### CLUB MENTING, July 28th.

The July meeting at the Old Down Inn was to be a bit of a 'pot-luck' evening, but proved to be very interesting and informative.

Whilst a well known scribe in this newsletter, E.B., was setting up for a slide show, another member, Mr. Camp, appeared with a model gas engine tucked under his arm, complete with gas bottle, torch battery and starting rope. This was to be real one-upmanship, since only one other engine had entered these notorious portals - the Tom Senior of Mike Cannon's lady friend, Jane.

Mr. Camp gave us a brief description of this superbly finished engine, all home-built and machined from rough castings supplied by Reeves and called a 'Centaur' with 12" bore & stroke, and hit & miss governing, using a poppet gas valve.

The engine fired at the first pull, quickly reached full revs and cut in nicely on the hit & miss system. This has to be a 'First' for the Wessex Stationary Engine Club. The cooling tank required two beer mugs of water, from the Gents Loo!

After this impromptu crank-up, the slide show got underway at 9 o'clock.

The slides, a selection supplied jointly by Stuart Ashman and E.B. were of relatively well known types of engines. E.B. gave a running commentary on the particular engines, including a good deal of history.

Bamfords were first featured and the history of the Webster magnetos fitted to the earlier models was explained.

A series of Petters was shown and the amusing story of a 5hp M Type that was restored by E.B. for another (now ex-) enthusiast related the incident in which an engineman nearly lost an ear when a belt being used in an endeavour to start it flew off at a Camerton Rally a few y sago.

At this point in the proceedings the projector jammed severely, making a chuffing sound somewhat like a Petter. E.B., expertly wielding a pie-encrusted knife, eventually freed the offending slide (his own!). During this operation your scribe noted with some amusement that the Chairman's wife was cleaning her glasses with her underskirt! Whatever next, Marg? The next few slides were viewed from various angles, namely sideways, (Equatorial), and upside-down (Australian), and some betting ensued as to which way up the next slides would be! Peter M Black's stinking black Petter was also shown - known locally as the 'Aerial Tar-Sprayer!'

Listers of all shapes and sizes came next, including a white engine being used as a plant-pot in Buckfastleigh - no, it's not restored;

A short break was then required by the thirsty and cross-legged audience during which time the raffle - ably run by Stephen Emery and Alison Dring - prizes were drawn:-

1st prize, a tin of Swarfega - Judy Godfrey.

2nd prize, a tin of 3 in 1 oil - Roger Parsons.

3rd prize, an 18mm spark plug - Stephen (I bought a whole book!) Emery.

After the break we saw further slides of Ruston Hornsby, Wolseley, Massey Harris and a rare vertical Detroit. Last but not least was a shot of the green Victoria owned by Tony Ayres, who claims this colour to be correct, and may well be right if current research by E.B. is the right track - more later in the S.E. magazine.

Cnairman Rod thanked E.B. for his detailed show and the meeting ended with a cry of, "Don't forget the pumping engines in August."

#### Smoke-Ring Petter.

FOR SALE... 2 off, 1½hp Bernard Conord engines on trolleys, 95% complete, as found, and one 3hp Bernard Conord engine on a trolley also 95% complete & as found. Offers to Peter Chapman, Parkhouse Farm, Parkhouse Lane, Queen Charlton, Nr. Keynsham, Bristol. Telephone:- Keynsham 68213.

FOR SALE... Coborn engine with Winget pump, original outfit complete as found. Needs restoration, £15. Mr. C.M.Gulliford. Sunny Holm, Middle Road, Cossington, Bridgwater.

WANTED.....Set of Transfers for a Fowler 2½hp engine. Mr. C.M.Gulliford - address above. FOR SALE... Lister D Type. 1946 approx. Wrong rotation. 95% complete, as found-part dismantled. £18. T.Randall. Tel:- Midsomer Norton 418926.

FOR SALE... Cast Iron Wheels: 1 off  $9\frac{1}{2}$ "dia.,  $\frac{5}{4}$ "bore,  $2\frac{1}{2}$ "wide, 4-spokes. 1 off  $9\frac{1}{2}$ "dia.,  $\frac{3}{4}$ "bore,  $2\frac{1}{2}$ "wide, 5 spokes. 1 off  $12\frac{1}{2}$ "dia.,  $\frac{7}{4}$ "bore, 2"wide, 5 spokes. All £1 each. Also:— Set of 4-solid cast iron wheels,  $12\frac{1}{2}$ " dia., with axles, suit heavy engine, £5 set. WANTED.....Spoked cast iron wheels, 8" or 9" dia. Preferably a set of four. Will buy or

exchange for set of 4, 12" diameter. Eric Brain ("Wheeler-dealer") 5, Greenridge, Clutton, Bristol. Tel:- Temple Cloud 52633.

WANTED.....Sheep-shearing cables, clippers and runners. P.A.Steele. Tel: Devizes 4820.
WANTED.....Large Lister engine, 8 -10 horse-power, or larger, but must be single cylinder,
P.A.Steele, "Tugela," Wick Lane, Devizes, Wilts. Tel:- Devizes 4820.

WANTED....Pully for Lister D Type,  $1\frac{1}{2}$  dia. shaft, 4 - 6 diameter. Bill Dufty. 27, Rivers Rd., Yeovil, Somerset.

That well known and well used saying - BETTER LATE THAN NEVER - certainly applies in this instance, as, believe it or not, I started these notes the very evening of the Club Rally: Today is the FIRST day of August and I have vowed to complete this short epistle - even though our postman has brought the grand total of SEVENTY FOUR letters, an all-time record and one which hopefully is not broken too often:

Firstly the Club Rally (hopefully you can still remember it?), Rod Dring and the committee did a splendid job in organising this very successful event.Personally I thought it was the best Club Rally so far, and the new site leaves plenty of room for expansion. An appropriate banner strung across the rugger posts may attract more passers-by next time, and if some-one can supply a ball, a 'kick for a conversion' competition can be staged. It is always interesting to see the number of 'migrant rallyists' who have travelled from great distances - a sure sign of a good rally. Nice one, Rod, keep up the good work.

Congratulations are also due to Newsletter 'Ed' Tom Randall and the gallant few monthly contributing scribes - can I suggest a 'scribe glossary' occasionally, as I never know who has written some of the articles, in fact Tom could be writing the lot and we may never know! In fact I know that is not strictly true, the identity of Emerson Brantingham is well known, as is Harry Lodge(?), but as for the other bright sparks....? One only realises how good this Newsletter is when one has had the chance to look at about thirty others. Well done Tom, the second place in the STATIONARY INGINE MAGAZINE Newsletter competition was well earned.

The Stationary Engine Magazine Rally - LCNGLEAT. As was so rightly pointed out by Tom Randall in his 'end of year' speech at the Club's Dinner& Dance, 90% of the Longleat Rally organising team are Wessex Club members. So in view of this, I would like to ask those same people to 'stand by' for 1981, the date to remember being June 20th./21st. See the appropriate journal for further details.

A chance came recently to blow the Longleat dust from my big Petter 'S' Type. Our local village hall ('hut' would be a better word) is, like many other public buildings, suffering from financial palsy. So a small fete was arranged and one or two stationary engines were requested. Local enthusiasts (and Wessex Club members) Alan Bartlett and Anthony (Armstrong?) Jones assisted by bringing nicely restored Petter 1½h.p. 'M' Types. The event was a wash-out, although we just managed about two hours of rain free running. Tony Jones' notorious fishing brolley saved the day when the sky finally opened, two of those brolleys may be better than a marquee at Longleat next year! Why the St. John's Ambulance men insisted on standing and staring at us for the duration of the afternoon, still remains a mystery. When one of them stated to a visitor that he was (wait for it) 'waiting for a boiler to burst', we decided to move them on, using the age-old dodge of noticing cups of tea being given out at the other end of the field!

Those weight over wheels V.W. fanatics who claim mud to be no problem, should have seen us pushing Tony Jones' yellow rally car through the exit gate, even the extra weight of the multitudinous rally posters made no difference. Rumour has it that he even has posters stuck UNDER the car:

It's all good fun and surely that is what our hobby is all about.

CANCER & LEUKAEMIA IN CHILDHOOD TRUST.

The following letter was received by Rod Dring from CLIC.

Dear Mr. Dring,

Thankyou for your kind donation in the sum of £25 towards the work of this trust. We are most grateful for the support we receive, which enables us to continue to help provide better facilities and care for children with cancer and leukaemia.

Please convey our sincere appreciation to the members of your Club for so kindly raising this money on their behalf. They may be assured that their gift will be wisely used for the benefit of these unfortunate children.

Yours sincerely, S.J.Elston (Mrs) Hon.Sec.

COMMITTERS MESTING MOTES.

At the last W.S.E.C. Committee Meeting the main topic for discussion was the future of this Newsletter.Unfortunately our very cheap copying facilities are no longer available so the cost of this publication is about to increase to about £15 per month! Alternative means of reproduction are being investigated and to keep costs to a minimum, a mixture of duplicated and photo-copied pages may result. For the time being the newsletter will be restricted to four sides and the information sheet will be discontinued forthwith.

This, together with an increase in the paper size, should give four full pages of news each month with the minimum loss of space.

The rest of the meeting was taken up with discussion on the Club's autumn programme, and several ideas are being investigated, including a proposed visit to Listers, more news next time. The booking for the Club's Annual Dinner & Dance was confirmed, and an order form for tickets is attached to this newsletter

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A short run from Salisbury to this popular event on the Friday evening was the start of another enjoyable weekend. Apart from the barn engines (about 80 in all) the displays of over 50 different kinds of rural crafts made an interesting change from the usual trade stalls. Have you ever seen a wooden rocking horse being made all with hand tools? Fellow members John Kyte, with his Blackstone, and Terry Heath with a 6th.p. Blackstone made about 1902, and yours truly exhibited on the Saturday in spite of heavy showers. Sunday morning started off with brilliant sunshine, but heavy showers came at dinner time and later in the afternoon. An interesting variety of barn engines, from far and near, included; a Crossley 7h.p. of 1923 exhibited by A Bertram of Cosham, a Ruston Hornsby 6h.p. of 1925 shown by Dave Surtees of Totton ( no relation to the well known motor-cyclist), a 1920 6h.p. Bamford driving a Bamford mill, exhibited by Alan Davies of Blackwater, Camberley, a 1935 12h.p. Stuart Turner exhibited by Geoff Winter, of Nomansland, a 2h.p. Amanco of 1922, shown by G. Cornwell of Liss, Hants., and a 1916 5h.p. Petter Junior owned by Brian (Chalky) White of Maybush. Also, Keith Reader came all the way from Gwent with his 1914 Brownwall Melco. The two-day event came to a happy end with the launching of a hot-air balloon.

### ANDOVER SHOW, June 29th.

We arrived at Andover airfield on the Saturday afternoon, found our position, reported to the Control Centre and then had tea.

After a shower of rain the evening was dry, but windy. We settled in for the night and woke next morning to find the SUN streaming in, and a few early arrivals getting their engines into place. We bought a programme to find that only 14 barn engines had been listed, although our entry number was 62: All entries were numbered regardless of class of entry.

We were situated in full view of the arena so we were able to watch the various events taking race, which included the Warminster and Avon Pipes and Drums Band, a model helicopter display, Waltham Chase Boy's Motor Cycle Club display team and the Romsey Majorettes.

The weather was HOT and SUNNY all day, so the crowds poured in, which must have helped the funds of the Andover Lions who organised the show.

We packed up about 6p.m. for our short journey home, where on arrival, I found that I had actually got sun-burn, on my neck.

# HEDDINGTON & STOCKLEY STEAM RALLY & FAIR, July 5th. & 6th.

we arrived at Heddington on the Friday were already set up for the weekend.

More exhibitors arrived in the morning, which was sunny, and it remained fine for the rest of the day. Cur Bill (Foster) was the commentator, who made the events taking place more interestin with his descriptions.

The children, as well as the adult spectators, appreciated the Avon Vale Hounds and the Wadworth shire horses. The Saturday programme finished with The Skywaymen Sky Divers Team.

Over 100 barn engines, with Bill & Margaret Appleby's Victoria being entry No. 1, about 50 tractors and cars, numerous stalls and Jennings Fun Fair makes this rally very popular in its beautiful setting.

Sunday looked like being fine, but it had to rain at the beginning of the afternoon events. between the showers, the plaques were presented by the Pearly Queen of Swindon. Apart from one arena events, the Punch & Judy Show was as popular as ever with the children, and some grown-ups too! Unfortunately the weather on the Sunday caused the cancellation of the sky-diving display.

Next year's rally is on the 4th.& 5th. of July, 1981, so all you enthusiasts make a note of that date now:

# POOLE NORTH SCOUT GROUP, 9th. STEAM RALLY, LYTCHETT MATRAVERS, 12th. 213th. July.

As we had not attended this rally before, we set off on the Friday night down to Lytchett Matravers, and were very surprised at how large this rally was and at the number of exhibitors, in all sections, who were already installed in their camping areas. Saturday morning brought yet more exhibitors and the rally got off to a fine start, although overcast, with a few, very few, sunny intervals.

Stationary engines were approximately 80 in number, as a few had not turned up and since vans and caravans were not able to park next to their engines, not as many were running as might have been. However, a few Wessex members, besides myself, were in evidence and included W. & L. Crouch from Trowbridge, Terry Heath and Mr. & Mrs. W. Lane from Sherborne.

15 steamers and 12 road rollers were in the programme, and most took part in the arena events. There was also a parade of cars, lorries and tractors, although not great in number. Later in the afternoon there was a motor cycle display team, followed by the Wessex Corps of Drums and then the Wessex Log Axeing Championships. Everyone must have turned in early, anticipating an even better day on the Sunday, since not one lighting set was working during the evening.

Nevertheless, Sunday dawned and it was still dry: As a few more empty numbers began to fill up

and we were all beginning to think that the weatherman had got it all wrong, there was that all too familiar spot of rain and by 11 o'clock it was pouring, which it continued to do for the resof the day. However, all the arena events took place, with the exception of the odd steamer that

Public attendance must have been well down of people braved the elemants to have a lock around. This was a very nice two-day event.

J.Lambert.

At Bristol Wet Rally the other week, Bill Trott showed me an entry form for the RALLY ROUND-UP. Cotswold Oil Engine Club Rally, held in conjuction with the Vintage Ploughing Match on Sept. 20th & 21st. Entry forms from Mrs.B.Cross. 3, Chelworth Rd., Cricklade. If you are not going to Stourpaine, you can go to this one on the road between Cirencester & Cricklade, near South Cerney. I live about 1 miles from Chippenhan, on a by-road to Biddestone and up a farm track. The other day I spotted a Mercedes coming up towards me and a gent got out. He had seen a trailer plough on the lawn which I have restored for a friend, and, no doubt thinking that I was a country bumpkin he offered me £100 for all my engines and ploughs and when he said he would have the tractor as well, I soon let him know that I knew more than he did. He said that he did not go to rallies as they were a waste of time and fuel. It seems to me that he was a dealer out to make a fast buck out of unsuspecting folk. The car had a London registration and I am about 4 miles from the M4. I told him I was well known for my interest in vintage engines & tractors, as I take part in local ploughing matches, but I did not let him know that I am insured against the likes of him who, if they cannot get it cheap, pinch it when you are out.

Now that I am an O.A.P. I am thinking of reducing the number of engines I have got as I cannot afford to keep them all. Remember the ex-boat JAP with clutch, 3-speed box & prop? I have had it running. I converted the carb to runon Calor gas and it went very well. I have put it in the sale at Stourpaine this year.

I went to the Ross-on-Wye Rally at Much Marcle on July 26th. & 27th. The stationary engines were protected from the public by sheep hurdles and this is the best way of keeping kids away from engines. I was the only Wessex member there as a lot had gone to Netley Marsh. There were a of well restored engines; Brian Money's Waterloo Boy, Pat Mallin's Campbell gas engine, Les Deaville's Gardner and about 6 big ones, Allan and Ruston. As usual there was a vintage sale, but prices were down. I bought a poultry plucking machine. Maybe around Christmas I can get some work: On Sunday, August 10th., while all the other members were at Yeovil or Knowlhill, I took my trailer-mounted engine to the 3rd. Annual Rally at Troublehouse Inn, on the Cirencester road out of Tetbury. There were 10 barn engines, chiefly Listers, 1 Titan, 3 Fordson, 4 International & 2 Field Marshall tractors, 1 steam roller and Bernie Cunningham's little Dean organ. There were several stalls selling all sorts of goods. Admission was free but donations were collected in buckets and £25 was raised for Tetbury Hospital.

Rod Woolford did not get to Yeovil this year as his Father-in-law is ill. I hope we shall see him back on the rally fields next year, if there are any due to the depression!

SUCCESS AT BEAULIEU

Noting the comments about lack of material for the Club's Newsletter, I thought I would take pen in hand to let you know that the 'Club Flag' was kept flying at Beaulieu National Rally when I won First Place in the 'Enclosed Crank up to 3h.p.' Class, with my old 1932 Lister A shearer. This piece of information would, I feel, be of interest to other List owners in the Club since it proves that even with a common farm Lister a top award at the National Rally can be won. I also thought it was interesting that there were 25 Amanco opencrank engines compared with 23 Lister D Types entered.

The rally was very well organised, but the programmes this year were very poor in my opinion, because they marked engines driving machinery with a "ditto" in front of the number instead of giving details of what it was and what it did. If the public pay to come and see our engines, it is only fair to give them the information so that they canappreciate the exhibit more by knowing all about it. I thought that was what programmes were for. I know that it was an engine rally, but there are many engines made already fitted and sold with machinery as working units. Can I, through the Newsletter, thank all the members who supported the newly formed Devizes Club's Crank-up on July 2nd. at the Fox & Hounds Inn. Would all Club members note that on 3rd. September (Wednesday) there will be another at the same place starting around 7.00p.m. This is again to attract more people to the club and the engine movement in general.

P.A.Steele.

CLUB EVENTS. An Evening on RAILWAYS, with Des Clarke SEPTEMBER 29th. Visit to R A Lister & Co. date to be announced later. . . . OCTOBER

CLUB ANNUAL DINNER & DANCE at the Portway Hotel, Frome. Tickets £5 per head for a full Christmas Dinner menu. Booking slip with this newsletter. 

-AND FINALLY-Not exactly an overwhelming response to the plea for 'Engine Proverbs' (did I hear you say: "Too 'Silly for words?"). Mr Gulliford came up with a few:- 'An apple-top a day keeps the Listers away and 'A Lister D, not one but three! Perhaps someone could let me know the origin of that one: A reference to 1980 rally weather, 'It's raining cats & bulldogs' and lastly a song title that someone might write words for one day, 'Where Have All the Fowlers Gone?' :::