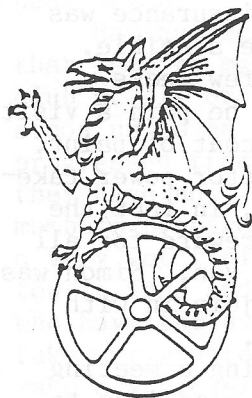


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

SEPTEMBER 1993.

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### AN EXTRAORDINARY GENERAL MEETING

will be held on the

25TH OCTOBER 1993

The meeting has been called for discussions to take place regarding the Club being formed into a Limited Company. See enclosed explanatory leaflet. IT WOULD BE APPRECIATED IF MEMBERS COULD ATTEND THIS IMPORTANT MEETING TO GIVE THEIR VIEWS TO THE COMMITTEE.

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### BANBURY STEAM RALLY - 26th & 27th JUNE.

It has been nice to meet up with new club member Jonathon Symons. We met Jonathon here last year, (I can now recognize the elder gentleman in Jonathons' 'Little Miss 'D' article in the April newsletter - its my hubby Reg.)

At 11.00 on the Sunday, crowds of people are pouring through the pay gates and they certainly have plenty to see. The rally is set in two large fields, each field has an arena with a full programme of events - the usual parades, plus two bands and a parachute drop.

A few special collections here are the John Deere Two Cylinder Club - this consists of various tractors, implements and stationary engines. The Hall and Duck collection of vintage lawnmowers. Its also the first annual rally of the Foden Society, they formed this year and cater for all Foden enthusiasts from steam to present day lorries.

The steam line up is well represented with rollers, a portable engine, general purpose, steam tractors, showman's, road locomotives and ploughing engines. Two of the ploughing engines weigh 25 tons each and were taken as a 'kit of parts' to Mozambique and worked on the Sena Sugar Estates at Luabo, where they were used to plough in the sugar cane. They were shipped back to this country in 1960 and restored. They are still in use today.

The model tent shows years of wonderful workmanship. These range from fairground models, scenic railway, organs, model farm waggons to a collection of antique tin plate steam engines. This next item is of great interest to me - two displays of brass blowlamps and primus stoves. Being a collector on a much smaller scale I have been picking their brains for there ways of getting them clean. I have a lot of hard work ahead of me.

If you are a big fan of commercial vehicles this is the place to satisfy your appetite. Several AEC Matador Timber Tractors featured in the line up - a member of my family has dreams of seeing one on our driveway. The most authentic commercial had to be a 1941 Austin K2 Mobile Canteen, it had been used as a horse box for several years but has now been restored back to its original use, complete with utensils, including Players cigarettes. A cheese sandwich cost 2d and a good old Spam sandwich was also 2d. The sight of this vehicle brought a lot of comments of 'I remember.....'

Cars, motor cycles, military vehicles and tractors were all well represented. One organ a 45 key Limonaire came from Holland and there were several others plus hand turned Street Organs. A good selection of Showmans Living vans were open for viewing.

The stationary engine lay out is one of the best, you are given plenty of space between engines and camping, and caravans etc. have to be well spaced to comply with Fire Regulations.

Wessex members exhibiting were Jonathon Symons, Reg and Stephen Butler. Apologies if I have failed to name anyone else.

MARY BUTLER.

IT SEEMED A GOOD IDEA AT THE TIME.

Young Simon had been visiting stationary engine rallies nearly all his life. His Dad, while not actually owning an engine himself was quite interested in the restoration scene and realised that soon his young son would want something mechanical to tinker with. A motor cycle, whilst providing basic transport, was out of the question - the insurance was too dear and the chances of falling off and under a lorry, far too great to be sensible.

Simon got good grades for the GCSE results and Dad was very pleased. A few weeks earlier he had heard of a Lister Junior on a local farm and unknown to Simon, he paid a visit to have a look. The engine was all complete but in need of a clean-up and a coat of paint. It had been used to saw wood but the farmer had changed his method to the tractor power take-off so the Lister was not required. It was almost totally covered in sawdust, in fact the elegant hopper was full to the brim. Elated with his son's success and as a reward for all his hard study, he took Simon along to collect the engine in the back of his van. Simon was delighted, his own stationary engine at last; now he could enter rallies and join in with all the engine men whom he had so often envied on the other side of the ropes.

That Monday evening, Simon's dad saw that the local engine Club were having a meeting at the Old Down Inn and on the spur of the moment, decided that it would be a good idea to go along and see if he could find out how to join himself and Simon, get rally insurance and most of all, where to obtain the original style transfers for a Lister Junior. Someone must know. Simon had decided otherwise; fancy wasting a nice evening when he could be starting to restore his first engine - there were a few months left in the rally season and he was in with a chance to get the 'A' type to a least one that year. He studied the engine after his dad departed and decided to make a start by cleaning out the sawdust from the water hopper.

Mother had recently obtained a shiny new vacuum cleaner, a cylinder model. Simon's dad had been allowed to use it, on fine days only, to clean out the family car and the van. Simon crept back into the house. Mother was intent on watching Eldorado - one of only about a dozen in the country who did! He swiftly and silently removed the cleaner from the cupboard and slipped back out into the garage. Soon the hopper was empty, all major bits of sawdust had been efficiently removed. What to do next was the question. The Lister has a good sized fuel tank as we all know. Simon removed the cap and looked inside only to find that, as it always seems to, that the sawdust had got everywhere, even inside the empty tank. The fuel had evaporated years before, leaving a mushy mess in the bottom and completely blocking the outflow pipe. "I wonder if I could have this running for when Dad comes home" he thought. He pulled one of the flywheels over, testing for a spark as he had seen enginemen do before at rallies. Sure enough, there was a nice fat blue spark at the plug. "I had better clean out the tank" he said to himself, his gaze turning once more to the vacuum cleaner there on the garage floor. Switching it on, he plunged the nozzle into the filler of the tank.....!

The explosion which shook the garage brought all the neighbours running. As the dust settled they saw Simon sitting on the floor, his hair and eyebrows still smoking. In one hand he held a short length of vacuum cleaner hose, the plug and a smoldering piece of cable hung from the socket. A flat sheet of tin steel and a copper pipe was all that remained of the tank, it had completely flattened out. The ends were nowhere to be seen, all that remained of the cleaner itself was a ball of copper wire which vaguely resembled the armature. A breeze blew in through the garage windows where previously the glass had been and slowly through the rining in his ears Simon heard the next door neighbour and his mother's anxious voices.

Simon's hair has regrown now, the garage windows have long since been replaced. Not only has the engine been fully restored with a new tank from Mac Magowan, but it has been well rallied and the incident when the petrol vapour was ignited by the sparking of the brushes in the cleaner has become part of it's history. Simon has quite a few engines now, even a couple of open cranks. Mother's new cleaner is not allowed outside of the house so Simon well remembers now how not to clean out fuel tanks. Best of all - SO WILL YOU.....! EMERSON BRANTINGHAM.

MENDIP CRANK-UP AND CAR BOOT.

Thanks to all for coming to the Mendip Crank-Up, thanks also to helpers namely Brian Baker, Ivor Cox, Roy Cox, Don Rogers and Eric and Maureen Gay who so expertly ran the raffle making £207 for C.L.I.C. and Brian collected £92 from car booters to go into the W.S.E. Club funds, and last but not least thanks to Brian Fear (new garage owner) who was stunned and amazed and gobsmacked (his words) by it all.

BILL COOMBS.



Following the debate at the June club meeting, our chairman Brian received the following letter for redirection to our newsletter, adding some more comments regarding our Semington rally, also enclosed is his reply.

Dear Brian,

Having received the recent newsletter and read the item on the "Debate on Semington", that lead to members showing concern as to whether the weekend was for a "Stationary Engine club at all or just a free entry to rally anything". Its about time these so called members stood up to be counted, for they seem to have a very short memory on how the W.S.E.C. has progressed from a static display at the mine to a larger static display at Cheddar, to what they have now, with a full rally with something for everyone. The club also has a number of members prepared to get their exhibits dirty (for want of a better word) helping others into a very wet field. I would be interested to see just how you harness a stationary engine to tow in vans and trailers and also provide motive power for a water tank. I think the members who have the audacity to complain should come forward and do some of the chores that they take for granted and then perhaps they might learn a little about how it takes all of us to make a successful rally that goes on around them while they sit behind their engine for the weekend.

Sorry that I have had to sound off like this but I just had to say something about these unkind remarks. P.S. It seems that the stationary engine owners have lost the use of their legs, having had to walk to the stewards caravan for their plaques, perhaps transport could be arranged for next year.

BRIAN LOVELL.

Chairman's comments..... I could not agree more with the comments made by Brian Lovell, I know you can never please everyone no matter how hard we try, to please some seems a remarkable achievement. If members read to Woburn Rally report in 'Stationary Engine' support is waning, only half the number of engines attended as in previous years. Furthermore Tatton 1000 Engine Rally also have had to include other exhibits to make a worthwhile event. I am sure that the members who made the remarks at the June club meeting haven't taken all the points raised by our editor into consideration, as the largest specialist engine club we should be able to put on a decent event, even if we have to provide wheel chairs for members who don't like walking to collect their plaques.

Editors final comments..... Members were invited to air their views and that is exactly what they did, without such discussions we would never know how our members feel, unlike the two 'Brians' many will not put pen to paper, but prefer to air their views at a meeting and any constructive criticisms' will no doubt be discussed by our committee.

#### CRANK-UP at the Old Down Inn, Emborough - 26th July 1993

The weather was looking a bit threatening as a few black clouds rolled around the skies but when we arrived at about 7.30pm, we could see that this was not to put anyone off, as there were some twenty engines already set up and running behind the ropes. These included:- Brian Baker's Ruston Hornsby 4½hp, Petter 'A' and Lister 'D', Cecil Gibley's - Brownwall, Dennis Hodges - Lister Diesel LD, Bill Coombs - Amanco 3hp, Mike Bevan's - Melco 1½hp, John Brooks - Wolseley WD2, Brian Verrall's - Stuart, Peter Holloway's - International 'M' 3hp, Roy Cox with a Ruston Hornsby ZPR 1½hp, Don Rogers - Lister 'D' Lighting plant, Brian Reed's - Victoria 7hp, Vic Walton with a Petter 'A' generating set, Roger Pike's Stuart generating set, John Russell's - Lister, Mr. & Mrs. Carp's Ruston PB 1½hp, Eric Brain's Wolseley WD 1½hp and Petter 1½hp 'Little Pet', Ted Routley's Petter AAL Diesel, Roger Pearce's Lister 1½hp. Then Gerald Atherton arrived with his auto diesel lighting plant and later came young James Selway (age 12) with his Lister 'D', Roy took along his Antoine engine and versitiller cultivator - just to be different!!!!

As everyone stood around talking, drinking and laughing, the pub provided refreshments - and waiter to bring them in and out!!!! The pub's customers had to fight their way in to find a parking space, but seemed to be very interested as they walked around the engines.

Eric Gay, who had been selling raffle tickets during the evening, rounded everyone up to do the draw. Mr. Brian Reed's ticket was drawn out first, he chose a bottle of wine, then Ruth Russell chose a butter dish (apparently her husband wanted it to put his nuts and bolts in!!), Marg Appleby chose the Thermos flask and Mary Verrall won an umbrella - which will come in very handy if this 'summer' weather continues.

As the night came to a close and the generating sets kept the car park alight I overheard one comment 'The women are getting cold' - it was time to go. Soon after at about 9.30pm, the rain came, it started to drizzle while everyone loaded up, then by 10pm most had gone and the heavens opened.

A most enjoyable evening with a good display of engines and the weather 'just' on our side again.

LIZ SAMPSON.

HUCKYDUCK CARNIVAL CLUB, Coleford - Sunday 6th June.

What can I say, the weather was right, the crowds were there but where were the engines, there were only six engines, all except one were Listers, from 1½ to 5hp. At least one exhibitor got it right this year. Last year I sat in our van and watched while spark plugs were taken out and cleaned and put back, water pump and bowser primed, and all I could hear was 'I can't make this out it should work it was going in the week', at which point I got out of the van, mind you this took about ¾ of an hour. I thought I won't let them suffer anymore. I walked over and said 'If you put the belt on it might work'. Although it took so long to sort out everyone found and saw the funny side of the situation. Although only six turned up a good day was had by all.

R. RUSSELL.

BRADFORD-ON-AVON HOSPITAL FETE

A nice thank you letter was received from Tony Jones, thanking W.S.E.C. members who attended this fete on Saturday 12th June. Fete organiser for the Hospital League of Friends wrote to Tony and said a total of £1700 was raised on that day and sent his sincere thanks for the excellent display laid on by club members. Approximately 10 engines attended this event, plus Bob and Jill Hallam's oil can collection, also Paul Allen's nice display of old farm tools and artifacts, this also included a 'man trap' (without the man). Where on earth did you find this Paul? Unfortunately the weather was not too kind and this must have affected the public attendance figures, but none the less a great deal of money was made.

ED.

MENDIP RALLY

August 1st saw the return of this popular rally organised by Bill Coombs and friends in aid of C.L.I.C. As usual there was something to interest everyone, engines little and large, Ron Torr's scale model Marshall, cars, motorbikes and 23 car boots to rummage through.

Tom Randall's 1934 Citroen was making its debut, a beautiful car - pity about the number plate! If DVLA cannot be persuaded to give him a 1934 French number, then how about tartan upholstery? Trade was brisk at the boot stalls where anything from an egg to an elephant (stuffed of course) could be purchased.

The raffle stall was packed with some 36 prizes, all donated. These included lots of lubrication, both for the throat and moving parts - we won a gallon of oil!

We've not heard the final total but the raffle alone raised over £200. Well done Bill and friends for organising such a successful and enjoyable rally.

DIANE AND JOHN EMERY.

CLUB SKITTLE EVENING - SATURDAY NOVEMBER 13TH

Once again we are holding this popular and well attended evening at Pilton Working Mens Club, this years venue will be the same as last years, with everyone joining in and having a bash at throwing a skittle ball. A supper will be laid on and our Wessex raffle will take place and any prize donations would be most welcome.

FOR SALE - Godwin Water Pump £60. - Enfield Ex WD Generating Set £60.  
B.S.A. Generating set in bits £10. - Argosy Water Pump £30.  
2 - Slate Switch Boards Incomplete £15 - Various Voltmeters and  
Ammeters. - Small water Pump make unknown £10. - 110 volt  
Generator £20. - Lister H4H Water Pump £130. - 34 volt  
Generator £40. Ring Bill Coombs on Oakhill 840868.

FOR SALE - Amanco 2½hp Pet/Kero. All complete and a good runner, still has  
original green paint work, mounted on skids. £400.  
Bentall Chaff Cutter, make a nice rally exhibit - £30.  
For the above two items contact Eric Brain, 5 Greenridge, Clutton,  
Nr. Bristol or phone 0761 452633.

FOR SALE - Unique Widdop SW diesel Generating Set, complete with Dobbie McInnes  
indicator, documentation and some spares. Ex Mid-Kent College of  
Further Education. As seen in August 1992 issue of 'Stationary  
Engine' £325 ono. Contact Philip Thornton-Evison, Greyfriars,  
Denchworth Road, Grove, Oxfordshire. OX12 0AT.

WANTED - Glass Bowl style lampshades 1930/40 period - if anyone has some stashed  
away in their loft please give Gerald or Hazel a ring on 0934 852670.

WANTED - Briggs & Stratton Lawn Mower Engine 60100 or 60200 series or any incomplete  
engine for spares, also Petter light base plate to suit 3hp 'M' type,  
must have slots for dynamo 4½" apart approx.  
Again ring Gerald or Hazel Atherton on 0934 852670 (Churchill area).