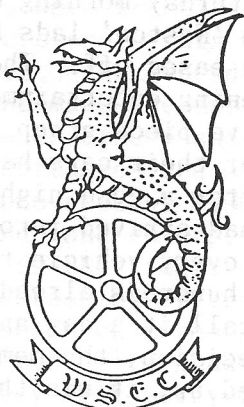


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER



JULY 1998

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***** EDITORIAL *****

The newsletter this month seems to be taken up with reports of the disaster that was our 21st Anniversary Rally. It was marvellous how everyone, members and visitors from other clubs helped on the Sunday to clear the site. From the Clubs point of view it will be a financial disaster but we shall survive to hold many more rallies in the future.

OBITUARY

The Wessex Stationary Engine Club is sorry to hear of the death of Charlie Ransome. Charlie was a well known rally man and was the organiser of the Zeals rallies in Wiltshire. The club committee and members would like to offer their sympathy and condolences to his family.

***** CHAIRMANS APPEAL *****

After working non stop from 9 a.m. until 4 p.m. pulling vehicles through the Semington mud, Paul Martin's Ferguson T20 tractor pulled the last car and caravan into the lay-by, as we were unhooking the rope the engine, which was ticking over, stopped with an ominous and expensive sounding 'clonk', and then we found it was locked up solid. The irony of the situation was that the only thing left to be pulled out of the field was Paul's own trailer. I towed Paul and the Fergie into Semington where we parked it up in Steve Paynes yard. Paul has since stripped it down and found it was the ball governor that had broken up and jammed under the timing chain, broken the chain and stripped the teeth from the timing wheels, and put a hole in the timing cover. Quite an expensive repair. All because he used it for purposes it was never intended for, to help Wessex members who were well and truly stuck in the mud. He could have left early, but no, he stayed and made sure the very last vehicle was safely out. I would like to appeal to our members to help Paul out with financial help to get his tractor back on the road. All you need to do is to put a five pound note into an envelope and send it to our treasurer Jackie Lambert at 15 Beechwood Avenue, Frome, Somerset. BA11 2AX. Jackie will then forward the money on to Paul.

**** WESSEX FUTURE EVENTS ****

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|--------------------|--|
| SUNDAY AUGUST 9th | Wessex Stationary Engine Club Annual Coach Trip to Dingles Steam Village in Devon. See separate advert. |
| MONDAY AUGUST 24th | Club Night at the Old Down Inn. Chairmans Quiz Night. Prizes to be won. Come and pit your wits against the rest. |
| SUNDAY SEPT. 6th | Tencrest 'Mendip Mayhem' Rally. Brian Fears Garage near Oakhill. For details ring Roger Pike on 01761 233028. |
| SUNDAY SEPT 27th | Full Quart Crank Up. For details ring Roy Cox on 01934 419826 |
| SATURDAY OCT. 3rd | Social Evening and Skittle Match and Supper at the Cheddar Football Club, Cheddar. 8 p.m. start. Usual raffle. Raffle prizes would be appreciated. Please let Jackie know if you wish to attend. Ring 01373 463526 |
| SAT/SUN OCT 3/4th | John Kytes Garden Party Rally, Market Lavington, Near Devizes. |

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

We wanted the 21st Wessex rally to be remembered, and it certainly will for all the wrong reasons. For the first time in the Clubs history the rally had to be abandoned due to the atrocious weather. The heavy rain preceding the rally and the heavy rain on the Saturday turned the field into a quagmire. The auction went ahead on the Saturday morning despite torrential rain, I would have got a lot wetter if it wasn't for the 'Neston' lads holding a brolly over me (thanks Mike & Co) later in the afternoon the rain eased off. The engines were running and the engine judges carried out their task. The evening entertainment got under way and the B-B-Q, with free food was a great success, the five piece group 'Bitter Creek' were superb and played until after midnight, when all five of their cars had to be pulled out by Paul Martin and his Fergie, (see separate article) after a good nights sleep, (must have been the beer) I woke to a problem, a large commercial had arrived into the field and had immediately become stuck in the mud. It was obvious every vehicle that came in on the Sunday would have to be pulled out again, as well as the hundreds already in there. We then had an emergency committee meeting and decided to call it a day and start evacuating the rally site - after explaining over the tannoy our decision, the members and visitors were brilliant. The stakes were uprooted, the ropes rolled up, it was the Dunkirk spirit all over again. I would like to thank everyone who helped, I don't like to mention names in case I miss anyone out, so thank you all. I would however like to mention a few names who without them and their vehicles we would never have managed to clear the field, many thanks indeed to Paul Martin and Dave Clack, both worked all day with their Fergies without a break. Also thanks to Mike and the other 'Neston' lads who did sterling work with their Land Rover. Without Arthur Smith and his very early short wheel base Land Rover I dread to think what the outcome would have been, with my trailer on the back we moved everything that was scattered around the field, all the stakes, ropes, signs, fencing etc back to Herbie Ganes 6 wheeler lorry for transportation back to Evercreech where it is stored. Thank you Arthur. Another member who stayed to the bitter end was Brian Verrall who really helped out by assisting in organising the evacuation. One really worried member was our secretary Anne who had her caravan in the field and wasn't expecting her husband Alan to fetch her until 8 p.m. Like a Knight in shining armour Reg Butler came to her rescue with his 4x4 and took her caravan back to Emborough where it is stored and then took her on to her home in Bath. Nice one Reg.

I think the "Man of the Match Award" has to go to Edward Carp Junior, he was going to drive Herbies 6 wheeler back to Evercreech fully loaded with all the rally gear on board, (he has a full HGV). I told him I would get a tractor hooked up to pull him through the gateway, I can drive it through there he said, well I did not think he could do that in a million years, so to be on the safe side I asked one of the tractors to go into the lay-by in case he got stuck in the gateway. (O ye of little faith). Anyway Edward climbed aboard and started the engine, and with an almighty roar of a diesel on full chat and a large cloud of smoke he disappeared through the gateway like a bat out of hell. Well done Edward. It took most of the year to organise and set up the rally, which was a lot of work for just a few people and all it took was a few hours rain to turn it into a disaster. However when we know the financial details I dare say we shall then start planning the next one.

**** HINTS AND TIPS ****

If when you are restoring an engine and you wish to 'LINE' the paintwork, there is only one method which gives a satisfactory result to the amateur painter and that is to use tape to mark out the outline you require and then paint in between the two lines of tape to give you the required line. Masking tape is no good for this purpose because it will not give a sharp edge to the line. There is a tape available for this purpose called "Fine Line Tape". This is available from Motor Factors or Bodyshops, or if you have difficulty obtaining it I can get it for you. It comes in widths of 3mm and 6mm. Price about £3.00 per roll.

ED.

***** AWARD WINNERS *****

When the rain stopped on the Saturday afternoon and the engines were uncovered and came to life Phil Caudle carried out the task of judging the engines. The results were as follows:- the Chairmans Cup for the best engine exhibited went to the beautifully restored Petter 'S' of Philip Thornton-Evison. The cup for the best vertical engine was awarded to Edward Carp for his superb Lister 'L'. The cup for the best horizontal engine was won by David Appleton for his very well presented 1922 Amanco, the best working engine award went to Mr. W. Bandy for his massive Lister and two generators set up. The Junior Shield was once again won by Jamie Stephens and his Lister Model 'A'. These award winning engines were a credit to their owners and were truly worthy of the awards they received. The cups were presented by our President to the winners during the evening entertainment.

21ST ANNIVERSARY RALLY AT SEMINGTON.

Well what can I say! The rally was doomed from the start, all because of the weather. We arrived on a sunny Friday evening, but alas it wasn't to last. Saturday dawned wet, and the day just got wetter and wetter. The sun came out for half an hour in the afternoon and the engines were frantically uncovered only to be covered just as quickly with the onslaught of a thunderstorm. This was followed by a dry evening in which we managed to have our annual B.B.Q. The ground underfoot was muddy to say the least, and the marquee was awash but everyone made the most of it and enjoyed the good food and entertainment. Sunday morning dawned cloudy and after a 8 a.m. committee meeting it was decided that because of the muddy entrances and a 'lake' in the car park the rally would have to be abandoned. This was announced at 8.30 and the day saw a steady exit of ralliers, towed out by various tractors and land rovers. The committee would like to thank everyone involved in the evacuation of the field. From our caravan it seemed to be a very well organised operation with no one rushing or trying to get out without help. Unfortunately the mud moved onto the road, which on investigation I discovered Roger and Eric Gay in the middle of the road shovelling mud. The general public seemed happy to oblige by waiting when asked to queue, they probably felt sorry for us, or on the other hand thought 'mad fools'. We finally got towed out at 3.15 and made our way home. It was certainly a different weekend, but one I hope I never have to repeat. Once again many thanks to all who helped, and thank you all who turned up for the weekend to support us.

LINDA AND ROGER PIKE.

**** 21ST WESSEX STATIONARY ENGINE RALLY ****

We arrived on site at about 7 p.m. on the Friday night, we soon had the caravan on a spot and pitched up. The site was already well attended with a lot of engines and other exhibits. We were soon chatting to our neighbours, there was Alan and his wife from Broughton Gifford with his ambulance and Lister generator set, on the other side was Nigel from Shaftesbury with his Lister Junior coupled to a Godwin Pump, and a 'D' with a Lister Pump. We found that Nigel had worked with Val's son for the best part of quite some time. Then there was Roy with his Turner Diesel, and his brother-in-law with that impressive Lister Diesel Twin generator set. We awoke very early on Saturday morning to the sound of very heavy rain drumming on the caravan roof. Having got up and got breakfast I uncovered and started the engine of my J.A.P./Hodgson charging set. In order to save it from getting drowned I rigged a small tarpaulin over the engine using our windbreak from the caravan. I took a look around the site and quite a lot of engines were wrapped up in tight parcels against the weather. During the morning a Traction engine that had been driven from Market Lavington became stuck in the rally entrance. It finally made it on site thanks to the efforts of a huge ex-military Leyland 6 wheel truck. The Leyland, an ex army jimmy truck, various tractors and land rovers did sterling work extricating all sorts of vehicles from the mud. I went out on Saturday night to go home and feed the cat, we live in Calne, and managed to slither out all right.

When I got back the band was tuning up in the marquee. I had been listening to Kelvin Henderson on Wiltshire Sound, but he didn't mention that a top country band was in a field at Semington! Somebody said it was called Dusty Roads, if the stage hadn't been rigged up it might have been 'Muddy Waters'. (They were called 'Bitter Creek' ED.) Val and I went to the beer tent in the evening and had a thoroughly good time, great music. Some of the audience got a bit - shall we say - exuberant! It was too muddy for Val's electric scooter so we had to use the car to get to the marquee and we had a very late (for Val) night. On Sunday morning I heard the tannoy call the committee together and of course we all know the outcome, the field had to be abandoned. Well with a good effort by club members we cleared the site of ropes and stakes. People were packing up and getting ready to move. The vintage Drott was called in to assist the Leyland to pull the Traction engine out into the lay-by backwards where he proceeded to raise steam. All kinds of vintage vehicles were pressed into service to assist vehicles to leave the field. While all the noise and activity was going on Val was having her morning sleep to recharge her batteries. We all helped each other to pack up and by early afternoon we were ready to leave. A gentleman driving a little grey Fergie did the honours, thank you very much Sir, and we were soon back on the road. The rain came on with a vengeance before we had cleared Semington and there were floods between Melksham and Calne. As far as Val and I are concerned the rally was a success. We had met new people, made some new friends, saw vintage vehicles being WORKED, were entertained, ran in my engine a bit more, (its new - see a previous newsletter, help Brian I don't know which one, J.A.P./Hodgson Gen set). In our opinion the Club committee took the right decision at the appropriate time and we would like to thank everyone for their hard work in making the 21st Anniversary Rally an enjoyable experience for us all in spite of the awful weather.

ALAN AND VAL ROGERS.

CLUB NIGHT AT THE OLD DOWN INN. MONDAY JUNE 29TH.

The June meeting is always a chance for the members to air their views, complaints and ideas about the rally. Well there was certainly plenty to talk about this time because this was the first time our own rally had been badly affected by the weather. Quite a discussion took place especially praising the way the rally had been dismantled and everyone towed out of the field. It was explained it was too early yet to know what the financial implications are until all the costs are in and a balance sheet compiled, but one thing is for certain the club will have lost a considerable sum of money. Despite the awful weather the club room was packed with members, and after the rally discussion the raffle was held, with the usual table full of prizes on offer, the prizes were distributed to various winners around the room.

After a short break for refreshments the second half of the meeting took place, this was a "Table Top Auction". The auctioneer, as usual was yours truly, with some sixty lots on offer the bidding which was a bit slow to start with, soon hotted up and everything was sold, with quite a few bargains for the buyers. It is definitely surprising how one mans junk becomes another mans treasure. I thought it had been a very successful meeting, and it was very rewarding to see so many members turn up.

I explained to the assembled audience the predicament of Paul Martin and his Fergie tractor and invited them to contribute to the cost of the repair and the response was very good with £55 being collected. See separate article for my appeal.

B.J.B.

**** RAFFLE WINNER ****

This year we introduced a new idea at the rally. Each engine exhibitor was given a free raffle ticket for a draw for a litre bottle of Grouse Whiskey. This was drawn during the evening entertainment, and the lucky winner was Herbie Gane. Many thanks to Ray Baker who donated the bottle of Whiskey.

WESSEX SUMMER COACH TRIP TO DINGLES STEAM VILLAGE IN DEVON

**** BOOK NOW! BOOK NOW! BOOK NOW! BOOK NOW! ****

The Wessex Stationary Engine Club are organising a coach trip to DINGLES STEAM VILLAGE in Devon on Sunday August 9th. Leaving the Old Down Inn car park at 8.30 a.m. and leaving Devon late afternoon to arrive back at the Old Down early evening. The coach fare will be £8 per head if we can get at least 30 passengers, children will be free. The cost to enter the Village Complex will be about £3 per person. The village consists of over 20,000 sq. ft. of indoor displays of stationary engines, steam engines and vintage machinery both working and static. There is Mrs. Dingles Kitchen, The Village Store, Toddlers Play Areas, Picnic Terrace, Vintage Road Vehicles, Working displays of Steam Traction Engines, Steam Rollers, Stationary Engines and Vintage Machinery, Belt driven Machinery, Riverside Walks and Picnic Area, Fairground Art, Education Room, Blacksmiths Shop, in fact something for everyone. This is your chance to enjoy a good day out without the hassle of looking after an engine all day and the opportunity to have a good natter and socialise with the rest of the Wessex members.

I advise early bookings, just ring Jackie Lambert on Frome 01373 463526.

N.B. This "DINGLES" VILLAGE has no connections with the Emmerdale lot.

***** WANTED WANTED WANTED *****

ENGINES WANTED FOR A DISPLAY AT MELLS FLOWER SHOW ON AUGUST 29TH FROM 10 A.M. ONWARDS.
PLEASE LET ME KNOW IF YOU CAN ATTEND BY RINGING 01749 342671.

** THE MARKET PLACE **

- FOR SALE - Trusty Garden Tractor. J.A.P. engine. Spade Lugs. Plough. £120 O.N.O.
Milk Cooler. Buckets etc. Hand Sheep Shearer.
FOR FURTHER DETAILS RING TIM ON 01747 861434. WILTSHIRE AREA.
- FOR SALE - 1925 Twin Cylinder 18 H.P. Webber Engine. Trolley Mounted and tank cooled.
Good Running Order. £475.
RING 0117 9868549. KEYNSHAM AREA.

NEW MEMBERS The Wessex Stationary Engine Club would like to welcome the following new members to our Club - Gordon and Jackie Callow from Nunney Catch, Nr. Frome and to Mr. S. Williams from Pewsey, Wiltshire.

CONGRATULATIONS The Club would also like to send very best wishes to Shirley and Dave Clack on their recent Ruby Wedding Anniversary.