

SOUTH BRISTOL RALLY. MAY 12th. & 13th.

This second rally was held outside the Bristol Industrial Museum on the dockside near the city centre.

Saturday morning, although misty, was dry. Engines were soon disgorged from vans and trailers and set out alongside a warehouse wall. The gulls which were in some evidence, disappeared when the first engine barked into life, but gradually returned when they realised they were not being shot at! A disappointing number of engines turned up for Saturday and looked rather thin for the spectators.

The railway engine was in steam during the morning, towing the dockside cranes down the wharf at a fair lick.

Emerson Brantingham was unfortunately not available to come this weekend to strip down any sick (or not so sick) engines he happened on, but our esteemed chairman was seen to be doing a repaint of his engine. (What does he do during the winter?)

Sunday was a much better day, warm and sunny, and most of the missing engines turned up, altogether a reasonable selection of Listers, Petters, Ruston Hornsby, Amanco, Crossley, Wolseley, Victoria, Bamford, Acme, Fairbanks Morse, Stuart Turner, Conord and last but not least the Merry-weather steam pump exhibited by our hosts, South Bristol Technical College. The entire day was punctuated by sundry pops and bangs, friends re-met and new ones were made, and the ice-cream seller made a small fortune.

As soon as Mike 'Ruston' Harris arrived with his beautifully restored 3½HP OK, it was obvious who would carry off the gallon of oil donated by Gulf for the best turned out engine. Although this engine looked superb, it proved a devil to start, as many as three plugs being heated at once on a butane torch. A fuel line strip, removing a fair quantity of crud and away it went - well done Mike!

Plaques were presented by Mr. Peter Kerr, Chairman of the Institute of Plant Engineers, at about 4.30 and exhibitors began to leave about 5.00pm after an excellent weekend, even if the concrete was rather hard on your scribes corn!

Thank you, Eddy May, for organising a good weekend rally.

'Smoke-ring' Petter.

Editor's Footnote: This really was a most enjoyable rally. Unfortunately sponsorship in the form of free fuel was not forthcoming this year due to the late return of entry forms. It was also unfortunate that the local authority had not managed to paint the required yellow lines that for some obscure reason are essential for the running of the steam train during the museum open hours. The other attraction, the steam carriage, had been sent to Dodington! Next year the I Plant E are to present a shield to be given to the best turned out engine.

A SEARCH FOR OLD ENGINES.

Recently, when looking through my Grandfather's early business records from the early 1900's when he carried on the business of Royal Daylight Lamp Oil agent for part of Gloucestershire, I found that he had regularly delivered lamp oil to a local pumping station, which indicated the presence of a stationary engine.

Some time later when a fellow collector was visiting me, it was decided that we should pay a visit to the village to try and locate the engine. On the way to the village a windmill was spotted in a field. A quick investigation revealed only the cooling tank remaining in the old engine house. We then travelled on to my Grandfather's house, where none of his original buildings in which he stored the oil, etc., remained. A short drive through the village and we found the water tower with the pump house underneath. The gate was open, so we decided to investigate further.

A Search for Old Engines (cont'd)

On looking through the windows we saw, alas, only a modern diesel engine and a twin fly-wheel Lister diesel belonging to the 1940's. We were just about to turn and walk away when we saw the large silencer of a very early engine standing by the side of the wall, indicating that we were just a little too late - the engine was gone!

About a week later, a friend of my Mother's, who was also brought up in the same Cotswold village, was visiting and I was telling her of our engine hunt. She told me of a pump house across the fields near the same village where she could remember an engine running. It was thought that some of the oil supplied went to this pump house. So, there were two pump houses!

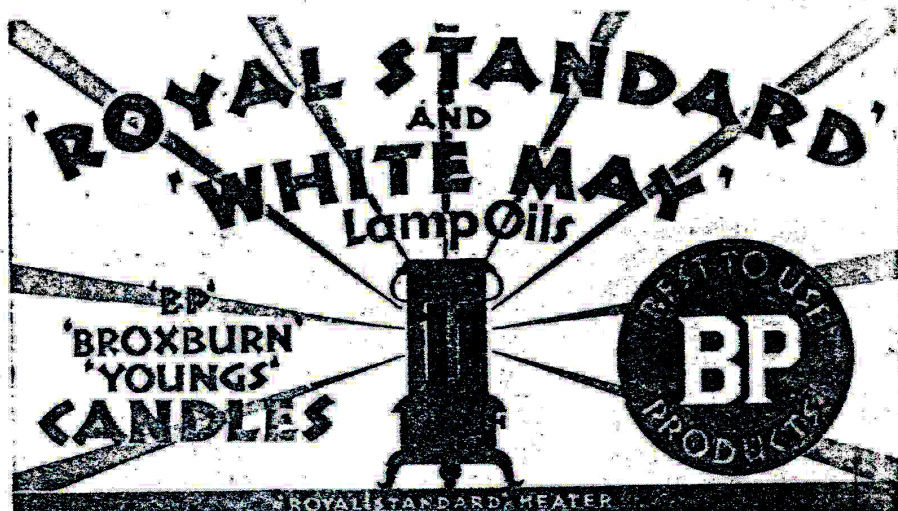
After checking the Ordnance Survey map and finding the pump house marked well off the beaten track, my wife and I decided to pay it a visit. We drove out as near as we could and then set out across the fields. As we rounded a corner, there it was - the second pump house! It was then a race between my son and myself to see who could get there first. The door was open and I rushed in, but alas, it was empty except for the modern water pump and two very oily bases where two engines most certainly ran years ago. We departed, a little disappointed, but pleased that at least we had found the sites of the engines which had a very personal connection.

Michael J Harris.

COTSWOLD OIL ENGINE CLUB RALLY, MAY 27th. & OLDBURY-ON-SEVERN, MAY 28th.

On May 28th. I went to Oldbury-on-Severn for the annual Bath Tub Races. Rob Lambert reported last year's event, now it is my turn! Taking part were Messrs Lambert, with his restored Petter that he found in a scrap condition in this area, Bill Appleby with his Victoria, myself with Lister D Type, Ray and Pam Saunders with their nicely restored Lister A, complete with sheep shearer, Rod Dring and family with their engines. Anyone got a large pipe for Rod's engine exhaust? Mr. Reader came from Chepstow and another gent from Monmouth with a Lister. Also Dave and Mary (Hopcity) Chapman came for a short time, I don't think he wanted to get his engine wet, as it rained most of the day! We have all been invited to come again next year and Mr. John Wilson, who organised the vintage section, thanked us all when he gave us plaques.

On May 27th. I went to the C.O.E.C's open rally at Fairford. It was well laid out with some sixty engines entered, but a lot did not come, like the public support which was very bad, no doubt due to the stormy weather and the fuel crisis.



Bought of L. BUBB,

Oil & Hardware Merchant,

RODMARTON.

Grandfather's Billhead.

Harry Champion.

[illegible]

A new attraction to this very popular and well attended rally was an auction held on Saturday at 12.30 p.m. The 300 odd items for sale varied from farm tools, stationary engines to tractors and cars: it was almost give away day for stationary engine men as prices were, for once, on their side, e.g., Lister "D" £10-£12, Ruston P.B. (early model) £15; Root Pulpers £4.50, a nice old Chaffer £15, and a large tank cooled Wolseley weighing 6 cwt. £19.

The stationary engine section was well supported with 133 engines in the programme, Saturday weather was blue skies and sun all day with a bite in the wind. All Exhibitors and families were invited to a Social in the evening which was held about a mile away at Litton Cheyney Junior School. A wonderful time was had by all who attended, and I am sure this evening will be talked about for a long time to come. Much credit to the people who organised it.

Sunday morning on the field started with dull overcast weather which looked like improving, but the B.B.C. said it was on the way - RAIN!!, the dread of all shows, and of course they were right. Public attendance figures must have been very low but it did not deter the engine men, out came the brollies and oilskins and they stuck it out for the best part of the day.

Wessex Club members were out in force, once again, to mention just a few, Bill Appleby, Rod Dring and family, Roy and Ivor Cox, Terry Heath, Bill Lane, and all the way from Exeter, Ray Hicks - sorry if I missed anyone out.

Rob.Lambert.

PUNKNOWLE RALLY 1979.

Saturday proved to be a nice day, with the well polished parts of engines attracting the sun's rays.

The rally was enjoyed by everyone. This was mainly due to the good turn-out of engines which included a nice 1922 5HP Lister found at Llandley, Wales, originally used as a demonstration model. Also, a nicely restored 2½HP Amanco of 1911, found at Earlsfont and owned by G. Parry. It was nice to see a couple of unrestored engines so that the spectators could see what unrestored engines as well as restored ones looked like.

Some nice machinery was turned out with the engines, which added to the interest of the spectators. A Ruston Hornsby driving a Frank Hartop Circular saw, owned by Ray Vincent, was a nice attraction. Pumps proved to be very popular, 17 at the last count.

To most peoples surprise, a single-seater aeroplane took off from the rally field. It was a surprise because it took off in such a small space!

To finish Saturday off, a marvellous "do" by the West Dorset folk was well appreciated by everyone - many thanks!

PUNKOWLE 1979 Contd.

The Sunday was not as nice weatherwise, possibly due to the performance of the Morris Lancers which took place under canvas! (Morris Lancers are supposed to bring fine weather and fertility - they didn't do too well with the first item, maybe they had better luck with the latter! Ed.) It did not stop the running of engines and some spectators braved the weather and carried on looking around. Gregory Pike's 1913 Crossley 11HP and 1918 6HP International attracted the attention of a lot of people, both engines running beautifully.

Due to the weather, most people had to pack up early but despite that I am sure the rally was enjoyed by everyone.

Nick Dring.

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CLUB EVENTS.

- JULY 30th. AMERICAN NIGHT. Stuart Ashman will be showing slides of his recent visit to Engineland U.S.A.
- AUGUST. There will be no August meeting.
- SEPTEMBER 1st.& 2nd. W.S.E.C. RALLY, LACKHAM COLLEGE. Entry forms are still available from Committee Members and at Club Meetings. Entries are already coming in although very few so far from Club members! Please get your entry in early so that we can start making up the programme - closing date July 31st. All entrants will receive a plaque which will feature another classic vintage engine. Besides the awards to W.S.E.C. members, there will be presentation plaques for the best visitors engines, horizontal and vertical, to be voted for. Overnight camping & caravanning is available on the field with the engines. Tractor entries are invited for a static display along with Lackham's own tractors. There will be a social gathering on the Saturday evening with a meal and plenty of liquid refreshment, since the College has kindly given us exclusive use of their students bar. This gathering will take the place of the August meeting, since the last Monday in August is a Public Holiday. Incidentally, an open weekend at Lackham usually attracts over 2000 visitors so we want to put up a good show. Get your entries in and please send a s.a.e. to help keep the cost down!
- SEPTEMBER 24th. PAUL ELKIN from Bristol Industrial Museum will be guest speaker at the Old Down Inn.
- OCTOBER 29th. CLUB FILM NIGHT with films from John Kyte and Mike Harris.
- NOVEMBER 26th. ENGINE QUIZ run by Eric Brain. Take a good look at all the engines in the rallies this summer and then see how good your memory is!
- DECEMBER 8th. CLUB DINNER & DANCE. Star Hotel, Wells. Menu:- Roast Somerset Turkey with savoury stuffing & Cranberry Sauce, Vegetables & Roast Potatoes. Christmas Pudding with Brandy Sauce. Tickets this year will be £5.00 per head.

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- FOR SALE....Wolseley WDII crankcase, crank shaft with flywheel & sprocket, two water hoppers. Offers to Eric Brain, Temple Cloud 52633.
- WANTED.....WICO mag. for Lister D Type. E.K. Wright, 34, Elborough St. Southfields, London SW18 5DW. Tel 01 8 4 7391.
- WANTED.....Carburettor for Lister A Type. P. Roberts, 9 Sunnymead, Oakhill, Tel:- Oakhill 840626.
- FOR SALE....CLUB BADGES £1 plus 7p stamp or s.a.e. from Adrian Stride, 100 Marshfield Way, Fairfield Park, Bath.
- CLUB TEE SHIRTS £2 each from Tony Jones 59, Marsh Road, Trowbridge.
- SORRY - no room this month for Forthcoming Events but the only new local one to come to my attention is Bill Fosters Sherborne Castle Rally on July 1st., so please give Bill your support.

MONTHLY MEETING REPORT. May 21st. 1979.

Bowlers of Bath.

This month by way of a change, instead of the Old Down Inn, W.S.E.C. members gathered in Morford Street, Bath for a visit to Camden Works Museum.

Briefly, the museum consists entirely of the contents of the works of J.B. Bowler, brass founder and engineer, and mineral water manufacturer, formerly of Corn Street and Southgate Street, Bath. Bowler started his business in 1872, specialising in the repair and manufacture of equipment used by brewers, public houses and mineral water manufacturers. During the period of the firm's existence until it closed in 1969, nothing was replaced or thrown away, consequently a most marvellous collection of machinery, tools, bills, receipts, letters etc. became available showing the way of working of a small Victorian engineering business.

The sixty or so club members split into three parties with their respective guides and it soon became apparent that everyone was fascinated by the quaint relics on display. We firstly visited the machine shop consisting of overhead shafting, belts, pulleys and machine tools dating back well into the last century. This workshop could have easily been used by the Health and Safety at Work (1974) Act as an example of what Not to do!! Displayed here on the balcony were some of the letters received by Bowlers from customers or suppliers - all amusing, some complimentary, others not so, some demanding, pleading, requesting - and even summoning!

We next all moved on to the old office, with the hard chairs, partners desk, ink well, cast iron grate, gas lamps and ledgers exactly as used right up to 1969 all through the firm's existence.

Next the pattern shop, followed by the foundry - examples here of scrap "jobs" being kept in case they came in useful later on. Finally the finishing or fitting shop; here once again were examples of Victorian tools, tinsmiths' rollers and beaters, small treadle bench lathes, grindstones etc.

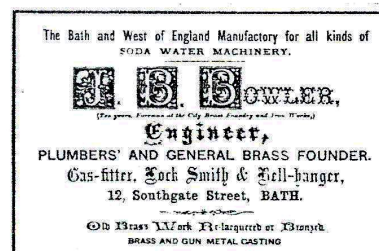
Upto this point ones imagination could conjure up the works turning out Stationary Engine parts, run by the W.S.E.C. - for example, who else but Tom Randall in the foundry, Bill Appleby and Rod Dring on hand maintaining the belts and keeping the machinery going; Stuart Ashman looking after the records, Diana Emery bashing away on the vintage typewriter, John Spear assisting with the ledgers and Herb Gane driving the "ancient Napier Lorry" around Wessex delivering Amanco and Bamford spares as sold by Michael Cannon.

Alas - only a dream and we passed on into the Mineral Water factory. Here we were shown the original carbon dioxide generator and carbonating pump, to put the fizz in the ginger beer, the bottling and labelling plant, the essence room and so on. Bottle collectors, Ann Brain and Stephen Emery, were overheard planning a big raid, both green with envy as this department was a collectors' dream. However all the exhibits were found to be wired together!!

A rather frightening machine consisting of a large horizontal bristle brush rotated by crank links and a treadle, started some interesting speculation as to its use but it turned out to be merely a bottle cleaner. Equally fearsome was the labelling machine which the operator sat astride to operate.

After studying the nicely displayed publicity pictures, calendars, examples of bottle types, stoppers, openers, catalogues, labels etc. we found ourselves back in the foyer from whence we were ushered into the lecture room for coffee. Here an impromptu meeting was held, newsletters distributed, late subscriptions paid up, insurance certificates and badges sold, rally entry forms passed around and we finally dispersed around 10.00 pm. after a very enjoyable evening.

Emerson Brantingham.



THE BOWLER COLLECTION

WESSEX STATIONARY ENGINE CLUB - INFORMATION SHEET. 1979.

COMMITTEE.

Tom Rancall.....Chairman.
Rod Dring.....Vice Chairman.
Diane Emery.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.
Adrian Stride
Bill Appleby.
Ferb Gane.
Mike Harris.

Secretary:- 'Odstax,' Wells Road,
Hallatrow,
Bristol.

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.

NEWSLETTER ITEMS. Send all contributions, articles, adverts., etc.,
to Tom Randall, Welton Hill Cottage, West Road,
Midsomer Norton, Bath, BA3 2TL.

HONORARY LIFE MEMBERS.

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