

For a meeting that promised to be all talk and no 'pics', a gathering of just over 40 people could be reckoned as a good turnout. Amongst those present were two persons who were members of the judging team for the National Stationary Engine Rally. No-one present would admit to entering an engine into a competitive rally with the idea of winning any prize, although it was subsequently mentioned that on all the entry forms for the club rally (1977), where entrants were specifically asked if they wished their engines to be judged or not, the response was, almost without exception, affirmative. It would seem therefore that, whilst we do not wish to make an outward display of it, the competitive spirit stirs somewhere inside all of us!

The judges present clarified a number of points with respect to the judging of restored engines. They endeavoured to make reasonable allowances for the lack of original parts which were prone to perish more rapidly, such as fuel tanks and exhaust silencers. The quality of the workmanship was of course paramount, but over-finishing, including features like excessive decoration and lining out, non-original colours, red bolt heads, over-enthusiastic copper exhausts and brass fittings, were frowned upon and incurred penalty points. Where non-original components had been used, provided a good effort had been made to approach the original bit, then no penalty would be invoked. However, the use of plastic and nylon pipes and hoses, jubilee clips, modern spark plugs and other modern fittings was discouraged.

The feeling was expressed that recent public bickering over the judges decisions at last years National S.E.Rally could only discredit the engine enthusiasts as a body.

At the end of the discussion, each person present was asked if he or she would enter a competitive rally with winning in mind, and also whether they thought competitive rallying was a desirable trend. The meeting was unanimous in dismissing both ideas. It remains to be seen just how many of those present will be at Beaulieu this year, and what they think of the winners!

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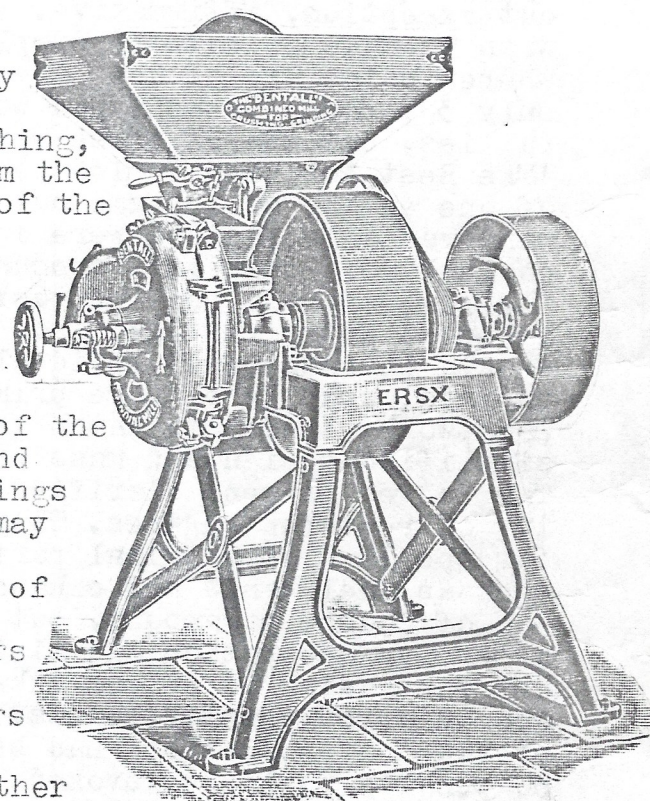
David Edgington greatly advanced all our engine knowledge with the answers to last months quiz. Who got the most correct answers???????? Eric Brain!!!! Camerton Rally - a great weekend with Wessex members leading the field. A big 'Thankyou' to Bill Appleby and his wife for their efforts at the club fund raising stall, and thanks to all contributors also. Full report next month.

ENGINE FOR SALE/EXCHANGE/W.H.Y? I $\frac{1}{2}$ hp. Fowler PA type. Complete and very restorable; has run recently but at present partly dismantled. Will exchange for Wolseley I $\frac{1}{2}$ hp. WD2 in similar condition, or w.h.y.? Phone Eric Brain. Temple Cloud 52633.

Machinery for grinding and crushing corn has always been an essential feature of barn equipment and the more advantageous mills were and still are designed to perform both functions.

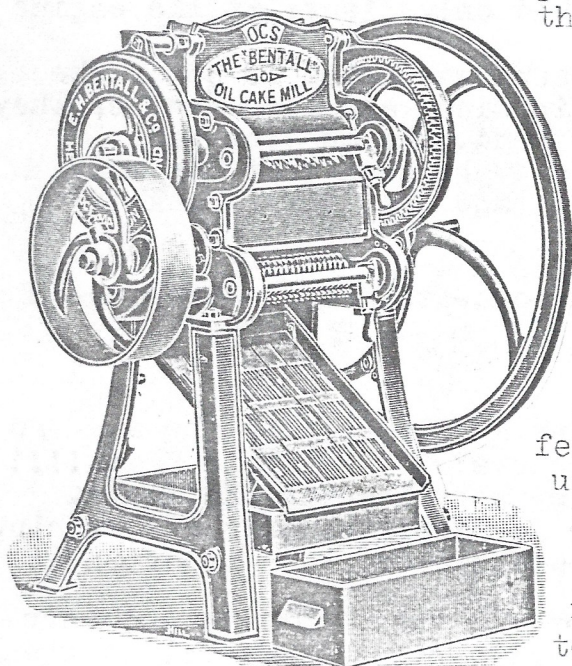
Crushing is done by means of two rollers, so adjusted that the corn passed between them is crushed to the desired extent. Grinding is done by passing the grain between two ribbed plates called 'buhrs', one of which rotates whilst the other remains stationary. The corn can be ground to practically any degree of fineness.

In a combined mill of the type shown here, the working parts are mounted on a strongly built stand with the wooden hopper at the top being divided into two parts. For crushing, a fluted roller driven by a small belt from the main shaft draws the corn from the bottom of the hopper through a variable opening which is adjustable in size by a slide. This feed roller is positioned directly over the crushing rollers, one of which is carried in fixed white metal bearings. The spindle with the driving pulley at one end, bears the fixed roller and extends to carry one of the grinding plates at the other end. The second crushing roller is carried in sliding bearings and its pressure against the first roller may be varied by turning the handwheel which transmits the force to the roller by means of a yoke and two strong spiral springs. Thus if a stone gets into the hopper, the rollers can allow it to pass without suffering damage. The corn passing through the rollers is delivered to the floor via a chute.



A typical combined crushing and grinding mill

For grinding, the corn passes out of the other side of the hopper over an oscillating screen to remove any foreign matter. It is led through the centre of the fixed inner buhr and is distributed between the two plates. The outer buhr is usually driven by splines and is free to slide along the shaft. Pressure is exerted on the outer buhr by a spiral spring around the shaft between the plates to keep them apart when not in use. A handwheel is used to counter this pressure and bring the plates together to grind to the required degree. The handwheel is always locked in position after setting. The buhrs are made of chill cast iron or gritstone and usually have grooves cut on both sides so as to be reversible. With sufficient power, both functions can be performed together. The mill shown above, driven at 450 rpm by 4½HP would grind about 600lbs/hour and crush 1350 lbs. of oats per hour.



A cake breaker

Cake breaking mills are of great strength since some of the harder oil cake requires a good deal of power for breaking. The cake is fed from the hopper between two toothed rollers, usually of cast iron, and the size of the broken pieces is governed by the closeness of adjustment of the rollers. In some cases two sets of rollers are used to further reduce the cake as required. The broken cake is passed over a screen to separate the dust or meal which is collected in a second receiver. The drive to the rollers is considerably geared down to give the crushing power needed. JETHRO TOOL. Next month:—The Ensilage Cutter.

A horizontal chain of 20 small circles connected by lines.

[illegible]

'Modern High Speed Oil Engines' 3 vols. Caxton Press.(about 1950)
Very good condition.....£20.00

WEST DORSET VINTAGE TRACTOR & STATIONARY ENGINE CLUB. PUNKNOWLE. 6/7 May.

My wife was not feeling too well, which meant that the phone was free for a good six minutes, so I called up Eric Brain. Amongst other good things, Eric mentioned that he was flying the Wessex flag down at the West Dorset the following day. I never gave it much thought until the next morning when I decided to make the long journey into foreign parts. I have always believed that, England being such a small place, a person with a tongue in their head could never get lost, which was as well because I had forgotten where Eric had told me it was being held! Logically, the West Dorset Rally would be held in West Dorset, so I drew an imaginary line from Clapton to Bridport and scoured the country-side. Whilst crossing into Devon, the thought occurred to me that there could possibly be a fault in my logic, or, discounting that, it could be that since the changes in the county boundaries, what was once Central was now West Dorset. So, setting course for old central Dorset along the original experimental motorway that is now the main Bridport to Dorchester road, (Tourists beware!) I soon came across the rally indicator signs, which I followed to a pleasant, if somewhat sloping rally field at Looke Farm, Punknowle. It is interesting to note that the main public highway goes through the yard of Looke Farm and was closed by a farm gate when I attempted to leave because milking was in progress. Good old Dorset, where nostalgia is a thing of the distant future.

Other Wessex flag-wavers were:-

Engine breeder and regular meeting attendee, Robin Lambert, from Frome, complete with Ruston Hornsby, Life Peer of the Wessex Club, Bill Foster, minus both swing boats and engines! Prize-winner where-ever he goes, Terry Heath, and, Ex-patriot Wessex members, Ron Frampton and Alnie Crittell.

There was a good number of engines - 138 according to the catalogue. Two good ones that were not listed were a Hamworthy and a United, which Colin Spiller turned up with.

Dorset member, Ray Violet told me that Colin had spent the night grinding the valves in with some difficulty. Ray knew because he was trying to sleep in the tent next-door!

This was a small rally held on a very good site by really friendly people, a rally I would recommend to anyone.

Ken Appleby.

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STOP PRESS! FORTHCOMING EVENTS.

1st & 2nd July.... Frocester Manor Steam & Vintage Working. In aid of
The Home Farm Trust.
Details from:- 6, Overbrook Close, Barnwood, Gloucester.

19th & 20th August. Somerset Traction Engine Club Rally, Manor Farm,
Low Ham, Langport. Usual items plus a Vintage Lawn-
mower Race, so get your old Atco out!

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Apologies to all our readers for the absence of the final instalment of The Crossley Hunt. It will now appear in next months news-letter.

THE STATIONARY ENGINE BLUES!

The selection of Engineman's Songs in last months newsletter prompted our International correspondant, McCormick Deering, to write to us all the way from L.A. with the words of an old 'blues' song which he heard from a blind negro streetsinger called Huddie Leadpetter. Huddie spent many years as a Handyman minding the engine collection of Douglas Fairbanks-Morse Junior, whose twin sister, you may recall, was nick-named 'The Flat Twin' after she publicly burned her bra during a Womens Lib demonstration some years ago. McCormick says, "This was Leadpetter's favourite song and he'd often sing it on a winters night when King Frost was about and he and his family sat huddled around their wood-burning stover for warmth!" Here then is the almost forgotten (and we wish he had!) Stationary Engine Blues, which we understand may be sung to virtually any tune!

1. I bought this stationary engine,
I bought it to amuse,
But it changed my way of life so much,
It's given me the Blues,
(Chorus)
I got the Engine Blues,
Those mean old stationary engine blues.
2. I bought this generator
To chase away the dark.
But now the spark's gone out of life
'Cos the life's gone out the spark!
3. I thought of pumping water,
Thought it worth a try,
But the minute I got my pumping set
The goddam well ran dry!
4. I went to join this engine club
But the Chairman say to me,
"You can't join this here club, boy,
'Cos you ain't got no Lister D! "
5. I entered in this rally;
To Beaulieu made my way.
The Judge said, "You don't win here boy
'Cos them flywheels should be grey! "
6. I said, "Judge, lawdy Judge,
Now don't you be so mean,
I got the makers handbook,
Says them flywheels should be green! "
7. I've been cranking for a fortnight,
My shoulder's feeling sore.
I got blisters on my blisters
But, 'It's what you're right arm's for!'
8. My Bamford just went 'Bam!'
My Petter just won't pet.
My Lister's listing badly
And my Bulldog's at the vet!
9. I'm giving up my engines,
I'm puttin' 'em out to grass!
I'm sick of stationary engines,
They're a Stourpaine in the ass!
I got those Engine Blues.
Those mean old stationary Engine Blues.

WESSEX STATIONARY ENGINE CLUB - INFORMATION SHEET. 1978.

COMMITTEE.

Tom Randall.....Chairman.
Dave Farenden.....Vice Chairman.
Ailene Cannon.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Rod Dring.
David Holmes.
Bill Appleby.
Herb Gane.
Rob Lambert.

Secretary:- 29, Easton House,
Grosvenor Bridge Road,
Bath.

Treasurer:-23, Friendship Road,
Bristol.4.
Tel.Bristol 770030.

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)

MEETINGS.

The Club holds its meetings at the Old Down Inn, Emborough,
(at the junction of the A37 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.