

Wessex Stationary Engine Club. Newsletter. Sept. 1984

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***** WEST DORSET T & E CLUB RALLY at Gore Cross, near Bridport

A change of site must have been a godsend this year to what was the old Puncknowle Rally; those who remember the old site, would surely agree that this site was about as good as you could wish, right alongside a busy main road and only 2 miles from the seaside town of West Bay.

Quite a few Wessex members travelled to this rally with some fine exhibits; to mention one or two, Wally Camp had his working model display nicely set up and Mr. Wynn from Aberdare showed his Ingeco.

An interesting sale was held on Saturday morning, lots of old bits and pieces including some engines were on offer, Lister D's, Petter M's and among new tools in the sale were air-cooled welding sets which sold for about £30. On Sunday morning the sale was taken over by a Car Boot Sale, business being quite brisk with a good variety of goods. There was also quite a few trade stands around the field to browse over and an old fairground Chair-O-Plane for the young at heart to get giddy on. The beer tent must have done a good trade as scorching sun shone all afternoon and the entertainment of the evening was Country and Western style which proved very popular with the crowd.

V.C.

***** THE MONTHLY MEETING, JULY 30TH. A talk by Gerald Atherton on 'Gears'

Using the Club's vintage epidiascope, Gerald gave a most interesting and informative talk to about 40 members on gears, their types and their manufacture. He commenced with a brief history of the gear and discussed types of gear and their usage. He explained that the term 'cog' is a misnomer - a cog being a piece of applewood forming a tooth by being pegged into a wooden ring thus making up a wooden gearwheel as seen on watermills, etc. We were then treated to an explanation of bevels, pinions, spur gears, worm & wheel, and many others. Just as he was about to explain, using photographs, how gears were manufactured, the heat of the epidiascope broke the glass picture holder but, undaunted, Gerald soldiered on, holding everyone's interest.

A good few members asked questions and these were ably answered by Gerald, who was then thanked by our Chairman, Ian Skuse, Herb ran the raffle during the ensuing interval and the prize winners were as follows: Battery tester - Marion Lowther; Mugs - Dennis Hodges; Beer Making Kit - Mary Bolas; set of glasses - Bob Hallam; car shampoo - Mary Verrall.

After the interval Ian Skuse showed some of his photographs, mainly of our Club Members up to their various antics; the epidiascope being now temporarily repaired. These were followed by some of John Emery's engine pictures, most enjoyable even though they lacked commentary.

We were pleased to welcome Barrie and Sue Thomas up from sunny Cornwall to escape from the 'emmet' invasion; also Keith and Mary Bolas of the Grieves Motorcycle Club - Mary confessed to owning a small Villiers engine and is hoping to add to her collection of engines so that she can sit with her engine at a rally while 'he' is off with his motorbike.

Thanks Gerald for all your hard work.

Eric Brain

***** BRISTOL CITY DOCKS FESTIVAL - 14th July 1984

Held on the same weekend as the Bristol Wine Fair, our first time exhibiting here was made enjoyable by the large amount of things going on in and around the Docks area.

Many Wessex members laid on an eye-catching exhibition of their engines for all to see; this line-up included our re-vamped and still on test 'Aster' (Flower Power...? Ed.). A good few exhibitors arrived on Friday evening, this was made worthwhile by a night to remember outside the 'Ostrich' pub where six steam traction engines and organ entertained hundreds of people until closing time. This really was a nostalgic sight as two Showman's engines ticked over - oh so silently, generating the power to light up the waterside setting. Back at the rally site on Saturday large crowds were enjoying the displays of some 25 steamers, tractors, motorcycles, etc. There were events on the water to watch, which included mini-hovercraft racing, a helicopter rescue display, a fireworks display at 10 p.m. (which was perfectly timed with a good thunder storm). Nevertheless, most of the spectators stayed to watch. A couple of our members who shall remain anonymous went off to shelter in the Portaloos on the Docks. Minutes later a Range Rover came along and hitched up to tow them away for emptying - this could have been disastrous...!!

However, Sunday morning, all members accounted for(!) saw the steamers participate in a road run around Bristol City Centre; this was very good and an excellent opportunity to take some slides of the old machines on the road. The engines drew large crowds again and the Industrial Museum seemed to be ever busy - perhaps due to there being no entrance fee.

To sum up the weekend, a rally with a difference, something for everybody, shops within walking distance for Mum to sort out the bargains, no mud if it rains, a very relaxing and enjoyable weekend doing what we all like doing most. (This last paragraph holds true for OUR Docks Rally each May, why then do we get so little interest from Club Members? Ed.).

V.C. & T.

DID ANYONE SEE.....

on HTV West 6 o'clock local news, Monday 13th August....Lucy and Melissa Randall, daughters of the WSEC President, with their ingenious Model Village set out in Tom's garden? This now annual event is entirely due to their own enterprise and all money collected goes to charity. HTV made a bigger 'thing' of it than did Yeovil Festival of Transport. Well done girls - full marks, seems like one way of clearing Dad's undergrowth....! and raising over £70 for the NSPCC as well.

BLEADON STEAM COUNTRY FAYRE

On Saturday, 28th July I went to this yer Bleadon Rally. There were 28 motor cycles. One of the motor cycles was made to look like the bikes in the TV serial Chips. The Steward of the Stationary Engine was Roy Cox. There were 50 stationary engines and many Wessex members were present including Brian Munt, Derek Maybee, Reg Butler, Brian Verral, Len Fry, Bill Appleby, Rod Lambert and many others. Barrie and Sue Thomas from Cornwall and Eric and Ann Brain came to have a look round. Sparrows Crane Hire kindly donated a 73ft. high crane for the purpose of giving rides. I had a ride with my friend and enjoyed it. In one corner of the field Brian Munt was sawing up what looked to be a pile of tree roots. There were 4 steam engines, one of which was a Fowler Ploughing engine which was the oldest at the Rally and probably the oldest in the country having been built in 1870. Five rollers were on show at the rally. The tractors were well represented by a total of 32 exhibits. A Rolls Royce headed a list of 33 vintage cars. There were only a few junk stalls which disappointed Rod Lambert and Bill Appleby. In the model tent there were 17 models, including a beautiful model of some gallopers. I went in the craft tent and was delighted to see a good turn out of 10 exhibits. At the rally was organised by the Western Counties Fair Organ Club we expected a good turn out of organs, so we were delighted to see 9 fair organs.

"The Boss" (whom, we suspect, lives near Trowbridge, Wilts....Ed.).

CONGRATULATIONS....to Stephen Emery and Joanne Penny who became engaged on August 10th 1984. The W.S.E.C. extends its best wishes for their future happiness.

FIFTEEN MINUTES OF MAY HOLIDAY

I could not help but wonder if my wife was trying to tell me something when she arrived home with a brochure for the remote islands off Scotland; perhaps she was trying to steer me away from so many of our past holidays which have, in some way or another, been connected with engine rallies.

Anyway, we found ourselves on a tour which took us across to the Orkney Islands 30 miles across the sea from John 'o Groats. Wednesday was the day for a full tour of the islands, we had been going for about an hour when the driver stopped at a quiet country lane (well, they're all like that!) and announced that he was stopping so that we could all walk into the cemetery to view the old tombstones and the church ruins. Being one of the first to alight from the bus, I spotted alongside the path, an old concrete mixer with a single flywheel hopper cooled Lister A as its power unit. Out came the camera and with a lot of funny looks from the rest of the passengers, I began to take some photographs. Now as you might expect, I never got to see the ruins as the engine owner suddenly appeared on the other side of the road. He was loading bags of fertilizer so I said 'Just taking a snap of your old mixer'. 'Have ye now, and why would that be' he asked. 'It's very old and interesting' I replied. 'Better come and have a look in the barn then and see what else we got' he said. Under the workbench standing out against the debris like a sore thumb was a nicely restored Fairbanks, Morse 'Z'. 'Got a duff mag on that one but it was working up to last year' Jimmy said (I had by now established that his name was Jimmy, but I suppose in Scotland it really had to be, didn't it?) (or Andy! Ed.). 'What do ye think of my old Standard Fordson? Runs beautifully, I don't think I'll paint her up, leave her as she is... Let's have a look across the road, I've got something a bit unusual on the way, through the yard' he continued. We walked to a large patch of nettles and, jarring his leg, he stumbled on a Lister B laid on its side. 'Knew it was there somewhere' he said. In another barn stood an Armstrong Siddley or Whitworth 5 hp. I had not seen one before so yet another photograph was taken; it appeared that I had chanced upon a real engine enthusiast because he said that he had located a large horizontal engine with twin flywheels of about 6' dia. and was thinking of purchasing it as it would make a nice exhibit. He thought it was a Pool or maybe a Campbell. (Does he subscribe to the Stationary Engine Mag.?? Ed.). Unfortunately we had to depart on the Thursday for...guess what...The Orkney Vintage Rally was on the following Sunday! We really must get the timing better next time. However, I really did enjoy that fifteen minutes...no the coach didn't go on without us... and we never ever got to see what we had stopped for in the first place.

A later expedition around the harbour revealed a twin horizontal Diesel, a Deutz and three marine engines. On reflection, it is nice to see that the interest in our hobby is alive in such remote parts; it just goes to show what can happen when you decide to 'get away from it all'.

Now then, next year's holiday, brochures for the Isles of Skye, Outer Hebrides or perhaps the Scillies...no, Barrie Thomas will have got THERE first...!!

Robert Lamb V.C.

CALEDONIA CORNER

After driving about 400 miles, one gets a mite weary. Even so, all that soon disappears when one is greeted on the rally field by the happy smiling face of the WSEC Secretary, Diana. The evening social went not so bad with plenty of Scottish airs and Irish too, but no Welsh music.

I was kept awake quite a lot of the night by a lump in my bed, Eric is still trying to guess who!! but as the camp and rally site had been only recently cleared of cattle perhaps it was a lump of c.....t!

The rally itself was a fair reasonable size; I was quite taken by one of the Welsh visitor's engines, a Blackstone with a built-in compressor unit, even though it was not restored I thought it deserved a mention.

Now to the hazards of life...! I tried to get a B & B in a local pub but once again it was 'no room at the inn'. Try the George at Gurney Slade they said. Full up...so I was sent to a private house where the man of the house said 'What's in your trailer?', 'engines' I said. 'What kind are they?' he asked. 'Amanco and Norman' I replied. 'Can I see them?' he asked. So off came the sheet, he looked at them thoughtfully then says 'Alright, come on in then'. Later on he told me that he thought I was a scrap metal dealer - he said I looked like one.

I stayed there eight days, taking in 'Wings & Wheels' as well which was a very friendly rally. Being also on the Vintage Tractor side of things, a Nuffield with a six clinder engine conversion pulling a three axle trailer with three other tractors on board was to me an impressive sight...all 15 tons of it! The exhibitor next to me liked my Norman, especially, as he said, when it stopped running; the noisy little thing. Next day I went to the Crank-Up, but I gather this will be 'written up' anyway, so Eric told me.

See you next year?

Andrew Mercer (or 'Jock' to Brian Munt - see last month's N/L)

OUR SECRETARY REPORTS.....

You will no doubt have read the copy of the letter attached to your last Newsletter which was sent to me on the 9th July by Mr. G.D. Wright of PPG Publishing Ltd. In May I was asked by the committee to write to the Stationary Engine Magazine publishers following complaints from club members regarding late and non-delivery of magazines. This I did and also enclosed the envelope our own S.E. mag. had arrived in. It is putting it mildly to say the address was feint - a quick glance and the envelope appeared blank. I pointed out to PPG that this was probably the reason for the complaint.

I received no reply to my letter, but a couple of weeks later, when the next S.E. mag was due we received not one but two, each in their own envelopes. One was still feintly addressed but the other much bolder. Good, I thought, at least they have taken notice of my letter even if they haven't replied.

You can imagine my surprise and annoyance when the letter arrived from them saying they had not received a letter from me as I am sure someone at PPG had read my letter and reacted on it.

I wrote to Mr. Wright on July 11th in reply to his letter and pointed this out to him. It is now September 7th and I have had no reply. You may recall the letter said 'all letters are replied to within a week'.

As you Club Secretary I have always endeavoured to carry out my duties and until now have never been accused of doing otherwise. Was my original letter one of the 500 now filed in the bin and has my second gone the same way? I leave you to decide and hope you are now receiving regular copies of the Stationary Engine Magazine and that the mailing department at PPG continue to react on the letter they never received from me.

Diana Emery

AND MORE CONGRATULATIONS....to former WSEC committee member Mark Tilly and Dawn who became engaged on the 20th August 1984. We wish them all the best for the future.

The following verse arrived in the post during Bank Holiday week. It was not signed but it prompted me (who also would like to be anonymous but can't) to add a further verse in similar metre.....

At the Petter Rally at Egham Show
numerous engines were persuaded to go.
One such example was a late Petter 'S'
belonging to, well can you guess?
No you are wrong if you think it's me
but you are right if you think it's old Mike C
He lit his lamp in front of adults and kids
and promptly burned both eye lids,
and that's not all upon which these words are hinged
because a later attempt left eye brows singed.
If he's going to burn hair and mug
tis safer to stick with sparking plug
or at least to hide from view
especially away from you!

The same Petter S left the Egham Show
and arrived at another - in an hour or so
Off the trailer, lit up the lamp
Good thing it was the matches wern't damp
The luminous flame drew the usual set
who were frightened well back by the fiery jet
Had they all got too close, you can only imagine
Just like 'Puff, the Magic Dragon'!
When the S-type runs, it goes really fine
Quite the best engine in the average line
Lets hope there's no problem with starting-up
tricks
For the Wyvern of Wessex to claim from the
Phoenix...!

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SALES AND WANTS

- Wanted Lister H1 Water pump or similar type in restorable condition, . Also small engine, not Lister D or Wolseley. Jim Allen, 4 Northleaze, Heywood, Westbury, Wilts. (0373)864101.
- Wanted Belt pulley for Petter M or S, 3-hole fixing, 6 hp. Mike Cannon, 19 Eagle Road, Batheaston, Bath, Somerset. Tel. Bath 859536.
- For Sale Large quantity of slotted angle in lengths up to 8 ft. All clean and rust free. $3\frac{1}{2}$ " x $1\frac{1}{2}$ " at 10p/ft, $2\frac{1}{2}$ x $1\frac{1}{2}$ at 7p/ft, $1\frac{1}{2}$ x $1\frac{1}{2}$ at 5p/ft. Also pressed steel shelves 18" x 36" at 50p each. Useful for garages, workshops, van, etc. Tom Randall - Tel. Midsomer Norton 418926.
- For Sale Saw bench, offers to B. Lewis, Fosse Cottage, Fosse Lane, Nailsea, Nr. Bristol. Tel. 852027.
- For Sale Lister Diesel, 6 hp, No.1026512, overhauled, painted and trolley mounted. Trolley needs attention. £120 ono. Also Saw bench, 22" blade c/w 2 hp. Lister D and spare $1\frac{1}{2}$ hp D-Type, latter needs attention - £85 the lot. Brian Verrall, 2 Northville Place, Lower North Street, Cheddar, Somerset. Tel. Cheddar 743460.

FORTHCOMING EVENTS

- Oct.7th Wessex Car Treasure Hunt, starting from the Old Down Inn at 2.30 p.m. prompt. All are welcome; only 16 miles ending up back at the Inn.
- Sept.30th The Annual Rally at the Full Quart Inn, Hewish, Nr. Weston-Super-Mare. Starts around 10 a.m., bar extension most of the afternoon, good pub lunch available, bring the wife and family. All proceeds to CLIC.
- Oct.29th Club Meeting, visit to Campden Works Museum, Morford Street, Bath. Meet 7.30 for an 8.00 pm start. Up Lansdown Hill from the traffic lights and about third turn left into Julian Road. Morford Street is the first right. Plenty of street parking nearby. Refreshments available. This is, briefly, a Victorian Engineering Works turned into a Museum, and is well worth a visit.
- Dec. 8th Dinner and Dance....see attached sheet.
- STOP PRESS:** Next years Wessex Rally looks like being at Yatton again, even bigger and better, so make a note of the date NOW, June 22nd and 23rd.