

# CRANKING

March  
2010

Thirty third year  
of publication

[www.wessex-sec.co.uk](http://www.wessex-sec.co.uk)

The Wessex Stationary Engine Club's monthly newsletter

## From the Sump

The hazel catkins are out and the birch are not far behind. The year is stirring after the coldest winter in a generation. It has been weeks since I felt I wanted to venture into the workshop other than to deposit a new treasure on my very overcrowded bench, but my sap is rising too & I find myself looking speculatively at the Honda XBR 500 I ride for fun. It needs a back tyre and some fork seals & probably a battery too. In the workshop, a new ABC acquisition awaits my hands and spanners, so two fun things to look forward to. I hope your cast iron remains unfrosted and that your Oily Toys need little attention before bursting into happy life again. Here comes another spring that we've seen – ain't life grand!

A bumper six page edition this month - and if things go according to plan, another six pager next month! Just to whet your appetite, Rob Armstrong has written a quite excellent "First Engine" piece and I cannot bring myself to carve it about to make it fit into two editions.

In my search last month for Other Voices in this newsletter, I referred to cheap-and-cheerful American engines. A friend who took me to task over the phrase "cheap" collared me at the Cranmore sale. "But they were" I protested "undercut the British manufacturers by miles". "Well, they are not cheap any more, mine cost me £1,400!" – at which I found my flabber was well & truly gashed. Where one speaks up, there may be many that agree & say nowt – sorry if I gave offence with my contemporaneous comment.

Editing Eric Gay's "Trouble with Petters" for last month, I mistook his phrasing and what caught fire was not Old Misery Guts but Maureen's microwave! As he is a long-experienced electrician, I don't know if that's worse or better! Eric writes a lot of stuff for "Cranking" and it would be a lot thinner without him – keep it up Eric!

## Engines required !

Aug 14/15<sup>th</sup>. Beach Party in Trowbridge Park. Wanted engines, driven machinery etc.

Sat 4<sup>th</sup> (only) Carnival Country Fair in Trowbridge Park  
Contact Eric on 01225 754374

## Moving the Metal

### For sale

**Fairbanks Morse 2"** rotary pump, flatbelt drive. good unrestored condition,. Rotates freely. No Trolley £175 ONO. (*Ashcott.*) Phone 01458 210929

**"Ferm"** wood turning lathe, type FHB940. On tradesman built timber stand. 5 turning speeds, 36" between centres. As new, buyer collects. £130.

All above, phone Tony Davis 01373 464982

**Bentall Pioneer.** 1919, hardwood trolley. All correct, impulse Magneto. Needs painting. £1,200

**Petter 8hp.** 1919, M type. Class One prize winner, totally rebuilt, reluctant sale. Best offer near £1.100.

Phone Eric Gay - 01225 754374

**Lister D.** 18DH. Sold to Lewis & Son, Kettering on 9/9/37. On a four wheel oak trolley. £90 ONO

Phone Phil on 01933 386800

**Tiny Tim.** Three engines, Base tank engines as used in Sherman Tanks. Two in Class 3 condition, one only for parts. **£75 the three** before I go to to Enstone!

**JAP Model 55.** The unusual vertical twin! & apparently unused. Easy starter. Very sexy finned manifold. Apparently in good order. Might swap for something small & interesting. £140.00.

Both above, phone Kim Siddorn 0117 964 6818

**Stationary Engine Magazines.** July '95 (257) to Dec '06 (393) in six official binders. £50.

**"On Four Wheels".** Complete in 11 official binders.

**"On Two Wheels",** 8 binders. All in good order.

**REDUCED!** £30 a set. Phone P. Riley 0117 932 4345

### WANTED

**Set of four 6" or 8" iron wheels**

Phone Richard Gill on 01934 517322

**Lister L type.** Fuel & oil pipes to & from the pump, original 3 way water tap( 3/4 bsp) & crankcase vent,(the square holed one). Phone Graham on 07843 583855

**Wheels, 5-6" OD** anything considered.

Phone Ralph 01275 892944

**Open crank Hit and Miss engine.** What have you?

Keith Shephard: Phone 07803 210021 or email [keith@modeng.co.uk](mailto:keith@modeng.co.uk).

**ABC engine.** Particularly 1915 250cc Firefly but anything considered. Good price paid for the right engine!

**Triumph twin WW2 genny** or parts.

All above, Phone Kim Siddorn 0117 964 6818

This column works, Sold Eric's A7 in the States last month!

Articles, cartoons, photos etc are always very welcome – this is not a one-man band. but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to [kim.siddorn@blueyonder.co.uk](mailto:kim.siddorn@blueyonder.co.uk).



## Featured Engine No. 39

The National Gas & Oil Engine Company  
From "The Anson" Website

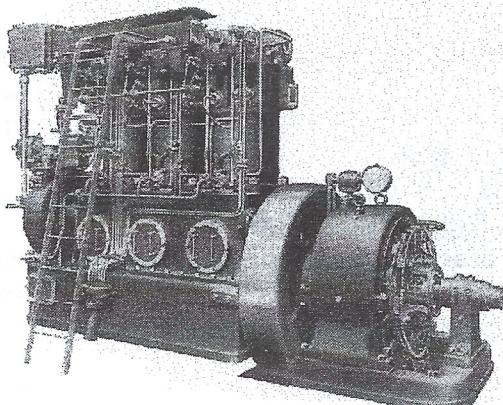
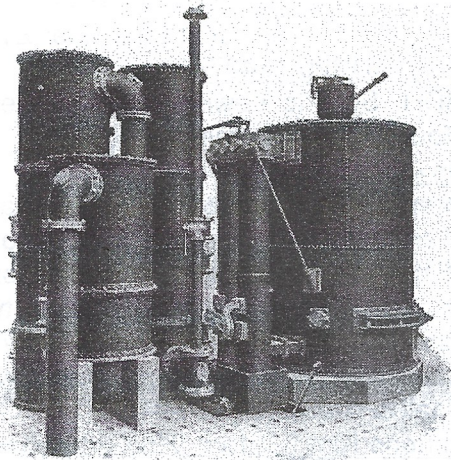
The company was founded by Mr H. N. Bickerton in 1889, who, after being in business for some time as an engineer, ventured into the realms of horizontal gas engine manufacture. For this purpose he took over Isaac Watt Boulton's locomotive works in Wellington Rd. The first gas engine went to abroad to France 1894.

As the years went by, extensions were put in hand at Wellington Rd. Offices were built and new bays erected. These included an Iron Foundry, Drawing Office, Pattern Shop, Shipping Departments

The engines were designed originally to run on town's gas and a later development was the gas producer plant using anthracite, coke and waste fuels such as wood, cotton seed etc. The introduction of

the gas plant increased enormously the demand for gas engines, as they not only proved to be the most economical power available at the time but combined engines and

gas plants could be installed anywhere in the world where solid fuel was available from which the gas could be extracted. In the early part of the century, many hundreds of gas producer plants and engines were shipped to all parts of the world. In the year



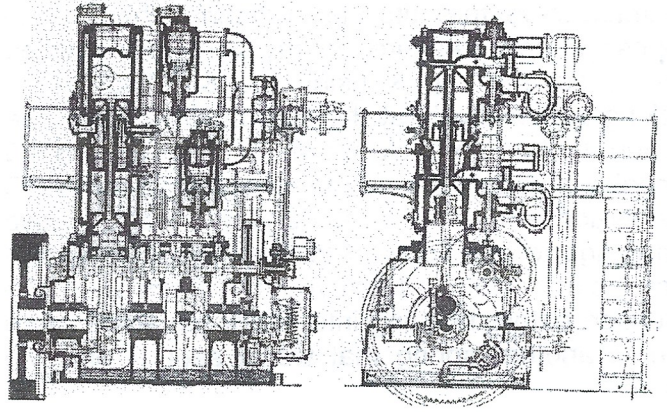
1906, a new type National gas producer was exhibited at the Royal Agricultural Show, Derby, and was awarded the gold medal.

By 1908, the demand for small horizontal gas engines was diminishing rapidly due to competition from the electric motor and in that year, work was commenced on building new bays at the west end of the works for the manufacture of vertical tandem gas engines up to units of 2,000 b.h.p. with 12 cylinders having a bore and stroke of 26in x 24in. Many

installations of 10,000 b.h.p. or more were laid down at collieries, iron and steel works etc., for running on blast furnace and coke oven gases. This new section of the works was equipped with special machines for carrying out this operation.

In 1914, National installed the first sewage gas engine at the Birmingham, Tame and Rea Drainage Board's works, & from that date supplied more sewage engines in the British Empire than any other company.

During the 1914-1918 war the Company



undertook, among other contracts, the building of Y-type 12 cylinder engines for high-speed naval craft. In addition a great number of engines were supplied to various factories sponsored by the Ministry of Supply. With the advent of the compression ignition engine the National Company developed this branch of the business. Previously, oil engines had been confined to the hot-bulb or hot-spot type and they now embarked on the compression ignition types, beginning with horizontal engines. Very quickly, a large order book was built up for these units. Concurrently, the vertical engine department developed vertical engines with up to 17in diameter cylinders by 21 in stroke. These were subsequently extended to give outputs up to 2,000 b.h.p. utilising turbo-pressure-chargers.

Although the compression ignition engine gradually replaced the gas engine, National were still the leading manufacturers of gas engines for special purposes such as oil fields and sewage works where natural and sludge gas were available. In 1938, the National Company produced the first dual-fuel engine capable of running on either oil or gas or a combination of both. Many engines of this type were supplied and a typical example is the Rickmansworth works of the Colne Valley Sewage Board where there are six dual-fuel engines, each developing 1,000 b.h.p. when pressure charged on oil fuel and 660 b.h.p. when using gas.

During WW2, the Company supplied vast numbers of engines for the War effort. In addition, contracts were undertaken for the manufacture of jigs for the Manchester and Lancaster bombers, hydraulic recuperators for 25 pounder guns, and groups of machines were laid down for the manufacture of blade adaptors for the Rotol variable pitch propeller and also for machining propeller hubs.



## Calendar of Events

**Key. Event – E. Club night - CN**

April 2<sup>nd</sup>–4<sup>th</sup> (Easter) **Virginia Ash public house Henstridge.** Engines required. Proceeds to Afghanistan Hero's. Camping available. Phone T. Williams 07845137796

April 5<sup>th</sup> **E. (Easter Monday) Mells Daffodil Rally**

April 11<sup>th</sup> **E. Newbury Sort Out. Junc M4/A34**

April 17<sup>th</sup> **E. Enstone Sort Out, Oxfordshire**

April 18<sup>th</sup> **E. Crankup at Nunney Catch:**

April 24/25<sup>th</sup> **Westbury Transport Gathering, It's on the B3098 the Bratton Road out of Westbury. Can't miss it, it's in the shadow of the White Horse. Contact Tony Davis 01373 464982**

April 26<sup>th</sup> **CN. Guest Speaker: Kim Siddorn.**

**Rolls Royce Piston Aero Engines. Illustrated**

May 8/9<sup>th</sup> **E. The Breamore Countryside Museum. Engines required. Contact Eric Gay 01225 754374.**

May 15<sup>th</sup> **E. Museum at Night at Internal Fire, Ceredigion.**

May 24<sup>th</sup> **CN. Member's Night:- bring ten photo's or slides on any subject. - prize for best effort.**

June 2<sup>nd</sup> **E. (Wed evening). D-Day crankup. Venue TBA.**

Bring something military if you can!

Guest Speaker: Henry Body

**A Talk On Speed Records**

Sept. 18<sup>th</sup>. **E. Camerton Village Day.**

Sept 27<sup>th</sup> **CN Quiz Night**

Oct 9<sup>th</sup> **CN.. Skittles & Supper Evening, Venue TBA**

Oct 17<sup>th</sup> **E. Robert's Open Day.**

Oct 16<sup>th</sup> **E. Vintage Sort Out at Cranmore Railway station yard.**

Oct 25<sup>th</sup> **CN. Guest Speaker, Roger Fowler.**

**The Burnham-On-Sea rescue hover craft**

Nov 13<sup>th</sup> **E. Enstone Sort Out, Oxfordshire**

Nov 29<sup>th</sup> **CN. Guest Speaker:- Martin Phippard.**

**Parara Marble Extraction, Italy. Illustrated**

Dec 5<sup>th</sup> **E. Crank up at Nunney Catch**

Dec 27<sup>th</sup> **E. Mince Pie Crankup:- Court Hotel**

**Dates and venues may change. Check before driving!**

### Chairman's report (*printed as received*)

The clubs AGM on Monday 22 February was poorly attended compared to previous AGM's. Why was this? Because it was almost a week early due to how the dates fell, or was it because members could not be bothered? You need to tell us the reason for the poor turnout or I consider the committee are wasting their time when members can't be bothered to turn up for the AGM and no one wants to be secretary. Despite the low attendance the AGM was conducted without a hitch. We had 29 postal votes which was counted before the meeting started by the two tellers appointed by the President to count the votes cast during the meeting. These tellers were Herb Gane and Brian Munt who both carried out this task admirably. With six committee members resigning, including the Treasurer and secretary and only one new member coming forward the committee is now somewhat depleted. The committee elected for 2010 is, President, Brian Verrall, Chairman, Brian Baker, Vice Chairman, Eric Gay, Treasurer, Keith Nash, Editor, Kim Siddorn, Committee Members, Martin Feeney, Paul Chant, And Keith Sheppard. Presentations were made to Jackie for giving nearly

thirty years service as treasurer, she was given a Marks and Spencer voucher to the value of £100, and a basket of fruit. Arthur was presented with a cheque for £100 for 12 absolutely brilliant years as club secretary. Mary Butler was given a cheque for £50 for the outstanding work she does distributing the newsletter every month. We gave a bouquet to Sue the landlady of the Court Hotel for making us so welcome to our new venue. Robin won the Editors cup for the best contribution to the newsletter during 2009, and this was presented by our editor Kim. After the meeting ended we held our usual raffle which contributed to club funds, and so ended a very successful evening.

### Social news

By Jackie Lambert

We'd like to welcome new members Mr N Anstis from Coleford, Somerset, Mr C Coombes from Salisbury, Mr D Henderson from Frome. Mr KJ Lines from Midsomer Norton and Mr T Tamblyn from Portsmouth.

I would like to say a big thank you for the gifts presented to me at the AGM to mark my retirement of Treasurer for the club. I would also like to thank Keith Nash for taking on the Treasurer's job and for all the visits he made to Frome to make sure the transition was a smooth one. Well done Keith.

### Cranmore Spring Sortout

By Brian Baker

Some of the sellers at our Spring Sortout on Saturday 6<sup>th</sup> March arrived before the organisers! We saw a very early start by on a bitterly cold morning. Oliver and myself arrived to find quite a lot of stalls already set up, Jackie was on the gate taking the money & the site looked quite busy already. I would like to thank the members who took turns to man the gate as it was too cold to stay on duty for long.

The café opened at 9am & seemed to be doing a good trade all morning, in fact when Oliver & myself managed to find time to go in for a bacon sandwich they had started to run out of some of their supplies.

The number of sellers was down on the October sortout, but the number of buyers was about the same. The revenue from the gate and the stalls was around £350 from which we have to make a donation to the Railway. These Sortouts are easy to run with little or no work involved and certainly no financial outlay or risk.

### Rally News & Some Event Updates

By Eric Gay

I have sent out the entry forms for Breamore to all those that entered last year, this event is set in the walled garden of the Manor House alongside the Countryside Museum. The dates are May 8<sup>th</sup> & 9<sup>th</sup> 2010 & if you would like to come to Breamore give me a ring (01225 754374) and I will send you a form.

Last month, I said that I would like some engines for an event at Lackham College, on June 13<sup>th</sup>. I have been unable to get an answer out of them and therefore this is **CANCELLED**.



The team is already working hard for **YOUR** rally and entry forms have been sent out to all last years exhibitors, Traders ect. but I still need you to come and make it even better, we had over 130 engines last year. Help me make it 200 engines this year! You'll have had a form by now, so fill it in, put it in the post & mark your diary.

For 2010 we are also trying to build up the working area with more country crafts, working engines driving mills, chaff cutters, drag saws, rack saws and any other driven machinery. *Remember that our insurance DOES cover you for this kind of "dangerous machinery" display - Ed.*

I would also like to find a Thatcher, a Blacksmith and a Dry stone waller, Hurdle Maker and any other country craft. If you can help me with any of the above please let me know.

Now as you all know, we run the rally with a total of 6 people and we are looking for more help with the administration side of the event. I'm very pleased to welcome Gary Sainsbury to the sub-committee. So far this year, I have personally sent out over 300 letters and forms, so as you can see with only six of us there is a lot to do. If you feel able to help in any small way, I - or any of the team - would love to hear from you. We had wonderful help over the few days before the rally with roping up etc & I sincerely hope that such help will be available this year.

As last year, we shall be running a "club shop", somewhere where you can bring your old iron and put it for sale. It will be manned all the time that the show is open and you should clearly mark the price on anything you bring. Tell whoever is on duty what the lowest you are prepared to take for it as buyers will always try to get the price down! The club will take a nominal 10% of the sale price for club funds.

At a rally this spring? Pass the word around to exhibitors you know that The Midsummer Vintage Gathering is **The Event To Be Seen At** in 2010,

### **Mells Daffodil Day**

*Easter Monday 5<sup>th</sup> April 2010*

Robin asks me to make it clear that this rally is now not only full but that he has TEN waiting for places! If you have a pass and cannot now come, please let Robin know on 01373 463526 so he can re-allocate the space. Please **DO NOT** turn up in hopeful fashion as you will have to pay to get in and there will be no space for you to exhibit!

### **Earwig's Bit**

We wish Member Ken Barnett well with his newly fitted knee joint. By the time this goes to press, club Treasurer Keith Nash will also be sporting a new knee joint. So we hope to see both on the scene very soon.

Two of our senior club members celebrate their birthdays in April. Happy birthday to Brian Munt and John Emery.

### **A Blast from the Past**

By Brian Baker

In my article in the newsletter entitled "My First Engine" I said I also bought a Lister D on the Rally Field. I repainted this engine and made a trolley for it, I didn't have to touch the mechanics as it ran like a dream. I had only just joined the WSEC and

the first chance I had to exhibit it was at the club's annual rally at Cheddar Football Club.

One of the events put on for the exhibitors entertainment was an "Economy Run". This was for any exhibitor with either a Lister D or a Wolseley WD to bring it onto the central green to enter. The engines were then completely drained of any fuel and you were given a measured  $\frac{1}{4}$  pint of petrol to put in the tank. We paid a nominal sum of money to enter and the engine that ran the longest on that  $\frac{1}{4}$  of a pint picked up the money.

On the word go you had to start the engine, you were allowed to make adjustments but if the engine stopped once it had started you were disqualified. You were not allowed to start it up again.

The chap who had won this competition many times before was the favourite to win again, but he had cut his mixture so fine that as soon as his engine started it stopped, he was disqualified almost before he had started, hooray. My engine started first swing and settled down to a nice steady beat. Brian Verrall was the timekeeper, and as the competition progressed the engines began to stop, mine carried on until it was the only engine running, Brian kept looking at his watch and saying "how much longer is the bl --- y thing going to run?" Well after running for 45 minutes it finally stopped much to Brian's relief. I was the winner of the first competition I had entered with the first engine I had rallied.

I would like to point out to event organisers they should consider reintroducing simple competitions like this to their events as it provides exhibitors with entertainment and amusement to the onlookers. How about it Eric?

### **Annual report, 2009**

By Brian Baker

2009 was another successful year for the club. The clubs finances are sound and in the black as you will see from Jackie's annual report.

Our regular programme of events, the crank ups, the sort outs, monthly meetings, skittle match etc, all attracted good support and entries. The sortout in the spring was the best ever for attracting buyers and sellers, and the October one even eclipsed that by being the best yet.

The skittle match at The Royal Oak at Corsley was very well attended but was let down by the terrible food that was served. We will not be using that venue again and are currently looking for a new one. If any member knows of a suitable venue that meets our needs please let me know.

The monthly meetings were really well attended with a brilliant selection of guest speakers throughout the year thanks to Arthur who compiled the programme.

It came as a shock when we were told that we could no longer hold our meetings at the Old Down Inn after having the meetings there for thirty years, since the club was formed. The reason given was that we did not purchase enough at the bar to make



it viable. However all was not lost, thanks to Fred Biggs who knows the landlady at the Court Hotel we are now welcome to hold our meetings, crank ups and committee meetings here. I would like to remind you all that this is probably the best venue we could possibly wish for, so please patronise the bar to ensure our continued welcome here.

2009 was the year we decided once again to hold a large rally. This decision just about split the committee in two as some wanted it, others did not, and this decision could have some bearing on why this AGM has so many resignations. The decision was made to appoint a sub-committee to organise and run the rally and report back to the main committee as they progressed. The rally turned out to be quite successful with good entries in all classes, we were blessed with good weather for the weekend which resulted in making a healthy profit which enabled the committee to make a donation to a children's charity and bank a sum of money to fund another rally in 2010. Congratulations to all those concerned in running the rally which proved to be quite a lot of hard work for just a handful of members.

So as I said at the beginning of this report all our events were well attended and very successful.

The worst news I have received during my sixteen years as Chairman was when Jackie told me she was resigning as treasurer at the AGM, and Arthur told me he was also resigning as secretary. The good news is that a successor has been found for Jackie, committee member Keith Nash has volunteered to take on the job as treasurer and is already in charge of the club's finances after having numerous meetings with Jackie and the bank sorting out the changeover.

Despite requests for someone to take over Arthur's job as secretary no one has come forward to fill this important post. We cannot function without a secretary, it hasn't necessarily got to be a male, the three secretary's before Arthur was female, Anne Carney, Shirley Gale and Diane Emery, so come on do your bit for the club and fill this important post. I'm sure you will agree with me that Jackie and Arthur deserves a tremendous vote of thanks from the club for their dedication over the years. Jackie has served as treasurer for over 28 years and Arthur has served as secretary for 12 years a very commendable effort from them both.

I would like at this stage to thank the committee for their help and assistance for the past year running the club. Some of the committee are standing down and I would like to thank them for their input over the years and wish them well for the future, the other committee members who are putting themselves up for re-election I look forward to working with you and any new members elected during 2010.

I would like to thank Carol who is retiring from the committee for the large sum of money she has put into club funds from the raffles. The raffles are the largest source of income apart from the annual subscriptions. Although Carol is coming off

the committee she has told me she will continue with the raffles, good news at last.

I would like to conclude this report by reminding you that the Court Hotel is probably the best venue the club has had, so make sure we are always welcome by patronising the bar.

### **Inanimate, me?**

By Kim Siddorn

Phut. Phut. Nothing, nothing.

**BANG!**

That's encouraging – crank faster. In that fraction of a second when you feel the compression rising, hear the valve slam shut as the mixture pre-ignites just before top dead centre, the momentary anticipation of the pain to come.

**BANG!**

You had every ounce of effort behind it, the hips driving the back, the back the arm, only for it all to stop dead, tearing muscle and sinew. Now the dull dance of pain, hand holding arm, walking in a slow circle as you wait for the worst to subside. You peer at your thumb, mildly surprised that it isn't sticking out at some odd angle.

The engine waits patiently. How is it that dumb iron can look so smug?

"Spell you?" Says your mate. You know very well what will happen next, it will fire up and run easily with the dimwitted cheerfulness of a three month old puppy, tongue lolling, tail wagging.

Damned thing. Your back & arm will remind you of this damp morning for most of next week.

Tuff-tuff-tuff and away it goes. Of course it does. Your mate smiles contentedly, favour done, moral high ground achieved. The engine is happy as it got one over on you. You are right teed off but must smile cheerfully and thank your mate. Now you know how the French felt when we handed them back their country for the second time.

He walks off, leaving you glowering at the damned thing. "Phut!" Your back stiffens, but it carries on, saving it's quiet demise for the moment when your back it turned & you cannot get to it in time to adjust the mixture.

It is not a rock nor yet a puddle. Inanimate objects do not have wheels, pistons - and teeth! Once it moves under its own power, it has a will of its own. "Beware the Bandersnatch my son ..." I bet it was a lamp start Bandersnatch.

### **Old Deadly – the Journal (Pt6)**

By Eric Gay

*In the past I've "tidied up" Eric's grammar etc – that's what Editor's do! – but I wonder if in these Old Deadly articles I am detracting from the feel of the piece. Therefore, I've used a very lightweight "blue pencil" this time – see what you think. Tell me mind, won't you? - Ed*

Now it's about time I told thee all a bit more about my Mate Old Deadly, I left you last time as E were about to set off with his friend Graham, for a week in Scotland. Neither had ever rode this far before, but they were determined to make it there and back. Now, Old Deadly's mate Graham rode a Norton 600cc Dominator, not known for



its reliability in fact it was B — awful but is'self ran the spanners over it and worked his magic as only he could do.

The Saturday dawned and the two bikes left Trowbridge heading North. Onwards and upwards they travelled with no trouble from the bikes and the first night they got to Ayr in Scotland, no motorways back then.

It was around 6-30 in the evening and they needed somewhere to sleep and eat. Bed and breakfast — that's what was needed.

Well, if you have ever visit Ayr you will know that just back from the sea front is a row of Victorian house's and many had boards out advertising B & B. Now remember twer back in times when bed and breakfast could be got for Twelve and a tanner 12/6d — or, as we gotta say now we be tied up with they BI ---- frogies and the like - 65p. dam crazy if you ask I. So it was that Graham knocked on the door of one of those Victorian villa's "Please have you two rooms or one double for bed and breakfast?" he asked to be meet by the reply "Oh yes, it will be 25 shilling each." Now Graham was known for his wit and quick thinking, " Oh no missis we don't want to buy the house just bed and breakfast" .

Needless to say Old deadly and friend did not stay there, but moved on along the road to another property in the same area. They slept in a cabin in the garden but it was warn clean and comfortable, breakfast was all they could eat, and with a pack of sandwich each to travel with and this cost um 12/6 each.

Now they set of heading for Edinburgh and on north. it was just after a stop for the sandwich that near disaster struck, no not old Deadly but mad Graham. As old Deadly said, "E were always too fast and how he ever missed hitting the A40 pick up truck that came around a a horseshoe bend on the wrong side of the road" Old Deadly told we lads "E would never know, but if thick silly Bu--- had been going a bit slower he wood not have add to ride up the grass bank to miss the pick up."

" You going after thick block in thick van "

" NO I missed un, didn't I?"

So it was on to Edinburgh, Now He told me about all the fun they had in Scotland over the week, and it turned out they never got any further north as they spent the rest of the week with a wonderful old lady at her bungalow in Edingburgh along with her nephew and daughter,

Maybe if is'self ever reads this, E will probably want to do nasty things to me poor old body because I know that the BSA gave a bit of trouble and back then I were sworn never to tell (engine shock absorber spring gave up on life). But as I have said old Deadly were dam, good when it came to fixing bikes, and it t'wer soon up and running.

I could tell you about all the adventures in Scotland, how they got thrown out of a pub because they walked in after 10o-clock one night, how they had a bus in uproar over there tale of Haggis Hunting in the nearby hills. All harmless fun back then - I just wish the times had not changed as they have, But this is not my story but Old Deadly's.

Well, they returned and big sister did not get to have a good laugh at old Deadly because both bikes had made it without any major breakdowns.

Old Deadly said to we boys that he had thought to bring 'er back a pair of new knickers just to see if she could get they in a twist too!

T'wer a few weeks later when old Deadly set to work on the A10 I told you how he had got hold of a Road Rocket top half and pistons with a few other bits and like E said if I can make a Gold Star go, Look out A10 Gold Flash.

Well, the boy worked his magic although it did not handle like a Gold Star in a straight line it, would leave them in the dust and old Deadly was quick. The timing side bush just could not stand the strain, he tried to work his magic on the bottom half but to no avail so the Flash was detuned a bit but it was still ruddy quick. None of we boys could catch un when he were in the mood.

Now time passed as time does and Old Deadly got the itch it was time for a change, still racing the Greeves and getting spares from a chap in Bath that ran a firm called Weston Mopeds. One day himself happen to call in to the shop in Bath, as one did in those days just for a chat "I know just the bike for you, boy. A BSA A10 Super Rocket, the American export model ti's about a year old. The old boy who owns it is scared of it - its just to big and quick for him and he wants to sell I can have it here for Saturday."

Old Deadly was like a cat with a flee all week and could hardly wait till Saturday . Saturday dawned and he set of for Bath, the shop was on the upper Bristol Road, on the right and as he drove down the road he saw the bike parked outside, right away two words popped into his head "THAT'S MINE". He looked the BSA over it was totally immaculate even the balance weights on the wheels were chrome plated. The only thing that went as soon as the bike got back to Trowbridge was the handle bar faring.

When us boys seen that Rocket we turned green with envy, and this bike became old Deadly's pride and joy. A few Taylor Dow goodies were fitted but nothing over the top to spoil what was a bike beyond words and nobody ever got there leg over it except Old Deadly. A good fifty years on and he still gets out the photographs of that bike and we see the tears well up in the now old boy's eyes. It was many years later when E got mixed up with a woman and the bike was sold as marriage loomed. The bike ended up in the hands of Motor Cycle Mechanics Magazine, and what a Bloody band of wassicks they were they wrecked it. Old Deadly was asked to work on it and return it to some sense of order but when it was delivered to him by van he took one look and told them in no uncertain terms what to do and were to go the bike was made into a total mess, it just goes to prove the old saying never, never trust the so called expert. Old Deadly never, ever claimed to be an expert at anything, but give him a bike to fix back then and when you got it back it would be just as you asked it to be - even now he can still work magic at times.

My Mate Old Deadly moved into other things as the years went by and he now spends time with old lumps of rusty iron, for himself and friends and I have never known him say no to anyone in need of help.

I will tell you more about how Old Deadly got hooked on old iron, and I know he still has a DREAM and I hope it comes true. But like I say more of all this in a bit.



