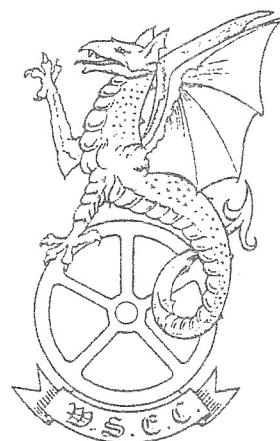


# **WESSEX STATIONARY ENGINE CLUB LIMITED**

**FEBRUARY 2003**

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## **NEWSLETTER**



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### **EDITORIAL**

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With a new rally season about to start I would like to remind members of their obligations to fellow exhibitors and the general public who pay to come and view their exhibits. Observe the safety code at all times. Have a detailed engine log sheet displayed with your exhibit. Be willing to talk and answer questions about your engines and machinery, these details will help to keep our hobby and our club in the public eye. Happy rallying during 2003.

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### **CHAIRMAN'S REPORT**

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What a start to 2003, our January meeting at The Old Down Inn was really packed to capacity with members and guests. We had a super evenings entertainment with a talk and slide show by Martin Phippard on the Australians Road Trains. I think the last time we had such a large audience was last year when Robin put on one of his shows. As usual a very large raffle raised a few bob for club funds, all in all it really was a splendid evenings entertainment and a brilliant start to the New Year. It was a huge disappointment to me to have to cancel the Sortout at Cheddar. We were only given 4 weeks notice of this despite booking the site a year ago. I'm sure this was just a spiteful act because we are no longer holding our rally there. However all is not lost, I have now relocated our Sortouts to the West Somerset Railway at Cranmore Nr Shepton Mallet and the first one will take place there in the Autumn at a date to be announced. Watch this space.

**B.J.B.**

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### **BIRTHDAY GREETINGS**

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The club would like to wish long serving member Bill Appleby many happy returns of the day by becoming an **OCTOGENERIAN** on the 6<sup>th</sup> of January 2003. Best wishes from us all Bill.

**W.S.E.C. SORTOUT CANCELLED.** The Sortout at Winchester Farm on the 1<sup>st</sup> March is cancelled. Despite booking the date a year ago the owner only told us four weeks before the event was due to take place that he had booked the venue to someone else. I think it was a fit of pique because we are no longer holding our rally on that site. However the sortouts will continue, I have relocated them to West Somerset Railway at Cranmore, Nr Shepton Mallet. The first one there will be in the Autumn at a date to be announced. Watch this space.



## Church Organs

It never ceases to amaze me where the WSEC Ltd continue to find excellent guest speakers for the monthly club nights, with the guest speaker at the November club night being no exception. We were treated to a fascinating and highly entertaining talk by John Budgen on the history and development of the pipe organ, and also a little on his own career in the industry.

John's career with organs started some fifty years ago when he joined a London organ builders as an apprentice. Following the five year apprenticeship he started tuning organs in Norfolk, which spread to Suffolk and Lincolnshire, and then the whole country. Since then John has worked outside the UK, in countries as far as Portugal, Egypt and Uganda. During his career he has installed and maintaining organs, and has also spent time on repairing broken ones.

The definition of pipe organ is a row pipes that are blown to make a tune, but not by a person physically blowing air into them. The Roman Byzantines were the first people to build pipe organs, although the oldest organ known to exist in the world today is a 14th century one in Switzerland. It was not until the 17th century that organs became popular, although when Oliver Cromwell ruled the country the majority were removed and destroyed. There are only eight organs that are known to exist from before this period.

During the 18th Century it became fashionable to have an organ in your house and many wealthy people had them built and installed in their homes, although when this fashion passed a large number were removed and reinstalled into local churches. The vast majority of organs were made in London, with the two big organ makers Smith and Harris quickly becoming arch rivals, with accusations of dirty tricks to secure business.

Big changes in organ technology were made in the 18<sup>th</sup> and 19th Centuries, with a noticeable leap forward at the Great Exhibition in 1851. Henry Wills built the first organ that was blown by steam, although by today's standard the pressure of 1-2 inches on a water gauge would not even split the proverbial brown paper bag. Organs suddenly became very popular with the Bristol firm of Vowells producing a new organ every week in 1870.

With most things in life there are the people who wanted the biggest and best organ so that they could out do their neighbours. This resulted in organs being made bigger and bigger, but the increase in size resulted in an corresponding increase in the effort required to operate the keys and stops, and an organ that was installed in York Minster could not be played at all. Pneumatically operated keys overcome this and by the early 20<sup>th</sup> Century hydraulic engines provided the power, although the water authorities were none impressed as some engines required a 4 inch main to provide sufficient water pressure.

Hydraulic engines were quickly superseded by the new discovery called electricity, and fans started to appear and replace bellows from 1905. During the 1920's and 30's electrically operated organs became increasingly common, with electronics becoming popular following WWII. There are some people who feel that electronics have taken away the real feel of playing an organ, and rods and links are now being used again.

As with buildings and cars some people want the biggest and best organs, and the organ in the Royal Albert Hall has some 140 stops with the largest pipes being some forty feet in height. The largest organ in the UK can be found in Liverpool Cathedral, which has some eleven thousand pipes. Some organs have up to five keyboards, but it takes our American colleagues to do one better and they have an organ with seven keyboards, although good long distance eyesight and long arms are required in order to reach all of the keyboards.

John had brought along with him a selection of organ pipes, which ranged from wood to metal. He also demonstrated how to tune a pipe in order to get the best note out of it.

Finally here are some interesting organ facts: The pipes are cast then rolled and soldered. Pipes are normally made of a tin / lead alloy with 20% being tin. Large pipes are made of tin. The smallest organ in the UK is in Benacre, which has one set of pipes. The largest organ is in Liverpool Cathedral. The oldest surviving organ in the UK dates from 1588 and is in Tewksbury. The most famous organ in the UK is the one in the Royal Albert Hall.

**BRENDEN HILL.**



## The Trailer

Nearly every rallygoer needs one, it is often much neglected, overloaded and despised but it is there when it is wanted, to collect the latest find or take an engine to a show.

Many years ago, about thirty to be more precise, I wanted a larger trailer. The idea was that it would go behind my father's Rover 80 and carry two engines to the Camerton Rally which was then in its hey-day and Ann and I could follow on in the Austin Seven and exhibit that also.

After some searching I spotted the remains of what at the time I thought was a caravan chassis but subsequently found that its final use had been as a site office at Roman City coaches at High Littleton. It was about 14 feet long with a rotten wooden floor, equally rotten 15 inch tyres and the old fashioned 2 inch hitch which was seized. I did a deal with the owner and dragged it home by the back lanes whereupon I set about making it suit my engine needs.

The hitch was freed up, the leaf springs moved forwards, the bed reduced to 8ft long by 5ft wide and the best bits of the floor used. The wheels were discarded and replaced by some suitable smaller ones from an Austin car which fitted the brake drums and wheel studs. A cross member was added to the rear to carry the lighting board and some mudguards made up from plywood. In this form it suited its purpose admirably for a few years, being first pressed into recovery service when I discovered the Lister L (now in Radstock Museum, and owned by Tom Randall) in a bramble bush on a building site in Midsomer Norton. Behind my MG, it also conveyed a large Bamford engine back from Dorset and did a couple of annual trips to Beaulieu Rallies in the seventies with a Hired Man and a 2½ Lister A type together towed by a later MG. In between, I had acquired some ¾ inch ply sheet from a building site next door to work and made a new floor.

A turning point in the Trailer's history came, when in the early 1980s I loaned it to two lads, Mark and Ian, who had found a Campbell hot bulb engine and needed transport for it from Bath to somewhere near Maidstone in Kent. The story of this misadventure has been told before in this newsletter but the net result was a Land Rover on its side and the Trailer seemingly wrecked. The Land Rover was beaten out straight (nearly!) again, the Campbell (now in N. Devon under restoration) recovered in a hireling trailer and my Trailer was literally dragged home from Andover with bent wheels and axles.

Ian and I made up a new axle from heavy square section tubing bolted in two halves with stub axles hubs and wheels from a donor Morris 1800. This was done at work, the axle was too long to fit into my VW Scirocco to get home as one piece. Once home, it was bolted together and then welded. Having found and fitted on a proper hitch with a more modern 50mm socket in an autojumble, the drawbar was lowered; this also strengthened the Trailer for heavier loads. With new proper mudguards, it now was more or less in the same form as it has been ever since. One of its first jobs in this form was the recovery from Bath of my Fiat 126 which had sheared a drive shaft.

It has been dry stored most of the time fortunately and has carried diverse things such as a 1930s twin Thornycroft marine diesel; indeed it was used as a work station to rebuild this engine before it was fitted to the narrowboat where it still works. The oil patch still preserves the floor to this day! The local Carnival Club used it on occasion, even forming the basis of their cart one year. It has been to Norfolk with a Lotus Elan bodyshell and somewhere near Lincoln to collect a Silva Fury kit car. It helped move furniture for elderly relatives and for many years served as the transporter and work bench for the University of Bath's successful EcoMarathon team's vehicles at Silverstone and at Mallory Park. Most recently too, it has transported the University's single-seat race car many times to the test track and to the race meetings near Birmingham.

Now alas, me and the flat-bed Trailer must part company. It has no lighting board but has three wheels; yes, a fitted spare!, with good tyres. I need the space more than the Trailer so if anyone can find this sturdy and extremely useful engineman's tool a good home and providing we can agree a price in the region of £125 – with many regrets, it's yours.....! Just ask yourself if you could build a trailer of this size and specification – yes, and history! – for the same money.



## THE MARKET PLACE

**FOR SALE** AIR COOLED JAP ENGINE. TYPE 6. CLASS 4. FOR DETAILS RING TONY CROCKET ON 01749 880637 AFTER 6 pm.

**FOR SALE** RADIATOR COOLED STUART TURNER ENGINE. 7hp. TYPE P55. CLASS 3. ALL COMPLETE, PLUS SPARE ENGINE. £80 THE PAIR. SMALL PETTER DIESEL GENERATOR. CLASS 4. ALL COMPLETE. £10. IDEAL FOR RALLYS OR TOURING. "AUTO CHALET" TENT. ADVERTISED TO FIT ALL ESTATES. 180cm WIDE. 240cm LONG. P.V.C. AND CANVAS. STEEL FRAME. WINDOWS AN ZIP DOORS. AS NEW. £150. RING FOR DETAILS ON 01375 464982.

**WANTED** TRAILER CHASSIS APPROX 4ft X 5ft TO MAKE WATER BOWSER FOR THE CLUB. IF YOU HAVE ANYTHING THAT MIGHT BE SUITABLE GIVE ROGER A RING ON 01761 452565.

## EVENTS FOR YOUR DIARY

**SATURDAY MARCH 1<sup>st</sup>**. CHEDDAR SORTOUT **CANCELLED**. SEE SEPARATE ARTICLE.

**SUNDAY MARCH 16<sup>th</sup>**. CLUB VISIT TO FLEET AIR ARM MUSEUM AT YEOVILTON. LISTED AS THE WORLDS FINEST AVIATION MUSEUM. MEET IN THE CAR PARK AT 11am TO GO IN AS A GROUP AND CLAIM £2 DISCOUNT ON ADMISSION PRICES.

**SUNDAY MARCH 23<sup>rd</sup>**. SOUTH SOMERSET AGRICULTURAL PRESERVATION CLUB'S SORTOUT. PALMERS, BUNFORD LANE, YEOVIL. SELLERS 9am BUYERS 10am. ENTRY £1. REFRESHMENTS AND TOILETS,

**MONDAY MARCH 31<sup>st</sup>**. CLUB NIGHT AT THE OLD DOWN INN. GERALD OFFER GIVING A TALK ON "THE MUSCLE". USUAL GRAND RAFFLE.

## **OBITUARY**

It is with regret that we have heard of the death of club member Bill Martin from Zeals. Bill was a keen supporter of our Crank-Ups at Nunney Catch and of the Club Rallys, and he often travelled to and from events with his friend Roy Chapman and an old friend the late Benny Doel. We will miss Bill, as we did Benny. Our condolences go out to his son Nigel and family.

## **CHRISTMAS MINDBENDER**

This Christmas Mindbender was a Wordsearch, and the letters remaining after it was completed should have read—THE WESSEX STATIONARY ENGINE CLUB. I received 29 correct entries and the winner is committee member **PHILLIP MARSHALL**. Congratulations to PHILLIP, you will receive a free years membership, if you have already paid your money will be refunded. All the correct entrants names were put in a draw and the winning name was drawn at the January meeting at the Old Down Inn. Thank you to all who entered, and for 28 of you, better luck next year.

Jackie Lambert

**MEMBERSHIP RENEWAL.** Membership renewal is now overdue. If you have not renewed your membership you are not covered by insurance if you exhibit your engines and this will be the last newsletter you receive.