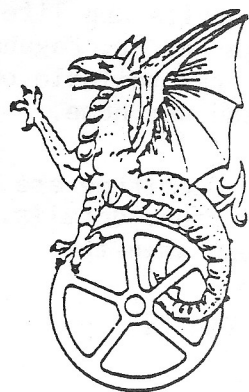


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

AUGUST 1990.

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THE SPANNER.

Included with this Newsletter is what I expect will be a surprise for a great number of our members, and that is a copy of the WSEC Constitution and Rules. It is the first time since I can remember, and I've been a member for eight years now, that members have been provided with a copy, so that it will be new to many. I must admit it does not make rivetting reading but could I commend Item 3 Objectives to your attention, as it brings me to my second point.

I must congratulate the Officers and Committee for turning in a profit of some £650 on this years Rally as reported in the Committee News. However at the risk of making myself unpopular with them and in grave danger in having Rule 9 invoked against me, I nearly fell off my perch when I read some of the suggestions for spending this wealth. More frivolous purposes than a coach trip or slap up meal are hard to imagine. These funds should surely be used for the benefit of all Club members, not just the small minority who enjoy the present coach outings or celebratory meals. That does not mean I am anti coach outings etc, jolly whacko to them who enjoy these events but such expenditure is hardly in line with Item 3 of the Constitution. Perhaps I am becoming bitter and twisted in my old age, I sincerely hope not, but if it is so urgent that some of this money be spent let us have something worth while in mind.

As starters could we not buy a really special engine and as a Club project restore it to its original state. If this engine had been manufactured locally it would be a bonus and could then be rallied under the WSEC banner. I feel sure there would be plenty of members who would be eager to be associated with such a project, even more so the the opportunity to rally the results.

If that scheme does not find favour perhaps we might spend more on the Newsletter. I have often wished I could include photographs of members in action or recent engine acquisition but the reproduction costs have so far been prohibitive. The technology is there but the cash isn't.

An even more radical idea could perhaps be making low interest loans to members for the purchase of engines for restoration. Such a scheme would not reduce the Club's capital but at the same time direct the hard earned money to really pratical use. Yes, I realise there could be problems but with sufficient thought and guarantees it could work; especially if the engine remained the property of the Club until the loan was repaid.

Without doubt some will say that I'm off my trolley, but it is unfair to our Officers and Committee to leave them holding the baby all the time. We, the ordinary members must help with ideas and I'll bet an even tenner that any ideas offered will be gratefully received and given due consideration. So before the "cod and chips" are ordered for everyone get the old grey matter stirring and think how you would like our cash to be spent...or should it be spent at all, but invested against the inevitable rainy day.

I've done it again.....nattered on so much that there is no space left to pass on details of the diesel engine and winch that Bob Donnelly has located at Crediton. Sorry Bob but it will appear next month, watch this space.

Thats the lot for now,
Cheers,

Claude Lowther.

CLUB DIARY.

Mon 24th Sept. Talk and Demonstration by Myford Tools Ltd.

Sat 13th Oct. A day trip to St. Fagans Welsh Folk Museum at Cardiff. An interesting day for the whole family with exhibitions of traditional Welsh crafts and life as it was. Buildings in the Welsh character have been brought to St. Fagans and reconstructed with authentic furnishings. Refreshments are available on site but arrangements will be made for a 'supper stop' on the way home. A booking form is included with this Newsletter.

Mon 29th Oct. The ANNUAL WSEC SLIDE SHOW. Always a popular event, but the Committee are still making the final arrangements. Watch this space for further details. (Please note that an error in the date for this meeting arose when the original programme was printed.)

Sat 24th Nov. WSEC End of Year Social Event at Chilcompton Village Hall. Big Eats and good company are assured. Note your diaries now.

Mon 26th Nov. Talk and film show by Finnings Ltd. on Caterpillar Tractors.

COMMITTEE NEWS.

The July Committee Meeting consisted mostly of a Rally post mortem although the subject was far from dead. The Treasurer reported an estimated overall profit of £650 which prompted some Committee members to suggest how these profits could best be used. Purchase of a marquee for Club use and even hire was considered while subsidizing a coach trip or slap up meal were other possibilities. No decisions were taken.

Few complaints had been received although some adverse comments were received regarding the rota of gate attenders etc. Some volunteers had reported to do their stint only to find the previous volunteer wishing to continue. While the Committee appreciated the enthusiasm it had caused problems so that next year the rota would be adhered to.

At the request of some Raffle prize winners their prizes had been auctioned and £26 realised and as these generous donors had suggested that the money should go to a childrens charity this sum was being forwarded to the Childrens Ward of the Weston Super Mare Hospital.

The Committee then considered the 1991 Rally and came to the conclusion that the Cheddar site could not be bettered so that enquiries would be started as to the availability of the C.F.C. field, the caravan site, childrens amusements and not least overnight security which it was thought needed to be tightened.

Then on to future events. The Club trip to St. Fagans was taking shape with two eating places for the return journey being identified (although we will only be visiting one....) The Club Social on 24th November also came in for discussion with confirmation that the menu, bar, entertainment and raffle was all in hand. A Booking form would be included with the September Newsletter.

Even further into the future the Chairman reminded the meeting that now was the time to line up next years programme of meetings and asked members to have their suggestions ready for the August meeting. Brian said that he was most anxious that the programme should meet members wishes and hoped that club members would let committee members know of any ideas they had.

Finally I have received an offer from the Stationary Engine Magazine which is too good to miss. For every five new magazine subscriptions the SE mag., will credit the Club with goods to the value of £25, ideal for raffle prizes or presentations. Special forms are available from Jackie, the Treasurer or me - so if a friend or colleague is joining the SE world please give him one of our forms.

Sad news from the organisers of the Calne Country Fair booked for September, the event has had to be cancelled for this year although they intend to try again in 1991.

So after a full evening the meeting closed at 11.15pm and we went home to our ever patient spouses.

Shirley Gale.
Secretary.

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CLUB ACTIVITIES.

Mon 25th June. Emborough Crank Up and Bring and Buy Sale.

We had a a dry warm evening with a good turn out of members and engines. There was an early start, by 7.00pm all engines were in position and running.

There was almost a "Bakers Dozen" with Brian Baker and his Ruston 4½hp, a Lister D, Lister L type 4hp driving a H3 Lister pump (I thought this was a really nice outfit): Ray Baker brought along a Lister D and a Ruston 1½hp and there was also Paul Baker with a Petter A 3hp.

Dave Austen brought along a Petter Junior 5hp and Lister D: Eric Gay had a beautifully restored Bamford 2½hp; Don Rogers with his Petter Junior Victory model: Jeremy Adams with the Centaur model gas engine: Alan Biggs with a BSA compressor unit: Arthur Smith was there with his trusty Landrover, but this particular evening he had brought along a Petter M 1½hp running on diesel; last but not least Roy Cox with an unusual model of a 1927 Robey portable steam engine made to exhibition standard.

The Bring and Buy Sale was fairly busy, Roy Pointing's pick up was full of small engines most of which found new owners during the course of the evening, while Jeremy Adams sold a Petter A with spares to make room for the two JAP engines which he had purchased.

The conversation amongst several members was talk of the Bath Rally the previous week-end and how wet, cold and windy the weather had been, especially mid summers day on Sunday when it was at its worst. Whereupon Tom Randall displayed two brass knobs in his hands which he said were the result of going to the Bath Rally. Subsequent investigation revealed that he had probably bought them from Eric Gays bring and buy stall however.

Eric Brain brought along several copies of "The History of Victoria Engines" for sale, which having purchased a copy myself can thoroughly recommend to every Victoria engine owner.

The Raffle Man, Eric Gay did his usual business and first prize (bottle of wine) went to E.J. Routley, (incidentally, hope you will soon be better after your unfortunate accident) 2nd prize (travelling clock) to P. Austin, third prize (torch) to Roy Cox and fourth prize (smellies) to Don Rogers (may it come in useful for the next fancy dress evening.)

The evening was an enjoyable one, with lots of support from the wives as well, and making a welcome break from our "club room" activities.

ABC (or to the uninformed Alan B. Carney.)

RALLY REPORTS.

9th June '90 Bradford on Avon Hospital Fete.

My thanks must go to fellow members of the Wessex Stationary Engine Club for putting on such a well restored and varied engine display. Exhibits ranged from the 'D' types of Stephen Butler, Reg Humphries, Chris Arnold to the Wolseleys of Reg Butler and Charles Crittal. These engines were aged from 1933 upto 1946.

Robin Lambert showed his lovely original 1920 5hp Victoria, Bill Appleby had his 1936 8hp Ruston and Hornsby with generator, while in contrast Paul Allen had his little 1941 Ruston PT. Dave Clack was there with a 1942 tank cooled Stuart Turner together with his 1936 open crank Bamford. Mike Hudd showed a larger Bamford, a 1928 6hp model again o/c (ex Phil Harris). Bob Hallam had his faithful 1926 Crossley 1040 and 110 volt generator while Dennis Hudd showed his very nice 1925 open crank International.

Amancos were represented by Roger Pike and his 1916 1¾hp model which was driving a Lister H1 pump. Andy Gale brought along his extremely smooth running 1921 Lister 'J' type coupled to a very large Godwin pump. Finally yours truly with his Petter 8hp PU 8, air cooled twin built in 1943.

My sincere thanks must go to all these good people for helping me to assist in making this years Hospital Fete a tremendous success, in which a super profit of something in excess of £1800 was made.

I sincerely hope that I can rely on your valued support for next years fete.

Many thanks,

Tony Jones.

23rd & 24th June Banbury Steam Rally.

There was a total of 41 assorted steam exhibits. A Portable Engine made by Barrows of Banbury, built in 1898 and is the only twin cylinder Barrows portable to survive. A newly restored Fowler Ploughing Engine No. 15335 built in 1919 'Lady Caroline' who's owner also has No. 15334.

The organs consisted of Mr. A.E. Reed's very nice Marengi 89 Key and Dan Shorey's 87 Key Gavioli and two Whitehead organs and a Mike Dean organ owned by G.V. Read of Cricklade.

One exhibit was a wonderful collection of mostly brass blow lamps, which included a round ball type base, there was at least a hundred lamps and most were different.

Other items on the site where a Falconry Demonstration, Craft Tent, Old and Modern Fairground. A good selection of stalls - tools, clothes, toys, plants and no shortage of food.

The Model Tent held some extremely wonderful pieces of workmanship a 2" Scale Burrell Showmans 'Thetford Town' - 13 years to construct, model fairgrounds and a large circus, part of which was for sale. A collection of Meccano models and a display of Post Boxes - Queen Victoria to date.

The stationary engine section was well organised, we were met by our Section Official and made to feel very welcome. A few engines out of the 83 entries worth a mention was a Lister D driving a Leo Hydraulic Ram Pump, a 1926 horizontal Wolseley, 1948 7hp Turner Diesel and a nice Whipples 1932 Twin Engine Starter, this was used to start buses and tractors.

There were 80 tractors on display including 8 Field Marshalls (my favourite) and a very nice selection of commercial vehicles.

On Saturday evening we were entertained in the Beer Tent by a Jazz Band and on the field by two organs.

Something different on show was a group of boys and girls from Dantre School (I've forgotten where the school was) who were demonstrating a pole lathe, Wattle Hurdle making and Lace Making and very good they were too.

It was worth travelling a little bit further afield to see something different for a change. It was our first time to exhibit at Banbury and we shall most certainly be back next year.

Mary Butler.

THE MARKET PLACE.

FOR SALE. Only £30 will secure a Petter A1 1½hp engine restored by a skilled engineer and only run for 5 hours since major rebuild. Ill health forces sale.
Appointments to view can be made via:-
Robin Lambert, Tel. Frome (0373) 63526.

FOR DISPOSAL Twin Fly Wheel 4½hp JAP. Air cooled. Clean and tidy but dismantled. This engine is available for adoption by an understanding home for restoration at the modest price of a couple of pints or so. If this appeal is not answered then the knackers yard may have to be contacted.
Mr. W. Roberts. 9 Sunnymead, Oakhill. Tel. 0749 840626.

FORTHCOMING EVENTS.

Sat 1st Sept. WELLOW FLOWER SHOW Stationary engines are invited to this village show. Bring along your prize vegetable marrows and surprise everyone. Plaques will be given, for engines that is, not the marrows. Seriously though, this is a happy little show, well worth supporting and a good advertisement for the WSEC.
Details from:- Jeremy Adams, Tel.. Bath (0225) 834127 evenings please.

Sat/Sun 6/7th Oct. JOHN KYTES GARDEN RALLY, at 10 High Street, Market Lavington. Come along and be shaken to your foundations by the infamous 300hp Brush, guaranteed the equivalent of a 7.3 earthquake.
Details from :- John Kyte on 0380 813 701.
