

MAY 1980

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THE CLUB MEETING. APRIL 28th.

At the first Cranmore Rally, one of our V.S.E.C. officials spotted a rather hirsute character with full photographic equipment studying each exhibit and carefully photographing from all angles with one or another of a seemingly endless selection of cameras and lenses. It occurred to our aforementioned official that this could well be the "press" and that a spot of P.R.O. work would not come amiss on such an auspicious occasion. On approaching him, this assumption proved incorrect and the cameraman turned out to be a most modest amateur now well known to us all as Tony (Armstrong-Whitworth) Jones.

The forty members and one dog who attended Tony's slide show at the Old Down Inn, were entertained most professionally for two hours by a very up-to-date approach to Club slide shows. Prepared originally for a local tractor club, the show was fully automatic with a recorded commentary and background music. One young member was actually lulled to dreamland, the rest of us were suitably enthralled with the excellent slides. These were in both black & white and colour, and included engines, flowers, fairground organs, birds, racing cars, traction engines and gallopers, all carefully selected to please Mum as well as Engineman Dad.

The audience were delighted with the close-up of the Rode Bird Gardens 'Secretary Bird', and we hear on the grapevine that John Emery has ordered 100 reprints to use as Christmas Cards for the family this year, but Diana looked most disapproving! Enchanting too, were the 'contra-jour' pictures taken in the early morning mist. On which rally-field were the nettles and thistles, Tony? The cow could well have been at Uffington.

Back to engines - all makes, types and sizes, angle shots etc., with many well known Wessex Club members and their engines. Bill Appleby & Rob Lambert, Bill Foster in the horizontal position (presumably recovering from yet another fruitless attempt to start that Douglas!) Harry Champion seated on his Standard Fordson, Stuart Ashman almost vertical, with his National Gas 4hp., and many more. The commentary was interesting and factual, with the audience trying to guess the rally-field before being told. I counted sixteen different rallies and there were probably more.

Of course the programme could not have been complete without a well known Amanco Hired Man from Trowbridge, complete with floral tribute. It must boil pretty well when running, I can never get my white smalls looking as clean as the ones on the laundry line in the background! But I use Brand X!

Thankyou Tony for a marvellous show.

During the interval, Herb Gane sold raffle tickets, hot pies were in abundance and glasses refilled. Raffle prizes were won by Mr.L.Emery and Ian Skuse.

erson Brantingham.

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THERE BUT FOR THE GRACE OF GOD - OR THE G.P.O. - WOULD I HAVE GONE!

I entered my engine for the Cricket St. Thomas Rally, but I did not go as I did not receive any passes until the Wednesday after the Rally was over. It had been posted the day before the rally. Someone had forgotten either to post it, or to collect the mail.

I received a N.V.T.E.C. 'Vapouriser' in the middle of last month. It had been posted three years ago with a 7p stamp. The postman asked me for the extra 3p but when I opened the packet I told him that the Post Office owed me some! He then went on his way.

Harry Champion.

(Thanks, Harry, for the dates you sent in too. Ed.)

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FOR SALE. PETER A Type 1 $\frac{1}{2}$ hp. air-cooled engine, complete except for the exhaust, £25.  
Rob Lambert. Tel:- Frome 3526.

WANTED. SHEEP-SHEARING flexible drives for Wolseley and Lister shearing sets.  
Peter Steele. 'Tugela' Wick Lane, Devizes.

WANTED. Belt Pulley to fit a Lister D Type. 4"-6" diameter. Bill Dufty, 27, Rivers Road  
Yeovil.

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## CLUB EVENTS FOR 1980.

JUNE 14th. & 15th. W.S.E.C. RALLY, YATTON.

By now it is hoped that you all will have sent in your entry forms and that we are well on the way to our fourth successful annual Club Rally. This year we have been offered a rather special attraction in the shape of a 7nhp Wallis & Stevens single cylinder traction engine, built in 1916 and owned by Mr. Mike Lawrence of Edingworth. The engine is being exhibited by kind permission of Mr. Lawrence, and will be driven by Club Member Derek Maybee. It will be at the Rally in aid of The Cancer & Leukaemia in Childhood Trust, of 77, St. Michaels Hill, Bristol. (Registered Charity No.270769.) The Club Committee has agreed to donate the minimum sum of £25 to this charity and, should the Rally produce a profit, a further sum will be donated. Also the collecting tins will be out on the field for donations from the general public. This is the first Rally that we have not attached to another existing public attraction. It will therefore depend largely on a good turnout and widespread publicity for it to be a success, so please display your car stickers and spread the word. We will be taking press advertising and bill posting to cover the surrounding districts, and hope to get a local radio plug as well. The evening social event will be in the Yatton Rugby Club premises, where a licensed bar will be open for normal hours, plus, we hope, a Saturday afternoon extension. A 'Ploughmans' style supper will be available, as last year, at the uninflated price of 50p a head, and should be just as good as last years meal. It is also intended to run another 'Whisky Roll-Up' which proved so successful last year. Also, please do not forget the Club Stall. Donations of items to sell in aid of Club Funds are already coming in. Bring along any contribution you can on the day, fruit & veg 'home-mades' plants, books, useful tools, bric-a-brac, etc., all good fund-raisers. A final word regarding insurance. You will be asked to show your insurance certificate to the Rally Marshalls, Steve Norwell or Stuart Ashman, and please remember, if you leave your engine running unattended, your insurance is void. See you all at Yatton!

JUNE 30th. ANNUAL CRANK-UP at The Old Down Inn, Emborough. This is always good fun, an informal gathering of members, engines and a few puzzled passers-by attracted by the unusual sight of a string of old engines next to the main road! The beer is pretty good too!

JULY 28th. FILMS & SLIDES from Stuart B.De-Mille-Ashman and Eric Bailey-Brain. Rumour also has it that Jethro Tool will be presenting some slides of early stationary engine driven agricultural machinery, but that is only a rumour at this stage!

AUGUST 31st. CLUB TOUR OF SEDGEMOOR PUMPING STATIONS. Please note that this is the August Club Meeting and it is on a Sunday! The day starts at 1.45 pm. at Aller Moor Pumping Station Burrowbridge, Somerset. All are welcome. We will be conducted around the exhibits by the curator, Mr. Wally Musgrave. We will then travel in our own cars about a mile to Curry Moor Pumping Station to see a pump set up in motion. From there we will travel a further three miles to Westonzoyland Pumping Station to see the restoration work on that pump and engine. Here there are a few of our kind of engines, and teas will be available at a small charge. This is a very interesting tour (See newsletter for December 1979) and a good crowd could well pave the way towards a rally to be held there during 1981.

DECEMBER 13th. CLUB ANNUAL DINNER & DANCE. This year our annual knees-up will be held at The Portway Hotel, Victoria Road, Frome. We seem to be able to beat inflation better than most, because the price per head for this full Christmas menu will again be only £5.00. You may be interested to know that in 1940, following Dunkirk, Montgomery of El Alamein used The Portway Hotel as his Divisional Headquarters and many wartime mementoes connected with him are on public display there.

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DATES FOR YOUR DIARIES.

JUNE 21.	HECHESTER FAYRE. One day only.
JUNE 28/29.	SWINDON FIRE ENGINE RALLY.
JULY 5/6.	WIDDLINGTON & STOCKLEY RALLY. Auction sale of vintage machinery etc on 5th.
JULY 12/13.	BRISTOL STREAM, Ashton Court. Also LOCKFORD HUT, Stockbridge, and WOODCOFF, near Reading. KIERNOX OLD VEHICLE CLUB RALLY, WADSWORTH, Cornwall.
JULY 25/26/27.	NEWTLY MARSH, Southampton. Also ROSS-ON-LYDE.
AUGUST 2/3.	ALDERHOLT RALLY.
AUGUST 9/10.	WROTHAM FESTIVAL OF TRANSPORT. s.s.e. to W.Poster, Sandley, Gillingham.
AUGUST 16/17.	FAIRFORD RALLY. Also Somerset Club Rally at Langport.
AUGUST 24/25.	BOXTON HILL RALLY. Also WILTS NUTTED RALLY, Weston Park Estate, Corsham.



SEPTEMBER 13/14.

SEPTEMBER 19 - 21.

SEPTEMBER 20.

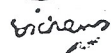
SEPTEMBER 27/28.

NOVEMBER 8.

COESWOLD OIL ENGINE CLUB Bring & Buy Auction Sale, Fairford. Entry forms from Mrs.B.Cross, Pettersville, 2, Cheworth Road, Cricklade, Swindon, Wilts.

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WITH APOLOGIES TO  
FRANK DICKENS





Lets face it, our hobby has its dangers, but so have many others. How many fishermen fall in the water or spike themselves with a hook? Even going to a football match is fraught with danger!

Take starting handles for instance. My first encounter with a stationary engine was twenty odd years ago. We had a 3hp JAP which I needed to retine. Having the engine on the bench was not the best thing perhaps, as when it finally fired the handle flew up and struck my brow. I went out like a light and later woke up with blood all over. No stitches were deemed necessary, but I have the scar there to this day. Only recently, having a reluctant Lister 6-1 to coax into life, which involved cranking like mad with one hand whilst using the other to operate the decompressor, I had the misfortune to lose the handle from the end of the crankshaft. Now the Lister handle is the safest on the market, so to speak, but it is also one of the heaviest. Weighing about 6lbs. and still swinging, it hit my shin and I went down like a felled tree. I staggered indoors with a sock full of blood for a drink of cold water and a lie down, while my elderly mother severely admonished me for "playing about withem dangerous machines out there."

Yes, starting up is the dangerous bit. Even down in deepest Cornwall it has been reported that broken wrists have been the result of trying to start the simplest Amanco.

Some years ago now, at a local rally, an engine owner nearly lost his ear by a flying belt while trying to start his Petter 5hp from a similar size Lister. After the air had cleared and the St. John's Ambulance people had retired once again to their tent, he then commenced to clear the over-rich mixture by removing the spark plug and cranking furiously. However, the close proximity of the starting chamber of the vapouriser to the plug lead resulted in the other hazard - fire! Yes, the engine fired, literally this time and so did the, by now, well oiled corn stubble. This episode was saved from disaster by a quick thinking housewife with a bowl of washing-up water, but it could have caused expensive damage to property and persons around.

Flywheels store energy as well as balance out reciprocating motion. How well I recall slipping off the flywheel of my Crossley in order to make some adjustment to the magneto. Weeks later, at a small rally (reported about three years ago in this newsletter, much to my chagrin) just as the Crossley got going nicely, so did the left-hand flywheel. After a couple of revolutions in the mud, it shot off accross the field. Tom Randall's North-Country accent never quite sounded as broad as during his quiet comment to me afterwards which I shall never forget. "If that thing 'ed 'it my 'obbs I'd've b----y well k----d yah!" Just because I didn't have a hammer handy when I'd refitted the gib-head key.

Talking of flywheels, on a lighter note, I bought a Bamford in bits. On assembly, we could not time it up as the marks quoted in the book just weren't there. So we did it by first principles. It fired instantly, and proceeded to leap around the garage floor, spilling water everywhere. It was only prevented from demolishing the caravan by my knocking off the plug lead with a plank. You just couldn't hold it. Eventually the truth dawned. The flywheels were on the wrong sides of the engine, thus worsening the balance rather than helping it. So too were the lost timing marks!

Now, what about winches? And unloading in general - dangerous times these! How many members regularly check and replace the winch cable; is it strong enough? O.K. perhaps for last years Hired Man, but what about this seasons 6hp. Thumper Mk IV? If that monster ran away down the ramps it could easily kill or certainly maim for life. Who has almost broken his beloved's hand by crushing it with a flywheel when she was only doing her best to help? Who has trapped his fingers in a drive belt? Who has burnt his mates fingers with a blowlamp? And who has touched a Petter M Type plug lead whilst removing that silly little filler cap?

Petter M Type owners, before you rally this year, drain out all the surplus oil in your crankcases, it should not be there you know, and don't forget the pint or so in the silencer pot.

And what is all this leading up to? Why, the Third Party Public Liability Insurance Cover of course, offered by the Wessex Stationary Engine Club to its members for only £1.00 per year.

We do not want any claims on it, especially if you, dear reader, are not a fully paid-up member!!!

Peter M. Black.

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LAMBOURN WOODLANDS. SUNDAY DAY 4TH. 1980.

Lambourn Woodlands. Sunday Day 4th. 1980.

This rally lived up to its expectations by being one of the best one-day shows going.

The Lambourn Club put up a tremendous and varied selection of exhibits ranging from shire horses, goats, sheep, chickens, ponies, tractors, stationary engines and commercials to a 65 key Ruth fairground organ.

On the stationary engine side, the Wessex Club were well represented with the power plants of Rob Lambert, with his 1½hp M Type Petter (generating power for the Frome Electrical Supply Company) and Nick Perry with his 5hp Petter M Type. Bill Appleby's ever-faithful 1908 Victoria never missed a beat all day and Steve Norwell brought along a Lister D Type and pump (perhaps trying to build up his confidence following his frustrating 1979 rally season with the Lister diesel.). Mark Tilley, from Corsham, ended the day covered in oil spots (along with a few spectators) from his newly restored 3hp Petter M Type of 1923 vintage.

Another extremely unusual Petter M Type of 1½hp and built in 1914, was brought along by Terry Heath, of Sherbourne.

The other engines of great interest were the extremely well restored 2½hp Ruston & Hornsby and Rusto pump owned by Ian Parr of Hungerford, Stan Hussey's 9hp hot bulb Blackstone and his newly acquired 12hp Tangye, and Peter Penfold's very nice large 10hp Ruston, and an International (Famous) dated at around 1908.

Rumours circulated at the show that it could well be a two-day event next year. Judging by the quality of the exhibits, this could well turn out to be one of the major dates on the rally calendar. I would like to thank the officials of the Lambourn Club for a tremendous day out.

Tony (Theateroft) Jones.

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WHEELS OF HISTORY RALLY. BATTERSEA PARK. 3rd. & 4th. May.

We arrived at Battersea Park on the Friday evening in time to get settled in a good position behind our exhibit before retiring for the night.

Saturday morning was dry, but a cold wind was blowing.

More barn engines arrived, including a Lister model A built in 1931 and exhibited by Pam and Ray Saunders from Dursley, Gloucestershire. A Brownwall Melco 6hp., built around 1914 was exhibited by Keith Reader from Chepstow. A Lister model A, 2½hp., made in 1925 was being shown by Mike Mayo. A Ruston Hornsby AP6 of 1925 was shown by Don Surtees of Totton. In all there were about twenty barn engines.

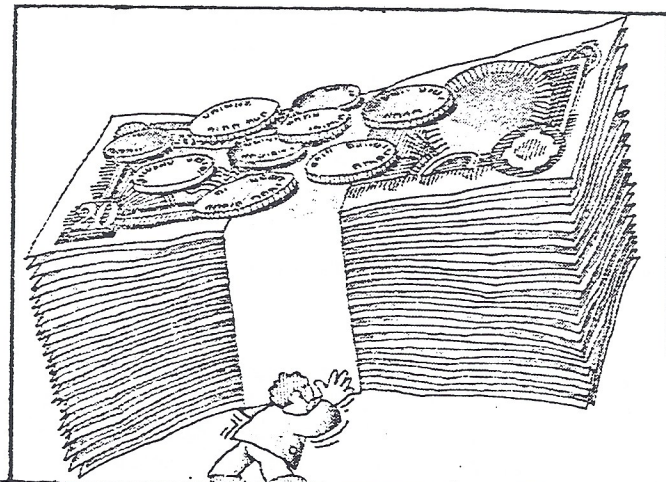
Sunday was alot warmer and a good crowd came to view the exhibits. Bank Holiday Monday also saw good crowds to see the engines although I wonder how many knew the original purpose of them?

We packed up about tea-time after three most enjoyable days.

Rene & Len Fry.

(Rene tells me that they recently returned from Detmold in Germany where, she says, "There was not a barn engine to be seen!" Ed.)

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And finally, here is another cartoon. Numerous suggestions sprang to mind for a caption to this sketch, culled from another industrial magazine, but in the light of the current "silent but deadly" competition to secure certain engines which are known to be buyable but not generally advertised, there can be only one suitable line, as follows:

Ivor Yeo, in disguise, on his way to outbid Eric Brain for Stuart Ashman's International.



COMMITTEE.

Ad Dring.....Chairman.  
Adrian Stride.....Vice-Chairman.  
Diana Emery.....Secretary.  
Eric Brain.....Assistant Secretary & Newsletter Postal Distribution.  
Stuart Ashman.....Treasurer.  
Tony Jones.  
Ivor Yeo.  
Herb Gane.  
Rob Lambert.  
Bill Appleby.  
Ian Skuse.  
Steve Norwell.  
Tom Randall.....Newsletter Editor.

Secretary:- 'Odstax,' Wells Road, Hallatrow, Bristol. Tel:- Temple Cloud 52939.

Treasurer:- Moorledge Farm Cottage, Knowle Hill, Chew Magna, Bristol.  
Tel:- Chew Magna 2655.

SUBSCRIPTIONS.

Joint Membership (Engaged/Married Couples).....£2.00 per year.  
Individual Membership (18 years and over).....£1.50 per year.  
Junior Membership (Under 18 years).....£0.50 per year.

THIRD PARTY LIABILITY INSURANCE.

The Club offers a Third Party Liability Scheme to its fully paid up Members, affording cover up to a maximum of £250,000. It covers the use of stationary engines on the insured's own premises as well as on the rally field and it meets the full requirements for insurance cover now usually a condition of rally entry. The premium payable is £1.00 per paid-up member per year and a certificate of insurance is issued upon receipt of that premium. It is not available to individuals under 18 years of age, or non-members. If your membership lapses, so does your insurance cover. Send an s.a.e. to the Treasurer for full details.

CLUB 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 of each month as far as is practical. Any deviation from this is announced in the newsletter. Meetings usually start about 8.00pm.

CLUB BADGES & TEE-SHIRTS.

The Club's red & green on gold metal badge is obtainable for £1 plus a s.a.e., from Adrian Stride, 100, Marshfield Way, Fairfield Park, Bat. Blue tee-shirts printed with the Club's flywheel motif & Club name are available from Tony Jones, 59, Marsh Road, Trowbridge, Wilts. Send s.a.e. for available sizes and prices.

NEWSLETTER ITEMS.

This is YOUR Newsletter. Please support it with articles, news snippets, engine information, restoration tips, rally reports, rally dates, etc., plus your sales & wants published free as often as you like, by sending them to Tom Randall, Melton Hill Cottage, West Road, Midsomer Norton, Bath. BA3 2TL. Tel:- Midsomer Norton 418926.

HONORARY LIFE MEMBERS.

David Edgington. Club President and Editor of 'The Stationary Engine.'  
Bill Foster.  
Tom Randall.

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LATE NEWS.

FOR SALE: Ruston & Hornsby Diesel Size 3 Class XHR. Sited at Boundry Garage, Tavistock Road, Roborough, Plymouth. Owned by B.P. Oil Ltd. Offers to I.L. Hignett, Real Estate Surveyor, B.P. Oil Ltd., 59, Baldwin St, Bristol BS99 7KP. Tel: Bristol 290700 or Keynsham 3282 evenings. Engine must be moved by 18th June or it will go for scrap.