

NOVEMBER 1980

A good attendance of about 50 members, including some welcome new and non-regular ones, met at the Old Down Inn, Emborough, to hear Club Member Mr. W. Camp talk on his experiences in his life as an engineer. Regular meeting-goers will recall that Mr. Camp recently brought along a small gas engine which he had built himself and which aroused a lot of interest, being the only engine to date which has actually run IN the Clubroom! Whilst serving an apprenticeship at the

Whilst serving an apprenticeship with a firm manufacturing lifts, he had the rise taken out of him many times during the early days, but soon found many ways of bringing his tormentors down with a bump again! He told us about many early forms of lifts and even put forward the theory that they would have been a far more practical proposition in the building of the Pyramids than the conventional idea of ramps. He also described the hazardous 'Man-lift' as used in the Cornish tin mines and elsewhere.

During his career he came accross lifts powered by many means including steam, hydraulic, electricity and of course, the gas engine.

Finally, after leaving the lift business, he proceeded to a far more exacting form of Engineering, namely the building and testing of dynamometers, which we know and dread these days in a slightly modified form as the rolling road in the M.O.T. Testing Station.

During the interval, Tom Randall did a roaring trade in Club Christmas Cards at 10p. each, whilst Herb Gane sold raffle tickets. When all the mugs had been refilled, Rod Dring announced the date and time of the November visit to Lister's, the Jumble Sale and the Dinner & Dance. The second spot of the evening was the

The second spot of the evening was a talk by Brian Munt on his now secondary hobby, collecting antique Bottles. He illustrated his talk with many examples from his own collection, commencing with a Roman toilet water bottle from the 1st. Century A.D. His dry wit and obvious expert knowledge kept even the usual crowd of chatterboxes around the door quiet, as did the values he quoted of some of the pot lids and mineral water bottles displayed. Some of the original contents of the containers caused much amusement, meat extract, ales, stout, ginger beer and many others. Phil Wookey became most confused at one point between toilet water, the use of a pot lid and what a sample bottle was used for! He was soon enlightened by Bill Foster who seemed to have had some experience in similar matters. Brian also showed

Brian also showed us some early glass fire extinguishers, china doll's heads and clay pipes, all discovered whilst digging for bottles. He told us too of the trials and tribulations, joys and disappointments of bottle-digging.

Lastly the raffle was drawn, prize-winners being Derek Maybee - Christmas Crackers, Mr. Denham - bag of spuds, Mark Tilley - a very nice cake, Don Rogers - a box of choos, and A.N.Other - (sorry! could not recall your name.) a marble-stoppered bottle given by Brian Munt. Grateful thanks to both speakers and to those who donated the raffle prizes.

Emerson Brantingham.

REN 80"

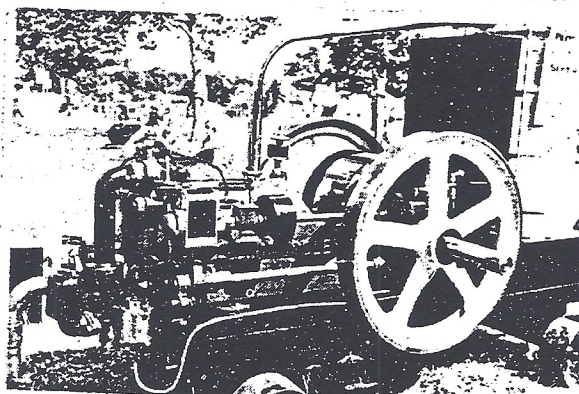
They are at it again!
Something strange happened at 9.30p.m. one Wednesday evening. I was hitched up to the car, and after travelling most of the night, I found myself on the dock-side at Dover.

After a uniformed man had checked all my paperwork, I was marshalled into a line of cars and then driven into a tunnel which turned out to be the lorry deck of the cross-channel ferry. After a nice smooth crossing I arrived at Zeebrugge. Once again, my documents had to be looked at and then there was the little argument with a Dutch lorry on the docks which the Belgian Police sorted out very efficiently. Damage to the front of the car, involving the lights, rather upset the

time-schedule since we could only drive until darkness fell. Our over-night stop was near a pretty village where a Festival, fair and market were in full swing and this made for an interesting visit. And so to bed. They had to sleep in the car! On arrival next morning we had great difficulty in finding the camp-site. Someone had stolen the camp direction signs and moved the roads around, but after several enquiries we soon found the site and set up camp. I was left in charge while they spent Friday and Saturday sightseeing!

Sunday dawned sunny and warm and they breakfasted in the sunshine at 7.30a.m. Then everything was packed up and we were off on the road to the rally. We arrived about 10 o'clock and the public were already thronging in. At long last I was rolled down the ramps and uncovered to find myself at the "LAREN 80" exhibition in HOLLAND!

The exhibition is held in a lovely Square right in the centre of Laren. I was given a good wash and polish and with my brasswork cleaned and my hair cut.



Crossley 7 h.p. (1923).
Owner, T. W. H.

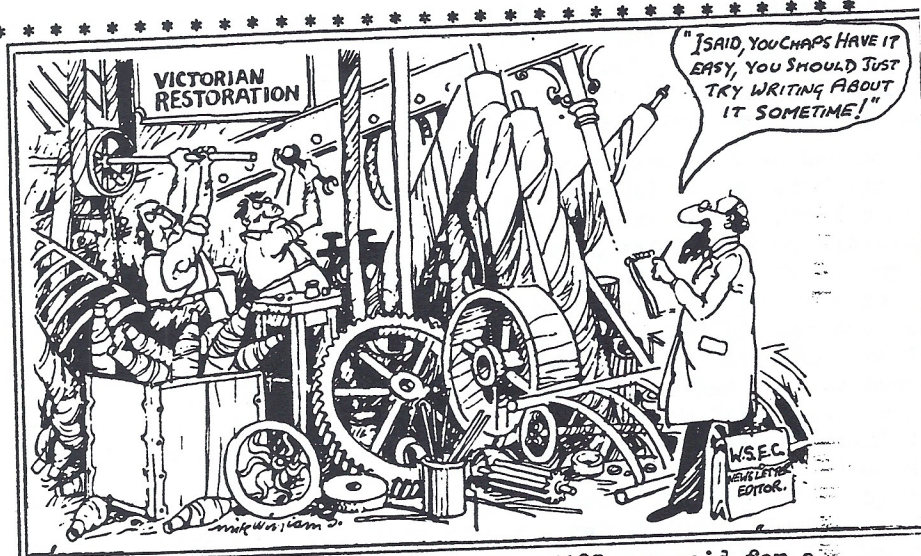
I don't think that the natives had seen an open-crank, side-shaft engine before, because I had an audience all day wanting to know how I worked and the details of my history. There were about 60 engines and over 100 very beautifully preserved Vintage cars, decorated with flowers and with their driver and passengers all dressed in period costume. A huge marquee held many stalls demonstrating local crafts and customs, including lovely Dutch chocolates and sweets and of course the famous Dutch cheeses. There were also many beautiful antiques on display. All too soon it was 5.30p.m. and time to pack up. After I had been loaded and they had eaten, we were ready for the road again. We left Laren at 7.30p.m. and after a very smooth ride down the motorway, we reached Zeebrugge and waited for the 6.00a.m. ferry. We reached Dover at 10.00a.m. where a rather puzzled Customs Officer finally let me through after asking WHAT I was, WHAT did I DO and WHY HAD THEY TAKEN ME, and we left for home! This really was a Rally with a difference and was well worth the effort - a round trip of some 800 miles.

CROSSLEY P.H.

SALE REPORT.

Fordingbridge, Oct.6th. 1980.

This was a most interesting, but little publicised sale of a model engineer's entire life-time's collection, consisting mainly of aero-engines and Stuart steam engines. Of particular interest to stationary engine enthusiasts were no less than three Tom Senior open cranks! This was indeed a unique opportunity to buy the wife that little 'something extra' for Christmas!



The auction began with the aero-engines, then progressed to the Stuart steam engines, but when £185 was paid for a beam engine, it became apparent that a lot of money would change hands at this sale. The first Tom Senior to be sold was a side-shaft 1/2 h.p. with 10" diameter flywheels, possibly a 'Superior.' It was fitted with a B.T.H. magneto directly coupled to the end of the shaft and was complete with fuel and water tanks. This had been a working engine, being used to drive a workshop lathe. It fetched £245. The next was an identical model, but in superb pristine condition, complete in every way and all original livery. It had never been used and was simply lifted out of its original packing case for inspection. This was a most desirable engine. While I desperately tried to imagine a red ribbon tied around the flywheels and a Merry Christmas sticker on the splash guard, the hammer came down on an incredible £450! My plans thwarted, I consoled myself with the thought that my wife may not have wanted a silly old engine anyhow. Then came another, rather smaller than the previous two, could this have been a Simplex? It was a single push-rod with an automatic inlet and coil ignition with a gear driven make-and-break from the main shaft. It was rather badly painted, but someone thought it was worth £340. There was another, a two-stroke, rather akin to a Stuart Turner, but smaller and with battery and coil ignition. It was directly coupled to a generator and, with its slate switch-board, was a very neat unit that would fit nicely into the boot of one's car, if they had £228 to spare, that is! Another interesting item was a home-made, open-wound dynamo. It was in need of some renovation, but nevertheless it reached £82. The sale concluded with tools, taps & dies, drills, etc., and a treadle lathe by S.Tyzack & Son which fetched £105. Finally the sale ended and I made my way home, empty handed yet again. Now, what kind of soap and talcum powder will it be this year?

John Emery.

FOR SALE.....LISTER A Type, 1936, hopper cooled, good mag., 95% complete, (needs fuel pipes) £50. o.n.o. Mr.Cook. Tel. Bristol 668001.

FOR SALE.....PUMP, make unknown, fitted with 5" pulley, £30. o.n.o. Mr.Cook. Bristol 668001.

FOR SALE.....CAST IRON WHEELS, four spokes, 9 1/4" dia., 2 1/2" face, 3/4" bore, shot-blasted & primed ready for painting. Sets of four, £5/set. Stub axles to suit, £1 per set of four. Tom Randall. Tel:- Midsomer Norton 418926.

The evening of Saturday, October 25th. saw about 100 people gathered in the Village Hall for what turned out to be a splendid three hours of entertainment. The evening started with a film of the St. Agnes 25th. Anniversary Steam Rally. This was followed by a film of Yesterday's Farming held at the Bath & West Showground, Shepton Mallet, and last but not least a short film showing the Western Pioneers, which I am sure many of you will have seen at rallies with their two oxen, Bisto and Oxo, pulling a covered wagon. This film concluded with the Stourpaine Rally, complete with the mud! Full praise to the gentleman who came all the way from Devon to show the films. A very nice supper was brought around to everyone and after about half an hour of chatting and exchanging yarns, we had a draw with some superb prizes to be won. To complete the evening we were entertained by a young man from Bournemouth who sang, did impersonations and had the audience rocking in the aisles with his rather near the mark jokes. To follow this we were treated to music from Tony on the organ. This was a very nice end of season get-together and full marks must be given to the Amenities Committee who laid on this super evening.

Rob Lambert.

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WILTSHIRE AGRICULTURAL PRESERVATION SOCIETY RALLY. Sunday, October 12th.

W.A.P.S. Annual Rally and Ploughing Match, with horses and vintage tractors both taking part. We had a glorious day and in the barn engine section I counted 19 Listers of all sizes, one Ailsa Craig Pup (I thought this was a name for an onion!), 1 Bamford, 1 appletop Petter, 1 Petter A1, 2 Stuart Turners, 3 Ruston Hornsby's, 3 Wolseleys and 1 Eagle, of which I am told there are only three to be found, Pat Malin having one and the other being in the North. Tony Jones was there with his Amanco and his brother-in-law, Roy Porter, had a small pumping set. Next to my JAP was John Hedges' vertical tank-cooled Amanco and of course we had Bill Trott, without his trike, but with his lighting set and Lister pumping set. The Eagle took first prize for the best restored engine with Tony Jones' Amanco second and Mrs Kimber's appletop Petter third. I can Recommend this rally. It is the last one of the year and when they handed out the plaques, early in the afternoon, they shook our hands and thanked us for coming.

I think the Cotswold Oil Engine Club held their Bring & Buy sale at Fairford to pay the exhibitors who got stuck or abandoned their engines in the mud at their rally at Driffield! I hope that now rallying is finished for the year we can get on with getting fresh engines ready for next year, when we can all meet again. Until then I wish to thank all those kind people who have helped me this year and from my two constant companions (my dogs) and myself we wish you all a Happy Christmas and good rallying in 1981.

Harry Champion.

CLUB EVENTS.

- DECEMBER 6th.....CLUB JUMBLE SALE. To be held at St. Peter's Church Hall, Wells Road, Westfield, Radstock. The hall will be open from 12.30p.m. for setting up the tables and the sale will start at 2.15p.m. Please come along and bring your jumble. All helpers are welcome.
- DECEMBER 13th.....CLUB DINNER & DANCE, THE PORTWAY HOTEL, FROME. There are still just a few days left for you to get your tickets. We need to let the caterers have the final numbers by December 5th. at the very latest. Tickets £5 per head for a full Christmas Dinner, glass of sherry and entry to the free draw. Your lucky number is on your ticket and there will be about £30 worth of prizes, including a turkey. Send your cheque/P.O. made out to W.S.E.C., to Mrs D. Emery, Odstax, Wells Road, Hallatrow, Bristol, NOW!
- JANUARY 26th.....THE KENNETT & AVON CANAL, a slide-illustrated talk by Bob Scudamore on the history and restoration of this 86 miles of inland waterway.
- FEBRUARY 23rd.....CLUB ANNUAL GENERAL MEETING.
- MARCH 30th.....YES! It's the ENGINE DRIVE! What more can one say that has not been said before about this event? You're right, probably an awful lot! Come anyway!
- GOOD WISHES to Mrs. Marg. Appleby for a speedy recovery. We were sorry to hear of Marg's illness and we all hope that her stay in Bath R.U.H. (Victoria Ward - very appropriate!) will be a short one. We all look forward to seeing her dispensing tea again on the rally fields next year!
- FOR SALE.....BEDFORD HA 10cwt van, fitted with tow-bar. 4 good tyres, new wings, 80,000 miles approx. £350. Ian Cradock.100A, The Knap, Hilperton, Trowbridge, Wilts. Tel:- Trowbridge 62198.
- FOR SALE.....CLUB TEE SHIRTS make superb Christmas presents at £3 each, plus 20p each, post and packing. There are 2 designs to choose from, the 5-spoked flywheel with the full Club name, or the Wesssex Engine with its distinctive features.

Scoop! Scoop! No gossip columnist could dream of starting his journalistic career with anything greater than a startling revelation concerning the Royal Family! Following some discreet enquiries, I now have it on very good authority from the Palace that both the Queen and the Prince are, wait for it, yes, Stationary Engine Enthusiasts!

The news finally broke yesterday, following the appearance in last Tuesday's National Daily Gas, of a photograph of the Royal Party in Windsor Great Park, in which my eagle-eyed friend, Harry Lodge, noticed that Prince C----- was wearing a Petter Diesels tee-shirt and an 'I Read the Stationary Engine Magazine' badge. Harry promptly scooted off to Windsor on his customised Autocycle, where, being a polo enthusiast, he managed to wheedle his way into the Prince's company and, whilst offering H.R.H. one of those delicious little round minty sweets with the hole, asked him how he came by the tee-shirt. Harry knew full well, of course, that they are a pretty exclusive garment, having only been dished out to those entering Petter engines in the fabulous 1979 '1000 Engine Rally' at Lord Bath's spread down in Wiltshire. Realising that he was in a tight corner, H.R.H. was forced to come clean and said to Harry, "Actually, old chap, we entered one of the Royal Petters in that big do at Longleat the other year, under an assumed name of course." The Prince, reluctant to say more, immediately galloped off to play his next chukka, so we phoned the Palace and made further enquiries.



Eventually a Palace spokesman gave us a brief interview and upon being asked just how many engines were in the Royal Collection, he said, "I am not sure, but you can hardly move for them at Sandringham and there are quite a few in the stables at the back of the Palace."

"Do they go to many rallies," I asked.
 "Not really," he replied, "although Her Majesty never misses Stourpaine! In her wellies and sou-wester she usually manages to remain incognito for the best part of two days!"
 One of the Palace Staff is reported to have said later that the Queen often runs the odd engine in the Palace grounds. "We don't mind really, although She's got a Bamford which makes one hell of a racket, and when She runs one of Her M Types, you should just see the laundry girls run to fetch the washing in!"

Jethro Tool. (Who has now sacrificed all hope of appearing the 1981 New Year's Honours List!)

DATES FOR YOUR DIARIES. 1981.

- MAY 16th. & 17th. SOUTH BRISTOL RALLY, on the dockside next to the Industrial Museum and the new National Lifeboat Museum. Entries to Eddie May, c/o South Bristol Technical College, Marksbury Road, Bedminster, Bristol.
- MAY 25th. MECCARI 1981. Melksham Chamber of Commerce Exhibition, Bank Holiday Monday. Tractor & Engine entries to Bill Foster, Fourways, Sandley, Gillingham, Dorset.
- JUNE 13th. & 14th. CAMERTON RALLY returns after a years break. Watch out for further details in a month or two.
- JUNE 20th. & 21st. THE 2nd. GREAT STATIONARY ENGINE RALLY AT LONGLEAT. For details and entry forms, make sure that you are a fully paid up subscriber to the STATIONARY ENGINE magazine.

These are the only 1981 rally dates that I know of at the moment. If you know of others, please send details, including who to contact for entry forms, to Tom Randall, Editor-W.S.E.C. Newsletter, Welton Hill Cottage, West Road, Midsomer Norton, Bath. Tel: M.N.418926. ALSO, contributions to the December Newsletter are desperately needed, as yet there is only enough material for 1 page. Contributions, articles, cartoons, letters, adverts etc., MUST be in by 13th. December, the day of the Dinner & Dance. PLEASE, PLEASE write something!!!!

ENGINE RESTORERS ASSISTANCE SECTION.

PAINTS & PAINT ACCESSORIES. Industrial Factors Ltd., 194, Whitehall Rd., St. George, Bristol Polyurethane & other synthetic enamels in all colours. Trade Prices to Club Members. For a colour chart, telephone Mike Branch on Bristol 556957.

MAGNETO REPAIRS & RE-MAGNETIZING. West of England Electrics. 250/251, Coronation Road, Bristol, 3. Tel:- Bristol 661224.

LISTER SPARES. Saville Tractors. King Road Avenue, Andrews Rd., Avonmouth. Tel: Avonmth 825410.

DIESEL INJECTOR REPAIRS. Fuel Injection Services, Chandos House, Durley Lane, Keynsham. Telephone:- Keynsham 4922 - ask for Tom Day.

FLAT LEATHER BELTING, all types of leather belting, Balata belting, 'V' belts and all drive-belt accessories, dressings, fasteners, etc. Graton & Knight Ltd. Clift House Tannery, Coronation Rd., Bristol BS3 1RW. Tel:- Bristol 661542. 10% discount to Club Members.

TRAILER PARTS. Towsure Trailer Products Ltd., 29-31, Holme Lane, Sheffield S6 4JP. Very competitive prices (cheaper than Indespension!) & prompt service - Securicor delivery.