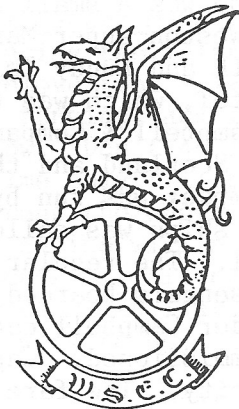


# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER

DECEMBER 1997



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

OUR PRESIDENT, OUR CHAIRMAN AND EDITOR AND THE REST OF THE COMMITTEE WOULD LIKE TO TAKE THIS OPPORTUNITY TO WISH ALL OUR MEMBERS A VERY HAPPY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR. WE ALL LOOK FORWARD TO MEETING YOU ALL AGAIN AT FUTURE EVENTS IN THE NEW YEAR. A VERY HAPPY CHRISTMAS AND NEW YEAR TO ONE AND ALL.

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### CHAIRMAN'S REPORT.

This is now the time of year when we appeal for members to put their names forward to serve on the Committee and help run our club. Anyone wishing to do so please send in your nomination to our Secretary, Mrs. Anne Carney, 19 Beckhampton Road, Bath, BA2 3LL. At least 21 days before the AGM, signed by a proposer and seconder. The response for my appeal for newsletter material covering the last 21 years for the January issue has been poor. So come on especially members from the early days. Pick up your pens.

### \*\*\* TEIGN VALLEY RALLY 20-21ST SEPTEMBER \*\*\*

Hello ED it's me again, the Hampshire Wanderer. Just thought you might like to know about a couple of late rallies that we attended this year by way of a change. Having heard so much about this rally from regular exhibitors we applied for an entry to this year's rally. Having been accepted we decided to start a week's holiday on that weekend. On Friday Billy the Jack Russell went on his hols to the kennels, and we set out for the Teign Valley in pouring rain keeping our fingers crossed it would clear up. (It didn't). On reaching the Honiton by-pass my wife used the mobile to let our friends John and Polly White know where we were and arranged to meet up on the A38 in a lay-by. Owing to a misunderstanding he waited at the bottom and I waited at the top. However we carried on and after a couple of wrong turns we found the rally site, of which the entry and exit was via a narrow hump back bridge, an excellent little site in the heart of a beautiful valley. When we arrived the entry road was beginning to get churned up but thankfully with no obstruction, we maintained traction and found the engine line. We awoke on the Saturday morning to rain pattering on the caravan roof but by mid morning it cleared away and apart from the odd shower remained dry and produced a reasonable public attendance. Sunday the sun shone and people came from nowhere and by lunchtime the whole site was heaving with trampling feet. There was plenty for everyone, trade stands, (junk stalls are my type). A wide variety of the usual rally exhibits of cars, lorries, fire engines, motor cycles, and of course a very good selection of stationary engines large and small which were situated completely around the field with tractors in the middle, sadly the rally came to an end and everybody left for home. To sum up this rally in our view was absolutely lovely. Nice site, beautiful setting, and well worth the trip and we are hopefully going again.

In my view anybody that attended this rally and had any complaints should have stayed away, and would be exhibitors don't listen to the moaners find out for yourself you won't be disappointed.

ALAN K. VICKERY.

CLUB NIGHT AT THE OLD DOWN INN. MONDAY 24TH NOVEMBER.

A TALK ENTITLED "STEAMERS UP THE AVON". BY PETER DEVERALL.

Peter began his talk by saying that he had various hobbies but his main interest was his twelve foot coal fired steam boat which he used regularly up and down the canals and waterways of Britain. His interest in boats began back in the 60's when he was a small boy and watched the boats on their journeys across the Bristol Channel from Weston-super-Mare Old Pier to their destinations which was normally to Barry Island, Penarth and Lundy Island. Billboards could be seen around Weston-super-Mare and of course Bristol, which was the "Head Office" of the White Funnel Fleet which was owned and run by P & A Campbell & Company. The steam ships began their lives at the shipyards on the River Clyde in Scotland and the company was started by William Campbell around 1812. After his death the company was run by his two sons Peter and Alexander Campbell. The most famous of the steam ships was called the Waverley which was built in 1847. Its Captain was Alexander Campbell. The regular routes out of Bristol (the quays alongside Hotwells Road were where the passengers boarded) were to Cardiff, Swansea, the Mumbles, Barry and to Lundy Island. Alexander Campbell captained this ship until his new ship named "Ravenswood" built in 1891 was commissioned. Captain Alex took his ship on its maiden voyage to Ilfracombe filled to capacity. The fare for such a journey was one shilling for travelling on the foredeck, and one shilling and sixpence if you took the luxury of being under cover. When the first world war commenced the ships were all commissioned and used as minesweepers. Two of the ships were unfortunately lost in enemy action. After the war, the company decided to make trips along the south coast, taking in Torquay and other such popular resorts frequented by the Victorians, but this venture never really took off and became so unsuccessful it was eventually withdrawn. In 1928 Captain Alexander Campbell died aged only 65, followed ten years later by his brother Peter at the age of 80 years. During World War Two the Admiralty took over much of the fleet once again and five ships were lost. The first trip by the Ravenswood in 1946 after the war had finished saw the passengers all lined up along Hotwells Road waiting to board her. By 1948 the company had seven ships and business was picking up once again. In 1954 the company sailed for the first time across the English Channel to France but after two years and a poor season during 1956 this venture was abandoned. At the July board meeting of that year the company were £74,000 in deficit and in 1959 Notts Industries took over the running of the company. (Does anyone know if this is the same company that has an office and workshop in Frome?) In 1979 the Campbell company ceased trading completely. The popularity of the car had now made travelling easier for people to spend their leisure time. Trips can still be taken on the "Balmoral", Vic and Mary Walton, myself and Alan had an enjoyable day around the coastline to Weymouth where we were picked up by coach for the journey back. The "Waverley" has now been bought for 'one pound' and it is hoped that next year the Millennium fund will grant the money for the old paddle ship to be stripped back to bare metal and be completely renewed, a project many people would like to see restored. A most enjoyable (but somewhat lengthy talk) given by a dedicated enthusiast - Peter Deverall. The raffle prizes were in abundance for the last meeting of this year. Ruben Smith got it off to a good start with a brace of pheasants, Rob Armstrong, Colin Baker, Herbie Gane, Phil Marshall and Ken Barnett each had a bottle of cheer. Don Rogers took home a Xmas Pud, Brian Verrall gave Mary a tin of biscuits, Paul Barnett won a camera to take snaps with on Xmas Day, Peter Deverall, Eric Gay and Jeremy Adams each had chocolates, Ken Shakespear won the lager, and Colin Nicholson won the plant, (for his housewarming I think). My special thanks goes to Brian our Chairman, for the lovely basket of fruit he won and kindly donated to me on account of my recent illness, which I much appreciated.

ANNE CARNEY (Secretary).

## WANTED---WANTED---WANTED.

Calling all owners of Ruston Hornsby Class "ZPR". I am restoring a ZPR and am in need of some vital measurements and drawings of missing parts. If you have one of these engines I can look at and take some measurements from, preferably one with rotary magneto. Please contact me, GRAHAM AT TROWBRIDGE 01225 351626. EVENINGS AND WEEKENDS.

## GET WELL SOON

The Wessex Club would like to send best wishes for a speedy recovery to club member Dennis Hodges who has suffered a recent illness, so hurry up and get well Dennis, we can't do without your help setting up the rally. Our thoughts and best wishes also go to our invaluable secretary Anne who has also recently been under the weather, we certainly can't manage without you so keep taking the tablets, (ha!ha!). All the best to you both from all the members of the Wessex.

SINCERE THANKS. Reg and Mary Butler wish to thank their friends of the Wessex Club for the cards and good wishes they received on the occasion of their Silver Wedding - Thank you.

PETTER SNIPPETS.

Over the years I have been restoring engines, Petter 'M' types have kept turning up. I have restored quite a few, some I have resold and I regret doing so. Before you sell an engine give it some thought, as once it is sold it is to late. Now over the years I have had many enquiries about Petter 'M' types, mostly asking "why wunt it go"? Now all you rebuilding a Petter make sure you replace the piston the right way round = deflector = hump on piston facing the inlet port. 2 Yur me Petter wunt go. Ball in foot valve not seating properly, remove foot valve, clean and reseal ball in valve, this will keep fuel in carb and stop it running back into fuel tank. 3 Yur I be going to run me Petter for the first time tomorrow. Don't do it. Well not with fuel in the tank, when you run your Petter for the first time only fill the carb with fuel and not the tank, because if you have the governor set wrong the engine will rev at an alarming rate, so if you only have a carb full of fuel the engine will stop before any damage is done to you or your engine. 4. Thick Petter do chuck oil all over the place, most on it do come out thick exhaust pipe. Well if that be the case let I av un cheap, or use two stroke oil in the lubricator, and give the engine some work to do, if that don't do the trick a new set of rings will.

E.J. GAY.

\*\*\*\* FULL QUART CRANK-UP 28TH SEPTEMBER \*\*\*\*

Thank you once again to the Cox Brothers and helpers for another lovely weekend at the Full Quart crank-up, very much enjoyed by Barb and myself and we hope you have another good year with your collecting for CLIC. Many thanks.  
BARBARA AND ALAN VICKERY.

LETTERS TO THE EDITOR.

Dear ED, In reply to your comments in the newsletter regarding plaques, I feel obliged to comment myself and maybe echo a voice for others. Yes I certainly agree with you, the cost of casting a solid brass plaque is expensive, taking into account the making of the mould which has to be altered every year and then the pouring and polishing, certainly not cheap. Although not bothered myself either way there is still the majority who look for and expect a small reward for their efforts, hardwork and may I point out the cost in fuel alone, travelling to and from each rally, let alone running their engines. Personally I think that if the club decides to do away with plaques it will affect the numbers of exhibitors at future rallies run by our club. I therefore feel that a brass plaque is necessary but perhaps in a cheaper form and not so elaborate, maybe stamped, not cast, on brass plate it would surely be cheaper as many clubs have adopted this type of plaque, including some one dayers, after all it is a small token of thanks for coming, plus without exhibitors there ain't no rallies.

Yours Sincerely,  
ALAN VICKERY.

\*\*\*\* FINLAKE RALLY - 11TH & 12TH OCTOBER \*\*\*\*

The long awaited end of season rally organised by Ross Webber from Exeter on the Finlake Holiday Park in the Teign Valley. Being a first and an end of season rally was for us a holiday as well, the site rendered itself ideal as all exhibitors and exhibits in different areas were on hard standing, and a nice dry roadway for walking. There was plenty to see, in all I believe Ross accumulated over 1400 exhibits, of which a very large proportion was stationary engines of a wide variety, Listers, Rustons, Brownwall, National, Crossley, Amanco, Witte to name but a few. One engine that was there and I had heard a lot about was Mo Dukes Little Tom Senior of one sixteenth hp and working, this engine attracted a lot of interest. For a first time rally I for one congratulate Ross on achieving I hope a very successful rally, and amassing such a large number of exhibits. (Next years may be even bigger, we're going we hope). Again I say don't listen to the moaners, they are never satisfied, find out for yourself, its a lot more satisfying as no two minds think alike. Try it you might be surprised.

ALAN VICKERY.

FUTURE DIARY DATES.

MONDAY 26th JANUARY. CLUB NIGHT AT THE OLD DOWN INN. Adrian Dando. Moving into a Public House. Adrian is the Landlord of the 'White Post Inn' and this is a talk on the day he moved in. If it is half as good as the talk he gave us on his experiences as a Town Crier we are in for a real treat.

SATURDAY 7th FEBRUARY Selwood Club are holding a "Large Sortout" at Rode Bird Gardens. Just off the A36 Warminster to Bath Road. For further details ring STEVE FRANCIS ON 01373 466846. £5 per pitch. Free Admission.

\*\*\*\*\* ED BOLTONS OPEN DAY. SUNDAY NOVEMBER 9th. \*\*\*\*\*

On Sunday 9th Nov. Ray and myself set off to visit Ed. Boltons collection of engines at Amersham where he was holding one of his 'open days'. We arrived at Ed's about three hours later having stopped en route at Reading Services for a cooked breakfast. Total mileage from home to Ed.'s was 110 miles. The Ed Bolton collection is housed in an old farm, the buildings of which has been restored to accomodate a large and varied collection of stationary engines from various countries. They are all installed and in running order. These engines which has taken Ed over twenty five years to collect include, a large 14 hp Crossley Gas Engine, a Crossley Inverted Engine, a Crossley Model 'R', this one appeared in the Stationary Engine Magazine sometime ago, a continuous lampstart Blackstone, a Dunbridge, Hornsby Ackroyd, Ohio, Erickson Ryder Hot Air Engines, International Horizontal Famous and many, many others. All the engines were running or being prepared for starting, and as well as the engines that were installed inside there were quite a number outside running. Also outside were a large steam traction engine and a large portable steamer. both of these were fired up and in full steam. One shed held a row of several very large engines for sale, on looking at the price tags one realised a second mortgage was required to purchase one. To start and run these engines on an open day Ed had to recruit the assistance of about twenty local engine enthusiasts to make it possible. Some refreshments were on sale including hot drinks and bacon or sausage sandwiches etc. Some other Wessex members were there including Philip Thornton-Evison and Patrick Knight, one engine enthusiast I was talking to had come from Cornwall and was faced with a six hour journey home. Personally I have never seen such a superb collection of engines like Ed has installed in such a realistic setting. I was so impressed with our day out that I would like other Wessex members to have the same opportunity, so the committee are proposing to run a coach trip to the next Ed Boltons open day which is at a date to be announced, probably late April 1998. See the Newsletter for further details. Anyone wishing to book their place on the coach can do so by contacting our treasurer Mrs. Jackie Lambert on Frome 01373 463526.  
BRIAN J. BAKER.

#### PROGRAMME OF EVENTS FOR 1998.

The Committee has prepared a list of Guest Speakers and events for 1998 as follows:-

- |                      |  |
|----------------------|--|
| MON. 26TH JANUARY    | - ADRIAN DANDO. MOVING INTO A PUBLIC HOUSE.                                |
| MON. 23RD FEBRUARY   | - ANNUAL GENERAL MEETING   |
| MON. 30TH MARCH      | - RICHARD BUFFREY. FROM LISTER PETTER. ARCHIVES OF THE COMPANY.            |
| APRIL                | TO BE ANNOUNCED. PROPOSED COACH TRIP TO ED. BOLTONS COLLECTION OF ENGINES. |
| MON. 27TH APRIL      | - PHILIP THORNTON-EVISON. SLIDE SHOW OF ENGINES.                           |
| MON. 18TH MAY        | - GERRY BURR. A TALK ENTITLED 'TIPPERS ON THE MENDIPS'.                    |
| SAT/SUN 13/14TH JUNE | - THE 21ST WESSEX STATIONARY CLUBS ANNUAL RALLY AT SEMINGTON.              |
| MON. 29TH JUNE       | - RALLY AUTOPSY FOLLOWED BY A TABLE TOP AUCTION. BRING YOUR BITS TO SELL.  |
| MON. 27TH JULY       | - CLUB CRANK-UP IN THE OLD DOWN INN CAR PARK. ALWAYS VERY POPULAR.         |
| SUN. 9TH AUGUST      | - CLUBS ANNUAL COACH OUTING. DINGLES STEAM VILLAGE IN DEVON.               |
| MON. 24TH AUGUST     | - QUIZ NIGHT. WITH QUESTIONS COMPILED BY YOUR CHAIRMAN.                    |
| MON. 28TH SEPTEMBER  | - ALAN NEWMAN. SLIDE SHOW. 'DEATH AND RESURRECTION OF THE STEAM ENGINE'.   |
| MON. 26TH OCTOBER    | - BOB MUSGRAVE. THE HISTORY OF INN SIGNS.                                  |
| MON. 30TH NOVEMBER   | - ROBIN LAMBERT. 21 YEARS OF WESSEX CLUB SLIDESHOW.                        |
| SUN. 6TH DECEMBER    | - ANTI-FREEZE CRANK-UP AT THE OLD DOWN INN.                                |
| SUN. 27TH DECEMBER   | - MINCE PIE CRANK-UP AT NASHES YARD, EVERCREECH.                           |

These dates and bookings are subject to alteration at any time. See the newsletter for any alterations that may occur. The Committee puts quite an effort into arranging these events for you the members to enjoy, the least you can do is see they are well sponsored. ED.

#### \*\*\*\* NEW MEMBERS \*\*\*\*

The W.S.E.C. would like to welcome the following new members to our Club, they are Mr. & Mrs. T. Davis from Frome, Somerset. Mr. A. Bartlett from Bratton, Westbury, Wiltshire. Mr. S. Crate of Evershot, Dorchester, Dorset and Mr. B. Hilleard from Charfield, Gloucestershire. We hope your association with the Wessex will be a long and happy one.

#### SERVICES.

IN NEED OF HELP? CALL ALAN BARTLETT ON 01380 830344 FOR ENGINEERING REPAIRS. NO JOB TO SMALL.

PETROL TANKS. WATER TANKS. OIL TANKS. MADE TO YOUR PATTERNS OR DRAWINGS. VERY GOOD WORKMANSHIP. REASONABLE PRICES. RING FOR DETAILS ON 01458 210929. STREET AREA.