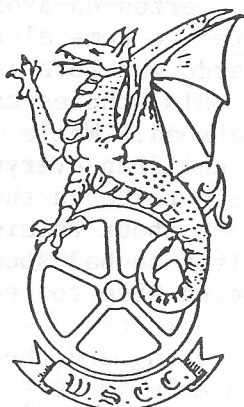


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

JANUARY 1997



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EDITORIAL

A very happy New Year to all our readers. As Editor I would like to thank all the people who contributed to the content of the newsletter during the past year. Also I would like to thank the rest of the team who assists to make the newsletter possible. Mary Butler does the final typing and also the distribution. Jackie Lambert attends to the printing, without their assistance the job of Editor would certainly be a lot harder. I would like to appeal for newsletter material from different scribes in the New Year. I'm sure it hasn't escaped your notice its the same few who contribute regularly. So come on pick up your pens, we need more scribes.

CHAIRMAN'S REPORT

A very happy New Year to you all. On reflection the past year was quite successful for our club. New members continue to join, our monthly club nights are very well supported, the raffles are showing a healthy profit for club funds, partly due to the generosity of the members who regularly donate prizes. Our rally this year enjoyed brilliant weather and the workforce this year was the best ever. The crank-ups and coach trips had good support, the social evening at Cheddar was the best yet, all in all the club has enjoyed a very good year. This is mainly due to the dedicated hard working committee who run the club on your behalf, they really do deserve a round of applause. I can only add it has been a pleasure working with the committee, you the members elected to run the club. I only hope this coming year will be just as rewarding.

ANTI-FREEZE CRANK-UP - DECEMBER 8TH 1996.

Although I was at work for the early part of the get together I've still got roped in to write the newsletter. I've got to rely on Roger's notes (help) and his sister Chris did a bit for him so here goes:-

On arriving at 1 p.m. I got a pad and pen put straight into my hands as the raffle was about to take place, rather early I thought, this was echoed by many ralliers as they stood around the draw prize table with their tickets. There were many prizes with 1st prize going to Jenny Barnett who chose a bag of potatoes, 2nd prize went to Paul ? who chose wine with 3rd prize going to Jena Henry's. Many more prizes were won by a great variety of Club and rally members, who then proceeded to pack up and go home rather early. Thats my report at the end of the rally now here's the beginning. Some 19 stationary engines, 1 tractor and 2 cars all with their owners turned up on the rather cold Sunday morning to support the popular Anti-Freeze Crank-Up. Alan Carney brought along his newly converted caravan which houses a very impressive railway layout. It is L.G.B. (German) G scale. It took 18 months to build using an old Europa Caravan. It runs 7 trains completely automatic and 1 overhead cable car. A steady flow of visitors coming and going during the rally made it a very pleasant gathering.

LINDA AND ROGER PIKE.

A TALK BY MR. ERIC MCKAY ON HIS LIFE AS A DR. BARNARDO'S BOY

A few days before the club meeting, Stuart Burroughs rang me from the Camden Museum to say unfortunately he had to go to Leicester the day of our club evening and was pretty sure he would not be back in time to give his talk on the Old Woollen Mill at Twerton-on-Avon. However he did give me Eric's name and telephone number and he consented to come along in Stuart's place. Eric started off by telling us that Thomas John Barnardo was born in 1845 in Dublin. He was fortunate to go to Dublin University and to further his studies came to London to train as a Doctor, his sights set on becoming a missionary abroad. While living in London he soon became aware of all the street urchins and unwanted children everywhere he went and decided to give up his ideas of going abroad and find somewhere to teach these young people the basic three r's. He managed to rent a donkey hut and he set about raising money - his first appeal managed the princely sum of £97. A fortune. At first he had about 15/20 children coming along to his hut each day - all interested in being able to read and write, many of them living rough in railway trucks, in stables and on the docks. After a while he was able to persuade the more well off of what he was doing and the need to raise more money and he received in 1870 a donation of £1,000 and was able to rent his first premises, a place in Stepney Causeway. Over the door were the welcoming words - 'No Destitute Child Ever Refused Permission'. What he really wanted was to get the children out of London and into the countryside and after a while he was able to move to a place in Barkingside in Essex. Cottages were built and each 'cottage' had 12-14 children each with their own 'cottage mother' to look after the children. The village grew and later on schools and a hospital were built, and it even boasted its own church. Dr. Barnardo unfortunately died only aged 60 years but his homes thank goodness went on a lot longer. As the children got older more problems arose - where to house all these children - and in 1872 the first load of children went abroad. They were sent to live in Canada, to make new lives for themselves and also on to New Zealand where they were put to work and live on farms. Sadly though many of the Canadian children were put to bad homes and became nothing more than slaves to the well off land owners. A nursery school was built for the babies under nine months and after a while there were so many babies that fostering out was introduced. Eric was one of these 'babies' and he went to a foster home with a very nice lady and her family in Peasedown St. John. There he stayed until he was 14 years old and he then returned to the Stepney Causeway dormitory where he began his training as a cabinet maker. He climbed to the dizzy heights of becoming a prefect and received pocket money of two shillings and three pence per week which he saved in the school bank. He was allowed to visit his family in Peasedown but only twice a year, at Christmas and in the Summer Holidays. The regime at the dormitory was strict, but then it had to be, there were more than 300 boys living there. After he finished his training as a cabinet maker he was given his tool kit and went off to work in Holborn - his wage was Twenty Eight Shillings and ten pence per week. His digs cost him twenty five shillings and he was left with four pence after he had paid his bus fare. He was called up to do his National Service like all other young men then went on to join the Police Force where he spent the next 30 years. (I believe Dr. Barnardo would have been very proud of his 'Boy' if he had been alive). A good raffle was held which included a sack of potatoes, fruit and plenty of bottles of drink. Brian Baker did manage to pull out his own winning ticket and that of his brother - Ray, but we won't dwell on it.... An auction of a model stationary engine took place as an extra item and the bidding went fairly well, raising more funds for the club. A most appreciative applause for Eric on his talk ended a very enjoyable evening.

ANNE CARNEY.

**** THREE OKEFORDS PRESERVATION SOCIETY ANNUAL RALLY ****

This rally was held early this year over the weekend of the 27th and 28th April, 1996. It was held in fields on the east side of Shillingstone village near Blandford. The organisers had at very short notice had to change the venue from the Old Station yard and fields at one end of the village to the other side of the village. However, they did a very good job. The weather was cold at night but dry and sunshine all day with the Black-thorne in full flower. A small fayre took the centre place with the stationary engines on one side and steam lorries and engines on the other side. A working area for wood sawing by the gate and a m. in ring filled the first field. The second field had rows of tractors and lots of room for camping and parking for exhibitors. The view from here across the vale and up the Okeford Hill was beautiful. A good crowd turned out both days with lots for them to see, the engine line was a good mix of types, all in all a nice rally for exhibitors and spectators.

RICHARD COWELL.

Many years back some of you may remember an advert in the Newsletter, advertising a large number of engines on a farm near Warminster. If my memory is working right I think they were discovered by Robin Lambert, anyway among them were two Petter Engines - now most of you know I have a liking for the Petter M type, (I will get it going if it kills me). One of the engines was a 5 H.P. Victory model of about 1919 and the other was a 3 H.P. Apple Top of about 1934 with mechanical lubricator. I had to buy both engines to get one as the owner would not sell them as a separate item. I restored the Victory to running order and did a nice paint job on it, the piston was seized solid in the bore and believe me I tried everything in the book and out of it to free that piston. In the end I hate to say it but it was down to a block of oak and a 14lb hammer, I still have bad dreams and wake in the early hours of the morning shaking at the memory of it. Then after all this work and trouble I sold it - this is one of my biggest regrets, but you do some very funny things when you are not very well, but that's in the past, so on with the story of the Apple Top or another Apple Top.

The Apple Top bought at Warminster was in very good original condition and was a runner, I removed the flywheels and the lubricator for storage it made life easy and it fitted into a free space in the garage. Some years went by - you know how they do - I heard of another Apple Top much older than the one I had and reputedly never used. Straight away I tried to buy this engine but its owner would not name a price but promised me I should have it when he decided on a price. Every time we met I would broach the subject, but still no progress was made. Then a funny thing happened, I was at Selwood Rally at Longleat and got talking to a chap close by and in the course of our conversation he told me that he was desperately looking for a Petter Apple Top. I have one I said - a lubricator model - how much was the reply - its partly stripped I said, but if you are interested I will go early rebuild it tonight and bring it over in the morning - right said he, so I set off back to Trowbridge to burn some midnight oil. Back at home in the garage it was all action on with the flywheels, refit the mechanical lubricator, make a new rubber drive insert for the oiler, refit the magneto and time the engine (a very simple job on a Petter), I even fitted a new plug (now you all know that Con plugs don't come cheap and with me being one of the last big spenders you can guess what I felt over an outlay like that) but now on with the story. It was now late at night but I wanted to see her run ready for the morning - so in with some fuel, offer up a prayer and to work with the starting handle, after a few swings all I had was a puff of smoke and a small one at that, so out came the plug and in went a small amount of petrol, in with the plug on with the lead and a good swing on the flywheel - one running Petter Apple Top. Now it was off to bed for a few hours well earned kip. Next morning - load Petter and set off for Longleat. On arrival I was greeted 'Have you bought it mate' Yes I replied and the back doors of the van nigh flew off their hinges. 'Just what I want said he, so out came the Petter and within a few moments it was on its skids and running, how much? I named my price and I have never seen a wallet leave a pocket so fast in all my life. After the rally I made my way home by a roundabout route, this took me past the home of the owner of the 2½ H.P. Petter Apple Top I so wanted and its funny but the van came to a stop right outside the drive. I was met in the drive by the owner of the said engine 'What do you want he said -I've come to buy that engine. 'I don't know how much I want for it' I pulled out of my pocket some of the money I had been paid earlier in the day and said will some of these do. Well we were in the shed looking the engine over before you could say pound note. In a very short space of time the Petter was off to its new home, a garage in Trowbridge. Restoration has started but time gets less and less, but it will be done and I will be back with all my good friends on the rally field again and maybe you will see me with a Petter Apple Top.

E.J. GAY.

WEDDING BELLS

Congratulations to Miss Rae Lewis-Adams (Sandy) and Mr. Keith Frampton on their recent engagement and their marriage later this summer. Our best wishes to them both for a long and happy future together.

SUBSCRIPTIONS.

Subscriptions are now overdue. This will be the last newsletter you will receive if your subscription for 1997 is still unpaid. Also any event you attend you will not be covered by insurance.

**** CORRECTION ****

THE DATE FOR THE MARCH CLUB NIGHT SHOULD READ MONDAY MARCH 24TH AND NOT MARCH 31ST (BANK HOLIDAY) AS PRINTED IN THE 'PROGRAMME OF EVENTS'.

***** FUTURE EVENTS *****

- MONDAY 24TH FEBRUARY - WESSEX STATIONARY ENGINE CLUB LIMITED - ANNUAL GENERAL MEETING - at The Old Down Inn. PLEASE MAKE AN EFFORT TO ATTEND THIS IMPORTANT MEETING.
- MARCH 31ST - EASTER MONDAY - MELLS DAFFODIL DAY. MORE DETAILS LATER. WATCH THIS SPACE.
- SUNDAY 10TH AUGUST - ANNUAL COACH TRIP TO THE LONDON SCIENCE MUSEUM. DETAILS TO BE ANNOUNCED LATER. EARLY BOOKING ADVISED FOR THIS ONE.

***** MINCE PIE CRANK-UP - DECEMBER 27TH 1996 *****

What a Crank-Up. They came from far and wide. This was the best attended 'mince pie' crank-up yet that Ray and myself have organised since we started it several years ago. Ed and Gloria Carp were the first to arrive swiftly followed by John Brooks. Ed Carp undertook the task of unfreezing the water tap which we very quickly did to enable the tea urn to be filled for refreshments for the large number of members and visitors who quickly filled up the yard. Some members travelled quite long distances to attend (are they enthusiastic or just plain mad), Allan Vickery and Bert Holloway and their wives came all the way from Hampshire, Owen Cockram and friends came from Bournemouth, Ted Scott and Topsy came from the other side of Taunton, Brian Lovell and 'Henry' - The Fordson came up from Ilminster. Keith Frampton and Sandy came from Crewkerne, Terry Heath from Yeovil and many, many more from 'far and wide'.

Some 30 plus engines were on display, plus 3 tractors, a classic car, one motor cycle, Mary Butler had a nice display of old blowlamps, Colin Baker had an impressive display of old motoring by-gones. The usual 'NAAFI' facilities were laid on, mince pies, sausage rolls, sandwiches, rolls, hot tea and coffee etc. This department was run by Mary Verrall, Dot Watts, Linda Pike, Christine Rogers and Co., without their help this crank-up would be a non-runner. Linda Pike was kept on the go heating up the mince pies and sausage rolls in the microwave and taking them around. A raffle was on the go with over thirty prizes on offer, a lot of these were donated and I'd like to thank the generosity of the people who donated. The raffle was in the capable hands of Gloria Carp who always seems to get people to part with their money. The proceeds of the raffle helps to pay for the cost of the food and raffle prizes and enables a donation to Wessex Club funds. The raffle was started about 2 p.m. and the prizes including two bottles of scotch and a brace of pheasants were distributed fairly evenly among those present, after which everyone started to load up and disperse for home. Ray and myself would like to thank everyone who came and made the day successful, also thank you to all who helped on the day with refreshments and raffle, and to all who donated to the raffle. See you all again next year.

B.J.B.

*** WELCOME TO NEW MEMBERS - Mr. and Mrs. J. Barrett and Damien Hewlett of Cheddar and Mr. and Mrs. Roy Chapman from Horningsham, Nr. Warminster.

FOR SALE - Eighteen pairs of wheels. Assorted sizes, from 4½ inches to 20 inches. Some iron, some rubbered. Ring for details. 01747 840835 (Mere, Wilts.)

FOR SALE - 1 round copper fuel tank 12 x 6. Ex Stuart. ex condition - £25.
 1 fuel tank 11 x 6. Would fit Wolseley WD11. - £8.
 1 fuel tank 7 x 3. - £3.
 1 fuel tank 8 x 3. - £3.
 2 Lister "D"'s. Good clean condition engines - £40 each.
 all the above are in good clean condition, no rust.
 For details ring 01222 734882. Cardiff area. Day or evening.

FOR SALE - 1981 Dodge Recovery Truck. Non HGV. Ideal for moving cars, tractors etc. New 7½ ton rear winch fitted. Winch fitted to front. mileage 96K. 4 speed box, 6 cyl. Perkins engine, (recent overhaul). 3 seater cab, tow hitch. £3,500. Contact Chris on Frome 01373 830238. (Beckington Motors).

FOR SALE - Warwick Hot Water Steam Cleaner. (18 months use only). - £500.
 Panasonic Printer KX - P2123 (with colour conversion) - £80.
 Sadia Water Heater. (over the sink type). - £10.
 Hitachi 20" Colour Television. Good Working Order. - £50.

For details Tel: Bath 01225 334565.