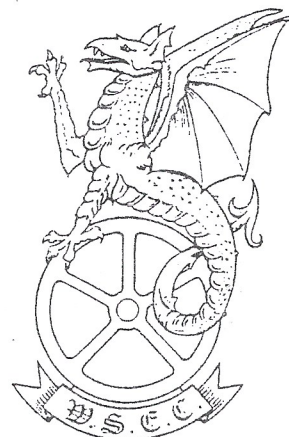


# **WESSEX STATIONARY ENGINE CLUB LIMITED**

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## **NEWSLETTER**



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### **\*\*\*\*\* EDITORIAL \*\*\*\*\***

It is rather rewarding to know that the Wessex Newsletter travels so far afield and is read by so many people. In this month's Stationary Engine Magazine Gordon Wright, The Editor, mentions that he read in our newsletter about the misfortunes of some of our members that had lost items and engines etc. stolen by low life thieves. This week I was told two classic motorcycles were stolen from the Welland Rally, so the thieving continues, make sure your property is really secure and safe.

### **\*\*\*\*\* CHAIRMAN'S REPORT \*\*\*\*\***

The Crank-Up at The Court Hotel on Monday 30<sup>th</sup> July proved to be once again very successful. The car park area very quickly filled up with a wide variety of engines of various makes, a couple of cars were displayed on the lawn by Fred Biggs, Justin Baker had a superb display of model trucks and vans, Colin Baker had his display of motoring memorabilia and petrol cans, some exhibitors had bits and pieces for sale, all in all a very impressive turnout. At this Crank-Up we award cups for the most unusual engine and the best restored engine, Arthur Smith won the cup for the most unusual engine with a 1919 Beeman, which was a dual purpose machine, it could be used as a tractor or a stationary engine. Colin Baker won the cup for the best restored with his 1.5hp WD Wolseley, both these members also won the same awards last year. To finish the Crank-Up we had the usual raffle with a large selection of prizes, thanks once again to Lesley, over sixty pounds was added to Club funds. Another event which members enjoyed was the annual coach trip, this year to the Railway Museum at Swindon, a report on this event is in this Newsletter. Out of all the Clubs I have joined or visited over the years I think the W.S.E.C offers its members more for their money than any other. With a comprehensive programme of meetings, crank-ups, events, social outings, a monthly newsletter, insurance etc. it really gives value for money, perhaps this is why the membership level has risen and events are very well supported by the members. A lot of credit for this success must go to the Committee, you have elected to run the club on your behalf, they are hard working and dedicated.

BJB.

### **\*\*\*\*\* ROWBERROW MANOR – 30<sup>TH</sup> JUNE \*\*\*\*\***

At Rowberrow Manor on the 30<sup>th</sup> June ten engines turned up to a very windy but very nice afternoon. A lot of people came to look at the engines and a lot going on all afternoon, Morris Men, skittles, bee keeping, face painting, bouncy castle and a lot of stalls selling cakes, books, flowers, plants, bric-a-brac and teas and cake. The Church was also open for you to go and look around. I think it was the Vicars Wife who came and thanked everyone of us for coming.

GLORIA CARP

### **\*\*\*\*\* IMPORTANT NEWS \*\*\*\*\***

The Mince Pie Crank Up will not this year be at Nunney Catch Transport Café as Gordon and Jackie will be on holiday. The Committee are looking at other venues, watch this space for further details.



**\*\*\* 17<sup>th</sup> ANNUAL 1000 ENGINE RALLY – 23<sup>RD</sup>/24<sup>TH</sup> JUNE AT ASTLE PARK, CHESHIRE \*\*\***

Many exhibitors and visitors waited patiently for weeks to hear if this event was to be held or not, with so many of our favourite rallies being cancelled would this be one more to add to the ever growing list of non events. Two days before the rally date I made the dreaded phone call fully expecting the bad news – its cancelled – but the reply was all systems go!!! Great news, all our pre-made plans would swing into action, engine secured in rear of Transit, caravan hooked on, a very early start Friday morning into Wiltshire to meet up with Reg and Mary who were already waiting in a pre-arranged lay-by. Its always nice to travel in tandem or in a group, makes the journey much more fun and enjoyable. 5 hours later after a midway stop we arrived, I still want to call this event 'Tatton' but I suppose old habits die-hard. We set up camp and off to unload the engines in anyone of approx. 10 enclosures, sheet up and straight over to the Club stall to see what is for sale. A large outside enclosure housed lots of engines, pumps, mills, mags, oilers, spares, books etc. all with a price tag. The Clubs who run this event take 10% of selling price, which I believe is quite reasonable. By dusk on Friday evening 75% of exhibits must have been in place, a bit like our own Cheddar Rally, this eases the congestion on Saturday morning and Friday arrival is very popular with engine owners. The biggest stall section that I have ever seen at this event had something for everyone also a small fairground including a wall of death which was set up near the beer tent and entertainment marquee. Saturday had its usual auction of just about everything you could imagine, several hundred lots including fuel cans, engines, carts, rotavators, in fact of you name it it was there. Scattered around the field were the usual vintage vehicles, lorries, cars, motorbikes, fire engines, military vehicles, tractors etc. all of which did a turn in the ring. The food vans here were many, always a criticism at Tatton, there not being enough, but here there was a choice from fish & chips to Thai food, a great improvement on the old rally site. So now down to the nitty gritty, the stationary engines as always just about every make you could think of was on display and a good selection by Wessex members ranging from Petter M's, Ruston Hornsbys, Victorias, Bernard & Wolseley. The Wolseley was this years display engine. The standard restoration here seems to get higher every year and although I am bound to be a bit biased one Wessex members exhibit was a real little eye-catcher, a 1924 Petter 'M' which was driving a generator and did its owner proud after over coming many problems with restoration he got there in the end. Well done Phillip. Quite a lot of hot air engines were on display and unusual stationary engines by 'Triumph', Capell, Nelson, Paxman, Myrick, Armstrong, Root & Vandervoc, Gilson, Uller, Eagle, Kreuz, Sachs and Bolton & Paul were among many we rarely see... The Saturday evening coaches left once again to take anyone who wanted to look around the Anson Museum, about a ½ hours drive, and when you feel you have seen enough the first bus to fill up will bring you back again for around £4. We were so lucky this year with great weather, bad weather in the past has struck so many times, even causing the show to finish on Sunday morning, so it was great that this year was fine. To sum up a great weekend, thanks to all who made it possible for us. Hope to be there next year, all we have to do now is to work out where to spend the next five or six days, HmMMM – Lake District, Peak District, North Wales, I know said Reg, lets go to the Cotswolds.....great stuff this holiday lark!!!!!!

ROVER

**\*\*\* 25<sup>TH</sup> JULY – A VINTAGE EVENING AT THE GEORGE INN, LONGBRIDGE DEVERILL \*\*\***

My first visit to this venue on this hot summer evening was to be much more than I expected. How the organisers manage to attract and display so many exhibits is beyond belief. When Jackie and I first arrived at 7pm our first priority was to purchase some drinks and then try and make our way through the huge crowd that had gathered all around the pub car park and surrounding fields. The main car park was full to the brim with commercial vehicles which ranged from Army Scammell recovery trucks, tippers, flat beds, artic units, coaches and a superb Bristol in the livery of 'Roads Reconstruction', a once local Frome Firm. Trapped in the middle of around 40 vehicles was Wessex member Fred Biggs with his little three wheeler truck lovely exhibit that many of you will have seen at Nunney Catch Crank-Up. I must have seen at least two dozen Wessex members here taking in the delights of this magical evening, some brought a few exhibits along which included a Petter A1 (water cooled) generating plant, this looked great as dusk fell. A large display of fuel cans and a little blue twin horizontal opposed engine, I'll leave you to guess who the owner was! The large grass verges around the car park were full of vintage and some modern motorcycles, plus stalls and an organ playing. By the riverside was a Barbecue in full swing with a never-ending queue of customers. Over the little river foot bridge was a large lawn with several old cars including an American – or is it Canadian 'Hudson', also two three wheeled Isettas and through a walkway into a field was around sixty vintage cars and small military vehicles one of which has just been brought back from Yugoslavia, this was a canvas top 1944 German Volkswagen, four seated staff vehicle painted in desert livery. Even as it got dark (around 10pm) this event was still very much alive as crowd gathered to watch vehicles depart, some in lumes of smoke that swirled in the headlight beams of the following vehicles. This event was excellent and well organised, just what we all like to see. Here's looking forward to the next one.

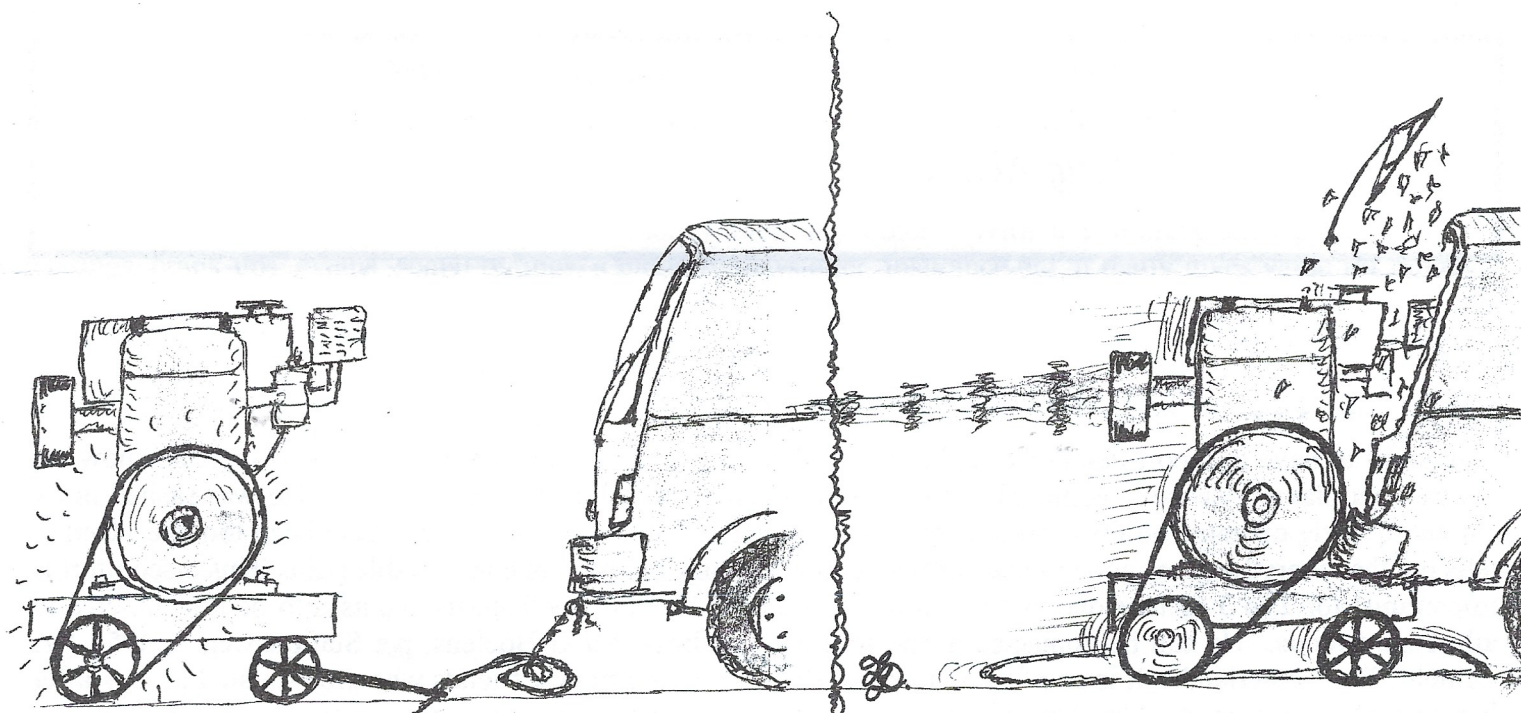
ROBIN



\*\*\*\*\* SUNDAY 5<sup>TH</sup> AUGUST – SWINDON RAILWAY MUSEUM VISIT \*\*\*\*\*

The Annual Coach Trip which this year was to The Swindon Railway Museum was attended by 35 Wessex members. The coach left Nunney Catch promptly at 9am as planned and also picked up members at Frome and Trowbridge en-route. Our route took us past the stones at Avebury, where there were already visitors looking around. We arrived at Swindon with time to spare before the Museum opened. Jackie with her usual efficiency handled the finance and the block booking to gain access to the Museum. The Museum with its superb and numerous exhibits are housed in what used to be engine sheds and locomotive workshops, these sheds have been restored to a very high standard indeed. The entire establishment is clinically clean, with no trace of litter, dust or dirt whatsoever. The exhibits ranged from restored locomotives to a section dedicated to work by Brunel. All the exhibits were accompanied by an audio and visual explanation, hi-tec has now arrived in museums. One outstanding exhibit was a very large Loco which had a walkway underneath it, it really was brilliant to be able to walk the length of the Loco and tender and inspect it from underneath. There were plenty of tools and machines that were used to manufacture these massive locomotives and all the rolling stock on display, the sheer size of one lathe was unbelievable. It must have been an impressive sight to have seen the Swindon works when it was at its hey-day as 4000 personnel were employed there. The works even had its own Hospital for treating people injured at work. Some of these injuries must have been quite serious as on display was a wooden foot and a wooden hand for people who were disabled as a result of injury. If an employee visited the toilet he was timed in and timed out by an overseer to make sure no time was wasted. Colin, Justin and myself completed a 'lap' of the museum and decided to visit the Glen McArthur village shopping complex which was next to the museum, this was a vast shopping complex, again housed in refurbished engine sheds and workshops. All the usual High Street names and Designer labels were here, including a food hall where names such as McDonald, Harry Ramsden etc were established. Colin, Justin and myself had a meal from 'Singapore Jack', this must definitely be the worst food I have ever had in my life, it was supposed to be a chicken curry, absolutely C\*\*P. After looking around the shops, we went back to the museum for another look, its surprising how much you miss on the first visit and discover on the 'next lap'. I had threatened the members that anyone not on the coach by 4pm would have to walk home, so we went back to the coach park with plenty of time, it was good to have a sit down and rest my weary feet. The coach left prompt on time at 4pm and we arrived back at Nunney about 5.30pm. All in all it had been an excellent day out, here's looking forward to the next one.

BJB



TRUST ME YOU CAN BUMP START  
AN ENGINE THIS WAY

BUT THERE IS ONE SMALL SNAG.  
TONY DAVIS.



\*\*\*\*\* EVENTS FOR YOUR DIARY \*\*\*\*\*

**SUNDAY SEPTEMBER 2ND – MENDIP MAYHEM AT BRIAN FEARS GARAGE, NR OAKHILL.** Crank-Up and Car Boot Sale, usual raffle, donation of prizes would be appreciated. For further details or to book your place ring Roger or Lynn on 01761 233028, sorry no room for camping.

**SATURDAY 15<sup>TH</sup> SEPTEMBER – (PLEASE NOTE NEW DATE) – ENGINES AND EXHIBITS REQUIRED FOR THE SOMERSET AND DORSET RAILWAY** at Midsomer Norton Station, extends to evenings entertainment and B-B-Q. For details ring 01761 452565.

**SUNDAY SEPTEMBER 23<sup>RD</sup> – 'CRANKS AT THE SHIP'.** Crank-Up at The Ship and Castle, Congesbury. Usual raffle, proceeds for C.L.I.C, donations of prizes for raffle would be very welcome. For further details ring Ian on 01934 834943.

**MONDAY 24<sup>th</sup> SEPTEMBER – CLUB NIGHT AT THE OLD DOWN INN** Guest Speaker Mr Ron White – A talk on the life of a Formula 1 Racing mechanic during the 1950's and 60's.

**SATURDAY 20<sup>TH</sup> OCTOBER – SOMERSET SORT-OUT W.S.E.C. AUTOJUMBLE AT WINCHESTER FARM, CHEDDAR.** Stalls only £5, buyers £1. For further details ring Brian on 01749 342671.

**SPECIAL EVENT – NOT TO BE MISSED**

**SATURDAY 6<sup>TH</sup> OCTOBER – 8PM**

**SOCIAL EVENING AND SKITTLE MATCH AT CHEDDAR FOOTBALL CLUB,**

*Supper – Faggots, Chips and Peas or Ploughman's.*

*Ring Jackie on 01373 463526 if you wish to attend.*

*Usual raffle, Prizes would be welcome. £2 per head towards the food.*

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

**1911 LISTER J TYPE** on skids, very early, rare engine £450.

**BENTALL CHAFFCUTTER,** self-feed on wheels, restored £100.

*Ring Alan on 01380 830344 (Wiltshire).*

\*\*\*\*\* 19<sup>TH</sup> JULY – REPORT FROM THE NETHERLANDS \*\*\*\*\*

I am sorry to have to report that our friend in the Netherlands, The Flying Dutchman, Gerald Boelens, know for his trumpet playing has been admitted to Hospital in an emergency on Thursday 5<sup>th</sup> July. He was rushed in by car and quickly operated on for a 'twisted gut', had it been 10 minutes later it would have been too late. Gerald tells me that everything has gone to plan without complications, but he is in considerable pain. This discomfort is to continue for 2 to 3 months due to other problems he has. He is in good spirits and asks to be remembered to all of his friends. He can be contacted at the following address: Mr G Boelens, p/a Stationsweg 9, 4054 HA Echteld, The Netherlands. It is comforting to know that Gerald is amongst friends who are prepared to look after him when he really needs help. I have met these friends and can vouch that they are wonderful caring people.

**BRIAN LOVELL.**

P/A IS THE DUTCH WAY OF WRITING C/O CARE OF.