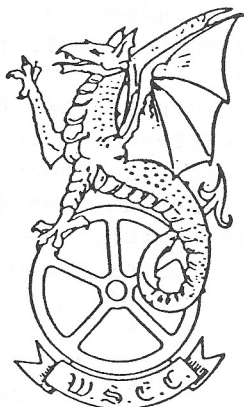


# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER

DECEMBER 1996



Please send Newsletter material to:-  
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### EDITORIAL

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THE CHAIRMAN AND COMMITTEE WOULD LIKE TO WISH ALL MEMBERS A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR, AND LOOK FORWARD TO SEEING YOU ALL AGAIN AT FUTURE EVENTS IN THE NEW YEAR AHEAD. ONCE AGAIN A VERY HAPPY CHRISTMAS.

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### CHAIRMAN'S REPORT.

Subscriptions for 1997 are now due. Please send your remittance to Mrs. J. Lambert, 15 Beechwood Avenue, Frome, Somerset. BA11 2AX. Subscriptions are unchanged at £8 - single, £10 - double, and £1 for junior members under 17 years old.

Nominations are now required for anyone wishing to come onto the committee and help to run the club. Send your nomination in writing to our secretary Mrs. Anne Carney, 19 Beckhampton Road, Oldfield Park, Bath, BA2 3LL. At least 21 days before the AGM, signed by a proposer and a seconder.

### MODEL ENGINEERING EXHIBITION.

Do you get fed up and bored with the long Christmas and New Year holiday? If so then why not have a great day out by letting the train take the strain and visit the Model Engineering Exhibition at London's Olympia Exhibition Centre.

I have made this trip over the last three years and always have a super day out. I usually travel from Warminster station on a Apex class ticket which costs £15 return, this includes your reserved seat. I catch the 09.27 Alpha line train arriving at Waterloo at 11.11 am, three more moves on the underground and I am in the exhibition at noon. This will give me 5-6 hours at the show. My return journey at Waterloo will be at 19.18, I usually allow 1 hr at the station for a bite to eat (there are plenty of food shops here, but take a mid-day snack with you as food in Olympia can be expensive. The train does have a buffet trolley for hot and cold drinks and snacks).

While I was scanning down the rail timetable I see that the train starts off in Wales and stopping at Temple Meads, Bristol at 08.45 (Fare £16.50), Bath 08.57 (Fare £15), Warminster 09.27 (Fare £15) - car parking at Warminster is free at the rear of the station. All times that I have mentioned are Monday-Friday, check with railway for Saturday and Sunday times.

Entrance to the Exhibition is £7.50 on door or £6.50 purchased in advance before the 15th December - Senior citizens £5.50. There is a ticket hot line, just phone 01442 244321. The Apex day return tickets must be purchased at least 7 days in advance of your journey. I hope all this doesn't sound complicated, because believe me it isn't, so why not have a leisurely day out with someone else doing the driving.

The Exhibition is on from the 29th December until the 4th January inclusive.

ROBIN LAMBERT.

OCTOBER CLUB NIGHT AT THE OLD DOWN INN - MONDAY 28TH OCTOBER.

Due to unforeseen circumstances the guest speaker Julie Dexter was unable to attend the Old Down Inn to deliver her talk on the "Social History of the North Somerset Coalfield". Hopefully she may be able to attend at a future date. However, due to a lot of frantic phone calls the club secretary managed to find a substitute speaker. If indeed substitute can be an adequate description of our friend and veteran member of the Wessex Club, in the form of Robin Lambert.

The core of Robin's illustrated talk was the history of a Frome haulage contractor, this is I fear a far too simplistic description of the presentation, it encapsulated many other aspects of industry in the Frome area. Shortly after the First World War, two brothers William and Ernest Evemy purchased a wood, with a view to felling the trees and manufacturing pit-props for the then flourishing coal mines in the North Somerset area. Horse power was no doubt the initial prime-mover for the conveyance of these props. Later steam power was purchased in the form of the well known Foden Overttype steam wagons. Robin's illustrations took the form of slides copied from black and white prints. Despite the age and rarity of these photographs, they gave us a very good idea of the type of vehicles and the company's workshops, yard and many of the quarries and lanes around Frome. As business expanded the Evemy brothers purchased more lorries. By this time they had expanded into the haulage of quarry stone. Seeing pictures of the loaded wagons, it was brought to our attention that they had to be loaded by hand and of course unloaded at it's destination. No wonder the various drivers looked slim and fit. Mechanical loading appeared on the scene in the 1930's.

By 1936 the steam lorry had been eclipsed by the more modern oil engined lorry. As an aside the Foden wagons were sold to a Warminster scrap merchant, by the name of Sammy Smart for the sum of £1 per ton. What enthusiasts would give for an opportunity like that today. The diesel and petrol engined vehicles that replaced the steamers were a fine collection of AEC's, Leylands, Fodens, Reo amongst others. Again illustrations of those vehicles in their working environs were interesting, also it makes us realise how marginal the brakes and engines were in those days.

Despite our nostalgia for such things, life as a driver or fitter was quite hard. Shortly before World War Two Evemy Brothers bought out another local Frome haulier by the name of Riley. This firm had furniture removal vans in its fleet as well as the ordinary dropside and tipper vehicles. These pantechicons were used to evacuate whole schools from London to the West country at the outbreak of war. One of the audience who himself had worked for Evemy Brothers said that these Albion lorries needed de-coking every six weeks and had a vast appetite for exhaust valves. The war came to an end in 1945. Things gradually returned to normal, then in 1948 road haulage was nationalised along with the railways, in the hope of making a fully integrated transport system. Evemy Brothers company, like many others was taken over. The company's fleet of chocolate brown vehicles were quickly absorbed by British Road Services and repainted red and merley became BRS depot 42F (Frome). Can anyone remember spotting BRS lorries? like railway engine numbers. There was even an Ian Allen book on BRS.

By 1952 group 42F was wound up and the site vacated and vehicles dispersed to other BRS depots. Robin's penultimate selection of views was an assortment of other lorries belonging to various quarry companies in the Frome area including Road Reconstruction. I remember their black and green vehicles very well. The Barber Green tar laying vehicle was also shown. These were actually developed in America for the rapid construction of new airfield runways during World War Two. The final slides were of some of the early Wessex Club rallies, in the late 70's. It's encouraging to see that some of the faces seen are still with the club today. The thirty-four members and friends present showed their appreciation in the normal way thanking Robin for providing us with a thoroughly good evenings entertainment.

PHIL CAUDLE.

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

- FRIDAY 27th DEC. - Mince Pie Crank-up at Nash's yard, Evercreech Junction, Near Castle Cary. 9.30 onwards. Free Food and Hot drinks. Grand Raffle. Everyone Welcome. Details from Brian Baker on 01749 342671.
- WED 1st JAN 1997 - Road Run from the Stanton Drew rally site. All vehicles welcome. Just turn up on the day. 10.00 am onwards.
- MONDAY 27TH JAN - Club Night - Adrian Dando - A Town Crier.



## \*\*\*\*\* THE SODBURY SORT OUT \*\*\*\*\*

For those unsure of the site it's situated at Jim (Old Glory) Wilkies farm opposite the Cross Hands Inn at Old Sodbury just up the road from the Tormarton M4 junction. This Tractor and Engine car boot sale takes place twice a year in March and November, as you can guess it's not a warm summer sale, and as Old Sodbury is not known as a sheltered spot even on a good day. Set up time is 9.00 o'clock with punters in at ten o'clock, or earlier if your lucky, at £1 per head. Some 150 stalls were set up to sell everything from restored tractors to bits for a Lister 'D' carb. Second-hand and new tools, books, manuals, you name it it's there somewhere. I noted five Petter 'M's, priced from £300 to £400 depending on condition. A large International in working order sold for £400. Wolseley hopper and tank cooled engines for £50 to £100 were on offer. Restored and as found Lister A,B,D, and J's. Four lorry loads of engines and bits from Wales and two from Oxford. This year the car park had an overflow section, the sales reputation is spreading. Jim Wilkie was seen walking about collecting his due's and checking everyone was happy. After I had walked about for an hour I stopped for a cup of tea and a bacon sandwich, most welcome. Then off for a second tour around, saw some Wessex members, managed to buy a Fordson foot pump for my growing collection of Ford bit's by which time I was beginning to feel like one of those Penguins you see on television standing on the North Pole. Frozen to death and beginning to shuffle when I walked, so I went home to thaw out and polish my purchases. Soon be March then back again, good innit.

BRIAN REAKES.

## \*\*\*\*\* THE LINCOLNSHIRE STEAM &amp; VINTAGE RALLY \*\*\*\*\*

This very large rally was held at the County Showground, Lincoln on the 17th & 18th August in lovely weather. The advantages of a Showground are lots of avenues and hard roads, toilets, showers, telephones, under cover exhibition halls and large car parks with security guards on all the exhibitor entrances. The disadvantages for me, is that with so much to see, all laid out so well is that you do tend to lose some of the atmosphere which was so evident at the Berwick St. John Country Fayre. However camping for the stationary engines was very good, lots of engines about 240 in all. I had my Amanco 2½ hired man 1919 with me and it ran well over the weekend. Lots of very interesting Ruston Hornsbys, some very early Listers, every now and again something to catch the eye. A few I noted were a 1923 Fairbanks Morse 1½ hp, a 1914 Handie-Boy O/C Hit and Miss 1¾ hp, a 1938 Crossley Hot Bulb, a 1906 Lion 1½ hp, a 1904 Petter and a 1900 Longbottom 'Speedwell' gas engine 1 hp. With such a big show the gates are closed at 7.00 pm on the Saturday evening. The Steam engines pulled in round the beer tents and the exhibitors had a night to remember. It had all the atmosphere you could want just like the Dorset steam fair does. Sunday was a grand day, I even found my old school bus in the commercials, a 1935 Leyland Tiger FW5696, came off the working road in 1959. Well a lovely weekend which came to an end all too soon, and we loaded up for the long trek back to Dorset.

RICHARD COWELL.

EVENING TALK AND SLIDE PRESENTATION BY MR. ROBERT HOBBS - 30TH SEPTEMBER 1996.

Blacksmith's, Blacksmith's. They make horse shoes and mend your broken plough. If your farm gate has a broken hinge he can make a new one or mend the old one, and do many of the metal work repairs around the local village, well this may have been the way 50 years ago. On the evening of the 30th September the members of the club present at the Old Down Inn learned that this is not the case today and had a most wonderful evening talk and slide presentation by Mr. Robert Hobbs. Just to see the beautiful work that Robert turns out was enough to make me wonder how one can obtain such skill. This man is a true artist in metal. Robert had brought along some of his work to show us, to try and describe the beauty and quality of his work is beyond my capabilities. One piece of his work was a door knocker, fashioned from iron into a sheath of wheat with a mouse climbing within the sheath. My poor description does not do it justice, you just had to see it. This work had taken him about three hundred hours to complete. Another fine example of this craft was a shire horse and smith, this was beaten from sheet metal and then welded, but no weld could be found, it was just like a bronze casting, not sheet metal. The evening was one of sheer delight and everyone at the meeting must have went home with the feeling 'Why can't I do work like that'.

E.J. GAY.

## \*\*\*\*\* FOR SALE \*\*\*\*\*

A LISTER PETA ACI 2.8 - 6.8 B.H.P. WITH STARTER MOTOR, POWER TAKE OFF, IDEAL GENERATOR ENGINE SET, BRAND NEW, NEVER BEEN USED. COST £1400. SENSIBLE OFFERS PLEASE.

RING EVENINGS ON 01747 860400 or 01747 830686.

WESSEX CHRISTMAS COMPETITION.

See if you can workout the MAKES OF ENGINE from the clues below - all the makes have been taken from Rally Programmes - you may well be an exhibitor of these engines.

- 1) A man of enormous strength. (1)
- 2) A Town in West Yorkshire. (1)
- 3) A dress with a high waist line and straight loose skirt. (1)
- 4) A giant sports match between two or more nations. (2)
- 5) Sounds like a male run firm. (1)
- 6) Could this be a mechanical bar of chocolate. (1)
- 7) Do this American actor and son use this system of communication. (2)
- 8) In 1865 he demonstrated that carbolic acid was an effective antiseptic agent. (1)
- 9) A winning industrial city in the West Midlands. (2)
- 10) Dark and hard. (1)
- 11) This candle is in battle with a bird of prey. (2)
- 12) Re-arrange the flower display. (1)
- 13) A tall evergreen fir tree. (1)
- 14) Wisdom is his surname. (1)
- 15) A famous street in New York city plus a male head servant. (2)
- 16) A male swan has been hatched. (1)
- 17) Very fast on land and water. (1)
- 18) Not a happy meadow. (1)
- 19) A Royal lathe operator. (2)
- 20) This one may come to your rescue with brandy but to you he is no saint. (1)

To give you some help I have indicated in brackets the number of words you are looking for.

PLEASE SEND YOUR ANSWERS TO THE FOLLOWING ADDRESS:

MRS. M. BUTLER, 152 WYKE ROAD,  
HILPERTON, TROWBRIDGE,  
WILTSHIRE. BA14 7NT.

THE CLOSING DATE IS MONDAY 27TH JANUARY 1997.

ONE ENTRY WILL BE PICKED AT THE JANUARY CLUB MEETING AND WILL RECEIVE FREE MEMBERSHIP FOR 1997.

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LETTERS TO THE EDITOR.  
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Dear Editor,

I am writing in reply to the article in the newsletter from the Wessex Stationary Club regarding the Honiton Hill Rally. Firstly I would like to say that Rally Reports are an excellent topic to have in any newsletter because it gives other exhibitors an idea of other events happening during the season, but if you are going to report on any rally you should at least check the facts are correct before it goes to print. Therefore I was surprised to read such a bad report from Mrs. Carp on the above rally because she states that they had trouble getting into the line but failed to say they were given quite a bit of help from other exhibitors to get their caravan into position, and secondly the points she made about a certain family which was parked very close to them. The reason for this gathering was that the exhibitor in question is terminally ill and was not expected to live for very much longer, in fact he has since passed away. It was also his 70th birthday and the family thought it would be a nice idea to make this a special occasion as it is likely to be his last, and he had attended every Honiton Hill Rally ever held. The numbers quoted were exaggerated somewhat. But the most important fact of all was that the family had been given the full permission of the rally organisers.

Yours sincerely,  
Mr. I. Tincknell.

7, Holman Close, Glastonbury, Somerset. BA6 9BN.

In reply to Mr. Tincknell's letter, if I have to check the "FACTS" of every report I receive there would be no newsletter, it would be an impossible task. The responsibility for the accuracy of any report or article lies with whosoever writes it. Every report sent to me for publication in the newsletter is printed word for word, I am the Editor not a censor. As for Mrs. Carps article she did not state she had trouble getting into the engine line up, and as for saying the numbers she quoted were exaggerated I can assure you Mrs. Carp is not prone to exaggeration, the figures stated were in fact correct. So Mr. Tincknell this was a true "factual" report. ED.