

# Wessex Stationary Engine Club. Newsletter. JULY 1984

The material in this Newsletter shall not be reproduced without due reference and prior permission from the Wessex Stationary Engine Club. All rights reserved.

\*\*\*\*\*  
D-I-S-C-O spells Disaster in Steam Camping Outing.....!

Philip, myself and Mary, our daughter, were looking forward to last year's Low Ham Rally when up popped an invitation to a wedding party on the FRIDAY! Well, Dad wasn't too pleased because he wanted to get to Low Ham on the Friday so that he could get set up ready for the Saturday without rushing about and to secure our camping spot. We packed the trailer with the tent on Thursday night then we loaded the engine on the other trailer on Friday morning. Off we went to the party, which by then dad had agreed to go to, after a long time and a think, just to keep the peace really. The night of the party was hot, very hot-and humid; it had been all day as I remember, so the last thing on Philip's mind was Disco and warm (Ugh!) beer...and the flashing lights. He nipped outside for a chat, here and there and to cool down finally on his return, he was soaked to the skin. I asked him if he had been swimming? 'No' he said, 'it's pouring down, thunder and lightening'. We hadn't noticed because of the noise and all the lights flashing in the Disco. Oh Dear...Philip's camping spot down there in Somer set was getting wet and he doesn't like putting up the tent when the ground's wet..! You must all agree it's better putting up the tent on dry ground and have the rain after; not like Stourpaine, of course, where you don't have much of a chance putting up the tent in the dry anyway.

We said our goodbyes to the Disco host and left the party as we had to take Ma-in-Law home. Before climbing into bed, Philip was anxiously looking out of the bedroom window at the rain and you can imagine what he was saying; we hadn't had any rain at all for about 8 weeks! Oh well, off to bed. Saturday morning, it was glorious; clear skies, sun shining once again, up we got and had a quick breakfast, grabbed Philip's shaving things and said we would take some whisky and pep for our barbeque evening. After hitching up both trailers, the engine one on the Volvo and the camping one on 'Doris' - that's our old banger - we set off. While we were driving along the A38, I turned to Mary and said 'Oh Dear'. I had forgotten the whisky and pep. 'Never mind' she said 'you will just have to have a shandy'. We got to Langport and Low Ham after a fast run down the M5; I had to try and keep up with Philip and its hard work keeping the old car at 50 mph. I thought we were on tow! We found that no-one had camped on our patch, so we put the tent up as we nattered with Dave and Gwen Large and Derek and Dot Watts, who are all members of our Club. Oh dear, guess who forgot the curtains - not to worry Gwen came to the rescue, she had a spare pair in her caravan. Phil went off to see where the engine had to go while I got down to cooking the dinner; we hadn't had any breakfast. Gwen and Dot left me to it as the smell of my cooking made them both feel hungry. I could smell dinner myself, yes, the spuds had caught a little while I was chatting - never mind, I soon cut off the burnt bits and replaced them in fresh water telling Mary to keep 'mum'. Phil returned for his meal, he was almost on his knees with hunger, so, I said to Mary 'lay the table'. 'Where is it' she asked. Yes I had forgotten that also! Gwen came to the rescue with a little table for 'Sir' and I used the toilet box upsidedown. During the meal Mary (bless her!) said 'Mum, you missed the burnt bit on this one!' Phil hadn't even noticed!

The rest of the day went well, we walked and talked to lots of people around the show. On our return we noticed that Dave and Gwen were busy with their spare wheel. It appeared that Dave had gone for some gas and while he was fixing it to his van, his spare wheel fell narrowly missing our tent. Tea over and time to get washed and changed for the barbeque. Mary and Mum got ready, Dad had to wash and shave - he lathered his chin and got his razor poised to remove the stubble and - yes you've guessed it - no blade in the razor. Of course, it was my fault for not bringing on the right razor. I split my sides laughing but couldn't tell if he was foaming at the mouth because of all the shaving soap. Down went the razor, off came the soap and anyway no-one really noticed as it was dark but he wasn't pleased to say the least. Tickets for the supper? - Yes in my handbag. 'Are you sure' he asked 'only you seem to have forgotten everything else'. We enjoyed our evening with David and Gwen and the supper went down really well. Soon it was time for bed, I'd had more than enough for one day!

Sunday dawned another nice fine day weatherwise, nothing went wrong that day for some reason. With dinner over, it was time to pack up as all you rally-camp know. Philip decided to disappear as most men do when there is work to be done, so after I had packed everything away except the tent, loo-tent and the TV I went looking for him. First stop was Gwen's caravan and there he was, as large as life, sat sipping tea! 'I will give you a hand to pack now he said 'must just go and see to my engine first'. (He had said that an hour before). 'There's not much left to do now' I replied 'only the tent to take down'. He said 'oh you shouldn't have done all that, you haven't been too well'. 'But if I had waited for you we would be still here after dark' I said. 'Do you love me' he asked, the nerve of the man!!

Eventually we all got home and everything put away, had a nice bath and talked and laughed at all the happenings of the weekend. I still do when I'm sat at home on my own. Dad hates Discos still.....he's a SQUARE.

Jean Wookey



POWER PUMPS - a paragraph taken from 'The Estate Magazine' dated January 1925

....For small pumping plants steam may now be regarded as quite out of date, oil engines being now invariable installed. As regards engines, there is the quick revolution petrol engine which is practically identical with that of the modern car and calls for no comment. For pumping duty however, the medium speed oil engine is preferred; it is more robust in construction and thus capable of harder work. Most of these engines work on common paraffin but larger sizes are built to operate on cheap crude residual oils. Engines as built by the leading British makers are soundly constructed, reliable and efficient, which cannot be said for a large number of cheap imported engines (!...Ed).

As regards pumps, except those in wells, these are almost invariable the simple single acting ram type, with one, two, or even three rams according to size. Some are driven by belt but the best arrangement is the combined engine and pump erected on a common baseplate with the necessary reduction gearing. A good oil engine driven pump requires little or no attention beyond that of carrying out the maker's instructions conscientiously. The cost of operation must of course depend on the quantity of water pumped and the height to which it is pumped, together with the market price of the oil used, but this can be always definitely stated by the makers who will usually guarantee the cost of pumping a definite number of gallons per hour.....

by courtesey of Michael Cannon

\*\*\*\*\*  
HAZELBURY BRYAN RALLY

This was our first visit to the North Devon SE & TC Rally on the Hazelbury Bryan playing fields. A sunny day but, paradoxically considering how cold it was, there was a good turnout of stationary engines, about 50 in all, mostly working different machinery. Old cars and motor-bikes were also on display. A car-boot sale was underway at the same time; this attracted about two dozen stalls that were overflowing with bargains, from plants and books to old magazines. Had to buy something so eventually 50p changed hands for a very old Fussells of Mells reaper-hook. (Some of these were made in Sheffield...Ed.). Jackie was overjoyed! Now she can cut the front lawn. With the children in mind, there was a huge inflatable monkey to play on, also the more usual swings and slides of the playing field. Bill Foster had his display of old tools and by-gones there and the event was well represented with Wessex members and their engines; a Bulldog, unrestored, three mule team Amanco, Victoria 5 hp, Ruston & Hornsby 8 hp, etc. No prizes for guessing whose these belong to! All the profits from this enjoyable little rally went to the Yeatman Hospital at Sherborne.

From Rambler

\*\*\*\*\*  
THE STATIONARY ENGINE MAGAZINE

Last month, we advised members that we had been in contact with PPG Publishing regarding the poorly printed envelopes resulting in non-delivery of the magazine. No reply has been forthcoming to date but we notice that many of our members who are subscribers are receiving their magazine with a very much improved quality printed address on the front. The 'grapevine' also assures us that PPG are working their way through subscriber's addresses, updating them. Let us hope, therefore, that the SE reassumes its former regularity and that its delivery matches its excellent interesting contents. New members who are not yet subscribers can obtain full details of subscriptions, etc. from PPG Publishing Ltd., 5 Rectory Road, Beckenham, Kent. Only £8 for twelve monthly copies.

\*\*\*\*\*  
FORTHCOMING EVENTS

The Science Museum have advised us that they are holding their Open Day at Wroughton this year on Sunday Sept. 9th. This is well worth visiting, especially for any tractor enthusiasts.

Westonzoyland Pumping Station will be in steam on August 4th/5th; and August 26th/27th. It is also open to visitors, although not in steam, on the first Sunday each month from 2-5 pm.

Yeovil Festival of Transport is on August 11/12th; an interesting full day out for all the family.

National Express Festival of Transport, August 18/19th promises to be one of the biggest vehicle shows ever held in Britain. It will be held at Hengrove Park, Knowle, Bristol.

Corsley Flower Show, near Frome, August 27th, Bank Holiday Monday. Engine entries are urgently required; please contact Robin Lambert first on Frome 63526.

Yesterday's Farming, the South Somerset Agricultural Preservation Society's 2-day event, is at the Royal Bath & West Showground, Shepton Mallet, Somt. Sept 1st/2nd.

The Great Dorset Steam Fair, Stourpaine is this year on Sept. 14/16th. Bring your wet-suit and your wellies!

Those members who are not attending Honiton Hall Rally or the aforementioned Corsley Flower Show, or even the Petter-Only Rally at Runnymede, Surrey, may like to treat the family to an excellent day out at the White Horse Show at Uffington, in the vale of the White Horse. just the other side of Swindon. Not too far to travel to a superb Country Show with just



about everything for everyone; beats the Bath & West any day.....and MUCH cheaper! August Bank Holiday Sunday and Monday. Oh yes....and there are plenty of engines to see as well!

#### \*\*\*\*\* CLUB EVENTS

- Aug. 20th NOTE THIS IS NOT THE LAST MONDAY IN THE MONTH due to the Bank Holiday. Member's Epidiascope Show. Please bring along any photographs of engines etc. which you would like to show. This is for members who take photos as opposed to slides.
- Sept. 24th Change of plan to the previously advertised. Brian Munt will be giving us one of his numerous shows, this time Vintage Comic Postcards, he dared me to entitle it 'The Munt Dirty Postcard Show' so I won't.
- Oct. 29th Some years ago we had a very successful evening trip to the fascinating Campden Works Museum; this has been requested to be repeated so meet at the Museum at 7.30 p.m. for 8.00 p.m. Full details to follow.
- Nov. 26th 'Call My Vintage Bluff', a guessing game by Farmer John Forward of the Longhedge Collection, with a multitude of objects from the dim and distant past.
- Dec. 8th Dinner/Dance, again this year at Frome, by popular demand.
- Jan. 28th Roy Pandey, up again from Devon with more of his popular movies of Steam Rallies, Stationary Engines, Railways, Tractor Pulling, or whatever he decides to bring along on these themes. Oh Yes...perhaps he can be persuaded to dust off 'Cindy' again to cheer up a murky winter's evening.
- Feb. 27th Annual General Meeting
- March 25th Paul Weaver with an illustrated talk on Corsham Stone Quarries, a history of mining Bath stone.

Other events under discussion include a coach trip to the Science Museum at West Kensington, and also another Car Boot Sale, this time perhaps a little bit longer and more organised.

\*\*\*\*\*  
National Vintage Tractor and Engine Club, N.Somerset Group are holding their Annual Rally and Ploughing Match at Flax Bourton Nr. Bristol on 8/9th September. Enquiries with a SAE please to Gerald Atherton, The Bungalow, Brinsea Lane, Congresbury or Tel. Chrchill 852886  
\*\*\*\*\*

WOBURN ABBEY, 3rd June 1984

The first stationary engine rally at this inspiring stately home was organised by the Beds & Bucks Stationary Engine Club. Heavy overnight rain had made the ground fairly soft but this did nothing to dampen the friendly welcoming spirit of rally secretary, Rod Nott, who has recently joined the WSEC. Each engine was swiftly and efficiently directed to its pre-allocated position in several separate areas. Engine numbers were pegged and spaced out by someone with a feeling for the engine and exhibitor rather than by a sardine packer on bonus! Cars and trailers were parked away from the engines in a separate enclosure but close enough for convenience. Although in some cases a nuisance it was very pleasant for exhibitor and public alike to view and photograph engines without a background clutter of cars, vans, trailers, stoves, pots, dirty washing, etc.

There were some 170 engines on display and some are particularly worthy of mention, an as found Myrick Eclipse 4 hp vertical open crank just imported from the USA by you know who from Amersham, a well restored 4 hp Ransomes Wizard, a 3 hp Domestic that had more sight feed lubricators than a Petter had smuts, a superb 50 cc Ince generating set which was not so much a boot engine but more of a glove-box engine, a Heinrici hot air engine that formed part of a metrol-air gas lighting plant, a 2½ hp Ogle and a 3½ hp National. Not a normal sort of K type that is seen but a National made in Michigan between 1903 and 1908 and believed to be the only one of its type in the country. There was the usual plethora of Petters, Listers, Wolsleys and Amanco's all restored to a high standard, and since this was a working rally, 98% of the engines were running machinery of some sort or another - there was even a bird plucking machine - feathered kind that is! For the plaque enthusiast a superb cast brass one depicting a National, the logo of the Beds & Bucks SEC, was given out with a personal thank you by the Chairman and Secretary of the Club. Incidentally the plaque weighs 7½ ounces!!

After driving through the extensive grounds of Woburn Abbey to the bored stares of the animals and the bewildered or was it bemused stare of people, yes there were plenty of those, we arrived home after of 215 mile round trip. A long way for a one-day rally but the excellent organisation, friendliness and camaraderie of the organisers and fellow exhibitors, the selection of engines on show and the setting made the effort well worth while. For bored partners or offspring, apart from the many attractions of Woburn itself, there was even a qualifying round for the British Sheepdog Trials taking place not 200 yards away from the engine enclosure!

Rod Nott, newly signed up Wessex member and Woburn Rally Secretary is venturing westwards to attend our own Club Rally and I feel sure we will extend to him and his wife the same courtesey as he extended to us on June 3rd.

Michael & Jane Cannon

THE MONTHLY CLUB MEETING, 21st May

This meeting was an entirely different venture in the form of a 'Car Boot Sale'; 'come early' we were told 'and pick a good place from which to sell that old junk from shed, garage, or attic'. So after a rather hurried tea I loaded up my bits and pieces and set out for the Old Down Inn car park arriving at Emborough at about 7.15 p.m. I was directed into the main car park by the Club's very own 'Yellow Coat', in her new role as car-park attendant, traffic warden, and rally marshall, all rolled into one, as the slip-road was already full of cars. As I opened the van doors, I saw quite a few Wessex members doing a brisk trade from the rear of their respective vehicles. As usual the monthly draw was being held with tickets being sold by Wendy Gane and her daughter as Herb was off somewhere down the road trying to park his car. Eventual winners were Tony Andrews (bottle of sherry), Les Emery (steel rule) and Chris Rogers (a cuddly toy (funny, she already had Don!!). As the evening drew to a close, a strong aroma of fried onions and bangers drifted from the slip road across the car park. Well done Chris, Carole, Audrey and Ann, and anyone else who helped; those hot-dogs went down better with the members than with the Landlord. Proceeds went to CLIC.

By 10 p.m. most people were packing up what remained and, with several extra pounds in their pockets, proceeded to wend their way homewards. All in all, a very successful evening and I hope we can arrange another one in the near future.

(The evening actually made £20 for the Club funds - apart from the Raffle).

Brian Verrall

\*\*\*\*\*

FOR SALE

Two Morris Marina 1800 c.c. Saloons, both MOT failures but useful for spare parts or for Banger Racing. Tel. Herb Gane, Wells 74402.

Two useful cast-iron wheels, 9" dia. x 4" wide x approx.  $\frac{3}{4}$ " bore. £3 the pair. Air-compressor by Bristol Pneumatics, made in 1947 and quite unusual with a lot of copper pipework. Just the job to give a small Petter M some work to do to keep it clean. £40. Pulleys - various sizes at £2 each. Eric Brain, Tel. Temple Cloud (0761) 52633.

Teagle Engine spares obtainable only from T.G. Hicks, Lower Banns, Mount Hawke, Truro, Cornwall. Tel. Porthtowan 850518.

Norman Engine spares? try a SAE to Barrie Thomas, Creekside, Greenbank Road, Devoran, Truro, Cornwall.

WANTED

Starting handle and silencer for a JAP engine. Also any information. Mark Tilly, Tel. Corsham 712854

Due to Editorial and Printatorial holidays, this issue has had to be got up together somewhat -what in advance of the normal deadline. However, this will give all those members who promised articles, etc. a clear six weeks to send them in, so hopefully August's Newsletter will be better. It should contain a report on the Club Rally (which is by now history) and an article on lubrication. Please send YOUR article to Eric Brain, 5 Greenridge, Clutton, Nr. Bristol or to the Secretary, Diana Emery, Odstax, Wells Road, Hallatrow, Nr. Bristol or pass it to any committee member.