

A FIND IN WILTSHIRE

For the many years that I have been travelling this winding Wiltshire back lane, I never really took a lot of notice of the rather dark-looking lump of ironwork that protruded over a high bank. Then, one day last summer, curiosity really got the better of me and I just had to stop and take a look! After scrambling up the high bank and legging it over a barbed-wire fence (cursing as the barbs hooked into my trousers), there it was. "I reckon it's an old winch," I thought, pushing away the nettles that were growing over it. "No! It's not. There's no wire rope on it." After walking around it a few times, scratching the nettle stings on my legs, a good clue to this heap of rust came into view, a water pipe with a large brass top, not two yards away. "It's a well pump," I decided, and started to pull away the nettles. A small brass plate attached to the base read, "Fairbanks Morse. Made in Chicago." The stings on my hands did not seem to matter any more and I thought, "What a find! I wonder who owns it?"

It took me about half an hour to find the owner and after chatting to him for ten minutes or so, it turned out that he, too was a stationary engine collector, "That's put the mockers on it!" I thought, "He's sure to want to restore it himself." But no! He said, "If you can do anything with that old thing, you're welcome to it, in fact I'll give you a hand to lift it off the well. I've got enough to do with an old Blackstone I found three miles away, in a briar patch!" "Crikey!" I thought, "Wiltshire must be a collectors paradise!"

One weekend, a few weeks later, he rang me and said, "How about lifting the pump so that I can cap the well with concrete?" So, armed with tools and rope, I was there inside half an hour. We dug around the base to find the pump bolted to two large sleepers. We then tied a rope around the pump and lashed it to the fore-end bucket on his tractor. Slowly we lifted it about two feet high and then tied another rope around the two-inch steel pipe underneath. With a hacksaw I cut through the pipe, releasing the machine. A look at the pipe end down the well revealed a smaller pipe within the two-inch pipe. It turned out that this smaller pipe went up and down with the well-head machine and operated a three-foot brass pump that was twenty-two feet down the well. Below the brass pump was a further twenty-two feet of two-inch steel pipe with a large brass filter on the bottom.

The well-head machine is in quite good condition. All the castings are O.K. but two steel cogs will have to be made and the two wooden upright con-rods renewed. I hope to have it on the rally-field by 1980, but I doubt if it will be pumping water since the well-head machine is about three feet high and the pump underneath is also three feet, so, plus a water container, it would mean an exhibit at least seven feet high, but the machine on its own will still be interesting.

So, if you are ever down Wiltshire way, keep your eyes open for pumps and Blackstones, there are still a few about!

Rob Lambert.

-o-

MEMBERSHIP RENEWALS.

All members are reminded that membership renewal fees are now due for all those who joined before September 30th. Membership rates remain unchanged for 1979, so please renew promptly. Third Party Liability Insurance remains renewable upon the expiry date stated on each members' policy copy. Renewed membership is acknowledged by your continued receipt of the monthly newsletter, and a new membership card will usually follow within a month, or at the most, two months, depending upon the timing of your application.

MONTHLY MEETING, January 29th, 1979.

For a cold, frosty evening it was encouraging to see over forty people present from as far apart as Weston-super-Mare, Yeovil, Bristol, Dursley and Devizes.

Tony Jones from Trowbridge occupied the entire first half of the meeting, and a good part of the second half too, with a well edited selection of slides. Many Club Members were surprised to see themselves and their engines captured by Tony's Pentax. Particularly pleasing were the odd dozen or so black and white slides, lending a true 'vintage' flavour.

During the interval, John Spear sold raffle tickets and everyone admired an excellent display of rally photographs set out on a board by John Emery, from Hallatrow.

After the remainder of Tony's slides, other Members, namely Peter Holloway, Ivor Yeo and Eric Brain showed slides of various rallies that they had been to, and engines they had found or restored. About 10 o'clock, someone noticed that it was snowing heavily so it was reluctantly decided to abandon the meeting and head for home.

Emerson Brantingham.

xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx

A CAUTIONARY TALE.

Many members will already be familiar with the unfortunate accident which befell Club Member John Emery, of Hallatrow, last autumn when he snagged his arm on a saw bench whilst cutting timber. John is now fully recovered after spending several weeks in hospital undergoing a skin graft. The following letter was received in January and I print it here with John's permission, since it contains thoughts and experiences that we all should take heed of.

"Dear Tom,

May I thank the committee and fellow members of the W.S.E.C. for their good wishes and kind regards, during my recent stay in hospital.

Although I have no permanent physical disability, the traumatic experience of being mutilated by machinery, is one that will always be with me. I have discovered, to my personal anguish, that flesh and bone are no match for iron and steel.

It appears that the overriding comment from fellow patients in the casualty ward was, "It all happened so quickly!" and this has prompted me to do some serious thinking on safety when working with machinery.

I can now see the danger in polishing flywheels and cleaning and oiling whilst the engine is in motion, whereas previously I had been oblivious of this. Of course, when the inevitable happens, it is with such rapidity that one is unable to comprehend.

There is no doubt that most of our engines and machinery would not be allowed in a modern factory, unless of course they were extensively guarded. Now I do not suggest that we should fence and guard our engines, since that would defeat the object of display, but for my part, I shall hereon cultivate a greater respect for them.

Accidents will always happen. Every day we take our lives in our hands when we cross the road, but an accident on the rally field would not do much to enhance the stationary engine movement and might only serve to precipitate the day when enforced legislation guards our engines beyond recognition.

In conclusion, may I say that I look forward to the 1979 season, but shaking hands with some of the many friends I have made on the rally fields of the West of England will take on a new meaning for me.

Yours sincerely,

John Emery.

FORTHCOMING EVENTS.

- MAY 12th. & 13th. South Bristol Rally, Bristol Industrial Museum. Entries to Eddy May, South Bristol Technical College, Marksbury Road, Bedminster, Bristol. Rallies also at Dodington and Breamore.
- May 26th. & 27th. John Kyte's Rally, Market Lavington. Entry forms available at Club meetings.
- JUNE 16th. & 17th. 1000 Engines at Longleat. The Stationary Engine Magazine Rally. ENTER NOW! See S.E. mag. for details.
- June 23rd. Ilchester Vintage Fayre. Entries to Terry Heath, 'Ter-shi', Bradford Rd., Sherbourne, Dorset.
- JULY 7th. & 8th. Camerton Rally. Entries to George Poucher, 3, Laurel Drive, Paulton, Bristol. Also rally at Headington & Stockley.
- AUGUST 5th. & 6th. National Rally, Beaulieu.
- August 18th. & 19th. Fairford Rally.
- SEPT. 1st. & 2nd. Stonehouse Rally.
- SEPT. 8th. & 9th. Selwood Vintage Vehicle Preservation Society Rally.
- MAY 19th. & 20th. West Dorset Vintage Tractor & Stationary Engine Club Rally, Puncknowle. Details:- s.a.e to Mrs Whitty, 8, North Street, Charminster, Dorchester, Dorset.

STOP PRESS see over page.

CLUB EVENTS.

- MARCH 26th. ENGINE DRIVE! Come along and enjoy a social evening, lots of laughs and lots of prizes to be won. M.C. Rod Dring.
- APRIL 30th. Visiting speaker, details to be announced.
- MAY 21st. Club visit to Camden Works Museum, Bath, being arranged. Please note this is not the last Monday of the month.
- JUNE 25th. CRANK UP. Open air meeting in the Old Down Inn car park. Bring an engine if you can, last years event was a great success.

Amongst our visitors to the club this year we hope to have speakers from several local museums specialising in Industrial Archaeology or Agricultural History, and also a talk on the development of the Lister D Type. Also discussions are taking place over a rally at the Agricultural Museum at Lackham College, Lacock, near Chippenham, Wilts. Details later.

SALES & WANTS. This is a free service to members and friends.

- WANTED. Cylinder head for Bamford 1 $\frac{1}{2}$ hp EGI. P.R.Holloway. Meadowside, Halfway, Chilthorne Domer, Yeovil, Somerset.
- FOR SALE. Lister D Type. 1 $\frac{1}{2}$ hp. 1945 petrol/paraffin, on original two-wheel trolley. Also...
Petter 1 $\frac{1}{2}$ hp air cooled engine on cast iron base. Phone Mr.Mason. Frome 2309 evenings please.
- FOR SALE. Yale I ton chain block. £20, or swap for old bottles or anything old & interesting. Phone Temple Cloud (0761) 52766.
- FOR SALE. Crossley 3hp enclosed horizontal crank. 1926. BTH mag. Fully restored, only needs a trolley, good runner. £100 o.n.o. Also...
Wolseley W.D.II. parts:- 2 hoppers, 1 crankcase, 1 crankshaft with flywheel, offers for all or parts to E.G.Brain.5, Greenridge, Clutton, Bristol. Tel. Temple Cloud 52633.
- FOR SALE. 1939 Reavell single stage compressor. 6cfm @ 450psi. Belt drive. £25 or swop for 1-2hp single phase motor. Also...
Tow bar for Mini Clubman Estate, £8. & Air Cleaner & pipe off JAP engine, £1.50. Tom Randall. Midsomer Norton 418926.
- WANTED. Handbook for Ransomes MG Cultivator, 1942. Also, toolbox and any spares for same. Tom Randall. Midsomer Norton 418926.

Ads. to: T.R. Welton Hill Cott. West Rd. Midsomer Norton. or by phone as above.

WILSON'S WILSON'S WILSON'S CLUB - INFORMATION SHEET. 1978.

COMMITTEE.

Tom Randall.....Chairman.
Rod Iring.....Vice Chairman.
Ailene Cannon.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.
Adrian Stride
Bill Appleby.
Herb Gane.
Rob Lambert.

Secretary:- 19, Eagle Road,
Northend, Batheaston,
Bath, Avon.

Treasurer:- Moorledge Farm Cottage,
Knowle Hill,
Chew Magna, Bristol.
Tel: Chew Magna 2655.

SUBSCRIPTIONS.

Joint Membership(Engaged/Married Couples)...£2.00per year.
Individual Membership.....£1.50per year.
Junior Membership(Under 18).....£0.50per year.

THIRD PARTY INSURANCE.

£1.00 per paid-up member per year.(Not available to Junior
Details available from the Treasurer. Members under 16)

MEETINGS.

The Club holds its meetings at the Old Down Inn, Emborough,
(at the junction of the A367 and the B3139, 5 miles North
of Shepton Mallet.), on the last Monday in every month.
It is as well to check meeting dates since the last
Monday is occasionally impractical. Meetings start at 8pm.

HONORARY LIFE MEMBERS.

David Edgington.(Club President and Editor of
'The Stationary Engine' magazine.)
Bill Foster.

STOP PRESS Further dates for your diaries.

MARCH 31st. Collective sale of vintage equipment at Winford Cattle Market,
Contact Keith Myers, 21, Dean Lane, Bristol 3.

APRIL 29th. Cricket St. Thomas Rally. Tractors & Barn Engines Wanted.

JULY 14th. Martock Fayre.

SEPT. 1st/2nd. Yesterdays Farming, Curry Rivel.

Harry Champion writes:- "During last month when we had a lot of snow here,
I started my Fordson up and drove it into town, first to keep an appoint-
ment with my doctor and later to do my shopping! Not having a cab on it,
it was cold, but I enjoyed the trip. It shows that vintage tractors can
still go even when the modern tractors get their diesel frozen up."
Thanks, Harry, for the dates and your letter, keep up the good work!

MARK	NO. PER MACH.	DESCRIPTION
WICO TYPE "A" MAGNETO Specification A-1009CZ		
IXA.256	4	Cover screw washer.
IXA.862	2	Earth stud insulating washer.
15-186	1	Drive spring.
16-X121C	1	H.T. lead group 24".
16-463	1	Terminal nut.
16-491C	1	Impulse lock nut.
16-570B	1	Impulse stop.
16-583	1	Drive cup spacing washer (brass).
16-704B	1	End plate screw.
16-716B	1	Impulse stop screw.
1100	2	Condenser screw.
1117	4	Cover screws.
1118	4	Cover screw washer (leather).
1146	1	Cam key.
1152	1	Oil scraper (part of X.1487).
1153	1	Oil scraper spring (part of X.1487).
1172	1	Oil catcher (part of X.1638).
1196	1	Fixed contact.
1197	1	Breaker arm spacing washer.
1207	1	Breaker arm clamp washer.
1328	2	Earth stud (part of X.1596).
1372	1	Cam.
1379	1	Main oil pad.
1381	1	Cam screw lock plate.
1384	1	Coil core clamp.
1385	2	Cover gasket.
1392	1	Impulse drive cup.
1418	1	Breaker arm spacer.
1423	2	Oiler.
1667	1	Drive spring retainer.
1760	2	Coil gasket.
2072	1	Breaker box gasket.
2073	1	Breaker box cover screw.
2073	2	Breaker arm spring screw.
2073	1	Breaker arm clamp screw.
2074	1	Breaker box cover.
2121C	1	Impulse spacer.
2122	1	Driven flange spacer.
2204B	2	Coil wedge (part of X.1411).
2405	2	Main housing bushing.
5446	1	Cam oil pad.
6017	1	Breaker arm spring screw.

MARK	NO. PER MACH.	DESCRIPTION
A-142X	2	WICO TYPE "A" MAGNETO Specification A-1009CZ
A-179X	1	Earth stud nut.
B-33X	1	Trip arm.
B-138X	1	Oil seal.
B-140X	2	Stop switch contact.
F.142	2	Stop switch group.
GX 1638/EPM	1	End plate.
M-31X	1	Main housing unit.
M-31X	1	Cam screw.
M-34X	1	Fixed contact screw.
M-35X	4	Earth stud insulating bushing.
M-42XA	2	Earth stud insulating washer.
M-55XA	1	Driven flange spacing washer.
M-55XA	1	Cam screw lock washer.
M-55XA	2	Coil clamp core screw lock washer.
M-55XA	1	Fixed contact screw lock washer.
M-55XA	1	Breaker arm clamp screw lock washer.
M-90C	2	Breaker box screw lock washer.
M-90C	2	Condenser screw lock washer.
M-126XB	1	Breaker arm spring screw lock washer.
NC.48	2	Coil core clamp screw.
X.1407	4	End plate screws.
X.1408	1	Cover group. (Superseded by X.1412).
X.1409	1	Breaker arm group.
X.1410	1	Coil core group.
X.1411	1	Coil group.
X.1412	1	Coil and core group.
X.1413	1	Cover group, complete with cable.
X.1487	1	Condenser group.
X.1588	1	Oil scraper assembly.
X.1592	1	Cam unit.
X.1596	1	Rotor assembly.
X.1628	1	Ground stud group (2 screws, connecting wire and breaker lead).
X.1634	1	Driven flange group (arms not included).
X.1638/EPM	1	Impulse coupling unit.
X.1669B	1	Main housing unit.
X.1878	1	Oiling disc unit.
X.2010	1	Breaker assembly.
X.2075	1	Cover unit.
X.2089	2	Breaker box clip assembly.
X.2175	1	Breaker box cover.
X.2505B	1	Breaker assembly housing.
ZX.142	1	Oil pad spring group.
Z.1207	1	End plate group.
IVA.487	1	Breaker box clip screw washer.
IVA.583	1	Oiling disc.
IVA.715	1	Drive cup spacing washer (steel).
IXA.256	1	End plate gasket.
	1	Fixed contact screw washer.

† Includes all parts bracketed against this number on illustration.
* Not illustrated.