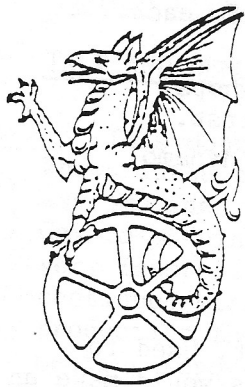


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

OCTOBER 1990.

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### MESSAGE FROM THE CHAIRMAN.

I would like to clarify some of the remarks published in the August Newsletter ("The Spanner") that have been misinterpreted by some club members, who have recently approached me with concern as to the spending of club funds.

Any organized events that involve expenditure by the club is always open to all club members and not as implied to the small minority or the committee.

Any club member who requires information as to how our club funds are distributed please contact any committee member or write to our treasurer or attend our Annual General Meeting where our annual statement of accounts is presented.

Thank you

Brian Verrall.

### NEWSLETTER EDITOR.

As of October 10th Claude will not be continuing as the Editor of the Wessex S.E. newsletter and the committee wish to thank him for all he has done in the past.

Any correspondence to the newsletter, please send to Brian Verrall at 2 Norville Place, Lower North Street, Cheddar, Somerset. BS27 3HH.

Do please keep the correspondence coming i.e. Rally Reports, Items for Sale, Technical items etc. with the winter months ahead of us, we will be very grateful for all information received.

Looking at 1991 we shall be compiling a list of events so do let us know when the local events and shows are to take place and who to contact for entry forms.

### CONGRATULATIONS.

To Gerald Atherton and Hazel, both ex committee members, who were married on October 20th at Churchill. Best Wishes for the future.

ALSO

To Dave Day and Ann who got married on October 6th. Best Wishes to them.

THE MARKET PLACE.

FOR SALE. "CLASSIC AMERICAN FARM GAS ENGINES" by Wender and Arnold £12.50 each.  
 "THE IRON WORKHORSE" by Wender and Arnold. £12.50 each.

Limited quantities of each just in from the USA (£15.95 in the shops)  
 Tom Randall Tel. 0761 418926 Postage £1 per copy. Phone first.

FOR SALE. PETTER 'S' 5hp on two wheeled road trailer with a 110 volt 2kva dynamo.  
 In rally condition. £600 or very near offer.

Brian Palmer Tel.. 0984 40017 after 6.00pm please.

FOR SALE. Set of castings to build Stuart Turner Beam Engine £75.00  
 Tel. Rod Towler Trowbridge 768502.

FOR SALE. CRITON centrifuge water pump. 3" outlet weighs approx. 1½cwt. Used to  
 supply water to church heating system. Lots of valves and brass would make an  
 interesting exhibit.

Contact Dave Stokes Frome 65425.

WANTED. LISTER 'D' piston paraffin type + .030  
 Ring J.P. Miller 0793 74011.

WELLOW FLOWER SHOW.

1st September, 1990.

Despite the rather gloomy weather forecast on Friday night, Saturday dawned, and indeed remained bright and sunny. I had been to the site at Wellow Village near Bath on Friday evening to rope off our "Wessex Stationary Engine Club" corner and was pleased on my return Saturday mid-day to see several enginemen setting up their exhibits.

The final count was 11 engines and two motorbikes, as follows:- Lister A, C. Arnold; Petter A, C. Lowther; Amanco 2¼hp and pump, L. Emery; Amanco 2¼hp, H. Gane; Fairbanks Morse, V. Walton; Stuart R3M and Wolseley, H. Jeanette (all the way from Cardiff); and last but not least, the Adams family with Lister D and pump, Lister domestic pump set with JAP 2A engine, JAP 2A charging set, and Centaur model Gas Engine.

The two motorbikes, both beautifully restored by D. & C. Chipperfield were a 1952 Bown Lightweight and a 1921 4 hp Triumph.

The show attracted a good crowd of spectators and we were all busy explaining things to interested passers by. Other attractions included the Horticultural and Handicraft competitions, goats, birds of prey, children's amusements and various other stalls. Everyone enjoyed the occasion and exhibitors each received a plaque for attending.

My thanks go to all those who turned up to support this WSEC sponsored event, and to those who helped me to clear up afterwards.

JEREMY ADAMS.

CLUB DIARY.

Sat 24th November. The WSEC Social Evening at Chilcompton Village Hall. Full traditional fare followed by pleasing entertainment.  
 Booking forms were distributed with the September Newsletter and should be returned to the Secretary.

Mon 26th November. The last monthly meeting of the year.. Talk and films by Finnings Ltd. on Caterpillar Tractors.

Sun 2nd December. The ANTI FREEZE CRANK UP at the Old Down Inn, Emborough. No prior booking necessary, just turn up with an engine at about 10.30 ish.



MONTHLY CLUB MEETING REPORT - 24TH SEPTEMBER 1990.TALK AND DEMONSTRATION BY MYFORDS LTD.

This month the Club welcomed Malcolm Townsend and George Gaynor from Myfords, the well known lathe and machine tool manufacturers. A comprehensive display of lathe attachments was provided together with a Super 7 lathe. (an unsuccessful attempt was made by Eric Gay to obtain the lathe as a raffle prize!) After introductions, Malcolm gave us a very interesting insight into the history of the Company. Following the break, George continued with an informative talk illustrated with slides on the past and present, production facilities. Because the evening was so interesting, I have expanded the usual meeting report, the second half of which will appear next month.

In 1934 Cecil Moore and his wife (whose maiden name was Myford) founded a business to manufacture small lathes. With a £200 start, the Company was located on the top floor of a five storey lace mill at Beeston in Nottingham. From the outset, Cecil Moore knew his market, and aimed his designs at the home workshop, garages, and cottage industry, the intention being to provide not only lathes but a full range of attachments to give a complete machining centre.

From 1934 to 1940 the ML1 and ML2 were manufactured under the Myford name together with further products under Winfield and other names. The Companies policy was to produce a quality product and great care was taken even in the early days to achieve this. When war came in 1939 Government work was taken on and included the manufacture of machines for valve grinding and rifling. Under Government rationisation the Company undertook the manufacture of the smaller range of Drummond lathes. One variant of this was a treadle driven lathe for quiet operation in submarines. Throughout this period a gradual expansion into the rest of the old lace mill took place until eventually all five stories were taken over. With raw materials going in on the ground floor, the finished products were completed on the top floor and had to be carried down the stairs. Eventually block and tackle gear was installed. The whole building was equipped with overhead line shafting driven from a central engine (sadly details of the motive power are now unknown).

In 1945/6 the lathe market was expanding and the Company increased its range. The ML3 and ML4 were now introduced to supplement and eventually replace the ML1 and ML2. These smaller sizes were available for about £4.50 and retailed at £7.00. With the post war market now picking up, the famous ML7 was introduced for about £21.00 complete with motor. A progressive market strategy was evolving, and in addition to the model engineer, schools, colleges, development labs, and light industry were successfully targeted. 1948 saw the introduction of the ML8 wood workers lathe, and in 1949 the MG9 cylindrical grinder heralded entry into the industrial market. The manufacturing quality was still paramount and further quality control methods and inspection equipment was introduced.

1956 saw the introduction of the Super 7 lathe, basically an ML7 body, with the same high quality, but with refinements and additions. The 1950's saw a full 2 year order book and plenty of overtime for the employees. Myford products were now selling world wide, and a new cylindrical grinder, the MG12 was developed. Before the advent of the computer control (CNC), copy lathes were used to machine items from a master pattern. One variant of the ML7 was the Minicop copy lathe which sold in great numbers to the car industry, particularly in America. The Minicop was able to mass produce small items and remained a success until overtaken by CNC technology in the late 1960's.

(To Be Continued).

JEREMY ADAMS.

WARNINGS TO THE UNWARY. (Part II).

In Part I Graham told of his introduction to stationary engines and how he had acquired a Lister, stripped it and now that it was primed, started to repaint using Brunswick Car Plan spray paint.

It should be noted at this point that Bob had his engine, a Lister 'D' ready for painting and as a result there was a sudden run on Brunswick Green. Horror, no more Car Plan available, never mind use Holts. DW 5 paint from different suppliers is not always the same colour. Which is why my petrol tank is a subtly different shade of green. Yes, I know this is basic stuff, but I am sure that the children need putting to bed, and the front lawn really could do with a cut.

Assembly time. I really do want to pass over DW 6 quickly, as I really should have known better. When resetting an engines timing it is advantageous to use the original centre punch marks, and not scratches caused during cleaning or by someone else during a previous overhaul. Yes, you have guessed it, I am now skilled in dismantling the engine to check and reset the timing.

The assembly was now complete, with paint shining, and all the shiny bits polished. Time for a test run. Petrol was poured in, and the phone rang. DW 7 states that all petrol connections should be made prior to filling the tank, and that petrol not only stains the concrete drive, but also kills grass and flowers quite effectively. In addition the house tends to resemble the interior of a petrol tank for a few days. The answer to DW 7 is to purchase an air freshener for the house and a bouquet for the wife.

The engine was now running nicely, and looked resplendent on its new wheeled trolley. Then disaster struck. I clouted the spark plug with a lump of wood and snapped the terminal off. Bob came to the rescue with a brand new plug. This was duly gapped and put in position. Would the engine now start?...would it XXXX. It was back to the days of WD40 and the propane burner (together with bad language). All the constituent parts were there, spark, petrol, compression, in the correct order as well. Another plug was procured, but still the beast wouldn't run.

In desperation the original plug was put in the lathe and machined to take a small stud as the contact. When this was put into the engine and the handle turned the damn thing fired and ran. Why this should be so I am not really sure, although it does lead quite nicely onto DW 8, which says that, if at first you don't succeed, take up stamp collecting, put the children to bed or cut the front lawn.

Although the engine was now ready for showing, I must confess that I fought shy of actually taking it to a show in case it wasn't good enough or 'old' enough. Bob dutifully attended on his own. Southwick Scout Fete arrived and I was bullied into attendance. The beast was duly started and continued to run for 3½ hours non stop. For me this was fantastic, and when people actually started to take an interest in the beast it was better still. Thank you all the other people with engines there for making me welcome.

Oh yes DW 9. Always keep a few spanners in the car boot. I didn't, and as the engine warmed up and the nice new gaskets needed pulling down I couldn't, which meant that as the afternoon wore on, the nice green paint became covered with black oil stains. Not the most professional of effects.

DW 10 is probably the warning which most people in the Club know about already. Once you have one shiny engine, another would be nice. An old Briggs and Stratton generating set has now been rebuilt from the dodgy condition it was found in at the local scrappy. Who knows I may have enough confidence to show it one day. I am now looking for the next project. Does anybody know of any old water cooled engines which need a good home.

Thanks must go to Bob Miller, without who's help none of the above would have been possible, together with both our long suffering wives.

Graham Swales.  
Southwick.