

Wessex Stationary Engine Club. Newsletter. FEBRUARY 1983

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GUFALS - A RACE APART

I wish to send the W.S.E.C. a heart-felt vote of thanks on behalf of Gufals everywhere, for, your Christmas card for 1982 has set the scene for our return to the industrial world. If this sounds a little premature you have at least assured us that, though we are now small in number, we are not forgotten by the mechanically minded in the South West. As you have been good enough to remember us, we would like to furnish you with some additional information about our past for once we were great and numerous.

Gufals evolved a highly developed culture which was made possible by their even as yet unsurpassed reciprocating action, which was the envy of the mechanical world. We were once so powerful that we were the guardians of Petter's Tower and had sentries placed at all the gates of that Mecca of Mechanism. This eventually became our main task when the Petter empire grew and flourished. Our downfall came when we were overrun by our arch-enemies, the Fugals, and after a series of skirmishes when our species fought bravely, there came the final battle when those who remained, were routed and forced to flee to the very sumps of the earth. The Fugals then found favour as the Tower's guardians and over the years, even changed the spelling and meaning of the title that gave a Gufal most pride. I refer, of course, to the word 'centrifugal' instead of our original title of 'Sentry Gufal'.

Having read thus far, you will now understand that when you used the Fugal spelling of the work 'sentry', the joy and sweetness of our long awaited recognition was tinged with sadness. However, it is an error that is made by all but those reading Gufal/Fugal law or history and I can only assume that your Club does not have such a person as a member.

But to continue with the precis of our history. After what has been referred to as our Golden Age, we were forced to eke out an existence in impoverished and uncared-for surroundings, mingled with what I can only describe as the crankcases of this world. Some of these eccentrics would have us cast out to fend for ourselves in the National Scrapyard, if it had not been for the intervention of our leader, Deep Float. He emerged as our leader during the years of the Great Compression; all of us agreed that here was a leader who stood tall among us, a man of great metal, one of bearing. He had the ability to play simultaneously with the present and with the future, yet balance those with our feelings about our past. He gave us hope that one day we will shed the smoke and ashes of the hear and now, and steam back into civilisation, our heads held high.

Those of us who are worn by the passing of time, try and instill into our children that it is their duty to keep their pistons and cylinders in line and not to cross-couple with slide-valve mechanisms of other species. However, it is becoming increasingly difficult to convince them that any deviation in this way will only weaken our lineage. Some of the younger generation find the V-block or Horizontally opposed arrangement acceptable. While these alternative configurations are not as efficient, they are for some, supposedly more pleasurable.

Further down the scale of Gufal rebellion are those who work in or use bore-tels. Though these have replaced the bore-houses of the past, the rules are just the same; any stem in a port can be arranged but at a price. Such havens of desperation and depravity are tolerated as it is realised that these institutions provide the solution to a social need.

At the base of our social strata, thought by some to be the 'scum de la scum' of our kind, are those few who jump the sprocket and torque the nut with a Fugal. I have only to stress that these are only a small minority; the really misguided ones who, in spite of our teaching and wisdom choose to ignore all known laws, both technological and psychological and, to put it crudely, 'do it with a Fugal'. Apart from the shim and degradation it brings to all of us, these marriages of contra-rotation only result in hybrids of stunted growth; the mere collets and poppets of both species, wanted by neither but supported by both.

The offspring of such partnerships are placed in refuge 'E' camps. The 'E' standing for Expetteriate. As the word implies it describes those who were once part of the Petter empire but are no longer eligible for residency. These camps are supplied and funded by the Gufuge Society, (not to be confused with Egon Ronay, Michelin or any other guide to gastronomic delight). In fact, this scheme provides only the basic food-fuel, and minimum maintenance as laid down in the Engineva Convention. Many parts of the engineering world accuse us of spurning our progeny and such opinion holds considerable sway even within our own borders. Pressure groups in our society have made 'Popicol' (i.e. liberation for collets and poppets) an everyday word in the movement and a force to be reckoned with. There are those of the Popicol persuasion, especially the French Gufal, who will hunch his shoulders, spread his limbs, in that typical continental manner, and say, 'Set the Gear'. Back home our less regulated strands of society simply say 'Rev and let Rev'.

To Gufals anywhere that subscribe to these slogans of liberality I say - whether heredity has destined you to be of long stroke or over-square design remember, at the end of

the spout, your vena contracta is as good as anyone else's. There is no need to stray from the paths of your predecessors. If you think I am too inflexible in my approach to contemporary matters, I can but only voice the opinions of a generation that has seen Gufals survive great periods of strife and turmoil by dedicating themselves to the very views I have expressed. We must be ready, ready to return and take again our rightful place in the scientific and technological world.

Finally, there is far more to us Gufals than is chronicled here. We have been unjustly treated in the past and eliminated from the annals of history, at best documented as mere myth and legend - that is until now. Your Christmas card of 1982 has given us fresh hope for a better future; thank-you from Gufals all around the globe.

Anon.

If there is one good thing which our Christmas card does, it is in that material it generates for the Newsletter! Last year, it was the spelling of Ackroyd and Diesel which stirred the blood of a certain erudite scribe of matters Engine-wise. As for myself, a couple of years ago I couldn't even spell ENGINEER, now I am one...!! Ed.

DINNER AND DANCE

What has influenza, the GPO, elderly relatives, work and Christmas got in common? No answer? Well they are all factors conspiring against yours truly, thus resulting in the omission from the D & D report of the Grand Raffle Prizes. The main prize, a turkey, was gobbled up by Robin Lambert; whiskey, Bill Appleby, iced cake, Jean Donnelly; record, Roy Cox; sherry, Kevin Dring; box of chocolates, Gerald Harris, sherry, Wendy Gane; biscuits, Roy Cox, wine, Mrs. Ken Appleby, tee-shirts, Roger Pike and Ian Skuse; cigars, Bill Foster, Babycham, Jane Cannon, candle, Gerald Atherton, and a further tee-shirt, Christine Rogers.

PRESIDENT

According to the Constitution of our Club, 'the Office of President is tenable for three years and is renewable by option of the President himself'. As you are all aware, this office has been held since the inauguration of the Club, by the Editor of the Stationary Engine Magazine, David Edgington. However, this AGM sees the end of the second three year term of David's office and he has asked, due to other pressures, to be allowed to stand down. I feel sure I have the full support of all the Wessex Stationary Engine Club in saying a big THANK-YOU to David for all his support and encouragement through the formative six years. After much thought and deliberation amongst the committee, a new President has been proposed, unanimously agreed upon, approached, and we are delighted to at last announce he has consented....Who is it? None other than our great friend and former Chairman, Tom Randall.

TV SPOT

"Collecting Now" (BBC 2, Wednesdays, 6.55 p.m.) on January 5th had a look around the Ross-on-Wye Rally and guess who got into the act! Wessex member Terry Heath, of course, along with our good old mate from Chepstow, Keith Reader.

JUMBLE SALE

Following the financial success of the sale in early December, and in order to boost the low funds at this end of the season occasioned by members LATE TO RENEW their annual subscriptions, we are holding another Jumble Sale on Saturday, 26th March at Midsomer Norton Community Hall in Pows Orchard Car Park. This is right in the centre of the town, and should attract a good trade. HELP is requested please in the form of stuff to sell, jumble, bric-a-brac, especially, books, toys, in fact anything that might sell. Also required is the gallant band of helpers on the day. This time it will be in the MORNING, helpers arrive at 9.00 a.m. for a 'doors open' at 10.00 a.m. prompt. Due to time factor THIS IS THE FIRST, LAST AND ONLY ANNOUNCEMENT in the Newsletter. Please try and help.

PLEASE!!

KENNET AND AVON BOAT TRIP

If you turn back to the December Newsletter you will see Kevin Dring's excellent report on our recent trip up the Kennet and Avon Canal on the Trust's own narrowboat 'Ladywood'. This trip is to be repeated for those unable to attend last time, the Club has already paid for the booking, so those of you wishing to come along, contact Tony Jones with £1.50 per head as soon as you possible can. The trip leaves Bradford on Avon Wharf promptly at 2.00 p.m. on April 9th, there is a bar on board and tea or coffee is also served. The trip takes 4-5 hours and is very good value for money. All passengers on the trip are invited back to Tony's garden for a Barbeque at the small cost of 50p per person. Send the number of seats required and the appropriate money to Tony Jones, 59 Marsh Road, Trowbridge, Wilts, as soon as possible please to avoid disappointment, as there is a limit of 40 passengers.

FOR SALE/WANTED

- WANTED** To complete engine, petrol tank for Fowler 2 $\frac{1}{4}$ hp type PAM. Any condition. Contact Chris Gulliford, Sunnyholm, Middle Road, Cossington, Bridgwater, Som.
- WANTED** Pulley, 9" dia., 4" face, for 1 $\frac{3}{4}$ " shaft. Other bore sizes will be considered, to bore out or sleeve down where necessary. Derek Maybee, Bramble Cottage, Rhodyate, Blagdon Nr. Bristol. Tel. 62795.
- FOR SALE** Cooling tank, 22" high by 11" dia. Needs slight repair £4. Two pulleys, 22" dia by 3 $\frac{1}{2}$ " face with 1 $\frac{1}{4}$ " bore £4 and 17" dia by 4" face with 1 $\frac{3}{8}$ " bore £5. Derek Maybee, as above.
- FOR SALE** Lister D type complete as found, runner £20. Proceeds of sale will go to CLIC funds. Derek Maybee, as above. Tel. Blagdon 62795.
- FOR SALE** Petter 1 $\frac{1}{2}$ hp A type. Offers. Lister D type pumping set, engine needs attention but otherwise 99% complete £45. Bamford EV1 1 $\frac{1}{2}$ -2 hp., rough for spares £8.50. Clutch plate for Austin Gipsy Diesel £10 incl. p & p. Allen Barrett, 12 Hillside, Colyton, Devon.
- FOR SALE** Trolley for Amanco 3 hp. three good wheels, all original metalwork £10. Bill Coombs, Belvedere Cottage, Gurney Slade, Bath, Som.
- FOR SALE** Square type fuel tank for Lister A type. New, unsoldered as sold by Jon Cruse £3. Mark Tilly, 3 Tellcroft Close, Corsham, Wilts. Tel Corsham 712854.
- WANTED** The Lions Club of Radstock require trade stands for their Family Day on July 17th. The charge is £10 per 10 ft. of stand. Apply, enclosing details and appropriate amount in advance to Mr. Ken Shakespear, The Square, Timsbury, Nr. Bath. Tel 71801.
- FOR SALE** Austin or Morris 1300, 1971'ish. Usual MOT failure normally associated with this model but mechanically OK. Enquires in the first instance to Herb Gane. Tel. Wells 74402. (Must be SOLD, will not raffle....Ed).

MORE, MORE, MORE DATES FOR YOUR DIARIES (not in chronological order)

- July 3rd** Watchet Carnival, stationary engines needed, apply for details to Brian Palmer, Tel. Dunster 683.
- May 30th** Bradford on Avon Lions Club hold their Charity Raft Race and Shown in the Barton Farm area of the town (Bank Holiday Monday) and need about 15 stationary engines, preferably small trolley mounted types as they have to be wheeled onto a grass area around a cricket pitch where no vehicles will be allowed. However, transport can be parked very near. All enquiries to Tony Jones, 59 March Road, Trowbridge, Wilts. Tel. 5351.
- May 14 & 15th** Staverton Steam and Vintage Show. Apply D. Roberts, 21 Cherrywood Gardens, Tuffley, Glos.
- July 16 & 17th** Wessex Stationary Engine Club Rally, moving this year to a much more central venue. Discussions are taking place with the Lions Club of Radstock with a view to holding our Rally in conjunction with their Family Day at the old Camerton Rally site at Roundhill near Radstock. Ours will be a two-day event with a Social Evening on the Saturday. Further details will be announced in a subsequent issue of this Newsletter or will be available from the Secretary.
- July 9 & 10th** Wessex Garden Party and Barbeque at Tony Jones' garden at 59 Marsh Road, Trowbridge. All proceeds to CLIC; this was a most enjoyable event last year, come along this year and help make this one even better. Full details next month or from Tony himself.
- May 2nd** Second Nailsea Scouts 'May Fair'. Engine entries required; plaques will be presented to all entrants. Entry forms from Mr. D.P. Smith, 22 The Bramleys, Nailsea, Bristol.

CLUB EVENING MEETINGS

- March 28th** 'Restoring a Steam Traction Engine', a couple of films for the dedicated enthusiast. The star of these films has large flywheels and an enthralling rhythmic motion. Our 'Doomwatch' correspondent, Harry Champion, has said 'this film is not suitable for children' in a subsequent letter, 'in fact, I quite enjoyed it'. It seems that even the audience gets steamed up at this one!
- April 25th** Not yet confirmed but hopefully 'Diesel Engines' a film by Mr. .
- May 23rd** 'Going Dutch', Pete Steele and Graham Escott tell of their experiences when rallying in Holland last year.

4.

June 27th Crank-Up and Bring & Buy Sale in the car park of the Old Down Inn
(Weather permitting!!).

July 25th Visit to John Huish's collection of machinery, mostly steam, oil and gas engines at Worle, near Weston-super-Mare. Very easy to find, meet outside the Nat.West.Bank in Worle High Street at 7.15 p.m. for a 7.30 p.m.prompt start. See the rare Coward gas engine, made in Bath and similar to the one sold recently for over £1000 to a Taunton collector.

MATTERS ARISING

1. Stourpaine Rally. Please note that the date given for this event in the last Newsletter is incorrect we understand. If anyone has the correct date, please advise as soon as possible. (The bit about oilskins and wellies still applies!).
2. 'Harry's Miscellanea'. Devotees of this popular round-up report, please note that we have held it over for another month.
3. Collector's Item. The following advert appeared in the Somerset County Gazette on Friday, 28th January 1983. Could it be the long lost Horizontal Lister? If engine prices have taken an up-turn like this, perhaps that much coveted Porche 928 is within my grasp after all...!! Ed.

28/G/5P
COLLECTOR'S ITEM: Lister water
cooled 11hp engine, restored,
£5,500. — Tel. Chard. 2700.
28/G/4P

'VIEWS FROM THE CHAIR' a report on the year's activities

This last year was certainly very different for me. I never expected to be the Chairman of a Stationary Engine Club when I first joined; it was like entering a new world. the friendliness of everyone to a stranger and the easygoingness of it all soon convinced me I had done the right thing. But back to the present, it took a bit of getting used to, this idea of being Chairman! Getting up and speaking at Club meetings is one thing, but the Club Rally, Dinner & Dance and AGM is something else. Perhaps 'rambling' is a more appropriate work than 'speaking'. Talking of the Dinner & Dance, it was a great success and almost everyone enjoyed themselves; however, I must apologise to Her Majesty the Queen, and to the ladies of the Club, for forgetting the toasts; have no fear, we learn by our mistakes and it WILL be done properly next year. The 1982 Club Rally at Yatton was the best yet; this year promises to be better still. The past rally season has left me with a lot of good memories but the thing which really got my back up was at Stourpaine, where we were stopped at the gate, given a head count, and told it was going to cost £6 to get in. The £6 was for 2 children at £1.50 each per day. It's a good job the gate people could not count as we have 3 children!! What are we expected to do, leave them at home? Surely it is a bit much to expect EXHIBITORS to have to pay for their children when they could have lost money by not working Friday afternoon and Saturday morning. This, in addition to the fuel to run the exhibit, the fuel to get there, the cost of making and maintaining a suitable trailer or caravan, restoring the exhibit in the first place.... all for the eventual benefit of the rally organisers. Do the Steam people have to pay? Do they heck...! They get money, coal, anything! Come on you organisers, treat us all the same.

Early last year we were most unfortunate that Tom Randall resigned from both the Committee and as Editor of our famous, infamous or notorious Newsletter; depending on your own point of view, due to pressures of a new job. We were very fortunate indeed that Eric Brain said he would have a go for a couple of months to keep it going. He is still doing it, thank goodness. (The post is always open to offers...Ed). Thanks are due to everyone who has attended Club meetings, well done Herbie Gane for your hard work with the raffles. When we get a full house at a Club meeting, it really makes all the committee work seem worthwhile. On the subject of the Committee, that gallant band doing so much work and always thinking of the Club.....Thank You..... We are very lucky in having such a good venue for our meetings, even more so now it has been redecorated; no that's not the reason for the increase in subscription rate!! Thank you Gordon and Penny for making us so welcome, and all the rest of the staff at the Old Down Inn.

All that remains is to say is a very happy and safe 1983 Rally Season... tell all your friends who have not yet re-joined that subscriptions are now OVERDUE....!!

Ian Skuse