

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

September
2013

Thirty sixth year
of publication

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From The Sump

Guest editorial by Eric Gay

Another year is drawing towards its close and I can see a lot of changes coming for The Wessex Stationary Engine Club, one being that our long time Chairman is going to retire from the post at the AGM.

So the Club will be looking for someone to take over from Brian, It has been suggested that I stand for the post of Chairman, but if I do this will mean that we will need a Vice Chairman, Keith Naish our Treasurer is to retire at the same time.

We will need to fill these three posts, so how about putting YOUR name forward and giving the club YOUR help in keeping things running? The club is in a very sound financial state, better than it has ever been and this is due in no small part to our club members voting for the recommencement of a two day rally. Every new rally we have run at Semington has made a profit, not only for the club, but we have been able to help The Children's Hospice South West each year.

But none of the club's activities and success will carry on unless we can get some new blood into the committee. It's not that arduous, I have sat on the team for 28 years and it ain't killed me yet! It's a couple of hours a month and a little more for the Chairman, Vice Chairman and Hon. Treasurer. We all find time to do many other things, so please one and all, for the sake of keeping this club at the forefront of the stationary engine movement, give your committee some help and put your name forward at AGM in February 2014?

I now have another job for someone out in club land, in my garage and my workshop I have stored a great deal of club equipment, 8ft signs fire extinguishers, road signs, banners, metal stakes ropes etc.

Now I have been asked by the committee to have the goods from the Club Shop! I do now have this **but I can only store this stuff for a short time.** The club needs someone to take on this job urgently as Tony & Diana can no longer carry out this task as they have done so admirably for many years. In stock we have a range of clothes, bookmarks and similar impedimenta. All that needs doing is to bring the club goods to the evening meetings at the Court Hotel and as many Club events as one can - crank ups, rally etc. We need someone to take over this post **by the end of October** please. If no one comes forward, the goods will probably be sold off cheaply and the Club Shop closed. Is this what we want to happen?

Moving the Metal

For sale

IHC famous, 1911. 1 hp. Battery and coil engine fully restored. The engine starts and runs well and is ready to rally £1,250
Fairbanks Morse 6 HP Z type. This 1917 low tension model starts and runs well. £850 ono.

Both above, phone Pete Gear 07584 325266.

Bamford straw chopper and a Lister D in good condition. Sale by a third party. £135 ONO. (Portland area)

Phone Felicity 07810 485351

"Kibbler" cow cake grinder. Fully restored, paint and woodwork to a high standard of finish. On pine base - not on wheels. £130. Must be collected from Frome.

Phone Tony Davis on 01373 464982

Lister D Type. Spec.13d. 1½hp. 700rpm. Serial No. 109978 (April 1934). Incomplete with box of bits including carburettor, battered tank, & other parts. No Magneto. £20 the lot. Tel: Tom Randall. 01761 418926 or email tom.randall@dsl.pipex.com

Watermota K2. Mid thirties twin cylinder marine engine. Complete with square bodied ML magneto. manifolds and original frame. Standing many years under a bench and is seized but is just stirring! £240. or swap for something small and interesting. Tel; Kim on 0117 964 6818

WANTED

Lister/ Petter diesel engine - 3HP, air cooled with pulley.

Appearance unimportant as long as good starter and runner and not too costly. W.H.Y ?

John Cluett 01747 855097 or email margaretcluett@gmail.com

Howard "Bantam" rotavator needed for spares. Whole machine considerd. Phone Richard 01225 862753.

Wiko or Lucas RS1 Magneto, counter-clockwise on cog drive end. Phone Terry Williams 07845 137796

No. 52 Steel Detachable Chain as used on conveyors. Need 10 yards, but any quantity will do.

Phone Gerald Atherton - 01934 852670

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

Phone Kim Siddorn 0117 964 6818

Recommended Bearing Supplier – very helpful!

Solent Bearings, Unit 20&21, Test Valley Business Centre, Test Lane, Nursling, Southampton, SO16 9JW
Phone - 02380 667100. www.solent-bearings.co.uk

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

Phone - 0117 964 6818

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

Featured Engine 78

By Kim Siddorn

I have been fortunate to recently buy a 1918 500cc ABC engine driving a 70 Volt, 25 Amp dynamo by Lyons and Wrench. Few have survived the ninety years that separate us from them (I know of perhaps half a dozen). Oil and petrol were carried in one cylindrical tank, usually above the driven device. There were two versions of the engine, a lightweight, air-cooled, four-stroke flat twin of 250 & 500cc. The smaller unit weighed only 14lbs (approx 6 kilos) sans carb (2.75lbs), pipes and magneto (7lbs). having a bore of 60mm. and a stroke of 44mm, giving a swept volume of 248.8cc. It was fitted with a governor that maintained engine speed to within 4% and was used extensively as a trench generator when fitted with the then-standard Marconi alternator. It was well made and of sturdy construction as, although continuously rated at 2 BHP at 1,200 RPM, it was readily capable of 3 BHP at 3,600 RPM for short periods. A factory test ran one off load at 8,000 RPM without it self-destructing & the designer is on record as asserting that 10,000 rpm was a possibility if the engine was carefully assembled. These were extraordinary engine speeds for the time and in 1915 were commented upon in "The Autocar" and "The Aeroplane".

The crankshaft was pressed up from hardened & ground parts with roller big ends. The connecting rod had solid big end eyes & the rollers were slipped into place from the side after the crank was assembled under 100 tons of pressure. A two-part clamping ring was fitted onto the crank journal alongside the big end eye, thus retaining the rollers & acting as a thrust face without involving the crank itself. Placing them in opposition to each other brought the conn rods closer to the crankcase centreline & reduced the rocking couple. The crankshaft was supported on four ball bearing races, themselves pressed into steel sleeves in the crankcase. It weighed 15ozs, a complete connecting rod with rollers weighing 2ozs. The only plain bearings in the engine were the small end bushes.

In line with rotary engine practice of the day, the cylinders were machined from solid bar. The high tensile thin wall cylinders weighed 1lb 11oz & supported equally thin wall cast iron pistons of an all machined finish which complete with the rings, weighed 6.50ozs. The cast iron cylinder head weighs 1lb 4oz. The thin steel cylinders had a higher coefficient of expansion than the cast iron pistons they supported. Inlet & exhaust valves were 27mm in diameter.

Contrary to common practice at the time, the pushrod operated exhaust valve was placed in the cylinder head on the cylinder axis - "vertically", one might say. Thus, it operated furthest from the cylinder that it might distort and where it could get best advantage from the flywheel-mounted fan, the air moving fastest at the periphery of the blades. The inlet was a side valve, allowing the shortest path to the cylinder from the single carburettor mounted in front of the timing case. Claudel-Hobson and Zeniths were used, but ABC's soon designed & built a carb of their own. The one-piece camshaft was also machined from solid & extended out of the timing case to connect with the starting handle, thus offering a two to one advantage in cranking. Some engines were fitted with a kickstarter that operated direct on a crankshaft extension. To reduce wear, the camshaft drove

swinging links that in turn operated the tappets. Ignition was by high tension magneto which weighed around 7lbs.

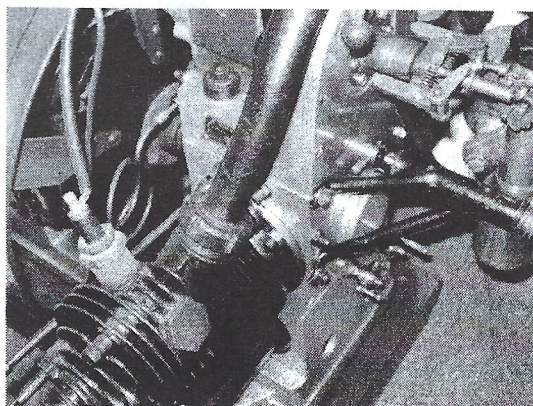
The engine was mechanically lubricated by means of an oil pump running at 1/15th of engine speed, an adjustable sight-feed lubricator being fitted for regulation and observation before distribution throughout the engine by gallery and splash.. Once this drip feed was adjusted, the lubrication was automatic and correct for any engine speed, the engine being able to run for twelve hours without attention of any sort with one refill of the petrol tank. Oil for the engine was not carried in a sump and circulated. Considerable experiment showed that this was unsatisfactory due to the oil losing its qualities so rapidly. In fact, it was found that circulated oil contained 40% petrol after a 'twelve hours' run, the viscosity materially reduced and its lubricating qualities impoverished. It was found preferable, therefore to pump a small quantity of fresh oil that was burned off or simply drained from the sump occasionally. The petrol consumption when developing 3bhp was a third of a gallon an hour, which is very low for such an engine.

Sharing all the features of the 250cc unit, the 500cc engine had a bore and stroke of 70mm x 64mm. It was rated for continuous use at 5 BHP, but up to 9 BHP was briefly available.

The engines were both supplied with well made, sturdy bed plates of cast aluminium which supported the cylindrical silencer which ran transversely across the front of the crankcase. Various different types were used, dependent upon designed use. It might carry a cone clutch operating lever and outrigger bearing if used for starting. A one-kilowatt dynamo by Lyons & Wrench, a flexible drive coupling, a pump or a fan case.

The centrifugal trench pumps gave very good service except for a period when they were cursed with mysterious piston failure. The Government were within a stroke of canceling their contract with ABC and awarding it to Douglas when the truth came out. A mechanic, injured in action was hospitalized and mentioned in passing whilst on the ward that the Army order to keep the pumps running all day and night was unpopular with the squaddies that had to live near them. During the hours of darkness, German snipers and grenade throwers used the sound as an aiming point to the detriment and distress of the soldiery & it was quickly discovered that if an out-of-sight washer was removed & dropped into the spark plug hole, the engine would start & run for a while until the washer ate its way through the piston crown. One can imagine the smiles of relief as the lads settled down to a peaceful - if moist - night's sleep!

Many ex WD generating sets were sold through Gamages for £10 each in the years after the war when a skilled man might earn £2.50 pw.



Calendar of Events

Key. CN = Club Night. E = Event

Oct 5th (Sat) Skittle Match At South Parade Frome

Oct 6th. E. Sherborne Steam & Water-wheel Centre. Self drive club visit to arrive 10.30 for 11.00am on feet. The centre is situated on Osborne Road, in Sherborne, just 120 yards east of the turning to Sherborne. For your satnav – DT9 3FX.

Oct 12th (Sat) E. Wessex Autumn Sortout At Cranmore Railway Station.

Oct 20th (Sun) E. Crank up at Keith Naish's Yard, From 9.00AM please! BA4 6NA - details below....

Oct 20th E. Robert's Open Day. 11-4. Stationary Engines, Tractors, Motorcycles. Visiting exhibits. Museum and Displays. Manor Farm, Sevenhampton. GL54 5SW. Phone 01242 820408.

Oct 28th. CN. Dorset & Somt Air Ambulance
by Colin Thomas.

Nov 12th. (Sat). Enstone Autumn Sale. info: Mrs. Anne Harris 01367 810415

Nov 25th CN. Photo Night. Bring 10 Photos, hard copy or USB stick or CD rom.

Dec 1st (Sun) Anti-Freeze Crank Up. Nunney Catch

Dec 27th (Fri) Mince Pie Crank Up At The Court Hotel

This Calendar of Events is composed by the editor based first upon a list supplied by our Chairman. I've added to it things I think will interest the membership, but it is not cast in stone! You should always make sure an event is still on by contacting the organiser in advance. The responsibility is yours!

Skittle Match, Oct 5th – food requests

If you are attending our annual skittle match at the South Parade Club at Frome, could you please ring Diana Davis on 01373 464982. with your supper order - fish or chicken and chips etc.

Engines Wanted!

Engines are wanted at a Crank-Up at Keith Naish's yard at Evercreech Junction Nr Shepton Mallet on the A371 on October 20th. Starting at 9am. Cars, Motor Cycles Tractors etc will be welcome. We will be running a raffle, prizes will be most welcome. There is a café at the entrance to the yard serving hot meals and drinks. Toilet facilities available. A donation will be made to Children's Hospice South West from the proceeds of the raffle.

Club Run and Gathering News

By Eric Gay

Your committee has been hard at work with many phone calls and discussions with the **Sherbourne Steam and Water Wheel Centre** to arrange a drive yourself to the venue trip. As you see this is to the Water Wheel Centre at Sherbourne in Dorset, not only will the huge steam engine be in steam, but come along and see what may be the largest water wheel working in England. They also have other attraction and have a Stationary Engine Day that day

We want to build up the social side of the club and there is other things planned for the future so please come along and have a day at something a little different. It is situated at

Osborne Rd in Sherborne just 120 yards east of the turning to Sherborne - DX9 3FX. I hope to see you there.

The Wessex Midsummer Vintage rally Committee have already been hard at work with for your Rally at Semington. The dates will be June 21st & 22nd 2014. Over the last three years the committee members have begged and borrowed to get the show up and running to the success it has been. This can not continue as one can only call in so many favours, so for 2014 we have a large marquee that we have to pay for BUT if we can get the assistance of a few fairly fit people to erect it, we can hire it for a much reduced sum. Please give me a ring - I'm not asking for the moon just a little help so that you all can have a fun weekend at Semington.

Remember this is what most of you voted for and we the committee have worked very hard to give you. I hope very much that you who have given us your support over the last few years have had a good time, I know I have and I have enjoyed helping with this event.

Obituary

It is with sadness we learn of the death of Adrian Candy, Adrian had been poorly for some time and sadly passed away at Bath Royal United Hospital on August 27th. He had been a club member for a long time and was a good supporter of our rallies, crank ups and coach trips. He was a quiet, unassuming man and it was always a pleasure to be in his company. He will be missed by his rallying friends and our condolences go out to Margaret for her sad loss. Robin Lambert

Chairman's Monthly Report

by Brian Baker (*printed as received*)

The August monthly meeting at the Court Hotel had guest speaker Colin Baker giving a film show of the Morris Car factory in the early thirties. This was an excellent presentation by Colin but was only watched by around a dozen members. This was the same number who turned up for the June meeting when we had a quiz. This is an unacceptable response from members after the hard work put into the programme by the committee for your entertainment. In future it will be a case of, "if you do not use it you will lose it." If the subjects chosen for the meetings do not meet with your approval then let us know. Since Arthur Smith gave up as secretary several years ago I have compiled the years programmes single handed, I am currently doing the programme for 2014, and this will be the last year that I will be involved as I will no be chairman after the next AGM. So I appeal to all members to support the clubs meetings and events or I can see the club declining into obscurity. I would like to remind members that for next year we shall be looking to replace the President, Chairman, Vice Chairman, Treasurer and Committee members

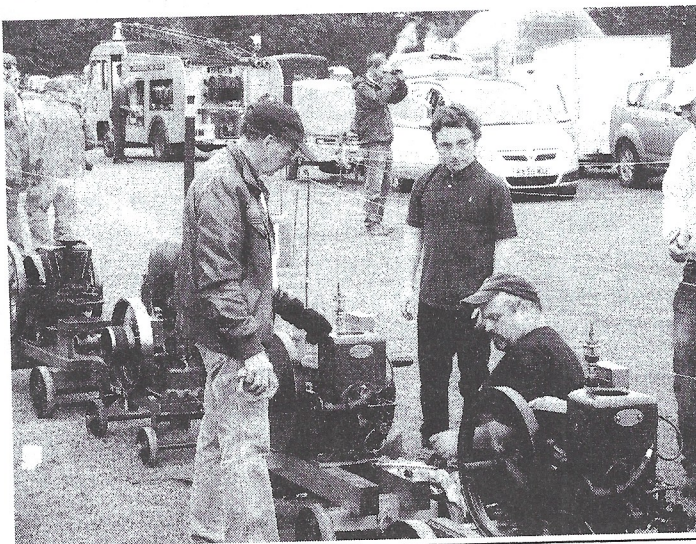
Social news

Earwig's back on form this month and tells us that Liz Hibbs is now home after a spell in two Hospitals and is feeling a bit brighter, so we hope to see her out and about soon.

Roley King celebrated his retirement in July and started off with a vintage steam rail tour to the West Country. No doubt now the celebrations are over, Rose will be busy adding to her "Jobs to do List" with all the spare time he will have on his hands!

Best wishes to Diana and Tony Davis on moving to their new home (now the work begins) Their phone number is still the same 01373 464982 which club members can use to book their supper at our skittle match on Saturday October 5th.

Get well soon Kerwin Harris our Cornish Club Member, we all missed you at the Stithians Show, so Kerwin make sure you are up and running soon as we are all missing you.



Here's a photo from Robin Lambert showing three club Member's at Upper Wallop Village Day. David Upton took along four different models of Ruston Hornsby ZPR, air cooled, petrol/paraffin, petrol only and one with solid flywheels, Photo shows David on left with a helping hands from Pit Mechanics Jamie and Luke Coates

Shapwick School Wed 3rd July

By Robin Lambert

Gloria and Ed Carp once again organised a few stationary engines to attend this special day at Shapwick School for Children who have Dyslexia and learning difficulties. Most of the children are aged between eight and eighteen and are boarders here with just a few attending daily. This year the pupils were given a questionnaire to fill out as they mingled amongst the vintage Cars, Motor Bikes, Tractors and viewed the stationary engines all displayed on the school's well kept lawns.

Somehow, I was given the task of noting down which pupil asked the most questions and although many showed a great interest in our display and a teenage girl who's home was in Guernsey was very inquisitive and it was her that I nominated. In fact, she even told me about the war time occupation

of her Island and asked me when England was liberated! She seemed a bit puzzled when I told her we were never occupied in the first place so I guess her history teacher could do with fine tuning things a bit to bring her up to date.

For a bit of fun we took along a old WW2 stirrup pump and two buckets so they could have a go at pumping then someone suggested if they put their thumb over the end of the hose they could stop the pump! Well, you can guess what happened and kids being kids water they all got very wet.

Jackie and I enjoyed our day here and hope we can do it again next year.

Ducklington 20th & 21st July

By Robin Lambert

This was the 14th West Oxon Steam and Vintage Show situated Just outside the Cotswold town of Witney, this is an ideal event to exhibit at especially if like watching low flying aircraft as the rally field is only a few fields away from Brize Norton Air Base which is a very active day and night.

The Show field here is huge and all entry classes were well supported and one line of commercial trucks here had 17 Bedfords all in a line which all belonged to three members of the same family. Entered as the Freshwater Collection. their entry went up to 29 Vehicles which included Austin, Morris and Chevrolet all restored to mint condition.

There were over 130 Stationary Engines entered and for the exhibitors it was very relaxing as you could park by your exhibits with plenty of space for tents, campers and Caravans. Next to me in the line was Peter Frost who brought along a nice little 1945 Jap that had never been used, brought straight as it left the Military stores it even still had its packing around it !, Its hard to believe things like this still turn up. Peter also had a 2 hp Ruston Hornsby ZPR which ran when it felt like it and on closer inspection the magneto was tripping when the piston was halfway down the cylinder!

One of the largest Engines to be seen on the was a 12.5 ton Gardner mounted on a artict trailer and towed by a 30 year old ERF Tractor Unit. It was Supplied in 1941 to Sir Robert Mc Alpine and Sons.

David Upton brought along his newly acquired vertical Blackstone and had a few teething problems which was diagnosed as a problematic fuel pump which will soon be sorted out back home in his workshop.

Scale Models are becoming more and more popular and some nice examples were here in the shape of New Holland, Olds and John Deer, The popularity of these scale Models are great for fehibitors who find moving heavy machinery more difficult and often have to look for a hand when moving them around and loading up.

Lots of full size Steam Engines were here and some even made it to the Ducklington village pub in the evenings which proved a lovely setting as the sun went down.

A good selection of stalls were set around the field with all the old bits and pieces we like to browse over and some nice food vans and of course the entertainment and beer tent for relaxing. The event was sponsored by Cotswold Oil Engine Club. Next year will be their 15th show and I would very much like to be there.

Eric's Error

By Eric Gay (*Printed as received*)

Now I be going to tell Eee about some-~~it~~ that did appen to I tother day I went to Halfords, thee know thick place that do sell ods and sods fer cars and other things. I did want some spray paint, well they do sell thick sort of stuff. Twer for me rotovator I were going to give Eee a bit of a birthday and repaint some of iss bits.

I did give it all a good clean down, rub down and twer all ready fer some of thick paint. Turned out or right it did ~~left it a day ur two so~~ it did go ard, then r did put un all back together.

Well that were alright till I did fill Eee up we petrol all the Blxxdy paint came of ~~and~~ L were left we a right damm mess.

Now as Eee can amagine I were not appy so I took meself back to Halfords and I do tell um what do appen, snow what they do tell I you should have coated it we petrol proof lacquer Why dont it say so on thick tin?

I got know answer to that, Were be this stuff ? they took I back to the shelf were the were hundreds of tins oh paint and would you belive that after u long serch we found one tin of thick proofer.

So I spent more money to elp line old man Halfords pocket and set to work once more, well would you Blxxby belive that thur proofer is about as much use as a hand brake on a canoe. I wrote to Halfords but thick were a right avast of t'me as it took around three wicks for they Yto answer and I only got told I did not have the skill to do the job. Well now that did get right up me snowt and I did write they another letter but this un wern't quite so polite as the first. I damm well did learn me leason I now buy Car-Plan spray paint and I can tell Eee the can chuck petrol over that and Eee dont come of you.

The Great South Cerney Mistake

By Eric Gay

Maureen said she would not come on Saturday, shopping with daughter spending money again on I don't know what, I never see anything that makes any sense - no mags, no tools, no pumps and never ever an engine, I just don't know what they spend money on. Now this was alright because I could get off early in the morning. So I were away early and arrived on site around 8-30 Saturday morning through the gate and across part of the airfield, then stopped by Mr

yellow coat "got your pass?" I showed my yellow paper pass. Now, I'd sent in my entry form at the beginning of the year, and my pass came in the post - or so I thought.

"You ain't coming in here with that! What have you done with the tear off slip?" "I never had a tear off slip" said I, "Well, you can't come in with that" said Mr. yellow coat but for once in my life I had a quick answer,, asking him to show me the perforation where any part of the pass had been removed. That put a stop to the conversation and I was grudgingly let in.

I then drove to the engine line but not a space to be found. I then found the engine steward "Where can I go please?" "If we have no room, then we are full up".

He looked at my van and asked what i had done with my caravan, "I do not have a caravan" said I. "Well, you can park up and we might find you a space tomorrow". I then pointed out that I was travelling home that evening and would be coming back next day. "Oh, come with me I might find a bit of room in the other pen. Grudgingly.

Two very nice lads moved their exhibits and I set up between them with a foot space on one side and around two foot the other. I then asked what I should do with the van? "Oh leave it there." I was parked at right angles across the other vehicles and blocking any access for emergency vehicle or the movement of the other vans etc. If there was a fire it would have been a disaster. I pointed this out and was told "oh that's alright".

Not long after I had got into my little space, my friend Roy Sanford arrived and he told me that he had the same trouble with Mr. yellow coat. Poor Roy had nowhere to place his and Wilf's engine's until the marshal found two metal barriers, stood them up and tied a rope between them and the van door handle.

The miniature steam engines at the event had around half an acre to play in, but we had more mini steam at Semington that at South Cerney and I saw one exhibitor that, after only about two hours, drew his fire and the engine stood idle for the rest of the day.

After lunch I took a walk to see the full size engines, I know I am not now the fastest walker but a 15 minute walk, and on the way I was stopped and asked if I knew where they might be. I did find them in the end and what a sorry sight they were. The number of general public looking at the engines could be counted on both hands, one very nice Marshal engine had three people looking at it, but most engines had no general public at all around them. Maybe I just went at a bad time, but I know other exhibitors said that they were so far away from the main area that they had no visitors at all. With many

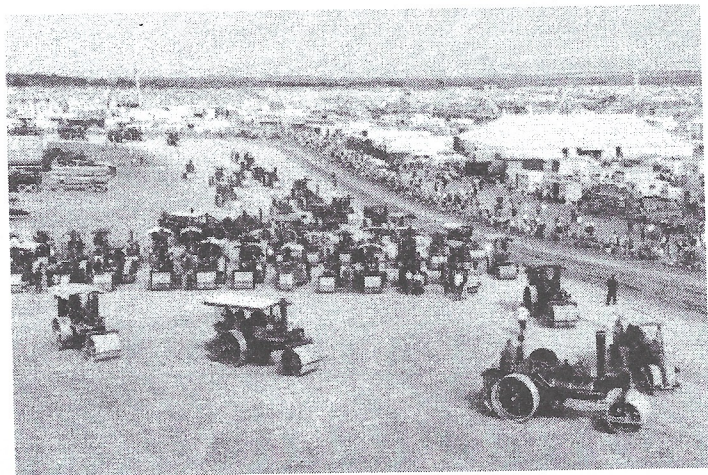
stationary engines owners being told to leave their engines on the trailer or in the van and go for a walk round, I feel that many will think twice before entering next year. Needless to say, I did not return on Sunday.

Great Dorset Steam Fair 2013

By Eric Gay

*The showmen with engines gleaming bright.
Dynamos a humming work late into the night
To run the fair ground with a myriad of light.
Only at Tarrant Hinton will you see such a sight.
The Great Dorset Steam Fair - tiss a True Delight.*

Now I went down to Dorset in the late summer of 2013, to see what were a happening at that great steam fair. Oh what you missed if you did not come. They great engines rocking as they worked in the summer sun with steam, smoke and oil. How they gleamed in that summer sun. Two of the Best Showman's Engines you will ever see were working side by side No. 3938 Burrell Showmans Scenic **Quo Vadis**, along side Burrell 8nhp Showman's Scenic No. 3896 **Earl Beatty**, they made a magnificent sight both belonging to Robert Coles & family from Shaftesbury.



In the early morning the the horses stand at ease awaiting for the harness and the plough. The man with boots and gaiters that only reached to his knees ready to make the first furrow in the stubble field with ease.

Down in the woodyard, the blade is spinning bright, the smell of fresh cut timber a true delight making everything from fencing stakes to gate posts and table tops. Watch that sawdust fly lads when that blade spinning right.

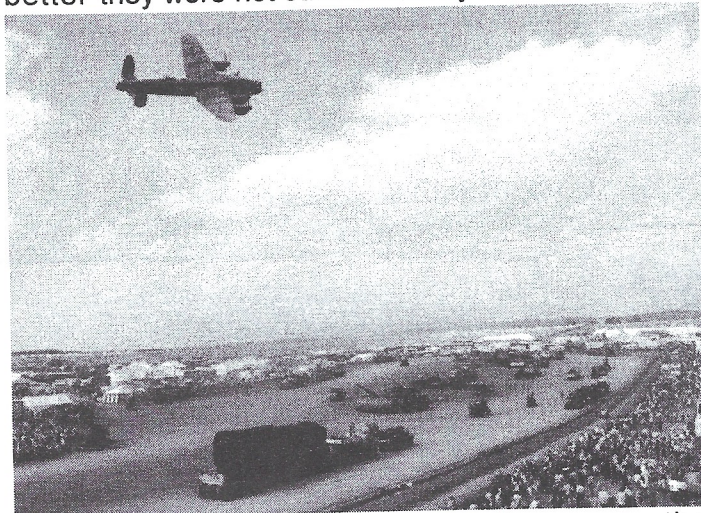
Up on the hill I see the plough cut through the earth and stubble, the great ploughing engines toil all the day and never giving any trouble.

As most of you will know I always attend the Great Dorset Steam Fair, I just hope I can continue as this years show was out of this world, with more people attending than I have seen in many years. 20,000 on

Saturday and the Wednesday, Thursday, and Friday were just as busy.

We met and spoke with people from all parts of the world, New Zealand, Denmark, Holland, Germany, France and many more with a great many from Ireland. We had a great time. As usual I spent my time milling whole meal flour (I can supply flour) just ask.

This year it was great to have the wood yard and threshing area moved across the site to the country craft area This made things much better they were not surrounded by food outlets.



One exhibit I must mention was the miniature Traction engine in the woodyard, this was driving a water pump this in turn was driving a water wheel and that was turning a spit roasting a full size pig! Anyone Want To Do The Same At Semington in 2014 - the Rally Committee could do with a free supper ;o))

The auto jumble just get bigger each year, I had a couple of bargain a pair of Hupa pliers (made in west Germany and are top quality when I was working I would buy nothing else) brand new never used - 50p, and 16 small twist drills again new for £3 00.

As you will now know a new world record was set at this year's show for the most steam and motor rollers in any one place 157 that is going to take some beating.

Now again this year we the engine boys were placed right next to the idiot tractor pullers this was not good as the noise and the fumes at times were very bad. A letter is on its way to that nice Mr. Oliver hoping that we may get them or us moved next year.

The Heavy Horses once again were a sight to see, ploughing, harrowing pulling hay wanes and carts, took a lot of photographs of those just to keep my daughter happy, (She does like horses and I was brought up with them) Well, I won't rabbit on any more, just to say if you did not go to this year's show, you missed one of the best ever!

PS - they pasties and thick cider be proper good for Eee.