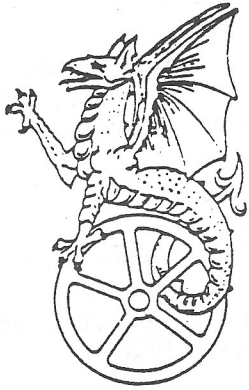


WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

OCTOBER 1992.



Please send newsletter material to:-
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THE GREAT DORSET STEAM FAIR 1992.

Well I suppose it had to happen, after five years of exhibiting at Stourpaine the weather finally caught up with us. After being towed on and off the site we now consider ourselves "christened" with Stourpaine mud (it took almost an hour to hose off the bottom of the car and caravan!).

In the Stationary Engine section the decision of the committee to run for eight days had taken it's toll. Missing were Robin, Bill, Brian and Eric from the club as well as many of the other regulars. The only club members present were Adrian and Jill Miles with their 1913 3hp Victoria, Paul Martin with his 1916 Fairbanks Morse Eclipse and us with the Victoria and Mill. In fact although 86 engines were in the programme there were only about 70 actually present. There were some nice engines, an unrestored 2½hp United, a 1912 Fairbanks Morse T type, a 1917 Emerson Brantingham Model U 4hp, a 5hp Hornsby Ackroyd Hot Bulb and a 40hp Ruston Hornsby 7XHR to name a few, but also quite a lot of engines who normally would not have been accepted in such numbers. This was echoed by many of the public who expressed their disappointment of the engines being exhibited.

To be honest the show had no atmosphere this year, there were large gaps in the market stalls area and the craft tents didn't seem as full. There were of course some sights worth seeing, Amalgamated Heavy Haulage gave their usual displays of steam power. The Wallis & Stevens and J.I. Case exhibitions organised by Robert Cole were well worth a visit as well. The only sections that didn't appear to have suffered were the static tractors, motor cycles and horticultural equipment

As said previously the show seemed to have lost it's atmosphere even taking the weather into account and I think most people were glad when the show came to an end. Unfortunately some bad feeling did creep in over the period of the show when a lot of exhibitors turned up part way through the week and were allowed to stay, there seemed to be one rule for one and one for another. Although Eric Hodges stuck to the eight days or not at all rule as stated on the entry form, one late comer to our section actually stated that they had got permission from a higher authority to miss the first three days to attend another rally!

Will we attend next year? Well it is the 25th anniversary, but I hope that common sense prevails after that and it goes back to five days or less. If not then I personally feel that the Great Dorset Steam Fair may end up not so great.

JOHN AND ROSE ROGERS.

Thank you Rose and John, your comments I know have been echoed by many who attended the show, eight days are too long, perhaps the organisers should be reminded that what we do is after all a hobby that we like to share with others and if exhibiting becomes a drudge people stop doing it and then you have no show. ED.

Winters coming so how about purchasing a nice warm WESSEX CLUB SWEATSHIRT contact Jackie.

WHITE HORSE SHOW AT UFFINGTON.

I attempted to attend this show at Uffington. I had loaded my engine, it was to be the first outing of my Villiers WX11 which had taken four years to bring back from near scrap condition, but that's another story. The first day of the show is on Sunday, when we looked out it was pouring with rain and blowing a gale, do we go or what? Wait a bit and see what the weather is going to do, it got worse, so we decided to stay at home and go on the Monday morning, this was to be the first time I had missed the show for about ten years. Monday morning dawned bright and sunny, so we go, hook up the trailer and by nine o'clock we were off, its about half an hours drive to Uffington, we arrived at the gate and were held up in the road. "Whats wrong?" my wife asked the chap on the gate. A huge John Deere tractor appeared in the gate with a chain attached and on the other end a Scouts bus!! being dragged out of the field, the alarm bells started ringing, whats it like in there?, anyway once the bus was out of the way we were told to enter and keep near the hedge and you will be O.K., so we followed a van with a small crawler tractor on a trailer into the huge field. What a Quagmire, it was like the Somme, the van was stuck about ten yards inside and a tractor was attaching a chain to it, another was waiting for me. 'We can't go through that' the wife yells, 'we shall never get out again'. Everywhere we looked it was churned up mud, miles of it. I put on my wellies, out of the car, unhooked the trailer and with aid back out onto the road then turned the car around in the quagmire and more by luck than judgment I escaped the attentions of the hovering tractor. I have never seen a rally field like it. My Villiers is still waiting for its first outing. I don't know if any other Wessex members were there. I do know that Philip Thornton-Evison was towed out on the Sunday and has not been seen since!! The big tents were blown down on Sunday, it must have been the worst weather Uffington Show has ever had. I am afraid this year has been a wet one as far as my rallies go. P.S. I did hear there was twenty engines, usually its about one hundred.

JIM MILLER.

Thank you Jim for your report and to quash any rumours that Philip T-E has not been seen since. He was in fact spotted at the Full Quart Crank Up at Hewish doing a study of a Ruston & Hornsby Diesel engine, possibly an article for the Stationary Engine magazine!! and while your pen is still hot Jim how about a few lines on your other story, the four years restoration on the Villiers. ED.

Something Different.A DAY OUT AT BREAMORE HOUSE.Elizabethan Manor House.

Saturday the first of August, Maureen and I had promised ourselves a day out and it was decided we would go to Breamore House, near Fordingbridge.

This weekend was chosen because over the two days there is a model traction engine rally held in the grounds of the Manor House. Well over sixty model engines were on show and every one was in steam. Ploughing engines, showmans, steam tractors, rollers and steam waggons were everywhere and most had a trailer behind carrying its owner or a load of children. One of the engines drove a large saw bench, cutting logs, another drove a threshing machine only about four engines stayed static but even so they were displayed under steam. Breamore's own full size Roby traction engine chugged away in a large barn type building, this being part of the very large countryside museum. This is well worth a visit with its Blacksmiths shop, Farmworkers cottage, wheelwrights shop, Dairy, Saddlers shop and what really attracted me was the BREWERY & CIDER House, alas no free samples. The museum also houses a fine display of vintage tractors, a Saunderson Universal 1919 2 cylinder, a Mogull, Overtime, Titan and Oliver Hart Parr just to name a few. Stationary engines? Yes just being rebuilt is a large Ruston Hornsby, as well as Amanco, Listers, Petters, Wade drag saw, the one I tried to bring home was a 1 $\frac{3}{4}$ hp open crank Bamford, I don't think I have seen one like it before, it was a bit different, as I tried to carry it out I was asked to put it back, I only thought it would go well beside the 2 $\frac{1}{2}$ Bamford at home and stop it being lonely, oh well perhaps one might turn up one never knows.

Breamore House is just the place for the lady's, the inside is very well worth seeing, it has a wonderful air of being lived in as it is, as it is still a family home, you are taken on a guided tour of dining room, the great hall, the blue drawing room, the inner hall, as well as the bedrooms and kitchen. The furnishings throughout are magnificent but beware the house is haunted. Leaving the house you can visit the carriage museum and Saxon church.

So there we are, that was our day out at Breamore House, its well worth a visit.

ERIC GAY.

FOR SALE - Triumph Acclaim H.L.S. immaculate showroom condition, low mileage, been stored for twelve months - space needed for vintage van. £1,300 (worth every penny) Tel: Ray Earle on 0458 251758.

1956 - Commer Lorry 30cwt restoration almost complete. Original number, one previous owner. £3.500 o.n.o.

1963 - Austin A40 Farina countryman for restoration £250 o.n.o.

1956 - B.S.A. Motor cycle 500 cc twin full restored £1,850.

1942 - Stuart Turner ½hp engine with water pump £200.

1937 - Jameson diesel engine horizontal 8hp with Stuart Turner water pump and 240 volt DC generator all mounted on a trailer £500 no offers.

Lister Water pump £30.

Small generator £50. Tel: 0249 750382 evenings.

WANTED - Cast nameplate from Newmans Yate - heading shows "newmanised" they were fitted to all their rebuilt machines. Tel: Ray Earle - 0458 251758.

Well pump for 2½hp International to drive. Must be in good working order.

Tel: Mr. Picton-Phillips 0249 443430.

Mrs. Russells thoughts on the stationary engine.

An engine is a useful thing, it has so many parts, a bit for this a cog for that, a hole to put the oil in, a tank to put the petrol in and a flywheel where a belt can be attached. Some are new, some better days have seen but an engine nevertheless. Some are brightly painted, some have not seen paint for years. Never mind the year or model, proud owners we all are. A stationary engine 'what's that' I am asked. To the best of my knowledge and ability I try to explain what sort of engine they are and what they were used for. But better still there's a rally on. Why not come and see for yourself.

A LETTER FROM JUNIOR MEMBER CHRIS LAWSON

Dear Sir,

"PLEASE HELP" !

I have recently purchased a Villiers Mark C120406 with a water pump fitted directly onto the crank shaft. Was it used by the Fire Brigade?? Can any of your readers tell me more about the engine and water pump. If you can help me please would you write to 8 The Laurels, Gillingham, Dorset or phone me on 0747 822880 (evenings).

PLEASE NOTE - SOME ARTICLES HAVE BEEN HELD OVER BUT PLEASE, PLEASE KEEP SENDING THEM IN. ED.

CLUB EVENTS.

- 31st October - Skittles at Pilton Working Mens Club.
- 30th November - Club Meeting - Illustrated talk on unusual engines by Ricky Durrell.
- 6th December - SUNDAY - Crank Up at Old Down Inn.

The following advertisement may be of some help to club members who do not have the skills or machinery to carry out some of the jobs required that are involved with our hobby. Des Clarke is a member of the West Wilts Society of Model Engineers and also runs the model engineering course at Trowbridge College, so should you need a part made or repaired or if you are looking for a tool or materials give Des a call, he will be only too pleased to assist. ED.

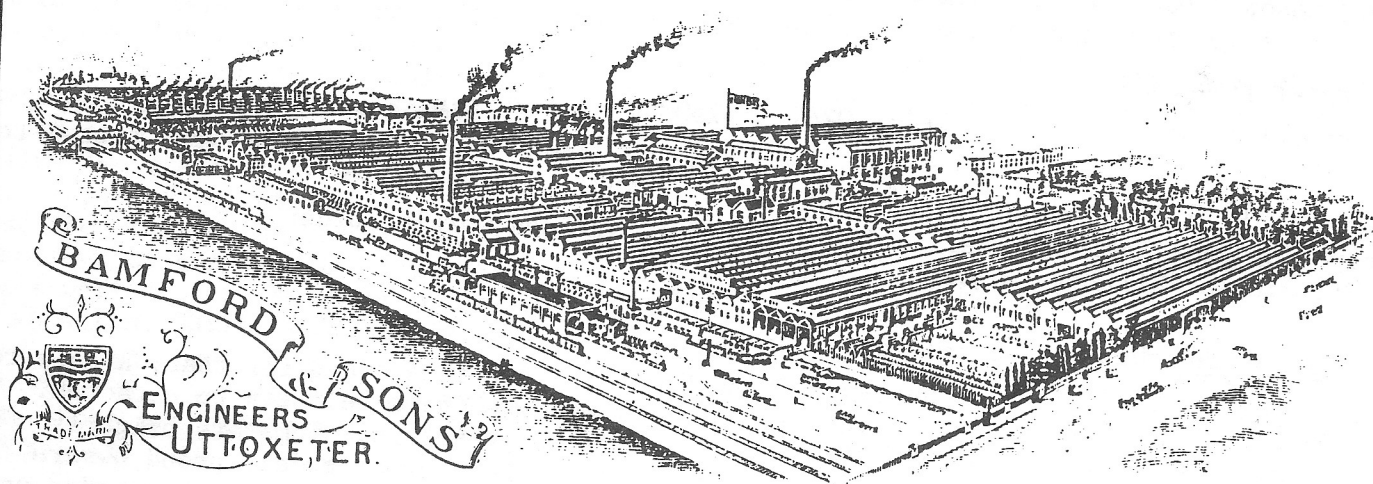
Des Clarke **Engineering Machinist & Fitter**

- * Parts made to your drawings or using your broken parts as patterns.
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A BIRD'S-EYE VIEW OF
BAMFORD & SONS'
 MANUFACTORY.



COVERING AN AREA OF **18** ACRES.

THE BAMFORD RALLY.

May the 16th saw Shirley and I on our way north to the fourth Bamford Rally, a round trip of 300 miles, but well worth the effort.

This year the rally was held at the strawberry farm at Bramshall just outside Uttoxeter not far from the old factory. We arrived about 12 o'clock to find quite a few entries already there. I wanted to get there early this year as there was to be an auction, so while Shirley was getting the dinner I had a walk round the items that were up for sale. Only one Bamford seat, the rest was the usual Lister Al's etc. There was one Rapide corn mill but they are a bit lumpy, but at a Bamford rally it is unusual to see anything Bamford for sale. One other item that came up for auction was an original advert for a horse drawn mower in class 1 condition. I tried nodding my head one way and Shirley nodded the other way so I didn't buy it, it eventually went for £55.

That evening it was over to the restaurant for a video show of the three previous rallies helped with a few cans of Tartan it was a most enjoyable evening. Shirley won a pair of rubber gloves in the raffle (she looks nice in rubber!!)

Early next morning I uncovered the Tulip Top and got it ready to rally, a quick walk around the stalls for the early bargains then at eleven I started up my engine which started playing up, it ran very uneven and try as I might I could not get it right, it finally packed up at 2.30. I found the trouble, the gasket round the valve holder had blown, it has now been fixed and is running normal again.

There were so many different Bamford items on show ranging from a combine harvester to the little's treadle grindstone (if anybody knows of a treadle grindstone by Bamfords for sale please contact me). There were some unusual items that Bamford made including drain covers, kitchen ranges, water taps, chain well pumps and also a very well restored horse drawn mower circa 1890's which was well worth seeing, all in all there were 114 exhibits.

To give some idea of the size of Bamfords factory I enclose a photostat copy of an original picture of the old Bamford factory in its hey-day, it has been reproduced by kind permission of the Bamford Society.

A most enjoyable weekend sadly 5 o'clock came all too soon and it was time to pack up and head for home, finally arriving at approx. 9 o'clock. Next years rally is to be held at the new J.C.B. factory which is not to be missed. Sorry for the late rally report, but then its better late than never.

DAVE CLACK.