

THE MONTHLY MEETING. 27th. July, 1981.

A rather poor attendance of only 37 W.S.E.C. members at the Old Down Inn, Emborough, saw an interesting slide show by Michael Cannon on the subject of the Dinorwic Slate Mines of North Wales.

With his own slides, Michael guided us around the mines and spoke knowledgeably on the subject. We saw old machinery, from a 500foot diameter water wheel to an early 20th. century air compressor, all the old forges and workshops complete with pillar crane, but, alas, the steam engine had long since been removed.

The site and the workshops have now become a museum of slate mining, all the exhibits having been left just as they were when the mines closed many years ago.

Michael was thanked for his hard work by Rod Dring, who then showed us all a "Bugs Bunny" or "Wessex Wabbit", available from Mrs. Rosie Bowditch of 120, West Exe South, Tiverton, Devon. This was a replica of the one raffled at the Club Rally at Yatton and anyone wishing to purchase one, please contact Mrs Bowditch. They make lovely Christmas presents.

Herb Gane next appeared on the scene, waving raffle tickets around and endeavouring to empty our pockets. Eventually the draw was made and won by Mr. Terry Denham (tin of toffees) The second prize went to H. Esain (tea caddy) and someone managed to retrieve Stephen Emery from the attractions of the bar to collect the third prize which was a commemorative mug. All prizes this month were, topically, souvenirs of the Royal Wedding.

Finally, the last half hour passed quickly away with arrangements being made for meetings at Beaulieu or Alderholt, general rally natterings and the usual technical discussions.

Emerson Brantingham.

CLUB EVENTS.

- SEPTEMBER 28th. SLIDE SHOW presented by Rob Lambert, from Frome.
- OCTOBER 26th. MEMBERS NIGHT. Please bring along any film, slides, photographs, etc., for projection. The epidiascope will be available for photos, post cards, etc.(post card size about the maximum) An added attraction will be a film about engine collecting in New Zealand.
- NOVEMBER ? ANNUAL CLUB JUMBLE SALE. HOPEFULLY THE DATE WILL BE 7th., 14th., or 21st. of November. More details next month.
- NOVEMBER 30th. HIGHLIGHTS of the LONGLEAT RALLY. A slide show presented by Eric Brain.
- DECEMBER 5th. CLUB DINNER & DANCE at the Masonic Hall, Frome. Arrive at 7.30p.m. for dinner at 8.00p.m. The menu will be Soup, followed by Roast Turkey with Savoury Stuffing, chipolata Sausages, Roast and Creamed Potatoes with two other vegetables. A Sweet, followed by Cheese & Biscuits, Coffee & mints.
- There will be the usual welcoming glass of sherry when you arrive, together with the famous free draw, the first three prizes being a turkey, a decorated cake and a bottle of Scotch. Donations of other prizes will be welcomed on the night. The closing date for tickets will be NOVEMBER 14th. and a booking form is attached to this newsletter. All this, and more, at the Wessex inflation-proof price of £5.00 per head, the same as last year, when a splendid total of 91 members & friends gathered together. This number is about the most that can be catered for, so book early and make sure of your tickets now!

MORE DATES FOR YOUR DIARIES.

- SEPT 5/6 STROUD VINTAGE TRANSPORT & ENGINE CLUB 7th. Vintage Rally, Oldends Lane, Stonehouse, Glos. Vintage Sale on the Saturday. Proceeds to Spina Bifida.
- NOV 14. VINTAGE SALE, FAIRFORD: Cotswold Oil Engine Preservation Society.
- SEPT. 20th. "FOUR QUARTS CRANK-UP" A gathering of engines etc. at the Four Quarts Inn, Hewish, on the A370, West of Congesbury, just off junction 21 of the M5. Start about 10.00a.m. Please contact Ivor Cox, Yatton 834791 beforehand, as space is limited. Already some 40 engines, 10 tractors, a fairground organ and a steam roller have booked in. Should be a good day out.

- FOR SALE. LISTER J Type, 3h.p. Tank Cooled. £90.00.
- FOWLER 1½h.p. £40.00.
- LISTER LH Type, 6½h.p. Hopper cooled, with 28" saw bench, £160.00. o.n.o.
- Please contact Brian Hann, 27, Newbury, Horningsham, Warminster, Wilts. or, telephone Roger Pike, Stratton-on-the-Fosse 233028.

MORE ADVERTS ON PAGE FOUR.

W.S.E.C. RALLY, YATTON, July 11th. & 12th.

We arrived at the rugby ground at about 8.30 on the Friday night, only to find about 40 punk-rockers with multi-coloured hair, bicycle chains through their noses and padlocks in their ears, doing their thing in a disco! (Obviously not Wessex members! They have flywheels in their ears and crankshafts through their noses! Ed.)

We found a place to pitch our tent and then we had some food. By this time it was pretty late so I retired to my sleeping bag.

I awoke the next morning to the sound of rain, but it soon stopped and I got up and made myself a cup of coffee. Suitably nourished, I took my petrol can and walked to the nearest garage. When I arrived I began to fill my can, and a woman came out and said that this was not a self-service. She then took the money and scurried back into the office. I then walked further up the road in search of a newsagents and a loo. After visiting the loo and buying the papers, I walked back to the rally field to find Dad cooking the breakfast. Then came the washing up, but that was soon out of the way and we got down to the real business of putting the engine out, together with Dad's collection of ~~junk~~ antiques, which included a Victorian brass and iron cot (still for sale).

Not too many people turned up on the Saturday, mainly, I suppose, because of the rain.

Never-the-less, there was an excellent turn-out on engines.

The Engineman's Gathering was first class, especially the food, thanks to the ladies. Whilst the darts competition was being run by Stuart and Jan Ashman & Co., Tom Randall played old 78's on his wind-up gramophone.

Sunday Morning came and, guess what? So did the rain, which looked set for the day. However, it did clear up and for a few hours the sun shone and, after dinner time, people began to arrive quite frequently. Our Norman generating set ran well all day, but unfortunately the cot did not sell! (I still think that Brian Munt ought to buy it for his grand-children.)

At about 2.15p.m. Eric and Tom came around with the voting slips, which had to be returned by 3.00p.m. Soon, David Edgington was seen walking across the field towards the Club Tent where the awards were to be given out. (See last month's newsletter for the results.) After the awards had been given out, the draw took place and Eric held up the 'Wessex Wabbit' which was won by Andy Keedwell of the Yatton R.F.C.

Later on, Rod came around with the plaques and soon we were packed up and leaving the rally field, looking forward to next year.

I would like to thank all the organisers and the ladies for the food and for an extremely pleasant weekend.

Norman Listerton.

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SOMERSET VINTAGE FARMING SOCIETY. One-Day Rally, Sunday, 19th. July.

The Somerset Vintage Farming Society held their first rally at Mr. Down's farm at Failand. The Rain had stopped when we arrived on the field and we were welcomed by Martin Dry and the echoing sound of Berni Gunningham's fairground organ.

There was about 35 engines, mostly Listers, but they were all very well restored. Wessex members present included Phil Harris, Ian Skuse, Brian Davis, Mike Hodgson, the Emerys and others whose names I'm sorry I cannot recall. Other exhibits included tractors, farm machinery, shire horses and a few vintage cars.

The raffle prizes were very good, first prize being a Lister D Type in running order, donated by one of their Club members. One up on Wessex!! (Actually a Lister D was donated by a Wessex member for the Longleat raffle. Ed.) There was also a tea and cake stall which supplied all exhibitors with a free cup of tea and cakes. Also, they had a public address system working off a C.B. radio, which might be a useful idea for our own rally next year. One of the happiest Wessex members was Diana Emery, who won a house name plaque. Also the W.S.E.C. gained a new member, Lee Chandler.

This was all together a friendly little rally and we were all given a nice brass plaque. The Society hopes to run a two-day rally next year.

B.J. "Sausage Machine" Munt.

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RALLY ROUND-UP.

If you cannot get into Stourpaine this year, there is a new club, the Northleach Vintage Collectors Society, who are holding a rally that same weekend, 26th. & 27th. September, at the Cotswold Wildlife Park, just off the A361, 3 miles South of Burford. Contact John Leverett, Chandos House, Broughton Poggs, Lechlade, Glos.

Also on that weekend is the Sodbury Vale ploughing match, where non-members will have to pay £1 for their plaques!

Whilst I was looking for some old engine books recently, I came across an old ledger for 1928 with the following entries:-

25 galls. T.V.O. @ 5d. per gall.	10/5d.
2 galls. petrol @ 1/3d per gall.	2/6d.
New Fordson tractor with coil ignition.	£250/10/0d.
Lister D Type	£9/10/6d.

RALLY ROUND-UP.(Cont'd.)

Farm Wages	£1/15/8d. Less 3d. N.H.stamp.
Bib & brace overalls	1/3d.
Pkt. 20 Players Medium or Goldlake	1/-

When you look at those prices and compare them with today's, 53 years later, it makes you wonder just what it will be like in 25 years time, let alone another 50!
T.V.O. -if you can find it £1 per gall. Petrol, £1.65 - £1.70 per gall. 1928 Fordson, £200 - £400. Lister D Type, £20 -£80. Basic farm wages £70 - £100 per week. Overalls, £4-£5. Cigarettes, £1.10 until September.

As the petrol prices seem to increase every month, I can see that it will be the end of a lot of rallies, unless folk give more support to their local ones and do not travel on long journeys, unless of course they have a very large income!

Pat Malin told me at the Ross-on-Wye rally at Much Marcle, that he has four Eagle engines and has got one for Terry Heath, so what the gent told me at Easton Royal last year, that there were only four in the country, is now a bit out of date! I think that I was the only Wessex member this side of the Severn, unless some of our Welsh members were there. There were over 100 engines of all sizes and makes on show, many of which had been to Longleat.

I have now obtained a set on snow chains, the strap-on type, to take to rallies with me. No! I am not expecting snow until the winter, but I am hoping that, if we get anymore of these wet rally fields to get out of, I shall be able to make it out on my own power and not have to pay for a tow!

Harry Champion.

THERE'S NO FUEL LIKE A NEW FUEL!

With Four Star petrol now around £1.70 a gallon, and probably reaching the £2 mark by the end of the year, the search for alternative engine fuels has once again become a very fashionable topic of conversation.

There is, of course, a considerable amount of reseach being done throughout the world into sources of alternative fuels for the internal combustion engine. The popular press has reported the increasing use of alcohol obtained from sugar cane in Brazil, and also the English farm which is self-sufficient in electricity generated by a gas engine running on methane produced from cow dung. However, these are still only isolated examples of the alternative fuel technology and the day when a choice of alternative fuels will be commonplace is still a good way off. In the meantime, here is a brief look at what may well be on offer when that day does come.

Vegetable Oils

Don't worry, Missus, you won't find hubby nicking your economy size bottle of Mazola to run his Amanco on at the next rally, it's unfortunately not that simple! There is a vast range of oils potentially extractable from seeds, nuts, grain, beans and even plant tissue itself, but although their range of properties is equally vast, none seem suitable for efficient use in spark ignition engines. Virtually all are free of sulphur and some have cetane ratings sufficiently high as to indicate their being suitable for use in compression ignition engines.(In simple terms, the cetane rating is to diesel, what the octane rating is to petrol.) Unfortunately, even these have short-comings such as high viscosity, high acidity, high solid carbon formation, which variously cause clogging in the injectors and short term engine wear, problems which need to be solved before such fuels can enter general use. Currently there is much doubt as to their value in the long term.

Alcohol Fuels.

Geoffrey Howe's 60p. on a bottle of scotch in the last budget may be just sufficient to dissuade even the most ardent enthusiast from filling the tank of his favourite Lister with Glenlivet.(Sacrilege!) There are many other alcohols though and the two potential fuels of the future are methanol, which is obtained from coal or wood, and ethanol, obtainable efficiently from sugar cane. Did I hear someone say, "They're not new!" or words to that effect? That is true of course, even I remember the 'Added Alcohol' sales promotions at filling stations in the 'fifties and they have been around longer than that. Their cost of production has always been much greater than oil based fuels and it is only in recent years that the balance has begun to change. Alcohols have a high octane rating, indicating a suitability for use in spark ignition engines, but a poor cetane rating making them generally unsuited to diesel engines. Even here though, there are draw-backs. Both produce unpleasant exhaust gases and neither will mix with diesel fuel unless totally water-free, which is difficult and costly to achieve.However, they can be easily blended with gasoline in increasing amounts which would release a greater proportion of crude oil available for 'wide cut' diesel fuels, which require lees energy to produce than petrol and could drastically cut world refining costs.

Coal Based Fuels.

Strange though it may seem, in 1892 Dr. Rudolph Diesel initially envisaged the use

There's no Fuel like an New Fuel! (cont'd.)

of a solid fuel for his newly patented compression ignition principle and he carried out many experiments using finely pulverised coal dust injected by an air blast, before finally adopting oil. Today we have the technology to produce low quality, or 'wide cut' diesel fuels from liquefied coal and it is probable that the future use of coal to produce a diesel type fuel, with its lower cost and increased efficiency, than, say, methanol, could contribute greatly to the conservation of world coal stocks.

Gazogene.

The French coined the word 'Gasogene' in the 1870's to describe small suction gas producer apparatus used to produce 'water-gas' by passing air and steam over hot coke, the product being a power gas consisting of hydrogen, carbon monoxide and nitrogen, the staple diet of the gas engine until the 'twenties. Since World War 2, which saw its extensive use in Germany and Scandinavia, its low efficiency (only about half of it is combustible!) has caused it to be ignored, but technically it is easy and cheap to produce and modern gas technology could rapidly develop means of increasing its efficiency. However, the problem is its basic raw material, carbon, which, whether in the form of coal or wood, could prove to be an unacceptable drain upon dwindling world resources. The term Gazogene, with a 'z' is now commonly applied to the gas itself rather than the producer plant.

What of the Future?

It would seem that the diesel engine has along-term application in all fields of use. For automotive purposes it gives better mileage than petrol and for all uses its development to run on a variety of alternatively derived fuels gives it great versatility. Greater use of diesel engines for automotive purposes would also considerably reduce world-wide refinery costs since the energy consumed in producing petrol is far greater than is needed to produce diesel fuels. The development of engines capable of running on wide cut fuels could result in the elimination of several refinery processes, thus reducing production costs even further. It is in these areas that much research and development work is already being carried out by the world's big engine manufacturers. However, the diesel engine may not have the future entirely to itself. The Wishart "No-Bang" engine which made its public debut in April of this year is already demonstrating a 30% increase in fuel efficiency over a conventional 4 cylinder petrol engine and has many other apparent advantages, particularly low stress which will increase engine life. Perhaps more of that another time.

Jethro Tool.

LYNNE CASTELL ENGINE PRINTS

The LISTER D print is currently available in black & white, at £1.00 each, and Hand Coloured at £3.00 each, plus 50pence to cover postage and packing for up to 3 prints.

Prints of an AMANCO 3 h.p. will be available shortly.

All enquiries to Lynne Castell, 23, Kensington Road, Weston Super Mare, Avon. BS23 3QR. Tel:- (0934) 418104.

Trade and Club enquiries welcomed.

FOR SALE.....RICHMOND & CHANDLER chaff cutter, £35.

Contact Martyn Denham, Frome 62715.

WANTED.....B.T.H. Magneto, Magneto Bracket, also pulley,

to fit early Petter M Type, 1½ h.p. Please

contact Martyn Denham, 35, The Butts, Frome.

FOR SALE.....RANSOMES light 14" mower with 1930's Villiers

engine, also,

LISTER A Type, 1932, suitable for restoration

or spares, also,

RUSTON HORNSBY PB 3 h.p., 1937, also

two LISTER H pumps, not quite complete. Offers for the above items please,

to Peter Stevens, 27, Westward Drive, Pill, Bristol. BS20 0JW. Tel:- Pill

3345.

All contributions for September's newsletter will be gratefully received, by September 7th. if at all possible. Send to the Editor, Tom Randall, Welton Hill Cottage, West Road, Midsomer Norton, Bath. BA3 2TL. Tel:- Midsomer Norton 418926. Don't forget, all advertising is free and we are currently circulating over 150 copies each month.

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