

CLUB MEETING. 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 $1\frac{1}{2}$ " 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 years ago.

At this point in the proceedings the projector jammed severely, making a chuffing sound somewhat like a Petter. E.B., expertly wielding a pie-enrusted 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!'

Listeners 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.

Chairman 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, $1\frac{1}{2}$ hp 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 2 $\frac{1}{2}$ hp 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., $\frac{3}{4}$ " 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., $\frac{7}{8}$ " 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.

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 ENGINE MAGAZINE Newsletter competition was well earned.

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!

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

David W. Sadginton.

The following letter was received by Rod Dring from CLIC.

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.

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

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.

ANDOVER SHOW, June 29th.

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

Rene & Len Fry.

[illegible]

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 rest of the day. However, all the arena events took place, with the exception of the odd steamer that

Public attendance must have well down, but a surprising number of people braved the elements to have a look around. This was a very nice two-day event.

J.Lambert.

RALLY ROUND-UP.

At Bristol Wet Rally the other week, Bill Trott showed me an entry form for the Cotswold Oil Engine Club Rally, held in conjunction 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 1½ 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 run on 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 lot 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!

Harry Champion.

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 Lister 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 open-crank 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 can appreciate 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.

SEPTEMBER 29th. An Evening on RAILWAYS, with Des Clarke
OCTOBER Visit to R A Lister & Co. date to be announced later.
DECEMBER 13th. 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?' !!!