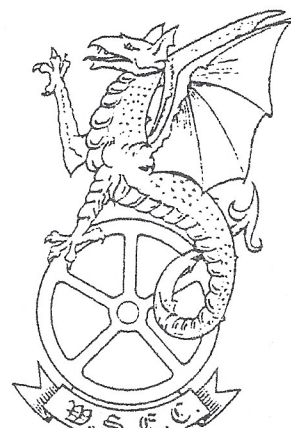


WESSEX STATIONARY ENGINE CLUB LIMITED

SEPTEMBER 2002

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NEWSLETTER



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EDITORIAL

This years rally season is just about come to an end, the nights are getting dark earlier, the mornings have a nip in the air, winter is around the corner, what a horrible thought. Still this is the time of the year when you will have more time to spend on your latest acquisition or restoration project in readiness for next season. It is also the time of the year to think about what you could do for the club. We shall soon be looking for new members to serve on the committee, it will be your chance to put something back into the club, and help plan and run the club's affairs next year. We would especially welcome old committee members back for a second term, come on give it some thought.

CHAIRMAN'S REPORT

It was very rewarding to see a good turn out of members for the visit to Derek Hardwick's private collection at Rangeworthy. It makes it very worthwhile if we get a good response to visits or events that we plan. I would like to thank all the members who did attend, and I would like to extend extreme thanks to Derek and his Wife for their fabulous hospitality. We still have four events to come this year, the Social evening and Skittles at Cheddar, the Sortout at Cheddar, the Anti-freeze Crank -up at Nunney Catch and the Mince pie Crank-up, which thsnks to Gordon and Jackie will also be at Nunney Catch. At the moment we are compiling the programme of guest speakers and the events for next year, if any member knows of a speaker on any subject under the sun would you please contact any member of the committee, as it gets harder every year as the supply of candidates gets exhausted.

******* DATES FOR YOUR DIARY *******

SATURDAY 5th OCTOBER. Social Evening and Skittle Match at Cheddar Football Club. 8pm. Supper of faggots chips and peas or a ploughmans. Only £2 per head towards the food. Usual raffle, prizes would be appreciated. Ring Jackie on 01373 463526 if you wish to attend, with your choice of food.

SATURDAY 19th OCTOBER. SOMERSET SORTOUT. At Winchester Farm Cheddar. 8am onwards. Pitches only£5. Buyers £1 per person. Sort out all your unwanted goods and junk and turn it into cash. Any enquiries ring Brian on 01749 342671.

MONDAY OCTOBER 29th. Club night at the Old Down Inn. Guest Speaker, founder member Eric Brain. The usual Grand Raffle.

SATURDAY and SUNDAY 26-27th OCTOBER. "More in store days" at Wroughton. All the store sheds open to the general public. Engines and tractors wanted as exhibits. Ring Jim Wilkie for invitation to attend on 01454 321010.

MENDIP MAYHEM at BRIAN FEAR'S GARAGE, OAKHILL
SUNDAY 1st SEPTEMBER 2002-09-17

Another successful Crank-Up for the club! 41 varied engines, a selection of cars, motorcycles and tractors, plus bootsale stalls filled the small field next to Brian Fear's garage. Six motorcycles, including Triumph, Sunbeam and BSA examples lined up in one corner of the field, whilst in another, tractors caught the eye. A collection of 8 vintage lawnmowers took up another part of the field, and a 1950 RotoGardener with a 150cc Shay engine was tucked away in a corner. The cars varied from a 1961 Wolseley 1500 saloon with the original invoice for £666-6s-4d, to a Morris Minor 1000. The CLIC stall, the raffle and the selection of 25 or more bootsale stalls meant there was a wide range of items to buy or win. The engines included a 1926 Ruston Hornsby ZPR 1.5hp owned by Roy Cox, driving a Lister 187 water pump, A Stuart Turner A2T 88cc two-stroke driving a model A6 Stuart Domestic Pump, both owned by Cecil Gibley of Street. From the continent there was a French 'Omnium Agricole et Industriel' Type CR, driving a Bamford water pump, and from nearer to home, the Derving and Co. apple mill, made in Chard. A Lister diesel, approximately 50 years old was driving a Bentall Grinding Mill bought new by the present owner's grandfather in 1920. It was used to grind corn, and during the war, flour for bread. The 6hp engine was bought at a farm sale in Poole in 1960 for £19, and previous to this was used to drive a saw bench. An interesting machine based around another Denning and Co. mill which attracted some attention was Fred Biggs 'Only Solution'. The home made contraption has a multitude of functions, from hanging murderers and caning naughty children to chopping mint and testing ladies knicker elastic!

A warm sunny day, attendance by the general public, and a sizable and varied assortment of exhibits all came together to make an excellent crank-up, and I'm sure a good deal of money for CLIC.

JONATHON HOCKEDY
JUNIOR REPORTER

SEDGEMOOR VINTAGE CLUB LTD RALLY
OAKTREE ARENA HIGHBRIDGE 13th - 14th JULY 2002

The weather was certainly very kind for the days leading up to the show as the heavy storms seemed to miss the site thus leaving the ground firm. On arrival on the Friday I drove in and set myself up for the weekend and awaited the arrival of my friends from Weston, Cheddar and Bridport. This weekend promised to be a happy one. The club President opened the show at 10am on the Saturday in glorious sunshine, that was to be the hallmark for the entire weekend. Everyone I spoke to commented on the layout, especially the perimeter service road that kept all the traffic out of the show area. The idea was to prevent all movement in the show area to a minimum for the public's safety. All sections were extremely well supported, so with this in mind the commentator was kept very busy with regular parades of each section twice a day. The standard of exhibits was even higher than ever. Sunday was just the same, but warmer, and a great day. The organisers of this show are to be congratulated for such a smooth and unspoiled event, and so all good things have to come to an end. We packed everything away and having said my farewells I headed for home.

BRIAN LOVELL.

GOOD NEWS FOR A CHANGE

The committee has discussed membership subscriptions for next year and have decided to keep them at their present level. This means they have not been raised for several years, how's that for good housekeeping? As long as your subscription covers the cost of your newsletter costs and your insurance cost there will be no need to increase it. The subscription therefore for 2003 will be £10 for a double or £8 for a single with only £1 for junior members under 18 years old.

Please don't forget it is only by sending reports, news, items of interest etc that I can produce this newsletter, at the moment it is only a handful of members who regularly contribute, so get out your pens, surprise me.

***** VISIT TO WEST CUMBRIA 4th-7th JULY *****

I decided to visit the West Cumbria Vintage Club's annual show on the 7th July, so I left home on Thursday to travel via the M5 and M6 to Penrith junction 40. Then I turned on to the A66 passing Keswick and Cockermouth before turning on to the A595 to the town of Distington. Hayes Castle Farm was the venue where I was given a warm welcome by the club secretary Jim Bennett, and the farm owner Mrs Margaret Christopherson. During the journey I had driven 350 miles. On Friday the 5th I toured part of this most beautiful part of Britain, making a presentable tape for video. I find it hard to put into words the sheer slopes of the fells, the steep winding pass roads that only light traffic is allowed to use. The grandeur is something to be seen to be believed. Saturday I took things easy and watched the show come together, and doing what I like best, the meeting of people and making friends. I was introduced to this club by fellow member Gerard Bolens who visited them when he did his tour of these islands with his tractor in 1992. Since then I have been in touch both by phone and letters, so I thought it was time to visit myself, and I am glad I did. I have arranged for a link to be made between our membership secretary and that of the West Cumbria Club at the request of Ann Hartle. MY CUMBRIA VISIT PART 2. Sunday 7th Show Day, for a small club the efforts put into the preparation were 100%, for the results were outstanding. The exhibits included- 4 steam engines, 37 commercials, 3 buses, 8 military vehicles, 97 cars of all classes, 45 motor cycles, 10 pedal cycles, 53 tractors, and 63 stationary engines, all supported by a selection of agricultural implements, displays, trade stands, autojumble, a craft tent and a well supported gymkhana, also a beer tent and a very large fun fair. Of course there were the usual vacant pegs but all in all the show was very well supported. I started for home at 5pm and as the roads were not jammed with traffic I made good progress and found myself down to Bristol before it got dark, so I pressed on arriving home at 10-40 pm. The total mileage covered over the four days I had been away was 787. I had enjoyed my stay with the West Cumbria members and wish them all the best with future events.

BRIAN LOVELL.

***** WEST DORSET SHOW - WESTBAY 8th 9th JUNE *****

I had a surprise for this club this week as I had the well known trumpet player Gerard Bolens with me on one of his rare visits. Despite the inclement weather the show began in what was looking a very promising bright Saturday morning. The entries were good in all sections supported with the usual good variety of stalls. During the morning at 11am a very lively auction was held that kept the bidding in good spirit. All the usual ring parades took place in the afternoon keeping the visitors attention. The evenings entertainment was very good as there was a good disco who was only too pleased to oblige with requests. However this was to all change during the night as the weather worsened. As dawn broke, the wind and rain was awful, and by about 10 am one of the fair stalls had blown over, and a marquee unfortunately came down. The show did not open due to the conditions, and slowly those who were unable to move were helped out of the field by a band of tractor drivers who were prepared to get their exhibits "dirty". Well done lads you deserve a medal to have done this in those appalling conditions. By 1pm the sun came out, despite all this I enjoyed myself and I look forward to 2003.

BRIAN LOVELL.

The club would like to say a big thank you to member Fred Rendall for donating a Wisconsin engine to the club to be raffled at the rally. This engine was raffled and made the grand sum of £70 for club funds. It was won by member John Ivens, John did not want this engine himself so promptly gave it to junior member Jonathon Hockedy our junior reporter. On behalf of the club thank you Fred and John for your generosity, it is people like you who are a credit to the club

***** NEW MEMBERS *****

The WSEC would like to welcome the following new members to our club. Mr and Mrs Chambers from Coleford nr Frome, Mr and Mrs M.J. Stevens from Westfield, Radstock, and Mr A. Vincent from Bruton. Congratulations you have just joined the best club possible, we hope your membership will be a long and happy one.

CRANK-UP AT THE COURT HOTEL, CHILCOMPTON

MONDAY 29th JULY

After a scorching hot July day, this crank-up enjoyed a warm sunny evening. Unfortunately, my Gramps and I could not get my Onan to run, so I was not exhibiting an engine, and in our fit of depression, we forgot the exhibit boards, so I won't moan about them this time. Twenty one engines were in attendance, sharing the hotel car park with a John Deere Model H tractor, the ever present collection of two gallon petrol cans, a Ford Anglia Deluxe car, a display of model lorries and vehicles, and a Francis Barnett motorcycle. Also on display was our Chairmans first engine, a 1939 4 ½ hp Ruston Hornsby PB, back rallying' after a few years retirement'. An interesting idea was Fred Biggs 'Blotto'. This was a Harrison and McGregor Co. Ltd Albion Root Cutter, used to clean and cut potatoes and turnips etc into chips for cattle feed. This was filled with numbered tennis balls, and the root cutter was turned until a ball dropped out, the first prize being £5, the second £3, and the third £1. An unusual idea, but it seemed to draw some attention! On my way round I picked up an interesting figure regarding Arthur Smith's 3hp 1915 Amanco 'Three Mule Team'. This engine was purchased in 1921 by the previous owner's father to supply electricity for the farm house and sheds. After electricity was brought to the area in 1947, it drove a saw bench for 12-15 years. Arthur purchased this engine in 1996. I was informed by Arthur that it was firing approximately 4 times a minute, 'Iv'e just turned it up' he said, it was firing three times a minute. When I think that my engines are firing hundreds, probably thousands of times a minute, the Amanco seemed to be a little more leisurely! One unrestored engine which seemed to be attracting a lot of attention was Martin Feeney's Coventry Climax fire pump (and five year old Max the 'the fireman'). This OHC 600-650 cc 4-cyl engine has a sealed anti-freeze and water cooling system, and is believed to be pre. 1960. Martin bought this engine for £20 and an arc welder, which seems a good deal to me. The raffle was held at 9-15 and with over 40 prizes, the Club made over £70. At the same time the awards were presented; Best engine went to Bob Lodge's Amanco and Pump, and most unusual to Robin Lambert's hot air engine. Although this was a different time to most of our crank-up's, it was very enjoyable, and more than anything, a good social occasion.

JONATHON HOCKEDY

JUNIOR REPORTER.

P.S. I would also like to thank Rob Armstrong for the work he has done on my Enfield, although it's still not going, and John Ivens for kindly donating the Wisconsin engine he won at Cheddar to me.

"MENDIP MAYHEM"

After weeks of telephone calls, paperwork, advertising, raffle prize shopping etc, (eg organising) the weekend of "MENDIP MAYHEM" dawned hot and sunny. Roger and I arrived on Saturday, along with our helpers to set the field up ready for Sunday. A good evening followed in the "Old Mendip Inn". We had an early start on Sunday as the first car boot arrived at twenty to eight am. The first few hours were "Mayhem" as some 20 car boots arrived along with many engines, tractors, motorbikes and cars. We were wondering at one point, where to put everyone, but with the help of Don we got every inch of the field filled. The day was hot and sunny, with many general public through the gate. Don, Roger and Ray Chandler spent the whole day on car park duty, which involved using the pub car park as our own car park could not take the volume of traffic. Brian and Mary did a fantastic job with the raffle all day with the help of Shirley. The usual helpers on the CLIC stall were busy all day as well, and for this I say thank-you, as I was kept busy with car-boots and paperwork most of the morning. After a very busy day the money was totalled and came to:- CARBOOTS £60. CHURN £114.53. CLIC STALL £60.84. RAFFLE £216.00 This being a total of £451.37. After expenses of £36 for advertising etc the final total was £415-37. We gave the WSEC £30. And I have sent a cheque to CLIC for £385-37. This is a fantastic amount and proves we have had our most successful Rally (oop's Crank-up) to date. Roger and I cannot thank our helpers enough, and of course thank you to all the exhibitors who gave us their support, without you this rally would not be the success it is.

LINDA and ROGER PIKE.

It is amazing that a one day Crank-up can make a really good profit without much financial outlay when a two day rally with nearly three grand at risk makes a substantial loss. Congratulations to Linda and Roger and their band of helpers for such a magnificent show. (And not a caravan in sight).

BJB.

CLUB NIGHT AT THE OLD DOWN INN. 19th AUGUST 2002.
AN EVENINGS ENTERTAINMENT BY ROB ARMSTRONG.

Now August is very often a quiet time at the evening meeting with lots of members on holiday, but you who happened to forget that it was club night on the 19th instead of the last Monday of the month really did miss a wonderful evenings entertainment. Our good friend Rob Armstrong once again kept us enthralled with a tale from the Falklands War. This was the case of one of her Majesty's submarines, this boat was running submerged with loaded torpedo tubes, when one of those nasty Argies went and dropped a great big rock right into the path of the sub, this caused a great big bang and one very bent submarine. (The dropping of the rock was what the Captain told Rob was the cause of the damage, but we think he may have gone a bit off course and hit an underwater obstruction). Anyway the boat was very badly damaged with the centre torpedo tube on the right hand side looking from the front being badly bent, and this being made from one and threequarter inch thick alloy steel tubing, this took a real good bang, but this is not all, as the sub hit the rock bow first and ran along the rock the stern propeller tube and propeller also came into contact with the underwater obstruction. This hit one of the engines out of line and jammed the drive shaft. This meant that with only one drive shaft now working the sub had a mind of it's own and only wanted to around in circles, however with the rudder set hard over one side the steering of the boat was regained. Running below the surface with only one engine that could be used very slow progress was made back to England and dry dock at Plymouth. Now this is where Rob got involved in a big way, **GETTING THAT TORPEDO OUT OF ONE VERY BENT TORPEDO TUBE.** With the sub now safely in dry dock a full inspection of the damage could be made, this was carried out by Naval staff and the dock yard engineers, with Rob looking on. With the inspection over a meeting of the top brass was called to discuss the best way to tackle the removal of the torpedo. On taking a close look at the damage, the torpedo tube was bent to one side and to the vertical, this had put quite a flood in the tube, and remember this was an inch and threequarters thick steel. Well the Navy has it's own way of doing things, and most of the time it's by the book. The Admiral in charge of this matter said that it would be done by the book and the explosive charge would be steamed out of the torpedo before any attempt was made to remove the "tin fish", now Rob had been sat at this meeting keeping quiet and not saying a word, but when it was suggested that this charge should be steamed out Rob gave a slight shake of his head. Oh dear, this was noticed by the Admiral, "you seem not to agree Mr Armstrong", well no sir, I feel this is not the best way forward in this matter. Then Rob had to explain why. Well a torpedo has around 340lbs of high explosive inside, this being made up of TNT and RDX, with aluminium shavings, this is to help the charge when it goes off to blast forward into the target and not disperse in an upward force. Well Rob had to explain why he thought it was not good to steam out this charge. If TNT and RDX was steamed out this waxy porridge like substance would contaminate the surrounding area. This would take weeks if not months to clear away, and it would be very difficult to make the dry dock safe. Just think if you were a welder working on that sub and a nice fat spark landed on a lump of RDX, no more welding, perhaps no dry dock, and certainly no more sub, remember the other torpedos were still on board, and mayby other explosive things like gas cylinders and shells for the deck gun etc. The outcome of this meeting was that Rob was put in charge of removing the torpedo from the bent tube. He had said that the best way was to pull the torpedo back into the boat and remove it that way. now a tin fish has an electrically operated fuse fitted through the side of the body and this could not be removed as it was totally impossible to get at, well this fuse was not going to get activated because the battery that powered the torpedo is not active until launch, and the sea water is forced through the battery to make it active. So with no current in the battery it is a safe bet that the fuse would no longer set off the charge. Next what about the friction / heat / sparks etc? when the torpedo starts to be pulled back. Well the first thing to do was to remove the torpedo door, this was bent and battered and had to be cut away by air tools. Once this was out of the way the front of the torpedo was removed, this held the guidance system and other bits of electronic magic. The charge was now visible and this was sprayed with water the whole time that it took to remove the torpedo from the tube. The dockyard fitters and engineers made a clamp to fit the back of the torpedo with a ring made up with a taper so as the pulling pressure was increased the grip on the rear of the tin fish became stronger, so that the clip did not slip or spread. This in turn was connected to a hydraulic puller, with Rob sat in the front of the torpedo tube holding a three

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foot wooden straight edge held against the front of the tin fish so he could feel if it started to move. The order to start the pull was given, the tonnage began to increase, 5 / 7 / 10 / 15 tons of pull was applied to the rear of the tin fish, and all this info was shouted down the other tube to Rob, at around 15 tons of pull the torpedo moved a bit and very slowly it came out and this part of the operation was done. No big bang, no dockyard covered in explosive sludge, and no great clean up operation required, all this had been done in a very short space of time. Once the torpedo had been removed and made safe the dockyard workers moved in, the damaged tube was cut out and replaced, the body was repaired and replated, the engine that had been moved on it's mountings and the drive shaft were all repaired or replaced within 4DAYS, that must still say something for good old British Engineers. Well that was Rob's talk and slide show on the removal of a torpedo and the repair of the sub, I have laid out how it was done and what took place, but no way can I match the humour and wit that Rob injected into his talk, he had all of us in fits of laughter as he recounted this part of his work for the Royal Navy. Thank you Rob for a wonderful evenings entertainment, from me, all the committee, and all the members at the meeting. The evening ended with the usual raffle, again what a wonderful array of prizes, and to all of you who donated prizes thank you very much,

ERIC GAY.

THE CLUB VISIT TO THE BEECHGROVE COLLECTION
SUNDAY SEPTEMBER 8th

Ray and myself set off for Rangeworthy going via Bath and Chipping Sodbury. We stopped at the Pub in Rangeworthy Village for lunch and a pint, after which the pub landlord directed us to Derek Hardwick's house. On arrival quite a few members were already in attendance. Derek has a superb collection of engines comprising of six lamp start engines by Blackstone, Tangye, Hornsby, and a 1904 Petter Handyman, a early National Gas Engine circa 1898, six Victorias made in Bristol by The Bristol Wagon and Carriage Co. four Ruston Hornsby's, four Amanco's, plus engines by Lister, International, Fairbanks Morse, Crossley, Bradford, Wolseley, Ronaldson Tippet and an Avon Power Saw, a very impressive collection indeed. In addition to all these engines, also displayed were a Standard Fordson Tractor and an Allis Chalmers tractor, 1920's Lawn Mowers, and a building full of vintage woodworking tools and other vintage artefacts of considerable interest. About forty or so members attended including founder member Eric Brain, Writer and historian Patrick Knight, and restorer Nigel McBurney. By a sheer coincidence it was our President Robin Lambert's birthday, so Derek persuaded Robin to try and ride his "penny-farthing bike, well with Derek's help Robin managed to ride it the length of the garden much to the amusement of all present. Derek's son then mounted the beast and rode it as easily as you or I could ride a normal cycle. Derek brought several of the engines out on the lawn and started them during our stay and they certainly ran as well as they looked. Derek does a magnificent job of restoring his engines and he also takes great pride in allowing people such as us to view them. Derek and his Wife's hospitality is second to none and this was shown by the refreshments laid out for us on the lawn later on in the afternoon, tea and cakes in the garden on a Sunday afternoon, what could be better? The visit ended with Eric thanking Derek on behalf of the club for a very entertaining and interesting afternoon and allowing us to visit. I'm sure all the members who attended enjoyed a wonderful time, and once again Derek, and your Wife, a very big thank you.

B.J.B.

*******THE MARKET PLACE*******

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FOR SALE LISTER "D" 1950. SHOW CONDITION. On 4 WHEELED TROLLEY, WITH PUMP THAT NEEDS ATTENTION. £60. RING DAVE ON 0117 9497020.