



WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

January 1976

The Stationary Engine

Have you ever sat down and said to yourself why do we collect those metal machines called stationary engines, we travel around the countryside spending time and money on them, we then worry about spare parts and restoring them to their finer glory etc.

For myself I entered this odd world through our stationary steam engine at South Bristol Technical College, having spent several years in the Merchant Navy the principle of steam was not new to me. From there I have found myself as the secretary of the Camerton Steam Rally. I think it was at this time that the bug really hit me. To walk along the roped off areas of stationary engines chuffing, popping and banging must to us be a pure musical sound, for if it was not so I do not think we could stand some of the noise. To the engineer the sound of some of these engines and the construction is so primitive to say the least crude.

My first engine I thank Dave Chapman, a very pretty single cylinder Lyon Norman complete with 24V dynamo. The engine ran but rather noisy. My first decision had come whether to strip or not to strip that is the question, or something like that I believe is the quotation. The decision made I found to my dismay the roller bearing had seen better days, now at this very early stage of collecting I was faced with the first problem, where to find a new pair of bearings. A trip to Bristol to our college supplier found the very bearing required, my first part success, I have the feeling that this must have been beginners luck. Back home the engine went back together with no trouble until I could not find the flywheel key. The..... key was lost and the following day I was due to attend the Shepton Mallet Show. The time had gone on and midnight approached. Leave it to the morning I told myself and went to bed with engine on my mind. Next morning engine in car and off to the Show. Great idea of mine or it could have been Daves, we could use half a washer. Washer inserted job finished, will it go. Yes with great delight the first swing the engine fired, I was filled with the feeling of success.

This is what it is all about to me, the mechanical machine, the working moving parts all we hope moving in unison.

From this time I have moved along a little not a lot, just a little, my next engine being a twin cylinder Lyon Norman again, in an appalling state to say the least. I must admit I have not yet finished this engine but all is going along er steady.

My next engine was the beginners favourite the Lister "D" type now running very sweetly, followed by a Wolsely smooth pot and a Ruston and Hornsby, both these engines looking very similar at first glance but on close inspection there are many differences e.g. the Ruston has a square water pot. I suppose the time must come when one has to decide when to stop collecting or perhaps space is the problem or perhaps sell some engines to buy a bigger, better or rarer engine. I felt I just did not have enough room but one evening I arrived at Daves house and was confronted with this very serious problem. Whether to buy or not to buy this very pretty Amanco Chore Boy Petrol/Paraffin engine. There was only one answer. The engine is almost finished now and ready for the next rally season, a good year we hope.

I hope this little chat has set a few minds thinking. I would like to hear through this very find newsheet other peoples reasons for this, odd hobby, The Stationary Engine.

David Holmes

Thanks very much David for a very interesting article.

Continued.....2/

Chairmans Report

The Club has now become one year old and has almost 100 members. If it can maintain this present figure for 1978 it will remain one of the largest and most active Stationary Engine Clubs in the country. It has held three rallies during 1977 and helped with two others, produced four committee members for the N.S.E.C. inaugurated an excellent insurance scheme and ran an extremely successful social event, namely the Dinner and Dance.

I would like to take this opportunity to thank all who have helped towards the success of the Club during my year as Chairman.

Last Committee Meeting in Brief

1. Forthcoming Events
2. Newsletter
3. Constitution
4. AGM procedure
5. Any other business

The Last Meeting

The last meeting was most interesting, Michael Cannon gave a very detailed talk on "Tangye Ltd" and surprised everyone with the other products of the company.

After the interval Wootton Bassett Productions showed two superb and most professional 8mm cine films, both of Beaulieu Rally 1977 and Cranmore Rally. Many members were pleased to see themselves on film and see and hear their engineering masterpieces.

Mike and Hazel have already received our sincere thanks for an excellent show and for coming such a long way to show them for our benefit.

Forthcoming Events

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| 30th January 1978 | ; AGM |
| 27th February | ; Cornish Beam Engine Talk |
| 28th March | ; Engine Drive |
| 1st April | ; Wootton Bassett Model Exhibition |
| 24th April | ; Stuart Ashman Talk |
| 29th April | ; South Bristol Technical College |
| 6th May | ; Puncknowle Rally |
| 13th/14th May | ; Dodington Rally |
| 30th May | ; Debate on judging by the Chairman |
| 17th/18th June | ; Camerton Rally |

MEMBERSHIP FEE

As from 1st February 1978, joint membership shall cost £2, individual membership £1.50 and junior membership 50p.

RALLY STEWARD REQUIRED

Bristol Steam 1978 Rally is looking for a Steward (or perhaps 2) for the Stationary Engines on 15th, 16th July 1978.

Anyone having a good knowledge of engines/owners or keen to try Rally Stewarding, please contact the Organiser, Mr Brian Lewis, Fosse Cottage, Fosse Lane, Nailsea, Bristol, Telephone Number Nailsea 2027.

Also if any member is entering this (what promises to be the largest) Rally of the year in this area, please send you completed form to the above address.

National Stationary Engine Association - Its aims and Purpose

The National Stationary Engine Association was formed at the 1977 National Rally held at Beaulieu on July 31st. Over 170 enthusiasts enrolled as members that weekend and the invitation is extended to you to join the organisation that will represent your interests on the country wide preservation scene.

AIMS:

The main aim is to provide a means of bringing together the numerous enthusiasts and local clubs for the stationary engine so that all can benefit in sharing knowledge and expertise by :

- a) Compiling registers of information sources on engines.
- b) The establishment of an accurate dating and authentication system.
- c) The establishment of a central reference library of engine documents which would otherwise be lost or dispersed.
- d) The opportunity to co-ordinate rally dates and ensure practical regulations for safe displays.
- e) Obtain competitive and comprehensive insurance facilities.
- f) Compile a national 'register' of engines.
- g) The opportunity for common problems to be discussed and a check kept on matters likely to affect engine owners.

HOW IT WILL WORK:

A principal aim will be to support and encourage local clubs for engine owners. The National Association will not seek to oversee or influence their independence but will act as a means of bringing the local secretaries in touch with each other on all matters affecting engines. A small working committee has been established with representatives from many parts of Britain to draw up the Associations rules and constitution this autumn.

The Association will produce probably on a quarterly basis, a news-sheet to keep members in touch with the movement, More everyday or immediate news will be published in the monthly independent magazine 'The Stationary Engine'.

MEMBERSHIP:

Membership is open to anyone interested in stationary engines. An annual subscription to include the news-sheet has been set at £1.

We look forward to your active support .- Brian Johnson - Chairman

MEMBERSHIP FORM FOR THE NATIONAL STATIONARY ENGINE ASSOCIATION

Please enroll me as a member of the NSEA. I remit £1 subscription

Name:.....

Address :.....

.....

.....

Please send to: Mr John Phillips,
Treasurer
'Bali Hai'
6 Bryngwyn Road
Holyhead
Anglesey

The Crossley Hunt - Chapter 7

The ever faithful Land Rover made its way noisily along the M6 travelling towards Birmingham as though spaghetti junction was pulling it like a magnet. With my right foot hard down on the boards I drove into Birmingham at 10.30 on a very wet morning.. I came back at 11.00 ... and again twenty minutes later, The one way system claims another victim!

The truck rental company was soon found and after a cup of afternoon tea from a nearby cafe I drove into the yard.

"Excuse me Sir", I said to a helpful looking lad in a denim jacket with 'Stranglers' and 'Jonny Rotten is magic' written across it in biro, "Can you tell me anything about a stationary engine with a large spoked flywheel on a lorry bound for Wales?"

He looked down at his foot which was slowly and deliberately playing with a puddle of oily water, making the multicoloured liquid dance to the music he made with a safety pin tied through his lip. At last he looked up stared at me for a moment and said "Nope".

I looked around, the only person I could see was an older man in a peaked cap and orange and green striped overalls. He did not look a very likely source of information. I asked the same question as he walked up to me.

"Oh you mean the 4½ H.P. Crossley single flywheel of the permanent lamp variety", he said, " Yes that left here yesterday. Dont know any other details though, you'll have to ask in the office. Nova will tell you from her schedules".

I asked him how he knew so much about the engine and he told me he was a collector himself but realising a dealer was involved the big money needed to buy it was out of the question.

" I used to be a member of the Midland Oil Engine Club" he continued, "but i switched to the Wessex Club, You know its only £1,50 a year and you get a marvellous newsletter sent to you" I tried to stifle a little yawn, thanked him and turned away.

Valuable time had already been wasted so I hurried to the yard office. I opened the door of the Portakabin and was faced with the girl of my dreams.

Her skin was as smooth as a well restored engine, her hair as bouncy as an off balance flywheel, and as golden as polished brass, her eyes sparkled like the strongest of magnetoes, her lips were as moist as Stourpaine in September and her figure had the curves of a Lister Junior. As she looked up NOva gave a small sigh like the exhaust sound of a large single Blackstone.

"Can I help you?" she whispered. I gave her one of my special looks that was governed to hit and not miss, " I hope so" I replied.....!?

Stuart Ashman

Thank you very much indeed Stuart for an excellent story.

WESSEX STATIONARY ENGINE CLUB

A G E N D A

Annual General Meeting 30th January 1978

1. The President David Edgington will open the Meeting.
2. Chairmans Report
3. Treasurers Report
4. Election of Officers.
5. Presidents Address
6. Any other business
7. President will close the meeting
