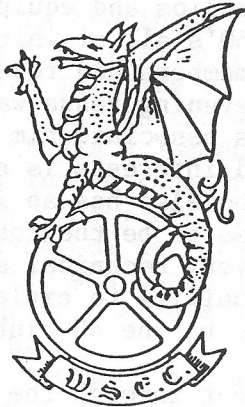


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

JULY 1997



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EDITORIAL

The Committee have discussed the question of PLAQUES and have decided the WESSEX STATIONARY ENGINE CLUB LTD., will continue to issue plaques at our annual rally, and decisions taken at previous A.G.M.'s would have been cancelled when the new limited company was formed and a new constitution was introduced three years ago.

I am dismayed to have to report the coach trip planned to go to the Science Museum on August 10th has been cancelled by the committee due to lack of support. I personally think members should try and support events put on by the committee for your benefit.

CHAIRMAN'S REPORT

Well that's the rally over for another year. I may be a bit biased but I thought it went very well, and when we had a chat about it at our June meeting we had no grumbles or grouses, in fact my old friend John Brooks complimented us on the rally and said "don't change a thing". Thank you John. It's too early to say exactly what the financial outcome is, but we think there will be enough profit to give a donation to charity and put some in club funds.

I would personally like to thank everyone who helped to set up and dismantle the rally, the response was terrific, and by the lunchtime on the Friday it was set up and ready to go. I would also like to thank everyone who worked over the weekend on the various jobs to make the rally the success it was. Despite rumours to the contrary it wasn't the beer that made me lose my voice on the Saturday evening, it was three hours auctioneering during the day. I really did enjoy it though, getting people to part with their money.

I was saddened to hear our valued member Ivor Cox was taken to hospital with severe nose bleeding, it just goes to show no one knows what is around the corner as they say. Ivor is now recovering and the best wishes from myself and all the Wessex members go out to Ivor for a full and speedy recovery. We hope to see you back on the rally field soon Ivor (and Evelyn).

FOR SALE - NEW RELEASE. POWER OF THE PAST. THE LATEST VIDEO FROM KNIGHT-MACAIRE FEATURES THE ENGINES IN THE ED BOLTON COLLECTION OF EARLY BRITISH AND AMERICAN STATIONARY ENGINES, MANY OF WHICH HAVE NEVER BEEN SEEN ON THE RALLY FIELD. NOW AVAILABLE FROM PATRICK KNIGHT, 10 UPPER ELMS ROAD, ALDERSHOT, HAMPSHIRE. GU11 3ET. PRICED AT £15.95 PLUS £1.00 POSTAGE. STATIONARY ENGINE REVIEW BY PATRICK KNIGHT. THIS NEW PUBLICATION COVERS A WIDE SELECTION OF ENGINES FROM THE LENOIR TO THE LISTER 'D' TYPE. CHAPTERS INCLUDE EARLY DAYS, EARLY OIL ENGINES, UNSUCCESSFUL PIONEERS, HORIZONTAL FARM TYPE ENGINES AND AMERICAN ENGINES. THIS BOOK IS A MUST FOR ALL STATIONARY ENGINE ENTHUSIASTS FROM THE EXPERIENCED COLLECTOR TO THE NOVICE. IT CONTAINS 166 ILLUSTRATIONS OF WHICH 129 ARE IN COLOUR. AVAILABLE FROM PATRICK KNIGHT, ADDRESS AS ABOVE. PRICED AT £17.50 PLUS £2.00 POSTAGE. AS A SPECIAL OFFER IF THE BOOK AND VIDEO ARE ORDERED TOGETHER THE POSTAGE IS £2.00.

BY PHILIP THORNTON-EVISON.

On arriving at the Old Down Inn club members must have thought they had gone back in time as on the stage of our meeting room was a wonderful display of old radios and equipment that many of us older ones will remember using during the 50's and 60's all of which has now been surpassed by the arrival of the transistor. If attending members had read their programme of events they would have been surprised to see that the evening venue was being presented by Wessex member Philip Thornton-Everson as many of us associate him with photography and stationary engines. Another of Philip's hobbies and interests is not just collecting old radio sets but also repairing and maintaining them, he also has an in depth knowledge of the early days experiments and apparatus which has to be the foundation stone for communication of the future. Radio in its self can be a very technical subject and baffling to most but Philip's often light hearted approach and ability to explain in laymans terms made the evening most digestable and very entertaining to the 40 club members attending.

He started his talk at the very beginning when signals were first sent through the air waves and received over very short distances, this progressed to longer distances and eventually across the Atlantic. Equipment in the early days was very primitive, even dangerous, but after all this was the discovery years. When during the early 1900's transmitters and receivers became more reliable they were to play a big part in assisting shipping, as when they left port they were not heard of again until their return. The first world war was also a big user of morse code via radio signals, up until this time all communications were by wire and cable which could prove very problematic as lines broke and cables faulted. For the general public their first encounter of radio would have been by crystal sets, many of these were home made but were difficult to hear as amplification was not very good. The discovery and use of valves in radio sets was to be the turning point and homes were able to progress from dry batteries and lead acid accumulators to 240 volts mains supply, this was to be the icing on the cake for all who wanted to enjoy the wonderful world of radio.

Philip gave a very detailed account of the infamous Dr. Crippen and how ship to shore wireless played a role in the capture of this chap after he murdered his wife and absconded to America with his girlfriend. The ships Captain became suspicious of Crippen's mistress who was disguised as a young man and searched their cabin, he then radioed back to Britain his suspicions and the pair were arrested and sent back - the rest is history. The wirelesses that Philip brought along for us to view were plugged in and working, some had nice wood cases others were made of Bakelite, most had two wave bands (Medium and Long) and the most up market models had short wave as well.

At the end of the evening our chairman Brian thanked Philip for a most entertaining evening and this was endorsed by all who attended.

ROB LAMBERT.

LETTERS TO THE EDITOR

Dear Brian,

The following short piece might be of use in the next Wessex newsletter. Following the report by Colin and Lesley Nicholson on Ed Boltons "Charity Open Day" which appeared in the latest club newsletter I am pleased to announce that the latest Knight-Macaire video, POWER OF THE PAST has just been released. This video not only covers the open day, the best attended to date, but takes an indepth look at some of the engines on display. The engines covered include the mighty 14 nominal horsepower Crossley gas engine, Crossley inverted, Crossley model R, the one that appeared in Stationary Engine Magazine some while ago, continuous lamp Blackstone, Dudbridge, Hornsby Ackroyde, Robson, Ohio, Ericson- Ryder hot air engine, Internation horizontal famous and others. Copies of Power of the Past can be obtained from me at 10 Upper Elms Road, Aldershot, Hampshire. GU11 3ET. Priced at £15.95 plus £1.00 postage.

Thank you Patrick for this useful article, I hope one of our members on purchasing this video will do a "VIDEO REVIEW" that I can publish in a future newsletter.

ED.

THANK YOU LETTER

Evelyn and I would like to thank everyone who helped us and showed concern when I was taken ill at the club rally. Our special thanks to Linda and Roger Pike, Dave Clack and John Moore, they were wonderful, they couldn't do enough for us. I am now recovered but have been advised to take things easier, hope to see you all soon.

IVOR COX.

CASTLE COMBE STEAM RALLY - 17th & 18th MAY 1997.

This venue is rather 'a home from home' for Reg and myself during the month of May besides being here for the Steam Rally we are also here as spectators at the two Bank Holiday motor racing meetings.

This year the organisers had changed the layout of the stationary engine section, which I believe the majority of exhibitors liked, we were actually parked behind the engines on the circuit and as the weather produced some very heavy showers later in the day on Saturday it was a godsend that you were close by your engine.

Reg and I looked round the engines on Sunday and members that we definitely know were present are Terry Heath, Mr. Beaven with his 'Economy' and Mr. Brooks had his 'Teles', Roy and Ivor Cox were there with an Amanco Chore Box (as printed in programme) and Wolseley. Graham White was there with his nice Heinriei Hot Air 1905 and Dave Clack with his 1940 Stuart Turner. Also exhibiting was Messrs. R. & W. Smith from Hereford with a Stuart and a Sandwich.

All other sections had some very nice exhibits especially the commercial vehicles. Some club members were also in the motorbike section.

Alan and Ann Carney had their model railway caravan on display and it was creating a lot of interest from the public, I also found it fascinating with so much attention paid to details, like the flicker of the flame going up the chimney on the blacksmiths fire - excellent display.

In the stationary engine section there were some rather unusual exhibits - an open crank Amonco, a Listed D, a Ruston Hornsbu, a Ruston Bornsby, a Banford, a Rustok Hornsby, a Wooseley, and a Auston Hornby - these were just some of the rather amusing errors found in the programme.

Also on display were shire horses, sheep shearing, owls and hawks, a very good assortment of trade stalls, a section with rare breed animals and my favourite of all times the poultry tent, but especially the ducks - 'I adore ducks', some were even for sale but I resisted the temptation, I don't think our pond would be big enough - shame.

Well its good-bye Castle Combe many thanks for a good weekend and see you again twice in July - on the 12th our son Stephen is hoping to take part in a Sprint Meeting driving his Van Demien RF87 racing car and to think for years he was quite satisfied with stationary engines.

REG AND MARY BUTLER.

P.S. The Sprint Meeting was 100 entries over-subscribed so my finger nails are still intact.

SUMMARY OF THE THIRD A.G.M. HELD ON 24th FEBRUARY 1997

The President Eric Brain opened the meeting which was the third A.G.M. of the limited company and also a milestone in as much as it was the 20th A.G.M. of the Club. Eric reported that the club had always had a reputation as being the first to do anything in the stationary engine movement and we had always outshone the rest of the clubs by doing so. We had been the first club to include insurance cover for our members, we had been the first to gain limited company status and also the first to include a safety code for the rallygoers. We had even succeeded this past year by being the first club on the 'Internet'. Eric had decided that he would retire as President of the Club this year and it had been decided by the committee to nominate Robin Lambert to take on this position, which he had kindly agreed to do. Brian Baker, the Chairman presented Eric with a certificate of merit award for life membership of the club, and said although he was stepping down from being one of the officers of the club he would always be welcome at the meetings and would no doubt still be pursued by members wanting information.

Two other long serving members of the club had also expressed their wishes to retire from service, Marg and Bill Appleby who have for a number of years posted out the monthly newsletters had decided to call it a day. Marg was presented with a cheque and some flowers and Bill, like Eric was made a life long member and presented with a certificate of merit. The committee were all re-elected for another year. Colin Nicholson a member of the club who had expressed an interest to serve on the committee was also thereby duly elected, this now meant the committee was running at full strength.

The Chairman thanked all the committee for the hard work put in throughout the year and for the good compilation of a good calendar of events and coach outings. In Eric's words - the Club would now be entering into a new Millennium with a new President and would hopefully still remain the premier engine club in the country and continue to strive onwards for the preservation of engines.

THE SECRETARY. (with apologies for the summary being late.)

ONE MAN'S SUMMER - CONTINUED.

HONITON HILL RALLY. We arrived at the rally site at about lunchtime on Friday the 23rd, to be greeted by a sea of thick mud, on entering the site we immediately became a victim, and had to wait for a tractor to take us to our section, which thankfully was on grass and not stubble. I must say thank you to the lads that towed us in, they were excellent and very respectful towards someone else's property, which is a rare thing these days. Anyway we find our numbered peg and set up, the only complaint is that they expect you to get a caravan and vehicle into a 10 foot space, then when someone decides to put an awning up as well it's then impossible for the next two exhibitors to get behind their pegs. Personally I think numbers should be issued on booking in and let stationary exhibitors camp next to whoever they want to, or at least give a 20 foot space. Having got that out of the way I will continue, we have been exhibiting at this rally for about five years and have always enjoyed it, there is something for everybody, it gives the youngsters an idea of what things were like when their dad was a boy, woodsawing with a racksaw powered by steam engine, harvesting with a binder, thrashing and shearing demo's and other attractions of how it was done scattered around the site, unfortunately the weather hampered this year's rally but did not deter the turnout of exhibitors or the general public. A major attraction at this rally is the auction which is held on the Monday which really renders the rally into a one day event as nearly everybody spends a lot of time there instead of with their exhibits, which is a bit unfair to the paying public, as a large percentage of working exhibits are not operating. Why the organisers do not hold the auction on the Saturday I don't know, at least it would give two full days for the rally with 99% taking part and giving the public value for money, as not everyone is interested in auctions. I don't mind as I love them, so I am one of the guilty ones. Nevertheless this is one of our favourite rallies and will remain so for hopefully many years to come.

ALAN VICKERY. -----TO BE CONTINUED.

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

- FOR SALE - OF INTEREST TO ENTHUSIAST - 1967 FULLY RESTORED BSA BANTAM D14. 175cc MOTOR CYCLE - EXCELLENT CONDITION. (INCLUDING BOX OF SPARES). £700.
ENQUIRIES TO DARREN CARNEY ON 01761 436162. EVENINGS.
- FOR SALE - 1942 RUSTON HORNSBY 3HP MODEL PB. DRIVING AN ALFA-LAVAL MILKING PARLOUR ALL MOUNTED ON A TWO WHEELED TRAILER. A NICE TIDY EXHIBIT ALL READY TO RALLY. £1,000.
3HP FAIRBANKS MORSE MODEL 2 HT. 1917. PET/PARR. GOOD RUNNER BUT COULD DO WITH REPAINT. £450.
OXFORD ALLAN SYTHE. USED REGULARLY. £60.
AUTO CULTURE COMPLETE WITH PLOUGH. £50.
PORTABLE MOTOR WATER PUMP. GOOD WORKING ORDER. £40.
SMALL SET OF HARROWS. £45.
OFFERS OR ENQUIRIES FOR ANY OF THE ABOVE RING 01202 871698. (BOURNEMOUTH)
- WANTED - LISTER 'D'. COMPLETE AND RUNNING. CONTACT JOHN ON 01305 773250.

***** EVENTS *****

- SUNDAY AUGUST 10th - TRIP TO SCIENCE MUSEUM -----CANCELLED-----
- SAT/SUN 16/17th AUG - YESTERDAYS FARMING. HAZELBURY PLUCKNETT.
- SAT/SUN 16/17th AUG - STANTON DREW STEAM UP.
- MONDAY 18th AUGUST - CLUB NIGHT AT THE OLD DOWN INN. QUIZ NIGHT. BRING A PEN.
- SUNDAY 31st AUGUST - TENCREST RALLY AT THE MENDIP GARAGE, NR. OAKHILL.
- SUNDAY 25th SEPT. - FULL QUART CRANK UP.

***** NOTICE *****

PLEASE NOTE All newsletters in August will be sent through the post instead of some being distributed at the Club meeting. This is due to some of the editorial team taking a well earned rest on holiday.

ED.