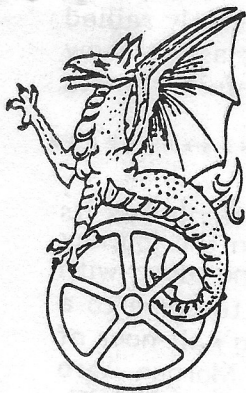


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

SEPTEMBER 1986

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### BRISTOL REGATTA STEAM RALLY - August 2/3

After staying down at Netley Marsh for a few days following the rally there which was first class as usual, we headed down to Bristol Docks for the gathering of Steam Engines at the Bristol Regatta run by Mr. Garnett of the Avon Traction Engine Club. Other years, this event has been held as part of the Wine Fair but this year we had a new location, in the car park in front of the 'Lochiel' which is a pub converted from a boat.

On Friday we paid my first visit in twenty years to Bristol Zoo (and I live in Bristol....!) with Phil and Audrey Harris, Andrew and their friends - but leaving my wife at home; the less said about that, the better! On the way back, it started to rain and Phil said 'Thank God we aren't at Bleadon - at least here we are on solid concrete'. He was obviously imagining the sight of Bedford-with-Blackstone sunk up to the axles. However, there was no chance of getting stuck. We went around to the Ostrich Pub for the Friday night Steam-Up passing Richard Branson's record breaking Virgin Atlantic Challenger II on the way. What a boat! At the Ostrich were six steamers and a fair organ; we had a free drink each from the Landlord and then headed back to our vans in heavy rain.

On Saturday we woke to sunshine and a lovely day. I have never seen so many people before in one place; over 200,000. They were passing the engines and my piano ten deep all day. There was non-stop entertainment all day until the fire-work show ended at 10.30 p.m. but at around 8.30 we had our annual trip to the Centre to watch the 'dolly-birds' walking by. Phil said there was nothing like this down at Cocklake; even Bill and Chairman Robin had a good look. Bill said it was **foggy** - however, **Claude** was nowhere in sight - but in the end Robin decided that it must have been Bill's glasses steaming up! After the fireworks, it took the police two hours to clear the Centre. I dare anyone to ask Tom, our President, what happened to him and his good wife on the Saturday night!!

We woke up Sunday to a dry start but by 10.00 a.m. it was raining; we are all made of tough stuff so we all piled into a trailer behind the steamer from Cornwall and went on a road-run around the Centre via Prince Street and back to the docks. There were 18 steamers on the run. Sat on the trailer were Tom Randall, (yes, even the President had to ride in the trailer!) Robin Lambert, Phil Harris, Audrey Harris, myself and my wife, Don Rogers and Chris - and young William!! Don said that he could have a ride on a steamer before his first birthday. When we got back to the engines, the rain had stopped for a while and the crowds came out again but only about 50,000 this time. Engines were limited to six at this rally due to space and they were as follows:- Phil Harris' Blackstone, Tom Randall's Bamford, Rob Lambert's Ruston Hornsby, Bill Appleby's Victoria, Don Rogers' Bates & Edmonds Bulldog, Gordon and Joyce with their Bristol made Douglas, and an engine from Cheltenham. I took my street piano due to a Taffy Professor over from Cardiff, entertaining for the weekend; he was very good.

At the end of the day we were given a pint beer mug engraved with Bristol Steam 1986, and with it a ½-pint beer bottle FULL! with a picture of a steam wagon. The brewery found two crates of them in their cellars - real collectors items - makes a pleasant change from brass plaques! Even better, Mr. Garnett gave Tom a donation to the Club, a cheque for £3=. Thank-you Mr. Garnett on behalf of all Wessex members. I personally think that the week-end was one of the best I have ever attended and can't wait to go again next year. It was FREE to all the public; and 'That's the way to do it.....!'.  
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Brian Munt

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### WESSEX ENGINES - No.3. THE DON

This engine had seen much of its life in the coalfields of North Somerset, powering machinery

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producing scrap in a local metal processing plant. Sturdy in construction, its main feature is the habitual furring up of the air intake which, after servicing, renders it unrecognisable for some weeks. A new venture of the company produced the 'Little Billy', small in horse-power but instantly rallied causing great interest. The 'Little Billy' greatly resembles the older models but does not as yet show any signs of the whiskering problem - this could occur with wear. The 'Don' is a very useful engine to have around where hard graft and staying power is essential.

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YEOVIL FESTIVAL OF TRANSPORT 1986

This annual event may not be popular to the Stationary Engine entrant but it certainly has its attractions to the spectator and is good value for money. Our first Wessex encounter on the journey was when we managed to catch Mike Hodgson's little Fiat 127 on the Mendips, nipping along with a characteristic Italian verve! When he turned off for refuelling we relaxed a little only to come to a complete standstill on the Yeovil Queensway in a grand traffic jam. During the ensuing half hour of stop-start we became quite friendly with the driver and passenger of a very nice little Morgan Aero only to realise that the reason for the jam was compounded by my contemporary of the SSAPC, Newsletter Editor Brian Crudge, who was rummaging under the bonnet of his BL with a worried face. He assured us that all was normal and was last seen walking away in the general direction of the Festival.

Having paid our entry fee and looked around all around the new cars that we would like to own but can't afford, the next 'engine encounter' loomed on the horizon in the shape of a SSAPC Display Stand advertising their Two-Day Event at Langport on 6/7 Sept. Here we were welcomed by Mike Paull and Paul Hurt, noted that that McKay Sunshine Harvester 'Sundial' engine is in need of restoration! and admired their Austin tractor. A lot of time was spent browsing around the junk stalls where we met Tony & Mike Andrews, John & Diana Emery, (thanks for the refreshments...!), Pam & Ray Saunders, Audrey Harris - where was Phil? (over watching the tractor pulling), Bill Dufty, Pete Holloway, Bill Lane and last but by no means least, Barrie & Sue Thomas with Ivor Yeo.

All the time the sun blazed down, it seemed a relief to enter some of the stalls just for a little shade. After a total boycott of this event by all the local engine clubs, it was strange to suddenly hear the familiar sound of engines from over by the hedge; further investigation was needed. There was about ten engines in all; most were not running, few were attended by their owners. There was the usual batch of Lister D-types, a Wolseley, a very nice Ingeco 1½ hp, a Petter 3 hp Apple Top which started **instantly** after being topped up with fuel and a pretty little Hobbs ¾ hp desperately in need of restoration. There was also a nice E/C Bradford Amanco and a Ruston Hornsby APR. Glad to see that only one of all these was a Wessex member!

In the Autojumble was a very nice Stuart Turner pumping set in original condition for £75 - I was tempted but it soon sold, and a little BSA built Iron Horse generating set with a broken ammeter for £35. I had a good look around the cars but was disappointed to see so many from the 1960's and even 1970's and so few real classics. However, the commercials made up for this, a very interesting selection.

Avoiding the Hell's Angels invasion we made our way back to the car park after a very interesting, tiring but enjoyable day.

Ern Brassplate  
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CLUB DIARY

**Oct.11th.** Annual Coach outing, this time by double-decker bus to Exeter Maritime Museum. Booking forms were with the August Newsletter and the price will be £4 for each person irrespective of age, which includes the price of admission to the Museum (over £2 so it is still good value). 70 Seats only. The bus is scheduled to depart from the Badgerline Kensington Bus Depot, in London Road, Bath at 7.30 a.m. and will travel via Peasedown, Radstock and the Old Down Inn to Exeter via the A38 and M5. If you live on the route, tell us when you hand in your forms with your advanced payment and we can easily arrange for the bus to pick you up at the place of your choice. We stop at Taunton Deane Services for refreshments, etc. to break the journey. The return journey will leave Exeter at 6 p.m. and we have booked into the 'Cat & Fiddle' along the way for food and drinks. There will be varied menus to suit all tastes; we leave there at 8 p.m. for home.

Due to the demand and limitations as to number of seats on the bus we are afraid it will have to be booked on a 'first come, first served' basis so please book now to avoid disappointment.

**Oct.19th.** Car Boot Sales, yest **SALES!** Both commence at 10 a.m. and finish at 2 p.m. One will be at Great Mills car park, Trowbridge and the other will be at Presto car park, Worle, near Weston-Super-Mare.

Which one will make the most money for the Club? Turn out all that junk which you have been meaning to get rid of all summer and come along and turn it into cash. Good fun and well worth doing. There may be a small charge this time to Club members of £1.50 but to non-Club members it will be £3 per boot.

**Oct.27th.** Talk by Jim Wilkey, 'Old Farming' illustrated by a film show. This is at the Old Down Inn, Emborough.



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**Nov.1st.** Wessex Social Evening which takes the place of the former Dinner/Dance and will be held this year at the New Chilcompton Village Hall.

**Nov.24th.** An illustrated talk on Hot Air Ballooning by Christopher Davey, holder of the world altitude record.

**Dec.7th.** The 'Anti-Freeze Rally' - a winter Crank-Up at the Old Down Inn. When you grease up your engines for the winter, leave just one for this event but make sure it is a good cold-starter!

**Jan.26th.** An engine slide show We are fortunate indeed to have also one of the Stationary Engine Magazine's regular photographic contributors, Philip Thornton-Evison, who will be giving us a slide show of stationary engines from outside our area.

**Feb.26th.** Annual General Meeting - our Tenth Year.

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#### LOW HAM VINTAGE RALLY - July 20th 1986 at Langport, Somerset

As we were not exhibiting on that particular weekend, Brian and I decided that we would pay a visit to the rally at Low Ham. On the Sunday morning we set off from Cheddar at about 9.30 a.m. in drizzling rain but our fears for a wet day were unfounded as the nearer we got to Low Ham, the brighter the weather became.

On arrival at the gate we were asked for our pass; the answer being 'no', we had to fork out £3 which made Brian wince a little. (He is not used to such an experience!). Being a bit late we decided to make straight for the stalls to see if there were any bargains left. Brian headed straight for the Autojumble which left me to browse around the plant stall which is where I made my first encounter with some of the Wessex 'gang'. They said 'good morning visitors' which seemed very strange. We then made our way towards the line-up of stationary engines where we found a very interesting selection including Blackstones, Listers, Petters, Teles, Victoria, Ruston Hornsby, Amanco, and many more too numerous to mention.

By this time, it was coffee time at Dot Watts' van which was very welcome; after coffee we moved on to view the rest of the rally. The tractor section always interests me as I am from a farming family and it was very well supported brining back memories of years ago, in particular the old Standard Fordson, John Deere, Ferguson, Internationals and Field Marshalls, which were all well worth looking at. In the steam section, better than in previous years as there were about 20 in all; from the big Burrell Showman 'Perseverance' to the Fowler Ploughing engines, Marshalls, Allchin, Ransomes, Robey, Ruston-Proctor, and the Aveling Porter and Marshall road rollers going around the main ring. We also enjoyed the very good craft and model section, parade of Vintage cars, Motorcycles, and military vehicles. The commentary from the ring events was more than our poor Punch & Judy man could compete with, (I got that information first-hand!) so there was no performance. We had a last look at the stationary engines and yet another cup of tea and made farewells before heading for home.

Yes, a very enjoyable day spent on the other side of the ropes for a change.

Mary Verrall (with a few comments from the 'Boss'.....!)

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#### THE AUGUST MONTHLY MEETING - 'Member's Night', a chance for any Club member to entertain for the evening.

Vice-Chairman, Brian Munt, opened this meeting by welcoming new members Mr. & Mrs. B.Sharpley from Wimborne and Mr. & Mrs. Carney from Bath. The usual lack of response from the members at this meeting resulted in Brian Munt showing some of his collection of old adverts and engine photos using the Club epidiascope. The first adverts were from a catalogue of 1909, some of cars which Eric Brain had heard of (Mors, Minerva, Wolseley Siddley and Lacre, for example) and a few of engines. An ad. was also shown of an early damp-proofing machine which actually sawed through the wall of the house and laid a damp proofer behind it.

Brian also showed us some of his photos from a holiday in France, including a cavalcade with tractors and a steam engine. As this took place at a beach resort he was asked to show us some 'topless' photos but this resulted in comments about 'bee-stings' and 'fried eggs'; we never saw the pictures either!

Phil Harris brought some hilarious photos taken at Longleat of a mechanical animal (looked like an Ostrich...Ed.) which a couple of our members 'caught' and tried to mount and ride on. When Brian Munt climbed aboard, it seemed that someone put a 10p piece in the slot and it started giving Brian's piles some therapy, judging by the expression on his face.

During the interval we had the raffle; Eric Gay won a box of liquors, Marian Wilson won some paint brushes, Mr. Stone some lager and Audrey Harris, who is always lucky, won a little windmill.

After the interval, Eric Brain showed some of his collection of engine slides taken at the Stationary Engine Magazine Great Gathering of Engines at Longleat back in 1981. There were many unusual engines, some even 'stumped' the photographer (they had got out of sequence with my index...Ed).

All too soon the evening drew to a close and we headed off home. Thank you to Brian and Eric for an entertaining evening.

Bill Coombes

4.  
**FOR SALE**

**Mardon Classique Caravan**, 4 berth, good condition. £325. Bill Appleby. Tel. Frome (0373)66782

**Petter PA1**, 4.6 hp, 1650 rpm, petrol & air-cooled. £50; **3 Cyl. high pressure vehicle washing pump**, £40; **Cyl. head for Petter M-type**, 2½-3 hp, £10; **Water-pump** by Evans, complete with wasp's nest, £30. Ron Torr, selling due to ill health. Tel. Oakhill 840413.

**WANTED**

**Five** screw-down or Stauffer-type greasers, pref. 1/8 BSP and brass. Bill Coombes, Oakhill 840868.

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**FORTHCOMING EVENTS**

**WSEC Social Evening** - 1st November 1986 at the Chilcompton New Village Hall at 7.30 p.m.

To avoid possible date-clashes of functions held around the Xmas period, we have brought our annual festive gathering forward to Saturday, November 1st, and have completely re-styled the evening.

A new location, new entertainment, and a new menu; and it may also help to beat any bad weather that can sometimes occur later in the year. Chilcompton New Village Hall has been chosen for its size, ample car parking and it's only one mile from our Club Room - which still remains the centre of our membership area. The Hall is located mid-way between Emborough and Radstock on the B.3139.

Our evening venue will be a three course, sit-down meal, entertainment by AL-Fresco (who entertained us superbly at Monkton Mine), and a limited bar will be available selling, canned beer, wine and soft drinks; the bar will be run by ourselves, thus saving on bringing in an outside bar which sometimes can prove expensive. Club members and guests who would prefer to bring along their own favourite liquid refreshment, please feel free to do so.

The Menu will be as follows:

Soup and Bread Roll  
Ham and Cold Turkey

or

Lasagne  
all with mixed salad  
Jacket Potatoes,  
French Bread  
Fresh Fruit Salad

or

Apple Pie with Cream  
Cheese and Biscuits  
Tea and Coffee

Tickets will be available from Club Secretary, Mrs. S. Gale, 18 Church Lane, North Bradley, Trowbridge, BA1 4OTF or Mrs. J. Lambert, 15 Beechwood Ave., Frome, Som. at a cost of £3 each.

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**AMANCO BEING GIVEN AWAY FREE.....!**

Those aspiring Amanco Hired Man owners who read last months of the potential difficulties involved in acquiring one of these very desirable engines have now had their prayers answered.

The Stationary Engine Magazine is running a competition in the September and October issues with a Petrol/Kerosene Amanco as prize. The engine is basically very good and complete except for the number plate but needs some tidying and a repair to the cranking handle. It is mounted on a 4-wheel trolley and, like the Stationary Engine Magazine itself, is very collectable.

There is no excuse for not entering this simple competition; if at the worst, you are not a regular subscriber, it can easily be overcome by sending your name and address with £10 for a years subscription to Subscription Dept., PPG Publishing Ltd., Kelsey House, 77 High St., Beckenham, Kent.

Come on you members, bring this open-crank into the WSEC - it will bring our Club some much needed free publicity.

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**PLAQUES** - The perennial question about the need for rally plaques has been raised recently. One local Club has found itself with a bill for £800 for this item alone. However, looking around the local supermarket, the rallyist can find a well-known product which guarantees immunity from the needless expense brought about by plaque.....Yes folks - 'LISTERINE', what else....!

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**PLEASE NOTE:** Committee member Michael Cannon's telephone number is BATH 859536 not as incorrectly stated last month (24 hr. answering still applies!).



Specification A-1009CZ

PLEASE TURN OVER FOR PARTS LIST.

MARK	NO. PER MACH.	DESCRIPTION
<b>WICO TYPE "A" MAGNETO</b> Specification A—1009CZ		
IXA.256	4	Cover screw washer.
IXA.862	2	Earth stud insulating washer.
15-186	1	Drive spring.
16-X121C	1	H.T. lead group 24°.
16-163	1	Terminal nut.
16-491C	1	Impulse lock nut.
16-570B	1	Impulse stop.
16-583	1	Drive cup spacing washer (brass).
16-704B	1	End plate screw.
16-716B	1	Impulse stop screw.
116d	2	Condenser screw.
1117	4	Cover screws.
1118	4	Cover screw washer (leather).
1146	1	Cam key.
1151	1	Oil scraper (part of X.1487).
1153	1	Oil scraper spring (part of X.1487).
1172	1	Oil catcher (part of X.1638).
1196	1	Fixed contact.
1197	1	Breaker arm spacing washer.
1207	1	Breaker arm clamp washer.
1328	2	Earth stud (part of X.1596).
1372	1	Cam.
1379	1	Main oil pad.
1381	1	Cam screw lock plate.
1384	2	Coil core clamp.
1385	1	Cover gasket.
1392	1	Impulse drive cup.
1418	1	Breaker arm spacer.
1423	2	Oiler.
1667	1	Drive spring retainer.
1760	2	Coil gasket.
2072	1	Breaker box gasket.
2073	2	Breaker box cover screw.
2073	1	Breaker arm spring screw.
2073	1	Breaker arm clamp screw.
2074	1	Breaker box cover.
2121C	1	Impulse spacer.
2122	1	Driven flange spacer.
226-1B	2	Coil wedge (part of X.1411).
2495	2	Main housing bushing.
5416	1	Cam oil pad.
6617	1	Breaker arm spring screw.

MARK	NO. PER MACH.	DESCRIPTION
A-142X	2	<b>WICO TYPE "A" MAGNETO</b> Specification A—1009CZ
A-179X	1	Earth stud nut.
B-33X	1	Trip arm.
B-138X	1	Oil seal.
B-140X	2	Stop switch contact.
F.142	2	Stop switch group.
GX 1638/EPM	1	End plate.
M-31X	1	Main housing unit.
M-31X	1	Cam screw.
M-34X	1	Fixed contact screw.
M-35X	4	Earth stud insulating bushing.
M-42XA	2	Earth stud insulating washer.
M-55XA	1	Driven flange spacing washer.
M-55XA	1	Cam screw lock washer.
M-55XA	2	Coil clamp core screw lock washer.
M-55XA	1	Fixed contact screw lock washer.
M-55XA	1	Breaker arm clamp screw lock washer.
M-55XA	1	Breaker box screw lock washer.
M-90C	2	Condenser screw lock washer.
M-90C	2	Breaker arm spring screw lock washer.
M-126XB	1	Coil core clamp screw.
NC48	2	End plate screws.
X.1407	4	Cover group. (Superseded by X.1412).
X.1408	1	Breaker arm group.
X.1409	1	Coil core group.
X.1410	1	Coil group.
X.1411	1	Coil and core group.
X.1412	1	Cover group, complete with cable.
X.1413	1	Condenser group.
X.1487	1	Oil scraper assembly.
X.1588	1	Cam unit.
X.1592	1	Rotor assembly.
X.1596	1	Ground stud group (2 screws, connecting wire and breaker lead).
X.1628	1	Driven flange group (arms not included).
X.1634	1	Impulse coupling unit.
X.1638/EPM	1	Main housing unit.
X.1669B	1	Oiling disc unit.
X.1878	1	Breaker assembly.
X.2010	1	Cover unit.
X.2075	2	Breaker box clip assembly.
X.2089	1	Breaker box cover.
X.2175	1	Breaker assembly housing.
X.2505B	1	Oil pad spring group.
ZX.142	1	End plate group.
Z.1207	1	Breaker box clip screw washer.
IVA.487	1	Oiling disc.
IVA.583	1	Drive cup spacing washer (steel).
IVA.715	1	End plate gasket.
IXA.256	1	Fixed contact screw washer.

† Includes all parts bracketed against this number on illustration.  
\* Not illustrated.