



# WESSEX STATIONARY ENGINE CLUB LIMITED

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1977 JANUARY 1998

## 21<sup>st</sup> NEWSLETTER

\*\*\*\*\* EDITORIAL \*\*\*\*\*

A VERY HAPPY NEW YEAR TO ALL OUR MEMBERS AND READERS FROM ALL THE COMMITTEE MEMBERS AND THE TEAM WHO PRODUCE AND DISTRIBUTE THIS NEWSLETTER. AND ALSO A VERY HAPPY BIRTHDAY TO THE WESSEX STATIONARY ENGINE CLUB THAT BECOMES 21 YEARS OLD THIS MONTH.

\*\*\*\*\* CHAIRMANS REPORT \*\*\*\*\*

The Wessex Stationary Engine Club has reached a milestone in its history. This month it is 21 years old. It is thanks to the foresight of engine enthusiasts all those years ago (and I would like to mention Eric Brain's name in particular as the main founder of The Wessex Stationary Engine Club) that a club was formed and has turned into the success it is today. I can only hope that members will come forward to help run the club in the future like myself and the committee are doing at present, and like many members have done in the past. I would like to wish a very happy new year to one and all.

\*\*\*\*\* WESSEX MEMORIES \*\*\*\*\*

The Wessex Stationary Engine Club as I first remember it was a small group of people standing around some old pieces of farm machinery in a cold damp field at Lackham Agriculture College, which is where we joined. This elite group of keen enthusiasts who spent their weekends "messaging about with engines". We had a rally which was 'attached' to a Country Show near Frome one year, in those early years the club really was small, and we had lovely weather whilst all the surrounding area had rain and storms for most of the weekend. Several of the club members were sitting outside the beer tent admiring the flashes of lightning above the clouds, but had partaken of too much of the local cider to agree that it really was lightning. At one of our rallies we were woken up by the shrill sounds of Brian Munt's bugle very early in the morning, and I can still visualize him standing on his van roof informing one and all it was time to rise. Brian was very good at telling stories to the children, and my children spent many happy times clustered around him listening to all sorts of weird and wonderful tales, along with many other youngsters. Yatton Rugby Club was a venture for the club to go it alone and we went there a few times, each time getting that bit better and bigger. It took a lot of planning to get all the suppers done but the resourceful ladies all got it together and produced lovely ploughmans with very few facilities. The very first Yatton Rally it was very hot and we had a thunderstorm on the Friday night, and we still had the tent then, and I'm sure you all know how loud thunder is from a tent, and this 'someone' jumped (still trapped in the sleeping bag) and landed on her other half, who has lived on the story ever since.

Cheddar, was it always as hot as I remember? Our dog loved the river and he went in there as often as we would let him. I think Cheddar was the launch of the new big time Wessex, as we had lots of engines and stalls and more people from other clubs coming to our rally. And then we moved to Semington, a lot nearer home for some of us than previously, but a very big field and lots of room for everyone. It seems our club has come a long way from its humble beginnings but these big events need a great deal of organising and I think we must all give a great big thank you to all the committee members who served the club from the start until now, and give them our support in the years to come, without them and their implementation of ideas and suggestions, and willingness to get on with the job, we wouldn't be where we are today.

MARION WILSON. DEVIZES.

A J.A.P. CHARGING SET.

On August 23rd 1996 my wife, Val, and I went to the Challow Country Fair near Wantage in Oxfordshire. We were on holiday with our caravan near Wallingford. We split up and Val went round the craft tent and the stalls while I went round the exhibits and took some pictures. We met again and Val told me about a trader from whom she had bought some household items. She said that he had some interesting old mechanical junk on his stall, so I followed her back there. I bought an old nest of drawers that may have come from a garage. It was full of spoke nipples, fibre washers, split links, HT lead ends etc, - very useful. I noticed he had a small J.A.P. stationary engine and generator in a military style carrying frame in a tatty but original condition. I asked the price, "It's £20, its seized but it was definitely free two months ago before I bought it", he said. I bought it, he delivered it to our caravan complete with original fitted cover and we put it in the awning. I noticed that the plug was a radio screened type and was surprised it had lasted so well. Having removed it to squirt some WD40 down the plug hole, I noticed it was new. Having checked the dip-stick I noticed there was no oil but a blob of something on the end of it like a bit of glue. Could this be a new engine? The engine number plate is illegible but the generator is fitted with a brass plate saying it is a Hodgson make; 18 volts, 30 amp, 550 watt at 2000 rpm, but the year is not marked. There is a three pin socket on the top of the unit with a screwed cover. The engine drives the generator via a large coil spring that apparently protects the genny in case of a kick back. It also protects the engine in the event of the genny seizing up. It was freed the next morning just enough to turn over, so more WD40 was put in and turned a bit at a time until it became loose. I felt good compression but there was no spark. I didn't really expect one. The finish is WD dipped khaki, left in a shed for a long time.

I took it to Wroughton Festival of Transport as a non running exhibit and found that mine was the only stationary engine there. I made some interesting contacts with other exhibitors and the public. The next event was the Steam Gala at the Gloucester and Warwickshire Railway and this time there were some other engines there. A man who had a large J.A.P. engine there had a look and said that it was not in the J.A.P. book. This was not surprising because it was made for the W.D. and probably to their specifications. During the winter I let my Father have it to see if he could get it going. Although 81 he's always looking for a winter project when he can't work on his cars. He removed the flywheel, cleaned the points, and checked in the sump to see what the oil was like. He found no oil but the engine was full of preservative - it was new. Having cleaned out and filled it with fresh SAE30 oil he put petrol in and got it started. After some fiddling it went. He made a silencer for it as the original flexible pipe and silencer was missing. I decided that the first show should be Semington as that would be where most stationary engines would be found, and I would probably get most interest and advice. Well thanks to the club members I found out quite a bit.

1. It is probably World War II.
2. The field resistance is 4.8 (almost the same as a car dynamo).
3. It was made to charge 12 volt batteries.

Since then I have had it running at Wroughton Nostalgia Day and took it to Challow Country Fair again as a running exhibit. I won't restore it but have managed to get it charging using a car regulator. I would like to thank the gentleman with the flashing STATIONARY ENGINE sign who gave me some good advice. And also the other gentleman with the Norman Alco set which was built to a similar specification but was quite different to mine, sorry I didn't get your names. I now need an exhaust pipe and silencer and a control unit mk 1 to complete it.

I have now bought a Petter A series 2 and the best part of a milking machine, but thats another story.....

ALAN ROGERS.

\*\*\*\*\* MINCE PIE CRANK UP 27TH DECEMBER \*\*\*\*\*

When I arrived at Nash's Timber Yard at 10 a.m. a lot of engines were already running. It was a bit overcast but dry, and later on we had sunshine. I counted 31 engines running at any one time and well over 100 must have attended. The mince pies, sandwiches, rolls, sausage rolls etc and tea and coffee kept everyone going. A great big thank you to the Ladies who were serving the refreshments. There were also three vintage cars and five tractors there. Brian Baker donated a bottle of wine to the exhibitor who had travelled the furthest to the event, this turned out to be Alan Vickery who had come all the way from Basingstoke in far flung Hampshire. Also there was Steve Webber from Exeter, Devon. Brian Clifford from Tetbury, Glos. Owen Cockram from Bournemouth and Stan and Freda Kerley from near Salisbury. Thank you also to Mary Butler for her display of blowlamps and Jenny Barnett with her household bygones, and Colin Baker with his impressive display of motoring memorabilia. It certainly was a very good crank-up.

COLIN NICHOLSON.

This is a copy of the very first Wessex newsletter published 21 years ago when the club was first formed. I wish it had stayed in this simple one page format, it would save me a lot of work. Maybe it will return to a one page edition if you don't send me more material. Ha! Ha! This edition is an effort to produce a special newsletter to commemorate the 21st anniversary of the formation of our club in January 1977. So this is only a one off, next month its back to normal.  
ED.

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# THE WESSEX STATIONARY ENGINE CLUB

NEWS LETTER 28/2/77

Hello

The club has had a good start so lets all keep it that way Please tell all your friends that the club is in action, for the first two months lets see who can bring in the most new members into the club for a copetition.

H.Q.

Our club H.Q. is going to be at the old Down Inn from the 28/3/77 When David Edgington will be giving a talk on Petters so lets all attend and bring a friend too.

Membership Fees, HAVE YOU PAID?????

Membership fees are to be paid to Ann Brain along with adds to go on the notice board the charg is 5p per add.

Thanks to Gordon Chapmar for making the notice board.

Any information for next months news letter to be given to Mary as soon as possable please.

Please lets have your engine Nos and information for the register The Committee Members are as follows

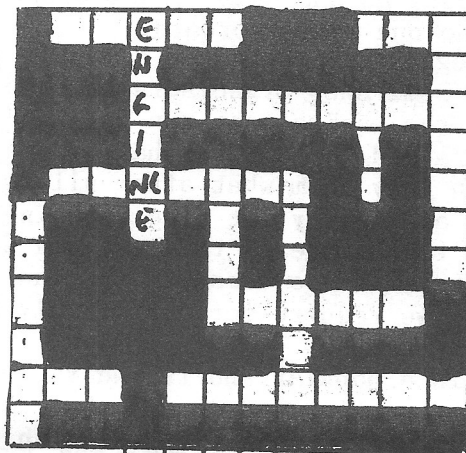
Chairman	Eric Brain	Secretary	Mary Chapman
Treaserur	Ann Brain		
	Member		

Ben Whittock , John Spear , David Farnden

Co Opted Philip Lane , Ailene?

## CROSSWORD

- Across
- 1 Round
  - 2 cutting
  - 5 stableiser
  - 6 spark
  - 10 Yeovil
  - 12 all engines have one
  - 13 B T H
- Down
- 3 combustion
  - 4 engine club
  - 7 lubrication
  - 8 stumble
  - 9 Unstar
  - 11 American.





LETTERS TO THE EDITOR.

As a newcomer to stationary engines, the Old Down Crank Up was my first experience on the other side of the rope barrier, and as my part in the crank up turned out to be a conk out after a couple of hours running. I would like at this point to thank the club members who tried to get our Petter to run again, but it was a back to the workshop situation. The deterioration of the weather and the fact that our engine had gone on strike did not dent my enthusiasm, roll on fine days and dry crank ups next year. Could I as a club member and not a spectator make a couple of observations. The first I find quite disconcerting, that with lots of petrol and other fuels being poured into tanks over and around hot exhausts and manifolds the club did not appear to have a fire blanket or extinguisher displayed on site at a designate fire point. I can't help but feel there is a potential accident waiting to happen here. My second point to make is, that it would be nice to have displayed in front of every engine, clear printed information on that engine. This would be I'm sure of a great help to the visiting public and to the likes of myself still coming to terms with all the technical jargon. Happy New Year to all my fellow club members.

TONY DAVIS.

Thank you Tony for your comments about the Crank Up. Your observation concerning the lack of fire equipment I can assure you will be attended to before the next one, it will be brought to the attention of the committee. As for asking exhibitors to display details of their engines that is asking the impossible, I and others have been trying to attain this for years to no avail, we can but hope. ED.

\*\*\* OUR PRESIDENTS THOUGHTS - PAST - PRESENT - AND FUTURE \*\*\*

Chatting to our Chairman Brian in mid-December he asked me what my thoughts and views were as to the way we as a club were heading as we proceed towards the year 2000 and what may happen to us in the future.

I personally don't think things will change that much as over the past 21 years our club has built up a good sound infrastructure that will carry us forward into the new millenium. Our membership has remained about the same numbers over the past few years and this in its self is a good indication that things will carry on much the same although we will always be looking at ways of improving how we conduct our affairs.

We continue to look for new ideas to make improvements in all areas, where be it at the monthly club meetings or the club rally. Any suggestions that come from our membership are talked about at committee level.

Many of our older or should I say long term members often reflect fond memories of past club rallies that were held at Cranmore, Longleat, Cheddar and various places and feel it is a bonus to hold an event at such venues, but this is easier said than done as we would now have outgrown Cheddar football field and Longleat would almost certainly now expect a large fee from the event holders, but this is not to say if a new venue came along that seemed right for us we would certainly look at it, as I personally believe that to stay in one place too long can be detrimental.

We are hoping to print photographs in our Newsletter and have recently given some colour photographs to our printer to do a trial run and see how well it would work, the results were quite favourable although some clarity is lost in the transformation to black and white, but this would be a great help to our editor Brian and ease the amount of print he has to find each month.

As you all know, at our next annual general meeting, with the exception of our club Secretary and club Treasurer, three of the exisiting committee have to stand down, this is to allow for new 'blood' to join the team that manages the club and hopefully will bring new ideas and suggestions and help to implement them. The three that have to stand down can be re-elected if no one comes forward.

Red tape and legislation could be a bigger problem for us all in the future, especially for the rallier as some show organisers make more demands as to how long we should be at their show, how long the engine must run for, and even to the time we are allowed to leave. I do of course understand that you do have to have some discipline, but to be too regimental and dictatorial can only harm what after all is a non profit making hobby, with the exhibitor trying to have a nice day out by exhibiting his stationary engine.

We have always been grateful to Penny and Gordon of The Old Down Inn for looking after us so well over the past two decades, the Inn is still the hub area of our membership and offers everything that we require for our monthly meetings and out door Crank-Ups, long may our association continue.

Whilst we remain a popular and friendly Club we must not become complacent, it is up to everyone to fly our flag and do all that they can to promote our existence, this in itself will see the Wessex Stationary Engine Club glide smoothly into the next century.

Happy New Year to you all - ROBIN.



REPORT OF THE COTSWOLD OIL ENGINE SOCIETY ANNUAL AUCTION AT  
FARMERS SCHOOL, GLOUCESTERSHIRE - 8TH NOVEMBER 1997.

This year was no different than other years at Fairford, a large queue of cars with trailers and vans waiting to get in and unload and lot up the items they had brought for sale. Ray, Colin and myself arrived early and had a look at what was on offer and decided it would be hours before bidding commenced so I retired to the 'Trannie' and cooked us a full fried breakfast each, I always seem to be duty cook, this was followed by mugs of tea. I have gone to Fairford in previous years by car, and have cursed because of lack of room for something I would have bought. So this year I took the van, guess what? there was not one single lot that caught my eye, its called 'sods law'. This year I thought the quality of the goods for sale had 'gone downhill', not so many decent engines as last year but lots and lots of complete and utter rubbish. The auction uses the number bidding system, and two auctioneers are selling from about noon until early evening. Some of the prices realised are as follows:- Drummond Lathe, Class 2 - £105, not sold. Petter twin diesel class 4, £18, sold. Lister 'D' and pump, class 1, £260, sold. Petter A twin air cooled, class 3, £18, sold. Lister 'D' class 4, £58, sold. Lister 'A' on trolley, class 3, £160, sold. Lister 'D' class 3, £24, sold. Petter Junior, class 3, £330, sold. Detroit O/C, class 1, £570, sold. Lister 'D', class 2, £95, sold. Iron wheels set of four, £16. Ruston Hornsby, size 2, type XHR, class 3, £640, sold. Blackstone, class 3, £290, sold. Lister Junior, class 3, £80, sold. Teles engine, (no saw), £300, sold. Ruston Hornsby 3½ hp 6PB, class 2, £95. Petter Junior £300. Bamford EV3, class 2, £130, sold.

These are just a few of the prices realised as a guide for anyone thinking of buying or selling in the near future. I always think if anyone has an engine to sell its best price will probably be realised at Fairford mainly due to the sheer volume of buyers that attend, including quite a few from the continent, every year a Dutch contingent turn up who always fill a trailer with engines and take them home. Next year will almost certainly see me return to Fairford.

BRIAN J. BAKER.

\*\*\*\* ANTI-FREEZE CRANK-UP \*\*\*\*

The annual December Anti-freeze Crank-up at the Old Down Inn on Sunday December the 7th again attracted a large crowd of stationary engine enthusiasts, some travelling from as far away as Basingstoke, Bournemouth, Calne, Exeter, Verwood, Dorchester, Salisbury etc. Altogether there was about thirty engines of various makes including a very nice large open crank, side shaft Ruston Hornsby mounted on a trailer, this was brought from Exeter by Steve Webber. This engine was priced for sale at £1,090, and it eventually sold to a Wessex member, so we can expect to see much more of this engine in the near future. With plenty of people milling about Gloria Carp did a very good job persuading them to buy raffle tickets, and about 2 pm a very successful raffle was held with about thirty prizes on offer. Despite the rather dull day this crank up once again turned out to be a very popular event.

RAY BAKER.

MINCE PIE CRANK-UP.

When Ray and myself started the Mince Pie Crank-Up several years ago we never visualised for one moment it would grow to the size it was this year. People never seemed to stop turning up. This year we increased the amount of food etc, and where last year we used 8 pints of milk for the drinks, this year we used about 18. Also consumed were 550 small sausage rolls and about 175 mince pies, plus numerous plates of rolls and sandwiches etc. Our thanks go out to all the ladies of the club who help us by serving the food and drinks, without their help it would not be possible to run the event, thanks also to Gloria for selling the raffle tickets, and thank you to all who donated such a wonderful selection of prizes, about fifty in all. The raffle helps to finance the event and also put a donation into club funds. About thirty or so engines were displayed plus several tractors, a couple of cars, a display of blowlamps, a display of household bygones and a display of motoring memorabilia. A big thank you to all the exhibitors who displayed and made the day successful. Jackie was kept busy taking members renewals of membership.. People came from all corners of the globe, from Exeter to Basingstoke, from Bournemouth and Bridport to Calne and Tetbury. After clearing up I went home very satisfied with the day but completely knackered. Hopefully we shall see you all again next year on the 27th, I've already ordered 28 pints of milk in anticipation. P.S. I arrived at the yard to start setting everything up at about seven thirty am and one member from the depths of Dorset was already there fifteen minutes earlier, he thought because no one was there he had come on the wrong day.

B.J.B.

\*\*\*\*\* INFORMATION WANTED \*\*\*\*\*

ON ENFIELD FLAT TWIN 250. MOTOR NO. 3122. ON A STEEL BOX BASE CONTAINING TWO LARGE SILENCERS. MARKED R.E.M.E. PORT SAID. PLEASE RING TONY DAVIS ON 01373 464982.

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

The Wessex Stationary Engine Club would like to welcome the following new members. Mr. A. Crisp and Miss K. Young from Trowbridge. Mr. Alex Dempsey from Market Lavington. Mr. and Mrs. R.L. Bassett of North Warnborough, Hook, Hants. Mr. & Mrs. S. Henley from Bridgwater, and Junior Member George Gane from Glastonbury.

We hope your membership with our club is a long and happy one.

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## ===== AN OLD ODE FROM "UPHILLS". =====

THE RALLY SEASON'S AT AN END  
ISN'T IT A SHAME  
WINTER WEEKEND'S STUCK AT HOME  
NEVER SEEMS THE SAME.

NO HURRYING THROUGH THOSE COUNTRY LANES  
UPHILLS AND ROUND THE BENDS  
TO HAVE SOME FUN AND LOTS OF LAUGHS  
WITH ALL OUR RALLY FRIENDS.

NO BOUNCING ACROSS THE FARMERS FIELD  
A CAMPING PLACE TO FIND  
WITH SHOVELS OUT ITS FRISBY TIME  
WITH WHAT THE COWS HAVE LEFT BEHIND.

NO STRUGGLING WITH THE TOILET TENT  
ITS FOUR LEGS POINTING WEST  
EVEN THE GOOD OLD THUNDER BOX  
CAN HAVE ITS WINTER REST.

THEN WITH CHRISTMAS AND THE NEW YEAR OVER  
ENTRY FORMS WILL KEEP US SANE  
SOON ITS ----- HEAVE THE ENGINE FROM THE SHED  
AND OFF WE GO AGAIN.

CAROL.

I would like to remind all members that the February Meeting on Feb. 23rd is our Annual General Meeting. We would remind you that any nominations for the committee should be received by the Secretary 21 days before the meeting, that is by the 2nd February. Also membership renewals are due, you will only receive one more newsletter after this one unless your membership has been renewed.

## \*\*\*\*\* HELPLINE \*\*\*\*\*

IN NEED OF HELP? CALL ALAN BARTLETT ON 01380 830344. FOR ENGINEERING REPAIRS. TURNING. MILLING. THREADING. KEYWAY CUTTING. BRASS BUSHES MADE. PARTS MADE AND REPAIRED. NO JOB TOO SMALL. MATERIALS SUPPLIED IF REQUIRED.

PETROL TANKS. WATER TANKS. ENGINE COWLING OR GUARDS. OIL TANKS. ETC. MADE TO YOUR PATTERN OR DRAWING. GOOD WORKMANSHIP. SENSIBLE PRICES. RING FOR DETAILS ON 01458 210929. STREET AREA.

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OVERHEARD IN THE LADIES LOO.....

When I want the skirting boards painted I think I'll ask for Mid-Brunswick Green, at least I'll get a decent finish.

OVERHEARD IN THE BAR.....

Did you know Moses had a motorbike? Well he must have, because it said in the Bible the roar of Moses Triumph could be heard throughout the land. I also think his mate Jesus must have bought one as well because it also said he was looking for Sunbeams.



A TWENTY ONE YEAR APPRAISAL.

As we celebrate twenty one years of the club, it is perhaps necessary to look back and reflect over those years and about the changes to the stationary engine preservation movement. At the time of its inception we were only concerned to get a club into existence, in our mildest dreams we never anticipated the upsurge of interest and enthusiasm for what at that time was very much a hobby for the minority. The Wessex Stationary Engine Club was formed at the end of 1976 by a group of us who were enthusiasts of early gas and oil engines and who met up annually during the early seventies at the local Camerton Steam Rally near Bath, Somerset. The nearest preservation club at that time was some twenty miles away, was too general with emphasis on steam and tractors, was not very organised and so we felt that we were not being catered for as our exhibits deserved.

An inaugural meeting to gauge interest was set up in someones house and the venue publicised in the local press. To everyones delight some twenty-five people turned up on the night, even including the editor of the Stationary Engine Magazine, which was then in its early years. The aims of the club were discussed and a committee formed. We agreed to run on formal lines with a full committee and a clear constitution, this has continued up to the present day. The aims were simple, to promote the study of early engines and encourage the interchange of skills and experience necessary for their restoration. Quite a few ladies were present, they have always been keen to participate and there input to the Club over the years has proved invaluable. The attractive Club logo, a five spoked flywheel (each spoke representing the five original counties of Wessex) with the Wyvern of Wessex intertwined, was designed for us by an expert in heraldry. The first general meeting was arranged in a public house in Chew Magna, this was a slide show of engines at rallies. It caused us some embarrassment because so many people arrived that there was hardly room for the projector and screen.

In January 1977, it was decided to seek a larger, permanent meeting place and the Old Down Inn at Emborough was selected as it had a large room, and more importantly was right in the middle of our area. The landlord proved enthusiastic from the start and has always encouraged us with his hospitality. We are fortunate indeed to still have the facilities at the Old Down Inn for our monthly meetings. It is easy to find, it is an historic Staging Inn from the days of the horse drawn mail coaches and is conveniently situated at the junction where the B3139 Bath to Wells road crosses the A37 Bristol to Shepton Mallet road.

In the first year we ran a small informal rally at Kilmersdon just for Club members, numbering by that time around sixty. In September of the same year we were welcomed at the East Somerset Railway at Cranmore and held a two day event in their car parking field. We were pleased to be invited back for a second year. Since then we have always held our own annual rally in the middle of the summer, the venue for which has changed frequently thus giving a better chance for all the more widespread members to attend. This policy has been abandoned over recent years and the rally has also opened to other spheres of preservation, both leading to the events detriment.

The rallying experience of our early members resulted in a selection chosen from them to form the committee of the two legendary "Great Gatherings of Stationary Engines at Longleat" in 1979 and again in 1981, sponsored by Stationary Engine Magazine. Visitors came from all over the world proving that stationary engines, if displayed properly at a well known venue and disciplines maintained, can be a huge attraction. The Club has always held a popular annual small event known as the 'Crank-Up' during a summers evening at the Old Down Inn, then more recently a Sunday 'Crank-Up' early in December. A recent addition to the calendar is the Mince Pie 'Crank-Up' on the day following Boxing Day at nearby Evercreech. These events raise money for various charities. The main charity sponsored by the Club is C.L.I.C. (Cancer and Leukemia in Childhood Trust) with the amount raised each year always well into four figures.

During any typical summer weekend Wessex members can be found rallying a huge variety of early examples of petrol, gas or oil engines at rallies all over the South West, or even as far afield as Tatton Park in Cheshire. It is noticeable however that the larger engines, once such an awesome sight at rallies, have slowly disappeared from the rally fields. A great pity but this is no doubt due to the escalating cost of fuel and transport. Through the years, although people join and disappear for reasons of their own, we have maintained a steady membership of around three hundred and it is significant that many of those at the original meeting are still Club members. It is also becoming increasingly evident though, especially when attending rallies as a spectator, that the exhibitors have an average age of over fifty years. What are we doing to encourage the younger enthusiast into the hobby? Twenty one years ago, our average membership age seemed much lower, the children came with parents and enjoyed the engine scene but soon adopted other interests and never returned. Are we in grave danger of becoming part of an old mans hobby?

CONTINUED OVER.

Have engines replaced bowls and bingo as a retirement activity?

I think there are questions that the stationary engine movement should ask itself and as a Club with 21 years experience behind us, the Wessex Stationary Engine Club Ltd should be in a good position to assess and address the situation. We need the 'key of the door' to take the engine side of preservation not only into the next 21 years but into the new millenium. A good start could be by giving the Club more publicity. I do not mean by blanket advertising just the Club rally, that is only one small part of a Club like ours, but by advertising the Club itself. The committee need to find a member with enough dedication and time to constantly pursue the local press, get them along to our meetings, report in the papers our activities, take photographs, write articles, submit them, have them turned down, and then try over and over again until all the area knows of the Wessex Stationary Engine Club Ltd. and its aims. It worked 21 years ago, see paragraph two. We are the largest and least known group in the locality outside our own sphere of interest. The club newsletter has always been a cohesive factor for the membership. It keeps everyone in touch with the engine scene, but even so it is an area in which improvement and modernisation is now necessary especially for a Club with a limited liability status. The content is fine, but it would be so easy with simple word processing using a modern typeface to give it a more professional look.

The Wessex Stationary Engine Club takes pride in being one of the first stationary engine clubs to offer third party liability insurance as part of its membership package. It was the first in the UK to have a site on the Internet, with which the future is just around the corner for bringing engine enthusiasts worldwide into contact as never before. The Club has strong links with the Stationary Engine Magazine and it gives it every support in appreciation of the early association during their joint formative years, with a few erudite members being regular contributors in that excellent publication.

As a founder member of the club, past chairman, past newsletter editor, and latterly past president, I would like to thank Brian Baker for giving me this opportunity to appraise the Club over its twenty one year history. It has certainly given me and many others like me, much pleasure over the years and I wish it every success into the twenty first century.  
ERIC BRAIN.



## All aboard with the funds

ENGINE fanatics have adopted Rowdeford School as the beneficiary of their fund-raising efforts.

And last week £300, raised at an annual get together in the summer, was handed over to the school in Rowde.

The school has been adopted by the members of the Wessex Stationary Engine Club and the profits from the club's major rally at Semington in June will benefit all pupils.

Headteacher Glen Darnell said the

school was approached 'out of the blue and was absolutely delighted to receive the news'.

The money will help with the development of the new computer suite at the school. In June members of the club will take some of their engines along to the school fete.

Pictured: Three members of the Wessex Stationary Engine Club, present a cheque to Rowdeford School headteacher Glen Darnell and students Alan Read, Tom Markham and Delyth Brown.

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This is a photograph of a cheque for £300 being presented by our President Robin Lambert to the Headmaster and Pupils of Rowdeford School near Devizes. The School is for children with learning difficulties and special needs, and was the chosen charity to benefit from the profits of our annual rally. The money will go towards funding their new computer equipment which will be a great asset to their future education.

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