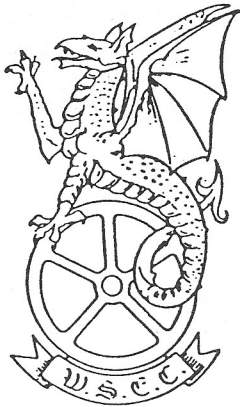


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

JANUARY 1996



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****EDITORIAL****

I was pleasantly surprised by the response to my request for newsletter material. I had articles from members who had never contributed before, but please remember the newsletter covers twelve months not just one, so keep it rolling in throughout the year. Many thanks indeed to those who did respond. ED.

****CHAIRMAN'S REPORT****

It does not seem like a year ago that you the members elected me as chairman at the AGM, how time flies. However its here again, the AGM is next month and we are looking for nominations for committee members. Please send your applications to our secretary Anne Carney at 19 Beckhampton Road, Oldfield Park, Bath, BA2 3LL at least 21 days before the AGM. Happy New Year to you all. B.J.B.

RALLY REPORT - 36TH CARRINGTON RALLY. 27/28/29TH MAY 1995.

This rally held near Boston, Lincolnshire is well worth the long trip. They awarded trophies to every section of the rally held on the R.H. Crawfords and Sons Farm of Field Marshall and Steam fame. Lots of space, lots to see, yes it's a big show. Saturday the 27th was sale day, Sunday and Monday Rally Day's. Hannah Hauxwell opened the Show, a grand lady. A large flat rally site with main ring and a theme this year of special attention was a display of E.R.F. lorries, John Deere-Lang tractors and the 50th anniversary of Field Marshall tractors. The weather was good, attendance looked fine, so may they match last years donation to local clubs and charities of £4,675. Motorcycles, cars, craft tents, models, tractors, engines, organs, caravans, a large working area gave to much to see, but I spent a lot of time in a large tent in the Bygone's area, some of the best collections I have ever seen. The stationary engine section was organised very well, as we arrived and booked in we were given the Rally programme, plaque and numbers. The programme is destined to become a collectors item in its own right soon. Mr. Paul, the stationary engine secretary has his tent set up at the start of the section before the public are admitted. The engines were fenced in with sheep fencing. It worked very well, safety was paramount. My Amanco hired man ran very well both days, only one other at this rally. 113 engines of which a lot of Ruston Hornsby's (the local engines) and Listers filled the area. However I did see a nice 1916 Nova 4 H.P. and a few Petters.

Mr. Pauls address is 'Clovelly', Main Road, Sibsey, Boston, Lincolnshire, this is one of the very best steam rallies around, something for everyone, lots to see and well worth the long weekend trip.

RICHARD COWELL - GILLINGHAM, DORSET.

Thank you Richard for your rally reports on events out of our normal area, may there be more in the future. ED.

VISIT TO STATIONARY ENGINE MUSEUM.

A trip has been arranged to visit the Northavon Engine Museum at Rangeworthy, near Bristol on Sunday the 14th April. Leaving the car park at the Old Down Inn at 1.00 p.m. sharp. Hopefully the transport will be a vintage coach, this trip will be limited to thirty members so it will be a first come first served basis. Please forward your names to Jackie Lambert on Frome (01373) 463526 as soon as possible. The museum is owned by Derrick Hardwick and contains around fifty engines, most of which are restored and running. This should turn out to be a very interesting Sunday afternoon visit. There is no charge for this trip as the Club are paying all expenses.

W.S.E.C. SOCIAL EVENING AT CHEDDAR FOOTBALL CLUBSATURDAY 28TH OCTOBER.

This was to be the second time we held our social evening at Cheddar Football Club due to the success of the first one, I'm sure everyone who attended will agree this one was equally as good. When Ray and myself arrived just before 8 p.m. quite a few members had already arrived and soon about 30 members and friends had gathered. I would like to take this opportunity to thank all the members who brought prizes for the raffle, we ended up with 13 prizes. The evening started off with skittles, Jackie and Robin Lambert acted as captains and picked their teams from the rest of us. Lucky for me I ended up on Robins victorious team. We had a prize of a bottle of wine for the highest gent and highest lady. Derrick Watts won the gents prize, and Hazel Atherton and Gloria Carp had to skittle off to decide the winner. Hazel emerged victorious, well done Hazel. After the skittles, at about 9.30 p.m. we all sat down to a ploughmans type supper, jacket potatoes, cheese, salad, pickles etc. Quite a repast, supper over, it was time for the raffle. Linda Pike had done a splendid job of selling tickets to the tune of £48. Thank you Linda. Linda and myself proceeded to start the raffle and much to my embarrassment the first ticket I pulled out was my own. (I did the same last year) to shouts of 'FIX' and 'FIDDLE' I grabbed the bottle of scotch on offer and told everyone it would be auctioned off after the raffle for club funds. Several members and Cheddar Club members were lucky, with Mary Verrall winning the last prize of the night. I then put the bottle of scotch up for auction, after very brisk bidding it was knocked down to Phil Marshall for £8.50. A very cheap bottle for Christmas Phil. By now it was closing time and time to leave. I expect we will be back again to this popular venue. Special thanks to all who gave prizes, to Linda for selling the tickets and to young William Rogers and his mum Christine who worked hard 'sticking up'. Also thanks to Brian Verrall for liaising with Cheddar Football Club.

BRIAN J. BAKER.

The Anti-Freeze Crank-up at Emborough turned out to be a huge success despite the rain. The car park was full to overflowing and the raffle was probably the best supported ever, thank you everyone who donated prizes. Likewise the Mince Pie Crank-Up at Evercreech was really well attended, again the raffle was very successful, thank you to all who turned up and supported it. Reports of these events will appear in the newsletter in due course.
ED.

FOR SALE - 1927 - 3 H.P. Crossley PH1040 and Water Pump on trailer - £400 o.n.o.
Tel: (01432) 270304. Mr. F.G. Whittall.

FOR SALE - Back Numbers of 'Stationary Engine Magazine' - 54 copies from April 1980 to September 1985. £1 each or sensible offer for the lot.
Phone John on (01761) 542279.

FOR SALE - Crossley 1040 3 H.P. 1930 Class 2 on Trolley. Rally condition. £325 o.n.o.
Teles open crank - 1937 - 2½ H.P. on hardwood trolley. Rally condition £375.
Lister 'D' type 1943 - Pet/Par. Rally condition, Needs attention. £45.
For any of these three items please Tel: Matthew King - (01934) 742202 eves.

WANTED - Lister 'D' carburettor in good working order to complete my current restoration project. (Float chamber not essential). Fair price and any postage cost gladly paid. Tel: Jon Symons on (01295) 721795.

SUBSCRIPTIONS ARE NOW DUE. Send them to Jackie Lambert, 15 Beechwood Avenue, Frome, Somerset. BA11 2AX. Cheques made payable to W.S.E.C. Ltd.

27TH NOVEMBER - SLIDE SHOW BY BRIAN BAKER ABLY ASSISTED BY ALAN CARNEY

As many photographers will always tell you 'Use your own equipment, when presenting slide shows.' Poor Alan, he had a little bit of a problem getting to grips with the controls of Brian Baker's projector. I sympathise Alan, I've been there myself. After a few seconds of mickey taking, by the twenty eight members and friends, we settled down to an informal evenings entertainment provided by Brian's excellent slides. Brian's first selection were taken at this years Tatton Park Rally. An event held dear by 'enginemen' from far and wide, as amply demonstrated, by the large selection of superbly restored engines that we saw in the slides, including many old favourites, such as Capel, Hercules, International Famous, Emmerson Brantingham. The feature engine this year, was the world famous and now legendary Gardner. Brian showed a worthy selection of those present. The very early horizontals of the turn of the century period were of great interest. I was interested in Brian's comments regarding the Jaguar Mk 7 saloon fitted with the small 4 LW. I wondered if this had been a factory conversion. I know that a Coventry Climax C.D. Type 4 cylinder diesel was fitted and run by Jaguar Cars in the very early fifties. Brian mentioned that approx. 800 engines were present at Tatton, including many that we don't see in the South of England. At the interval we had our raffle. The prize winners were as follows:- Cecil Gibley, Ray Baker, Ted (sorry Brian lost his surname), myself (who says that being on the committee doesn't have advantages), Colin Baker, Jackie Lambert and finally Charlie Stevens. After re-filling our glasses, we continued with a look at a selection of engines, taken at our own rally at Semington, what a fine display, many varied types, from again many parts of Britain. I thought Charlie Stevens Lister was particularly noteworthy. Also the gentleman that joined our band from Bournemouth, primarily because he was outnumbered by tractor fans at his local club. Being a stationary engine club, does concentrate his interest. Finally the evening was rounded off by slides taken at John Kyte's annual garden party, what can I say to add to Brian's comments. It is worth going, just to see John's giant Brush generator unit. This really is stationary engine with a capital S. Many members will remember John's own illustrated talk on how he acquired this magnificent engine, and how he installed it in his back garden at Market Lavington. With this the meeting was brought to a close. I would like to thank both Brian and Alan Carney for providing us with such a pleasant evenings entertainment. Brian mentioned that he has only recently taken up slide photography. I must dig out my own, taken over twenty years ago. Slides were very much in vogue at that time. They should see the light more often.

PHIL CAUDLE.

WESSEX RALLY - SEMINGTON 1995.

Semington is a good site with easy access, the engines were set out around the perimeter of the grass field. Camping behind the engines with exit roadway between, in all very well set up. Plenty to see on the field with tractors, cars, motorcycles, commercials and stall holders giving a good walk round. One auto jumble stall having lots of interesting inexpensive rusty items (some now languishing in my garage). Ardent engine people who rally most weekends may shudder at this idea but I wonder if a few new faces and long not seen engines might be tempted out of hibernation if a small section was allowed for engines which can only be exhibited on one of the two days. I am thinking of those that work over the weekend, and a lot do these days, or the younger members who may have sport commitments. I know it is generally not liked by organisers and other exhibitors, but it could reap dividends if these people were encouraged to take part. Unfortunately in this very dry year it rained for most of Saturday, but exhibitors enjoyed themselves nevertheless. The evening dried up and most people gathered at the beer tent and B-B-Q was busy rounding off a very enjoyable evening. Sunday was amuch better day, stalls doing a good trade and engines running without the rain. My Ruston Hornsby 3 H.P. developed some slop of the drive shaft, so I went for a walk to look at similar engines, finding they all seemed the same. However I asked an exhibitors wife if I could look at the engine, it was stopped at the time, just as I stuck my head close to the flywheel and drive a young lad tried to start the engine. As I backed off in amazement it was gratifying to see two safety officers tackling the boy and his mother. Its nice to see safety put into practice. Spectators had plenty to see and they did turn out on this Sunday which makes it all worth while. Nice solid brass plaque for each exhibitor and good camping makes this a pleasant rally whatever the weather. To conclude, I was lucky not just in the raffle but to have excellent neighbours for camping one of which, told me about the Windrush Rally 15th Annual Stationary Engine Fayre held on the weekend of the 10th/11th June 1995. Near the A40, Fosseway crossroads. Sounds like a nice do. For 1996 the contact if you would like to go is Ron Manners Tel: (01993) 840953.

RICHARD COWELL.

FAIRFORD AUCTION - SATURDAY 11TH NOVEMBER 1995.

Why does it always have to rain at the Fairford Auction? I can't remember attending a dry one. This is always the largest annual auction in the West Country and this year was no exception, with about a thousand lots on offer the sale started at 11.30. Two professional auctioneers were selling continuously until the sale ended at 4.30. The Cotswold Club have over the years improved the administration of the sale to reduce the time queuing to book in goods or pay for them. The bidding by numbers was used, I always think this is the best way to conduct an auction. This year saw the best selection of engines offered for sale I have ever seen at Fairford. I noted some of the prices reached but, because of two separate sales conducted simultaneously it was impossible to record the price of all the engines. Some of the prices were: a very rough Petter A £24. A small mill £36. A Lister domestic pump with tank, Class 1 made £44. A Lister L on trolley, class 3 £205. A Crossley 1030, no trolley, class 4 reached £109, but with a reserve of £200 it did not sell. A very rough pitted Wolseley WD2 sold for £20. A pile of rusty Amanco bits made £200, whoever bought them must have a lot of spare time on his hands, he will certainly need it. A 1913 Lister L entered by a W.S.E.C. member fetched £300. An Amanco hired man, trolley mounted in very nice condition made £410 and a Teles in similar condition made £350. Both these engines could have been taken straight to a rally. An incomplete Lister D made £30. It's rare to find a 4½ H.P. PB Ruston for sale, this one had the wrong mag. and needed restoring and made £110. A 3 H.P. O/C Monarch class 2 £500. A Stuart generator set in nice class one condition made £250. A Bamford E.G.I. class 1 made £100, a nicely restored Bamford O/C 1¾ H.P. 1928 made £725. A small Detroit in outstanding condition made the outstanding price of £1,050, although the reserve was £1,100. A large Lion O/C with frost cracked cylinder made £750. A Hercules O/C £560. Pumps were making in excess of £100. I didn't really intend to purchase anything myself but I took my trailer just in case. A good thing I did, for I came away with a Rapidor Mechanical Hacksaw which cost me half the price I expected it to make, (watch out for it on the rally fields next year when I have restored it). I also bought a small electric driven compressor which much to my surprise worked perfectly when I got it home and plugged it in. I really enjoy a good auction and next year I shall be back. I was rather pleased to see so many W.S.E.C. members present.

B.J. BAKER.

LACKHAM VINTAGE TRACTOR AND AGRICULTURAL RALLY.

This year was the 2nd rally held on the ground of the Agricultural College, Nr. Chippenham. 1994 was a one day total wash out, rain like you have never seen and NO visitors. 1995, this year was a two day event, the weekend after the Wessex Rally. The weather was glorious, the site excellent and the two organisers worked hard continually. Exhibitors and spectators were allowed around the rare breeds of farm animals, the Museum of old buildings, barns and machinery (some old engines here), and the greenhouses and gardens, with even a free B-B-Q on the Saturday evening. However the turn out of spectators for the 2nd year was absurd. A nice solid rally plaque did not make up for the exhibitors disappointment of very few spectators. This really needs something to attract people. May be a car boot sale/auto jumble, or inviting a club of some kind to join in as their Annual Rally. They do have lots of room. It must be said, 3 years failure would be an end to this rally which has so much potential.

RICHARD COWELL.

TRAILER NAILER.

Standing apologetically between two large uniformed policemen the poor West Wilts District Council employee could not escape the fact that he had been caught towing a trailer on the public highway which failed to comply with the necessary regulations. He had to admit that he had not checked the trailer before taking it out. Instructions received and understood to rectify the faults, we watched as the 3 litres of General Motors muscle propelled the patrol car and its occupants, amid blaring sirens and flashing lights, out of the depot to a 'Domestic Affray' somewhere in Trowbridge.

(I do not intend to disclose the identity of this criminal who was driving around the County of Wiltshire with the wrong number plate and one of his lights not working, as I have no intention of embarrassing BOB HALLAM). ED.