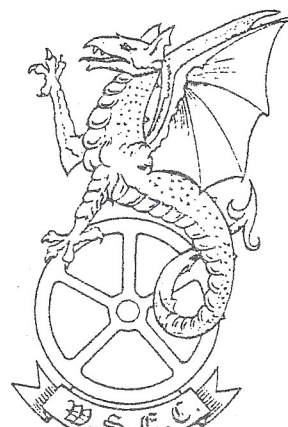


# **WESSEX STATIONARY ENGINE CLUB LIMITED**

**AUGUST 2002**

*The Editor : Brian Baker  
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## **NEWSLETTER**



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

It saddens me to think that out of a membership of 358 members only 20 members booked to go on the clubs annual coach trip to St Fagins Museum of Welsh Life near Cardiff. We had a 52 seater coach that was less than half full. Also this years crank-up at the Court Hotel was poorly attended compared with previous years. This does not give the committee much encouragement to prepare a full programme of events each year if you the members do not support them. Its up to you to let the committee know what you want, because if events are not well supported they will surely die a death.

### **\*\*\*\*\* CHAIRMANS REPORT \*\*\*\*\***

The trip to St Fagins was certainly one of the best the club has organised, the exhibits covered such a vast area it was virtually impossible to take it all in in one visit. I think it was unanimous that this was a very successful day out. It certainly was a pity that more members did not take advantage of it. The July meeting at The Old Down Inn was not so well attended, probably because a lot of members were on holiday. The members who did attend were treated to an exceptionally interesting talk and slide show by our very own Rob Armstrong. Rob's talk was about a submarine that had been damaged in the Falklands conflict and had a damaged torpedo on board stuck in the torpedo tube, it was Rob's job to make it safe and disarm it. This was the third talk Rob has given us and each one has been as brilliant as the last. How Rob managed to survive his career dealing with deadly weapons and explosives without blowing himself up is the mystery of the century. On behalf of the club I would like to thank Rob for a wonderful evenings entertainment. At the next committee meeting the committee will start compiling the programme for next years meetings and events, if any member knows of anyone who could give a talk on any subject please let any committee member know. The committee will also decide on the fate of next years rally, watch this space for further details.

### **\*\*\*\*\* SHILLINGSTONE 18<sup>th</sup> - 19<sup>th</sup> MAY \*\*\*\*\***

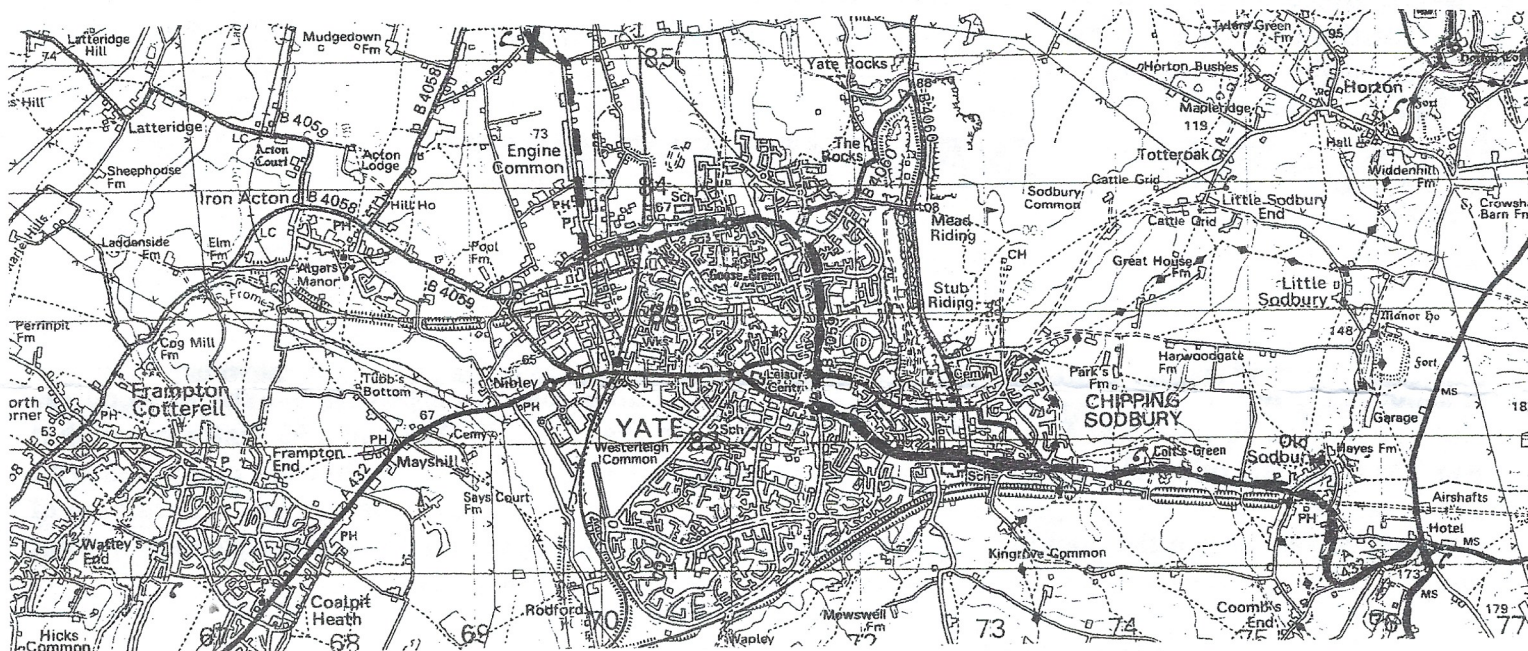
This is my first time out this year and so I have the Fordson on steel wheels and road bands, so lets hope that the season wont be to wet as this makes the Fordson spin. For an early show like this the conditions under foot were soft but still firm enough to travel without assistance. The organisers had successfully put together a good selection of trade stands and auto-jumble and displays, supported by a childrens fun fair and organs. There was a busy sawing area driven by steam, that held the public's attention at all times. The crafts were well represented, as was the minature steam section. I was dissapointed with the band for when I asked if they could lower the volume, they seemed to put it up even louder. So I left and returned to my lorry. Sunday was just as pleasant despite the occasional shower. I really enjoyed the daytime chats to the visitors and fellow exhibitors, but all to soon the show was over and having bid farewell to our hosts I made tracks for home.

**BRIAN LOVELL.**



## A VISIT TO THE BEECHGROVE COLLECTION AND MUSEUM

A visit has been arranged to visit Derek Hardwicks collection at **BEECHGROVE, MANOR ROAD RANGEWORTHY, BRISTOL** on Sunday 8<sup>th</sup> September at 2 pm. A map below shows you how to get there. The collection comprises of 6 lamp start engines, 6 Victorias, 4 Rustons, 4 Amancos, plus International, Fairbanks Morse, Crossley, Bradford, Lister, Wolseley, Ronaldson Tippet, Avon Power Saw etc. Also tractors, Lawn Mowers, Vintage tools and many more interesting items. See you there.



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

**FOR SALE.** LISTER CS Diesel model 6.1. Complete. Class4 £70. RUSTON HORNSBY PB 1.5 hp. Flywheel Mag. No tank. Class4 £100. WOLSELEY WD 2. 1.5 hp. Class 3. Choice of two. £50 each. LISTER "D" Shaft drive magneto. Class 4 £60. LISTER "D" Chain drive magneto. Class 4 £20. FOWLER 1.5 Complete. Class 3. £80.

STUART TURNER P55 2 CYL. 7hp. Rad Cooled. £100. STUART TURNER P57 Class 3 £150. LISTER DIESEL AIR COOLED. Class 3. £50. FORD FERGUSON TRACTOR. Complete. £1200. WISCONSIN 4 CYL. Petrol/ Tvo. Ex M/Harris? OFFERS. All in the Shepton Mallet area. CONTACT PHIL ON 01761 471461.

### DATES FOR YOUR DIARY

**SUNDAY SEPTEMBER 8<sup>th</sup>** the 2<sup>nd</sup> Nunney Catch Transport Café Gathering. A bring your vehicle event. From 10am till 4pm. All welcome.

**SATURDAY and SUNDAY SEPTEMBER 14<sup>th</sup> and 15<sup>th</sup>** BERWICK St JOHN COUNTRY FAYRE. For details ring Simon on 01747 822834.

**SUNDAY SEPTEMBER 22<sup>nd</sup>** – CRANKS AT THE SHIP. Crank-up at the Ship and Castle, Congesbury. Usual raffle. Proceeds for CLIC. Donations of prizes would be very welcome. For details ring Ian on 01934 834943.

**MONDAY 30<sup>th</sup> SEPTEMBER** Club Night at the Old Down Inn. A talk by Dorothea Restorations. They specialise in restoring heritage sites, one of their projects was the Laxey Wheel in the Isle of Man. We will also have our usual large raffle.

**SATURDAY 5<sup>th</sup> OCTOBER** SOCIAL EVENING AND SKITTLE MATCH AT CHEDDAR FOOTBALL CLUB. 8pm. Supper of faggots, chips and peas or a ploughmans. Ring Jackie on 01373 463526 if you wish to attend. Usual raffle for club funds, prizes would be appreciated.



\*\*\*\*\* **LETTERS TO THE EDITOR** \*\*\*\*\*

Dear Brian,

What a lot of hard work the committee must have put into organizing this years rally at Cheddar. A lot of effort is needed to run any rally and it really is hard work. Ive been there, done that, and got the tee shirt! Isn't it sad that future rallies are in jeopardy because a beer tent wasn't used? An amenity obviously not necessary in this day of vans with fridges, ice packs, and cold boxes. Whats wrong with a barbeque and bring your own booze? We did it in the seventies and eighties, and I think all us oldies will remember the fun we had at very little, if any, cost to the club. We are an engine club and our rally should reflect this. Big is not always beautiful. The Full Quart, and now The Ship and the Mendip Mayhem are prime examples of this. One big improvement to any rally is the provision of separate areas for overnight camping. Spectators come to see our engines and not the latest in camping equipment! Many organisers insist on this, resulting in a much tidier display. Perhaps our club rally could take place in conjunction with a village fete or fun day. In the past we've used a Lions Family Day and also Swindon Fire engine Rally at Longleat, both being a success. Any facilities necessary could be shared and public interest would be assured. I look forward to the WSEC rally in 2033, wherever it is, with or without a beer tent. Yours sincerely, DIANA EMERY.

**IN REPLY TO THE EDITORIAL AND CHAIRMANS REPORT**

Has the committee ever asked the caravan rally people if they would like a bar and entertainment? As for the financial side, if we lost £600 that is not a lot to take out of over £7000 in the bank, that is what it is there for, and members have put a lot of it there by buying raffle tickets and bringing prizes for the raffles. As for only eighty members attending the rally, you said quite some time ago that it was put on for the members. If 300 came would you be able to manage that amount? I think people have a choice if they stay in their caravans, and without caravanners there would be no rally. How many day ralliers come back to go go in the beer tent? And I don't mind putting my name to this letter, so lets hope it gets printed.

**GLORIA CARP.**

In reply to Diana's letter, the rallies in the past in conjunction with other organisations were successful, but the club wanted to be master of its own destiny and not be at the mercy of some other organisation. The Full Quart, The Ship and Mendip Mayhem are nothing to do with the club, they were, or are, run by club members, they are also not rallies, and do not take much organising, they are crank ups, and an excellent job are made of running them. In reply to Gloria's letter the facilities provided have always been well supported in the past, until this year, without the income from traders such as the bar and catering etc it is impossible to recoup the large sum of money it takes to set the rally up. As for stating that losses on the rally should be taken from the money in the bank, how long would this last before we were in the red? The money in our account at the present time has come from members contributing to events, raffles, autojumbles etc, but in reality it comes from the dedicated few who work hard to organise and put on these events, and as one of the few I definitely oppose subsidising the rally every year until our funds disappear for the benefit of the few members who can be bothered to attend.

BJB.

**NEW MEMBERS**

The WSEC would like to welcome the following new members to our club. Mr and Mrs M BLAKE of Shepton Mallet. Mr and Mrs A J CRAWLEY from Middle Chinnock. Mr and Mrs MICHAEL ADLAM from Bath. Mr and Mrs DAVID ADLAM from Bath. Mr and Mrs G WILLIAMS from Frome. Mr and Mrs G CHAMBERS from Coleford Nr Frome. Mr and Mrs M J STEVENS from Westfield, Radstock. We hope your membership of the WSEC will be a long and happy one.

**BIRTHDAY GREETINGS**

The club would like to wish a very happy birthday on the 8<sup>th</sup> September to our President Robin Lambert, Im sure you all wish him many happy returns of the day. It is quite a milestone for Robin as he will never be 59 again.



## WSEC Trip to the Museum of Welsh Life, St Fagins

### Sunday 4<sup>th</sup> August 2002

The day started with an early morning drive to Nunney Catch Transport Café, where a small congregation of WSEC members waited to board the coach. The coach left at 800 a.m. sharp, and made its way towards Bristol, after stopping to pick up more passengers. The weather was overcast, with a little rain, but the coach seemed in high spirits as we approached the Severn Bridge. Soon we were in Wales, and the rain had stopped. We stopped at a service station, mainly for Brian Baker to have his cooked breakfast, and the 29 passengers descended upon Wales. All were soon back on the coach, Brian looking contented and full up. Next stop St Fagins. The museum itself appears modern and up-to-date from the outside, in complete contrast to the wealth of history inside. The main museum building contains the shop, cafes and the excellent galleries. After a extensive trial and appraisal of the café facilities, I must mention that the cafes serve excellent food. In my opinion, you could spend half a day looking round the galleries, and not even step outside the main building. The galleries included an excellent collection of traditional Welsh costume; and collections ranging from Surgery to Folklore, and Fire Fighting to Modern Welsh Art and Laundering. On the subject of Laundry, Grampy gave a skiffle rendition on the washboard in one shop! I even found a stationary engine, but more on that later. Outside, arranged in the 104 acres that make up the site, are over forty buildings moved stone by stone from various parts of Wales, and then painstakingly re-constructed and furnished in the style of the period. There are far too many houses to write something about every one, but with the help of the guide book, Ill try to write something about those which interested me. Many of the workshops are still in use, making hand-made products of the time to sell at vastly inflated prices to the general public. It should be noted at this point that entry to all national museums, galleries and monuments are free in Wales, so the museum has to make money in some way! These workshops included a saddlers workshop, built in 1926, and re-erected in 1986. In this small workshop, the tools of an (almost) forgotten trade hung on the shelves, and the saddler himself was making leather belts for tourists. A smithy operated nearby, together with a woolen mill, bakery, cooper and wood turner. Not all the buildings were houses or workshops however. Other buildings included a school, Workmans institute, bee shelter and a circular 'corbelled' pigsty. The houses themselves are faithfully restored to their original condition, and are furnished with all the items that would have been in the house originally. Many of the houses are 17<sup>th</sup> and 18<sup>th</sup> century, and it was quite a shock to go from the sun outside into the gloom and cool of these buildings. The houses range from a 1762 Llainfadyr cottage, 1544 Y Garreg Fawr Farmhouse and 1948 Type B2 Aluminium Prefabricated Bungalow to the House of the Future. This house uses modern technology and building materials to try and envisage what housing in Wales may look like in fifty years time. According to the guide boof, the house combines the vernacular tradition with cutting edge technology in a highly integrated way. I don't know about highly integrated, I was highly unimpressed. All this time, as I had been wandering through history, I had come across many farming tools and implements, but not one stationary engine. I was beginning to feel that I was not going to see one, but rounding a corner in the museum galleries, I came across a spectacular specimen of a stationary engine. The Hornsby-Ackroyd Patent Safety Oil Engine, 1905, the plaque proclaimed, but there was no other information on its use, manufacturer, or history. This is my only criticism about the museum, and its one my readers will be familier with. More information needed! A small card by items in the houses, as there were in the galleries, would answer all the questions burning away in peoples minds. As we all got back on the coach, one complaint stood out, I think everone on the trip would agree that they would like to go back to see what they had missed, and I don't think anyone can say that they saw it all. It was also unfortunate that St Fagins Castle was closed due to repairs, but luckily the beautiful gardens and lake were still open. Im sure everone on the trip thoroughly enjoyed the experience, and it was a pity that more did not take up the opportunity.

**JONATHON HOCKEDY**  
**WSEC JUNIOR REPORTER**