

# Wessex Stationary Engine Club. Newsletter.

CLUB VISIT TO R.A.LISTER, DURSLEY. 27th. November, 1980.

W.S.E.C. members gathered at Lister's main car park on this cold November evening, but it was not too long before some intrepid member found his way into the Company's Museum at the Priory Reception Hall, soon to be followed by about 70 others. Here, our appetite for the evening's programme was whetted by the many sectionalised engines on display and, upstairs, the many other Lister products such as the butter churn, sheep shearers, cream separator, Pedersen bicycle and, of course, the Autotruck. At 7.30p.m. we separated into groups of 8 or 10, collected our obligatory safety specs and, with our respective guides, set off on our tour of the engineman's Mecca. After a long walk we entered the foundry where the nightshift were about to make the night's first transfer of molten iron from the electric melters, using low-tariff electricity (White meter? Ed.) to the massive holding vessels from which the day shift would draw. We learned of the many tons of sand, the phenomenal consumption of electricity and the huge cost of capital equipment (and also why it was all German!) needed to produce the basic castings of the diesel engines. Moving on into the shot-blasting and Fetting Shop, we suddenly saw recognisable engine components, crankcases and flywheels, including those for the slow-speed 8/1 and 16/2 twin-flywheel diesels, 10,000 of which have been made this year still to the basic design of the mid-twenties.

Next, the Machine Shop, with almost every manufacturer of machine tools represented. Many machines were numerically controlled from programmed tapes, modifications to which can be made in minutes via Early Bird satellite to their makers central computer in the U.S.A. It came as a surprise to see that the crankshafts are milled, rather than turned, from the rough forgings, the process producing many small facets on each journal. These are then ground to a very high standard.

On then into the parts store, fully automated with a computerised handling and retrieval system, holding hundreds of tons of engine components. Following this we saw the engine assembly lines, where a multitude of different types were seen in various stages of assembly demonstrating the different options for customers with special requirements, some marine types, some turbocharged, one, two, three, four and six cylinder. The completed engines are run in the test shop for up to four hours depending on type, and often at temperatures ranging from minus 40°C to sub-tropical.

We then passed through the despatch area, where I hope we all resisted the temptation to slip the odd starting handle into the wife's handbag, or especially the 'pepper-pot' silencers which looked so tempting!

Finally, back the Priory, we were all treated to refreshments and a number of data sheets and copies of early engine drawings were offered. A few members purchased copies of "Listers - the First Hundred Years" by David Evans, and then Rod Dring proposed a vote of thanks to our guides and to Messrs. R.A. Lister for their courtesy and hospitality. At this point we must extend our thanks to Ray and Pam Saunders who made our visit possible, and also for their traffic control, helping many W.S.E.C. members who were lost in Dursley's urban jungle, and last but not least for their hospitality afterwards.

Emerson & Victoria Brantingham.

## SEASONAL GREETINGS FROM THE CHAIRMAN.

Dear Friends,

At this time of the year, when the rally season is so far in the past, it always seems to me that the subject of our hobby, the engine, gets overshadowed due mainly to the fact that they are out of sight. Of course, we are all planning and preparing for next season aren't we? When trying to persuade one of our members to come to the Dinner & Dance, I got the reply, "Well, there are only so many weekends between now and next season." Never-the-less, we did persuade him. I guess if that man's engine is not ready for next year then yours truly will be in trouble. But, he is right, I suppose. I'm afraid that I am one of those who tends to start off saying that we have months to prepare, and then end up putting the engine together on the rally field.

I wish everyone who is trying to get an engine ready for next year the best of luck. Finding those missing parts and getting the painting and finishing just how we want it is the most enjoyable part for many of us. Incidentally, the gentleman mentioned earlier won many awards for his display last season, so perhaps we should all follow his example, but still come to the Dinner & Dance though!

I look forward to the sunny days next year when all the trials and tribulations of rallying are upon us and when we have a chance to display the results of those long spent hours of the winter. We, as a Club, have a duty to the public when attending rallies. After all, they are usually paying to see our efforts. If this is also combined with some charity or other, then it makes those efforts that much more rewarding.

Wishing you the best of Christmases and a very prosperous New Year.





with on Christmas morning. I soon spotted Felicity Petter-Lightbody (the engineman's answer to Diana Dors and a host of others as well!) and asked her what she was planning to give the men in her life. "Darling," she gushed, "I've been knitting furiously for weeks now. It's the latest craze - a woolly engine-cosy! I got the pattern from Dr. Magnus Spark's latest book, 'The Care of Stationary Engines and Their Owners.' There are patterns to suit both vertical and horizontal types in half-sizes from  $\frac{1}{2}$ h.p. up to 6h.p."

I politely declined her generous offer to come round and measure my favourite engine for one, and retreated hastily to the bar, where I found Des Dragshaw. Commenting on my narrow escape from Felicity's automatic clutch, Des remarked, "At least it makes a change from the Willie-Warmers she usually knits. Heaven alone knows where she got the pattern for those, but I know that the Major keeps a spare Crossley piston and con-rod in one of his!" We were then joined by the Rev. Gavin Wick-Oiler who, after pressing us to buy a couple of raffle tickets in aid of the Church Engine Restoration Fund, told us about a new device called a Hopper-Pot, which, when suspended in an engine's hopper by means of an adjustable hanging bracket, can be used for a vast range of culinary activity from heating soup to boiling an egg. There is a De-luxe version with an infuser for brewing tea or freshly ground coffee. (I wonder how many engines we'll see driving coffee mills on the rally fields next year?) "Just the thing for those cold, blustery July afternoons on the rally field," said the Reverend.

I later put the question to Bill Fosdyke who, as a result of his sanitary connections, usually dispenses liberal quantities of Loo-Blue to his pumping set owning friends in the festive season. However, he tells me that he has a real winner this year, a little tube of chemicals which, when dropped into the water tank of your pumping set, starts off by dyeing the water bright red and, as the day progresses, continually changes its colour through all the shades of the rainbow. "Much more exciting than this fluorescent green that everybody uses these days," said Bill, over his shoulder as he disappeared through the door marked LADIES.

Jethro Tool.

#### CLUB JUMBLE SALE. 6th. December.

Once again St. Peter's Hall at Radstock was the scene of much frantic rummaging and bargain grabbing as the W.S.E.C. Annual Jumble Sale got underway. First in the queue, as usual, local market trader Mrs. Novaks, who arrived at 12.50p.m. for the 2.15p.m. start! Earlier in the day, though, the oriental owner of the local Chinese Chippie almost fainted at Nick Dring's request for 18 cod lots plus various other combinations of sausage, chips, beefburgers, etc., to feed the hungry helpers. Those in the queue behind weren't too amused either! At 2.16p.m. Ann Brain disappeared under the table and did not emerge for about  $1\frac{1}{2}$  hours as she struggled to combat the continuous overflow of clothes from the heavily laden tables. Diana Emery was seen trying on a sexy black suspender belt which unfortunately proved to be about 12" too short! A certain Mr. & Mrs. Davies debated for some time over the purchase of a can of Bob Martin's Anti-Mate spray. (Much handier than a bucket of cold water!) Eventually the button was pressed and I can assure you that the ensuing pong was enough to dampen the urges of the most ardent love-smitten pooch! Then they bought it! Herbie Gane ran a raffle, but we don't know who won the prizes. Treasurer Stuart Ashman, who wore a toy crash helmet throughout the event, reminiscent of a Securicor guard, also won the prize for the nearest guess as to the proceeds of the sale, which amounted to £98.13. That a noble effort. Thanks to everyone who gave their time and their jumble.

CHRISTMAS COMPETITION ENTRIES:- Send to, W.S.E.C. Newsletter Editor, Welton Hill Cottage, West Road, Midsomer Norton, Bath. BA3 2TL. to arrive not later than first post, JAN. 7th. 1981. Solutions and prize-winners will be given in January's Newsletter. Thanks for all the articles etc., keep them coming. Those not in this issue will certainly be in the next! Thanks again.

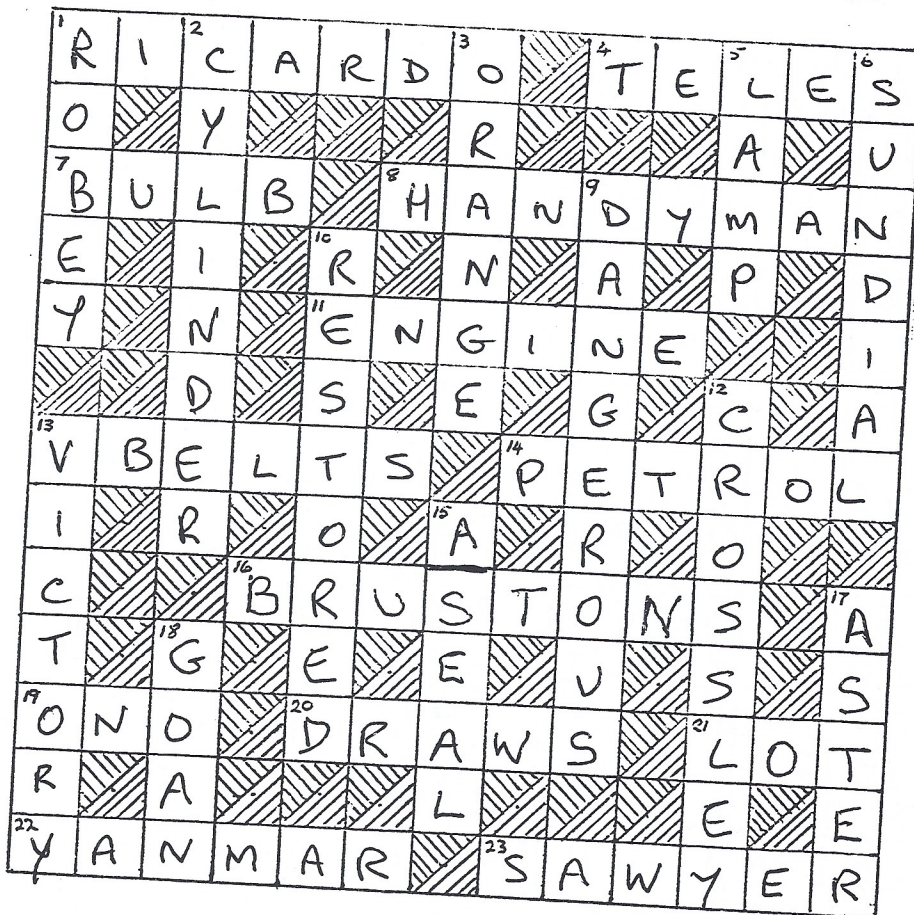
FOR SALE...LISTER 2L No. 43281 (1924?) HP5. Non-runner- 80% complete. £45 o.n.o. Tel: Yatton 838521.  
FOR SALE...PETER A1. Complete. £20. N. Goodesmith, Sunrock, Brinsea Rd., Congresbury, Bristol.  
FOR SALE...WOLSELEY WD2.  $1\frac{1}{2}$ hp. c. 1940. Complete, as found, in running order. £35.  
FOR SALE...LISTER G4. About 5h.p. Unusual engine featured in S.E. mag. Issue 57, p. 10. £35.  
FOR SALE...PAIR OF WOLSELEY Sheep Shearing Runners, unusual, £35.  
FOR SALE...TRAILER, 6'x4' 1Ton capacity. £150 or exchange for interesting engine.  
WANTED.....LARGE ENGINE, 10 h.p. or over, but not over 3 tons.  
A. Steele, 'Tugela' Wick Lane, Devizes, Wilts. Tel:- Devizes 4820.

CLUB RALLY 1980. Provisional date, 11th. & 12th. July. Brian Lewis regrets that there will be no 1981 Bristol Steam. Also we hear there will be no 1981 Dodington either. More 'Wheels at Angleat' July 25/26, 1981. Market Lavington, May 24/25. More dates next month.









#### CLUES ACROSS.

1. Once 'head man' for Lister's. (7)
4. Mr. Smith, in 'drag'? (5)
7. You need 5 Down for a hot one! (4)
8. Just the chap for those odd jobs around the place. (5-3)
11. The one we all like stands still when it goes! (6)
13. They say these drive better than flat ones. (1-5)
14. Would a Yankee use this in a gas engine? (6)
16. Generators & spoked flywheels on D's. (8)
19. This usually means that you are prepared to settle for less than you ask. (1.1.1.)
20. These are just the ticket for boosting Club Funds. (5)
21. This goes under the hammer unscathed, fortunately. (3)
22. An army regrouped to seek out an Eastern power source. (6)
23. He could use 4 Across to cut up rough. (6)

#### CLUES DOWN.

1. Right, do as you are told and find a great steam engine builder. (5)
2. Scene of a lot of hot comings and goings. (8)
3. Fruity hue for Allis Chalmers. (6)
5. This needs a blow to start with. (4)
6. Australian worker could tell you the time, except when it rains! (7)
9. Beware! All moving machinery can be this. (9)
10. Unfortunately this can often mean a newer-than-new look. (8)
12. These brothers were really mad about the engine business. (8)
13. England, 1919; what else could Percy call his new model? (7)
15. This engine will not go under water, unlike its namesake. (1,4)
17. A garden flower? Not to the engine enthusiast. (5)
18. Want to find a French engine? Go and spend a penny, an old one of course! (4)

Most of the answers in this cryptic crossword are engine makes or tradenames, the rest being words which doubtless all engine enthusiasts will be familiar with.

#### THE PRIZES.

The prize for the first correct WORD PUZZLE to be opened on Wednesday, 7th. January, 1981, will be a W.S.E.C. badge.  
The prize for the first correct CROSSWORD PUZZLE to be opened on the same day will be a Stationary Engine Magazine badge (the new enamel type.).  
The prize for the the first entry opened on the same day with BOTH puzzles correct will win a free W.S.E.C. membership subscription for one year.

ENTRIES MUST REACH THE NEWSLETTER EDITOR BY FIRST POST ON WEDNESDAY, JANUARY 7th, 1981.

Thanks are due to Ann Brain for the Word Puzzle, and to Jethro Tool for the Crossword.

MERRY CHRISTMAS AND AHAPPY AND PROSPEROUS NEW YEAR TO YOU ALL.