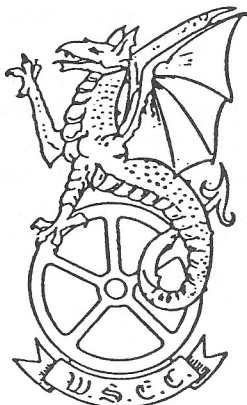


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER



APRIL 1997

Please send Newsletter material to:-
The Editor,
Brian Baker,
27 Wickham Way,
SHEPTON MALLET,
Somerset. BA4 5YG.

Telephone (01749) 342671

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EDITORIAL

As Editor I intend to present an award at next years A.G.M. for what I consider to be the best contribution to the newsletter during 1997. This will be an annual award and will be known as the Editors Cup. So take up your quills, you never know, the winner could be you.

***** CHAIRMANS REPORT *****

What a wonderful day Easter Monday turned out to be. Wonderful weather, the best Easter weather since records began the weather men said, and the chance to take engines out for the first time this year. Mells Daffodil Day this year attracted some 16,000 people to the beautiful village of Mells, near Frome. Robin Lambert organises the engine entry and about 30 engines of every sort made quite a display and proved to be quite an attraction. Robin had his steam engine that has taken him several years to construct, on display for the very first time. (He only had the steam test and obtained the certificate two days before.) It ran perfectly all day despite putting a large hole in the ozone layer with all the smoke it was putting out. Also on show was Alan Carney's very impressive railway layout that Alan has constructed out of what started life as a caravan. It attracted a crowd of people around it all day. Well done Alan, you really have created a very unique exhibit and the workmanship that has gone into it's construction is a credit to you. Also at Mells I was so pleased to see my old friend Dennis Hodges dashing about like a two year old. It was only a very short while ago Dennis underwent a very serious operation which he wasn't expected to survive. As I said Dennis it really made my day to see you looking so well and have a good natter with you, look after yourself, and at Semington you can help me tackle that cider jar.

NEW MEMBERS

The Wessex Stationary Club would like to welcome the following new members:- Mr. and Mrs. P. Wines from Worle, Mr. and Mrs. K. Howell of Frome, Somerset, and Mr. and Mrs. A. Rogers of Calne, Wiltshire. All of us at the "Wessex" hope your association with our club will be a long and happy one.

OBITUARY

The death occurred recently of John Taylor. John was a well known engine exhibitor at all the West Country rallies. He was also very well known at vintage and farm auctions. He could usually fix anyone up with whatever spare part they required, he will be sadly missed. The Wessex Club would like to extend their condolences to John's family.

A MEMORY JOGGED.

Reading our Vice-chairmans 'A Tale of Two Petters' in the January newsletter brought memories flooding back to me to the day I accidentally stumbled on this large hoard of stationary engines tucked neatly away in an old wooden barn in a village not far away from Warminster. I was working in this Wiltshire village and needed to talk to a local farmer, I called at the farm house and unable to find anyone in, did the usual thing and had a look around his yard and dairy and a few outbuildings hoping to find him. I peered through the doorway of this old wooden barn and there they were, a line of old engines that almost stretched the length of the building, my pulse rate quickened as I began to take in exactly what I was looking at, not daring to put a foot over the threshold for being caught in what after all was private property - I continued to search for the farmer.

Eventually I found him and after the business side of things were discussed it was time to mention what I had spotted in the barn. Oh yes he said, I've collected those things for years, buying them up at sales etc., and they are just taking up too much valueable space, I ought to get rid of them. 'I can help you with that' I said, 'all I need is details of what you have and your telephone number!' Well most makes of engines were represented and the list was placed in our newsletter and then began the trek by W.S.E.C. members to view the collection. A lot of members came to view and buy - some even came in their lunch break. (Yes I know you did because I saw you and how you got back to Bath again in your allocated lunch break I'll never know)

After several weeks the barn was almost emptied all but for a large 8hp tank cooled Ruston & Hornsby Model AP, this lovely old open crank engine just could not find an owner, probably because it weighed about 14 cwt, and most engine men don't want large heavy engines but more on this engine later as this story could have a happy ending.

At this point of time I did have a few different makes of engines in my own collection which included a half share with my mate Bill in a 8 hp Ruston & Hornsby which is why I never got interested in this one, but one engine that caught my eye or least half an engine was a pair of flywheels and a rusty old crank case that was preventing the barn door being fully opened, it belonged to a 5 hp Bristol Wagon & Carriage Works "Victoria", when it was my turn to chat up the farmer he told me it never belonged to him but his friend owned it and dumped it there several years ago!! armed with his friends phone number I eventually tracked him down to a village in Dorset, he told me he thought he knew where all the missing parts were, but was not sure if he wanted to part with it. Eventually probably to get me off his back he did decide to sell and then began the task of finding all the missing parts - the magneto was found near Bournemouth, the cylinder head at Verwood, on collecting this I discovered a nice little Ruston & Hornsby 1½/2 ZPR but thats another story! The water tank and woodwork was found at Sixpenny Handley which now meant that I had all the bits. The main problem with restoration was removing the exhaust valve as the cast iron cap would not undo, it was solid, the only course was to very carefully drill as much of it away as possible and gentle tap away the rest with a tiny chisel and then make a new cap. When assembled the old engine ran very well and still does, as many club members will know I've resisted painting it (despite free offers of paint) just to have one engine that looks as it once did during its working life and not like one that has just come out of the showroom. Another twist to this story was how I came by the trolley to sit the engine on. About five years prior to finding the engine I was passing by a large heap of gravel outside a bakers shop in South Brewham and just visible was an old iron wheel poking out of the gravel, I asked in the shop if they wanted to part with it and the baker said that somewhere under the heap is three more plus the trolley if I would like to dig it out. Next day this I duly did and yes you have probably guessed it, it was a Victoria trolley, I never thought then that I would ever find an engine to go with it.

What happened to the 8 hp Ruston & Hornsby you may be thinking, well I was talking to an old engine friend from Hampshire who along with me was watching a lovely 8 hp Ruston & Hornsby running at Stourpaine many years ago, and he remarked how nice it was running and how he fancied one of them, well that evening we travelled down to Warminster to see if the big engine was still there - it was - and he duly purchased it and did a very good restoration job. What I thought was funny was the farmer came to Stourpaine show the next day to collect his cheque and having been presented with it thought it was £50 short, luckily I was on hand to remind him that he had been asking £200 not £250 and he rather sheepishly said 'Oh alright then.'

(3)
LETTERS TO THE EDITOR

Dear Editor,

Having received and read my March newsletter, I was extremely pleased to see that the Wessex Committee had honoured Marg and Bill Appleby for their long period of sheer dedication and hard work for the Club. I met Marg and Bill on the rally fields in the late seventies and into the eighties when I felt that rallies then were more of a family affair, more so than they are now, and even then if you had a problem with your rally transport, or your engine exhibit, or an organisational problem on the rally field, or even if you were dying for a cup of tea, Marg and Bill would be the first to offer their services.

Apart from their general kindness and help, they have carried out countless non-committee type tasks over several decades, their endless devotion, dedication and sheer enthusiasm for the club and the engine movement, means they more than deserve this life membership certificate. As a couple they would turn any rally field into a really friendly place, and barring recent health problems I hope they will continue to do so. Well done Marg and Bill, - well deserved and long overdue, you really are TRUE CLUB STALWARTS INDEED.

Yours,
Tony Jones.

Dear Friends,

I write to thank all of the club members who wrote, sent cards, and came to see me while I was in hospital. Your presence really cheered me up, while your correspondence gave me a constant reminder that so many out there cared for me. I was admitted to Musgrove Hospital in Taunton on Jan. 11th with angina that proved to be unstable. Because of this I had to stay and wait for this operation, that turned out to be a TRIPLE BYPASS HEART GRAFT. I feel very sore - broken and bruised, but I am pleased to report that I am now feeling much better, but will be out of action for most of the summer, but I hope to be able to visit you at various shows as circumstances permit. I would appreciate an exhibitors pass to allow me to enter with my van so that I can rest when I need to. I shall look forward to seeing you all soon. I forgot to add I was discharged from hospital on the 12th of March, and to help me get about, our Dutch friend Gerard Boelens has come from the Netherlands for 5 weeks to drive me and my family around. This is true friendship.

Regards,
Brian Lovell.

P.S. Henry will be taking a well earned break.

***** CLUB CHARACTERS - NO. 6 - TERRY HEATH *****

Terry Heath has been around the engine scene since the early 1970's, so long in fact that he does not remember what prompted his interest in the first instance. His first engine was a Lister A type Junior bought at an auction in Axminster "..... more years ago than I care to remember" but now his collection has grown to about twenty engines. Terry joined the Wessex Stationary Engine Club Ltd. in its first year and has attended many Club events, rarely does he miss the Annual General Meeting. In 1977, he attended the Silver Jubilee Royal Bath and West Show with the Wessex Club and had the honour of being the engineman chosen to meet the Prince of Wales to whom he explained the intricacies of his Crossley 1065. He invariably enters as an exhibitor, rarely is he seen on the spectator's side of the ropes and over the years has rallied a variety of engines, ranging from a huge trailer-mounted Blackstone to a 2 hp International Titan. He attends rallies all over the South of England, and as far away as East Anglia, Anglesey and Abergavenny. Terry cannot miss Tatton Park, it has always been one of his favourites but he considers that it could well deteriorate as it is beginning to diversify from the stationary engine theme. He covers a huge annual mileage but enjoys the travelling immensely. He says "I just like getting out and about the country and find engine rallymen such a friendly bunch of people". Terry is a joiner by trade and runs his own business, the engine rallies are a good chance to get away for the weekend and unwind.

He owns a classic Matchless motorcycle which he can often be seen using around the larger rallies. He says that the enjoyment in the hobby for him is to find old and discarded machinery and bring it back to life. His favourite engine is the Warwick Eagle 6 hp which was found down a well and thus in need of total restoration. Among many other parts, a new connecting rod had to be forged and made. In contrast, the International 2 hp was totally complete but absolutely worn out and gave even more problems. By attending so many rallies, Terry knows a lot of people connected with the engine preservation scene whom he can call upon to beg, swap or borrow parts to me made to help with his more difficult restoration tasks.

CONT'D OVERLEAF.

He also can be seen around antique fairs in between rallies as he is an avid collector of early pieces of Woods (Yuan) china from around the 1896-1900 period. Sometimes he is accompanied by his friend Helen, who also collects china. She specialises in Denby 'Green Wheat', and brass or copper ornaments. Terry is a very knowledgeable engineer and is always ready to pass on his knowledge, whether as an opinion or as practical assistance.

EMERSON BRANTINGHAM. FEB. 1997.

**** ONE MAN'S SUMMER CONTINUED. ****

***** BEAR CROSS - 22ND & 23RD JUNE *****

For all you West Country folk who don't travel to Hampshire for fear of getting lost - this rally is fantastic, organised and run by the Bournemouth and Poole Preservation Club. Although this rally is held on a school playing field and only available after school finishes on the Friday. The job they do is brilliant, although space is restricted owing to a large proportion of the site being developed. They have not been deterred, the number of exhibits have not declined in all classes. Different ring events which interest the public and are extra to the normal parades are never boring. The amount of things crammed into this event is fantastic and is well worth a visit. NOTE. If you would like to exhibit and leave Somerset apply early as space is limited.

ALAN VICKERY.

***** GOATACRE - JUNE 29TH - 30TH *****

For the next two weekends we visit Wiltshire, the first rally is 'Goatacre' run and organised by George Hyde and family. George was for many years the mainstay and I believe one of the original committee for the Heddington & Stockley rally near Calne, anyway due to some disagreement among committee members known only to themselves, and thus it shall remain as it does not concern anyone else. Anyway in 1995, we like many others receive an entry form for a new rally at Goatacre from George Hyde. Well as all of us ralliers are reluctant to change in case you make the wrong choice, it turned out to be very pleasant indeed. Anyway back to 1996, we arrived on site on the Friday evening to find quite a few of the regulars already in position and set up. If Mo Duke and crew are already there it takes me a long time to set up, (that bloody cider jar.) I get there in the end though. Anyway apart from the normal exhibits with large numbers in all classes this rally has the added attraction of Tractor Pullers in action, unfortunately although a great crowd puller it detracts from the rest of the rally. This years rally had to contend with Lyneham Air Base open day, which resulted in some wonderful air displays, but lacked punters to the rally. Never mind, Sunday was a bit better and we saw a lot more punters which compensated for the wasted fuel on Saturday.

All in all not a bad rally for its second year. It deserves a lot more support from the general public sector, lets hope this years (if there is one) will be better for all concerned including the trade section who were complaining about lack of public. Note - if a trader says he's happy, he's taking money. Please note I am not running this rally down it deserves better support.

ALAN VICKERY.

TO BE CONTINUED.

WESSEX DATES FOR YOUR DIARY

MAY 19TH - Monday	CLUB NIGHT AT THE OLD DOWN INN. TALK BY PHILP THORNTON-EVISON ON VINTAGE RADIOS.
JUNE 14TH/15TH	THE WESSEX CLUBS ANNUAL RALLY AT SEMINGTON.
JUNE 30TH Monday	CLUB NIGHT AT THE OLD DOWN INN. RALLY CHAT FOLLOWED BY TABLE TOP AUCTION. START LOOKING OUT ITEMS TO TURN INTO CASH.
AUGUST 31ST	TENCREST RALLY AT THE MENDIP GARAGE, NR. GURNEY SLADE. DETAILS FROM ROGER PIKE ON 01761 233028.
SEPT. 28TH Sunday	FULL QUART RALLY. WOULD LAST YEARS EXHIBITORS CONTACT ROY COX TO SECURE THEIR ENTRY. RING ROY ON 01934 419 826.

***** FOR SALE *****

1929 LISTER JUNIOR 2½HP. CLASS 2 CONDITION. COMPLETE AND RUNNING. MOUNTED ON OAK TROLLEY INCLUDES STEEL RAMPS FOR TRAILER LOADING. £175 O.N.O. RING RAY BLAKE ON 01934 750785. EVENINGS OR WEEKENDS. (AXBRIDGE)

***** WANTED URGENTLY *****

GENERATOR - UP TO 3 KVA. PETROL FOUR STROKE MODEL HONDA OR SIMILAR. MUST BE IN GOOD CONDITION.

RING ALAN ON 01225 334565. (BATH)