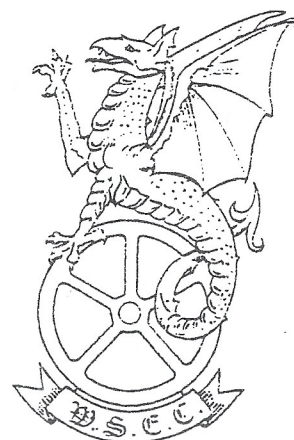


WESSEX STATIONARY ENGINE CLUB LIMITED

JANUARY 2004

NEWSLETTER

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



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

I would like to appeal to members, both new and long standing to give your utmost support to the comprehensive program we have put on for 2004. 2003 was one of the most successful years (in my opinion) in the clubs history. The membership was the highest ever, and we experienced a brilliant program of meetings and events. My ambition this year as Chairman is for the club to do even better in 2004. So lets all make an effort to make the coming year and rally season one to remember. A very Happy New Year to all our members and readers.

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

I was really worried that the last event for 2003 the Mince-Pie Crank-up would be spoiled by the weather or by lack of support, well my fears were unfounded because it turned out to be a cold but fine day, and with a very good engine line up supported by other exhibits. A steady stream of visitors made the site look very busy indeed. The railway cafe done us proud by heating up our mince pies, which thanks to Eric Gay were distributed to all and sundry, and the cafe also were very busy with food and hot drinks, all in all this has proved to be a brilliant venue for some of our events. A massive raffle with over 70 prizes on offer rounded off the day and members returned to the warmth of their homes. All the new venues and events held during 2003 have been more successful than we the organizers could have possibly hoped for, long may it continue. Once again this year the committee will be at full strength with one member standing down and two new nominations to join. As Chairman I would like to take this opportunity to wish all members and readers a very Happy New Year and I look forward to meeting up with you at our meetings and events.

B.J.B.

NEW MEMBERS The WSEC would like to welcome the following new members to our club Mr Andy Drower and Junior Member Luke from Whitchurch Bristol. Mr & Mrs Graham Humphrey from Saltford, Bristol and Mr & Mrs Martin Coombes from Sutton Montis, Yeovil. We sincerely hope your membership of this club will be a long and happy one.

REQUEST One of our members, who can no longer drive his car to stationary engine events because of failing eyesight is asking anyone in the Hutton / Weston-Super-Mare area would be kind enough to give him a lift - sharing expenses. If anyone can help out I will put you in touch with him. Ring Jackie Lambert on 01373 463526.

WESSEX STATIONARY ENGINE CLUB ANOTHER YEAR COMES AND GOES

Well here we are at the end of yet another year, and a year that has seen many changes for the club. Our first and maybe the most drastic change was the decision to move the rally from Winchester Farm to the new site at Clutton. I must admit I had my doubts about this move and I think maybe I was not alone. Well the rally at Clutton is now history, and as you all know it turned out to be a great success, as was our other two moves, Cheddar to Frome for the skittles evening, this was made necessary by Cheddar Football Club wanting one hundred pounds for the use of the skittle alley. All turned out well at Frome, then came the move to Cranmore for our Wessex Sortout, this again proved to be a great success. So club members why not help your committee build on this years achievements, may I ask you to help me as engine, steam, traders and static display steward at the next Clutton rally, if any member knows any trader, steam engine owner, model or full size, or any other type of exhibit that we could add to our Vintage Weekend at Clutton please let me know, ring me on 01225 754374 and I will do the rest. I just want to try and build on last years great weekend, and to all members that could not get along last year make sure that you leave a space in your rally list to attend Clutton on the weekend of August 14/15th 2004. Now to a change of subject, most of us have read the Stationary Engine Magazine, and you may have read the appeal for log sheets to be displayed along with your pride and joy. It may have taken you hundreds of hours to restore that rotten rusty wreck to a living running engine, and you are justly proud of it, so why not spend another hour or so and make up a board with a full write up on it telling the history of the engine or at least all you know about it and it's workings. Remember the average rally goer may not know what he or she is looking at unless they are able to read a bit about your pride and joy. So Wessex members lets put the rest in the shade when it comes to our exhibits, lets all make that effort and have a write up about our engines when they are exhibited. In my last bit in the newsletter about this years Great Dorset Steam Fair I was quite serious about next years event, so if there are any members that feel that they would like five days in Dorset at the show get in touch and I will do the rest. Well thats the end of 2003, may I wish you all a very happy and safe new year and may 2004 be good to you all.

E.J.GAY.

OBITUARY

It is with great sadness that I have to inform you of the death of David Clack from Trowbridge on Saturday 17th January at home after a short illness. Dave as he was known was a long standing member of the WSEC, probably well over 20 years, and was well known for his easy going and friendly manner. He was well known on the rally circuit where he exhibited different types of engines over the years, but recently he exhibited his 3hp Amanco. His favourite rally was St Agnes in Cornwall which he attended with friends from the club and made a holiday from it. His favourite local rally was Castle Coombe which he always attended. Dave made a career in the Royal Navy and at one time was stationed at Helston in Cornwall, that was the reason he liked St Agnes so much, he was also stationed at Yeovilton during his navy days. After the navy he was driving for Nestles, certainly different than roaming the world on aircraft carriers and the like. Dave will be sadly missed by all who knew him and the WSEC has lost a very loyal member. Our utmost sympathy and condolences go out to Shirley and her family in this very sad time of their lives. Our thoughts are with you all.

BJB & ROBIN.

NEWSLETTER ARTICLES WANTED

I stated in a previous newsletter that I would need more scribes this year as our most prolific contributor Jonathon Hockedy would be busy with his exams. So if any members could just put a few words together when they attend any event it would add to the interest of this newsletter. Dates of birthdays, engagements, marriages, recent restorations or recent finds etc please let me know, it will help to ensure a monthly newsletter will continue to drop through your letter box

MINCE PIE CRANK UP
CRANMORE RAILWAY STATION
SUNDAY DECEMBER 28th 2003

For the last WSEC event of 2003, the good weather encouraged many members to come out in the fresh air and work off the Christmas excesses. The promise of hot mince pies, served throughout the morning by Eric Gay and the cafe open for breakfasts, teas and coffees, and bacon rolls meant that there were a total of 33 engines on display. As always, the engines showed the range within our hobby. Kim Siddorn exhibited his Norman Mk2 T300 flat twin, which he describes in his detailed exhibit log sheet as having been found 'nailed to a stump in deepest Devon and roughly painted light brown.' Generating 300cc, the engines were mainly used on battery chargers and lighting sets, but from 1938, large numbers were purchased by the War Department. The Admiralty bought some for use as charging sets on motor torpedo boats, and some were supplied to Imperial Airways for use on flying boats. The Ruston Hornsby 1 ½ hp exhibited by T.G. Wilcox showed some of the lengths enthusiasts will go to, as the engine was bought as a non-runner with frost damage and a bent crank. Built in 1940, the engine was used coupled to a milking machine on a local farm, then left for many years. The oldest engine on display was the gas engine displayed by Mr D Watts. The engine is believed to have been built by Macclesfield Engineering Company in around 1896. In a pleasant change to the normal colour scheme, the 2 ½ HP Wolseley WD8 exhibited by R.L. Bassett was painted not the normal WD grey, but in a bright blue. It has always seemed to me that to the general public, the line of engines must seem very boring, as most are in shades of green. Complimenting the engines were 3 Allis-Chalmers tractors, and a Colt mini-tractor powered by a 10hp Kohler engine. Fred Biggs displayed a range of seed-sowing implements and old farm tools. Spud Taylors Foden, A Wolseley 1500 car and Thames Lorry completed the exhibits. The station itself houses the Whistlestop Restaurant, which served bacon rolls and hot drinks throughout the day. Upstairs, from the platform is the shop, which sells a range of railway books, paintings by the founder of the East Somerset Railway, David Shepherd, and a range of model railway products. The day of the crank-up was also a running day, although unfortunately not by a steam locomotive, but a more modern diesel. The restored line runs for just over a mile, the journey taking around 35 minutes. As the train travels to Mendip Vale, it passes the sidings where many of the 'works in progress' are kept, coaches, engines and rolling stock. As an end to the rallying season of 2003, this event was very well attended and most enjoyable. I look forward to next years rallies and crank-ups, and hope they will be as good as this years!

JONATHON HOCKEDY
JUNIOR REPORTER.

ITEMS ON SALE FROM THE CLUB SHOP

Sweatshirts with club logo. All sizes available. £17 each.
China mugs with club logo £2-50 each.
WSEC Members Plaques. £1-50 each.
WSEC Engine Log Sheets 15p each. (every member should have some)
WSEC Lapel Badges. £2-25 each.
Baseball caps with club logo. £3-50 each. Fits all sizes.
New line now in. polo shirts. With club logo. All sizes. £8.
Any of these goods can be bought at any WSEC meeting or event or can be obtained by giving Diane a ring on 01373 464982.

MEMBERSHIP SUBSCRIPTIONS 2004

Subscriptions for 2004 are now due. They are £11 for a double (husband and wife). £9 for a single and £1 for a junior member under 18 years old. Please remember until you pay your subscription you are not covered by insurance at any event and this newsletter will no longer be sent to you. I would also like to point out that if you have a single membership you cannot go walkabout around the rally field leaving your wife in charge of your engine as she would not be covered by the club insurance.

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

MONDAY FEBRUARY 26th. WSEC AGM. At the Old Down Inn This is the most important meeting in our club calendar and your chance to have your say on any club matter. Let's have a good turn out, and please remember the committee you elect on the night will be running the club on your behalf for the next twelve months. The usual raffle for club funds will be held after the meeting, and prizes donated will be appreciated.

SATURDAY FEBRUARY 14th. Large Clearout of tractor, commercial, stationary engine, car etc spares. At Zeals Airfield, Wiltshire on the B3090 near Stourton House at Stourhead. Nr frome. For further details ring Pearl Francis on 01373 466846. This is a Selwood Club Event.

SATURDAY MARCH 6th. WSEC Spring Sortout at Cranmore Railway Station, Cranmore, Nr Shepton Mallet. Pitches still only five pounds, buyers one pound. The restaurant will be open for food and drinks. Let's have good support for this event as it is one of the events that raises money for club funds.

SUNDAY MARCH 14th. A Club Visit to MILESTONES MUSEUM LEISURE PARK, CHURCHILL WAY < WEST BASINGSTOKE < HAMPSHIRE. Make your own way there and meet outside the Museum entrance at 11am when they open to take advantage of a group discount. If 17 members attend the entrance fee is Adults Four Pounds Seventy, concessions Four Pounds Forty, children Three Pounds. The Museum exhibits a wide variety of transport and technology based items including agriculture products from Tasker and Wallis & Stevens, plus objects from the Thornycroft works including overhead gantry cranes and early machine tools. The AA collection of vehicles and motoring memorabilia also forms a permanent display. If any member requires more information ring BJB on 01749 342671.

MONDAY MARCH 29th Club Night at the Old Down Inn. Guest speaker Peter Davey giving a talk and slide show on the Clifton Rocks Railway. The usual raffle will take place to boost club funds.

SUNDAY APRIL 4th. Spring Crank -Up at Nunney Catch with kind permission from Gordon and Jackie Callow.

MONDAY APRIL 12th Mells Daffodil Rally. To book your place ring Robin on 01373 463526.

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

FOR SALE. LISTER TWIN CYLINDER ENGINE. Petrol. Eng No 54482. Spec 73T. 550/650 rpm. HP12. For further details including price ring Gordon Fry on 01749 813655. Bruton Area.

LETTER OF THANKS FROM CLIC.

The excellent crank-up, "Cranks at the Ship" run by Ian and Carol Skuse at Congresbury raises money each year for CLIC, this is a copy of the letter of thanks sent to Ian.

Dear Mr Skuse, Thank you so much for the very generous gift of £514-50 from the proceeds of a Vintage Engine Rally and Side Stalls held recently in aid of CLIC. We want you to know that your support is much appreciated, not only by everyone here at CLIC headquarters, but also by the children and families who will benefit from the service that CLIC provides. You can be assured that the money raised will help with the continuing efforts here at CLIC. Your donation will go towards CLIC's ongoing work with the young cancer and leukaemia sufferers not only in your local area, but also nationally. It will help in continuing to provide nursing care, research, home-from-home accommodation and many other services that CLIC provides. We shall keep you updated of CLIC's progress. Please contact us if you do not wish to receive further CLIC updates. With kind regards, Sharon Skinner.

CLUB NIGHT – 24th NOVEMBER – ROSIE & JIM,

Tonight we were to be given an insight into four of our member's holiday that was taken afloat, not on the high seas but on Britain's tranquil inland waterways. No one would own up who was Rosie or Jim, so we will leave it to you to decide, was it Arthur, Liz, Bob or Jill ? With Bob on the the projector, Arthur set us straight on a few untruths like you do not call a narrow boat a barge, because a barge is 14ft wide and a narrow boat is only 6ft 9 ins which means if you are in a narrow boat on not to wide a stretch of water and a barge comes the other way you are in big trouble !!! Bob and Jill had never been on a barge holiday before, (sorry narrow boat), and were assured by Liz and Arthur that it was life in the slow lane, with lots of surprises on route . The route taken was in the Birmingham / Wolverhampton area, which at one point passed under spaghetti junction. What was quite striking was the tranquillity of the routes taken, although right in the heart of Britain's major cities. Much of the canals infrastructure from days gone by was still in place, beautiful stone bridges, some made of cast iron ,some wood still arched over the waterways, lock keepers cottages adorned with well kept gardens with masses of flowers, and old inns seemed to appear at regular intervals. Arthur explained, it was nice to tie up near a pub at the end of a days route, you could have your evening meal and a few drinks and just have a few paces to walk 'home', but extra care would have to be taken crossing the gang plank. As Bob's slides progressed you could see he was getting the feel for the life afloat, even to taking control of the tiller which is no mean feat steering a 70ft vessel, if he had been wearing a flat cap he could easily have been mistaken for 'Parahandy'. Whilst watching the slides our newsletter lady Mary Butler pointed out a lock keepers cottage that she used to spend holidays at when she was a little girl along with her brother Tony Jones. Her Aunt and Uncle were the lock keepers at Cosgrove, and fond memories came flooding back to her. She still has a blue teddy bear that tony fished out of the canal for her all those years ago. Our illustrated talk took us through tunnels, some which were two miles long and with a good headlight on the bow and a diesel engine at the stern was no problem to navigate, but in days gone by with only oil lamps and candles the narrow boats had to be 'walked' through the the tunnel by people led on their backs pushing against the roof or sides of the tunnels. After Bob's slide show our raffle took place with around 30 prizes, our chairman Brian and Diana did the honours and when all the prizes had been distributed around the room Arthur started the second half of his talk with the assistance of the club's epidiascope which we have purchased for members to show their photographs onto the screen. Again we saw more views of the holiday and some from another time when Arthur an Liz took their boat up the river Thames, this time they were removed from the tranquil canals to a tidal river that at times could be quite choppy, we saw nice views of tower Bridge, old wharf areas, HMS Belfast and even the London Eye, and Battersea Power station, which looked in a poor state with it's roof missing. Arthur concluded his talk with what life was really like when the narrow boats were earning a living for their owners. It would have been very long days and lots of hard work for the families that lived on board, especially if they were hauling coal and there was no crane available to unload, the coal would have been shovelled into wheel barrows, all 60 tons of it. So when you next see a narrow boat meandering peacefully along a scenic stretch of canal just pause for a moment to think what they were really all about during their working lives. Well done Rosie and Jim for a very entertaining evening.

JACKIE (with a little help from ROB)

WANTED WANTED WANTED Bristol Wagon & Carriage Works Stationary engines for a 'Victoria' theme display to be held at Stapehill Abbey Gardens (midway between Wimborne Minster and Ferndown). On Saturday/Sunday 10th/11th July 2004. If any club members would like to take part in the biggest ever 'Victoria' gathering, please contact Dennis Barnes at 39 South Road, Corfe Mullen, Wimborne, Dorset BH21 3HZ. Or phone 01202/536713.

ADVERT. If any member requires the services of an engineering workshop the following firm comes recommended by a member both for quality of work and reasonable prices. PRICE Bros of Portview Road, Avonmouth, Bristol BS119LD. Telephone 0117 982 1064/5. Specialists in Engine Reconditioning, Reboring, Resleeving, Cylinder Honing, Valve & Seat Cutting, Crankshaft Grinding & Head Facing, General Repairs.

ANTI-FREEZE CRANK-UP NUNNEY CATCH TRANSPORT CAFE

SUNDAY 7th DECEMBER 2003

As usual the weather for this event was fresh to say the least, which made sure that the breakfasts and lunches served in the cafe were more appreciated than usual. This year marks the largest number of engines ever for this event at 37 engines, and the greatest number of raffle prizes at 70 items. Our Vice-Chairman Eric Gay chose to grace the line up with his 1960 BSA Shooting Star 500cc, which is all original apart from the wheel rims, and Arthur Smith brought his Willy's Jeep 'Little Liz'. The engines were also accompanied by Spud Taylor's Foden, a Fordson Major, Fordson Doe 'Triple D' Super Major, a 1942 US Army Dodge Lorry, an FMR Messersmitt Bubble Car, a Colt Mini Tractor and an Austin Seven Van. The engines included a wide variety of names, Wolseley, Ruston Hornsby, Lister and Peter. By far the largest engine, if the rest of it was present, was the piston from a Class 59 locomotive engine exhibited by Tony Davis. Designed in 1938 the V16 diesel generates 3000hp at running speeds of between 255 and 904 rpm. The piston has no gudgeon pin as the piston is moved by a piston carrier, so the piston rotates slightly on each stroke giving even wear on the bore, and much easier removal. On display was a 1930 Crossley PH1030 2 ½ h, which was sold to Braham- Patterson and Benham Ltd, London, for Twenty three pounds in March 1930, Continuing with price comparisons, the 1946 Petter 2 hp exhibited by Roger Pike, driving a 70v dynamo, had running costs in 1995 of 2/6p per week. Most members are probably familiar with the many uses of engines in farming and industry, but maybe will not know of the Madison Butler gas engine. This engine, exhibited by Dave Large, generates ¾ hp, and was used to drive equipment for shoemakers, butchers and jewellers to name a few. Other displays included a collection of petrol cans, although these were not just used for petrol. Jen and Joe Davies have amassed a collection, now mounted in a trailer, which includes fire-fighting foam, engine oil, anti-freeze, shale oil and insecticide cans. Another engine was called, in true military fashion, the Plant, Power, Electric (read backwards) model HRV28a. Believed to date from 1944, and built by Homelight of Port Chester, USA, the engine is stamped 'Property - Air Forces US Army'. The unit generates 28.5v DC, but runs noisily at 3000 revs, so it was not running today. On the theme of agriculture, but on an interesting tangent, is Fred Bigg's Turnip, Mangold and Rape seed drill, built by Jabez Buckingham of North Hill Cornwall in about 1880. The seed drill has a clever system of a rotating drum with holes through which the seeds pass. By rotating a handle on the side of the hopper, the drum can be moved to increase or decrease the size and number of holes, so that the number of seeds per area, and the size of the seeds, can be easily controlled. On a final note, thanks should go to Gordon and Jackie Callow for their excellent meals which sustained many during the day, and to all Club Members who brought raffle prizes and made it the largest ever. As it is the season of peace and goodwill, I have turned a blind eye to the recent lack of exhibit boards from certain members, (you know who you are - yes you!). I would like to suggest however, that over the winter, when their engines are laid up before the new rallying season, that those members take a few minutes to write out the details and history of the engine. Without it, your prized engine is just another lump of metal to the passer - by. If your engine has a story to tell, let people know with an exhibit board.

JONOTHON HOCKEDY
JUNIOR REPORTER

BEWARE OF LOCAL COUNCILS

When Ian Skuse was preparing for the "Cranks at the Ship" crank-up he went around the village of Congresbury putting up some very nice signwritten signs to advertise the event to the local populace. What he did not bargain for was the fact that just after they were erected in prominent positions the North Somerset Council sent workmen around to remove them. When Ian complained the Council told him they would be returned upon payment of fifty pounds. Ian was having none of this so he complained to his local MP Brian Cotter. The result of this complaint resulted in a letter to Ian from the Houses of Parliament saying the matter was being taken up with North Somerset Council. I have never found out if Ian had the signs returned, but the moral of this is to not bother with jumped up council officials, but go to the top.

B.J.B.