

THE SCIENCE MUSEUM OPEN DAY, WROUGHTON. September 21st.

The Club was asked to put on a display of six only, running, working engines at Wroughton, at very short notice. Eventually we managed to muster up a team comprising Pete Steele with his Lister sheep shearing set, John & Diana Emery with their Petter 1½h.p. and rolling mill, Ivor Yeo with his Petter powered lighting set, Alison Dring's little 1½h.p. Massey Harris driving a fine Massey Harris mill, Ian Skuse with his Bernard 3h.p. and finally Eric Brain, whose Amanco Hired Man was used to turn a Fairbanks Morse pump into a bubble-bath!

The strong wind blowing down the runway was effectively blocked by the Bedford caravan of Ian Skuse, whose Bernard engine received much attention from the crowds - three times as many as were expected!! Soon everyone took turns to look after the engines so that we could all have a good look around at the DC3, the Comet, the Rocket replica, the ploughing engines, the lorries, vintage cars and motorcycles and last but by no means least, Ken Wharton's 'Supreme' taking refuge from the glutinous mud of S-----p-----e!

This was a good day out, enjoyed by all - as was the beer laid on afterwards by the organisers - and the fresh air did wonders for Sylvia Yeo's cold!

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EDWARDIAN FARM WORKING AT MANOR FARM, STOWEY. September 27th.

This very enjoyable event, marred only by the weather, was by kind invitation of Keith & Pat Myers, to aid the display of their mammoth collection of farming by-gones in an original setting. Stuart & Ted Ashman had cleaned the cobwebs off their 4h.p. National Gas engine and had it set up driving the line shafting of the machinery house where it was operating a cake crusher. They were fortunate being indoors, in spite of the smoke, whilst outside in the drizzle were Ivor Yeo with his much-travelled Petter Lighting set, the Hon. Sec. and husband John still grinding the previous weekend's oats with their Petter & mill, and Ralph Ferrand with his well restored Lister D Type.

Philip Smith was also displaying his Lister D Type driving a 12 volt dynamo, whilst in the other yard was a Lister A Type running a sawbench demonstration.

At long last it was first time out for Eric Brain's 5h.p. Victoria, which ran surprisingly well for a debutante even though a sticky governor caused a few anxious moments.

An even more anxious moment occurred when one of the shire horses kicked it's way out of the stable and galloped through the yard scattering the crowd, but it was soon brought under control. The donkeys proved more apposite, being as stubborn as a mule-team when called upon to give rides.

When we finally and reluctantly departed, the National was still putting up a smoke-screen around the barn! Obviously Stuart was trying to get two years worth of rallying into one afternoon.

---and no-one trod in any of the advertised "heavy horse turnouts" !?!!

Anon.

6th. STONEHOUSE RALLY. September 6th. & 7th.

Early on the Saturday morning I left home to go to Stonehouse via Malmesbury, Tetbury and Nailsworth, a journey of about 29 miles. On arrival I found the only other Wessex member, Terry Heath and his wife, already there, having taken 2½ hours on the road. The weather was dull at first although it soon warmed up and on the Sunday the warm weather brought the crowds in. There were about 63 engines on display, those having come the furthest being Terry's Blackstone, Pat Malin's Eagle (next year he will have an Australian engine) and Keith Reader's Melco. Also on show were 10 tractors, various vintage cars, motor cycles and commercials, steam rollers, traction engines and the usual military vehicles.

We were given meal tickets for lunch and tea, yes, two meals a day. On Saturday evening a disco and barbecue was held and the bar was open all day, the prices being cheaper than any rally I have been to.

When the plaques were issued there was not the usual rush to get away. Terry was the first to leave as he had the furthest to go, the rest helping each other load up. Of all the clubs there, I think the Wychavon had the most members with Sodbury Vale second.

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STOURPAINE. September 19th.-21st.

I went to Stourpaine on the Thursday as I had some things for the sale. When I got there it was dry and warm and a lot of stationary engines were already

Monday of each month. Subs will be £2 per year for single members and £3 for a married couple. This club is open to members with interests in all areas of preservation in an area 15 miles radius of Chippenham.

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SODBURY VALE VINTAGE WORKING RALLY, September 27th. & 28th.

The Saturday started off damp and it stayed that way until mid-afternoon, when it really rained. The annual sale was held, some things being sold and some not. In the evening a barbecue was held and we were entertained by a Country & Western duo.

Sunday was a bit misty at first, but then the sun came out and it started to dry up. Just as things began to brighten up, Mr. & Mrs. Foster came with their grandson. (Why didn't you come Saturday, Bill, then we could have had a nice weekend?) The Wessex Club was well represented with Rod Dring & family, Rene & Len Fry, Rod Woolford, Eddie Mills, the Coxs, Ray Saunders, Rob Lambert, Bill Appleby, (Bill collected a rosette for his engine, while Tony Jones has made this an annual collection of rosettes), Messrs. Davis from Kingswood, Pete Steele, Steve Norwell, G. Escott and myself.

Terry Heath was in the programme but stayed away. Pat Malin came with one of his rare engines.

Harry Champion.

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FOR SALE.....WINNOWER MACHINE of considerable local interest, being made by J. Wallis Titt, of Warminster. All complete, £30.00. Also, CAST IRON SILENCER POT, free standing type with side inlet & top outlet, £10.00. M. Cannon, 15, Eagle Road, Northend, Batheaston, Bath. Tel:- Bath 859536.

WANTED.....FLYWHEEL MAGNETO and PETROL TANK for a ROYAL ENFIELD 250cc twin 2-stroke, OR COMPLETE ENGINE. C. Sealey, 145, Westfield Grove, Yeovil, Som. Tel:- Yeovil 5001.

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...AND WHAT ARE YOU RESTORING THIS WINTER?

I thought the following article from STUBS WELDING CHRONICLE, No. 15 may be of interest, especially to those of you facing the prospects of repairing a frosted block this winter. Hopefully the technical data given may be of use.

SUCCESSFUL REPAIR OF FROST DAMAGED DIESEL GENERATOR BLOCKS

Stubs 86FN, a bi-metal cold welding electrode for high strength ductile joints and surfacing on nodular, lamellar grey and malleable iron and for joining these materials to each other and to steel, has been successfully used to repair three severely frost-damaged engine blocks in a 75kVA McClaren five-cylinder diesel generator at Jacksons (Bourne End) Limited of Buckinghamshire.

The door trims, instrument panels and engine underpans manufactured by Jacksons are found in most British standard production cars. Mains power for the factory process is backed up by the generator. Its engine has two separate blocks cast as a pair and a single cylinder block.

All three blocks were damaged by frost, in one case so severely that a cast iron patch plate had to be made and attached by machine screws. A cylinder liner was also cracked. The damage was not noticed until the engine had been started, with the result that a piston broke up under the hydraulic lock and cracked the cast iron sump.

The engine was repaired by Jacksons' employees, using Stubs Welding products. First the broken parts were ground to a vee, and then the joint was buttered using Stubs No. 8 rods. Finally, the joints were welded using Stubs 86FN. A new liner and piston then restored the engine to full working order.

Exactly the same technique was used to repair two Bailey steam flow graph recorders which were also damaged by frost.

Group Chief Engineer Mr H. Carrington says that the repairs saved his company several thousands of pounds, since otherwise they would have been faced with the purchase of a complete new generator.



Rod Dring then introduced Des Clarke, who gave a most interesting hours talk on 'Railways', using his own excellent slides. Des commenced with model engines and then cleverly developed his talk by moving up the gauges from model scale to garden layouts, the narrow gauge railways of Wales to the glories of the steam era and finally beyond into the age of the diesel. Finally he showed a few slides of traction engines, fairground organs, etc., from rallies over the years.

The evening ended with the distribution of raffle prizes and the announcement of a proposed visit to Lister's in November (see this newsletter for full details-Ed). Shortly afterwards, Mark Tilley 'lost' his Hobbs, but it was soon recovered, overcome by shyness having had so much attention, from under the table!

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It is hoped that the opportunity was taken to boost the Longleat Rally next June now that we have had another sort of WESSEX foot in the Longleat camp. Well done!

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NOVEMBER 27th. VISIT TO LISTER'S OF DURSLEY. Please note that this visit is taking the place of the November club meeting and is on a Thursday. Will all those intending to come please fill in the slip at the foot of this page and send it in within one week of receiving this newsletter, so we can let Lister's know how many of us they have to accommodate. We will meet at 7.15p.m. in Lister's main car-park in DURSLEY.

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 receiving jumble and helpers, the actual sale starting at 2.15p.m. WE NEED YOU AND YOUR JUMBLE!!!

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VISIT TO LISTER'S OF DURSLEY ON NOVEMBER 27th.

