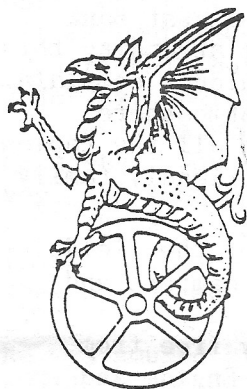


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

DECEMBER 1992.

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### SEASONS GREETINGS.

OUR CHAIRMAN BRIAN AND ALL THE COMMITTEE  
WISH YOU ALL A MERRY CHRISTMAS AND A HAPPY NEW YEAR  
AND LOOK FORWARD TO YOUR CONTINUED SUPPORT  
IN THE COMING YEAR.

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DEAN FOREST RAILWAY AUTUMN EXTRAVAGANZA AT Norchard Steam Rally, Lydney, on Sunday 18th October.

Having gone to this rally several times as a visitor, I decided this year to enter an engine. I took my WD Wolseley and compressor and was pleased to get accepted, as due to the limited space available, all classes are always over subscribed. The setting for the rally is ideal as it is in and around the steam railway yards. Due to lack of parking space the public park in Lydney and are bused into the rally on vintage buses and coaches. I was pleased to see the Wessex club well represented with entries in the stationary engines, motor cycles and tractor sections. About forty various stationary engines were displayed including a large trailer mounted Crossley, model GE114 driving a generator, and a lamp start Tangye. It seems as though fewer large engines are appearing at rallies these days, what's happened to them? I was a bit dismayed to see an engine exhibit space taken up with a noisy scruffy MK10 Villiers, surely the organisers have a duty to the general public who are paying £4 to come in, have exhibits worthy of display.

A magnificent entry of over one hundred cars were on display ranging from a 1903 De Dion Bouton to a 1981 Fiat Spyder. These cars are restored to a very high standard and attracted a lot of attention and are a credit to their owners. Commercial vehicle entries were about 30, ranging from a 1915 Daimler flat bed to a 1970 Reliant van (not Del Boys). A nice line up of 28 motor cycles made nostalgic viewing including our chairmans' 1961 AJS CSR twin, as a contrast a 1959 Royal Enfield Bullet was along side a 1990 Bullet made in India. In my opinion the workmanship and finish on the Asian product is poor by comparison.

This is a very popular rally for owners of public service vehicles and about 30 were displayed from double deckers to mini buses and coaches took it in turn to operate the park and ride during the day. Some 20 agricultural entries completed the scene, including two Field Marshalls belonging to Ivor Grant, and Roy Pointings super little Trusty tractor, a couple of steam traction engines, model railway, fairground organs and auto jumble stalls meant there was plenty to look at and do. I would like to congratulate the organisers and helpers on a splendid rally. At 4 pm the Mayor of Lydney presented the cups and prizes to the winning exhibits, then came the finale, the draw. The first prize was a cheque for £300 (are you taking note Eric). I was stood in the queue for my plaque with Roy Pointing and his girlfriend Liz Sampson when the winner was announced. It was Liz Sampson, congratulations Liz. She was still pale and shaking when she collected the cheque and rejoined the queue for the plaques. We then loaded up and headed for the Severn Bridge and home. Well done Norchard, see you next year.

BRIAN J. BAKER.

JANUARY CLUB MEETING - Monday 25th - John Ridd and Phil on Coventry Climax.

FEBRUARY - Monday 22nd - A.G.M.

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THE WHITE HORSE SHOW 1992.  
Uffington, August 30th & 31st.

Like many other rallies this summer, The White Horse Show at Uffington on August Bank Holiday Weekend was severely disrupted by the weather. It's our sixteenth year attending this show and the last time it really rained was six years ago, so I suppose we shouldn't complain. It has grown larger over the years yet somehow still keeps its 'village show' atmosphere and isn't too commercialised. The nice little touches such as fresh flowers on all the tables in the refreshment tent can still be found. The White Horse Show is a really friendly family occasion and remains our favourite rally.

We arrived bright and early on the Sunday to set up. Already the corner of the field around the stationary engines and tractors was filled with dozens of caravans, campers and tents of those who were brave enough to risk camping despite the dreadful weather of the past few days. The field itself was not too wet and after finding a spot relatively free from signs of the previous bovine occupiers, we started to set up the engines. The Engine and Tractor Steward, Mr. Philo, came to welcome us and give out our numbers and the programme for the engines and tractors. Soon, the regular throb of our 1½hp Lister 'D' type driving a Legrand sludge pump could be heard again with the very hit and miss firing of the 2hp Fuller & Johnson.

Other engines and friends arrived, including several Wessex members, but unfortunately so did the rain. Throughout the day, it rained sporadically but VERY hard indeed. Many engine owners didn't bother to come at all, other engines were never unsheeted and several did not return the following day. We spent the whole time diving for the car when the rains came. Uffington has enough space to allow parking for cars and trailers directly behind the exhibits, which was just as well this year! We did manage to keep the engines running all the time for the few public (less than 2,000) who had paid to come in. During the day, one empty crafts marquee tent was taken down for safety as another had blown down already and the main crafts tent was also cleared before it too blew away. After the wettest and windiest day ever at Uffington, we sheeted up the engines for the night and slid out home through the mud with considerable pushing from the Marshalls and their helpers.

The effect of all the traffic and spectators on the field during the day and leaving had turned it into a quagmire. After more rain during the night and despite several tons of stones dropped in the entrances, the next morning we had to be pushed through the mud to get to the engine enclosure. Several bands of strong helpers were pushing cars. Tractors and crawlers were busy towing larger vehicles all over the rally field. Some gave up and went home. But it was worth persevering for those willing to give it a go.

Because during the day, the sun came out and the field dried up at a quite remarkable rate. By lunch time you could walk on firm ground again where yesterday it had all been a sea of mud. All the engines were running and some owners even managed to get the "Brasso" out for a good polish! All the main events took place, including a spectacular Flying Display. It was a very pleasant day with a really good turn out of spectators to make up for the wash out the day before. We packed up two rather muddy engines and went home looking forward to coming back again in 1993. Maybe it won't rain at the White Horse Show for the next six years!

"THE OTHER LAMBERTS".

Many thanks Richard for your report, lets hope '93 is much kinder to us and all the show organisers. ED.

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As we say goodbye to yet another year we will no doubt cast our minds back to all that has happened during 1992 and once again how quickly it has passed by. Hundreds of photographs will be viewed and stories exchanged, as we all recollect our favourite rallies, club evenings and events that took place during the year. Many letters have been received from all kinds of organisations that have benefited from your efforts and participation at events that took place to raise valuable and much needed funds to support their good causes. Well done to you all and may your support continue through 1993.

Many thanks also to everyone who has put pen to paper and sent in articles no matter how large or small to help keep our newsletter alive, without you it would not exist, so from me your 'Temp Ed' and from all the team who make it possible for you to have this tabloid every month. Best Wishes and a Happy New Year, we look forward to hearing from and seeing you all in '93.

ROB.



FULL QUART CRANK-UP - Hewish Sunday 27th September.

It seemed as if the crank-up got underway in the pub the evening before by the sound of merriment that came from the early arrivals. We returned to our vans under clear and star lit sky but awoke to a grey overcast morning and then it began to rain (it seems to be traditional) but an hour later - like so many times before - it stopped and the show was underway. Before long there was a really good display of all exhibits.

As I passed the bric-a-brac stall I noticed lots of early customers and the well stocked cake stall was also doing a brisk trade. Roger Pike did a splendid job selling his fruit and veg. and soon had a queue of ladies hungrily eyeing his onions!!.....a real Wessex barrow boy.

There was an array of 63 draw prizes donated by thoughtful exhibitors - a rank of bottles flanked the rear and the other prizes consisted of everything from a bird table to a harvest sheath loaf and from a smoke alarm to a marrow. Brilliant.

I hear that Mary Butler, Shirley Clack and Carol were chatted up by an 82 years old gent, he was amused by the way they laughed and giggled as they sold raffle tickets and said he couldn't decide which of these ladies he wanted to win so he would take all three!!.....is that a deal Reg and Dave?

When all the money was counted we did very well. At the crank-up we collected £854.51 and added together with the seasons takings from the C.L.I.C. box made a grand total of £1,163.57. This year the money will go to the much needed C.L.I.C. nurses.

We would like to thank everyone that helped in any way and all members of the many clubs who exhibited. A splendid job by one and all.

Quote from one exhibitor 'We always look forward to your do as it is such a happy little rally'.

ROY, IVOR AND FAMILIES.

OCTOBER CLUB MEETING.

Roger dragged me along as it was his turn to do the write up. I was not the only one by any means, members came from far and wide. Why? The meeting was a talk and film show by Eric Brain on the Bristol Wagon and Carriage Works, it certainly brought people out of the woodwork, one member of the audience hadn't been to a meeting for years. After more chairs had been brought in and everyone was cosily sat elbow to elbow Eric began. Firstly a sign of 'Bristol' came on the screen and Eric told us how he became interested in the 'Victoria' engine as it was made in Bristol and Bristol holds a personal interest for him. We had quite a lengthy history lesson on early Bristol, mentioning Brunel, The Great Western and Midland railway and its links to the Wagon Works, this was accompanied by many slides. I was writing away when I was plunged into total darkness, Brian Verral had decided he could see better if every light was out. Help! I had to finish my notes by the projector light only, not so easy, so I may have missed some things out, sorry.

We saw slides of the factory's situation and how easily positioned it was for rail, sea and road. By 1893 they employed over 1,000 people. The factory had to be emptied of people at lunch time and we heard how the works never even had a canteen. Every now and then the words 'Big Red Engine' would pop up, we got the impression Eric liked them. The Wagon Works was sold on July 24th 1924.

We then came to shots of the 'Big Red Engine', we saw Eric's Victoria at various stages and many Victoria's belonging to various members. We even had shots of the first Longleat Rally. After an hour or so we had an interval were most people refilled their glasses and had a salad roll. Eric Gay did the raffle and the prizes were as follows:- Ray Baker - a sweatshirt, Bob Hallam - chocolates, Brian Reakes - bottle of wine and last but not least Ivor Yeo a Terry's Chocolate orange and a marker pen. (Nice to see you back Ivor). We then settled down for the second half. This started with a slide of a kerosene engine at Longleat Rally, these being green rather than red. Then Eric proceeded to tell us a story about his engines and the effect they have on his neighbours and as the story unfolded the audience hooted with laughter at Eric's expense of course. After several more slides and excellent narrating the film night drew to a close with a picture of Queen Victoria and the phrase 'she will not be amused'.

Brian Verrall thanked Eric for a very interesting and informative show and we all echoed that with applause. Eric had photo albums and displays he brought which people looked at before dispersing to different parts of the West Country. A very enjoyable evening was had by all.

LYN & ROGER PIKE.

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WESSEX WORD SEARCH

S T A T I O N A R Y E N G I N E E T D W  
 L L I R G K A R O E H Y O L O C N A M A  
 E B R O N U O U T N X H D L S O T Z M T  
 S D O N I M I D T K E D L O C N P F P E  
 E N T R T E I W E C S T L R E Y L L A R  
 I K C E I X B C R I S C U T E A O J L P  
 D A I V O H L N U T E W B E L P H E A U  
 L T V O N I A M B S W T L P E L E C T M  
 A O I G P B C D R P E D A N P H M A N P  
 C T L E T I K Q A U N T C L W O N M O V  
 B P L N R T S A S A S R A Y T X O P Z P  
 C E I E L O T R H D A T L G A Z I B I L  
 H A E R D R O G E N C F O L I S T E R N  
 A R R A D H N I K E E H P N S O A L O B  
 T D S T A I E G U L P K R A P S R L H A  
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 A E C R O S S L E Y T U A L D P T A L F  
 U A A G A K N A T G N I L O O C S A T O  
 T T S U A H X E S A C K N A R C E O M R  
 S A T W T L H O R N S B Y A C K R O Y D

P R I Z E      P R I Z E      P R I Z E

FREE CLUB MEMBERSHIP FOR 1993.

(Your money will be refunded if you have already paid).

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WHATS ON OVER CHRISTMAS.

SUNDAY DECEMBER 27TH - THE GREAT MINCE PIE CRANK-UP at Nash's Timber Yard, Evercreech Junction (Near of S & D railway yard) on the A371 between Shepton Mallet and Castle Cary. 10.30am onwards, free refreshments, coffee, tea, mince pies, sausage rolls etc. If you cannot bring an engine turn up anyway for a natter, it will be a good excuse to get away from cold turkey and the washing up. The event will be held subject to weather conditions - anything over 10ft of snow please ring first!!!!!!

FOR FURTHER DETAILS RING BRIAN BAKER ON 0749 - 342671.

62nd International Model Engineering and Modelling Exhibition at Olympia, London from January 1st - 9th 1993.

FOR SALE Elddis Mistral GT 1984 - 2 berth caravan. Has double glazing, shower, hot water, spare wheel, wired for mains and an end kitchen. £2,500. Tel: Keith on 0985 844796 (Maiden Bradley, near Frome).

WANTED 0-10 amp meter (Approx) - 0-50 volt meter (approx.) Roughly 4 inch dials preferred. Also switches, handle type if possible, also variable field resistor. Please contact Graham Raymond on Trowbridge (0225) 764579.

OVERHEARD IN THE LADIES LOO....

"It gave me quite a turn", he said his pecker had fallen off! and then he explained it was on his Amanco. 'Phew'.

All you have to do is find the list of words hidden in the grid. The words can run in any direction, up, down, backwards, forwards, horizontally or diagonally.

THERE IS A WORD IN THE GRID THAT HAS NOT BEEN INCLUDED IN THE LIST - SEE IF YOU CAN FIND IT.

ANSWERS ON A POSTCARD TO:

Mrs. Mary Butler,  
152 Wyke Road,  
Trowbridge,  
Wiltshire. BA14 7NT.

CLOSING DATE 16th January, 1993.

A PRIZE WILL BE AWARDED TO THE FIRST CARD WITH THE CORRECT ANSWER.

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LISTER	EXHIBITOR
RESTORATION	VILLIERS
COOLING TANK	GOVERNOR
HORNSBY ACKROYD	OPEN CRANK
CARBURETTOR?	WESSEX
BAMFORD	EXHAUST
STUART	GENERATOR
MAGNETO	BULLDOG
PETROL	STICKNEY
AMANCO	HORIZONTAL
FLYWHEEL	CAMPBELL
CRANK CASE	VICTORIA
STARTING HANDLE	RALLY
CROSSLEY	BLACKSTONE
PISTON	WATER PUMP
STATIONARY ENGINE	IGNITION
RUSTON	DIESELS

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