



WESSEX STATIONARY ENGINE CLUB LIMITED

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1999**

The Editor : Brian Baker
27 Wickham Way
SHEPTON MALLET
Somerset BA4 5YG
Tel: 01749 342671

NEWSLETTER



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******* EDITORIAL *******

To ensure the continuity and interesting content of this Newsletter I rely on you, the Members supplying me with enough material to make this possible. If you are observant you will have noticed only about half a dozen members regularly subscribe to the Newsletter. This means that about two hundred and ninety four of you never take up your pen. Please try and rectify this situation and drop me a line. What is needed is any news of members, births, deaths, anniversaries, recent purchases, restorations, rally reports etc., etc. I wait with anticipation.

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

The Committee are currently discussing what shape or form the next rally will take, it would help if you let us know what the members really want, pick up the phone and give me a ring if you have any thoughts on the subject. What a really splendid evening the Crank-Up at The Court Hotel turned out to be. It was certainly gratifying to organise such a superb turn out (see separate report). Also the Coach Trip to Ironbridge was really good, a pity more of you never came. I am currently organising another Engine Jumble at Winchester Farm for Saturday October 23RD Please give this your support either turning up with a stall or coming as a buyer. Also please let any of your friends from other Clubs know about it. We need as much publicity as we can get. We are compiling the programme for next years monthly meetings, if you know anyone who can give a talk, film show, etc. please let a member of the committee have the details.

BJB.

******* THE MARKET PLACE *******

FOR SALE. LISTER D on oak trolley, 1941, class 1 £120. Petter A on trolley with 3 cylinder water pump £135. Lister D on trolley driving a grindstone £135. All in good running order, ready to rally. Ring Percy on 01373 812461 (Leigh on Mendip).

FOR SALE. LISTER D 1.5 hp, 1948, No 1/4 2057, spec 28 D.H. £40. Ring 01749 830393.

FOR SALE. PETTER UNIVERSAL 3 hp, tank cooled on trolley, 1930 £325. Lister L 5 hp, 1922, tank cooled, on trolley £325. Lister D anti-clockwise, ex-mixer engine £40. Petter Type A1 air-cooled 5 hp £15. Set of 4 iron wheels 9.5 inches with turn-table £16. 5 other pairs from 8" to 14" from £5 per pair. Model Engineer Magazines 1932 upwards from 15p each. Stationary Engine Magazines and Old Glory Magazines from £1 each. Telephone 01747 840835 for further details (Gillingham area).

WANTED. FOR WOLSELEY WD2 good sound fuel tank. Can you help please ring Roy 01985 844449 after 5pm.

WANTED. STARTING HANDLE for Lister 3.5 hp C.S. diesel. Ring 01749 342671 if you can help.

******* WESSEX EVENTS *******

SUNDAY 5TH SEPTEMBER - Tencrest Crank-Up and Car Boot Sale at Brian Fears Garage, Nr Gurney Slade. Ring Roger for details on 01761 233028.

SUNDAY 26TH SEPTEMBER - Full Quart Crank-Up at Hewish. Ring Roy Cox for details on 01934 419826.

MONDAY 27TH SEPTEMBER - Club Night at The Old Down Inn - 8pm, Magic Lantern Show by Brian Munt, usual raffle.

SATURDAY 2ND OCTOBER - Skittles and Social Evening at Cheddar Football Club - 8pm. Ploughmans buffet supper (faggots etc.) Usual grand raffle for Club finds. Ring Jackie on 01373 463526 if you wish to attend. Open to all members.

SATURDAY 23RD OCTOBER - The second Engine/Autojumble at Winchester Farm, Cheddar - 8am onwards. Stalls wanted. Turn your junk into cash. Sellers £5 per pitch (unlimited size) Buyers £1. For details or to book your pitch ring Brian on 01749 342671.

******* WESSEX TOY AND MODEL CLUB SUMMER COACH TRIP - 1ST AUGUST 1999 *******

We left the old bus station at Trowbridge 8.45am, up through to Warminster to pick up more passengers, then onto the 303 past Stonehenge, 9.30am there must have been 100 or more people walking around the stones, on past the Thruxton racing circuit, a big touring car event on today a lot of people arriving in light aircraft, lots of cars but no hold-ups. Around Andover and on to Basingstoke, this is where we all boarded the 67ft long John Pinkerton narrow boat built for the Surrey and Hampshire Canal Society. Decorated with roses and castles in the style of former working boats as used on the Basingstoke canal 200 years ago. The weather was very hot but the bar on this narrow boat was very well stocked with cool beer. We travelled on a very small section from Odiham to Winchfield, but thirty two miles of the waterway, from the Wey Navigation junction, to the Greywell tunnel are now open including 29 locks. Seeing the attractive Basingstoke canal today it is hard to perceive that it lay semi-derelict 30 years ago, the locks were decaying, the tow-path was overgrown, and the canal was silted up and choked with weed. We spent approx. 3 hours on the canal and covered approx. 10 miles. It is now time to board the coach again for a 45 mins ride to Alvesford this is the railway station at the western end of the line where Watercress was once loaded in wooden panniers to be taken to London. Alvesford is a lovely Georgian town with wide tree lined streets with many cosy inns and cafes. We all climbed aboard the train steam hauled N class 41312 for a 10 mile trip to Alton passing through Ropley Station, Medstead station, and on to Alton station, this is where the line links up with the National railway system. It is said that in Alton cemetery you can find the grave of Sweet Fanny Adams, and the sad tale of her murder. At Alton station the Loco van ran around the train for us to return to Alvesford station, where Jill and myself had a good look around a walk along the river took a few photos and then treated ourselves to a cream tea before returning to Trowbridge by coach. Yes we had a very nice day out, we enjoyed it.

THE WILTSHIRE MOONRAKER

******* CLUB NIGHT CRANK-UP AT THE COURT HOTEL - MONDAY 26TH JULY *******

After having very successful Crank-Ups at The Old Down Inn for so many years I thought it would be a hard act to follow at a new venue. But what a pleasant surprise, the new venue at The Court Hotel was really superb. The large car park area was really sufficient to accommodate all the engines that arrived, also Terry Heath with his enormous motorhome and autojumble stall which included several engines for sale and some really high class tools (definitely not Made in China). Also David Griffiths with a large trailer full of desirable goodies. I arrived at 6pm to find Roger and Linda Pike already set up, Roger helped me unload the cones and ropes etc. and we were soon ready to assist the exhibitors into position as they arrived. I set up the raffle prizes and soon Linda was soon doing sterling work selling the tickets, and thanks to Linda the raffle realised a total of £82, giving a good profit for club funds. Colin Baker had a good display of motoring memorabilia and Justin Baker had a superb collection of model commercials on display. Fred Biggs turned up with his immaculate Morris eight convertible and Hank Selway had his Morris Commercial Tipper on display. Hank has won numerous awards with this vehicle since I painted it a couple of years ago. A recent new member, Grayham Harding from Southampton area came all the way with a very nice Ruston open crank engine that he had recently gone all the way to Doncaster to purchase. The engines attracted a lot of spectators as we had placed a small advert in the local press. As a result we have gained at least one new member. The bar facilities in 'The Court' were excellent, with good real ale on tap, I certainly was pleased. This turned out to be one of the best Crank-Ups we have had. The venue was superb. Hopefully we will be invited back.

BJB.

******* BRISTOL & SOUTH GLOUCESTERSHIRE STATIONARY ENGINE CLUB RALLY HELD AT TOGG HILL FARM, WICK, NR BATH - SUNDAY 11TH JULY *******

This was to be my first visit at Wick and I was most impressed by the amount of vehicles and stationary engines that were on show, all the usual exhibits we like to see plus quite a lot I had never seen before. This one day event was set in two fields, the first field housing the bar and a few vintage army vehicles and old lorries with around a dozen car boot type stalls and the second larger field had the stationary engines around its perimeter with the centre area taken up with vintage cars & tractors. Quite a few Wessex members were in attendance here and one club member from Wales brought a nice little 3/4 hp vertical open crank hot tube engine that once started ran very well. It did experience some starting up problems when the propane gas was ignited in the hot tube and its owner explained that the asbestos material that the burning gas heated up was a bit on the fragile side and was slowly disintegrating and he was having difficulty finding some more so if anyone has some to spare give Graham White a call on 01495 213523 and you will make his day.

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A steady stream of public filtered around most of the day and at 4pm most exhibitors started to pack up, but not before the Club Chairman came around and thanked everyone for coming (a nice gesture I thought). To sum up a very nice day out in a lovely setting and many thanks to the organisers for making our day so pleasurable.
ROBIN.

***** **MY VISIT TO THE NETHERLANDS IN MAY 1999** *****

I left home at 1.15 on Sunday 16th May for Dover, arriving at 4.50 hoping to catch an earlier ferry. However this was fully booked so had to wait until the 20.30 sailing. In the meantime I watched the arrivals of the Hovercraft and the most impressive Seacat from Calais. At the appointed time, the Seacat left for Ostend in Belgium, and as it was getting dark it was impossible to see much of it from the outside. Inside despite the packed crowd it was roomy enough to walk about both deck levels and enjoy the atmosphere of the fellow travellers. There being 674 passengers and over 80 on board, and despite the wind and heavy swell there is very little feeling of the movement. The crossing time is only 2 hours, that put me in Belgium at 10.30pm our time, and so out onto the wrong side of the road with my transit. My plan was to travel a short distance and park up for the night but my progress was better than I had hoped for and I finally stopped after passing gent and Antwerp and stopped about a mile before the Dutch border, at 1.30 on the Monday morning. Monday 17th. I awoke at about 6.30 had a bite of breakfast, awash and set off again this time making for Tiel in the Netherlands to see our regular friend Gerard Boelins. I had a wonderful welcome and it was nice to stop and relax after travelling in my van for 380 miles. The visit to Gerard ended far too quickly as I had to leave again by midday on the Tuesday. Tuesday 18th. I bid farewell to Gerard and started north again to the town of Ede. I refuelled for the first time having purchasing 50 litres at a cost of £23.67 after covering 408 miles. I stayed with a young family here who made me very welcome. I explored this shopping centre with my guests and enjoyed the stay over for a couple of days, that took away the stress of travelling. Thursday 20th. Today I again made my way north via Harderwijk, Lelystad, Emmeloord, Joure, Drachten to Burgum in Friesland to once again meet and stay with Siem and Selie Kamper one of our Dutch members. now I had travelled 526 miles. Siesn took me to the north coast of Friesland and to the province of Groningen to see the sea defences and reclaimed land. This was so flat. Flatter than I had ever seen before. The following day I was taken to see the villages and lakes in the South West of Friesland that overlook the IJsselmeer (Zuiderzee) and visited the small inland port of Stavoren. Saturday 22nd. I retraced my journey to the town of Emmeloord and then to the home of Joss Duin and his wife Roos at Marknesse who together with another friend Dirk Piek, who I met at the Dorset Steam Fair showed me a large collection of Farmalls. Then on Sunday took me to Haaksbergen to see the show at the railway museum where I met a lot of old friends. There were many locomotives in steam hauling trains over a length of preserved track. This was indeed a very fine day out as I did not have to drive at all. Monday 24th. While still in the company of Joss and Dirk, we travelled south to visit a stationary engine rally at Nuenen nr. the town of Eindhoven in the province of Brabant. Here I met a man from Aberdeenshire who knows a fellow scot with whom I correspond, this man was exhibiting engines that I had never seen. Seeing the position of the engines with flywheels to the front, would be a safety officers nightmare. Having said farewell to my hosts for the past two days I continued my journey to Nieuld Bergen in the province of Limburg, where I met a friend of very long standing to whom I had been a pen pal while she travelled the world. We first met in 1984 and still keep in touch. I met Helga and Richard who now have an adorable 1 year old daughter Bernadette. They grow lillies for the bulbs and to see the process at different stages was most interesting. I stayed here until the Wednesday evening before starting my return journey. My hosts invited Gerard Boelens to come down for dinner on the Tuesday evening. It was so nice to have him meet my friends in their home. Wednesday 26th. I left Helga and Richard at about 6.15pm to start my return journey to Ostend, so that the next day would not be such a rush. I followed the motorway system via Eindhoven to Antwerp and planned to stop for the night in services. This I did, but not until I was 10 miles short of Ostend. Thursday 27th. I awoke early and headed for the ferry port only to arrive early. Early enough to catch the 8am for Dover. This time I was to see this large Catamaran in all its glory. It was fast and beautiful, with no feeling of being at sea - or not very much. We arrived at Dover at 10am, a quick unloading and out onto the road arriving home at 2pm very tired having travelled a total of 1,127 miles. I wish to express my gratitude to all of me Dutch friends who made me so welcome and took me to see so many nice things. Thankyou everyone I shall not forget you.

BRIAN LOVELL.

******* CLUB MEETING - JUNE 28TH *******

The meeting was well attended and started off with a debate on the Club Rally held at Cheddar on June 19th & 20th. The general feeling was that the site was ideal, but not situated with the car boot. The weekend was kind to us weather wise but failed to attract the crowds anticipated. Many public went to the car boot but did not come into the rally, many refusing to pay after being charged to park for the car boot. This was the biggest problem of the weekend and will definitely need sorting out if the rally is to continue at this venue. A vote of hands suggested that the rally remains a 2 day event, although Jackie is away on her holiday, it is thought we made a profit as quick calculations show, the Club stall made £80, the raffle made over £300 and it is anticipated that the auction raised between £150-£200. The gate takings were £1000+. A lack of signs both on and off the field was discussed as was the lack of help. If another successful rally is to be held more volunteers is a must, so come on fellow members, please lend us your support. Listening to the rally exhibitors that were not involved in the running of the rally, they mostly thought it was an excellent weekend. However, one rally member, who lives a fair way away had a problem with Cheddar Gorge, his van gave up halfway up with the result his caravan jack-knifed and he had to enlist help as his caravan went on ahead behind a 4x4 and he followed with his van to the top where he retrieved his caravan. He later admitted his van was heavily laden with his bargains from the auction. On the whole I get the message that the field was ideal, shame it wasn't in another place! Your comments please! After the break, the meeting continued with the raffle, some 15 prizes were on offer with John Brooks number being drawn first. There then followed a table top auction with Brian Baker being the auctioneer, the lots included spark plugs, home made wine, various books on railway & motorcycles, tools, Lister D spares, binder twine and the dearest lot was a motorcycle book bought by Arthur Smith for £12. The evening drew to a close just after 10pm and everyone made their way home on a typical wet and cold summer night.

LINDA PIKE.

******* TATTON PARK RALLY - 26TH & 27TH JUNE *******

We left home at 6 o'clock to meet up with Robin and Jackie at 6.45am just before the M4 junction at Bath. The intention of an early start was to try and beat some of the congestion on the M5 and M6 - we were extremely lucky, we sailed through - arriving at Tatton about 10.30am. Our arrival than had an air of sadness about it as Keith reader who had sadly passed away three weeks before was going to save us a space. After settling in and a cup of tea it was off to Tatton House cafe for lunch and we then spent a very pleasant afternoon in the peace and tranquillity of the house gardens - large and very nice. Reg and I had aimed for some time to look at the gardens but the weather has always been against us, this year, was lovely and sunny and hot, was this to last. Well it did for Saturday and the good weather brought large crowds through the gates. The public have a good selection of engines to look at in total over 500 - they are situated in 6 compounds with two stewards in each. Some other Wessex members present were Philip Thornton-Evison, Denis and Diane Hudd, Patrick Knight and Kerwin Harris had stalls each. Engines and their owners came from both ends of the Country, Scotland, Wales and Northern Ireland as well as Holland and Belgium. Bill Speak from Abergavenny was there with his David Brown. The tractor section was made up of about 100 plus 15 garden tractors, two steamers, commercial vehicles, military, vintage cars, motorcycles, pedal cycles and half a dozen organs plus a marquee for the crafts and models. Unfortunately the good weather did not last, it rained during the night of Saturday and was still raining on Sunday morning. At 10.30am in the arena it is a tradition at Tatton to hold a gathering for exhibitors to remember friends who are no longer able to be at the rally. Although Keith Reader from Chepstow was not a Wessex member he was well known by a number of you and will be very sorely missed. Robin and Jackie, Reg and I attended the service 'A Time to Remember' as Keith's name was read out among with a list of others. It gave us a chance to pay our respects. The rally was actually called off at lunchtime due to the ground conditions and everyone started to pack up and go home early. We always stay until Monday and this year we then headed towards Chester for a few days holiday. Whilst on holiday we visited Ellesmere Port Boat Museum, on display is an engine supplied by David Edgington and another a Swedish Marine Engine given by a Mr M E Brain (is this Eric Brain or not?). A very interesting museum, plenty of exhibits inside with loads of written information and outside many canal boats and boats going through the locks. Certainly worth a visit if you are in the area, along with Port Sunlight on The Wirral.

REG AND MARY BUTLER