

MARCH 1980

LETTER FROM THE CHAIRMAN.

I well remember when Tom was elected as Chairman two years ago, how he wrote of his inheriting things such as Christmas trimmings and tea-bags, etc. I, fortunately, have not become custodian of such goodies! I was, on election, presented with a portable file containing a good deal of documentation concerning the Club. Amongst the neatly filed papers was a filled up note pad and an empty fibre-tip pen. Now I'm not sure what to make of that, but I have a feeling deep inside that if I fill up a note pad and empty a pen my task will be done.

Personally I have a good deal to live up to, with the excellent work done in the past two years by Tom Randall. I am sure that with all last years committee being re-elected, including Tom, I have little to feel apprehensive about.

The W.S.E.C. is very proud and honoured that David Edgington has been re-elected as President. We are most fortunate to have as our President a person of such esteem. When one thinks of stationary engines, the name of David Edgington is immediately brought to mind. With all the work that David and Doreen are involved in with the 'Stationary Engine' we are most grateful that David has agreed to serve another term in office.

We have this year a larger committee, thirteen in all, to represent a larger Club with a membership now of over 140, almost double the number two years ago. We have some new faces, namely Steve Norwell, Tony Jones, and Ian Skuse. There are also two people who have rejoined the committee after a year or more's absence, Rob Lambert and Ivor Yeo. The rest of the committee is as last year. This should give greater depth to discussions and decisions on matters raised in committee and we look forward to some fresh ideas. I think that they would all agree with me in saying that if anyone wishes to raise any topic or put forward any ideas or suggestions, then please contact any one of the committee members.

Although the W.S.E.C. is larger in membership, the number at the A.G.M. was about the same as in 1979. There are a lot of people who, due to their work or the distance, just cannot get to meetings. For these people, the only regular contact with their club is through this newsletter, something in which the Club has much pride. People have actually been known to join the Club because of the newsletter. Many more frequently remark on the newsletter (some even nicely!!). Articles are always wanted to fill these pages, so, let's have some of those restoring, reclaiming, disposing, just missed and rallying anecdotes. This is your Club, so get in print! Every little helps and as often as not the little items can be the most interesting.

With the 1980 rally season nearly upon us (it started for some on New Years Day, ask Terry Heath!) let us hope that for the W.S.E.C. it will carry on as it ended the 1970's. I hope everyone will enjoy whatever are their personal preferences, and I mean in the ENGINE line! See you all on the rally field or at the Club meetings.

Rod Dring.

ANNUAL GENERAL MEETING. FEB 25th. 1980.

The attendance was good for this meeting which was opened by the President, David Edgington.

After 3yrs. in office, David was re-appointed as the Club's President.

The minutes of the last Annual General Meeting were read and signed by the President.

Chairman's Report: Tom Randall thanked the Committee and Club members for their help and support during the last year. He was pleased with the success of the Club, especially as it was a club catering for Stationary Engine enthusiasts only. This sometimes made topics for monthly meetings a little difficult and he was grateful that outsiders were willing to help by giving talks etc.

After 2yrs. as Chairman Tom was now resigning, but had offered to continue to edit and produce the News Letter. He hoped he would continue to get the support he needed to produce a good News Letter especially if we were to stand a chance in the "Best News Letter Award" competition organised by the Stationary Engine magazine. Each month articles were needed, however brief, to make an interesting and instructive issue.

The President thanked Tom for his report and his help in the Club during the year.

ANNUAL GENERAL MEETING REPORT (Cont'd)

Appreciation was shown with a round of applause.

Treasurer's Report: Having distributed the balance sheets, Stuart Ashman explained in detail how money had been raised and spent during the year. The healthy balance shown was, he said, due to the good fund raising, and the ladies of the Club were thanked for this. Stuart was thanked for his report and his work throughout the year.

Chairman's Resignation: David said it was with regret that the Club was excepting Tom's resignation. He described Tom as a born organiser, writer and a good public speaker. He had always worked hard for the Club as well as producing an excellent News Letter. The Vice-Chairman, Rod Dring, endorsed the President's remarks and pointed out that in the 2yrs. as Chairman Tom had put the Club back on its feet and this had only been achieved by the giving of valuable time. Rod presented Tom with a book and also gave him the highest award the Club could give, Honorary Life Membership. Tom's wife Ester was presented with a bouquet in appreciation of her help. David then said he had not finished with Tom, and he presented him with a rather special hat. (I'm sure we will all see plenty of it during the rally season.)

Election of officers: The following members were elected to serve on the Committee for the year. Chairman; Rod Dring, Vice-chairman; Adrian Stride, Secretary; Diana Emery, Assistant Secretary; Eric Brain, Treasurer; Stuart Ashman, Tony Jones, Tom Randall, Ivor Yeo, Herbie Gane, Rob Lambert, Bill Appleby, Ian Skuse, Stephen Norwell.

President's Address: David praised the Club for the professional manner in which it was run. It was a small club which had had its ups and downs and its success was due to joint efforts and behind the scenes work carried out by members. Stationary Engines were a relatively new hobby and it was pleasing to see such enthusiasm. David thanked the Club for his re-election as Club President and said he would assist the Club and its members in any way possible. He then asked if there was any other business.

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FOR SALE.

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Telephone Temple Cloud (0761) 52633 for any of the above items.

A FISHERMAN'S TALE - or, The Ones That Got Away!!

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This I have regarded as my greatest loss since I began engine collecting - even moreso than the Victoria (I've always craved for a Victoria) 4 H.P., seen running after a tip-off from a now-Wessex member. The owner was using it on a saw bench, but would swap me for a Lister diesel if I could find one. We found one, far too dear, and seized. My fellow collector/friend/helper was stung by a hornet nesting in the sacking covering the engine. I took him off to the local Out-Patients Dept., for an anti-something-or-other injection in his ---! Well, anyway, we forgot the diesel. Soon after, the Victoria owner phoned to tell me that he had parted with the engine to someone else who might be persuaded to sell it. I paid a visit and enquired the price. "£350," he said. "These old engines are collectors pieces now." "You have just started your own collection," I said, and departed. He still has the engine today.

There was also the other Victoria 4 H.P. - very badly frosted but, "I'm going to restore it someday," the farmer-owner said. How many times have we all heard that one? This was also the reply when a local boy-scout told me they had been camping in a field where there was a Lister engine. Sure enough, there was a 1923 single flywheel engine on a pump over an old well. It had the worst welding job I had ever seen on its frosted block and the usual milk churn as a cooling tank. When I enquired I was surprised when the farmer quoted me the serial number and the date, but as before, he was intending to 'do it up one day'. It is still in his barn - to whence he moved it soon after - and I am sure that it will never again see the light of day.

Then there was the other Amanco 3 H.P., very restorable eight years ago when first discovered, but not for sale, although I did have first refusal I seem to remember. It was on a trolley in a nice dry shed. Now the shed has gone and the engine is still not for sale, but is standing upside-down under some pine trees in the garden.

Three years ago, or more, I was told of an engine driving a water pump in a shed which I must have passed ten thousand times and not even thought of as a potential engine shed. The next day being foggy - helping to mask my movements - I set out alone. I entered the shed, from which the door had been removed, only to find that very week, no less, the engine had been removed and a brand new electric pump had been installed. The wiring was new and the concrete not even set off properly. The marks could still be seen where the old engine had been dragged out. Subsequent enquiries revealed the engine to have been a Villiers WX11 two-stroke, in very good condition.

And there are all the others - the 1939 Ruston PB, the other Victoria, the Powell, the Petter M, etc., etc. But I haven't really got the time for the restoration of the few engines I have managed to acquire, so perhaps it is all just as well!!

Peter M Black.

NEWSLETTER BACK-NUMBERS.

The following back numbers of the W.S.E.C. Newsletter, soon to rank along with Motor Sport, Classic Cars, The Stationary Engine and Mayfair as collectors items are available from the Assistant Secretary on receipt of a stamped addressed envelope, and a note stating which issues are requested.

1979 - Jan., Feb., Mar., May, June, July, Sept., Nov., Dec.

1980 - Jan. only.

CLUB EVENTS FOR 1980.

- APRIL 28th. Club members film and slides. All cotributions welcome. Also if anyone would like to set up a display of photographs, please bring it along.
- MAY 27th. PLEASE NOTE THIS DATE. it has become necessary to revise the date of the May meeting, now to be Tuesday, May 27th. Mike Cannon will be giving a talk on the TANGYE company and their engines and pumps, etc.
- JUNE 30th. ANNUAL CRANK-UP in the car park of the Old Down Inn at Emborough.
- CLUB RALLY. Provisional plans for this years rally have suffered a temporary set-back inasmuch as Lackham College is unable to accomodate us this year. We are looking at a number of alternative sites and hope to announce revised plans in April's newsletter.

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 21st.
- 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 forms available at Club meetings. Also Dodington and Punknowle, entry forms available at Club meetings.
- MAY 25/26 Market Lavington & Easterton F.C. Rally, entry forms from John Kyte.
- MAY 25/26/27 Frocester Manor Rally.
- MAY 31/JUNE 1 Steam rallies at Abergavenny and Andover.
- MAY 31 only 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 14/15 Holton Steam Rally, near Oxford.
- JUNE 28/29 Banbury Steam Society Rally, Wroxton, near Banbury.
- JULY 5/6 Heddington & Stockley Rally.
- JULY 12/13 Bristol Steam - entry forms at Club meetings. Also, Leckford, near Stockbridge, Woodcote, near Reading and Lytchett Maltravers, near Poole, Dorset.
- JULY 25/26/27 Netley Marsh, near Southampton, and also Ross-on-Wye.
- AUGUST 2/3 Alderholt Rally.
- AUGUST 9/10 Yeovil Festival of Transport. Entry forms - send stamped, adressed envelope to Bill Foster, Fourways, Sandley, Gillingham, Dorset.
- AUGUST 16/17 Fairford Rally, also Somerset Club Rally, Langport.
- AUGUST 24/25 Wilts branch NVTEC Rally, Neston Park Estate, Atworth, near Corsham. Entry forms available at Club meetings & from Diana Emery.
- SEPTEMBER 19-21 Stourpaine Bushes, Blandford Forum.
- SEPTEMBER 27/28 Sodbury Vale Ploughing Match, also, Harvest Steam-Up, Chilcomb House, Chilcomb Lane, Winchester.

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COMMITTEE MEETING NOTES.

At the March Committee Meeting, the first with our new Committee, a number of points raised at the AGM were discussed. In particular, the comments made regarding the starting time of Club Meetings. It was felt that in general people liked to gather for a general chat for a time before the main subject matter of the evening, but it was agreed that members coming long distances would appreciate an earlier start and finish. As a compromise, it was agreed that the Club Room would be open at 7.30p.m. and the main programme would be started promptly at 8.00 p.m. It is also proposed to have a snack menu available once again at the beginning of the evening so that members may order a hot snack to be served at the interval about 9.0p.m. The monthly raffle will also be returning to the evenings programme and will be run this year by Herb Gane. It is hoped that it will be self-financing, but anyone wishing to donate any small prize, please bring it along. In response to an increasingly safety concious approach to engine-rallying, the Club proposes to issue its own set of Safety Guidance notes. Insurance is subject to 'reasonable safety precautions' being taken by engine operators, but as we all know, the word 'reasonable' can present problems. We hope at least to establish a code of practice which would be viewed favourably by our insurers. Lastly, the Annual Dinner & Dance date will be announced next month and we hope to be at the Star, Wells, once again.

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In Gear.

Some months ago when I had almost finished restoring a 1½ H.P. Petter "M" I found it was lacking in one vital commodity, a magneto drive gear, and judging by the number of requests in the "wanted" columns of the Stationary Engine magazine, there would appear to be a national shortage.

The price quoted to me for making a new one was £70 plus, quite out of the question, so I was driven, yet again, to our friendly local scrap merchant.

I was, not very optimistically, sifting through a ten foot high pile of gears and sundry items when I found the very one, a bevel gear wheel of exactly the right diameter and the correct number of teeth (28).

It was the end gear of a layshaft cluster which I have since been reliably informed comes from a pre 1970 BMC 1100 or Mini gear box.

The gear itself was cut from the shaft with a welding torch, being far too hard to cut with a hacksaw, the centre filled with weld, cleaned up with an angle grinder and a new hole drilled and tapered to fit the B.T.H. mag.

When reassembled and run for a few hours with a touch of fine grinding paste, it sounded remarkably quiet, and the engine has performed quite satisfactorily on several occasions since.

I hope this may be of some assistance to other club members who might one day be faced with a similar dilemma.

John Emery.

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FOR SALE. LISTER A 29. 3 H.P. About 1940. On original carriage & in rally condition.
PETTER 3 H.P. Diesel AVA 1 about 1950 - 55.

LISTER 2 H.P. with extra cooling tank.

EX - W.D. charging and lighting plant

Any of the above items, please write to W.L.Lane, "Escot," Westbury, Sherborne, Dorset.

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FOR SALE. A unique opportunity for a Victoria engine owner to possess a rare relic associated with those engines. The genuine, original cast bronze Coat - of - Arms of THE BRISTOL WAGON & CARRIAGE WORKS COMPANY LTD., 13" x 8", mounted above a solid oak frame, 2'6" x 3'6", which, with a little modest carpentry, would make the most superb plaque board. £30.00. Tom Randall. Tel: Midsomer Norton 418926.

An interesting advert culled from a recent issue of The Model Engineer:-

New Engines for Old - Westbury series Nov 1.51 - re-
building an ancient gas engines. We have a number of
early gas engines for rebuild at £80 each. Blackshaw, 7
Roe Street, Macclesfield SK11 6UT. G

PAINTS AND PAINT ACCESSORIES. TRADE PRICES TO WESSEX CLUB MEMBERS.

Masons Polyurethane Enamels and Synthetic Enamels in a full range
of colours.

INDUSTRIAL FACTORS LTD. 194, WHITEHALL ROAD, St. GEORGE, BRISTOL.

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

MAGNETO REPAIRS and RE-MAGNETIZING. West of England Electrics.
250/1, Coronation Road, Bristol, 3. Tel: Bristol 661224.

COMMITTEE. Rod Dring.....Chairman.
Adrian Stride.....Vice-Chairman.
Diana Emery.....Secretary.
Eric Brain.....Assistant Secretary & Newsletter Postal Distribution.
Stuart Ashman.....Treasurer.
Tony Jones.
Ivor Yeo.
Herb Gane.
Rob Lambert.
Bill Appleby.
Ian Skuse.
Steve Norwell.
Tom Randall.....Newsletter Editor.

Secretary:- 'Odstax,' Wells Road, Hallatrow, Bristol. Tel:- Temple Cloud 52939.

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

SUBSCRIPTIONS.

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

THIRD PARTY LIABILITY INSURANCE.

The Club offers a Third Party Liability Scheme to its fully paid up Members, affording cover up to a maximum of £250,000. It covers the use of stationary engines on the insured's own premises as well as on the rally field and it meets the full requirements for insurance cover now usually a condition of rally entry. The premium payable is £1.00 per paid-up member per year and a certificate of insurance is issued upon receipt of that premium. It is not available to individuals under 18 years of age, or non-members. If your membership lapses, so does your insurance cover. Send an s.a.e. to the Treasurer for full details.

CLUB 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 of each month as far as is practical. Any deviation from this is announced in the newsletter. Meetings usually start about 8.00pm.

CLUB BADGES & TEE-SHIRTS.

The Club's red & green on gold metal badge is obtainable for £1 plus a s.a.e., from Adrian Stride, 100, Marshfield Way, Fairfield Park, Bath. Blue tee-shirts printed with the Club's flywheel motif & Club name are available from Tony Jones, 59, Marsh Road, Trowbridge, Wilts. Send s.a.e. for available sizes and prices.

NEWSLETTER ITEMS.

This is YOUR Newsletter. Please support it with articles, news snippets, engine information, restoration tips, rally reports, rally dates, etc., plus your sales & wants published free as often as you like, by sending them to Tom Randall, Welton Hill Cottage, West Road, Midsomer Norton, Bath. BA3 2TL. Tel:- Midsomer Norton 418926.

HONORARY LIFE MEMBERS.

David Edgington. Club President and Editor of 'The Stationary Engine.'
Bill Foster.
Tom Randall.

LATE NEWS.

1980?

LETTER FROM THE CHAIRMAN.

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There was also the other Victoria 4 H.P. - very badly frosted but, "I'm going to restore it someday," the farmer-owner said. How many times have we all heard that one? This was also the reply when a local boy-scout told me they had been camping in a field where there was a Lister engine. Sure enough, there was a 1923 single flywheel engine on a pump over an old well. It had the worst welding job I had ever seen on its frosted block and the usual milk churn as a cooling tank. When I enquired I was surprised when the farmer quoted me the serial number and the date, but as before, he was intending to 'do it up one day'. It is still in his barn - to whence he moved it soon after - and I am sure that it will never again see the light of day.

Then there was the other Amanco 3 H.P., very restorable eight years ago when first discovered, but not for sale, although I did have first refusal I seem to remember. It was on a trolley in a nice dry shed. Now the shed has gone and the engine is still not for sale, but is standing upside-down under some pine trees in the garden.

Three years ago, or more, I was told of an engine driving a water pump in a shed which I must have passed ten thousand times and not even thought of as a potential engine shed. The next day being foggy - helping to mask my movements - I set out alone. I entered the shed, from which the door had been removed, only to find that very week, no less, the engine had been removed and a brand new electric pump had been installed. The wiring was new and the concrete not even set off properly. The marks could still be seen where the old engine had been dragged out. Subsequent enquiries revealed the engine to have been a Villiers TX11 two-stroke, in very good condition. And there are all the others - the 1939 Ruston PB, the other Victoria, the Powell, the Petter M, etc., etc. But I haven't really got the time for the restoration of the few engines I have managed to acquire, so perhaps it is all just as well!!

Peter M Black.

NEWSLETTER BACK-NUMBERS.

The following back numbers of the W.S.E.C. Newsletter, soon to rank along with Motor Sport, Classic Cars, The Stationary Engine and Mayfair as collectors items are available from the Assistant Secretary on receipt of a stamped addressed envelope, and a note stating which issues are requested.

1979 - Jan., Feb., Mar., May, June, July, Sept., Nov., Dec.

1980 - Jan. only.

CLUB EVENTS FOR 1980.

- APRIL 28th. Club members film and slides. All contributions welcome. Also if anyone would like to set up a display of photographs, please bring it along.
- MAY 27th. PLEASE NOTE THIS DATE. it has become necessary to revise the date of the May meeting, now to be Tuesday, May 27th. Mike Cannon will be giving a talk on the TANGYE company and their engines and pumps, etc.
- JUNE 30th. ANNUAL CRANK-UP in the car park of the Old Down Inn at Emborough.
- CLUB RALLY. Provisional plans for this years rally have suffered a temporary set-back inasmuch as Lackham College is unable to accomodate us this year. We are looking at a number of alternative sites and hope to announce revised plans in April's newsletter.

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 21st.
- 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 forms available at Club meetings. Also Dodington and Punknowle, entry forms available at Club meetings.
- MAY 25/26 Market Lavington & Easterton F.C. Rally, entry forms from John Kyte.
- MAY 25/26/27 Procester Manor Rally.
- MAY 31/JUNE 1 Steam rallies at Abergavenny and Andover.
- MAY 31 only 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 14/15 Holton Steam Rally, near Oxford.
- JUNE 28/29 Banbury Steam Society Rally, Wroxton, near Banbury.
- JULY 5/6 Heddington & Stockley Rally.
- JULY 12/13 Bristol Steam - entry forms at Club meetings. Also, Leckford, near Stockbridge, Woodcote, near Reading and Lytchett Maltravers, near Poole, Dorset.
- JULY 25/26/27 Netley Marsh, near Southampton, and also Ross-on-Wye.
- AUGUST 2/3 Alderholt Rally.
- AUGUST 9/10 Yeovil Festival of Transport. Entry forms - send stamped, addressed envelope to Bill Foster, Fourways, Sandley, Gillingham, Dorset.
- AUGUST 16/17 Fairford Rally, also Somerset Club Rally, Langport.
- AUGUST 24/25 Wilts branch NVTEC Rally, Neston Park Estate, Atworth, near Corsham. Entry forms available at Club meetings & from Diana Emery.
- SEPTEMBER 19-21 Stourpaine Bushes, Blandford Forum.
- SEPTEMBER 27/28 Sodbury Vale Ploughing Match, also, Harvest Steam-Up, Chilcomb House, Chilcomb Lane, Winchester.

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COMMITTEE MEETING NOTES.

At the March Committee Meeting, the first with our new Committee, a number of points raised at the AGM were discussed. In particular, the comments made regarding the starting time of Club Meetings. It was felt that in general people liked to gather for a general chat for a time before the main subject matter of the evening, but it was agreed that members coming long distances would appreciate an earlier start and finish. As a compromise, it was agreed that the Club Room would be open at 7.30p.m. and the main programme would be started promptly at 8.00 p.m. It is also proposed to have a snack menu available once again at the beginning of the evening so that members may order a hot snack to be served at the interval about 9.0p.m. The monthly raffle will also be returning to the evenings programme and will be run this year by Herb Gane. It is hoped that it will be self-financing, but anyone wishing to donate any small prize, please bring it along. In response to an increasingly safety concious approach to engine-rallying, the Club proposes to issue its own set of Safety Guidance notes. Insurance is subject to 'reasonable safety precautions' being taken by engine operators, but as we all know, the word 'reasonable' can present problems. We hope at least to establish a code of practice which would be viewed favourably by our insurers. Lastly, the Annual Dinner & Dance date will be announced next month and we hope to be at the Star, Wells, once again.

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In Gear.

Some months ago when I had almost finished restoring a 1½ H.P. Petter "M" I found it was lacking in one vital commodity, a magneto drive gear, and judging by the number of requests in the "wanted" columns of the Stationary Engine magazine, there would appear to be a national shortage.

The price quoted to me for making a new one was £70 plus, quite out of the question, so I was driven, yet again, to our friendly local scrap merchant.

I was, not very optimistically, sifting through a ten foot high pile of gears and sundry items when I found the very one, a bevel gear wheel of exactly the right diameter and the correct number of teeth (28).

It was the end gear of a layshaft cluster which I have since been reliably informed comes from a pre 1970 BMC 1100 or Mini gear box.

The gear itself was cut from the shaft with a welding torch, being far too hard to cut with a hacksaw, the centre filled with weld, cleaned up with an angle grinder and a new hole drilled and tapered to fit the B.T.H. mag.

When reassembled and run for a few hours with a touch of fine grinding paste, it sounded remarkably quiet, and the engine has performed quite satisfactorily on several occasions since.

I hope this may be of some assistance to other club members who might one day be faced with a similar dilemma.

John Emery.

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FOR SALE. LISTER A 29. 3 H.P. About 1940. On original carriage & in rally condition.

PETTER 3 H.P. Diesel AVA 1 about 1950 - 55.

LISTER 2 H.P. with extra cooling tank.

EX - W.D. charging and lighting plant

Any of the above items, please write to W.L.Lane, "Escot," Westbury, Sherborne, Dorset.

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FOR SALE. A unique opportunity for a Victoria engine owner to possess a rare relic associated with those engines. The genuine, original cast bronze Coat - of - Arms of THE BRISTOL WAGON & CARRIAGE WORKS COMPANY LTD., 13" x 8", mounted above a solid oak frame, 2'6" x 3'6", which, with a little modest carpentry, would make the most superb plaque board. £30.00. Tom Randall. Tel: Midsomer Norton 418926.

An interesting advert culled from a recent issue of The Model Engineer:-

New Engines for Old - Westbury series Nov 1.51 - re-building an ancient gas engines. We have a number of early gas engines for rebuild at £80 each. Blackshaw, 7 Roe Street, Macclesfield SK11 6UT.

PAINTS AND PAINT ACCESSORIES. TRADE PRICES TO WESSEX CLUB MEMBERS.

Masons Polyurethane Enamels and Synthetic Enamels in a full range of colours.

INDUSTRIAL FACTORS LTD. 194, WHITEHALL ROAD, St. GEORGE, BRISTOL.

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

MAGNETO REPAIRS and RE-MAGNETIZING. West of England Electrics. 250/I, Coronation Road, Bristol, 3. Tel: Bristol 661224.

COMMITTEE. Rod Brings.....Chairman.
 Adrian Stride.....Vice-Chairman.
 Diana Emery.....Secretary.
 Eric Brain.....Assistant Secretary & Newsletter Postal Distribution.
 Stuart Ashman.....Treasurer.
 Tony Jones.
 Ivor Yeo.
 Herb Gane.
 Rob Lambert.
 Bill Appleby.
 Ian Skuse.
 Steve Norwell.
 Tom Randall.....Newsletter Editor.

Secretary:- 'Odstax,' Wells Road, Hallatrow, Bristol. Tel:- Temple Cloud 52939.

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

SUBSCRIPTIONS.

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

THIRD PARTY LIABILITY INSURANCE.

The Club offers a Third Party Liability Scheme to its fully paid up Members, affording cover up to a maximum of £250,000. It covers the use of stationary engines on the insured's own premises as well as on the rally field and it meets the full requirements for insurance cover now usually a condition of rally entry. The premium payable is £1.00 per paid-up member per year and a certificate of insurance is issued upon receipt of that premium. It is not available to individuals under 18 years of age, or non-members. If your membership lapses, so does your insurance cover. Send an s.a.e. to the Treasurer for full details.

CLUB 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 of each month as far as is practical. Any deviation from this is announced in the newsletter. Meetings usually start about 8.00pm.

CLUB BADGES & TEE-SHIRTS.

The Club's red & green on gold metal badge is obtainable for £1 plus a s.a.e., from Adrian Stride, 100, Marshfield Way, Fairfield Park, Bath. Blue tee-shirts printed with the Club's flywheel motif & Club name are available from Tony Jones, 59, Marsh Road, Trowbridge, Wilts. Send s.a.e. for available sizes and prices.

NEWSLETTER ITEMS.

This is YOUR Newsletter. Please support it with articles, news snippets, engine information, restoration tips, rally reports, rally dates, etc., plus your sales & wants published free as often as you like, by sending them to Tom Randall, Welton Hill Cottage, West Road, Midsomer Norton, Bath. BA3 2TL. Tel:- Midsomer Norton 418926.

HONORARY LIFE MEMBERS.

David Edgington. Club President and Editor of 'The Stationary Engine.'
 Bill Foster.
 Tom Randall.

LATE NEWS.