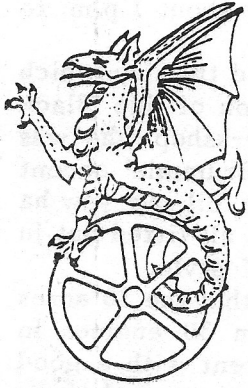


December 1987

# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

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'....and so bitten by the Bug....'

This is a follow-up to the article 'What about a hobby dear?' in the September Newsletter.

Having spent some time and effort trying to find our first engines, the laws of chance gathered to entice us with a variety of offers, clearance of 'some' engines at Sutton Veny and the chance of a Ruston Hornsby 3 PB down in Cranbourne Chase.

In the planning of these recovery operations we met Paul Martin who admitted to being a 'Petter man' who was looking for something different, Paul soon proved to be so enthusiastic that the pursuit of rusty lumps soon became infectious. After an abortive go at the Sutton Veny collection, Paul cleared the lot next day leaving Simon a little pathetic looking 1½ PB, rusty, frosted, but not seized. It wasn't complete and quite honestly looked a basket case.

We looked forward to our run to Cranbourne to collect the promised 3 PB. Paul, Simon and I agreed to meet with Ron White at his mother's home in Cranbourne; he proved to be a cheerful chappie who seemed to have left engines all over the South of England. The engine, in this case, was seized, rusty and lacking petrol tank but it did have a reasonable carb. and a vandalised ML magneto. It had spent all its life with British Rail, pumping water for steamers down at Newton Abbot. Having been rescued from the scrap man, it was abandoned under a hedge at Ron's mum's home. During the recovery, Ron offered to supply Paul with a D-type that was owed, so off we went to Stour Provost. The Lister was in the back of a cow byre and up to its hocks in reconstituted fodder! During the recovery, sinking slowly up to our knees in the soft goo, the finer points of the engine were being pointed out by Simon; by th time it was clear of the filth he had it dated.

At this point, I trod on something hard, and rearing up out of the mud came the head of a camouflaged Dalek. After staggering around a bit with the dead weight of the 'D' we made it back to level ground and were able to get back to firm level ground and were able to get back to the Dalek which revealed itself as a Lister A tank cooled. It looked almost complete and was yet another of Ron's attempts to preserve the species 'Stationarious Enginus'. An offer was made and accepted - Good Grief, I still owe him.....!, and both lumps deposited in the Transit. Moving out of the yard we spotted another 'D' next to a Bamford root cutter. Paul made a ridiculous offer (High...Ed.) on the Lister which was accepted but our offer on the root cutter was declined.

The Transit, by now, was sat on it haunches with the weight so we had to leave the root cutter and the 'D' until next day. We headed home, tired but happy, unloaded and started straight in with a monster 'Gunking' session. Next day we collected the 'D' which was up and running within 55 minutes of its arrival home. The 3 PB was restored to running order in one week, (we recorded it running and replayed it over the phone to Ron) and both PB's were exhibited at Corsley Show by Simon and Paul. The Lister A is running and in the process of being restored to rally condition by Simon. Paul has got all but one of his collection of 'D's' running - one has returned to a busy working life in a mixer.

What about me? I own a beautiful 2 hp Petter M, 1924, about 1½ stones less fat and have a hobby which my son and I really enjoy and share - thanks to Robin Lambert!

Peter Stacey

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### THE AUTUMN COACH TRIP TO DUDLEY

The Wessex coach trip to the Black country Museum & Steam Fair on October 10th proved so popular in spite of the weather, that we revisit it in a SECOND report.

Nearly everyone booked up for the early morning 7.30 a.m. start to our day-out joined the coach at the Old down Inn. Once on our coach, we were away, heading North in the driving rain which had been

2. sweeping the country for most of that week. A short stop for coffee and we were off again to arrive at our destination about 11 a.m. While Jackie sorted out the entrance fee, a spokesman for the Museum boarded our coach to explain the best way to plan our day at the Museum site. With lots to see indoors and under cover it didn't matter too much about the rain which gave way about 1 p.m. to glorious sunshine.

Having passed through the entrance and Museum shop, most of us boarded an old tramcar which was to transport us about a half mile to the 'village'. This was a superb reconstruction of line 'Black Country Style' during Edwardian days. My first visit was to the Glasscutter's Workshop who was demonstrating how he engraved all sorts of glassware on his grinding wheels. His 'Brummie' accent had us all in stitches when he welcomed us into the Workshop with what sounded like 'oil saw yaw ha its dun....! On we went down the High Street in and out of the little shops and houses all fitted out in the style of the period including people in period costume explaining all about their lifestyle.

This particular weekend held a bonus for us in the form of a Steam Rally held within the 36 acres of the site by that well-known steam man, Len Crane. There must have been 30 engines in attendance, placed in strategic positions around the site. There was also a model tent with a good cross-section of engineering skills in the way of railway locomotives, stationary engines, and three Dutch Organs. A familiar sight to us was Ron Frampton, all the way up from Bournemouth stationed outside the tent. A steam fire pump gave us a good display of pumping with brass-helmeted firemen alongside the canal, while in a nearby shed, a chain maker was making chain links in the forge.

On the canal were about one dozen barges, two of which could be commissioned for a 45 minute trip through long tunnels which were floodlit and leading on to view the huge Caverns and Quarries which were once used to extract minerals and to fuel the local lime-kilns.

The restaurant was a good refuge for a mid-day lunch - what a super menu - and very fair prices. A huge helping of Faggots, peas and spuds for £1.75 was as much as I could ever eat!

On then to the old style fairground where there was a nice Savage Steam Galloper with, nearby, an old Cake-Walk - I haven't seen one of those for years. An old engine house with beam engine, the bobby on his bike, many stalls, all this and even after being there a total of 7 hours, I never saw it all.

We commenced our homeward journey at about 6 p.m., stopping at the motorway services for nearly an hour, and arrived back at 9 p.m. On the journey Brian held a raffle and a box of chocolates with a birthday card was presented to Herbie's youngest daughter, Michele, who was 9 years old that very day.

Our grateful thanks to Roger Millard for organising and dealing with the coach and everyone who supported that day out - not forgetting Eric Gay and family who travelled up by car as all the tickets were sold out. A magnificent day out.

Robin Lambert

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#### SUBSCRIPTIONS

Annual subscriptions are due on the 1st January 1988 except those members who joined after October 1st 1987; their payment includes all of next year. A year's membership remains the same as last year - and the year before - good value at £5 single membership, £6 joint or 'family' membership and £1 for a junior under 18 years. The Junior membership does not include third party liability insurance and requires that, in order to rally an engine, he/she must be accompanied by a parent or legal guardian who **must also be a Club member**. Cheques and subscription enquires to Jackie Lambert, WSEC Treasurer, 15 Beechwood Ave., Frome, Som. Tel. Frome 63526. Please make cheques payable to Wessex Stationary engine Club. Please note your insurance expires on 31st Dec. 1987 unless you renew - if you are out of subscription and you have an accident then you are **NOT** covered. Also your February Newsletter will be the **last** unless you renew.

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#### COEPS AUCTION, Fairford, 14th Nov.

The Cotswold Oil Engine Preservation Society's November auction held at Farmors School, Fairford, Glos. signals for most the end of another rally season and offers a last chance to see many friends before the winter sets in. This year, they were once again blessed with good weather, the sun did manage to shine through most of the day.

We travelled up from Aldershot to arrive at about 9.30 a.m. and after a cup of coffee made our way to the sale items already on display. Everyone whom I spoke to was surprised at the number of lots that turned up, by the time the sale had started, dead on 12 noon, well over 600 lots had been booked in. This was in addition to the numerous small items, books, oilers, spark plugs, magnetos, etc. which were on display in one of the school buildings. I've been to a number of COEPS auctions over the years and feel that this was the best ever. I recognised several WSEC members from the Full Quart Rally and the Club Night at the Old Down Inn though I was not able to speak to all of them.

Most people's pockets seemed to have been catered for as the prices were on the fair side, although I expect the sellers would say that they were lower than expected. A whole range of things were offered, bicycles, mowers, water-pumps, mills, cake-breakers, wheels, tools, an anvil with all accessories, plus much, much more.

Now, to the engines, too numerous to choose from, Listers, included a D, A and L incomplete,



seized or fully restored. Petter was well represented with both air and water cooled models, the latter included a Junior with jelly-mould head, ser.no.5043 built in 1916/17, in good original condition with trolley and tank. Stuart Turner engines were in abundance, something that is not usually found at sales. These also came in all conditions from spares to fully restored. Only 2 open crank engines for sale, a 3½ Fairbanks Morse 'Z' type, 1924, fitted with ML magneto conversion and an Amanco, 2½ hp pet/kerosene fitted with the small magneto. It had been restored and trolley mounted but was done to appear as a larger size engine. In addition to these there was Villiers, JAP, Bamford, Norman, Alco, Ruston Hornsby, and Bradford. This latter was one of the later post 1946 models with both valves mechanically operated. It looked to be in good, recently restored condition but was minus its magneto (Wico EK).

I did not catch many of the actual prices as a lot of my time was taken up chatting to friends, old and new. Some that I noted were Lister D's from £5 to £45, Ruston Hornsby PT £45, Stuart Turner P3 £115, The Bradford £75, and a Petter 5 hp M-type reached £135. The Petter 2½ Junior was finally knocked down at £310 while the Fairbanks Morse fetched £275 and the Amanco made the highest price of the day at £320. An Amanco igniter and magneto were sold to a Wessex member for £80 (good value..Ed).

We were unable to stay to the end of the auction so we left at 4.20 p.m. by which time there were still a number of lots to come under the hammer. I just wonder what time those organisers ended their day....!

Patrick Knight

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#### DATES TO REMEMBER

#### CLUB MEETINGS

- Jan.25 A slide evening with engines, tractors and rallies etc. by Mr. Graham Brown of the South Somerset Agricultural Preservation Club.
- Feb.29 Annual General Meeting, a chance for you to elect for re-elect a committee, give your views, ideas, etc. or volunteer to join the committee yourself and help with the running of YOUR Club. The meeting will be chaired as usual by our President, Tom Randall, and will include a Chairman's Address and the Treasurer's Report. Not many AGM's fall due on February 29 - is this significant?
- March 28 Musical Boxes, a talk by Roger Kempson.
- April 25 To be arranged.

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#### FOR SALE

**Caravan**, 12 ft., 4-berth, 'Monolite' lightweight towing van (9.8 cwt) with awning, toilet, gas bottle, spare wheel. Good condition. £875. Tel. Temple Cloud (0761)52766.

**1935 Stuart Turner** engine and water pump by Stewart of USA with shop spares. All needs a bit of attention, £100. **Lister B-type 3½ hp**, 1925 single flywheel, £100 (just needs painting); **Needing** a 4-wheel trailer to take about 7 cwt? I have 2 pairs of **wheel hubs, axles & springs** with 2 wheels braked. Type size 16 x 4, 4-ply rating, £60. Pete Holloway, Meadowside, Halfway, Chilthorne Dormer, Yeovil, Som., Tel. Ilchester 840370.

**Bickerton portable bike**, 3-speed, with carryingcase and extra hold-all, absolutely mint as used only once at one rally. Weight 22lbs. £160. Tel. Wincanton 32160.

**1922 Lister L**, 5 hp comp. on original trolley. Flick mag. needs attention. Has new P.Bronze big-end recently made at cost £45. Wooden base OK and tank still has original transfer visible. £120 ono; **Lister D**, early 1940's, brand new mag., good runner and in orig. condition. £35 ono; very early **Hand Grindstone** by **Richmond Chandler**, 3' 6" tall and 1½ cwt., fair condition. £25; **Early milk trucks** with metal wheels and a turntable which would make nice engine trolley for up to 6 hp engine. £20; **Centrifugal water-pump** of unknown make. Quite unusual and would suit 3-4 hp engine. £20; Very nice **horizontal pump**, **Lee Howl**, dual air vessel, single spoked flywheel, good, unrestored and about same size as Lister H2. £40; **Wico impulse magneto** as fitted to Wolseley or Ruston PT with timing flange. Really good spark, £10; **Blowlamp** as used on Blackstone, a few dents, suit 5-7 hp engine, £15; **Morris 1000 engine** in good condition. £25. Phil Harris, Stoney Lane House, Cocklake, Wedmore, Som. Tel. Wedmore 712048.

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#### SEASONS GREETINGS

A very Merry Christmas to all our readers. In 1988, bring your best engine, with a descriptive board, observe the safety code, pray for good weather, rejoin the WSEC, leave your plaque board at home, and above all, leave the rallyfield clean and free from litter. These resolutions will ensure that you have a Happy Rallying New Year.

# THAT WAS THE YEAR THAT WAS - 1987

The tenth anniversary year of the Club draws to a close; who would have thought then that ten years on we would have attained a membership of over 300 and still growing.

One or two Club events were poorly supported during the year; for example the annual Jumble Sale, whilst the Member's Night was so disappointing that it is best forgotten. Conversely, the Cheddar Rally was memorable especially for the weather, the hard work of the committee, the number of nice letters received afterwards.

It was the year that the Club was honoured by its inclusion in 'Club Survey' in Stationary Engine Magazine and the year of the Halloween Social Evening, another Club success - maybe not for ex-Chairman Skuse who managed to find his way to the **WRONG** village hall but he did pay his annual dues just before the last rally of the year....!

1987 was memorable for many other Club members. Not least Dave Clack who found muscles in his right arm that he **didn't** get from supporting a pint pot, whilst wife Shirley broke her wrist only to discover what a fine home-help she already had - even if her apron needed the strings made considerably longer....! It was the year of the big move for John and Diana Emery, the year that they became Civil Servants and grandparents - whilst Robin Lambert started the year badly by having his new trailer stolen. Interesting to note that the thieves decided against taking his Victoria engine, perhaps if that too had been painted, he may never have seen it again! Chairman, Brian 'Punch' Munt broke his trailer tow-bar going through Frome and Herb Gane threatened once more to buy his own trailer when he was told at Hewish that his Bulldog on a Sherpa was only an attempt to outdo Phil Harris' Bedford Blackstone....!

Shirley Gale thought that 'Rally Secretary's Tent' meant that she had to camp at Cheddar; she enjoyed it so much that the Neston Rally too was spent under canvas, whilst Carol Cox discovered that Japanese wrestlers are just windbags!

It was the year that more than ever we received Newsletters from other Clubs and most interesting they are too - even if yours truly had, not only to pay postage, due one month, but to trek up to the Post Office to collect it as well! Naturally we hope this won't happen to our mailing system; Marion & Claude Lowther seem to have the system down to a fine art, they have plenty of practice with over 3000 Newsletters mailed this year. Thanks to Brian Crudge, Susan Evans, Doug Newton, Andy Miller and George Brown for keeping us in touch with the News and Views from other Clubs.

It was the year that someone entered the Selwood Rally at Longleat with no Third Party Insurance, thankfully without incident but.....! and the year that the Steam 'Extravaganza' at Ashton Park wasn't an extravaganza anything! The year that my sometimes jaundiced views of the engine scene bore fruit when the September issue of this Newsletter took on a decidedly 'banana' flavour - but there was six pages of it....!

1987 saw a new idea for a Club evening which proved very successful, we had a Model Evening; this turned out to be virtually an Engine Rally-in a Pub with running steam, hot air and gas engines on display. However, we missed our treat again this year for which we never seem to have enough room at the inn. I refer, of course, to Roy Pady and the 'Cindy' films.....! Now next year....!?

Restoration of the year? Well, I'd say without hesitation the proverbial thing of beauty is always in the eye of the beholder but I'd plump for the Gardner 7 hp of Tony Marlow, well restored, interesting and well displayed.

It was the year that Stourpaine was dry (so was Eric Gay's Petter....!) well it was dry enough while we were there, August Bank Holiday was dry, Industrial Museum Rally was dry, and the evening Crank-Up was dry. Not such a bad year at all weatherwise.....and at long last we beat the SSAPC at skittles!

A particularly difficult year putting the Newsletter together, the articles are inversely proportional to the membership but a heartfelt 'thankyou' to those who responded to my plea for 'grist to the mill', especially the committee members and Jim Miller, Graham Raymond, Tony Marlowe, Rod Estie, John Thorne, Jon Ablett, Mary Butler, Claude Lowther, Peter Stacey, Pat Knight, Dave Clack and Tom Randall and anyone else whom I have overlooked and who sent me articles. Thank you Sylvia and Ivor Yeo for their cooperation with typing, printing and collating, especially those difficult months and for their forbearance when a persistent Editor gets them from the warmth of bed or bath to answer the phone.....!

Now **NEXT** year.....or in ten years time.....!

Eric Brain

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Please send articles, adverts or anything for inclusion in the Newsletter to Eric Brain, 5 Greenridge, Clutton, Nr. Bristol before the 8th of the month.