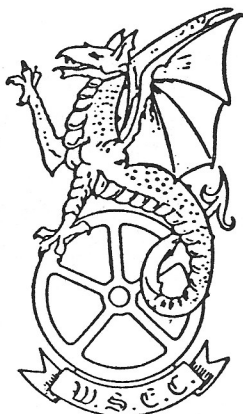


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

OCTOBER 1994



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MENDIP CRANK-UP - Sunday 7th August.

This crank-up and car boot sale held at the Mendip Garage and organised by Bill Coombs is always very popular, and this year was no exception. The perimeter of the field quickly filled with engines and the centre of the field with the car boot sellers. Thirty-seven engines were displayed including a magnificent large Stickney owned by John Deley the superb Victoria owned by Brian Read, Tony Taylor's immaculate Blackstone and the usual collection of Listers, Wolseleys, Stuarts, Rustons, Petters etc. The chinese 'Dong Feng' diesel of Herb Ganes was busy 'clanking away', this engines was brought into the country by Listers for evaluation purposes. Philip Thornton-Evison came all the way from Oxford with his beautifully restored Fowler Diesel model 1PM 6hp built in 1937, this really is an outstanding engine and the quality of restoration is a credit to its owner.

Several motor cycles were displayed including Jack Coombs 500 Ariel Field Master twin, this bike is just like brand new, another bike that caught my eye was a 550cc SV New Hudson circa mid thirties, this was also in mint condition. Ron Torr had one of his scale model traction engines in steam (he has made 5 of these). He actually made the first one by measuring a full size engine and scaling it down, what a task. A 1926 Bull nosed Morris arrived driven by Tom Hussey of Pilton. The car boot was well supported with vendors quickly filling the space available, with bargains galore, money was changing hands at an alarming rate, where else can you buy two almost new fluorescent lights for £3 each? Well I did.

Eric and Maureen Gay were doing a sterling job selling raffle tickets for what must have been the largest collection of prizes ever seen at any rally. Bill Coombs must have special powers of persuasion to produce so many prizes, most of which are donated, Well done Bill. Mid afternoon brought the rain so the raffle was brought forward as this was the grand climax of the day, a large crowd gathered to see Eric do his stuff. The prizes ranged from bottles of Scotch to a plain wrapped mystery prize. The winning number of this, turned out to be mine, after having a crafty peep inside the wrapper I gave it back to Eric to auction, this was duly knocked down to 'Spud' Taylor for £5. I'm sure the corset inside wasn't his size. After the raffle was over the field quickly cleared as everyone loaded up and headed for home. On reflection this was a very enjoyable day with a high standard of exhibits on display and damned good company to natter to. Bill, myself and the other helpers of this event would like to extend their thanks to all exhibitors, Eric and Maureen Gay for the tremendous job of running the raffle and Brian Fear of Mendip Garage for the venue. See you all again next year.

BRIAN J. BAKER.

LISTER/PETTER RALLY & WESSEX RALLY DATE CLASH '95.

The October issue of the Stationary Engine Magazine reported that the Lister/Petter Tyndale Rally will be held on the 17/18/19th June 1995 which is the same weekend as our own Club Rally at Semington, for one reason or another they have changed their usual date. What a shame as it will now mean around 30 odd Wessex members who supported this event this year will no longer have the opportunity of attending both rallies. ED.

VISIT TO NEWTON IN BOWLAND, LANCS - 1/6th June.

I set off at about 1 pm and travelled the M5, the M6 to Hilton Park Services where I met up with our Dutch friend Gerard Boelens who accompanied me via Preston and Clitheroe to an area where I used to live, Newton in Bowland in the Hodder Valley, arriving at approx. 8.30pm. We came early so I could have a good look around and meet friends before the show started. Newton is surrounded by high fells with the most spectacular scenery, how this brought back memories I had of 40 years ago. Most of the exhibits were from distant parts as there aren't many actually in the village. There were a few engines and tractors and quite a lot of cars and motorcycles, commercials and many stalls, with May pole dancing by the local school. The steam section included a Marshall Portable, 3 steam tractors, a miniature railway and the Burrell Showmans engine 'His Lordship' and 'Dolphin' with the 115 key Verbeck Organ from the Varley Collection. It was nice to meet so many old friends for the time passed very quickly. We left on the Sunday evening and pulled in near Preston for some rest before our 4am start to beat the works rush and arrived home at 11.30, a trip of 522 miles.

WEST DORSET TRACTOR & STATIONARY ENGINE CLUB, Gore Cross, Bridport - 11/12th June.

By the time I arrived at this very popular event the site was filling very fast. The early arrivals were mostly for the Auction that took up most of the day as the lot numbers get higher every year.

The choice of exhibits was good as there were large numbers attending in all classes, everything about this show is well thought out, and the ring events seems to flow together with the vehicle parades. Its a pity that some exhibitors still persist in driving about all day giving children rides - how can the public study an exhibit if it is in perpetual motion and having to dodge out of its way? Anyway well done to the committee for organising a most enjoyable weekend and I shall eagerly await the next one in '95.

WESSEX S.E.C. Semington 18/19th June.

With their normal flair the committee had the makings of a good show well in hand when I arrived on the Friday and set about watering the stationary engines as there are always a large number to see to. The weather dawned very bright on the Saturday morning bringing in excellent numbers of entries in all classes, with lots to see around the many stalls. Also on Saturday there was an auction which drew a lot of attention and lasted about three hours. With the show in such a prominent setting between the larger towns of Wiltshire it brought out a good attendance. In all a good show and congratulations to the hard working committee. PS Its a pity that so many little outbreaks of car boot type sales displays keep cropping up, especially in the engine lines, that in my opinion makes for an untidy section.

HOLSWORTHY VINTAGE RALLY - Sunday 26th June.

Although this is only a Sunday show it is really something different for it has all the razzamatazz of a big show. Stationary engines - 120, tractors nearly 80, commercials of every shape and size from vintage to up to date!! what can I say for they are in makes, club-groups, and individual entries well over 100. There is some steam but not overdone. For those attending Saturday evening entertainment was laid on.

A well run show that I look forward to although it takes me about 2 hours travelling each way. Thank you to the organisers for such a happy time.

HEDDINGTON & STOCKLEY - 2/3rd July.

Once again this well appointed show was well on its way to being complete when I arrived on the Friday night. As usual there was plenty of camping space for everyone. The bulk of the show, showed more entries in every part of the field as there were not any spaces left. The many stall and auto jumble stands together with the ample fun-fair found something for everyone. The organiser George Hyde and his wife must be congratulated for such a show, but should not be subjected to the unnecessary hassle and unpleasantness that occurred from a certain quarter. Thank you George and your committee for a most enjoyable weekend.

WINCANTON RALLY - 9/10th July.

This comparatively new show has come through its first failed show to become a well organised, easy paced country fair. There were large improvements on its second show of '93 when it was obvious that the new committee had potential and this showed in the 1994 presentation. Most sections were up 15% in the entries, with the commercials up 40% which lead to an excellent show. The British Field Sports Society had a small ring with demonstrations going on all day. The only complaint that I would make would be on behalf of the stationary engines, these should be brought up further into the field as they did seem to be left out of the show at the bottom of the field. In all a good weekend amongst good friends.

ALL THESE REPORTS ARE FROM BRIAN LOVELL.

BELL TOWER VINTAGE RALLY, EVESHAM - 13/14th August.

This has to be one of the friendliest small rallies we have ever exhibited at, we received a nice welcome on arrival. Friday evening was quite fresh on the journey, but Saturday dawned - well about 8.30 - with the sound of five hot air balloons travelling across a clear blue sky.

Saturday saw the arrival of a lot more exhibits, tractors, cars, commercials, stationary engines, models, steam rollers and living vans, motorcycles, bicycles, dodgems, military vehicles and ancillary equipment - in other words lawn mowers, old tools etc. One very attractive exhibit was a Victorian Living Room complete with an 88 note Pianola and aspidistra all displayed in a trailer.

Also here was the superb Ruston 1918 engine owned by Vic Narburgh of Bridgnorth, driving a 1907 Semens generator - he helped provide the lighting on Saturday evening. One engine also worth a mention was a 1908 Elgin. This engine is believed to be the only one in England. It was built in Illinios in the USA at a then price of 50 dollars. Because the engine which was 1 hp had only one bearing on the flywheel side of the cranshaft, the other end rested in a 'U' shaped cup in the block, they had a very short working life. When they wore out, because they were so cheap the American farmers simply bought another one, therefore very few made it to vintage engine collectors. This engine, an air cooled vertical model, was about the size of a 1hp Stuart and very nicely restored by its owner. He said he had been offered a four figure sum by an American museum to take it back to the USA as they haven't got one of these models left, which he refused. It was driving a butter making churn via a camel hide belt. All the other usual makes of engines seen at rallies made up about 80 exhibits. A road run was held on both days and was well supported by all mobile exhibits.

All in all we - that is Don, Chris and William Rogers, Reg and myself had a good week-end and we hope that a lot of money was raised for the Air Ambulance, Mencap and MacMillan Appeal.

The only disappointment had to be on a visit to the town of Evesham by Chris and myself in search of a good 'English Plum' turned out to be fruitless.

MARY BUTLER.

- FOR SALE - G. Reg Seat Ibiza 1200cc - 5 door - 5 speed. Many extras. Full Service history. Dark Blue. One owner from new. 50,000 miles, will run on red or green petrol - £2,000 (offers close to) - Contact Colin on 0373 466592 (Frome) MOT till Aug '95 - Tax till Jan/Feb.
- FOR SALE - A Reg Ford Transit Crew Bus 2.4 Diesel engine. Still a good runner and tidy vehicle. Full Service History for past six years. Ideal rally vehicle also can be used as six seater people mover. - £950. Tel: Robin on 0373 463526 (Frome).
- FOR SALE - Shepherds hut on iron wheels made by Reeves of Bratton, has curved corrugated roof and sides with inner timber lining. Would make a nice restoration project. Please contact Br. Barry Pitcher, Newlands Farm, Beckington, near Frome or Tel: 0373 830429.
- WANTED - Small tidy engine that will fit into car boot or short Land Rover, possible Stuart Turner or something similar. Please contact Brian (Chalkie) White on 0703 893294 or mobile 0585 283972.

NEXT CLUB MEETING.

Monday 28th November - John White - Forest of Dean Railway.

AUCTION - The Cotswold Oil Engine & Preservation Society's Annual Auction - Saturday 12th November at Farmors School, Fairford, Gloucester. Sale commences 11.30am sharp. Gates open at 8.00am. Further details from Mr. Carl Newton, Caretakers House, Farmors School, Fairford, Glos. GL7 4JQ or Tel: 0285 712302.

MANNA FROM HEAVEN.

Having just got the September newsletter up together for passing on to Mary for the final type up, I had a look in my files to see what I had in hand for October and I must admit it looked pretty thin. Then would you believe it - 10 rally reports and articles dropped through my letterbox, all I must add from regular contributors, the bacon has been saved once again. Many thanks to all who sent in, and if you have never had a bash at a write up, do have a go. I'm very grateful for everything as we have a lot of lean months ahead of us.

ED.

COACH TRIP TO GLOUCESTER DOCKS - Sunday 14th August.

A beautiful sunny morning saw 22 members and friends assemble at the Old Down Inn car park for the Club trip to Gloucester. The coach arrived at about 9.15am and we were on our way. At our arrival at the Dock complex it seemed deserted as we were the first visitors to arrive. The Dock area has been very tastefully restored from what was a thriving commercial centre of trade into a leisure orientated industry. Large warehouses several stories high which once were flour mills and grain stores are now museums, shops etc. The fair for this trip was only £6 and this included entry into the Waterways Museum, the normal entry fee for this is £3.25 so what value for money this is. The Museum is several floors high and as the name suggests is mainly devoted to the history of canals and inland waterways, the ground floor was a very well stocked shop with the usual souvenirs, books etc. and the upper floors were displays of everything connected with the making and running of canals. I noticed that one canal returned the shareholders a dividend of 80% per annum on their investment. The museum housed some very interesting engines, a magnificent Fielding & Platt, single flywheel caused quite a stir, in the same engine house was a Ruston I had not seen before a 2hp model SR. A small Gardner and a cut away model modern Lister diesel were also on display.

Outside in a paved courtyard was a large shire horse which normally pulls a cart around the docks giving rides. A large fully equipped blacksmiths shop was also on view. We came out of the museum and wandered around the docks and came upon a steam powered bucket dredger, we climbed the steel ladder and got on board, no one seemed to be in charge of it, so we climbed down to the engine room, the boiler was oil fired and judging by the heat in the engine room it was being steamed up - in the corner was a modern Lister-Petter diesel used to power a blower fan into the boiler, lovely brass and copper pipes everywhere. Back onto the dockside we continue our travels, connecting the dock to a canal was a lock and we got there just in time for it to operate, a boat was in the lock and wanted to get back into the waterway, I estimated the water level had to drop about 14 feet and it was amazing to see such a large amount of water disappear so quickly when the lock gates open and the boat drove through. All this walking about had made us rather thirsty so we ventured into one of the dockside pubs for liquid refreshment, a good selection of real ales were on offer, so the thirst problem was quickly resolved, the bar also has an extensive menu of delicious looking food displayed, we settled for some homemade steak and kidney pie and veg - absolutely delicious!!

After this repast we continued to explore the dock area, we came upon a sailing yacht under going restoration, the quality of workmanship that had gone into replacing the mast, decking rails etc was exceptionally high, there must still be craftsmen out there that still take a pride in their work. By now we had ended up where we started, back at the museum, a quick final look around the souvenir shop, then it was back to the coach to go home. We left Gloucester and returned via the scenic route down the A46 to Bath, then back to the Old Down Inn to collect the car, and then home.

BRIAN J. BAKER.

MAINLY ABOUT PEOPLE.

How nice to see Gerald Atherton back in circulation at the Full Quart after being poorly for a while. His recovery no doubt was helped by Hazel's aftercare and a little drop of her home made wine!!

Congratulations to Wendy and Herbie Gane on their Silver Wedding Anniversary this month.

Congratulations also to Club member Stephen Butler who recently raised £309.30 for the MacMillan Nurse Appeal by having his head shaved.

Stephen was part of a team of seven workmates and friends to have their heads shaved, his two bosses went one further and had their beards shaved off as well. Apparently they have been having some funny looks from customers and questions like have you just escaped from H.M. Prison or joined the National Front.

Stephen has asked me to pass on his sincere thanks to the many members who sponsored him. At the end of the evening 9th October - the amazing sum of £3,112.50 had been raised. Well done Stephen - hope your hair soon grows back, it must be a bit chilly this time of year.