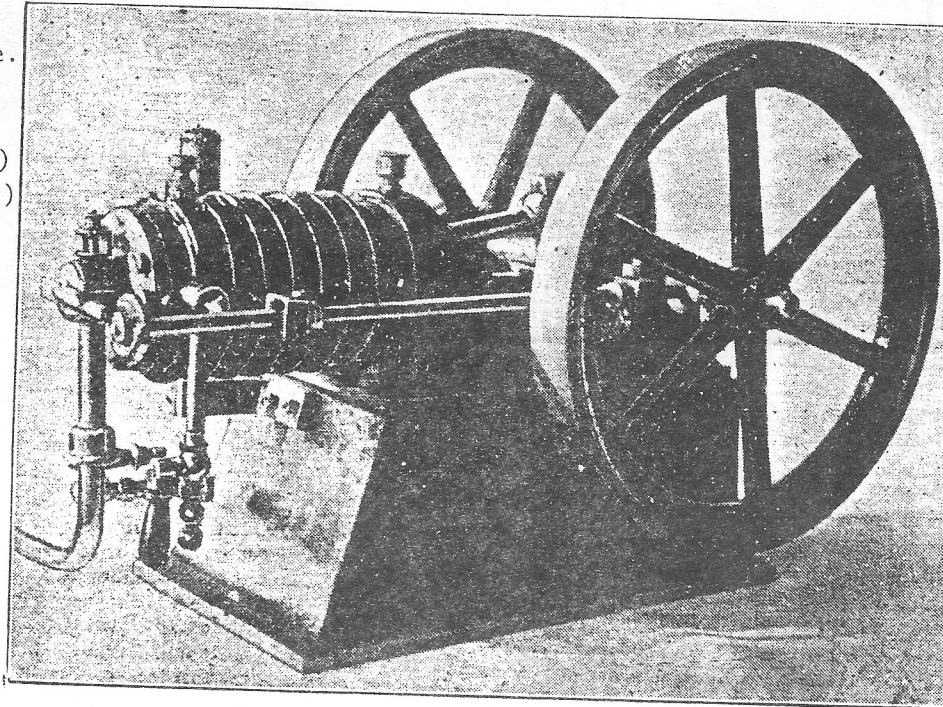
FOR SALE. Looking for a good home... A CLIMAX No4 deep well pump. About 5cwt. Looks like a nodding donkey and would make a nice exhibit. Very cheap.
Rob Lambert. Telephone Frome 63526.

FOR SALE. Wolseleys...Petters...JAPs....and Listers.
Telephone Child Oakford (0258) 860970.

"LEEK" ENGINES.

Originally founded in Macclesfield, Cheshire, in 1882, the BRITISH MODELLING & ELECTRICAL COMPANY had, by 1900, established its works about 12 miles to the south-east in LEEK, Staffordshire. By 1901, Leek had become its sole commercial address. In November, 1904, the business was renamed the BRITISH ENGINEERING & ELECTRICAL COMPANY. Their earliest gas engine was an air-cooled model with a cylinder of 1" bore and rated at one twentieth of a horse-power at about 250 rpm. Speeds in excess of 300 rpm were recorded in testimonials from satisfied customers. In 1900 a set of castings for this engine could be bought for 7s. 6d. (37½p). This price was held until October 1904. By January, 1903, three sizes of air-cooled engines were available.

No.1, 1" bore, up-rated to 1/12 hp. and still 7s. 6d.
 No.2, 1½" bore, 1/6 hp., 12s. 6d. (62½p)
 No.3, 2" bore, 1/3 hp., 25s. 0d. (£1.25)



THE FIRST AIR-COOLED MODEL IN 1900.

In December, 1904, shortly after the company changed its name, a new range of NEW DESIGN "OTTO CYCLE" ENGINES were launched. In fact this appears to be only partly a new range since the No.1 size, 1½" bore 1/6 hp. was still air-cooled and is apparently the same as the No.2 engine in the earlier range.

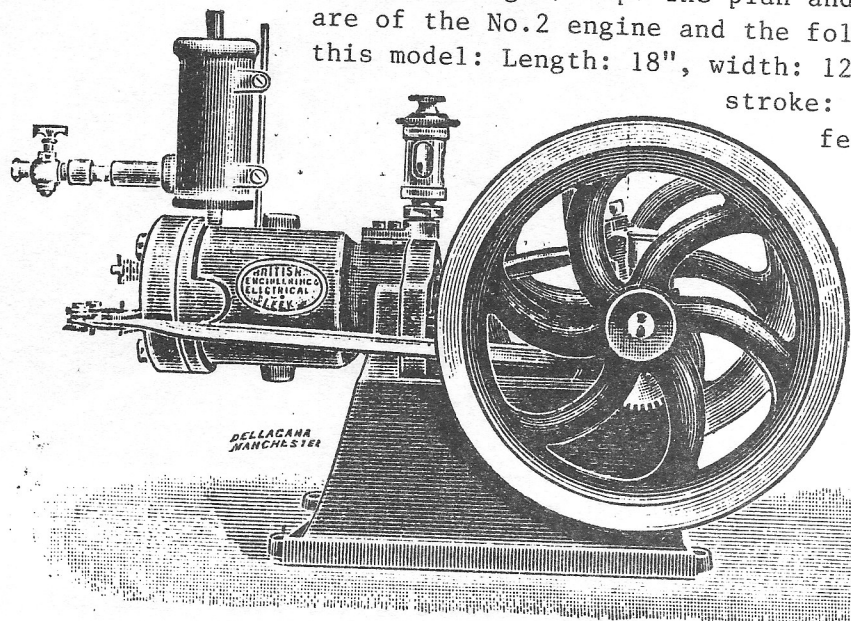
The new No.2 model was 2" bore, rated at 1/3hp., and cost 25s. 0d.

No.3 was 3" bore and developed 3/4hp. It cost 42s. 0d. (£2.10p.).

These latter two models were water-cooled and, as can be seen from the illustration below, were of a completely different design

from the earlier type, pictured above. Another new feature was the fact that these engines could also be converted to run on oil, the necessary parts, including a differently adjusted "inspirator", being available at a small extra cost.

Further design changes took place in 1905 resulting in the style of engine which was then produced in various sizes until about the end of the First World War. By the autumn of 1905 three sizes of engine were advertised. No.1 was still the old design air-cooled engine with a 1½" bore, and of 1/6 hp. No.2 was of the new design (depicted in the illustration at the top of the next page in which it is shown driving another of the company's products, the "KAPP" dynamo) with 2" bore developing 1/3 hp. and water-cooled as was the new No.3 model of 3" bore and developing 3/4 hp. The plan and section drawings shown in the supplement are of the No.2 engine and the following further technical details apply to this model: Length: 18", width: 12½", height: 10½". Cylinder bore: 2", stroke: 3½". Flywheels: 9" diameter. An interesting feature of these drawings is that they show the engine converted from the original hot-tube to electric ignition using a spark-plug. The accompanying photograph shows this particular engine installed in its builder's workshop and was featured in the Model Engineer & Electrician in June, 1906.



1904 NEW DESIGN "OTTO CYCLE" ENGINE.

New developments took place during 1906.

No.2 model, although still of 2" bore, was up-rated from 1/3hp. to 1/2hp.

A new, larger engine, No.4 model was introduced with a 3½" bore developing

1 hp., water-cooled. An article in the M.E.&E. in March, 1908 features the No.2 size engine again and provides us with the following specifications. Bore: 2", stroke: 2½", (the earlier article quoted the stroke as 3½" so there may be some doubt about one of these figures), Speed 500rpm. This engine is shown, albeit not too clearly, in the centre illustration on this page and the reversed fitting of the flywheels is immediately noticed!

The last illustration on this page shows a nice photograph from July, 1914, but the accompanying article omits to mention the size. It can be seen that this engine has also been converted to electric ignition with the insertion of a spark plug.

Sometime between 1913 and 1916 (unfortunately I do not have sufficient information to be

more precise about it), a No.5 model was introduced with a 4" bore developing 1½hp. It is worth mentioning that even in 1916 the No.1 model was still the original air-cooled design first introduced in the late 1890's.

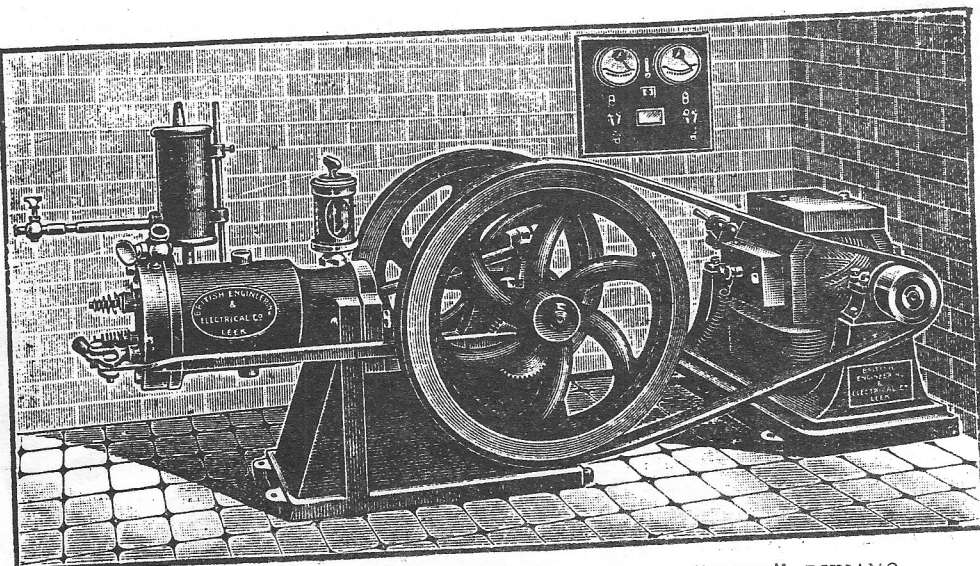
As far as I know, none of these engines were given serial numbers, so they are impossible to date with any precision. It is also apparent that the pictures used in their advertising do not necessarily truly depict all the features of the model of the day. This is obvious from looking at the photograph below from 1914. One thing we can be reasonably sure of though is that they were never called LEEK engines!

The BRITISH ENGINEERING & ELECTRICAL Co. produced a wide range of other products. Amongst them, the KAPP dynamo was one of their earliest and was originally advertised as being powered by a steam engine. The gas engine was introduced as being a more suitable prime mover for the dynamo and the resulting lighting set combination was obviously central to their business. The KAPP dynamo was eventually available in 8 sizes.

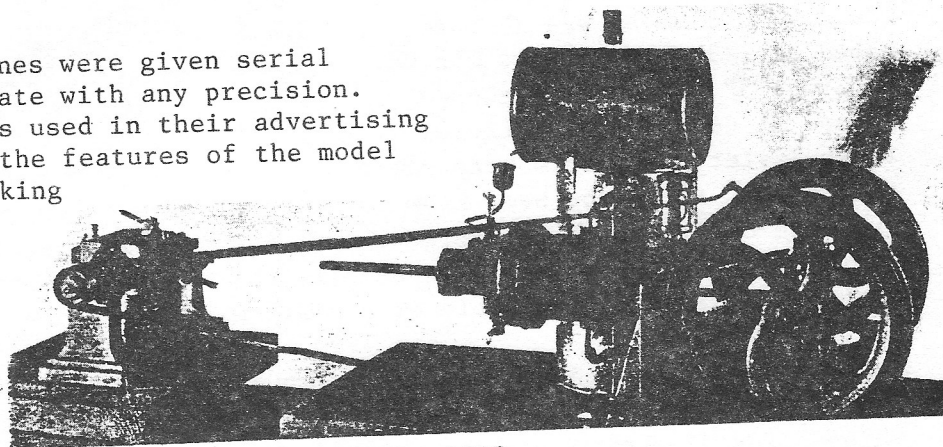
Their other products included both mill type and marine type steam engines, electric launch motors and some very stylish steam locomotives.

TOM RANDALL.

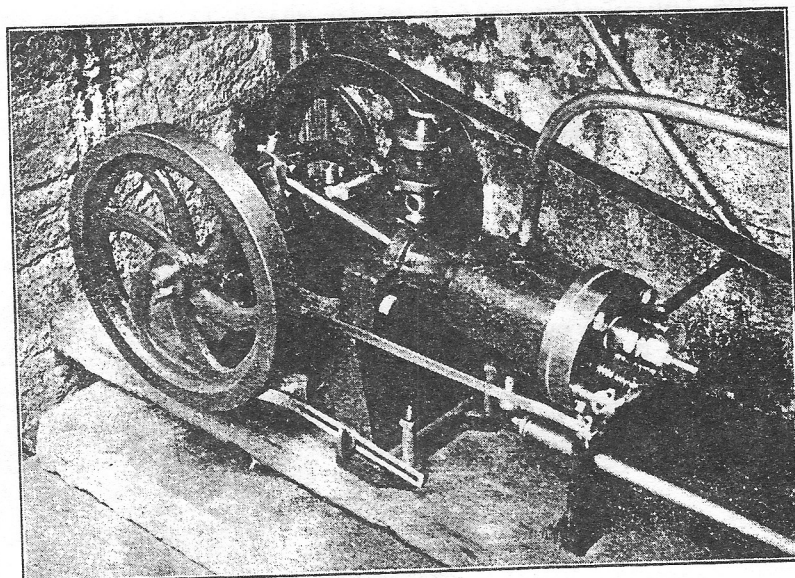
(Next month: ARDWICK ENGINEERING, and The BATHE SMALL POWER GAS ENGINE.)



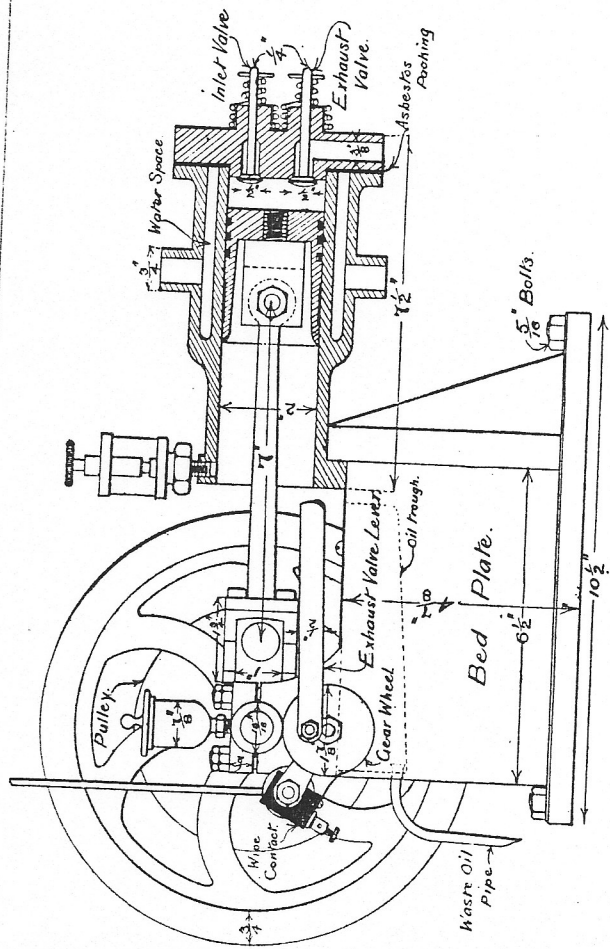
THE NEW No.2 MODEL of 1905 with a "KAPP" DYNAMO.



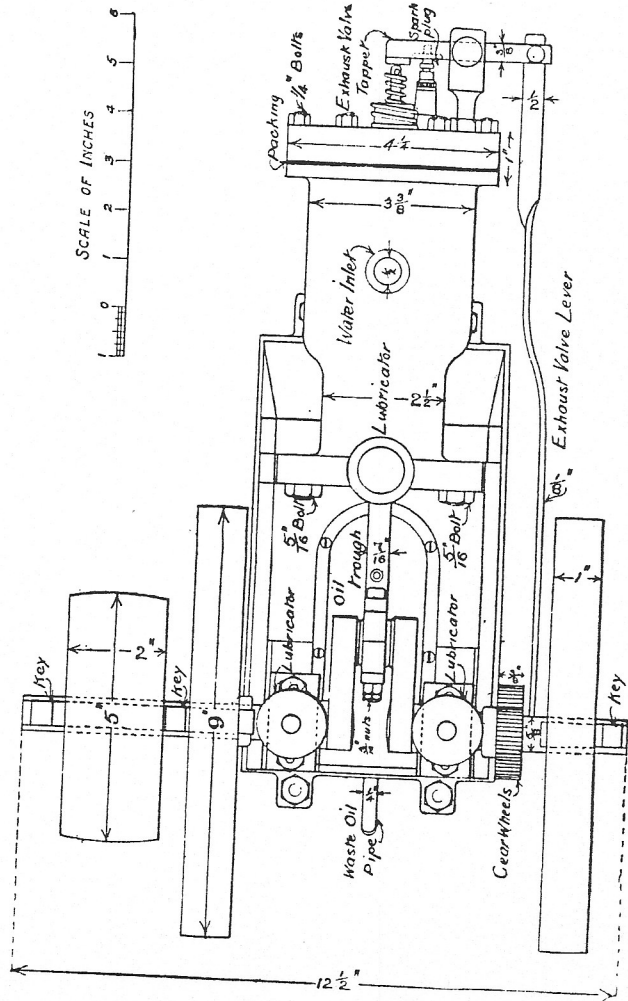
No.2 MODEL, 1908.



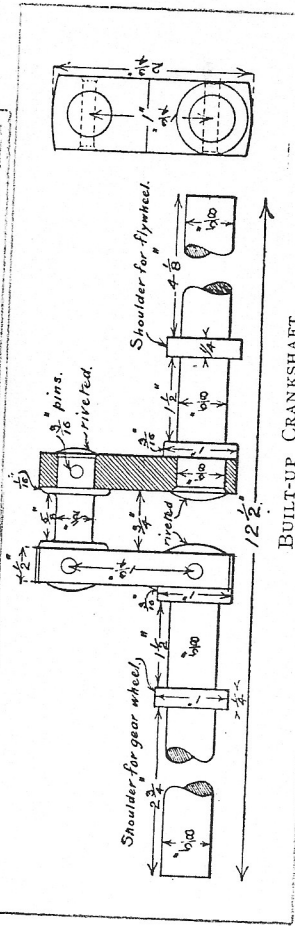
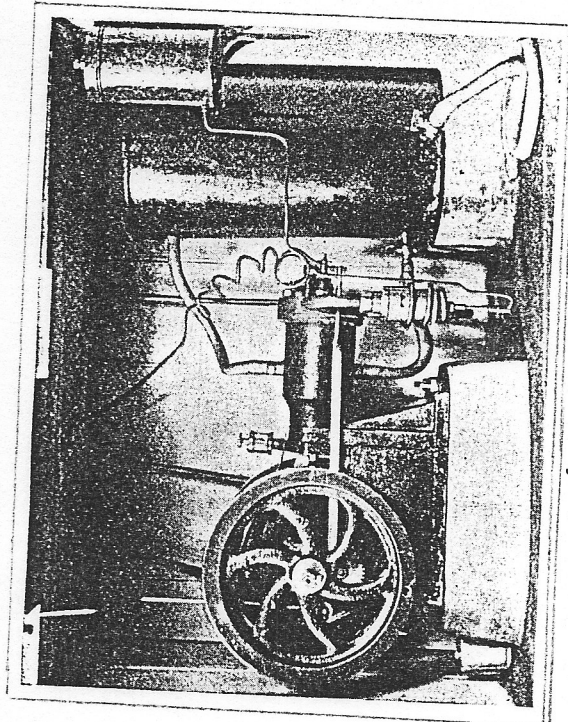
WATER-COOLED MODEL IN 1916. (Note the arched base, the absence of the vertical "butress" to the cylinder mounting flanges, the cylinder flange mounted forward of the base flange and the exhaust push rod on the opposite side.)



LONGITUDINAL ELEVATION AND SECTION THROUGH CYLINDER.



GENERAL PLAN.
ONE-THIRD HORSE-POWER GAS ENGINE



This engine was converted to spark ignition by its builder, W. Schneider, in 1906. This conversion increased the power output by raising the engine speed to around 1000 rpm. Ignition was controlled by a wipe contact fitted to the side gear. The original cast steel con-rod was replaced by a stronger fabricated one shown above.

The piston is $2\frac{1}{2}$ " long. The carburettor, a spray type, is heated by a coil of copper tube taken off the exhaust outlet.

