

WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

OCTOBER 1977

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Bradford Warf Show

This was well attended by Wessex members and birthday parties on the rally field, seems to be the in thing with a Lister green cake.

One free pint and a trip up the canal on a boat made all our members very happy.

Dave Chapman enjoyed another two hours getting someone elses engine to go.

Adrian Stride and Len Fry

Carnmore Rally

Saturday got off to a steady start with everyone in a friendly and happy mood. Lots of chit-chat and looking about. Mary and David Chapman welcomed us and showed us our slots, which we switched around when they were not looking. Dave was actually doing a snake charming act with about three dozen hose pipes, trying to charm up enough notes for the engines and quench the thirst of the 'Merryweather steamer'. This had been perfectly sited to stretch the resources of the pipes to maximum.

During the afternoon someone found an engine lurking in a tent. It was neither shy or keeping out of the cold wind, it was a 'Petter Handyman' the Club's engine. Now I did not see this when it was first aquired but I understand it was in rough condition and I know for certain that only a week previous the cylinder barrel was still with the lads of South Bristol Tech College. Dave and Mary did a grand job getting this ready for the Rally. Dave, Colin and Eddy from the college all had a hand in the saga of the cracked barrel, so for those all concerned we give our thanks and also to David Edgington for making it possible. Thanks.

Saturday afternoon with the pomp and ceremony the occasion deserved, and with David Chapman doing the honour, the engine was started and performed very well. Well done.

Tom Randall's timber yard gave a lovely working demonstration showing how an engine earned its keep. This provided the public with the answer to what the engines do and to the East Somerset Railway Co with a good supply of fire wood.

The afternoon progressed with a cold wind keeping the public to a sprinkling, it was nice to have the engines to ourselves though.

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The barbeque kept us warm during the evening with plenty of cider and hot dogs, unfortunately not enough people to make it pay. A very friendly evening including a cabaret with Eddy Mills doing a falling down flat trick.

Sunday was a much kinder day weatherwise and as the day progressed the people turned up to provide an appreciative audience for the East Somerset Railway and the Club Rally. There were train rides and a tour and talk on the railway.

The judges did their unenviable task at 4.00pm. Plaques and prizes were presented by David Edgington. Congratulations to Junior section winners and others for the work put in on their engines. For the cups the judges chose two working engines Terry Heath's Petter lighting set with Pam and Ray Saunders being highly commended for their 3HP Lister A Type complete with sheep shearing gear.

The prize for horizontal engine went to Tom Randall with the 4 H.P. Bamford and Saw Bench.

So the weekend closed with nearly everyone getting off safely until Mary tried to copy Eddy Mills falling down trick and ended with a badly bruised arm and a visit to the hospital. That's both arms now Mary what's next?

Rudolph Diesel (back from a watery grave)

#### Do you know your Committee

Please address any queries, requests or suggestions to either of the following:-

Eric Brain	-	(Chairman and Newsletter Ed)
Dave Farenden	-	(Vice Chairman)
Ailene Cannon	-	(Secretary & newsletter sec)
Ann Brain	-	(Treasurer/Membership sec)
Mike Cannon	-	(Assistant Secretary)
John Spear	-	(Raffle Secretary)
Phil Lane		
Ivor Yeo		
Herbie Gare		
Stuart Ashman		

#### Jumble Sale

Fund raising event to take place at St Peters Church Hall, Westfield on 5th November 1977. Doors open 2.15pm. Anyone willing to help in anyway on a stall, making tea or bringing jumble of all sorts, please contact any committee member as above. All help will be much appreciated.



Dinner and Dance - Also see end of Newsletter

To be held at the Star Hotel, High Street, Wells on 26th November  
Car Parking in the market square.

There has been a very good response to this important club social event. Dont miss out, come along and have an enjoyable evening. Tickets £3.20 per head from Ann Brain includes a free glass of sherry to start. Anyone not yet paid up whose name is on the list please do so before November 1st, or at least before the jumble sale. Cheques to 'Wessex Stationary Engine Club'. Please dress, gentlemen lounge suite and ladies long dresses.

Cranmore Rally

This rally it is hoped will become an annual event as it was so successful. Thanks are due to the E S R Co for their help and hospitality during the rally weekend.

Naturally also thanks are due to the many helpers who contributed not least Mary Chapman for her untiring organisation and to her husband David who was to be seen both rally days scurrying to and fro about his various duties.

Also Ben and Vi Whittock, John Spear, Phil Lane and the various 'Wessex Shop' ladies whose help in fund raising to cover the rally cost was considerable. Also to Dave Farenden for his water trough and stakes, and the many behind the scene helpers.

Award winners:

S.E Cup for Vertical engines ; T Heath - Petter Light

Cranmore Cup for Horizontal ; T Randall

Junior Shield ; Nicholas & Jeremy Dring

Congratulations to all three.

Welcome to new members

A Meaker	G Jennings	A Ayres
T E Filby	G French	S Spear
F G Rogers	F H Champion	D Holmes
R Frampton	G W Cox	P Cox
A M Harris	J Palmer	W Cox
D W Rogers	G J Emery	A B Jones
K G Eastment	Mrs C Farendon	

Anyone not yet in possession of a 'Members Plaque' please contact Ann Brain. Price 20 p apply soon/ not to be disappointed.

Did anyone find a small axe on the Cranmore Rally field? If so please contact John Spear Tel No Temple Cloud 52340.

### Forthcoming Events

November 5th - Jumble Sale  
November 26th - Dinner and Dance 7.30 p.m.  
November 28th - Monthly Meeting at Old Down Inn  
  
January 2nd - Monthly Meeting for December at Old Down Inn  
            Talk on 'Tangye Ltd' by Mike Cannon.  
January 30th - A.G.M. at Old Down Inn  
February 27th - Cornish Beam Engines  
March 27th - Another Engine Drive and item of interest by Dave Edgington  
April 24th - Club Meeting  
May 6-7th - Rally at Puncknowle Dorset by W Dorset Tractor &  
            S E Club  
June 17-18 - Camerton Rally  
July 15-16 - Nailsea Rally  
September 22,  
23,24 - Stourpaine  
Sept 30/Oct 1 ; Cranmore Rally (Provisional)

### Chairman's Report

This is now the 'close season' for rallies, now down to the more serious work of restoration. We hear that some members are talking of re;restoration after an arduous season of rallies every weekend. Now the monthly meetings at the Old Down Inn Emborough should be packed to overflowing. As always please remember that the W.S.E.C is your club, dont wait to be asked to 'do your bit'. To this aim, next month will be 'members night' so could any member having any slides or cine, or having compiled a small lecture or talk on his/her engine restoration or discovery or anything relevant to the S E theme, please come along and offer to do your thing and make an interesting evening for everyone.

We welcome onto the committee, three co-opted members namely Stuart Ashman, Ivor Yeo and Herb Gane whose input at their first meeting was much appreciated.

### Eric Brain

Congratulations and best wishes from the W S EC on the forthcoming marriage of Stuart Ashman and Jan.

### Recovery & Restoration of a Lister \*\*\*\*\* 'N'

It started as most of these stories start, with a chance remark We were in the process of restoring a 'Lister D' and 'Wolsely smooth pot' when a neighbour saw us. He stopped to chat on a couple of occasions and dropped a few remarks of engines at his fathers farm.

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As it turned out there were three, and out of interest we made arrangements to visit the farm at Saltford, just to have a look.

The family holiday was delayed by a day, by unanimous approval to visit the farm. The three consisted of a 7HP Lister 'N' type, still in the engine house on the farm. A Lister 'D' on a Lister-Blackstone elevator, and a Petter 3HP air cooled. The latter had never been started, bought with a batch of engines in 1952 and kept as a stand-by.

After a good look over the farm and engines, then several hours chatting with Jim Purnell who owns the farm, we were offered all the engines at a price we could not refuse. Then with comments from Jim like you will have to knock the wall down to get it out, and you will need a lorry to get it away, we made a date to collect on the August bank holiday and left.

With sons Kev and Nick we made a start on the engines on the Saturday of the holiday weekend. The Lister 'D' was a half hour job to remove and with the Petter went back to Bristol. Then back in the afternoon to start on the 'Big un' Photos first then the cooling tank and stand were removed more photos, off with its head, piston and conrod, a quickgo at the fly wheel keys, without much success, and that was Saturday. Sunday a long time spent removing the keys from the outer flywheel and the driving drum, which was right up against the wall. Then what seemed like an age on the inside flywheel key and the worst was over.

The Monday was spent dragging the bits and pieces out of the barn and ferrying manageable lots back to Bristol in my V W camper. This brought a memorable weekend to a close.

During the winter slow progress was made in setting about the restoration. Most things were in good condition and needed cleaning back to the metal before painting. One of the exceptions to the good order, was the exhaust valve. It had come to rest with the valve open, the stem and guide were in bad shape. The guide was duly taken out, the lower end of this was damaged and had to be welded up with a nickle rod and turned down to as near the original as possible. The valve stem was too far gone so the head was parted off and bored to take a new stem. This was made from a standard length of silver steel, welded and turned to suit.

While the engine was progressing, plans were being made for a trailer, some second hand channel and angle iron was purchased. This was also my long need excuse for buying a welder so with a clear conscience a 40-140 amp was purchased.

When the trailer was almost complete, the wooden base and tank stand were cleaned and painted. With the limited space of the garage it was necessary to put down the base on blocks, to prepare for lifting when the engine was finished. The engine was built up on the base, after weeks of painting. Having no height in the garage, the head had to be lifted onto the piston. This weighed about 1 cwt so a frame was built up and all the family assisted, yours truly having the easy task of guiding the rings in.

The week prior to Dodington saw great activity, trailer, tank and cupboard, all needed finishing. Saturday May 14th (my birthday) was the first time we tried the trailer on the road. Thank goodness Dodington is not far away.

The whole of that Saturday at Dodington was spent finishing the engine. In the evening we asked her to go but no luck. On Sunday morning before the crowds massed, she breathed again for the first time in over twenty years.

Rod Dring

Thank you Rod for a truly interesting account of how you restored your engine.

## THE CROSSLEY HUNT

### Chapter Four

That evening I spent a few hours sorting the information that had been given to me by the lady. The only facts I had to go on, was that two men had taken the engine away up north, using a large transit vehicle to do so.

Further, that they worked for a firm of scrap metal exporters near Liverpool and the vehicle belonged to a hire firm at Warrington called 'Mikes Auto Hire'.

This was the only hair I had to cling to. I had to work fast, 'I thought' as up around that area they melt em down', my God how terrible! I could not sleep at all that night twisting and turning in bed, having horrible visions of a magnetic crane dropping a much cherished old Crossley into the inferno of a blast furnace.

By lunch time the next day after much telephoning, I had found out the name of the man that had the vehicle on hire from 'Mikes Auto Hire'. A Mr Casey from a place called Crank near Warrington, to my dismay the girl on the phone told me he was an Irishman, noted in that area for his hard dealing and meanness.

Not wasting a minute, I prepared to leave, heading for Crank mile after mile with sparks flying off the wheels of the old Rover.

That journey seemed a lifetime, but eventually I arrived not having any local knowledge I called in at the Local for a half pint and some more information. The Landlord knew the chap. I was after and gave me careful directions as to where he lived. 'He's a Paddy you know', 'smashing house, you would never think he was a bloody scrap dealer' explained the Landlord. 'Visits my pub now and again although he is not a regular you know' he went on.

Quickly seeing off my drink I wished him good bye. Closely following directions I arrived at the gate, parked the Rover, proceeded to the front door knocking sharply twice.

A short dark chap appeared and uttered 'What de yer want mate'.

I Have come about an old engine that you bought down south recently' I explained 'I would like to buy it'.

'Ah to be shure' was the reply 'I was over the yard this morning and I did see them unloading that lot, I did'

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'But I cantremember seeing an engine, what do yer want it for anyway? Whats so special about this one? ' he asked me.

After ten minutes careful negotiation he invited me into the house for a cup of tea, while he finished his meal.

He said he always locked the yard after tea and I could go with him to see if I could see what I wanted.

John Spear

IMPORTANT NOTICE

Dinner and Dance 26th November 1977

Please can you complete the following form and send it to Ann Brain, or give it to her personally at the next meeting

Forms with remittance must be in by 1st November, any received after that I am afraid will not be able to attend. Proprieter needs to know numbers.  
.....

I/we will/willnot be attedning the Dinner Dance on 26th November at the Star Hotel Wells.

I/we enclose/do not enclose remittance of £..... £3.20 per head.

Time to arrive 7.30, not 8.00

Please send to Mrs A Brain  
5 Greenridge  
Clutton

