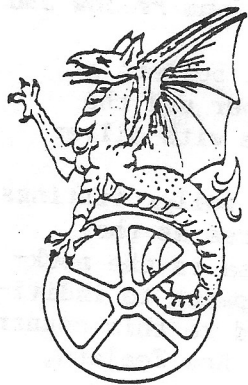


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

SEPTEMBER 1990.

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CONDOLENCES.

The Officers and members of the WSEC wish to extend their sympathies to Alan Biggs on learning of the recent death of his wife, whose presence at monthly meetings will be sadly missed.

CLUB DIARY.

- Sat 13th October. Coach trip to the Welsh Folk Museum at St Fagans near Cardiff. Leave Old Down Inn, Emborough at 9.00am, whole day at St. Fagans stopping for a meal on the homeward journey. Cost of coach and entrance fee, Adult £5.00, OAP £4.25, Children (5-15) £3.00. Meals to be ordered in advance, extra. Booking form included in August Newsletter to be returned to the Secretary PDQ.
- Mon 29th October. This months meeting takes the form of a slide show. The Committee still have to finalise details, so the Newsletter apologises for not having the full facts. (Please note the date, it is not as published in the programme issued at the start of the year).
- Sat 24th November. The social event of the year. The ANNUAL WSEC SOCIAL at the Village Hall Chilcompton. A full celebratory menu will be available, with waitress service together with the usual bar facilities. Entertainment has been booked which will suit all tastes and is guaranteed not to be too LOUD. THE BOOKING FORM INCLUDED WITH THIS NEWSLETTER SHOULD BE RETURNED WITH YOUR REMITTANCE TO THE SECRETARY WITHOUT DELAY.
- Mon 26th November. Talk and Films by Finnings Ltd. on Caterpillar Tractors, Preliminary reports suggest that this evenings meeting should be most interesting and well presented.
- Sun 2nd December. The ANTI FREEZE CRANK UP at the Old Down Inn, Emborough. The last WSEC event of the year, how time flies....

Mon 30th July. Club visit to Stuart Turner Models Ltd., Cheddar.

This was one of the best attended visits the Club has arranged when about 50 members, their families and friends gathered on Monday 30th July for a conducted tour of the Stuart Models new factory at Wedmore Road, Cheddar. Our guide and host for the evening was Mr. Paul Manning, Stuart's Managing Sales Director and who was assisted by John Predow and Helen Verrall.

The tour started in the Boiler making section where members saw several boilers of different types under construction. All the boilers were fabricated in copper and the various stages of manufacture were explained, from preparation and assemble with silver soldering through to cleaning and testing.

This was followed by a look at the machine shop area where many of the boiler fittings and other related components are made. At present this is rather a small area as the machining of the main castings is contracted out. Next to the machining area is the packaging department where all the model kits are shrink wrapped prior to dispatch to individual customers, model shops and suppliers. The destinations are not limited to this country but despatches are made worldwide including USA, Canada, Japan, Australia, New Zealand, Spain and many others.

Tucked away at the far end of the building is a small area where the design and development of new models is undertaken prior to their going into production.

At present Stuart Models is a small and compact unit but our host informed us of plans for expansion in the not too distant future.

Our visit lasted about two hours with members finding much to interest them. All our questions were answered fully.

On behalf of the WSEC I thanked Stuart Models for their hospitality and for a very informative evening.

BRIAN VERRALL.

HELP SAVE A DINOSAUR.

Agricultural engineer David Price is appealing for help in saving a unique steam engine from the scrapyard. Mr. Price who runs a firm in Churcham near Gloucester has amassed a collection of 40 working steam engines.

Now he wants to rescue an historic LILLISHAL steam engine built in the 1920's to pump spring water at Chelvey near Backwell.

The 120 tonne triple expansion engine has to be dismantled and removed through a pair of large double doors as the building is covered by a preservation order. Only three such engines were made and this is the sole survivor.

Mr. Price is hoping to find sponsorship to cover the £25,000 cost of moving and rebuilding the engine but he also needs a band of volunteers to help dismantle the engine over several weekends. Mr. Price will provide all the technical know how and supervision.

So don't be bashful, give him a ring on Minsterworth 278.
He'll need all the help he can get.

BRIAN REAKES.

A SMALLER DINOSAUR FOR RESCUE.

In my job as an agricultural engineer I often find many old engines worth salvaging but the sad part is that the farmers rarely will part with them at sensible prices. The latest find is in an ex WD scrapyard in Crediton and is for sale at £350.

This engine is a DEUTZ diesel, very much the same as the petrol version shown in the Stationary Engine Magazine, April 1985 issue 134, page 14. The main difference between the two engines is the size of the flywheels. The engine could be between 8 and 15 hp, and is a closed crank horizontal. I have measured some of the parts, the dimensions of which are:-

Length of engine	45"	Flywheels	25" dia 2½" width
Height " "	32"	Valves	½" stem dia 8" long
Crankshaft width	32"	Head studs	1" dia.

The engine is mounted on a long steel box and directly coupled to the gearbox of a long winch. The name on the winch is HALLANA and it looks as if it came off a trawler or small cargo vessel. The whole kit weighs bout 2 tons, while the engine itself weighs in at about 8cwt. The engine is not seized but three parts are missing (A) the fuel cap, (B) the air intake and (C) the exhaust system.

The engine is at the yard of G.C. Wood, 32 Exeter Road, Crediton. Tel. Crediton 2503, but can be seen at any time as it is sitting next to the road.

If you feel that this engine may be too big to fit in the boot of your car, why not invest in a Jeep to transport it. There are two of those in the yard for sale also.

ROBERT DONNELLY.

RALLY REPORT.

Sunday 5th August. THE MENDIP CRANK UP.

This report will not be the usual list of who attended and with what engine, mainly because I did not attempt to find the information. However I will do my best to jot down a few relevant facts. I did not volunteer for this job, in fact I was "stitched up" by persons not altogether unknown to me. You know who you are, my turn will come.

Back to the Crank Up/Boot Sale. We arrived at the crack of nine o'clock to find everything set up, stall holders selling as if there was no tomorrow, but not much in the way of engines running. As I had not brought an engine for display the stall was set up, coffee supply sorted (thanks to Di and John) and battle commenced.

When we arrived the sun was out, a "Bootiful" day, then as we sat down to soak it up, cloud arrived to spoil it. It must be me, the unluckiest person in the world, for example the Samaritans ring me up and Lucozade makes me ill.

As the day progressed a steady stream of visitors looked, chatted, bought, haggled and photographed, especially the two Japanese tourists who had a simple formula, "If it moves photograph it and if it doesn't move still photograph it".

The standard of the engines on display was excellent with a good cross section of types. I don't think there was a non-runner amongst them, a couple were reluctant to run properly but that's rallying or is it crank upping Bill? (in joke, explanations will be sent on receipt of a five pound note, hurry to avoid disappointment).

There seemed to be fewer cars and motorcycles than last year, but more boot sales.

Now we come to the name dropping section of this report. Michael Jackson, Margaret Thatcher, Prince Charles and Eric Brain were not there. However Brian Munt fresh from his organ transplant attended with Klaz who was seen wearing headgear from Holland, Brian's description is censored.

The raffle was organised by the Verralls and assistants and the sum of £126 was raised for CLIC, and whilst on the subject of cash, £72 was raised from the boot sale and this will go into Club funds. I forgot to make a note of the winners names, but I won a cruet set. Does anyone out there know how to play cruet.?

What more can I say? We had a pleasant day out, good company and I heard no complaints except Munt moaning that he was the only person who hadn't had his dinner. Everyone was in a happy state, must have been in the Pub next door.

Well done Bill and Phil and any backstage helpers. These small one day events in my opinion are so much better than the large 2,3 or 4 day shows.

Well that's about it, I've just read back these jottings...What a load of rubbish. If you have read through to the end you must be bored. You might find it more interesting watching paint dry. I feel sorry for the person typing this, he/she will have to read it twice.

There you are Claude, I hope this fills a blank page in the Newsletter. Anytime you want more copy I have a few names for you.

This is MIKE HODGSON for the news at Tencrest, Somerset..

P.S. The sun did return later and guess who turned as red as her mail van?

WARNINGS TO THE UNWARY. (Part 1)

Recent Newsletters have requested contributions from new sources, and being someone who is new to the game, I thought the beginners view may be of some interest. I had for a number of years been building a $\frac{1}{4}$ full size Suffolk Dredging Tractor, and upon its completion was casting around for a new project. Having helped my good friend Bob on a couple of occasions, with machining components for his Stuart Turner engine and generator set, the thought of "why not something like that" came about. Much discussion followed, the result of which is presented as a series of 'Dire Warnings' (DW). You have probably heard of them before, in which case I am sure that the children need putting to bed, or the front lawn needs cutting. If not perhaps they may act as a warning to the unwary.

Bob came across an advert in ASDA, all very innocent - 'Two Farm Engines For Sale'. Following discussion over a cup of tea, the decision was made to go and have a look see. Bob being the more enthusiastic, duly viewed the engines, haggled over the price and arranged collection. The first I knew was that my services were required in the lifting department to load the engines onto the trailer.

Cont'd.

Warnings to the Unwary con'd.

DW 1. At the best times, i/c engines can be oily beasts. When they have been standing idle for years, the contents of the sump magically change into a mixture of blackcurrant jam and varnish. When an engine is moved, however carefully, this mixture will magically pour from the most unlikely places, and create the appearance of a Torrey Canyon disaster. I know this from the mess we made of the sellers drive. Fortunately for us, collection took place on a dark evening, and so hopefully the full scale of the mess would not have been discovered until day break.

The engines were duly taken home, and decisions taken into who would have which, my pride and joy being an air cooled Lister. Exactly what for, when, and how it was made I have yet to discover. As it seemed to be all there, the decision was taken to try and get it going. Petrol and oil were put into the usual places and all the knobs and levers twiddled. The starting handle was inserted and cranking took place. The last fifteen words should now be repeated for 20 minutes.

We were fast approaching the bad language stage, having tried all the usual tricks such as warming the plug with a blowlamp, squirting WD 40 all about, when it was noted in the gloom (remember we collected the engines in the dark) that there seemed to be a brass plate on top of the air casing. A few minutes work with Nitromores revealed full starting instructions, and hey presto, it ran. This leads to:-

DW 2. Bad language, threats, abuse and repeated thumping with the starting handle seldom start a reluctant engine.

It ran, and in the gloom of that November evening, the blue flame issuing from the exhaust port (no silencer) looked so attractive. Unfortunately the noise of the repeated backfiring was not so acceptable, and in order to avoid DW 3 (as curtains were beginning to move), that is, that neighbours are generally not too appreciative of noisy rotative machinery, the petrol supply was shut off.

The next stage was to strip down and clean and repaint. Here comes one of the obvious DW's. Think about how something comes apart prior to trying to get it apart. The drive pulley was apparently retained by two sets screws, which were easily removed, and a drive key which also came out without too much of a fight. At this stage it seemed likely that the pulley should pull off. Despite the attentions of WD 40. Plus Gas, a propane torch, large hammer, and a 5 tonne hydraulic puller, the reluctant pulley still wouldn't come off. Two evenings later, when tempers had cooled down somewhat, it was found that the pulley was threaded onto the main shaft, on a bit of gentle tapping with a hammer and chisel saw its removal.

After this session, things seemed to go easier, much wire brushing was followed by the application of many coats of primer. Bob reported that Listers should be painted Brunswick Green, and so painting started using Car Plan spray Paint. But...and it was a big but... More next month.

Graham Swales.
Southwick.

THE MARKET PLACE.

- FOR SALE. Lister 'A' Tank cooled approx. 1933 - £50
 Lister 'D' 1934, shaft driven magneto. 75% restored - £25
 Lister 'D' 1943 for restoration - £25
 4 metal wheels suitable for trolley construction, magnetos, fuel tanks, carburettors, governors etc., etc.
 All prices subject to fluctuation and energetic haggling.
 Colin Williams, 4 Turners Tower, Faulkland, Radstock. Tel. Faulkland 580.
- FOR SALE. AMANCO 2½hp Hired Man. c1918, trolley mounted - £350. Swap for smaller but 'interesting' engine considered, with cash adjustments.
 Claude Lowther. Tel. Temple Cloud (0761) 52714.
- FOR SALE. Lister Auto Truck, early 50's, with diesel engine - open to offers.
 Contact:- West Point Distribution Ltd. on Cheddar (0934) 744447 during working hours.
