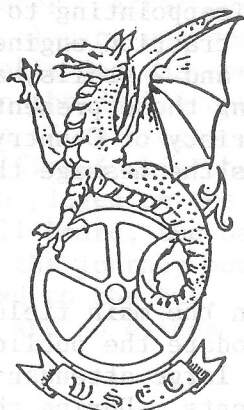


# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER



SEPTEMBER 1998

Please send Newsletter material to:-

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### \*\*\*\* EDITORIAL \*\*\*\*

I would like to remind members if they have any query relating to club matters that they wish to bring to the attention of the committee, you have only to ring me or drop me a line, or contact me at any meeting or rally and I will be only too willing to put it on the agenda for discussion by the committee.

### \*\*\*\*\* CHAIRMAN'S REPORT \*\*\*\*\*

The Committee has visited two new potential rally sites but has yet to make a decision about either, and we are still open to suggestion of other sites if any member has any. If and when any decision is made I will let members know via the Newsletter. Other clubs have been victims of our awful summer, the Sedgemoor club rally had to be abandoned on the Sunday, and a wet Sunday at Stanton Drew meant the general public were put off attending and a lot of exhibitors and traders had to be pulled out through the mud. I often appeal in the Newsletter for ideas, and criticism to help the committee run the club as you the members want it, but I certainly do not want letters criticising my appeal for money from the members to repair the unfortunate accident to Paul Martins tractor, written by a mindless moron who did not have the common decency to put his name to it, but signed it A.N. anonymous. And in reply to 'Gutless Moron' your suggestion that we reimburse Paul from what is left over from the subscriptions, there is nothing left over, the entire amount of members subs. is spent on your insurance and the printing and postage of the newsletter. Also if you ever decide to correspond with me again (heaven forbid) I hope you get my address right and not give the Post Office the task of re-addressing it or is your academic abilities as suspect as your integrity.

B.J. BAKER.

### LETTERS TO THE EDITOR

Dear Brian,

I would like to take this opportunity to thank you and your friends for organising and bringing a varied display of stationary engines to our flower show on the 29th August. The committee feels that the overall display of outside attractions would not have been so interesting had the Wessex Stationary Club not participated. It has come to our notice that your own two day annual event at Semington was a total washout and resulted in a sizeable financial loss. Perhaps you will accept the enclosed small donation in gratitude for your members efforts at our show. Many thanks again for helping to make our day the success that it undoubtedly was.

Yours sincerely,

A.M. TUCKER. (MISS). CHAIRMAN.

Miss Tucker kindly enclosed a cheque for the sum of £25 with this letter. Our sincere thanks to the Mells and District Horticulture Society for this kind gesture. ED.

BEST WISHES FOR A SPEEDY RECOVERY are sent to Wessex member Rodney Harris of Thornbury after his recent spell in hospital.

BROADCLYST RALLY - 25TH/26TH JULY.

This show had suffered badly due to the malicious rumour that had been spread that this show was 'cancelled'. All that had transpired was a change of field due to the growth of grass on the original field to another on the same farm. The organisers worked hard to create a show amongst mature trees in a very splendid setting, but it was disappointing to see so few exhibits arrive. There were 5 cars, 11 motorcycles, 7 tractors, 1 traction engine and a model in steam, 1 bus, 1 fire engine, 1 van, 40 stationary engines and 2 stalls, and a good display by a local troop of majorettes. During the Saturday evening those present were entertained by a very good, talented young lady who sang a wide variety of Country and Western songs. I hope the person who tried to wreck this show gets the message that the show 'will go on'. Well done to all concerned.

BRIAN LOVELL.

TORBAY STEAM '98 - AUGUST 1ST/2ND.

This year the site was very limited due to a heavy crop of grass in the main field, which meant the show had to be condensed into a smaller corner to accommodate the public car park. This done, the assembled exhibits received the attention of a very large attendance. All sections were well represented with the usual entertaining ring events. During the Saturday evening road runs were made to both Torquay and Paignton. After the dreadful weather and disappointing 1997 show it was good to see the success of Steam'98. This could have been the presence of Fred Dibnah who graced the show over the weekend. Well done Mike Stabb, and his hard working committee for such a pleasant weekend and look forward to Steam '99.

BRIAN LOVELL.

THE WESSEX RALLY 1998 AND BEYOND

June 13th and 14th 1998 will go down in the history of The Wessex Stationary Engine Club Ltd as a year of disaster, what can I say, the committee and helpers (we could do with a few more willing hands) worked as hard as ever to give the members a very good show for our 21st Birthday Rally, but as you will know by now the weather was totally against us with continuous rain on Saturday until early evening. We could not run any of the events in the ring that we had planned. A few brave souls did run their engines for a time but most of the day was a wash-out. The weather did get a little better for our entertainment and I am told this went very well. I did not stay for this for as most of you will know my mother passed away on the Friday 12th June after a long and painful illness and then suffering a very bad stroke, no doubt some of you will I am sure remember her from years before as she often attended the Rally at Semington and others in the area. I am sorry that I could not do as much on site this year as in years past but I hope you will understand why I was not around as much as I am generally. Well thats enough of the down side of things, we must now work hard to get things together for 1999. We have a good club with a lot of good people in it but we the Committee do now need YOUR HELP this year, we were pushed to find enough help on Friday in setting up the field, so please if YOU can give us some help next year please let anyone on the committee know, because without your help we cannot do it ALL. The committee feels that Semington is now no longer a viable site to stage the Wessex Rally and this saddens me as I feel that we have a very good site at Semington and it will take a lot of work to replace, the land owner being so good to us over the years even with the offer that we can use the other two fields if we wanted to, also we had people in the area that let us have equipment to use free of any charge (stake driver, tractor, water bowser). I know that times change and things have to move on but I would like to know how others feel about a move to a new site and the work that this will involve. A smaller event may be staged, I myself do not agree with a smaller event as we try always to put on a good rally for you the members it's not the committee's rally but the members rally and you must have a say in what you want so please let us know, write into the Newsletter or let me or any of the committee know your feelings on this matter, we are there for you and without being told what you the members would like we do not know. Please put pen to paper before its too late, the sooner we know the sooner we can start work for you the members. I was criticised this year over the poster advertising the Rally as it did not show a stationary engine, but a steam engine and vintage lorry. If this upset anyone I am sorry. When one goes begging to get artwork done free of charge and spends five hours of working time going backwards and forwards to Trowbridge College plus phone calls one is glad to accept what has been produced, I did give the College photos of engines but they were not used. Printing of the posters was done by Presto Print and thirty posters run of, 60 more posters were printed by two companies I work for in the area free of charge. The posters were distributed around the area by myself and Tony Price of Melksham using our time and petrol. If any club members would like to produce a poster for 1999 please let me or any committee member know.

E.J. GAY.



# SMALL POWER ENGINES, No.4. THE DERBY ENGINE MAKERS, Part 1, BUTLER BROTHERS.

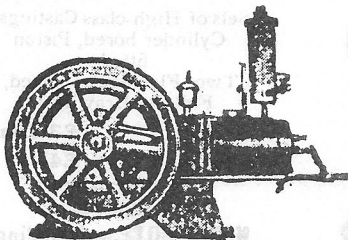
Between the turn of the century and the First World War there were four main companies in Derby producing small power engines. Butler Brothers, of Upper Dale Works, appear to have been the first on the scene, advertising in 1899 a  $\frac{1}{2}$ hp Otto cycle hot tube ignition gas engine complete with tank and gas bag for £3. 10s.

## Butler Bros.' $\frac{1}{8}$ h.p. Gas Engine

OTTO CYCLE. TUBE IGNITION.

Complete, with Tank & Gas Bag, £3 10s.

Developes one man-power at a cost of one-half-penny per hour.



NEW DESIGN!  
HUNDREDS  
SOLD!

Customer says:  
"The  $\frac{1}{8}$  h.p. gas engine you supplied me is a great success, and

I am highly pleased with its working, especially the power. It is the cheapest engine in design, strength, and usefulness I have yet seen." Can deliver from stock. Send immediately. NOTE OUR ADDRESS:

**Butler Bros., Upper Dale Works, Derby.**

range of engines from 1/8hp up to 24hp including both gas & oil engines, launch, cycle & car engines. The HERCULES OIL ENGINE could be delivered from stock in sizes from 1/8hp to 4hp. Although the size of the engine illustrated in one of his adverts in January, 1905, is not stated, it would seem to be fractional, probably  $\frac{1}{2}$ hp.

By the end of 1907 Henry Butler had moved his business to Alvaston Works, Derby, and in 1908 he was advertising a range of gas & oil engines from 1/8hp to 4hp, now limited to his former stock range.

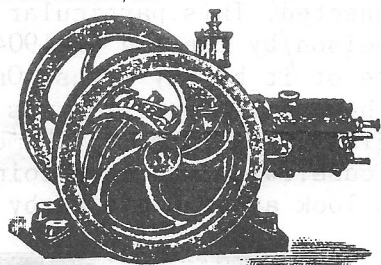
He ran this advert in the Model Engineer & Electrician through until 1910, after which date no more adverts appear. All these later adverts carry the statement, "(No connection whatever with any local firm.)" !

## HAVE YOU EVER THOUGHT

How much easier it would be to drive that Lathe, Press, Dynamo, Pump, or whatever you are using, with a "Hercules" Gas or Oil Engine. These Engines are right up-to-date, of highest efficiency and workmanship.

Specification.—Cylinders reamed and ground, steel slab crankshaft cut from solid, phosphor-bronze bearings, machine-cut gears, large sight-feed lubricator, etc.

Delivery from  
Stock.



Castings and Draw-  
ings supplied.

Sizes up to 24 h.-p.

Catalogue—Four Stamps.

The "Hercules" Oil and Gas Engine Castings are worth your while to build up, and they are beautifully designed. Detailed drawings are included. All sizes. Send your requirements.

## What about Launch and Car Motors for 1905?

I can supply you absolutely anything you want from 1 h.-p. to 40 h.-p., with 1, 2, 3, 4, and 6 cylinders, air or water-cooled. Call and see me, or send for my catalogue, 4d. Have something guaranteed. "Hercules" Featherweight Bicycle Motors—the lightest engine extant. The "Hercules" Motor Castings will please you. Aluminium cases. Detailed drawings. Catalogue, 4d. State your requirements. "Hercules" 6 h.-p. twin-cylinder tricar Motor. No vibration. Complete, £14 10s. Castings and Drawings, £3 18s. 3-cylinder Launch Motor, all sizes. I will quote you keen prices for any machining you want, or odd motor parts—piston rings, cylinders, carburettors, coils, plugs, silencers. My 1905 Catalogue is ready; you must have it at once; 4d. stamps.

You know my place—**HENRY BUTLER, Whiston Street Works, Derby.**

## Part 2, MADISON.

The Madison Motor Co. of Woolrych Street Works, Derby, puts in its first appearance in M.E. & E. in July 1903 with an advert for 2bhp & 3bhp cycle motors. A couple of months later sees the launch of the "NEW MADISON GAS & OIL ENGINES" designated "Type S" and available in  $\frac{1}{2}$ bhp and  $\frac{3}{4}$ bhp sizes. By November 1904 they have introduced a new design. Gone are the wavy spoked fly-wheels and the arched base, now replaced by more conventional curved spoke fly-wheels and a flattened base opening.

By 1903, Henry Butler of Whiston Street Motor Works, Derby was manufacturing the "HERCULES" 2hp cycle motor, which for £11. 10s. fitted, converted your humble bicycle to a motor cycle capable of speeds of up to 30mph! Henry Butler made the point in his advert that he had "Only One Factory".

By the end of 1904 Henry Butler had introduced a large range of engines from 1/8hp up to 24hp including both gas & oil engines, launch, cycle & car engines. The HERCULES OIL ENGINE could be delivered from stock in sizes from 1/8hp to 4hp. Although the size of the engine illustrated in one of his adverts in January, 1905, is not stated, it would seem to be fractional, probably  $\frac{1}{2}$ hp.

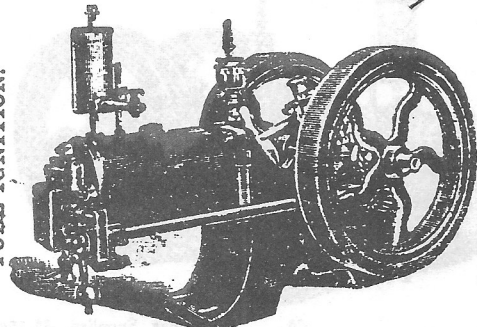
By the end of 1907 Henry Butler had moved his business to Alvaston Works, Derby, and in 1908 he was advertising a range of gas & oil engines from 1/8hp to 4hp, now limited to his former stock range.

## HAVE YOU EVER THOUGHT

how much extra pleasure there is in Model Building when your tools are driven by a small engine. We are ready to fulfil your requirements. This engine has cylinder, 4 in. bore and 6 in. stroke and develops  $\frac{1}{2}$  h.p. easily from ordinary gas supply.

Our price, delivered on rail, £8 15s.

Improved OTTO CYCLE  
TUBE IGNITION.



Drives 6-in. screw-cutting lathe on  
heaviest work.  
Six Months' Guarantee.

We are supplying above engine to consume paraffin oil.

Price, with all Accessories, £12 10s.

This is absolutely the Cheapest and Best Power for Mechanics and Model Engineers.

We can now take orders with delivery at eight days' notice for a short time.

ORDER AT ONCE.

NOTE.—These engines are only obtainable from sole makers—

**BUTLER BROS., Dale Works, Derby.**

## HERCULES OIL ENGINES.

Ready for Work.

| h.-p. | £  | s. | d. |
|-------|----|----|----|
| 1     | 4  | 10 | 0  |
| 2     | 6  | 0  | 0  |
| 3     | 7  | 0  | 0  |
| 4     | 9  | 10 | 0  |
| 5     | 11 | 10 | 0  |
| 6     | 13 | 10 | 0  |
| 8     | 17 | 10 | 0  |
| 10    | 22 | 0  | 0  |
| 12    | 25 | 0  | 0  |
| 15    | 35 | 0  | 0  |

Best Workmanship.

## HERCULES GAS ENGINES.

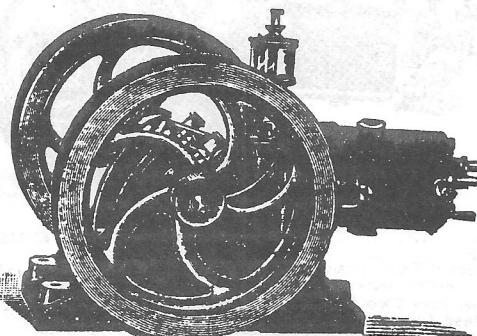
Ready for Work.

| h.-p. | £  | s. | d. |
|-------|----|----|----|
| 1     | 3  | 10 | 0  |
| 2     | 5  | 0  | 0  |
| 3     | 6  | 0  | 0  |
| 4     | 8  | 0  | 0  |
| 5     | 10 | 0  | 0  |
| 6     | 12 | 0  | 0  |
| 8     | 16 | 0  | 0  |
| 10    | 19 | 0  | 0  |
| 12    | 26 | 0  | 0  |
| 15    | 33 | 0  | 0  |

Best Material.

Satisfaction Guaranteed.

POWER GUARANTEED.  
ALL ENGINES FULLY TESTED.



EXTRA GUARANTEE

Castings and Drawings, as supplied to 13 Technical Colleges and Schools throughout the country:— $\frac{1}{2}$  h.-p. 18/-;  $\frac{3}{4}$  h.-p. 25/-; 1 h.-p. 35/-;  $1\frac{1}{2}$  h.-p. 45/-; 2 h.-p. 60/-; 3 h.-p. 90/-; 4 h.-p. 105/-; 5 h.-p. 130/-; 6 h.-p. 160/-; 8 h.-p. 200/-. All parts fully guaranteed. Larger Sizes in Catalogue.

The "Hercules" Domestic Pumping Set is invaluable for country districts. Absolutely reliable and simple. All sizes supplied. Combined Electric Light Oil Engine-Dynamo Sets from 2 to 100 lights. "Hercules" Launch Motors and Castings supplied all round the world. Catalogue 4d. stamps. State your exact requirements.

**HENRY BUTLER, Alvaston Works, DERBY.**

(No connection whatever with any local firm.)

(MADISON, contd.)

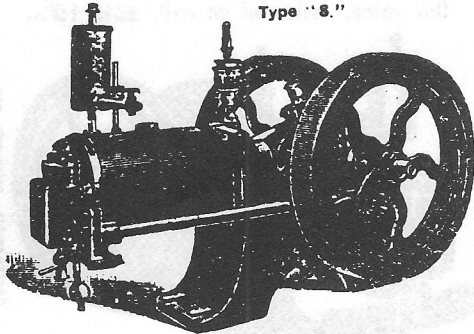
They were obviously producing castings for engines of other sizes since a feature article in M.E. & E., March 9th. 1905 refers to a  $\frac{1}{2}$ hp Madison and, although the picture (bottom right) is not very clear, it can be seen that this engine has some significantly different features to the one used in the advertisements. The cylinder mounting is a two-hole oval flange as opposed to a four-hole square one, the base is lower with a round arch and the side shaft, shown in the advert on the right hand side when viewed from the cylinder head end is replaced by a push-rod on the opposite side. This implies a completely different valve layout and governor system.

The company was now known as the MADISON ENGINE CO. of 9, Woolrych Street, Derby, and 1906 sees them promoting "re-designed" engines (although still using the same  $\frac{1}{2}$ hp model as an illustration, same as in 1904) in sizes from  $\frac{1}{8}$ hp up to 50hp!

In 1908, under the name of the Woolrych Street Foundry Co.,

## NEW MADISON GAS & OIL ENGINES.

For Driving 6-in. Lathes or Dynamo, 120 c.p.  
The Most Reliable and Economical Engine made.



Type "S."

for ALL CLASSES OF MOTORS, Etc.

$\frac{1}{8}$  h.p. .. .. £8  
 $\frac{1}{4}$  h.p. .. .. £9 10s.  
Hundreds of Testimonials received.  
Perfect working.  
Engines have Two Flywheels, Steel Cranks, Bronze Bearings, Sight-feed Oilers, and FULL INSTRUCTIONS for running.

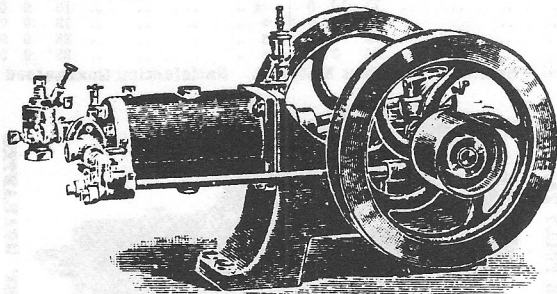
Castings Supplied, £2 15s. and  
£3 5s.  
List, 3 stamps.  $\frac{1}{4}$  to 40 h.p.  
(Guarantee given.)

MAKERS OF THE  
**NOTED MADISON MOTORS** £3 19s. 6d.  
for Cycles. Complete Attachments.  
Ready for building up.  
 $\frac{1}{2}$  h.p. Special Motor Castings, machined, 30s. Set, with full print.

**9, Woolrych Street Works, DERBY.**

## NEW MADISON GAS & OIL ENGINES.

For Driving 6-in. Lathes or Dynamo, 120 c.p.  
The Most Reliable and Economical Engine made.



$\frac{1}{8}$  h.p. .. .. £8  
 $\frac{1}{4}$  h.p. .. .. £9 10s.  
Hundreds of Testimonials received.  
Perfect working.

Engines have Two Flywheels, Steel Cranks, Bronze Bearings, Sight-feed Oilers, and FULL INSTRUCTIONS for running.

**SPECIALITY**—50 Volt Dynamos, run 8 8 c.p. lamps, complete, £1 19s. BEAUTIFUL MACHINES.

MAKERS OF THE  
**NOTED MADISON MOTORS** £3 19s. 6d.  
for Cycles. Complete Attachments.  
Ready for building up.  
 $\frac{1}{2}$  h.p. Special Motor Castings, machined, 30s. Set, with full print.

**9, Woolrych Street Works, DERBY.**

## THE MADISON MOTOR CO.,

Woolrych St. Works, DERBY.

WE LEAD, OTHERS FOLLOW.

Here is something for MODEL ENGINEER Readers.

### COMPETITION DEFIED.

Sets of High-class Castings.  
Cylinder bored, Piston  
fitted,  
Two Flywheels turned,  
Full Set Drawings.  
 $\frac{1}{2}$  h.p. . . . £3 15s.  
 $\frac{3}{4}$  h.p. . . . £4.

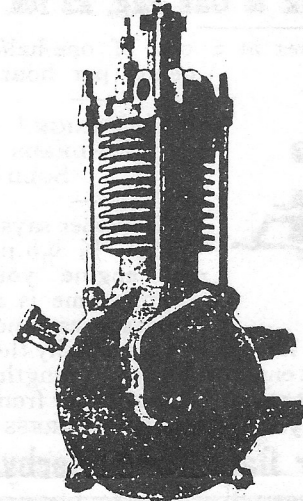
Yes, here it is.

**NOTE. NOTE.**—Including  
**ACCESSORIES.**

Battery Coil, Spray Car-  
ourettor, Rim, Clip, Petrol  
Tank, Handles, Spark Plug  
Belt, Pipe, and Set of Levers,  
and Wire

**FREE.**

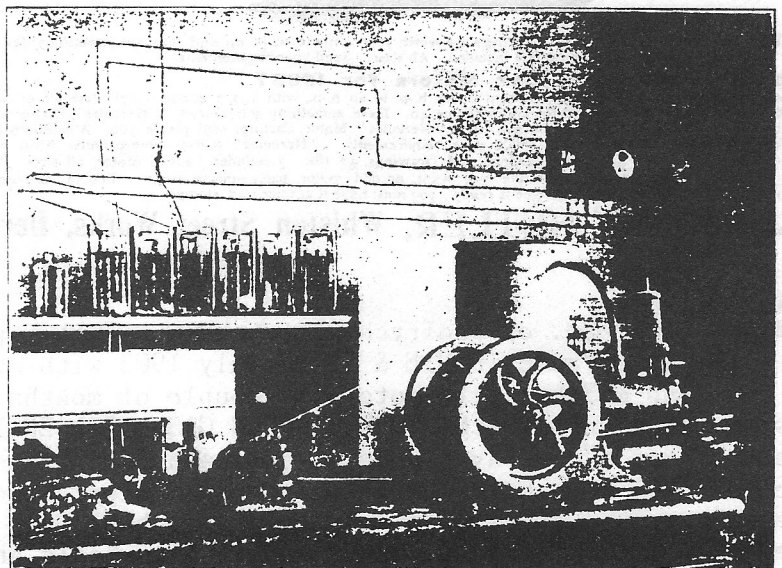
Six months' guarantee. All faulty Castings returnable replaced.  
**ENGLAND'S LEADING MOTOR EXPERTS.**



they were advertising a range of 25 sizes of engines suitable for launches from 10 to 100 feet long with a special model set available a 5/-!

In 1909 Madison were advertising the same engines but the range had been increased to thirty sizes, and by 1910, now under the name of the MADISON DYNAMO ELECTRIC COMPANY with a new address at Littleover, Derby, they may have been in decline since this is the last we see of them in the Model Engineer & Electrician.

Going back to Butler Brothers' obsessive statements about being the "sole makers" and having "no connection with any other local firm", just compare the engine illustrated in the advert centre-left on this page with the one centre-right on the previous page. There can be little doubt that they show the same engine. A plausible explanation would be that the demise of Butler Brothers around 1902 and the emergence of Madisons in 1903 were rather closely connected. This particular model was then discontinued by Madison by the end of 1904, but this is not the last we see of it by any means! On the other hand it could be that the local typesetter was a bit short of suitable small engine engravings, but somehow I don't think this is the case. Twice may be a coincidence, but three times? Lets look at the next Derby engine maker.





STEAM TRAINS AND ENGINES.

Bishops Lydeard rally proved to be a weekend of delight, combining Rogers two favourite hobbies. On arriving on Friday night we were shown to our space on the new venue field, the opposite side of the station, and found we had ample room to camp and noticed one or two familiar faces. After setting up we walked into the village to the pub where a B-B-Q and group were playing and spent a pleasant hour or two. Saturday dawned dry and bright and a very enjoyable day was spent rallying. In the evening we made our way to the station for our trip on the double headed steam train. We boarded what turned out to be a very full train, some 13 carriages in all, and all headed for Minehead. On arrival we all made our way to the fish & chip shop and people were spotted everywhere eating from the paper. Bliss! a jazz band played on the station until it was time to board the train. Unfortunately before we could all board, the heavens opened and it thundered and lightened. The poor old train creaked on the journey home and being dark it was like something from Agatha Christie. It all added to the fun. Great day. Sunday was equally enjoyable day with the weather hotting up and no evidence of the storm the night before. A definite if we can get in next year.

LINDA PIKE.

QUIZ NIGHT AT THE OLD DOWN INN - MONDAY AUGUST 24TH.

The evening started off with 17 people talking about Stanton Drew Steam Rally and how they got stuck. It then followed by everyone talking about who bought what engine and who likes what engine. At the start of the meeting Brian Verrall said thanks to everyone who turned up at Stanton Drew and how well it all went, then Brian Baker read out the notices. The quiz got off to a good start with a good selection of questions. Robin Lambert had the highest score with 59 answers right and received a bottle of Brandy. Jackie Lambert had the highest Lady's with 23 answers right and received a bottle of wine. There was an interval and after the raffle was held, there was 13 raffle prizes on offer, and was a really nice selection.

It was a very enjoyable evening for those who attended.

LESLEY NICHOLSON.

BURRINGTON VILLAGE FETE - 25TH JULY.

On July 25th Brian and myself attended a village fete at Burrington House at Burrington Coombe. This was held to raise funds for Burrington Village Hall. The fete was in the beautiful grounds of the House, very kindly lent by the owner Mr. Steven Edwards. The collection of stationary engines present was organised by Richard and Angela Gill who provided the safety ropes and stakes, a firepoint was provided courtesy of Wessex. Engines present included Brian Baker - 1940 Coventry Victor flat twin, Petter diesel twin 1950, Brian Taylor - Amanco, John Hancock - Lister and water pump, Angela and Richard Gill - Stuart Turner type N1924, Stuart type A water pump, Ruston Hornsby PD 2 HP 1943, Trevor Ware - Ruston Hornsby type APR 1924, Mr. & Mrs. Chapman - Bamford ECI 1938 driving water pump, Planett Jnr. seed drill USA 1930, Brian Read - Petter S hot bulb semi diesel 1930, Victoria 7 HP 1911, Mr. K. Barnett - Lister D 1946 with water pump and a collection of grease guns, Gerald Atherton - Villiers MK25 HS generator set, Phil Marshall - Fairbanks Morse 3 HP 1918 Z type driving a Massey Harris grinding mill 1920, John Brooks with a Ruston Hornsby PB 1½ HP 1942, Colin Baker with a magnificent display of motoring memorabilia. On the beautifully kept lawns was a collection of stalls including cake stall, books, tombola, bric-a-brac, plants, decorative glass, skittles etc. Altogether a very pleasant afternoon both for the visitors and the exhibitors, the weather was really grand. At the end of the fete exhibitors were very kindly invited by the host Mr. Steven Edwards to take wine with him at the herb garden at the rear of the house, this was much appreciated by all, thank you very much. I was told that this event raised over £1,200.

RAY BAKER.

"MENDIP MAYHEM". SUNDAY SEPTEMBER 6TH.

Many thanks to all who came to support us in whatever way. This was our most successful rally to date, and after the awful weather forecast, most surprising. We made £30.50 for the Wessex Club from the proceeds of the car boot and £129.50 for C.L.I.C. from the raffle and C.L.I.C. stall a total of £160. Many thanks to Brian and Mary for a splendid raffle, and to Don and Ivor and Roy for their help on Saturday and on the day. Thank you to everyone who helped in any way car park duty etc. There was a good show of engines and vintage cars and a couple of motor cycles, and a display of petrol cans, oil cans and motoring memorabilia etc. The weather was kind to us and so were all of you who came. THANK YOU.

LINDA AND ROGER PIKE.

NEW MEMBER A warm welcome is extended to Colin Curtis from Paulton. We trust your time with the Wessex Stationary Engine Club will be a happy one.

CLUB COACH TRIP TO DINGLES STEAM VILLAGE - SUNDAY 9TH AUGUST.

When I arrived at The Old Down Inn just after 8 a.m. quite a number of members had already arrived. The coach turned up and everyone quickly embarked and the coach departed at exactly the advertised time of 8.30 a.m. We then headed down the Mendip Hills, through the city of Wells and on to Ashcott where we stopped at Gloria and Ed Carp's bungalow to pick up 8 more passengers, then on to Taunton and Taunton Deane Services where we picked up Ray Earle and friends and it was then on to Exeter services to stop for breakfast etc. After a good cooked breakfast I was ready to get back on the coach and carry on with the final part of our journey to Milford, Lifton, Devon and 'Dingles Steam Village'.

The exhibits at Dingles are housed in very large ex-farm buildings, as well as exhibits displayed outside. A very large selection of engines, steam and i.c. were on display with some of them working, driving line shafting and machinery, a Robey 'V-twin' steam engine was driving a large pair of rollers that used to roll silk. There were static exhibits of all descriptions including Tractors, Commercials, Cars, Steam Traction Engines, Steam Rollers, Portable Steam Engines including a large portable Brown and May Steam engine which was made in Devizes. The 'Dingle' Family which was originally from Cornwall were contractors and road makers, and at one time had over 100 steam vehicles on the road, working. A lot of the exhibits on display actually belonged to the family and were once used in their business. Ray and myself visited their workshop which was really out of bounds to visitors and we had a very interesting talk to the resident engineer who had several steamers in various stages of restoration. With a gift shop, cafe, riverside walks etc. there was plenty for everyone to see and do. It soon came round to the allotted departure time of 4 p.m. We made good time back to Taunton Deane, where we had a short refreshments stop and said farewell to Ray Earle and Co. and then on to Ashcott where Ed and Gloria and Co. left us, then on to The Old Down where we arrived at about 7 p.m. All in all it had been a very good day out, we had a comfortable coach and a very good driver and we actually had to turn people away as we were oversubscribed (next time we have a coach trip remember to book early to secure your seat).

B.J.B.

\*\*\*\*\* DATES FOR YOUR DIARY \*\*\*\*\*

SATURDAY OCTOBER 3RD. Social Evening and Skittle Match. Followed by Ploughmans Supper.

at The Cheddar Football Club. Start at 8 p.m. Usual Raffle. Raffle prizes will be most welcome. There will be a charge of £2 per head towards the food as we need to build up our finances after the disastrous rally. Please let Jackie Lambert know if you wish to attend by ringing 01373 463526.

ENGINE MANIA - BRING AND BUY SALE. Limebrooke Farm, Tog Hill, Wick, Bristol. SUNDAY 11TH OCTOBER. 10.00 am - 2 p.m. Pitches from £3. Buyers £1 at the gate.

MONDAY OCTOBER 26TH. Club Night at The Old Down Inn. Talk by Bob Musgrave "The Story Behind The Inn Signs". Usual Grand Raffle.

SELWOOD CLUB are holding their "Large Clearout" at the Tropical Bird Gardens at Rode on Saturday 6th February, 1999. £5 per pitch.

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\*\*\*\*\* THE MARKET PLACE \*\*\*\*\*

- FOR SALE - Petter 'M' 5 H.P. Serial No. 78012. On Trolley. £350. Lister 'L' 5 H.P. (1923) Ser. No. 27495. On Trolley. £250. Lathe £80. No time wasters. Ring Ian on 01934 834943. Congresbury Area.
- FOR SALE - 18 H.P. Webber Twin Cylinder. Tank Cooled. Trolley Mounted. Good Magneto. 1920's £450. ECCLES Topax Caravan. 12/240v Fridge. New Awning £950. Ring Brian Reakes on 0117 9868549. (Keynsham Area).
- FOR SALE - Old Glory Magazines. All copies from June 1994 to August 1998. Also 20 Model Engineers Magazines. Turner Diesel Engine Spares. Radiator. Injectors. Fuel Pumps. Copper Head Gaskets. Other small spares. Ring Cecil on 01458 445790. (Street Area).
- FOR SALE - 13 Pairs of Iron Wheels. From 7" to 15". Stationary Engine Magazines Numbers 45 to 273. Old Glory Magazines. Number 1 (Premier Issue) to 52. Vintage Roadscene Magazines. 1 to 38. The Model Engineer and Practical Electrician and Model Engineer magazines from year 1932 No. 1638 to year 1959 No. 3043. For Enquiries Ring 01747 840835. (Bourton, Dorset).
- WANTED - A SMALL ENGLISH OPEN CRANK ENGINE FOR AN ENTHUSIAST IN SOUTH AFRICA. MUST BE IN GOOD CONDITION AND COMPLETE. RING OUR SECRETARY ANNE CARNEY IN THE FIRST INSTANCE WITH DETAILS AND PRICE ETC. ON 01225 334565.