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## CLUB DINNER & LANCE-PRIZE WINNERS.

After much earnest searching under chairs at the end of the meal, the lucky 'spot' was eventually found by Julia Masters from Trowbridge, who received a bottle of whisky. The main raffle prizes were won as follows:- TURKEY, Kevin Dring; ICED CAKE, with Stationary Engine depicted, made and decorated by Diane Emery, was in fact won by Diane! However, she elected to take the next prize of a bottle of WHISKY instead and following a re-draw the cake went to Adrian Stride's wife. BOTTLE of WINE, John Emery who, apparently satisfied with (and obviously hoping to get a share of!) the wife's Scotch, re-presented it for re-draw, but it stayed in the family, being won by his sister-in-law, Mrs Heal! BOTTLE of SHERRY, Marg Appleby; BOX of CHOCOLATES, Sylvia Yeo; BOX of STATIONERY, Ian Skuse; PERFUME & TALC, Mrs. Tucker; BOX of STATIONERY, Adrian Stride, who re-presented it for re-draw and was won by Herbie Gane's brother. TIN of SHORTCAKE, Rene Fry; PERFUME SPRAY, Nick Dring (later seen wearing that gas mask, presumably to avoid being overcome!). BOX of TOILETRIES, Stephen Emery, (we're going to have some nice smelling boys on the rally fields this year!). BOX of FRENCH SOAPS, Ester Handall(perhaps the Chairman won't smell so bad either!). RADIO/TV TIMES COVER, Wendy Gane; FRENCH PERFUME, won by Ken Appleby's wife who re-presented it for redraw and it was won by Alan Tucker. AFTER-SHAVE LOTION, Jackie Lambert (now we know what Rob got for Christmas!). PAPER GAMES KIT, Mr. Smith; AFTER EIGHT MINTS, Terry Heath; PERFUME, Mrs Goodsm ; BOX of STATIONERY, Chris Howell; BUBBLE - BATH, Tony Gardiner (Stay Clean with the Wessex!). BOX of TOILETRIES, Nigel Goodsmith; AFTER-SHAVE LOTION, Ian Craddock; TALC SET, Rob (seems like a nice boy!) Lambert, who, already in line for some After-shave, re-presented it for redraw. It was then won by Marg Appleby, who, preferring the sherry already in hand re-presented it yet again, it being finally taken by David Edgington. TIN of INDIAN TEA, Herbie Gane's father; and finally a four-pack of LAGER, Ien Fry. Immediately following the raffle, which took about half an hour to draw, an attempt was made to get Tom Randall to play the recorder whilst wearing a gas mask, however, following a plea of lack of practice (at wearing a gas mask?) the attempt was dropped and the music was then provided by the Disco who were, after all, getting paid for it!

Jethro Tool.

## DATES FOR YOUR DIARIES.

4th.& 5th.MAY            FROCESTER MANOR.  
25th.& 26th.MAY.        MARKET LAVINGTON & EASTERTON FOOTBALL CLUB RALLY.  
                          Entry forms from John Kyte and at Club Meetings.  
31st.MAY & 1st.JUNE. ABERGAVENNY RALLY.  
5th.& 6th.SEPT.        SOUTH SOMERSET CLUB RALLY (members only) at the Bath &  
                          West Showground.

Few people have sent in rally dates so far as you can see. Please don't always leave it to somebody else, we are trying to provide a service to our members but we need your help to do it. We have heard that there is to be a Dodington Rally this year after all, but no date has been forthcoming yet.

CLUB ANNUAL GENERAL MEETING **FEBRUARY** 25th. 8.00pm. Old Down Inn, Emborough.

## AGENDA.

- 1.The President, Mr.David Edgington, will open the meeting.
- 2.Chairman's Report.
- 3.Treasurer's Report.
- 4.Election of Officers.
- 5.Presidents Address.
- 6.Any Other Business.
- 7.The President will close the meeting.



CHALK PITS MUSEUM, WEST SUSSEX.

Driving onto the South Downs by the Storrington-Chichester road, you will see, just before crossing the Arun, Houghton Bridge carries on the left, marked by three outcrops of chalk on the hillside. The earliest written record of the quarry is 1382, but it is certain that chalk was quarried here much earlier than that. In the 1840's, a number of kilns were built there and the lime was transported by barge to coastal markets. By 1880, the entire quarrying and lime-burning enterprise had been acquired by one man, John Pepper, whose family continued the business for three generations until the mid '60's when it ran to dereliction and bankruptcy. Since there was still planning permission for further chalk extraction, the property was bought at auction in 1974 by West Sussex County Council, who wanted to prevent any further defacing of the Downs. The Southern Industrial History Centre Trust became interested in the site for their museum project and soon the County Council and the Trustees reached a common agreement as to the character of a Houghton museum, to be known as Chalk Pits, with the aim of opening it as a charitable trust for the 1979 'season'. The development of lime burning with its auxiliary activities makes the Chalk Pits' main exhibit, lime being the basis for mortar and concrete, literally the foundation of the history building. The next largest field of interest will be Iron, and it is intended to display the residue of tools and equipment from a local foundry which operated from 1852 to the 1950's (and operated on a similar philosophy as J.B. Bowler in Bath.) Later, part of an old wooden 'ship-shop' from Portsmouth is to be re-erected as the main exhibition hall. This was originally built to cover the slip-ways during the last years of wooden ship building, and pre-dates the Crystal Palace by six years!

Other displays will include brick and tile making, the development of glass making, the history of harnessing water supplies and also the evolution of radio displayed in a collection by Roger Ham which is reputed to be amongst the finest in the world.

The setting up of the Southern Industrial History Centre has proved to be a mammoth task, four full time workers sent under the governments STEP scheme, regular shifts of volunteers from the Royal Navy providing the main effort.

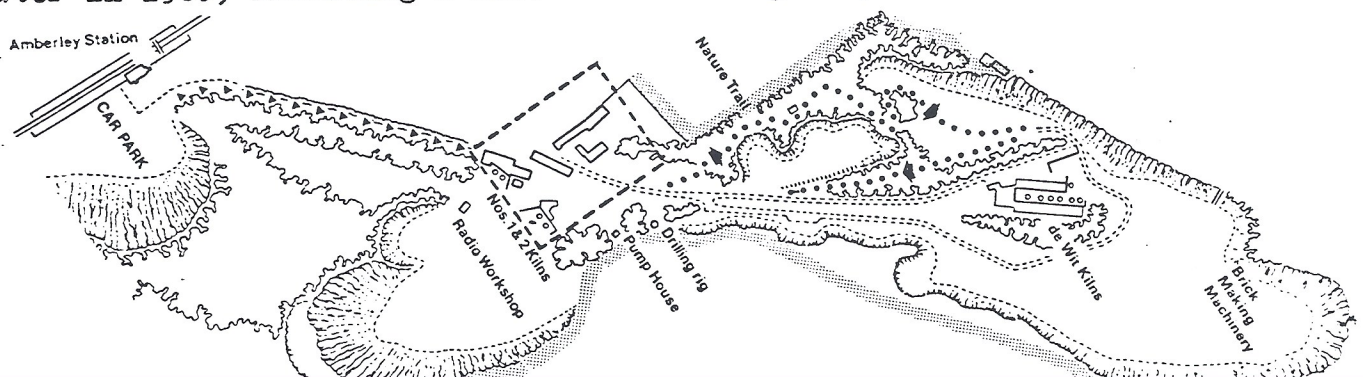
-O-O-O-O-

Advertised in the Exchange & Mart was the Chalk Pits Annual Open Day. Viv & myself decided to take an engine down there. Little did we know that it was 125 miles away! The Chalk Pits seems to have many friends and members, judging by the number of exhibits which entered, including cars, buses, motor-cycles, a traction engine, two Sentinels, and 14 stationary engines. All this besides the museums own displays which included slides and a film show.

Thanks to Ian Dean and Tom Randall, we have got the Chalk Pits story printed. Also thanks to John Kyte for the loan of his 1 1/2 hp. Bamford for this occasion. Anyone who is interested in becoming a member of the Chalk Pits Museum, at £2.50 per year, please get in touch with me.

Steve Norwell  
38, Trinity Walk, Frome, Somerset.

(It is hoped to have some slides and film from Chalk Pits for a Club Meeting later in 1980, including a 1910 Victoria engine.)



OFFICERS.

Tom Randall.....Chairman.  
Rod Iring.....Vice Chairman.  
Diane Emery.....Secretary.  
.....Assistant Secretary.  
Stuart Ashman.....Treasurer(Membership, Insurance etc.).  
Eric Brain.  
Adrian Stride  
Bill Appleby.  
Herb Gene.

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 Town 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.



CALLING ALL CLUB MEMBERS - ABOUT THE A.G.M.

As you will have seen from the Agenda printed at the foot of page two of this newsletter, the next Club meeting is the Annual General Meeting at which the basic Club organisation is laid down for the next twelve months.

I hope that there will be a good attendance this year because I feel that an important stage in the Club's development has been reached. Last year the Club was fortunate enough to have the then standing committee re-elected en bloc and so give the Club two years of continuity in the management of its affairs. This is not going to be the case this time. During the last six months our Committee has lost two of its members due to their becoming deeply involved in their own businesses, and I am sure that we all wish them every success in their respective fields. This means that there are two immediate vacancies on the Committee to be filled at the A.G.M.

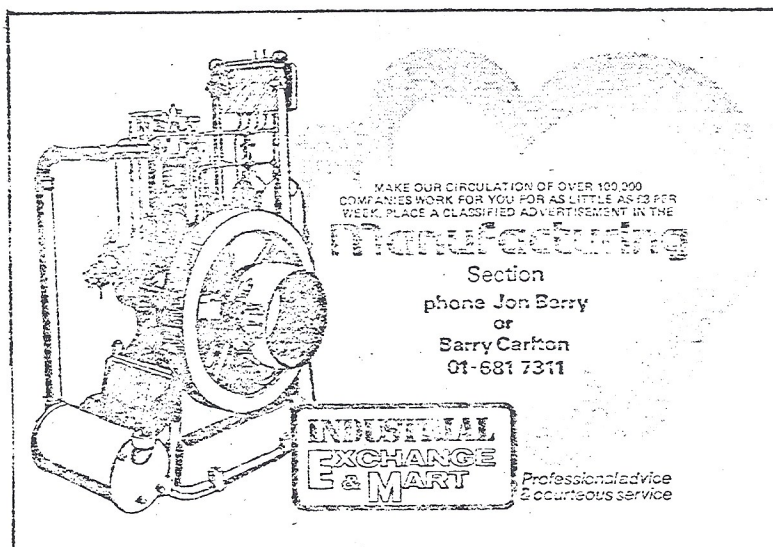
I feel at this stage that it is only fair of me to make it known that I shall be resigning from my position as Chairman at the forthcoming meeting, due to increasing pressure of other work, and will not be standing for re-election. I am sure that out of our membership of over 140, there will be others who are enthusiastic enough to fill these vacancies. I have 'sat in the Chair' for two of the Club's three years of existence, and I can tell you that it is a good Club to be Chairman of! So, I hope that we will see a good turn-out for the A.G.M. because it is only at this meeting that the future development of the Club can be assured and, with your help, go on to bigger and better things.

Tom Randall.

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Being always on the lookout for the odd snippet of information with which to fill that equally odd corner of the newsletter, I came across these two references to stationary engines. The item on the right is taken from the September 1979 edition of Process Engineering, one of the many free circulation technical/advertising journals that fill the waste-bins in the average plant managers office! I thought it typical that the Japanese should re-open a product line virtually abandoned by British manufacturers. It could be that the stationary engine will go the same way as the motor bike.

The second item is solely pictorial. It was nice to see the use of pictures of vintage machinery in a modern advertising magazine. Other pictures include a traction engine fitted with a crane, and a vintage truck.



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### Kerosene engines in plant applications

As both derv and petrol prices continue in their relentless upward trend, it's as well to consider some close alternatives. LPG and coal gas conversions for reciprocating internal combustion engines are viable but tend to be restrictive in terms of fuel distribution and storage. Kerosene, on the other hand, can be stored with ease and is as widely available (sources permitting) as the two basic automotive fuels for virtually half the price.

Mitsui Machinery Sales is currently marketing a range of plant application kerosene engines which offer equivalent reliability, consumption and service life to their petrol counterparts. The Fujii/Robin engine is available in six power options from 2.7 to 8.5hp, with five separate power take-offs including pump or generator shaft options and 2:1 reduction. Recoil starter systems are standard and the engines are claimed to be extremely quiet.

Fuel delivery is by conventional carburation, and the engine starts using a small quantity of petrol. Changeover to the operating kerosene is fully automatic, relying upon a dual float chamber system and a syphoning action as the petrol chamber is exhausted. Further advantages of these engines over derv units are lightweight construction and a reduction in the incidence of fuel pilferage from tanks.

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