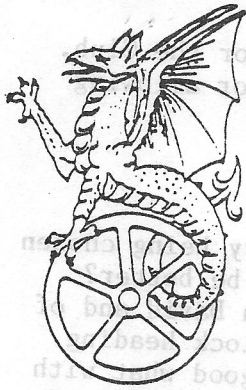


WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

SEPTEMBER 1989.



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CONCERNING PLAQUES, BADGES, MUGS AND JUGS.

Our Committee has been somewhat disappointed with what can only be called 'muted muttering' by some members over the lack of brass plaques at this years Cheddar Rally. They feel so concerned at this loss of confidence that the Secretary has laid the facts out fairly and squarely for the Newsletter.

At an Annual General Meeting members voted clearly for the cessation of the presentation of plaques at our Cheddar Rally. With this mandate the Committee considered it would be improper to continue presenting expensive brass plaques to exhibitors. However as it was considered that the 10th Annual Rally was a worthy occasion, a special presentation of a jug was warranted followed by a matching mug the next year. Since then prices have rocketed, and it was thought that the expenditure of £400 plus could not be justified, hence the cloth badges this year.

It is fully realised that newcomers to the rally scene like to collect plaques, and indeed some stalwarts do likewise, but the Committee has to consider what is right for the Club. If we are to spend a lot of money on plaques then other areas of the Rally finances must suffer. Perhaps the entertainment could be curtailed, or the donation we make to worthy causes could cease. It must be remembered that we rely on public paying their money at the entrance gate to finance our Rally, and should we get a wet weekend the Club's bank reserves will take a severe knock.

Never the less if you want plaques..... we will make every effort to get them. Comments have also been received about the presence of steamers at Cheddar to the effect that they are an expensive luxury. Firstly are stationary engines alone of sufficient interest to attract the public to our Rally? The answer must surely be that the wider the range of exhibits so the wider the appeal will be. Secondly this year we were lucky to have two steamers at minimal cost and we are very grateful for their attendance. "Tiz not what you know - but who you know".

The ideas and alternatives can go on for ever, but we do try to keep the genuine enthusiast happy.

We would love to know what you want..... if you let us know you may get it.

Shirley Gale.
WSEC SECRETARY.

Well there you are, the ball is fairly in your court. The Committee I know are only too anxious to receive your thoughts and constructive criticism is always welcomed. If however you prefer, drop me a note and I will publish in the Newsletter.... without your name should you wish.

Both your Committee and your Editor will await with eager anticipation.

Cheers,
Claude Lowther.

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RALLY REPORTS.

Sunday 6 th August Mendip Rally.

On behalf of Bill Coombes, Phil Harris and myself I would like to convey our grateful thanks to all Club members and others for their support and contributions to the draw, car boot sale, etc which combined with good weather made this event a success.

The raffle raised £163.50 for CLIC while the Car Boot Sale raised £36.00 for the Club.

We also convey our grateful thanks to the owners of the Tencrest Garage for allowing the event to be held on their land.

BRIAN VERRALL.

Wadebridge Rally 1989.

Early July had been decided upon for a short holiday, with the West Country being chosen as it meant we could take in a couple of rallies at the same time. What could be better? We, being Phil and Dorothy Tracy with Alison, Alan and Margaret Smith with son David and of course me. The Friday afternoon saw us leave Elstead, Surrey just after 12 o'clock heading for the M3, A303 and A30 Cornwall bound. Travelling conditions were not very good what with the rain and spray being thrown up by other vehicles. The rain seemed to follow us most of the way although Wadebridge itself had had very little during the day, this allowed us to set up camp in the dry with no problems. We had visions of trying to put up tents etc. in the pouring rain.

This year was the 17th Annual Wadebridge Rally organised by the Kernow Old Vehicle Club, and was held on the Royal Cornwall Showground. Upon arrival we were greeted with a warm Cornish welcome from Kerwin Harris, one of the stationary engine stewards.

Saturday dawned dull and rather overcast and was to stay this way for much of the day, it was not however permitted to spoil the atmosphere of the show. After breakfast the engines were hurriedly set up by their pegs before we made our way to the auction sale, which is run in conjunction with the show, to see what bargains there were to be had, I must admit I did not see much of the sale as most of the time was spent chatting to old friends.

To the exhibits, four steamers were listed in the programme, but alas only two actually made the show. The largest was a Fowler class K7 ploughing engine rated at 12nhp and built in 1928. The second was also a Fowler, this time a class T3 Tiger tractor with the name Firefly. Both these engines were locally owned and roaded in, the plougher being on iron wheels could be heard long before it could be seen. The tractor on the other hand being shod on rubber was almost silent. I was amazed what a turn of speed it was capable of when given clear road.

The tractor section was well represented with most of the usual makes being present, Fordson Standards, Majors, Ferguson both petrol/paraffin and diesel. This year only a few Field Marshalls were in attendance unlike previous years when more than a dozen would appear. One of the Marshalls was belted to a bailer to give the spectators an idea of some of the tasks tractors performed besides pulling a plough. Continuing with the other makes, there were Nuffields, Porsche, International Harvester, Allis Chalmers, David Brown Cropmaster, a Case BMB crawler and John Deeres. The John Deeres included a model R which is a very rare tractor here in the UK, in fact this was the only one of that model imported as a working tractor in 1950 I think it was. It was typical of John Deeres having a twin cylinder engine, diesel this time not the usual petrol one. For starting a twin cylinder petrol donkey engine is fitted.

Moving on to the stationary engines, there were some 200 plus listed in the programme, however on the Saturday for one reason or other there were quite a few empty pegs. This not only applied to stationary engines but ran right across the board. A good selection of engines was on display with something to suit everyone's taste. Although there were no large horse power engines this year some were quite lumpy in physical size. The English manufacturers were represented by various models of JAP, Lister, Ruston Hornsby, Bristol Wagon & Carriage Works, Robinson, Stuart, Leek, Villiers, Fowler, Wolseley, Stuart Turner, Suffolk Iron Foundry, Coborn and Gardner. As for the American built engines these were represented by Fairbanks Morse, Amanco, International Harvester, Hercules, United, Fuller & Johnson, Sattley, Acme, Maytag and Aermotor of which there were three. The engine which in my eye stole the show was the Stickney of John Deley. Many of the engines were driving some item of machinery be it water pump, generator, mill or vacuum pump. Tim Mavaire, he of calendar fame, had his set up with it's bright red awning. On display were 1990 calendars, picture postcards plus a half scale Robinson hot tube engine. This he was showing on behalf of Graham Cory who sells sets of castings for these engines that have mentioned several times in the Stationary Engine Magazine. Tim also supplied a number of 'For Sale' and 'Wanted' slips which he pinned up free of charge. In addition to these items already mentioned there were displays of motor-cycles, cars, commercials and military of which I saw very little, most of my time being spent around the engine section. Add to that a model tent and a small market with a wide range of stalls.

cont'd.

On the Saturday evening the Kernow Club hold two sessions of entertainment, firstly for the junior members on site with music etc. to suit, then followed around 8 o'clock by a grown up(?) do. One of the nice things regarding the show site is the amount of space available ensuring that campers have ample room and not parking in each others awnings. All these things together with a most friendly atmosphere made for an enjoyable weekend and well worth the trip down.

PATRICK KNIGHT.

CLUB DIARY

Sun 15th October. Coach Trip to The Forest of Dean Railway at Norchard Steam Centre, Lydney, Glos. This day out includes an engine rally, which some of our members attend as exhibitors. There are other attractions including a model railway exhibition, a steam museum and a working day on the railway so there should be plenty to interest everyone. Light refreshments can be obtained at the Steam Centre, while a shuttle bus service runs into Lydney for the Sunday open air market.

Remittance slips were distributed with the August Newsletter but for anyone who has mislaid it or didn't get one, application should be made to Mrs. Shirley Gale, 18 Church Lane, North Bradley, Trowbridge, Wilts.

stating the number of seats required, Cost of seats - Adults £5.50, Children £4.50, cheques to be made payable to 'Wessex S.E. Club'.

The coach will leave the Old Down Inn, Emborough at 8.30am.

Mon 30th October. Jim Wilkie makes another presentation of his popular 'Dustbin' films, from his collection of vintage films and those which came to rest on the cutting room floor and consequently did not see the light of day.

Sat 4th November. THE ANNUAL WESSEX STATIONARY ENGINE CLUB SOCIAL EVENING at the Chilcompton Village Hall. A formal menu with full service has been arranged, followed by entertainment to suit all tastes.

BOOKING FORMS WILL BE DISTRIBUTED SEPARATELY - DON'T MISS THEM.

Mon 27th November. This month's meeting takes the form of a slide show presented by various members. Details are still being finalised, but an interesting evening is assured. As this will be the last Club meeting for 1989 please come along and enjoy more good company.

THE MARKET PLACE.

FOR SALE. Climax Number 2 Water Pump. Good condition £45 ono.
Mike Stevens. Telephone Wedmore 713113.

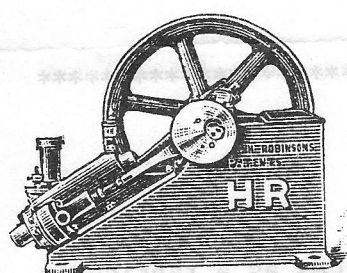
SERVICES. SHEET METAL FABRICATION. Keith A.D. Love offers his services as a fabricator of parts in sheet metal, tinsplate, fibreglass etc. He is prepared to manufacture 'one offs' such as fuel tanks, crank guards, silencers etc. working to drawings or patterns. This is a service for the preservationist.
Enquiries to :- Keith A.D. Love, Unit B15, Charles House, Bridge Road, Southall Middlesex. Answerphone 01-574-2562.

FOR SALE. Photographic Bureau Publications are offering their 1990 calendar featuring a profile of 12 stationary engines and includes a special services and supplies page. The cost (not cheap) is £3.95.
If there is sufficient demand from Club Members the Secretary will make a bulk purchase. Please advise Shirley Gale of your requirements.



SMALL POWER ENGINES.

Having seen an increasing number of small power engines, mostly of unknown make, putting in appearances on the rally field this year I thought it may be interesting to many and perhaps even helpful to some if I were to share through the newsletter a substantial amount of information on and illustrations of small power engines which were featured and advertised in the **MODEL ENGINEER & ELECTRICIAN** magazine between the years 1900 and 1916. I have recently acquired an incomplete but none-the-less substantial run of this weekly journal between these dates and they are yielding up a storehouse of advertisements, pictures and articles on many makes of engines. M.E. & E. was founded in 1898 as model engineering was entering its hey-day and small power gas and oil engines served both as a model engineering exercise and subsequently as a much needed source of power for lathes and lighting, etc., in model engineers' workshops. Model engineers then, as today, were justifiably proud of their workshops and M.E. & E. features workshops of which many of us today would be envious. A small gas, oil or steam engine would be installed to power a range of machinery through line shafting & belting which in some photographs seem to leave hardly any room for the man himself. Out of such places came an infinite variety of models, from steam yachts to benzoline powered roller skates! There were dozens of commercially produced small engines, available either in kit form or complete. There were also many totally freelance engines being built, some from original detailed designs for which patterns were made and castings produced as one-offs, to engines made for as low a cost as possible from scrap odds and ends. I hope to show you many of these, including the world's smallest working steam engine of that time, shown in the photograph alongside a common house-fly for size comparison, which was larger? Wait and see! I have recklessly promised our desperate news-letter editor an article each month, so by way of an introduction, here are a few pictures hopefully to whet your appetites. An engine with which we are already familiar is the **ROBINSON'S HR** engine, shown here in its original design as a hot tube ignition gas engine. From the same issue in 1903 is this local advert, unfortunately not illustrated, for a horizontal engine, presumably a mill style steam engine, from **GEORGE GOODMAN & CO**, of **EAST HAYES, BATH**. Does anyone know anything about this company?

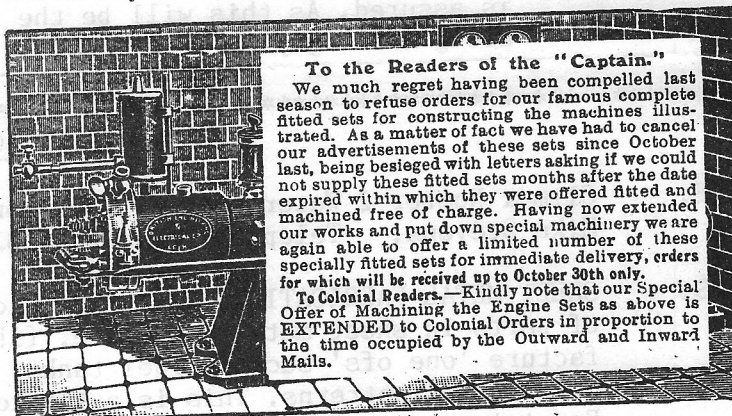


Robinson's
PATENT
"HR"
GAS ENGINE
SELF-CONTAINED
WATER TANK.

Send for particulars to

A. E. & H. ROBINSON & Co.,
Great Bridgewater Street, **Manchester.**

Geo. Goodman and Co.'s Advt.—Send us 1½d. for Blueprint (Elevation) of our latest Horizontal Engine; it is a most unique design, and is giving great satisfaction. Sets of the Castings in Iron and Gunmetal are only 5s. 6d., and we return remittance if goods don't please. This Set is the best we have yet offered, and will please the most critical customer. Are you thinking of having a Hand Planer this winter? We make a splendid little machine for 50s.; it planes 6 by 4. Photo, one stamp (really good photo).—**Geo. GOODMAN AND Co., East Hayes, Bath.**



To the Readers of the "Captain."

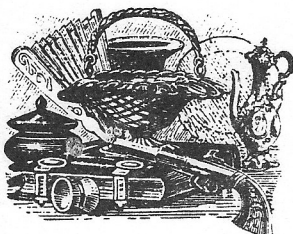
We much regret having been compelled last season to refuse orders for our famous complete fitted sets for constructing the machines illustrated. As a matter of fact we have had to cancel our advertisements of these sets since October last, being besieged with letters asking if we could not supply these fitted sets months after the date expired within which they were offered fitted and machined free of charge. Having now extended our works and put down special machinery we are again able to offer a limited number of these specially fitted sets for immediate delivery, orders for which will be received up to October 30th only.

To Colonial Readers.—Kindly note that our Special Offer of Machining the Engine Sets as above is **EXTENDED** to Colonial Orders in proportion to the time occupied by the Outward and Inward Mails.

Finally, a tantalising advert from the **BRITISH ENGINEERING & ELECTRICAL CO.** of **LEEK, STAFFORDSHIRE**, (yes **LEEK!**) who issued this ad. in 1912 to readers of **The CAPTAIN** magazine informing them about the non-availability of their engines, so they covered up the picture. However, all will be revealed next time when we will be taking a more detailed look at "**LEEK**" engines.

A NEW SERVICE AVAILABLE TO MEMBERS.

HELEN MOODY



CONSERVATOR OF SOCIAL HISTORY MATERIAL

Helen Moody is a professional conservator of all kinds of historic material and, as part of her services, is now able to offer **GLASS BEAD BLASTING** and other types of chemical cleaning for all types of metal items and components to a maximum size of 28" x 30" x 21" and weight of 56 lbs.

Most of Helen's work is for museums but all kinds of private commissions are undertaken in her workshop at the **RADNOR BUSINESS CENTRE, RADNOR ROAD, HORFIELD, BRISTOL. BS7 8QS.** Tel: Bristol 662710. An answerphone service is available outside normal working hours.