

R. Lambert

WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

JULY 77

Sherborne Castle Rally - Sunday 26th June

Sunday, 26th June, saw the start of a fine little rally held down in Dorset at Sherborne Castle, the home of the Digby family for 360 years. This was a very informal rally for stationary engines and tractors arranged by the Dorset Stationary Engine Club, supervised by Master Rally Organiser, Bill Foster.

Blessed with a sunny day on grass in front of the castle, a fine array of engines glistened in the sunlight, the standard of restoration being very high.

About 60 engines and a dozen tractors lined two avenues. Petters were out in style with some smart Amanco's in close pursuit, quite a few Ruston's and about 20 Listers popped and wheezed throughout what turned out to be a very enjoyable day.

This rally is an annual event held in June, and as no programme is available, a phone call or letter to Bill Foster is all that is necessary for engine owners to attend. A smart brass plaque with etchings of Sherborne Castle on it was presented to all entrants and as a bonus, all exhibitors were able to tour the castle.

Potterne Folk Festival and Vintage Fair

Potterne Folk Festival and Vintage Fair held on the 2nd and 3rd July in the grounds of Sandfield House, Potterne, proved to be one of the best weekends weatherwise this year so far. The stationary engine section was well represented by some 48 engines of various types.

Several Club members were present including Bill Appleby with his immaculate, as always, Lister J type, R Saunders with his Lister 3 h.p. and Lister 2½ h.p., Dave Chapman ran his newly restored Amanco rather infrequently (as he put it "he didn't want to wear it out!") The Ruston Hornsby 8 h.p. AP of Mr S Garrett ran and looked superb, a credit to its owner.

These were just a few of the engines that attended a well organised and informal rally that is well worth entering in future years.

Nailsea Rally

Saturday: The day started a bit unsettled weatherwise, but soon brightened up and stayed superb all day. Right from the start it was obvious to all that the organisation was tip top. Except of course for the lack of liquid refreshment, but this was soon put right by the Hon Sec's hubby, before most of us melted. Generous meal tickets were provided. The site allocated was flat and spacious. Its nice to be wanted! Even to be greeted with Hello, Welcome make yourselves at home

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A few exhibitors were absent, but another fine turn out for all that. It was noticed that a few exhibitors bought different engines than stated in the programme, a small point, but confusing for spectators perhaps.

Mr Ashman's National and Mr Heath's Crossley PH, both ran sweetly and so did Mr Meecham's Ruston Hornsby. Local man Mr White's Fairbanks Morse Bulldog, apparently built from two engines and by the look of the discarded bits, he was lucky to do it with two. This engine's oiler had a beautiful glass blowing job done on it.

What about the tiny O-R petrol 2 Stroke, reputed to be off a crop sprayer. Look out lads, the girls will be bringing these in their handbags!

Mr Steven Crossley 2½ got started in a very short space of time, first time in ten years. This engine should restore nicely, well done.

Sunday: Again the weather was a bit unfriendly with some rain before lunch, it did however clear after a while and the crowds filtered in steadily.

A few of the gaps were filled on Sunday morning, giving a good display to an appreciative audience.

I would like to thank Mr Robin Lambert for his report on Sherborne Castle Rally, Mike Harris for his report on Potterne Rally and last but by no means least Mr Rod Dring for his report on Nailsea. Thank you all very much indeed.

Forthcoming Events and Club Meetings

Weston Zoyland	20-21st August
Fairford	"
Club Meeting	Tuesday 30th August (Yes Tuesday not Monday)
Bradford Warf Show	3-4th September
Stonehouse	"
Selwood	10-11th September
Silver Jubilee Fair	
Cheltenham	10th September
Jubilee Sports	
Westfield	10th September
Stourpaine Bushes	23-24-25th September
Club Meeting	26th September
Cranmore	1-2nd October
Hulavington	7-8th October
John Kytes	7-8th October
Jumble Sale	(middle of October, will advise)
Club Meeting	31st October

Chairmans Report

Having passed the 60 members mark; the appointment of D Edgington as President Emeritus; a three figure bank balance; and future events planned well into next year, I am sure you will all agree that the W.S.E.C. has got off the ground exceedingly well in its seven months.

Some clubs do not hold monthly meetings during the summer, some do not yet have

a newsletter, some do not even hold their own Rally, horror of horrors, some do not even have an insurance scheme - all these things the W.S.E.C. has; thanks to help and suggestions from among its membership. Keep it up chaps - sorry Mary and ladies too!! Can we please have more and more of your suggestions letters, articles for this newsletter especially, rally reports - dont wait to be asked, keep them pouring in - to ANY Committee member. The last two monthly meetings were surprisingly poor in attendance for such a high membership - although everyone agreed how enjoyable they were, especially the Engine drive. Please make a note of the dates of the meetings - in every newsletter. Of course if you live in far - flung Minehead, Exeter, or Gloucester we dont expect you to travel that far. Come on your locals.

" TRY TO ATTEND AND BRING A FRIEND"

Eric Brain

PS Apology to anyone not receiving June newsletter. They were sent out to EVERY member paid up to June 30th - blame the GPO not the W.S.E.C. - or if you had attended the monthly meeting.....! ?

The National Gas Engine

Engine No P1694 Manufactured 1926 - Type K - 4 h.p.

It was from an advert in the 'Stationary Engine' that we bought the National (that plug must be worth a pint from the editor!) (note from editor, I will bear it in mind...) All we read was that there was a National Gas Engine on a farm the other side of Cardiff.

We have always liked Nationals and the thought that we could own one was enough to make us jump in the car and travel to unknown parts of a foreign country. The journey was long and perilous but it is incredible what lengths enginemen will go to in seeking a rare species. Tolls were paid to go over mighty rivers and we were thankful that the natives were friendly at the many trading posts we stopped at on the way.

When we finally arrived our next job was to go and look for the farmer who was out ploughing somewhere. Could it be that the engine was already sold after travelling all this distance? read on....

The farmer was finally found and was surprised to see us, he was an early riser and had not yet seen his 'Stationary Engine' (that makes it two pints!!) We spent a long time talking about how good the magazine was (could he be going for a barrel?) (note from editor, I think I will start saving my pennies if he is!) and we were relieved to find that the engine was there and we had first offer.

When we saw the engine we knew our journey had not been wasted, unfortunately it was not gas but petrol/parafine which is the next best thing. Also in the engine trailer was a large water pump which had been with the engine for most of its life. The engine spent its first year in Scotland and the reason for its short stay there can only be guessed, perhaps they tried to run it on scotch! In 1927 it came to South Wales and there in a large house it pumped water until the farmer bought it.

Anyway back to where we visited the farm. A price was decided upon and then the problem came of how to transport 1½ ton of engine and pump back to Bristol. This meant another trip this time with a car transporter and the engine was loaded using a tractors hydraulic lift

This was the first engine we had bought that was complete although the big end needed some attention as it was slightly worn. Our transport problems had to be solved and a new trailer was planned but it was not until over a year later the engine appeared at it first rally (Shame and scandal!!)

Our thanks must go to all the kind Welshmen who helped us repair the car on the journey - we like them really, to the farmer who sold the engine and last but not least to David Edgington whos fine magazine 'The STATIONARY ENGINE' let us know the engine existed.

Stuart Ashman

Thank you very much Stuart for a truly enjoyable report.

We would like to welcome the following new members:-

Mr Robin Lambert
Mrs S Andrews
Mr S W Garrett
Mr Colin Hancock
Kevin Dring
Nicholas Dring
Mrs M Appleby
Mr Richard Lambert
Mr G P Winter
Mr P Stevens
Miss H Chapman (Junior member)

REMEMBERING THE INTERESTING WAY

Eric Brain - E.B. an easy one, Emerson-Brantingham
Anne Brain - A.B. notso easy. The 'AB' Oil Engine (made by Newtons of Taunton)
Dave Farendon - D.F. sorry Dave but Lister DF type (radiator and fan type)
Mary Chapman - M.C. nearly beaten here ! Maytag Company (U.S.A.)
Vi, Ben and Carol Whittock - V.B.C. superb! V.B. type Crossley (1909)
Stuart Ashman - S.A. obviously Stuart Akroyd even if it is revered!
A. Stride - A.S. Andrews Stockport
W. Appleby - W.A. Whitman Agricultural Co., (makers of Sultan Engine)
M. Appleby - M.A. Manlove, Alliot & Co., Nottingham. Builders of the Cycle Engine (1889)
K Appleby - K.A. nearly beaten here! Korting Automobilwerk (Gas engine builders.)
Roger Greenhalgh - R.G. R Gade, U S A
John Spear J.S. nice one! J Stirling. Early hot air engine.
Doreen Edgington - D.E. Detroit Engine (Works) Advert says 'Free to all comers' !!
Mike Cannon - M.C. Marshall Company
Ailene Cannon - A.C. Associated (manufacturers) Company (AMANCO)
Nick Preedy - N.P. New Pittsburg USA
Geoff Bryant - Gade Brothers U S A
Dave Chapman - D.C. Dougald Clark. Great engine historian & a two strok inventor (Kilburn engine 1879).

R Dring - R.D. Nice one! Rudolf Diesel - drowned in 1913 !
R Parsons - R.P. Another nice one ! Ruston Proctor
Phil Lane - P.L. 'To lighten our darkness' ! Petter-Light.
H Gane H.G. - Hagen Gas (Engine Company) U S A
Mike Harris - M.H. Massey - Harris. Easy one !
Rod Stride - R.S. Robert Stirling. Hot air engine & a vicar ! 1816 (suitable)
P Wookey - P.W. Paul Winand. First to design an HT magneto, passed it to R Bosch.

What is the difference between an engine collector and an inmate of a lunatic asylum? Answer - precious little ! One is an 'enclosed' crank, and the other and 'open' crank..

Our thanks to David Edgington for the above, thanks David.

THE CROSSLEY HUNT *****

Chapter One - The Pump House

'There used to be an old Crossley engine in the pump house, but only last week a couple of other chaps asked about it', said an old timer as he chewed on his pipe and looked eagerly over his gate. He watched as the Land Rover roared off up the road and closed his eyes as the driver crashed the gearbox in great haste. So begins the strange haunting tale of the Crossley Hunt.

The recently disturbed nettles and vehicle tracks by the pump house meant one of two things, either a courting couple used the spot on regular occasions, OR the worst had happened yet again.

Indeed the latter had taken place, the tomb had been plundered very recently and the treasure which had belonged to, and served the community for so long, had gone - dragged out to some unknown fate. Where had it gone, what had taken place? One could only wonder if some ancient 'curse of Crossley' would awake and relentlessly pursue the plunderers, administering horrible plagues - such as making one allergic to stationary engines - horrors !

The engine room was cold and damp. An empty concrete base stood near the rusty remains of a deep well pump. An old broken chair lay near an oil stained table. Pages of the attendants book, now yellow with age, littered the floor, so much writing - each page telling of the passing of time. All written in a style which ball point pens phased out years ago. Pages for 1914, 1920, 21 etc etc, each telling how long the engine had run and how much water it had pumped. 'Type MM' was stamped on the cover and this gave the identity. A 4½ h.p. single flywheel engine of the permanent lamp variety. It was early, rare, interesting, collectable and GONE !

One final look around the building. 'Kilroy was here' was painted on the inner walls and it was obvious as to why he had been there! One wonders what HE thought of the engine ? Then a piece of card was spotted on the floor, it had been used to light a cigarette and was partly charred. It gave the name of a scrapyard not many miles away, so maybe all was not lost?

Once again the Land Rover departed quickly, the driver grinning to himself rather like Sherlock Holmes about to close a case. The piece of card had given the clue. so it was a case of, 'Come on my dear Watson'

Read next month's Club Newsletter and see what happens at the scrapyard in Part 2 of 'The Crossley Hunt'

Anyone wishing to contribute to the Crossley Hunt story, say a chapter, please send it to Mrs A Cannon, 29 Easton House, Grosvenor Bridge Road, Bath. We have got chapters 2 and 3, so we need 4 onwards.

SPECIAL NOTICE

Anyone trained in First Aid and willing to assist in that capacity at Cranmore Rally, please contact, Eric Brain or Mary Chapman.

Annual Dinner Dance - Saturday 26th November 1977

A Dinner Dance will be held at the Star Hotel, Wells on the above date, at £3.20 a head. Anyone wishing to attend this, please complete the form below and send to Mrs Mary Chapman, Greenbank, Charlton Road, Midsomer Norton, by the end of August. An emphasis must be made on the 'end of August' as numbers are required by the Proprietor as soon as possible. So your help in this matter will be greatly appreciated.

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Name..... Address.....

Please put me down fortickets
@ £3.20 a head.
.....

Please return this form to Mrs Mary Chapman as soon as possible.

NB - No money is required at the moment.
