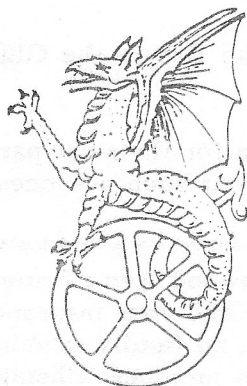


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

JANUARY 1988

The material in this Newsletter shall not be reproduced without prior consent and due reference to the Wessex Stationary engine Club. Opinions expressed herein do not necessarily reflect the policies of the Club. All rights reserved.

THE ANTI-FREEZE CRANK-UP, Old down Inn, 6th December 1987

'We must be mad' Audrey muttered as we headed up past Westbury Quarry on a grey, misty December morning towing a trailer loaded with several hundredweight of vintage cast iron. 'We are going to a rally' I said and that finally confirmed her suspicions that I had, at last, 'cracked'.

But as we arrived at what has been for the last couple of years a quite successful event, she noticed we were not alone as steadily popping away in the Old Down Inn car park were several other engines. We unloaded the 2 hp Bamford and set up alongside. Within minutes, cars, vans and motorhomes had appeared from all directions with an interesting variety of engines, some seldom seen before on a rallyfield which makes one curious as to how many more engines our members have which never see the light of day. By noon, 24 engines had appeared for a taste of fresh air, including a very desirable Petter M Handyman which had only been purchased the previous day and in its original red livery. This engine was owned by non-member R.Love. Arthur Smith displayed his International 3 hp M of 1924 with Bosch magneto and a very carefully contrived Lister fuel pump modification; Rob Lambert had his unusual Wolseley WD with twin flywheels, while star of the 'Ten Years of Wessex', Bill Appleby, had his faithful Delcolight. Eric Brain brought TWO engines, probably in case one failed to start - sure enough, the Wolseley at its first rally for 14 years and a 'certain runner' gave trouble and the Ruston Hornsby ZPRE, which is usually a temperamental machine, ran well in spite of being canabalised for spares for Roy Cox's similar model. The Wolseley's fuel blockage was eventually cleared, followed by spark plug failure; this was rectified by use of a 'wrong' plug from Rod Lambert's van! For those wondering what the ZPRE means, by the way, the Z is the engine size (2 hp), PR is popular range (said by some to be 'Push Rod'), whilst the E denotes that the engine has solid flywheels and was originally Enclosed by a sheet metal box to prevent hay or straw getting into the works in certain applications.

Young exhibitors included Stephen Butler with a 1 hp Lister D-type of 1935, also Trevor Payne with a Lister D, won for 10 pence at this year's Neston Park Rally raffle, and Graham Raymond with another Lister D driving a water pump. Well done lads, nice to see you all dragging the family out to brave the elements!

'Must be mad' says Audrey, shivering in the car despite many offers to warm her up. Whats this I see, Mr. 'Punch' Munt has found his way into my Cortina...! Brian Verall displayed a nice Bradford EC sludge pump unit, ripe for restoration and seeing daylight for the first time for many years. It ran well even if the exhaust note brought back memories of a never to be forgotten Abtus!! (only a joke Brian -sorry!). Dave Clack had a really super day because MY Bamford would not run correctly, it must be the 20 year old petrol, whilst his Norman T300 ran well on a fuel tank he took 2 years making.

Cecil Giblett had a strange little 'unknown' engine. Andy Gale brought Shirley, his Lister Junior, and two daughters. Don Rogers and Alan Carney both brought Petter A's and Vic Walton brought a Bradford 3 hp EC. Jeremy Adams' Lister D was driving a deep well head pump. Adrian Miles' nice Amanco Hired Man graced the site, while Pete Pogmore came all the way from Cheltenham with his BSA air-cooled to compete with Derrick Watts for who could run the longest on an egg cup full of petrol. John (always something different) Wheelwright displayed his 1930 6 hp Watermoto marine electric start with plenty of copper and brass - this reminds me of something Audrey said in the car about monkeys! and last but not least, Roger Pike and family brought a Lister D.

Non-exhibiting members seen around were Roger Parsons and family, Ray Earle, and John and Diana Emery. If you think a rally in December is a bit 'doolally', then you may be correct but as can be seen it certainly bridges the gap between rally seasons and keeps the enthusiasm going. Next

2.
winter come to Mendip top, you may have a pleasant surprise.

Phil Harris

(Phil's 'pleasant surprise' came in the middle of a mini-Committee meeting by the fire in the Club-Room when Ev Cox delivered him a warming Christmas kiss..).

We must not forget grateful thanks to the Landlord and Staff of the Old Down Inn for their car park, warming fire and drafting in additional staff in the kitchen to help make this event such a success. Thank you Gordon, Penny and Patricia.

SUBSCRIPTIONS are now due for 1988. Please send to Mrs. J. Lambert, 15 Beechwood Ave., Frome, Somerset as soon as possible please to ensure receipt of your monthly Newsletter and your insurance cover against claims by third parties. Rates remain unchanged:- £5 single member, £6 family member and £1 for juniors under 18 whose parent or legal guardian must also be a Club member. Cheques payable to Wessex Stationary Engine club please and also a sae would be appreciated.

With Christmas now well behind us, no doubt holiday plans are being made so here is an account of how two of our members spent an interesting holiday last year.

IRONBRIDGE GORGE MUSEUM

This is what happens when you cannot make up your mind where to go on holiday:- As we took our holiday at very short notice, the next question was, where shall we go? We could go to France or the Isle of Man, take the caravan and tour Wales was my idea, Plymouth's not a bad place, how about Ironbridge its not far from Wales, could do both. However, Ironbridge got the final vote and on Monday morning after the Selwood Rally we set off for Shropshire, the birthplace of the Industrial Revolution. We arrived in the afternoon, found the camp site, right next to the power station and drove up a very rough track to get to it, it all looked very bleak with the national grid spanned overhead and the wires buzzing away, but in fact Ironbridge turned out to be a very interesting place and we stayed 4 days instead of the intended 2.

Ironbridge has six main museums, and you can visit all of these by buying a 'passport' at the Bridge Toll House for £4.75 per person which is cheaper than paying individually at each place. First after the Coalport China Museum, opened in 1976, half a century after the manufacture of porcelain at Coalport came to an end. The china displayed here is superb in all colours and design.

Blists Hill open air Museum contained on a 50 acre site, for me was the most interesting; its a reconstruction of a Victorian township of the 1890's and along its gas-lit street we visited a Lloyds Bank, butchers shop, containing a Mr. Munt sausage machine, a chemist with a small room for the extraction of teeth, a pub and a sweet shop, all with real employees dressed in the attire of that day. Also to be seen was a candle maker, a locksmith, carpenter and undertaker and many more. There was a mine with a very large steam powered engine working the cage that went up and down the shaft. The reconstructed doctor's house with surgery adjoining was very interesting as was the squatter type cottage with only two rooms which apparently housed a family of nine in 1861 and each of the cottages had a sty with two pigs in residence.

The Museum Visitor Centre is where you should start your visit as it gives you an insight into the history of Ironbridge and the Gorge.

The Museum of Iron at Coalbrooke in the 18th century was the most important ironmaking centre in the world, here Abraham Darby pioneered the technique of smelting iron ore with coke.

Rose Hill House was the home of the Darby family, who were quakers, and was built in the 1730's and is being restored by the Museum Trust. We were shown around the parts that are finished and were surprised at how very basic their lifestyle was as is in keeping with the quakers, but nevertheless very interesting.

The whole of Ironbridge Gorge gives the impression that you are living back in time as there are many other things to see besides the museums, such as the Bedlam Furnaces used to smelt the iron, the Tar Tunnel which was originally cut to link with Blists Hill Mine to aid drainage, but was found to ooze natural bitumen through the mortar joints of the brick lining, and Jackfield Tile Museum, once the largest tile works in the world.

The decline of the Gorge began slowly in the early 1800's and by 1870 the iron trade had collapsed and industry began to close down. The actual Iron Bridge made of cast iron remained and carried traffic until 1934 and tolls were still charged.

The first signs of concern for the historical monuments came in the 1960's and ever since the Museum trust established in 1967, began the job of conserving the area, with the help of local people. One of the books we bought on the area described the Ironbridge Gorge as 'the most extraordinary district in the world', this is a very good description of it and is well worth a visit.

After walking our feet off for 4 days, we decided to move back nearer home; no time to go to Wales now, so on Friday we headed South for Hereford and camped on the Racecourse (this is an official camp site) hoping for a quiet end to our holiday, but it was not to be. We must visit the Bulmers Cider Museum whilst we are here the said. No free samples unfortunately but all very interesting, here we found a Lister working an apple crusher and also in the depths of the cider cellars was a very large Blackstone, similar to that of Phil Harris', originally used to work some

3.
pulleys.

Saturday morning came and it was drawn to attention that the Waterworks had an Open day, might just fit that in before we go home. So off we set, think we were the first to arrive, visited the old water tower, 188 steps to the top, but we made it. Then on to the control room with its laboratories and explanations of the bugs and diseases in our water supply. Not too interested in all the **new** equipment on show we proceeded to the older part and the Museum, and stationary engines galore. First an old faithful Lister 'D' 1942, driving a water pump, a Campbell Gas engine used to charge an air receiver for starting larger gas engines, a 1890 Stirling Hot Air engine installed to lift water from boreholes, and one or two other Listers, also a Tangye Horizontal Pump 1923. Also working that day was a 1895 Triple Expansion Pump engine and it's the oldest survivor of its kind in Great Britain.

It's amazing what you can pack into 5 days and we still had time to visit the shops in Telford, Bridgnorth, the home of the Severn Valley Railway, and Shrewsbury. I wonder where we can go next time!!!!!!!!!!!!?

Robin and Jackie Lambert, Bill and Marg Appleby

THIS'N THAT

Engines in Shetland

I have been sent a most interesting programme or catalogue of an exhibition of stationary engines at the Islesburgh Hamefarin, Shetland. It catalogues 50 stationary engines with their owners, technical details in full and history, where known, and is a most comprehensive cross-section of engine history. Many of the engines are non-runners but are entered for their rarity and, therefore, value to the engine historian. Perhaps Shetland have got it right - better certainly to see a few interesting non-runners than a host of barely chugging uninteresting and very similar common makes.

Volkswagen Passat

If the owner of the Kolibri Green Volkswagen Passat with the Wessex Sticker which was parked at the Old Down Inn at the Antifreeze Rally contacts the Editor, he will learn something to his advantage.

CLUB CALENDAR 1988

Feb.29	Annual General Meeting
March 26	Coach Trip to London - Science Museum, shops, whatever you wish
March 28	A talk on Musical Boxes by Ron Kempson
April 25	An Illustrated talk by Ray Earle on his models and model making
May 14/15	Bristol Dock Rally - a popular one this **
May 23	Slideshow by Philip Thornton-Evison on Engines and relates machinery
June 18/19	11th WSEC Annual Rally at Cheddar Football Ground
June 27	Crank-Up Evening at the Old Down Inn
July 25	Guess the Object
Aug.22	Member's Night - a chance for YOU to show your slides and films
Sept.26	Slideshow by Patrick Knight
Oct.???	Car Boot Sale, details of venue to follow - watch the Newsletter
Oct.8	Autumn Coach Trip
Oct.29	Oompah Band Social Evening
Oct.31	Member's Model Evening
Nov.28	Yet to be arranged - watch Newsletter for details
Dec.4	Anti-Freeze Crank Up

Note: Items annotated thus** are not confirmed at the time of going to print and are liable to be changed around.

DATES FOR YOUR DIARIES

April 2/3/4	(Easter Weekend) Gloucester County Show, engines and tractors welcome. Entry forms and details from Peter Pogmore (WSEC member), 20 Kingsmead Close, Arle, Cheltenham, Glos. Closing date March 1.
May 15	Another not to be missed event. Entry forms with sae from Mr.I.Sampson, Chalk Pits Museum, Amberley, West Sussex BN18 9LT. Annual Working of Stationary Engines at Chalk Pits Museum.
July 30/31	Rushmore Steam & Vintage Rally, Aldershot, Hants. Highly recommended event just a nice distance away so that entries are 'different' to those in our area. Entry forms from Editor or TCSPS Ltd., 10 Upper Elms Rd., Aldershot, Hants GU11 3ET (sae in both cases please).
Sept 10/11	'Yesterday's Farming' - no full details yet but possibly near Taunton.
Jne 25/26	Tatton Park 1000 Engine Rally. This is an event definitely not to be missed. Just off the M6 Knutsford,Junction 19 - even if you don't enter, it makes a fabulous day out for the serious engine enthusiast.Entry forms on the back cover of Stationary Engine Mag.or J. Catlow, 65 Woodford Rd., Bramhall, Stockport.

Following last month's account of how Enginememen and their wives manage to combine the family hobby with the annual holiday, here is another holiday report from those far-off sunny summer days.
ST. AGNES RALLY - A Cornish Excursion - August 1987

We set off on Friday and after an uneventful trip, arrived at the rallyfield at about 3.00 p.m. to find a good number of Wessex members there. These included Bill & Marg Appleby, Derrick & Dot Watts, Reg & Mary Butler - with 'the Boss' Stephen, of course, - Roy & Carol Cox arrived later. That well-known enginememan and exponent of the bicycle, Keith Reader, was also there.

We set up house, this year making sure that the handbrake was firmly ON..! (re incident reported some time ago in an earlier Newsletter..Ed). We had a walk around the showfield to get our bearings only to find the beer tent was not open that night. After tea Reg took us on a sight-seeing mystery tour of all the local beauty spots.

We awoke on the Saturday to a beautiful sunny morning. Around the showground a large selection of steamers and threshers, driven by both tractor and steamers was on display; also a nice variety of lorries and vans, plus a very early GWR bus. Saturday evening with throats parched we descended on the beer tent to sample the local brew; the traction engines were drawn up surrounding the beer tent -I thought they were running on beer. (Doesn't say much to recommend the Cornish beer, does it?..Ed!).

On the Sunday, the sun shone again. First thing, Carol Cox embarrassed the milkman with a long 'pease-pudding' evoking much laughter and resulting in one very red-faced milkman! We then all had a good look around the hundred or so stationary engines, a good variety. Derrick Watts had his generator running, as did Bill Appleby. After a good day's rallying we set off in convoy just like hippies (peace, brother...!) to our friend Henry's field where we spent the evening chatting and deciding to hold and impromptu (almost) rally the following evening.

The next day we set off for a trip to Porthleven and Helston; on our return about 6.00 p.m. Bill and Derrick had their respective generators going - soon all the engines were in a circle and the Bamford was banging away as well. Reg got the barbeque fired up (hopefully with more success than my efforts at Uffington the following weekend...sorry, Ed) and the bangers continued to cook until the rains came and extinguished the fire (ah....Ed!). Slightly wet sausages were hurried inside to finish their cooking on the gas stone. Dot Watts was seen to be crying into the onions, while Carol Cox did a very passable imitation of Samantha Fox with two of the largest onions...! We ate the bangers under umbrellas and Bill Appleby was still awake after 9.00 p.m. so it was decided to hold another rally the following evening. A few jars later we all went off to bed to dry our socks.

Tuesday saw another sight-seeing excursion during which there was reported to be so damage to the van, or the ball....! when Roy and Carol looked in on a cricket match. At least the weather stayed fine. All the rest of the week was spent in much the same manner, sight-seeing, etc. so we packed up and headed home on Thursday to prepare for the Fairford Rally next Friday.

The Bamford confounded all the sceptics by running faultlessly....!

Dave Clack (with grateful thanks to his secretary, Julie, and to his long-suffering wife, Shirley).

NOVEMBER CLUB MEETING - Ten Years of Wessex

The 10th anniversary meeting, which was held on the 30th November, was very well attended. It was good to see faces not seen for many a month, namely Tony Jones and Roger Parsons. Let's hope they will be seen again in the near future. The meeting was opened by our stalwart Chairman, Brian Munt, welcoming new members Roger & Eileen Parkins and outlining the early years of the Club. He began with a run-down of the first balance sheet; the raffle receipts for that year, 1977, being £48, if I remember correctly.

This was followed by Eric 'News' Brain describing how the Club was formed to promote the restoration and preservation of stationary engines. The first actual meeting of the Club was at a private house in Midsomer Norton, that of David and Mary Chapman. At that time, there were other clubs promoting general farm and steam preservation but nothing locally for stationary engines. About 20 persons turned up at that meeting, lured by word of mouth and a newspaper article. Among the founder members were Eric and Ann Brain, John Spear, Dave & Mary Chapman, Phil Lane, Tom Randall and myself. Membership increased swiftly necessitating a move to the Old Down Inn which was central to our area.

Robin Lambert then showed slides of rallies taken over the past 10 years - Yatton, Lacock, Longleat, and Cranmore, to name but a few. He also had some of some of the jumble sales and dinner-dances showing some of the unusual headgear worn by some of the male members - one in particular!

The raffle was held; a brace of pheasants, donated by that well-known man of the woods, Bill Coombs, being won by Jackie Lambert. Audrey (Hic!) Harris won the bottle of whisky and Chris Hucker the bottle of wine. Stepehn Butler took home the plant and Ann Carney the box of chocolates. The meeting was closed with some slides sent all the way down from Scotland by our 'farthest-flung member, Andrew Mercer.

All-in-all, it was a thoroughly enjoyable and memory jogging evening - who can recall the 'Easter Bunny Rally' at Kilmersdon, the 'Swing an Engine' competition, the Crossley Hunt - and what happened to Eric's flywheel???

Herb Gane

FOR SALE

Wolf $\frac{3}{4}$ " heavy duty drill, 440 rpm, 240 volt, on stand. Morse taper chuck takes up to $\frac{3}{4}$ " drill. Spare chuck. £70 or will part exchange for Petter M for restoration. **Ford 100E radiator**, £5. Two **Lawn mowers** (18" Atco with Villiers kick-start engine and similar age Rotary mower, also with Villiers engine) £15 the pair. Brian Reakes, Tel. Bristol (0272) 868549.

Calibrator Oiler from approx. 3 hp Petter New Model, c/w half coupling but less sight glass £15. Eric Brain, Tel. (0761) 52633.

Monolite Caravan, 12 ft., 4 berth, 9.8 cwt. with awning, toilet, gas bottle, spare wheel, etc. £875. Tel. Temple Cloud 52766.

WANTED

BSA 120cc side valve engine, air-cooled and in reasonable condition to fit my Howard rotovator. Eric Brain, 5 Greenridge, Clutton, Nr. Bristol.

Trailer, 5 cwt. cap., condition immaterial but must be complete. Jim Askew. Tel. Frome (0373) 61780

OBITUARY

We are very sad indeed to record the death, last month, of Les Oldridge of Exeter. A very talented and skilled engineer of the traditional school who attained high standards in the restoration of his engines, he was well-known and respected exhibitor at many rallies throughout the South West including Cricket St. > Thomas, Longleat and Hewish with his Wallace or his Ruston Hornsby. He was also well-known as Honiton Hill Rally S.E. section steward and for his most knowledgeable articles and letters in Stationary Engine and Model engineer. A real gentleman, who with his gentle Devon accent, encouraged others to reach his own standards; the engine world will miss him greatly. Our condolences to his son, David, and all the family.

STOP PRESS

Sun. July 3 Watchet Carnival. Engine entries required. Forms from Brian Palmer, Brambles, 1 Chapel Bungalow, Washford, Watchet, Som. Tel. (0984) 40017.

April 3 Easter Bonnet Rally, Watchet. Easter Bonnets for ladies, funny hats for men. Contact George Brimacombe, 45 Magdalen Road, Watchet for entries as soon as possible.

