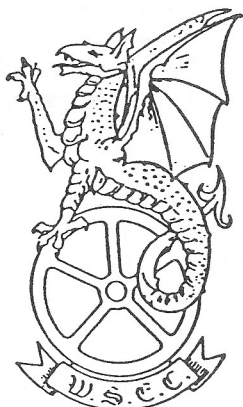


# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER

FEBRUARY 1996.



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### EDITORIAL.

Recently I attended the funeral of engine enthusiast George Weeden at West Huntspill and looking around the large crowd of "rallymen" assembled at the church a thought struck me, most engine exhibitors are either middle-aged or older, not many of the younger generation share our enthusiasm or interest. This is probably because most of us saw these engines years ago in their working environment and an interest has developed into a nostalgia for collecting, restoring and exhibiting these relics of yesterday. This is something the younger generation has missed out on. The only way to help to redress this situation is to give every encouragement to any youngster who shows the slightest interest in our hobby. Help, assist and aid them to obtain an engine, Lister "D"s, Petter "A"s etc are still a very inexpensive start to a very interesting hobby. So at future rallies if a youngster takes an interest in your exhibit, talk to him, find out why he stopped to look.

ED.

### CHAIRMANS REPORT.

Not much to report this month with no activity in the way of rallies or auctions etc. However plans are in an advanced stage for our own rally, with the engine layout the same as last year. The entries in all classes are already coming in. The committee are planning to put on a coach trip in August to the London Science Museum. Your views on this would be appreciated. I intend to carry on as Editor and Chairman unless opposed and ousted at the A.G.M. Until the A.G.M. no one knows who will form the new committee, all I can say is the committee for the past year has served you well, it has been a pleasure to chair the meetings, the committee members have helped, assisted and co-operated at all times - thank you members of the committee one and all.

B.J.B.

### OBITUARY.

It is with extreme sadness I have to inform you of the sudden death at his home at West Huntspill of George Weeden. George was chairman of the Sedgemoor Club. He was a very popular character at rallies all over the West Country. A measure of his popularity was shown by the large turnout of "Rallymen" who turned up at West Huntspill Church for his funeral. The church was packed to capacity with a lot of people having to stand at the back of the church. George was lately exhibiting his table top display of model steam engines. His humour and quick wit will be sadly missed on the rally field. The Wessex Club extend their sympathy and condolences to his Wife and family.

GEORGE WE SHALL MISS YOU.

B.J.B.

ANTI-FREEZE CRANK UP.

On Sunday December the third the annual anti-freeze crank up was held at the Old Down Inn. Despite indifferent weather there was a very good turn out with many engines on display including Brian Baker with a Lister 'B' and a mechanical hacksaw and a Blackstone pump. Phil Marshal Bradford 2 $\frac{1}{4}$  gas engine. Bill Coombes with an Amanco 3 h.p., John Brookes with W.D. Wolseley, Edward Carp with Lister 'A'. Brian Verrall and Stuart, Ivor Cox with Wolseley W.D. Derrick Watts with a Leek, Don Rogers with a Lister 'D' charging outfit. Roy Cox Ruston o/c B.R. 1 $\frac{1}{2}$  h.p. Vic Walton with a Petter 'A', Adrian Miles with Lister 'A'. Roger Pike 1 $\frac{1}{2}$  h.p. Amanco, Brian Clifford Stuart Turner lighting set, Roger Parkins Lister 'D', Allan Vickery Ruston 3 $\frac{1}{2}$  h.p., Dave Clack Bamford o/c, Stephen Butler Fowler Diesel 6 h.p., Colin Nicholson Lister 'A', Frank South Stuart  $\frac{1}{2}$  h.p. Dave Large Lister 'D' and pump, Stan Kerley Jaegar Pump. Gerald Atherton Villiers generator, Mike Bevan R.L.E. miniature 21 $\frac{1}{2}$  c.c., John Emery Madison. Mrs. Miller with her Humber car and of course Allan Trim with his 1743 clock (see other report). One very keen member drove 113 miles each way to attend this crank up, well done Allan Vickery, and also thanks to all the exhibitors who made this such a success. A raffle was held this again was a resounding success due mainly to Mrs. Gloria Carp selling the tickets and Mrs. Freda Kerley tearing and folding them. There was twenty five prizes on offer and after paying twenty pounds for some of the prizes £60 was passed on to the Club fund. £80 being collected in all. Thanks and well done ladies, also thanks to the people who bought tickets. Thanks should also be given to Mr. Gordon Marshal (our host) and his staff for providing refreshments in the bar, and the site itself. Altogether a very good crank up. Many apologies if I have forgotten anyone.

RAY BAKER.

NEW MEMBERS

The club would like to extend a welcome to Mr. and Mrs. M.C. Hole, Nathan and Isaac of Evercreech and Mr. and Mrs. B. Scriven of Chippenham. I hope your association with the Wessex club will be a long and happy one. A word of warning though, stationary engines can be more addictive than nicotine.

VIDEO REVIEW - 'The Anson Museum' by Knight-Macaire.

Visitors and exhibitors at Tatton Park Rally get a special bonus which all helps to make the trip up the M5 and M6 so worthwhile. During the early Saturday evening a number of coaches leave the rally site bound for the nearby Anson Museum. The Anson contains Les Cawley's collection of Gas and Oil engines, mainly those made in the Manchester area, but other makes such as Blackstone, Robey and Tangye are also on view. This latest video from Knight-Macaire details the setting up of the museum in 1981 on an old colliery site, which involved building new buildings and a restaurant. It goes around the museum, both inside and out, looking at the displays and is narrated partly by Les Cawley and by Geoff Challinor who is an authority on engines built in the North West of the country, with a foreword by Tim Macaire. We see the start up for the first time in fifty-one years of a Campbell engine, brought back to life by Les and Geoff, and we also see many other large mill engines running. As one might expect, Gardners feature prominently; pride of the collection is the large Gardner which used to stand on display in the factory entrance. Also in the collection is and unusual Gardner two-stroke, a large multi-cylinder engine. Electricity for the museum is provided by a Gardner 4L2 diesel generating set. Plenty of activity is evident as four people struggle to start a large Blackstone which settles down to run with a multitude of odd mechanical sounds. Other engine makes include Andrews, Crossley, Furnival, Dougil and the interestingly complex Bates and Scholes. Clever use of camera angles together with 53 minutes of the sights and sounds of these engines makes this a very unusual and enjoyable video indeed. Pride of place in the museum goes to an engine made in 1919 which Les acquired fifty-three years ago and put to work driving machinery. Although manufactured many miles from the Anson, it is now in a well earned retirement..... buy the video and you can find what it is. The video is competitively priced at £15.95 plus £1.00 p&p and is obtainable from Tim Macaire, Mole Cottage, Southole, Hartland, Bideford, Devon.

ERIC G. BRAIN.

## \*\*\*\* OVERHEARD IN THE BAR \*\*\*\*

When you have a heavy cylinder to lower onto the piston, such as a Lister 'A', make sure if you get your wife to assist you do not drop the cylinder onto her fingers, or she could end up with a black nail (ouch). Just ask Gloria Carp to show you her damaged digit.



This is now a regular event held at Nash's Timber Yard and organised by Brian and Ray Baker once again found to be very popular even though the temperatures remained well below freezing all day. The air was so cold that as engines were being unloaded so frost was forming on them. Terry Heaths International was a good example. Engines started arriving from about 9 a.m. onwards in all 21 visiting engines braved the cold, complete with owners. These added to our hosts collection of 13 engines, pumps and saws, made a very good display. In spite of the severe cold Brian Lovell managed to crank some life into 'Henry' his Fordson tractor, even that was after struggling for half an hour, well done Brian. I would have given up after 10 minutes. They tell me they used to light bonfires under them, years ago, still they weren't fussy about the paintwork. Also supporting the tractor section was Roy Pointing with his Norton powered horticultural tractor. Also two vintage cars arrived, an Austin A50 and a Humber Hawk, courtesy of Ken and Kay Millard, finally a lone motorcyclist Lee Trevor and his Douglas Mark 5 arrived. As usual in the workshop the refreshment bar was very busy, supplying coffee, tea, sausage rolls, mince pies, sandwiches, rolls etc. Thank you ladies Freda, Mary and Gloria for your excellent service, also to Brian and Ray for laying it all on. A good selection of raffle prizes were on display, about 30 in all and Dot, Christine and Linda did an excellent job extracting money at a fair old rate, in all £89 was taken which included some prizes being auctioned at the end, where so many people winning no list was taken. During the day, whilst having a warm and refreshments, video's were being shown of Semington Rally, a Knight-Macaire engine video to name but two, and by about 3 p.m. most people had packed up and started to depart to the warmth of their respective homes. Thank you Brian and Ray for all your efforts and hard work, well worth it and I'm sure everyone who attended with or without an engine enjoyed a good get together after Xmas, it makes the coming rally season seem not to far away.

BRIAN VERRALL.

\*\*\*\* WANTED URGENTLY \*\*\*\*

DIARY DATES FOR 1996. If you know the dates of any future events please let me have the details so a list can be published in the newsletter.

#### UNUSUAL EXHIBIT.

One very interesting piece of machinery exhibited at the December 3rd Anti-Freeze Crank Up at the Old Down Inn was a clock mechanism. This clock was approx. 30 inches wide by about 25 inches high and about 20 inches from front to back. It was made in 1743 by a John Davies of Windsor. It was very obvious from hammer marks on the iron frame that the iron had been wrought by hand, even the threads on the various rods and nuts had been hand made. This clock was situated in a clock tower built above a large stable block at Redlynch House, Nr. Wincanton. Redlynch House was built in 1740 for Sir Stephen Fox who was created Earl of Ilchester in 1756, he was also Paymaster General to King Charles II. The house remained in the possession of the Ilchester estates until the year 1912. It then became the property of the Pepper family, but it was then burnt down by the Suffragettes. The house was then bought by the Dowager Countess of Suffolk who owned it until her death in 1967. It is now owned by a development company who has converted the stable block and the house into flats. The original workings of the clock has now been replaced in the tower by a modern electric works but still using the original clock face which is 5 feet across and made of solid copper. It is worth remembering that in the earlier years this clock would have been relied upon by many local people, especially people working in surrounding fields who would listen for its chimes to tell them when it was time to start or finish work, also meal times as not many people possessed time pieces in those days. This exhibit was rescued and bought and restored by Mr. Allan Trim of Wincanton, a very interesting object that created a lot of interest. Well done Allan.

RAY BAKER.

\*\*\*\* DIARY DATES \*\*\*\*

MELLS DAFFODIL DAY. Easter Monday April 8th. For details ring Robin Lambert on Frome 01373 463526.

CLUB NIGHT - MONDAY MARCH 25TH - Guest Speaker Mr. Joe Powell talk on pumps and windmills. VISIT TO DEREK HARDWICKS ENGINE MUSEUM AT RANGEWORTHY, NR. BRISTOL. Details from Jackie Lambert on 01373 463526.

\*\*\*\* OVERHEARD IN THE BAR \*\*\*\*

It's a waste of time trying to contact Robin Lambert by phone these days as he's always chained to the kitchen sink, washing up. - Jackie's really got him well trained.

URGENT REMINDER. URGENT REMINDER. URGENT REMINDER.

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Your membership subscriptions for 1996 are now overdue. This is the last newsletter you will receive unless you have renewed your membership.

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This is the first of a series of articles about personalities in our Club. They are produced with the full permission of the person involved. If you can suggest any Wessex Stationary Engine Club Ltd. member who is suitable for inclusion in this ongoing series, please contact the Editor.

#### CLUB CHARACTERS - NUMBER 1 - GERALD ATHERTON.

Gerald joined our Club in 1981 at Yatton Rally and has since then been a very active member. He has enjoyed a couple of spells on the committee and, together with his wife Hazel, can be seen at most Club functions. Gerald tells his own story. "I lived with my parents on a farm in Flax Bourton where, up to the mid 1960's, my father grew mangolds. He used to run a 1924 Lister 5 h.p. engine to drive a lineshaft to power the root cutter and, at the tender age of about seven or eight I was allowed (under supervision) to start the 'big engine'. This was the very beginning of my interest in old engines. Father also had, in one of the sheds, an air cooled engine that he had replaced some years before by a Lister 'D'. After a little persuasion I was allowed to strip it down and rebuild it. On completion, much to my delight and father's amazement the engine ran after about the second swing. The first engine I ever bought for restoration was in 1972. A school friend had told me of an engine that was in someone's front garden in Nailsea, so I went to look, and it was in pretty poor condition - you know, rusted solid, bearings all shot, frost damage, a couple of bits missing etc., but full of enthusiasm I purchased it for £5. This was my Petter 'M' type, but due to various things that did not happen, I never got around to full restoration until my first rally in 1981 with Wessex Stationary Engine Club. This particular engine has always remained dear to my heart, firstly, because it was my first restoration job and secondly, because it is an ongoing restoration project." Gerald says that, like so many other things in life, what starts off as a tame interest grows on you, so now he has water pumps, generators etc. and about seven engines. Compared to some other people his collection is quite small due to storage space constraints, but nevertheless his enthusiasm is, enormous.

He says "Throughout the year, Hazel and I only exhibit at about half a dozen rallies, but if asked we are only too pleased to attend a local event if we are free. I suppose I am very lucky that Hazel shares my interest in engines and rallying, so a few years ago, not to make her feel left out I bought her a Lister A-type which she is proud to show off, until it goes wrong whereupon it becomes my darned engine." "Many years ago before my rallying days I was given a Ruston Hornsby PB that was in very poor condition. Two years ago I bought a PT so now I am working on the two together. I think the PB must be one of my biggest headaches ever as some of the work I had done on it is not very good. I try to use original parts on my engines if they are obtainable, but as by trade I am an engineering draughtsman, I can supply good drawings for anything I cannot make. (Quick ad. - does anyone have a spare fuel tank for a Ruston Hornsby PB?)" "Since joining the Wessex, I have been helped on many occasions by various club members supplying parts or information, and giving me names and addresses that have been extremely useful to me. I hope therefore to remain a Wessex member for many more years and perhaps, be able to help others with their problems."

EMERSON BRANTINGHAM.

FOR SALE - Back numbers of the Stationary Engine Magazine. 54 copies from April 1980 to September 1985. £1 each or sensible offers for the lot.

Ring John Emery on (01761) 452279.

FOR SALE - 1927 Petter 'S' Type 23 BHP at 400 RPM. Direct injection diesel two stroke. Mounted on 4 ton close coupled plant trailer. (5 new tyres). Roofed with side sheets. Engine new to Hants saw mills and returned as part exchange in 1936. Rebuilt and sent crated to Southampton Docks in 1939 to be shipped to India. Docks pulled down in late 1980's and crate found. £1,250.

Ring Terry Sanger on (01225) 862447. (Wiltshire).

WANTED - For Stuart Turner generator, 12-18 volt, 500 watt, both end castings or complete generator. Contact Dave Clack on (01225) 761987 after 7.30 p.m.

\*\*\*\*\* WORDSEARCH WINNER \*\*\*\*\*

Congratulations to Mr. R. Connell of Aldershot, the winner of the Wordsearch in the December Newsletter. Eighteen members submitted the correct entries and Mr. Connell's name was drawn out at the draw conducted at our January meeting. He wins a free club membership for 1996.