Mr R. Lambert (Frome)

Newsletter

MARCH 1978

CHAIRMANS REPORT.

Upon accepting the position as Chairman of the club, I found that I inherited an unusual collection of paraphernalia, the most interesting part being a plastic Marks & Sparks carrier bag containg five reels of Christmas bunting, 2½ litres of tomato ketchup, two jars of English mustard, seventy—two paper cups, about fifteen hundred tea bags and a copy of the club constitution I must say that my own constitution has suffered greatly as a result of my recent diet of ketchup and mustard flavoured tea! I might just add, to add insult to injury, that my whole domestic life has been threatened by the prospect ive delivery of about fifteen hundred—weights of assorted jumble which is also, I am reliably informed by the previous incumbent, the responsibility of the Chairman! And to think that I only came because I was interested in engines.

However, to more serious matters. The future of the Club requires a good deal of hard work, not omly from our new committee, but also from yourselves.

Inorder to continue to present an interesting programme of meetings for the next twelve months, we need suggestions and names of people who you would like to hear and/or have intersting films and/or slides for us to see. We also need contributions for inclusion in the news-letter. At this moment, we do not have any material for Aprils news-letter, so all you budding writers are invited to tell us about your experiences on restoration of engines or ancilliary machinery, rally reports, exhibition and museum visit reports, or indeed anything of interest to the engine enthusiast. We would even be pleased to add a 'SALES and WANTSS section, without charge, for members to dispose of unwanted bits and pieces or try to locate same.

We have held two meetings of the new committee. The first was basically for all we new members to familiarise ourselves with the established running of the club. We have made some minor changes in the Club Constitution a copy of which will be on display at the March meeting.

I would like to remind many of our members that subsciptions are due and that Joint Membership(i.e.man and(or intended) wife.) is £2.00; Individual Membership is £1.50.; and Junior Membership, 50p. Stuart Asman will be pleased to relieve you of the contents of your wallets at any time.

Following the somewhat stormy A.G.M. it was really pleasing to see such a good turnout for Bill Woodland's excellent and instructive talk on the history and developement of the Cornish Beam Engine. A very good night indeed

Finally, I am sure that the entire membership of the club will join with me in congratulating David and Doreen Edgington on the superb 24 page issue number 50 of the STATIONARY ENGINE magazine. A magnificent effort.

Tom Randall.

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FORTHCOMING EVENTS.

Ist. April Wootton Bassett Model Exhibition. 29th. April

South Bristol Technical College Rally, one day only. Marksbury Road, Bedminster, Bristol. Open II.00 am. Admission Free! A lecture/film show is planned for WSEC

members in the evening. Puncknowle Rally, Dorset.

6th. May 20th./2Ist.May. Doddington Rally.

Also Somervale Leisure Activities Weekend, Somervale School,

Midsomer Norton.

I7th/I8th June. Camerton Rally, all details and entry forms from David Holmes. I5th/I6th July. Bristol Steam '78. Ashton Court Estate, Long Ashton Road, Bristol. Details: Brian Lewis, Tel: Nailsea 2027. This could

be the years biggest rally.

30th Sept/Oct Ist. This is the provisional date for the club rally which we hope to run at Cranmore again.

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CLUB EVENTS.

24th April Ruston & Hornsby expert, Ray Hooley is guest at the Old Down Inn and will be giving a lecture on R & H engines illustrated

30th. May Debate on Rally Judging. Come along and tell us what you think of competitive rallies. Are they Really competitive?

Is judging of any value to the Stationary Engine enthusiast? Feel free to express your views, conteversial or otherwise.

26th. June Illustrated talk from Stuart Ashman.

OTHER ITEMS OF INTEREST.

As the rally season approaches, it is worth bearing in mind that all sorts of other organisations will be opening their doors to the public again and I feel that many of us with much broader interests in the Mechanical Marvels of Yesteryear' will be interested in being kept up to date with what is happening in our area, wide though it may be. To this end, please tell us about events and 'workings' of other engineering restoration enthusiasts so

BRISTOL INDUSTRIAL MUSEUM, opened on March 17th. and is located in M Shed, Princes Wharf, opposite the Arnolfini Gallery. It is open Saturday to Wednesday (Sunday included) I0.00 am-I2.00noon; I.00pm.- 5.00pm. Admission Free! Well worth a visit.

Through the smoke I stared, transfixed by the little badge, 'Keep Sixteen'. A dozen connotations flashed through my mind. Perhaps the Government were about to alter the age of consent, or was the fellow a Moslem with a Harem problem? I raised my eyes to his hardened face. Suddenly, as though I'd grabbed the H.T. lead from a Wico EK, I remembered. I had seen him before, at Beaulieu the previous summer, staggering under the weight of a I6mm cine camera. Obviously a novice, I had thought as I watched him film a 4 hp National Gas engine for about ten minutes without removing the lens cap! time.

What was he doing here? Was he waiting for someone - me perhaps? I quietly closed the door, ordered a coke and carried it to a grease-stained table near the window. As I noisily sucked the liquid up the increasingly so by straw a pair of headlamp beams swung accross the yard outside, illuminating the window for a second before they were extinguished. The engine spluttered into silence. I could then see that it was a red Transit van with the faded and scratched legend, 'Broadtown Truck Rentals' along the side.

Down from the drivers seat stepped a handsome young chap wearing a denim cap and a brown leather coat, followed by a small, off-white, Jack Russell terrier. Entering the cafe, he greeted the bearded fellow heartily, ordered an Ovaltine and, crossing over to the Juke Box, selected the Steam Machine's record, 'The Italian Connection'. As the record ground on, I distinctly overheard the words, '4½ hp. permanent lamp.'

Leaving my table, I sidled outside into the pouring rain, which had just started, crept around the back of the Transit, slid open the door and hopped inside, pulling the door shut behind me with a deft movement. As my eyes became used to the comparitive darkness, I realised that the van was laden with what looked like pieces of cast iron scrap. In the far corner a bulky object lay un der a rug. Scraping my knees on some old brass blowlamp thing, and muttering a few engineman's oaths, I slid my hand under the rug, only to withdraw it again rather quickly.

Instead of the expected cold, rough casting, I had instead contacted what, even to my rough engineers hand, was instantly recogniseable as a warm, firm, nylon clad thigh! The rug shook its-self and I found myself looking into deep green eyes, shining like Duckhams Q20-50 in a well-polished drip-feed oiler. NOVA - again!

Suddenly the drivers door slammed, the van shook and with a grinding noise that only a Ford starter motor could make, the van set off out of the car park and headed off into the depths of the Welsh countryside, throwing me into the depths of Nova's welcoming arms!

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Thankyou, ANON, yet again for another exiting episode. It has been rumoured that Scotland Yard Porn Squad will be raiding the May meeting of the WSEC in order to confiscate the next news letter which could contain intimate details of this interesting encounter. Who said that there was nothing sexy about engines?