

A STATIONARY ENGINE, OR NOT A STATIONARY ENGINE, THAT IS THE QUESTION !

It is a well known fact that anyone wanting a usable stationary engine in the pre-1920's period, merely took 'the engine of the moment' ie. whatever was lying around, and adapted it to the role required. Motor cycle power units tended to be the obvious choice as they were easy to find, cheap to run and maintain, and very readily adaptable.

The home or garden workshop was much more commonplace at that time and each needed a source of power to serve a dual purpose role, ie, lighting via a dynamo and machine tool driving via line-shafting, this of course being in the pre- National Grid days. At that time the budding young engineer, the handyman or in fact anyone with a mechanical bent seemed more capable and willing to improvise, yet nowadays few people would even dream of converting say a 6- cylinder Kawasaki motor cycle unit to stationary use. Admittedly the latter operation would be a pointless one because of the number of purpose built modern or vintage engines which are so readily available- nowadays 'choice' becomes a problem although price is often the deciding factor.

However the main point being, will the budding engineers and handymen of the future have lost the great ingenuity of their forefathers ?

Several years ago I went to see a most unusual powerplant consisting of an automotive engine that had been converted to operate in a stationary role. Being forewarned of my arrival, the owner had the unsilenced plant in action by the time I entered the vicinity and without any exaggeration the sheer noise guided me to the spot as did the star of Bethlehem guide the three wise men many years before !

The plant, a 1300 cc twin overhead camshaft Alfa Romeo engine, was 'belted' down to a mobile work bench. Carburation was by courtesy of two unsilenced double-choke Webers which gobbled and snarled in their own special way each time the hand throttle was eagerly demonstrated. The intrepid engineer who wore a binder twine secured overcoat on top of his overalls, obviously enjoyed what he was doing although one gathered that the engine was more of a plaything than a prime mover destined for his nearby saw bench. Log cutting could be carried out at a great pace, the gobbling carburettors would really love all that saw-dust ! Henry Ford must have missed this one when he uttered his world famous quote, 'Every time I see an Alfa Romeo I raise my hat '.

About ten years ago I was lucky (or unlucky) enough to buy a 3.5 litre twin overhead camshaft six cylinder Maserati engine complete with test-bed frame. Although it was a nice item to have around and an instant 'talking point' when visitors came, it finally departed to the sole enquirer of a *Motoring News* advert, although the test-bed still remains as my work bench. Really I regret selling the engine because suitably mounted, it would have made a somewhat different rally weapon. Which class would it be in at Beaulieu ?

David W. Edgington.

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FOR SALE.. Petter, or might be Lister ! (Owner not quite sure!) Air-cooled engine. £20. Mr.R.Broadway. Witham Friary.
Tel:- Upton Noble 548.

FOR SALE.. Boots TE50 slide projector only 18 months old, used about a half-dozen times. £18. Rob Lambert. Frome 3526.

FOR SALE.. Lister B Type, 3½hp. Twin flywheels. £50 or best offer.
Tel:- Midsomer Norton 412783.

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For a colour chart, telephone Mike Branch on Bristol 556957.

ONE WAITS FOR 1980.

- MARCH 31st. Rod Dring's ENGINE DRIVE! A social evening - lots of fun - lots of laughs - lots of prizes. The prize of the night will be a stationary engine replica model kit.
- APRIL 28th. Club members film and slides. Also anyone who would like to do a display of photographs, please bring them along.
- MAY 19th. Provisional date for a Club evening visit. Venue to be announced as soon as our arrangements are confirmed. NOTE THE DATE, it is NOT the last Monday of the month.
- JUNE 30th. ANNUAL CRANK-UP in the car park of the Old Down Inn at Emborough.

SEPTEMBER 6th. & 7th. are the provisional dates for the Club Rally. It is hoped that we can confirm these dates in time for the next newsletter.

It is also hoped that Club visits can be arranged to places like Claverton Pump House, Aller Moor, Curry Moor and Weston Zoyland pump houses and perhaps Blagdon Pumping Station. Any help with contacts and any suggestions for other visits would be appreciated so please contact the newsletter editor.

DATES FOR YOUR DIARIES.

- APRIL 19/20 Cricket St. Thomas Wild Life Park, Chard. Entry forms from Westcountry Events Centre, Cricket St. Thomas, Chard, Somerset. Closing March 21
- APRIL 20 only. Chalk Pits Museum Working of Stationary Engines. Entry forms from Ian Dean, Chalk pits Museum, Amberley, West Sussex.
- MAY 17/18 South Bristol Rally - entry form with this newsletter
- MAY 25/26 Also Dodington and Punknowle, entry forms available at Club meetings.
- MAY 25/26/27 Market Lavington & Easterton F.C. Rally, entry forms from John Kyte.
- MAY 31/JUNE 1 Frocester Manor Rally.
- MAY 31 only Steam rallies at Abergavenny and Andover.
- JUNE 14/15 Vintage machinery auction at Chilbolton, near Stockbridge, Hants.
- JUNE 14/15 Andover Lions 3rd. Cavalcade of Transport, at Barton Stacey Army Camp (East on A303) Details from P.Langdown, 13, Batchelors Barn Rd. Andover.
- JUNE 28/29 Holton Steam Rally, near Oxford.
- JULY 5/6 Banbury Steam Society Rally, Wroxton, near Banbury.
- JULY 12/13 Heddington & Stockley Rally.
- JULY 25/26/27 Bristol Steam - entry forms at Club meetings.
- AUGUST 2/3 Also, Leckford, near Stockbridge, Woodcote, near Reading and Lytchett Maltravers, near Poole, Dorset.
- AUGUST 9/10 Netley Marsh, near Southampton, and also Ross-on-Wye.
- AUGUST 16/17 Alderholt Rally.
- AUGUST 24/25 Yeovil Festival of Transport. Entry forms - send stamped, addressed envelope to Bill Foster, Fourways, Sandley, Gillingham, Dorset.
- SEPTEMBER 27/28 Fairford Rally, also Somerset Club Rally, Langport.
- Sodbury Vale Ploughing Match.

(In view of the comments on page 3 of this newsletter, our ex-chairman will doubtless be spending most of these weekends building his garage!)

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MEMBERSHIP RENEWALS. All members are reminded that membership fees are now due for all those who joined before September 30th. 1979. Membership rates remain unchanged for 1980, due mainly to the success of fund raising during 1979 with our Rally Stalls, badges & Tee shirts, and the Jumble Sale. The more help is given to your Club through these things, the longer you benefit from low subscription rates. Also our Third Party Insurance Scheme is equal to any other that is available and at only £1.00 per year is probably the best bargain around. I have heard of people paying as much as £5 for one weekends worth of insurance cover! Badges are still only £1 from Adrian Stride, 100, Marshfield Way, Fairfield Park, Bath, please add 12p for postage. Tee-Shirts from Tony Jones, 59, Marsh Rd., Trowbridge, Wilts., send s.a.e. for available sizes & prices. Membership and Insurance (for paid-up members only) details from Stuart Ashman, Moorledge Farm Cottage, Knowle Hill, Chew Magna, Bristol. Send S.A.E. for all information.

Someone recently complained that one page of a newsletter, either October or November last, was printed up-side-down! Well, it so happens that I knew that all the time, in fact there are about 20 of them, so I suggest that the lucky owners treasure them for their obvious scarcity value, and I'll try not to do it again! Tom Randall.

THE JANUARY MEETING. 28th. January. 1980.

PAGE THREE.

The first meeting of the W.S.E.C. for 1980, held at the Old Down Inn, Emborough, was a 'Members night' the general principle of which was for any member to come along and air their knowledge of any of their hobbies.

Newsletters were ably distributed by Stephen Emery, deputising in the absence of his mum, Diana, to about fifty members, which was a good crowd for a cold January evening.

Rod Dring then gave a most interesting and knowledgable talk about his collection of musical boxes. He brought along several examples to show us and was able to point out their different styles, designs and methods of manufacture and the development of the complex musical movements. It was most enjoyable to hear their pretty music. We were all able to study these beautiful machines at close quarters during the interval.

After refreshments, a quick return to the engine theme was achieved with a most professionally edited piece of sound cine film of the Longleat 1979 'One Thousand Engine Rally' produced by Brian Pearce. Club members were able to re-live once again that fantastic weekend last June, and recognise the sight and sounds of their own engines - and those of hundreds of other enthusiasts. This film even kept the chatterboxes at the back of the hall quiet!!! Also included was a piece of film of the Club Rally at Cranmore in 1978, a somewhat more chilly event weatherwise.

Next on the floor came Stuart Ashman - revealing to us his other secret love, the Messerschmidt car! For those not present, or too young to remember, these vehicles are best described as a groundhog aeroplane minus wings, or perhaps a Kamikaze motorbike for the stationary engine enthusiast. Surely they held the booby prize of the '50's - and for all time perhaps - as a passion wagon! Amazingly, Stuart made this relic of the Suez crisis sound like a two-stroke 'E Type' as he extolled its many latent virtues, all illustrated with colour slides which included everything from their pre-war pedal powered invalid carriage, right up to the enthusiasts superbly restored and preserved models. (one of which was recently seen to overtake the author of this report, who is not noted for hanging about in his rival German built vehicle!)

Finally, almost into drinking-up time, we were treated to a fine slide-show of 'Follies' (no, not the French variety!), those curious structures built without any purpose other than to satisfy the whims of their rich and mostly eccentric architects and dating from the seventeenth century right up to the present day. (Someone was overheard making reference to the chairman's long unfinished garage!) However, time was short and some forty slides, showing a bizarre variety of edifices from sham castles in Bath stone, to towering rectangles of reinforced concrete, were popped through the projector at a record pace.

Judging by the marked reluctance of the meeting to break up, this proved to be a most successful evening and could well be repeated in the future. We already have two volunteers in fact, are there any more???????

Emerson Brantingham.

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BRISTOL INDUSTRIAL MUSEUM.

Curator Paul Elkin is still seeking volunteers to take on some stationary engine restoration work on engines in the museum's collection. In return, the restorer will be able to take the engine to rallies as well as being involved in the museum's own displays. Anyone interested can telephone Paul Elkin at the museum on Bristol 299771. It is hoped that a club visit to the museum store in St. George can be arranged for the late spring/early summer. more details when available.

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THE STATIONARY ENGINE CLUB - INFORMATION SHEET. 1979.

COMMITTEE.

Tom Randall.....Chairman.
Rod Iring.....Vice Chairman.
Diane Emery.....Secretary.
.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.
Adrian Stride
Bill Appleby.
Herb Gene.

Secretary:- 'Odstax,' Wells Road,
Hallatrow,
Bristol.

Treasurer:- Moorledge Farm Cottage,
Knowle Hill,
Chew Magna, Bristol.
Tel: Chew Magna 2655.

SUBSCRIPTIONS.

Joint Membership(Engaged/Married Couples)...£2.00per year.
Individual Membership.....£1.50per year.
Junior Membership(Under 18).....£0.50per year.

THIRD PARTY INSURANCE.

£1.00 per paid-up member per year.(Not available to Junior
Details available from the Treasurer. Members under 16)

MEETINGS.

The Club holds its meetings at the Old Down Inn, Emborough,
(at the junction of the A367 and the B3139, 5 miles North
of Shepton Mallet.), on the last Monday in every month.
It is as well to check meeting dates since the last
Monday is occasionally impractical. Meetings start at 8pm

NEWSLETTER ITEMS. Send all contributions, articles, adverts., etc.,
to Tom Randall, Welton Hill Cottage, West Road,
Midsomer Norton, Bath, BA3 2TL.

HONORARY LIFE MEMBERS.

David Edgington.(Club President and Editor of
'The Stationary Engine' magazine.)
Bill Foster.

FOR SALE....FOR SALE....FOR SALE....FOR SALE....FOR SALE....FOR SALE....FOR SALE....FOR SALE.

Two LISTER D TYPES, one petrol only, the other petrol/paraffin. The latter is seized.
Both engines together, £10.00.
LISTER L TYPE, 6½HP. Tank Cooled. Mounted on a four-wheeled trolley. 1928 vintage. £80.00.
Chaff Cutter by Richmond & Chandler, Manchester, about 1920 vintage. £20.00.
For any of these items, telephone Derek Maybee on Blagdon 62795.