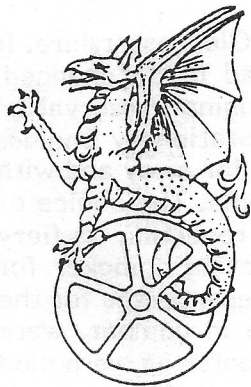


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

SEPTEMBER 1985

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NETLEY MARSH STEAM RALLY - 26-28th July

We left home Thursday morning to travel to Netley, arriving at lunch time and set up camp prior to spending the afternoon lazing in deck-chairs as it was too hot to do anything. Evening was spent watching the arrival of many more exhibitors as the engine enclosures started to fill up.

Friday dawned cold, grey and miserable. After breakfast we were off to visit the many stalls. There is always a nice selection especially autojumble stalls, for the enginemen, Talking of enginemen, during the afternoon when I was minding my own business, munching a lump of pink candyfloss, I was approached on the field by our Chairman with the words 'Rally Report'. Before I could move away or fill my mouth with more candyfloss, Stephen had answered 'Yeh, we'll do it'. (Kids - I've told him before to keep his mouth firmly CLOSED!). There were some very nice engines present, an open-crank National Gas, a Gardner, a 10 hp twin cylinder 1941 Lister Diesel, behind which sat two men and a lady fast asleep. Was it the diesel fumes, or the effect of humping it all about? Also present was a nice Ruston Hornsby driving a coffee grinder and a Powell amongst many more interesting engines.

Wessex members in attendance were B. Wright, Bill Dufty, Mike Duck, Dave Squire, Don Baker, Len Fry, Derek Watts, Bill Appleby and Rod Lambert. Perhaps I had better not forget Reg and Stephen Butler. If there were any more WSEC people about, I apologise for not naming them.

An interesting exhibit was a Hornsby tractor built in 1894, it was purchased this year in Australia. In the late 1890's three of these tractors were built and sold for £500, two went to Australia, one stayed in this country. There were 34 steam engines on show including Graham Escott and 'Elsie', a good selection of cars, commercial vehicles and motorbikes. Friday evening's entertainment consisted of a Country & Western Duo and, of course, Shag Connors and the Carrot Crunchers, who never fail to attract a large crowd. Just as it got dark they had a very good firework display and then more music to finish off the first day.

Saturday began sunny but breezy, the arena events started at 10.00 a.m. with a variety of parades, motorcycle display team, Clown and Comic Car, and a model aircraft display. In the afternoon was the personal appearance of Worzel Gummidge and the Crowman. By this time the rain had started to fall but the arena events continued, soaking the Unipart Display Team and the Toy Soldier Band from Melton Mowbray. It was still raining when they gave their excellent torchlight display late in the evening. Also performing were the Excelsior New Orleans Jazz Band and Mr. Acker Bilk and his Paramount Jazz Band.

Sunday started wet and muddy but soon the sky and ground alike started to dry up. Sunday events included the New Forest Log Axing and Heavy Horses. On all the three days, all the events ran on well into the evening so that all the visiting public really got their money's worth. The only event not to take off was the Hot Air Balloon.

Thus concludes another near perfect weekend's rallying; the weather has let us down again.

Lollipop Lady

CONGRATULATIONS to Mark Tilly and Dawn who got married on July 20th. We understand that they spent most of their Honeymoon at Netley Marsh Rally; now there's dedication to the hobby! (Sorry this news in a bit late - due to printing deadlines).

and to end our series of 'overheard in the ladies loo..'At the White Horse Show, one lone gent emerged from the Gents and said to the long line of cross-legged ladies 'It's absolutely EMPTY in there.....!'

2.

Please send your article for printing in this Newsletter as soon as possible following any monthly Club meeting to the Editor, Eric Brain, 5 Greenridge, Clutton, Nr. Bristol, or telephone your adverts directly to (0761) 52633.

INTERNATIONAL AIR TATTOO - July 13/14th 1985

The two yearly International Air Tattoo was held this year at RAF Fairford in Gloucestershire. It is usually held at RAF Greenham Common, but for obvious reasons the venue had to be changed. However, this year's show was even more interesting because the Cotswold Oil Engine Preservation Society under the direction of Doug Newton had been asked to put on a display of Stationary Engines - some not so stationary! We saw this as an opportunity to go to a new show, not too far away and with what is without doubt the best air show in the country all thrown in at the same time. The choice of engine to enter fell on the Petter 6 hp S-type, famous in these pages last year for reporting its fiery blowlamp with its ability to singe the eyebrows of the operator and any unsuspecting onlooker for yards around. Eventually the entry form was returned with a wad of instructions, maps, passes for the car and one for each of the car's occupants. The friends who came with us, three in number, were very amused as we drove into the airfield gate. We had four passes but five occupants! As we pulled up at the main gate, a USAF military policeman with Sherman tank-like proportions asked to see each of our passes but even so failed to count the occupants. He duly waved us through! Twenty-five metres further on we were stopped again and re-checked with the ultimate in USAF officialdom and efficiency. Once again, the officer could not count and we were waved on. I was almost in hysterics when there was yet again another repeat performance in another twenty-five yards!! This was the best bit of the eleven mile and 1½ hour queue to get from Cirencester to the Airshow. We drove into our allotted position alongside some static USAF aircraft and unloaded the trailer. One hour later we were hurriedly moved on as just behind us was a Rapier Missile Launcher which was about to be demonstrated. No-one had told us that it was a working exhibit! After a bit of tidying up, the Petter was started but I forgot to drain out the accumulation of waste oil in the silencer pot. When the engine picked up speed, a cloud of black droplets fell over all the passers-by. I pretended to be busily engaged with some vital task as they looked heaven-wards into a clear sky! On display there were most of the usual makes of engine, Powell, Bamford, Amanco, Wosleley, etc. and the line-up included a large Caterpillar crawler tractor with an interesting small single cylinder engine as a starting motor.

As far as the flying display was concerned, it really was quite breathtaking with some 82 aircraft flying plus 12 'vintage' aircraft; there must have been over 100 more on static display. One momentous sight was one of the new-liveried BA Concorde surrounded by 9 Hawks of the Red Arrows and there was an audible gasp from the spectators as these flew slowly past at 500 ft. The sound of the Merlin engines being worked hard thrilled all of us who have an affection for the Spitfire and Hurricane and the Mosquito, while at the other end of the decibel scale was the deep crackle of the Olympus engined Vulcan Bomber, the last one flying. Other fascinating aircraft were the Catalina flying boat and a B17 Flying Fortress as featured in the TV series 'We'll meet again'.

Saturday's weather was glorious with cloudless blue skies all day, what a contrast to Sunday which turned out wet, windy, cloudy and cold. However, this did not seem to deter the quarter of a million people who turned up - I think most of them went home the same way as us judging by the traffic jams. A really worthwhile weekend if you like your engines airborne as well as ground based and thanks to Doug Newton and the COEPS for the negotiations with the Station Commander resulting in our taking part in such a fine show.

Michael Cannon

NORTH BRADLEY & SOUTHWICK SCOUT FETE - 29th June

We arrived at Southwick Playing Field at 12.20 p.m. where some of the other exhibitors had arrived a few minutes beforehand and were all busy feeding their faces. Then it was down to the nitty-gritty; the engines were unloaded, set in position and got ready to go. Then off we went to look at the many stalls and try to grab a few bargains before the thronging masses arrived for the official opening by Johnny Morris.

The North Bradley & Southwick Scout Band marched through the village to the Playing field and the fete was in business. There were lots of stalls selling an assortment of plants, clothes, toys, etc., various side shows and a Barbeque where none other than Tony Jones was seen (Yes folks - THE Tony Jones....!) sampling a hot-dog.

In the engine line-up was Wilf Crouch (and dog) with his Wolseley WDII, Tony Jones with his Amanco, Bob & Gill Hallam and their Ruston Hornsby, Andy & Shirley Gale, children and Murphy with a Lister Junior, Dave & Shirley Clack with their Lister 'A' which was being tempermental; according to Dave it was my fault and he told me to go to the corner of the field and stay there. I didn't! Stephen Butler was there with his non-running JAP pumping unit. Reg Butler was also present with his 1944 Wolseley and 19** wife. Next came Dave Ball and Gerry Hoddinott with Petter M and Lister 'A', and Eric Gay and wife (apologies for not knowing her name - perhaps it would be a good idea for a Club Night game, not unlike 'stick the tail on the donkey' - name the engine owner's wife). Where was

I? Oh yes, Eric Gay also had his Ruston Hornsby. A selection of tractors included Ian & Joanne Craddock with their Fordson.

On returning from the hall after a lovely tea, we went to watch our son in a tug-o-war between local cub packs and arrived just in time to see him and several more members of his pack slide across the grass on their bottoms. First heat lost! to think he had changed from dirty oily overalls into cub uniform just to be pulled through the grass.....Thank you Ariel!

A good crown of people milled around all afternoon, hopefully they emptied their pockets enough to help buy the Scouts a new minibus. Another pleasant afternoon was over.

Mary Butler

TORBAY STEAM RALLY - 3/4th August

This event was run by Devon Traction Engine Club with Brixham Round Table and was a rally-cum-holiday for us. We set out eagerly on Friday night to make the three hour journey to arrive at about 9.00 p.m. to find Bill and Marg Appleby and their Victoria already set up along with Phil Harris with a Ruston Hornsby 1½ and Terry Heath with a Duzgo 4 h.p.

Saturday turned out very well in the early morning but we soon could see the ominous black clouds gathering behind us and inevitably we did get a few sharp showers although not enough to deter the exhibitors or the public.

Ring events took place in the afternoon; tractors, cars, motorcycles, lorries, and of course, the steamers, eleven in all, which included a beautifully restored Foden C-type 1929 6 ton tanker, originally used as a tar-sprayer and new owned by J & J Horrell of Exeter. Then came the free-fall parachute display, a little off course - I think one landed in the arena and two amongst the crowd watching them...!! Then came a visit from the Krankies of TV fame, currently appearing in Paignton, followed by a flying display by a World War Triplane 'Red Baron'. Sunday soon dawned and we were awakened by that now familiar patter on the caravan roof. I don't believe it, not another wet day..... it rained and rained and rained. Several more stationary engines appeared but it was pointless to unload, the weather was so bad and about 1.00 p.m. a lot of people started to pack up as there was virtually no public even though the admission fee had been halved. By 4.00 p.m. the field was almost cleared. There was no trouble taking down the large marquees used for beer and refreshments as they blew down on their own but fortunately no-one was hurt. It must have been a bad day for the organisers and it was estimated that they lost about £4000 over the weekend but hopefully they will bounce back as we look forward to going again next year.

Jackie Lambert

OVERHEARD.....'If Y..... Festival of T..... can b.... the tractor and stationary engine owners about, we can do the same to the weather'. Can this retribution really explain the awful weather on that Sunday...!?

FORTHCOMING EVENTS

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| Oct. 6th | Car Boot Sale at Great Mills Car Park, Trowbridge at 10.00 a.m. to 2.00 p.m. Club members free pitch and non-members £3. Bring all your unwanted items and try to turn them into cash ready for the Xmas shopping. |
| Oct. 12th | Coach trip to the Birmingham Museum of Science and Technology. Cost is £2 per head adults and children alike, non-members £3. There will be three pick-up points; Old Down Inn at 8.00 a.m. sharp, Radstock Market, 8.20 a.m.; Bath Coach Station around 8.30 a.m. Money must be in advance please so send your cheques for the required amount (payable to the Wessex Stationary Engine Club) to Hon.Sec. Mrs. J. Cannon, 19 Eagle Road, Northend, Batheaston, Bath. Som. as soon as possible to avoid disappointment. We hope to arrive home again around 10 p.m. and arrangements are in hand for snacks and a proper meal at a pub on the way home; this will be the Holford Arms, near Tetbury. |
| Nov. 3rd | Autumn Crank-Up at the Old Down Inn, Emborough from 11.00 a.m. onwards. It is hoped for a bar extension to 3.00 p.m. Last year's event was very popular so come along with your engine and round off the rally season. Probably the weather will have improved by then. |
| Dec. 14th | Dinner & Dance at the Masonic Hall, Frome, Somerset. Tickets are available from the Secretary, Mrs. Jane Cannon, 19 Eagle Road, Batheaston, Bath, Somerset at £5.50 each. Cheques to Wessex Stationary Engine Club please as soon as possible, including sae. Dancing and entertainment is by the Farmer John Disco. |

MONTHLY MEETINGS

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| 28th Oct. | Collecting Dinky Toys and other metal miniatures. A talk. |
| 25th Nov. | Maintenance and use of chainsaws. |

4.
27th Jan. Rallying in Holland, film & slide show by Brian ('Fordson') Lovell.
24th Feb. Annual General Meeting

FOR SALE

Brand New DC Motor, nameplate reads:- 180 volt, 2 hp, 2300 rpm, suitable as a generator $1\frac{1}{4}$ KW 200 volt, 2800 rpm, 14" long, 9" high, 1 $\frac{1}{8}$ " shaft. New price 1979 £230 will sell to member for £30. Ray Earle, Middle House, High Ham, Langport. Tel Langport 251758.

Lister A-type, No.64863, No fuel tank but otherwise very good for restoration. Hopper cooled. Bargain at £50. Alan Sweet, 1 Arch Villas, Bread Street, Pilton, Shepton Mallet. Tel.Pilton 586.

Richmond & Chandler Roller Mill, partly dismantled and only needs a coat of paint to restore. Interesting mechanism and is complete. £35. **Cast iron saw bench** with fast & loose pulleys, riving iron and all guards. £15. **Small air compressor** by Bristol Pneumatics who say that it is one of the earliest they made. Water cooled and needs about 3 hp to give 6 cu.ft./min. at 720 rpm. £40. **Bentall cake crusher**, good condition and complete with 300mm dia.hand-winding wheel with curved spokes, needs 1" bore pulley to make an interesting exhibit for an engine to drive. £20. Eric Brain, 5 Greenridge, Clutton, near Bristol. Tel. (0761) 52633

Very large old blowlamp, made in Sweden. Collector's item. £15 ono. Brian Reakes, Keynsham 68549.

1938 Lister D-type, rebuilt, very good order. Needs repaint. £50. **Lister 83 JS**, $4\frac{1}{2}$ hp, good order but needs repaint. £85 ono. Dave Stickland, Tel.Castle Cary 51395.

Amanco $2\frac{1}{4}$ hp, LT, 1923. Restored and very complete: also **Lister $2\frac{1}{2}$ hp A-type**. Offers to Mike Mason, Frome 62309.

Bentall Cake Crusher, £20. **Richmond & Chandler Mill**. £25. Both comp. and restored. (Don't forget the other one, further up this page. Ed.). Robin Lambert. Tel.Frome 63526.

WANTED

Carburettor suitable for running a Stuart Turner Sandhurst open crank. Ray Earle, Middle House, High Ham, Langport. Tel Langport 251758.

Stationary Engine back numbers, 1-31. Robin Lambert, Frome 63526.

Brass air inlet cap for carburettor of Ruston Hornsby PT or loan of one to copy. Alan Sweet, 1 Arch Villas, Bread Street, Pilton, Shepton Mallet. Tel. Pilton 586.

Lister H1 water pump or similar to run with Lister D-type. Jim Allen, TelWestbury, Wilts. 864101.

Cast Iron base, pt.no.A344 and a suitable pulley for a Lister. Brian Reakes, Keynsham 68549.

Alloy pump body for 1940 Scammell fire pump or would consider a complete unit. Also information required on Villiers Marvil engines. Dave Stickland, Castle Cary 51395.

WINTER STORAGE

With the rally season drawing to a close, not forgetting of course our Autumn Crank-Up at the Old Down Inn on sunday, November 3rd, our thoughts turn to storing our exhibits during the winter months whilst getting on with the next project in hand. A final run and polish of the flywheels, ensure that the water jacket is completely drained, removal of the valuable magneto to a safe, warm spot and preferably ensure that the valves are both closed.

We recommend 'Waxoyl' obtained from most accessory shops (incl. Halfords), to keep the bright steel from rusting, it is easily removed with white spirit.

CORSLEY SHOW - August Bank Holiday Monday

This annual event midway between Frome and Warminster is always well attended by the public. Although chiefly a Flower Show, lots of other attractions are involved such as a Dog Show, Goat Show, Gymkhana, Donkey Derbys, Funfair, Auction, Ring Events and many stalls to rummage through. Of course, there just had to be many machines of yesteryear, chuffing and chugging away, boasting the engineering expertise of such firms as Lister, Fowler, Petter, Ruston & Hornsby, and the Bristol Wagon & Carriage Works. All engines present belonged to WSEC members. Local farms and friend of the Wessex, John Forward, gave a special display of threshing with the old Ransomes, Simms & Jefferies threshing machine assisted by a 'scratch' crew of helpers. SCRATCH was definitely the word because if you have ever stood at the output end of such a machine and had all the dust and chaff down your neck, then all you want to do is scratch. Again a very enjoyable day and thanks to John Forward for inviting us.

Robin Lambert

GILLINGHAM & SHAFTSBURY SHOW - Wednesday 21st August

I cannot imagine why the organisers of this show do not try to turn it into a two-day event; having set up such a marvellous day of entertainment for many thousands of visitors, their effort must surely be worth an extra day.

I believe this to be the first year that tractor and stationary engines were allowed to take their place, with most engines driving something a steady stream of visitors browsed and asked numerous questions all day. Section organiser, WSEC member Bill Foster presented all engine owners with a £1

meal voucher in the morning and during the afternoon thanked us all for our support and gave us each £3 towards running costs. How about that then - actually PAID for attending. (Certainly different from the Shepton Mallet Mid-Somerset Show where we all had to pay to get in to exhibit a couple of years ago.....not to mention a recent Mercedes Benz sponsored event...!Ed.).

About half a dozen WSEC members brought their engines, one unusual exhibit was Fred Rendall's Coburn driving a large diaphragm water pump. Many Dorset and South Coast engine owners helped make a very varied line-up. Entry to the field was made difficult by overnight rain, but there were plenty of four-wheel drive tractors on hand and they soon had everyone in position; how nice not to have to push and shove for once - and we all got out again with no problems!. Thank you Bill, for a nice day out.

Robin Lambert

VIDEO

The Video of Scottish Rallies kindly donated by Andy Mercer and attempted to be shown at the August 'members night' Club meeting caused certain technical problems. However, it has now been transcribed and is available to those wishing to borrow it on either Beta or VHS systems.

This is the first month since either Tom Randall or myself edited the Newsletter that we have not had a report of a Monthly Meeting. Surely our meetings are not that bad that all who attended are so apathetic that they cannot even be bothered to record it for those unfortunates who, due to domestic, vacation or work reasons were unable to attend. As we now have a record membership, over 200, I'm told, I can only quote a hackneyed but true phrase....'never.....has so much been owed by so many to so few.....!'

BOOK REVIEWS

'Sixty Famous Engines', in the Milestones series, No.6. by Brian J. Sims.

This is a booklet containing some fifty pages, fully illustrated with both photographs and reproductions of catalogue illustrations of many makes and types of stationary engines which we encounter most weekends on the rallyfield. Not only engines of British manufacture are covered, there are examples of many types of American engines and even French ones; not least the Bernard belonging to our Chairman of recent years, Ian Skuse. Another well known Wessex engine illustrated is the Bates & Edmonds, Fairbanks 'Bulldog' owned by Don Rogers. Some of the photographs are not very clear reproductions and really the book has more appeal to the newcomer to the hobby rather than the real enthusiast. At the price of £2.25, however, the book is reasonably priced and attractively jacketed; the more serious students of the subject with a few pounds to spend would be better advised to go for 'Stationary Engines for the Enthusiast' by Edgington and Hudson. Nevertheless, if mother-in-law wants to know what you want for Christmas, it would make interesting reading during the Queen's speech on Christmas Day.

'A Hundred Years of Progress' by Thomas L.Price, published by David Edgington.

This booklet was originally published in 1939 and has been republished with the permission of Messrs. Mirlees Blackstone Ltd. The author with E.C. Blackstone, persuaded the Carter Bros. to develop the Reliance engine into the first Blackstone models. It traces the history of Blackstone between 1837 and 1937, with an insight into the life in those early days including trips to agricultural shows. Not a bit technical but interesting reading for the dedicated Blackstone owner. John & Ed Thorne, Phil Harris, and others....and a nice addition to the collection for all lovers of engine literature. Priced at £2.20 post paid from Lodge Wood Farm. Hurry or you may not get one for Christmas, there's only a few left.

MECHANICALLY MINDED

After listening to an extremely interesting commentary during the Vintage Tractor Parade at 'Yesterday's Farming', we were intrigued to hear the commentator announce that the sheep had '...nearly all been sheared'. He sheepishly corrected himself by which time they had all been correctly SHORN. One wonders which parts of which tractor had perhaps recently sheared. Sheer delight Brian!

Ern Brassplate

