

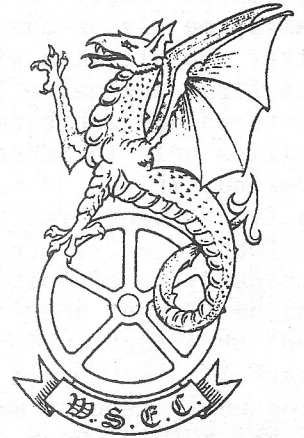


WESSEX STATIONARY ENGINE CLUB LIMITED

JANUARY
1999

The Editor : Brian Baker
27 Wickham Way
SHEPTON MALLET
Somerset BA4 5YG
Tel: 01749 342671

NEWSLETTER



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******* EDITORIAL *******

As Chairman and Editor I would like to take this opportunity to wish all the members of the Wessex Stationary Engine Club Ltd. a very happy New Year. And I'm sure, like me you look forward to a new season of rallies and events and the chance once again to exhibit our engines, hopefully with much improved weather than last year. All I ask is for members to support all our events and meetings and give them the success they deserve.

******* CHAIRMANS REPORT *******

I still find it hard to believe just how successful Wessex Stationary Engine Club events continue to be after twenty-one years in existence. The November Club Night at The Old Down Inn was probably one of the best attended yet, the attraction was our President Robin putting on a slide show of Wessex Members and events taken over the past twenty-one years. Robin's presentation as usual really was first class, and was really enjoyed by all who were present. The raffle was definitely a record with twenty-six prizes up for grabs, it made the grand sum of £51. Many thanks to Lesley Nicholson for selling so many tickets and assisting with the actual draw. Another huge success was the Anti-Freeze Crank-Up held at The Old Down car park, this was well supported with engines and spectators alike. It was bitterly cold but at least the rain held off. The raffle once again exceeded all expectations and realised the magnificent sum of £104. Linda Pike had a bric-a-brac stall which made another £10 making a total of £114. After the raffle prizes were paid for we still made over £90 for club funds. Thanks once again to Lesley for braving the bitter cold and selling the tickets, also many thanks to all the members who so generously donated so many prizes. Another overwhelming success story was the 'Mince Pie' Crank-Up at Evercreech, this attracted enthusiasts from as far as Exeter to Basingstoke one way, to Swindon to Bridport and Bournemouth the other way. Members from other clubs turned up, including Nick Brine the Chairman of the South Somerset Club with his very nicely restored 'Gold' Ferguson tractor. Also a couple of West Dorset members came from Bridport. The usual team of 'NAAFI' ladies turned up and carried out sterling work serving the food and hot drinks all day. A very big thank you ladies for your efforts in making the day the success it was. What can I say about the raffle? I think it was the best selection of prizes I have ever seen at a stationary engine event, thanks to the generosity of the members who attended, the raffle consisted of sixty-six prizes, including two bottles of scotch and numerous bottles of wine including champagne. Thanks to all who donated to this magnificent display. It certainly exceeded all our expectations, and after all the expenses for food and drinks and raffle prizes were paid for it still enabled a good donation for club funds. I often criticise the members for not supporting club events, but for the events I have just described the membership have excelled themselves. Members - Thank You. I would just like to ask you all to please give full support to the NEW EVENTS we have planned for this year, the Crank-Up at Nunney Catch and the Enginejumble at Cheddar in March.

B.J.B.

Linda Pike was quite proud of her first attempt at reversing a trailer across the Old Down car park, after a few tries she did manage to get the trailer within half a mile of where she wanted, this is the first time I've tried to reverse Rogers trailer she said. If Roger had saw you it would probably have been the last as well I answered.

SUBSCRIPTIONS ARE NOW OVERDUE. So if you have not renewed this will be the last newsletter you will receive. Also you will not be covered by Insurance for your engine at any event. Also you will not be eligible to vote at the A.G.M. Subscriptions remain the same as last year, £8 SINGLE and £10 FOR A DOUBLE. JUNIOR MEMBERS UNDER 18 YEARS IS ONLY £1.

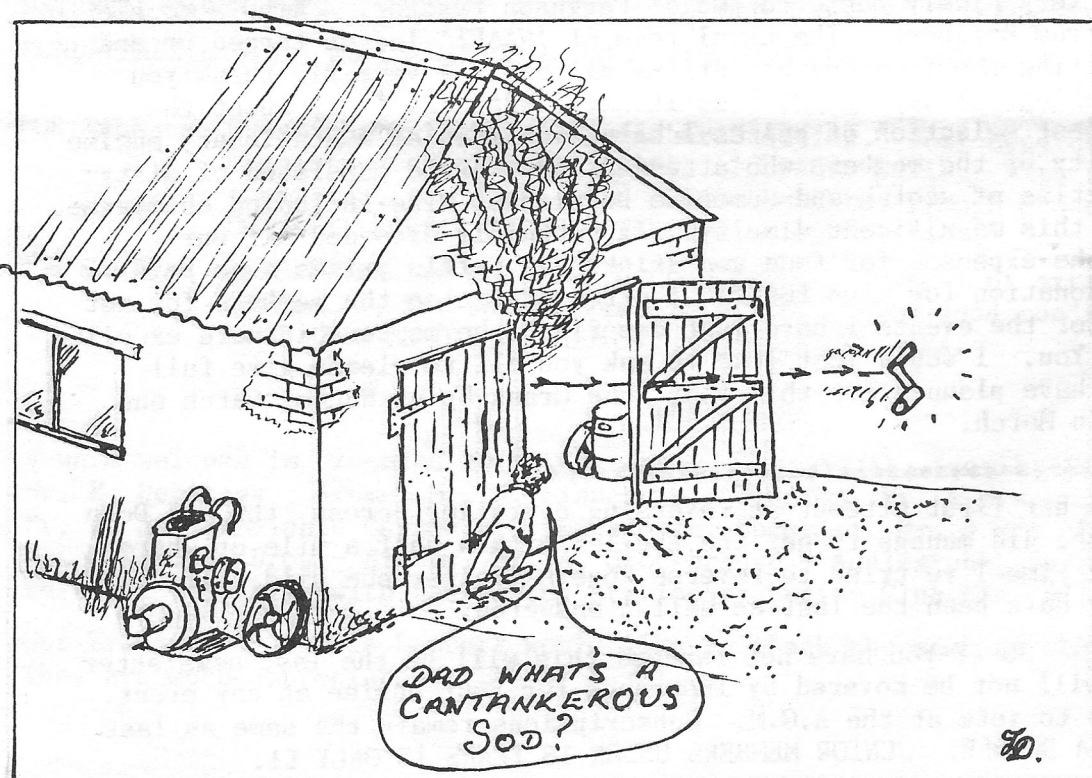
CLUB CHARACTERS

NUMBER 7ROGER PIKE.

Roger Pike's interest in stationary engines goes back twenty years. It all began at one of the early Selwood Steam Rallies at Beckington which he visited with his wife Linda and young family mainly because Linda's sister's boyfriend was exhibiting a Lister CS diesel there. After consultation with brother-in-law Don Rogers who was a keen rally goer, Roger bought his first engine, a 1928 Lister 'D', at Kings scrapyard in Farrington Gurney. It was soon restored and exhibited for the first time at one of the Wessex Stationary Engine Club Ltd rallies held in September 1978 at David Shepherds East Cranmore Station, despite a rainy weekend, it was obviously an enjoyable experience for the whole family as they are still rallying twenty years on. Roger now has five engines in his collection; like most engine collectors a few other engines have been bought and sold over the years. This is often necessary to consolidate a good collection and in Rogers case is no exception. His favourite engine without doubt is an Amanco 1 $\frac{3}{4}$ hp Choreboy of around 1916 which was given to him in 1981 by a past employer as part of his redundancy package. It had been found in a terrible state in a scrapyard and Roger set about lovingly restoring it, since when it has been frequently seen on many rallyfields over the years. He is currently restoring a Leek engine of about 1903 which is probably his most difficult task so far. It has many vital parts missing, but with a little help from fellow club members, all who are "experts" in some particular field, he is making good progress. The family attend many rallies throughout the year but even so, not as many as Roger would really like as he is manager of a busy poultry farm and work commitments take up many weekends. His favourite is Heddington & Stockley where he has exhibited at every one except the first. He will never miss this rally even though it falls on the first weekend of his annual holiday leave each year. For the Pike family the holiday has to start on the Monday. Work at the poultry farm has no involvement with engines at all for Roger, but sometimes his experience with practical matters helps with the odd repair. Linda supports Rogers interest in rallies but now the children are older they have developed other interests, at one time even Trudy the youngest twin girl, had her own engine - a Villiers. Rogers says the Wessex Stationary Engine Club Ltd has been a great help to me, not only with engines but socially too. I have been an active committee member for about eight years, and Linda supports me greatly in this role. We travel about a thousand miles each year to events and we enjoy every minute of each rally, the cost of travel is a small price to pay. Rogers other hobbies include steam railways which he visits when he can or when an open day coincides with a stationary event there. He has been on the foot-plate of a locomotive on quite a few occasions, even on a recent holiday to South Island, New Zealand. The family holidays are often based near a steam railway, this year it was Kidderminster. When Roger is not working on an engine or rallying, he likes to relax with music, his favourite band being the Rolling Stones - although he has a strongly developed passion for Country Music. Nevertheless, the engine parts are never far away, being polished or hidden in the dining room where they won't go rusty!!

ERIC BRAIN. (With a little help from Linda Pike).

DECEMBER 1998.



This Christmas card was sent to me by Tony and Diana Davis. I thought it was brilliant. So I thought I would share it with you. It is very relevant at the moment because Henry my grandson who now comes with me to rallies has got to the stage where he is always asking, what's this? or what's that?

B.J.B.

CONTINUING THE FLIGHT IN 1947 BY MARGARET WINDO FROM ENGLAND TO FREETOWN,
SIERRA LEONE, BRITISH WEST AFRICA. THE STORY CONTINUES....

We are now crossing the Pyrenees from France into Spain. There are small villages dotted in between the mountains; some of the hillsides are cultivated and there are small forests in the valleys. It is a wonderful sight. I can see the mountain paths showing up white and all around there is nothing but mountains and hills. We hit rather a bad patch as we flew over the Pyrenees but we soon ran out of it. We landed at Lisbon soon after 5 pm. We had to pass through the Customs and fill out a huge questionnaire in regard to the Police regulations. There were large crowds of Portugese awaiting the arrival of the plane - more like a railway station in the U.K. The uniforms of the police on duty are most elaborate with high boots and blue tunics with black peaked caps. They are all armed. We were taken by coach a great distance all along the coast road out to the Hotel G. Estoril. There was a lot of shipping in the harbour and the city was full of life. The dress of the people is very quaint. We saw old-fashioned trams and carts drawn by mules and buffalo. The roads are of cobble stones and the streets very wide with special ways for cyclists. Dividing the main street are wide sections, patterned in mosaic and planted with trees and with seats for resting. We eventually arrived at the hotel about 6.45 pm and I was given room No. 39 which was in effect a private suite consisting of hall, bathroom, lavatory and double bedroom, the latter being furnished in a most exquisite style. The furniture was of light oak and the colour scheme pale yellow. The floor was of light oak parquet covered with a bright red carpet. After a bath and a change from a suit to a light frock I rang the lift and went down to dinner. The whole hotel is most tastefully furnished and equipped. Dinner consisted of Vegetable soup - mainly onions and garlic in true Portugese manner; fried fillet of fish and chipped potatoes, carrots and spinach. I ordered a bottle of the native beer which cost 20 escudoes (2/-). It was like drinking vinegar. For dessert a large basket of fruit was placed on the table - pears, bananas, apples and grapes. I went to bed at 8.45 pm. As we are being called at 2.15 in the morning. 18-10-46 I was called at 2.20 am and after a roll and several cups of coffee, we were being taken by the same coach back to the airport. The early morning through the comparatively empty streets of Lisbon was very interesting and we saw the lovely public buildings clearly defined in their pure white stone against the dark blue of the sky. The palace is particularly impressive and the whole city has lots of lovely statues and carvings. Arriving at the airport we had to pass through Customs once again. The Customs House was a very different place from the previous evening; no onlookers apart from the police and usual officials. We took off at 4.30 am. I went to sleep and woke up as we were crossing the Atlantic, having passed Gibraltar about 150 miles out to sea. We crossed the Gulf of Cadiz which took us out to the Atlantic and I saw the sun rise as we crossed the water. It was a glorious sight to see the flaming red sky to the left and beneath us the clouds floating past like large balls of cotton wool and right below the deep blue of the sea. We arrived at Rabat at 6.40 am. And after walking from the plane to a large building which seemed to be chock-a-bloc with French troops, we were served with breakfast consisting of two fried eggs, bread which was very salty and smelt horribly, plenty of butter and marmalade and coffee out of a tea pot and huge cubes of large grained sugar. After the meal we had a wander around the station and said goodbye to the Dane and French people who were leaving us here to board a different plane en route for Casablanca. I found it extremely hot at Rabat despite its being early morning. We are now 6 men and myself left as passengers and we have a six and a half hour run to Port Etienne. After taking off and flying for about 10 minutes we started to cross densely wooded country. We are flying well above the clouds and the sun is shining brilliantly; it is pouring in through my little window and I have had to prop a couple of magazines up to shield myself. The land below appears to be mountainous. 8.45 am - The radio officer has just told me that we are flying at about 8500 feet and although the sun is shining beautifully and it is still very hot up here, it may be quite cold on the ground. On my left are the Atlas Mountains which are snow covered and beyond these is the Sahara. The mountains apparently stretch right down to the sea shore. 9.15 am - We are now flying directly over tree covered mountains and the way is rather bumpy. A few minutes later we started to cross a large stretch of water and are now flying at 10,500 feet. 9.30 am - We have all been handed a box of morning refreshments - the box is marked "B.E.A.". It contains one ham roll, an egg and tomato roll, a honey roll, two chocolate biscuits, one pastry, one long chocolate nougat, several sweets, one banana and one apple. The rolls are white and sweet. The crew of the aircraft is gradually, one by one, changing into tropical kit of khaki but they still wear their navy blue peaked caps. 10.15 am - We are still crossing the Atlantic but in the distance to the left I can distinguish the coast line, which I take it is the African coast. 10.30 am - We are just leaving the Atlantic Ocean and are crossing the coast into Africa.

TO BE CONTINUED NEXT MONTH.

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CLUB NIGHT AT THE OLD DOWN INN - MONDAY NOVEMBER 30TH.

A SLIDE SHOW ENTITLED "21YEARS OF WESSEX" BY ROBIN LAMBERT.

Who better, than our Club President, to present an illustrated history of the last twenty one years of club activities. Robin gave us a preamble on the background to the club. It was said that this was more a story of people, rather than just machines. After all we are merely custodians for a period of time, hopefully our engines will pass on to a younger generation in time. In August 1977 we had just seventy six members. By October of that year the Club organised a rally at the East Somerset Railway at Cranmore.. A Dinner Dance was organised for November that year. The cost a mere £3.20! How times have changed. Sadly this annual event fell by the wayside. Slides were shown at various later Dinner Dances of members in fancy dress, including a current committee member dressed as "Andy Pandy". I'll spare your blushes Alan! There was much "ooing and ahhhing" from the assembled members and friends as they spotted themselves as they were over twenty years ago. Of course Robin showed many slides of engines with their proud owners and families. Sadly, some of these are no longer with us. Looking at the slides, many members that joined the club in more recent times were quite surprised at the different functions that have been organised over the years. It is a sobering thought, that at the second Great Stationary Working held at Longleat, in June 1981, that seven hundred suppers had to be prepared! The club has not only held rallies etc, but has organised visits to interesting places, i.e. Listers factory, Dursley in December 1980. Coach trips to Birmingham in October 1985. Exeter Maritime Museum in October 1986, to name but a few. Adding up the activities held by the club over twenty one years it is quite amazing. One has to remember that virtually all this has been organised by the committee. Although this changes as time passes, this small group do some very hard work each year. So please continue to give them every support for the next twenty one years. As usual we had a very good turn out of some fifty five members and friends attending the meeting. Some twenty six prizes were won in the raffle. Many thanks to those who donated prizes and a big thank you to Robin for taking the slides over the years and for presenting them in his usual professional style.

PHIL CAUDLE.

I did hear Brian Verrall is setting up in business as a Fortune Teller due to winning a book on reading palms at the Crank Up raffle. So if anyone knows of a suitable toilet tent he could use as a booth or a secondhand crystal ball, please give him a ring.

***** EVENTS FOR YOUR DIARY *****

MONDAY FEBRUARY 22ND. ANNUAL GENERAL MEETING AT THE OLD DOWN INN. 8.00 pm SHARP. USUAL RAFFLE. ONLY MEMBERS WHO HAVE RENEWED THEIR MEMBERSHIP WILL BE ENTITLED TO VOTE.

SATURDAY MARCH 6TH. WESSEX STATIONARY ENGINE CLUB LTD 'ENGINEJUMBLE'. AT WINCHESTER FARM, CHEDDAR. SELLERS AND BUYERS WANTED. ONLY £5 PER PITCH FOR MEMBERS. £1 ADMISSION FOR BUYERS.

SUNDAY APRIL 16TH. CRANK-UP AT NUNNEY CATCH TRANSPORT CAFE. 9.00 AM ONWARDS. WESSEX MEMBERS ONLY. CONTACT ROBIN LAMBERT FOR FURTHER DETAILS.

SATURDAY MARCH 27TH. SODBURY SORTOUT. AT OLD SODBURY. PLEASE NOTE ADMISSION £2.50.

MONDAY APRIL 5TH. MELLS DAFFODIL DAY. FOR STATIONARY ENGINES RING ROBIN LAMBERT.

***** THE MARKET PLACE *****

FOR SALE - Gunsmith Mk 1 1947. Handlebar Steering. Very good condition. Ready to Rally. Complete with plough. £325. Also Auto Culto. With Villiers engine. In good condition. Complete with counterweights, plough and drag harrows. £150. CONTACT: ADRIAN MILES. TEL: NO. 01454 411487.

FOR SALE - 1978 Fairholme Curlew 2 berth Caravan. Plenty of extras including, awning, Porta Loo, hot water, gas bottle etc. Very good condition. FOR FURTHER DETAILS RING ALAN ON 01256 703169. BASINGSTOKE AREA.

NEW MEMBERS

A warm welcome is extended to Mr. B. Jones, Tintinhull, Yeovil, Mr. & Mrs. R. Crisp - Yatton, Mr. E. Heritage - Frome, Mr. N. Finnamore - Taunton, Mr. & Mrs. L. Carpenter - Glastonbury, Mr. K. Huish/Melanie Carpenter - Winscombe, Somerset, Mr. & Mrs. P. Civil - Saltford, Bristol, Mr. & Mrs. W. Drew - Exeter, Mr. A. Stockbridge - Addlestone, Surrey.

We trust your time with the Wessex Stationary Engine Club Ltd. will be a happy one.

Our Treasurer - Jackie Lambert would like to thank the members who have kindly sent stamps. They are much appreciated.