

THE MAY EVENING MEETING.

Although this meeting was held on a Tuesday, instead of the normal Monday, due to the Bank Holiday, there was a good attendance of about fifty members and friends, amongst whom we were pleased to welcome the Fradley family from Long Eaton, Nottingham, who were holidaying in the area.

The entertainment laid on was amost interesting and unique programme of colour slides of engines at Rallies in the U.S.A. during 1980, together with a taped commentary, all put together by Verne Kindschi of the Badger Gas Engine Club.

The audience responded splendidly to Rod's appeal for "no chattering" due to Verne's accent and the distortion caused by the small loud speaker operating at full volume, so the technical points came over very well. We were amused by the frequent references to the "pendulum" governors used on many of the engines shown, and amazed at the high values placed on some of the smaller ones, often around 2000 dollars!

I think it fair to say that 90% of the engines shown were new names to us, such as Foos, Ottawa, Reid, Aermotor, Schramm, etc., and the variety of sizes and shapes, from the tiny 1 h.p. Gray to the 27 h.p. Bessemer, not forgetting the oil-field 'half-breed' engines, had to be seen to be believed.

There were a few slides of the Badger Steam & Gas Engine Club's own Engine House, with its many large permanent exhibits, its most distinguished feature being the actual 2 $\frac{1}{2}$ " diameter steam whistle from the now defunct Fuller & Johnson engine works - Verne Kindschi being the leading authority on F & J.

Finally, a good line-up of American tractors was included to keep the tractor enthmsiasts happy; immense giants such as the Oil Pull and Twin City tractors, together with a few huge steamers in a very muddy showfield setting, redolent of Stourpaine, or Meccari 1981 - Transatlantic version!

When the usual raffle was drawn, the Large household was well catered for with Mr. Large winning the first prize of a box of Toblerone chocolates, and Mrs. Large taking third prize, a folding rule. Second prize, a pot of hand cleanser, was won by Mr. Potter.

Thanks must go to David Edgington of the Stationary Engine Magazine and Verne Kindschi for making this fascinating selection of slides available to us.

Emerson Brantingham.

HAWKCHURCH RALLY. May 3rd. & 4th.

We set off Saturday morning hoping for fine weather, so that one Wessex Club Member, stationary engine enthusiast Wally Hull, could realise his ambition to hold his own Rally.

We arrived at the field to find Don Rogers, plus a few others, already there, and all present mucked in together putting up the ropes, etc.

Sunday morning arrived overcast, but dry, although not for long. The wind started to blow and soon the rain turned the field into "Stourpaine Conditions" in next to no time. Engines started to arrive and had to be towed and pushed into position. The wind blew so hard that the trade stands were blown over, splitting like matchwood! This little rally looked like being a disaster before it had even started! Just after dinner engines began to move - homewards - and had to be towed and pushed out of the quagmire. Even four-wheel-drive Land-Rovers came to a halt in the sticky conditions. Wally, now very disappointed, gave these exhibitors their plaques, knowing full well that they would not be back on the Monday morning. Sunday evening saw the field in a very sorry state and to cap it all, Wally's friend who had promised the evening slide show, never turned up! Wally hurriedly got some of his own slides together and this turned out to be more of a laugh as some slides were upside-down, sideways, back-to-front and even two in one slot!

Monday morning arrived after even more rain in the night, but at least it was fine. The first engine to arrive was a long distance traveller who had set out at 5.30 in the morning from Abergavenny. There's loyalty boys! After that, to our surprise, engines kept arriving until dinner time, even including a few tractors. All in all, this rally turned out being very well supported by exhibitors and a steady stream of spectators, there being over 60 stationary engines, some tractors and a few lawn mowers. Don Rogers and son had the extra task of looking after Wally's seven stationary engines, besides their own. It was unusual to see Don with a plug spanner in his hand quite so frequently! Wessex Members present were Ian Skuse, Don Rogers, Mr. Lane, Alan Barrett, Ivor Cox and yours truly. Sorry if anyone has been missed. So, at the end of the rally, we all had to be towed through the mud before the tractor boys departed, either off home or even deeper into the mire! Perhaps next time, if Wally decides to run another rally, he will get the support of more Wessex members.

Roy Cox.

2nd. NAILSEA SCOUTS MAY FAIR. May 4th.

I would like to thank those members of the W.S.E.C. who came along to our May Day Fair. The day was a huge success and the presence of the W.S.E.C. gave it an added attraction. Lots of people showed interest in our hobby and chatted with Club members. We also had the Merryweather steam pumping engine from South Bristol Technical (cont'd.)

SCOUTS MAY FAIR. (cont'd.)

College - thanks to Bddy May, and a steam traction engine from Graham Thomas.
Thank you once again for advertising the event, and the support from Club members.

Philip Smith.
Junior Club Member.

AROUND THE RALLIES.

I went to Highnan Court Rally (May 16/17) just outside Gloucester. I got there early on the Saturday morning because there was a sale of vintage cars, etc., but not much of it was sold as folks put too high a reserve on their rubbish! When I looked for the Stationary Engine plot I found they were scattered around 4 or 5 plots, just anywhere. There was not any organisation at all. I finished up in a plot with 8 others close to the lake. It rained on and off for both days and I had to be towed out. The Wessex Club was well represented. When I went to collect my stainless steel plaque from Tony Fielding, he told me that he was hoping to have a three day rally at Frocester Manor next year. He has one every 2 years.

If anyone is interested in going to Stonehouse Rally (Sept. 5/6) (This is the one where you get two meals a day!), contact Mrs. B. Partridge, Albert House, Middleyard, Stonehouse, Glo., GL10 3QQ., enclosing s.a.e. I can recommend this rally as it is in a good cause.

On Monday May 25th., I left home at 8 a.m. to go to Melksham Meccari. I got there at 8.30 a.m. to find that tractors were towing vans, etc., onto the rally field. The farmer advised me to turn around and go home, which I did, and on the way home it bucketed down. With the heavy storms during the day, I'm glad I did go back home!

Dave Wilkins, of Cirencester, is having his annual rally at Trouble House Inn, on the Tetbury to Cirencester road, on August 16th. If anyone would like to come along, please do so, but there will not be any plaques as the money collected from donations - there is no admission charge - goes to Tetbury Hospital. Last year Captain Mark Phillips looked in, but I do not expect to see Prince Charles and his Missus this year as they will still be on their honeymoon. Highgrove is only four miles away. It would be nice to have Royalty take an interest in our hobby.

This is not a report on the Abergavenny Rally (May 30/31) as I think someone else is writing it. As most of the regular rally-goers know, I take my 2 dogs with me to rallies. On the Sunday I let them out about 8.30 a.m. and most of the exhibitors were up and about as we had just had a thunderstorm. The D-----y contingent reckoned that my dogs woke them up! No doubt they were tired after helping Keith Reader to repair Len Fry's Lister which had shed its rings on the Saturday afternoon! I managed to leave the park about 5.30 p.m. and instead of turning for Usk, I took the Raglan road. In a yard close to Raglan I saw old threshing machines, elevators and several water tanks which looked like they could have been on oil engines. I was about half a mile from home when I lost my trailer! The hitch broke. Good job the road was quiet, not like the M4!

I understand that Selwood are not having a rally this year. (I hear that the Selwood club has folded, any comments?Ed.) In 'World's Fair', May 30th., Stourpaine Rally is advertised for Sept. 25th. & 26th. Are they only having a two-day rally this year - Friday/Saturday - or did the printers forget to put the 27th. in? Time will tell.

I was asked at Abergavenny by one of the Frome contingent if I took any magneto's into hospital with me to repair them, like I did when I went into Winsley. No chance of that when the Sister (I think she drank vinegar!) was about!

Harry Champion.

SOUTH BRISTOL RALLY MAY 16th. & 17th.

"Scattered showers, heavy and prolonged in places". This was the forecast for the weekend. Unfortunately they were absolutely correct and Bristol Docks, the site of this rally, just happened to be the place where the "heavy and prolonged showers" fell. Rain, hail, wind and thunder - we had the lot. As always the weather did not dampen the enthusiasm of the W.S.E.C. 19 engines appeared on Sat. and 27 on Sun. The majority of these decided that they too didn't like the weather and were tempermental at times.

By lunch time on Sunday, when we did have about 90mins. without rain, all were running, as visitors to the Docks and Industrial Museum came to see what all the noise and smoke was about. The weather had obviously kept the numbers low but those who came were both interested and fascinated in the exhibits which they viewed in safety from a barrier of iron posts and chains, being the strongest defence we've ever seen at a rally.

The South Bristol Technical College's Merryweather Steam Pump was in full steam each day and we had hoped to use the fire to barbecue sausages made with Brian Munt's mincer and sausage making machine, but alas, the Wolseley driving it tried to end its days and "walk" into the Docks. Luckily it was saved from a watery grave.

Jack Sommerfield was kept busy with his Ruston and Hornsby driving an Albion chaff cutter, as were Andrew and David Leaning with their 1917 Victoria and Bamford grinding mill. The wholemeal flour produced was excellent. (It made delicious scones - thanks for the sample)

(cont'd..)

Diana Emery.

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In the March News Letter it was asked if anyone had used one of the spark plug cleaners as sold by the various mail order catalogues. I thought you might be interested to hear my comments on the one currently sold by Argos for £2.99.

To begin with the makers instructions tell you to remove all surplus oil and carbon deposits from the plug first, and I read this as being an admission of failure by them to do what it's primarily intended to do - remove carbon and clean plugs!

It's my experience that the plug has to be thoroughly cleaned by conventional means first as it will not remove anything but the merest film of carbon, however what it does do is to leave a light grey powdery deposit, and one could be deceived into thinking it was a clean plug.

If anyone is thinking of buying one, don't bother, It's my view that this is just another of the numerous useless gadgets for motorists, and I don't see it ever posing a serious threat to the humble wire brush.

This of course is just my own opinion, It would be interesting to hear from others who have perhaps had better luck than myself.

A single row of 30 small white circles connected sequentially by short black dashed lines.

At extremely short notice (about a week beforehand) we heard that Manor Farm could accommodate a party the following week, their only being 'open' to visitors during May each year. 30 club members, including Mr. & Mrs. Fradley from Nottingham, who were camping in the area, met in the farmyard on a dry, cloudy night along with about 5 million gnats and met Mr. Gay, the owner of the farm. He gave us a history of the farm, which was built between 1850 & 1860, and is unique in the British Isles, having everything under one roof, covering about $1\frac{1}{4}$ acres. It is now a listed building. The builder was one William Taylor, the architect, Robert Smith and the farm cost £15,000 to build. All the stone was quarried on the farm and all the ironwork was made by Musgraves of Belfast. In passing, Mr. Gay made reference to the Chewton Mendip Motorworks (I wonder how many Club members had heard of them before?). After the talk in the farmyard, we left the gnats behind and went to see the trout ponds. Originally used as the farm's water supply, these ponds, dating from 1740, are now used for rearing trout. One night, the farmer and his helpers caught 500 trout! A fisherman's dream!

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EASTWOOD MANOR FARM (cont'd.)

We then moved to the farm buildings. At the end of the main building were two small buildings, one being the sheep's hospital, the other the horses hospital, each with a carving of the relevant animal's head in stone over the door. In a more modern barn was a Reeves All Steel Elevator (made in Bratton, Wilts.Ed.) built in 1896, costing £38 and still used today! We were then shown one of his old tractors, a 1942 International W9 with its original tyres and still in use!

As it was beginning to get dark, we moved inside and there is only one word to describe this part of the farm - INCREDIBLE! One large covered building holds 90 cattle and in the middle is one large drinking fountain. The farmer also showed how the floor was washed by opening a stop-cock and flooding the floor with water from the top pond. All around the building ran a rail which the cow hands hung their lanterns on. The farmer showed us one, made by A.C.Wells & Co., and looking like a small watering can. We also saw one of the first flush toilets ever used on a farm in this country.

We then went upstairs where there is room to store 300 tons of corn, the floor being able to support one ton per square yard. We saw a chaff cutter, made in 1867 and bearing the Arms of Queen Victoria with the words 'BY LETTERS TO THE QUEEN. No. 361.' Covering the $1\frac{1}{4}$ acres is a roof of corrugated, galvanised sheeting, made in Bristol in 1860, and not a leak anywhere. Mr. Gay then showed us his new silage store, at the rear of the old building. Inside were two modern John Deere tractors, modern but kept in immaculate condition by his son. We then waded through mud to see the 'estate grindstone' 5 feet in diameter, with two handles to turn it! Then Eric Brain gave a shout of delight, having discovered an exhaust pot half buried in the ground. "A Tangye!" he shouted, but the farmer had other things to show us first. Back inside the old building we saw a Clayton & Shuttleworth threshing machine, built in 1917 and still in use. The walls were sprouting shafting with pulleys from 6 inches to 6 feet in diameter, and in one corner was a 1902 Crank-Axle wagon which used to carry 10 seventeen gallon churns of milk around the villages.

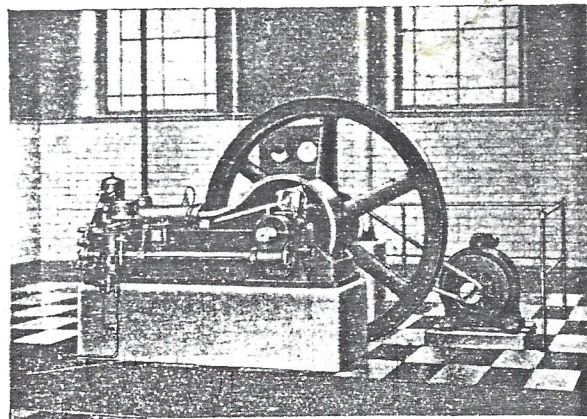
We then saw our first engine. Guess what! A Lister D of 1929 still used, on a Victoria trolley to run a root pulper and an elevator. Finally, at 10 p.m. we reached the engine house, inside which was a 54 year-old single flywheel 14 h.p. Tangye. Lovely! The farmer's son started it up in seconds on compressed air and it ran like a dream. The original engine on the farm was a Hornsby Ackroyd and the farmer still had the nameplate and a few bits and pieces of it. Also in the engine house were two more Lister D's and a 1920's Amanco, originally bought for £10. At around 10.15 p.m. we went back into the barn for coffee, cheese and biscuits, supplied by Mrs. Gay to the background music of the 14 h.p. Tangye. At about 10.30 p.m. most of us reluctantly called it a night, thanking Mr. & Mrs. Gay and Son for a most fascinating three hours.

Written under extreme pressure by

Brian Munt,

proud owner of a run-away horizontal
Wolseley WII! (See South Bristol Rally report.)

Pictures shows 1929 Tangye, same model as the one
installed at Eastwood Manor Farm.



STOP PRESS Wally Hull has announced that he will be organising another Hawkchurch Station-
ary Engine Rally on MAY 1st. & 2nd. 1982.

FOR SALE.....LISTER D Type, complete, £25. Also,
PETTER UNIVERSAL air cooled twin, incomplete; FREE of CHARGE! Contact:-
Dave Heal, Tel:- Temple Cloud 52359.

FOR SALE.....CARAVAN 'Ace Award 12/2. Late 1978. c/w fridge, full cooker, heater, double
glazing, full insulation. Immaculate condition, little used. Tel:-
Chapmanslade 597, evenings or weekends.

WANTED.....FLAT BELT PULLEYS, one 4" diameter, $\frac{5}{8}$ " bore; one 6"-10" diameter, $\frac{3}{4}$ " bore.
Contact Mike Cannon, Tel:- Bath 859536.

FOR SALE.....CARAVAN. 10 foot Rodway, 3 berth. £300. Contact Ivor Yeo, West Harptree 604.

FOR SALE.....FORDSON High Major, good condition, £250. Built 1947. Also,
AUSTIN Big Seven, 1947, in need of complete renovation, £125 o.n.o. Contact,
Mr. P.R.Kite. Tel:- Compton Dando 305.

FOR SALE.....HILLMAN IMP E registration, runner, £75 o.n.o. Contact Derek Target, Tel:-
Stratton-on-the-Fosse 232365.

FOR SALE.....BEDFORD HA van, 1972. MoT to Oct. '81, Tax to Jan. '82. £150. Contact Ivor Yeo,
Tel:- West Harptree 604, after 6.00 p.m.

FOR SALE.....RUSTON HORNSBY PT type. Restored, £45. Contact Mark Tilly, Corsham 712854.

FOR SALE.....CLIMAX deep well pump with fast & loose pulley, offers to Brian Munt, Tel:-
Whitchurch (Bristol) 836214.

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