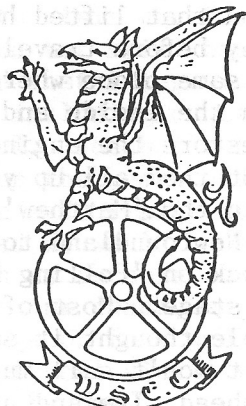


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

JUNE 1997



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EDITORIAL

Some members have raised the question again concerning plaques, should we? or should we not give them? At the AGM in 1987 it was decided to discontinue this practice, also early in the 1990's again it was decided to do away with plaques, however like a 'bad penny' they keep returning. With costs of everything continually rising it gets more difficult to make a profit from rallies, if you have a wet day any rally will certainly make a loss. I'm sure a lot of you, the members, have no idea what it costs the Wessex this year for plaques, well it is well over £500. This sum of money, in my opinion, would be better off in Club funds or even given to charity. This question will be discussed by the Committee at a later date - but we would like your comments and opinions before a decision once and for all is made.

CHAIRMAN'S REPORT

By the time you read this our own rally will be over, and I for one will be rather relieved, it does mean a lot of hard work for just a few people. It is definitely more relaxing just to turn up to someone else's rally and sit by your engine and watch the world go by. I recently exhibited at the new Wiltshire County Show, for a new rally, on a new site they certainly had a lot of exhibits, trade stands, entertainments etc packed into their very large site, but organisation, or rather the lack of it was a joke, no engine steward, no safety officer, no checking of insurance, ropes and posts next to useless. But they certainly pulled in the general public. One report I saw stated they made £17,000 for charity, not bad for a first attempt. Also on the bank holiday weekend I exhibited at the Selwood Club's rally at Rode Bird Gardens, what a difference a year makes, this year they had got it right. The layout was vastly improved, and exhibits and trade stands were increased. Well done Selwood. One reason I enjoyed it this year was because Edward and Gloria Carp had saved me a space in the most advantageous spot of the rally. Thanks Ed.

***** EVENTS *****

- SUNDAY 10th AUGUST - W.S.E.C. COACH TRIP TO THE LONDON SCIENCE MUSEUM. LEAVE THE OLD DOWN INN CAR PARK AT 7.30 am. FARE £10. PLEASE BOOK EARLY TO AVOID DISAPPOINTMENT BY RINGING JACKIE LAMBERT ON FROME 01373 463526 TO RESERVE YOUR SEAT.
- SAT/SUN 16/17th AUGUST - YESTERDAYS FARMING. LEAZE FARM, HASELBURY PLUCKNETT, CREWKERNE. CONTACT TED SCOTT ON 01823 432379.
- SUNDAY 31st AUGUST - TENCREST RALLY - AT THE MENDIP GARAGE NEAR GURNEY SLADE. DETAILS FROM ROGER PIKE ON 01761 233028. ALSO BOOT SELLERS WANTED.
- SUNDAY 25th SEPT. - FULL QUART CRANK UP. WOULD LAST YEARS EXHIBITORS CONTACT ROY ON 01934 419826 TO SECURE THEIR ENTRY.

APRIL MEETING - BOB BLOOME - S.S. GREAT BRITAIN/WRECKS IN THE AVON.

We had a very good turnout for Bob Bloome on Monday evening, all seats were taken. Bob with the help of his wife on the slides started off with the S.S. Great Britain, the first slides were of her arrival back in Avonmouth looking very sad and very much in need of care and attention. She was brought back from the Falklands on the same pontoon that lifted her from the sea and taken to dry dock in Avonmouth to pass a Lloyds survey before travelling up the River Avon to the dry dock in Bristol which was apparently the same place where she was originally built and the restoration began. Some work was done on the inside and this I believe is now used for functions etc., they have now moved on to restore the engine room. S.S. Great Britain has six masts originally but as yet they haven't got them all up yet. Bob brought a nice selection of slides for us to see, he then turned to the 'Matthew' which has recently been in the news as its about to make a maiden voyage to Newfoundland to celebrate John Cabot's voyage 500 years ago. I believe it left the dock on 'Polling Day' for the general election with Prince Philip at the helm for the first stage. Most of the 'Matthews' structure is wood which was British Oak. I think some people thought it sad that so many trees had to be felled for this project as its possible it won't sail much after its maiden voyage and return to this country. It has sailed to Portishead, Ireland and France on trials then down to Hythe to change the crows nest to make it lighter, it rolled quite badly at first so they have also made the rudder larger. The money for this project was raised from business people in Bristol with one major benefactor. The last few slides were of wrecks in the Avon, some going back 100 years, Bob had some good slides of these, and if any of the ships cannot be identified Lloyds have a register of shipwrecks - but it costs £100 to find out, he knew names of most of them on slides and had plenty of information and stories to tell about them. I enjoyed this club evening as although Bob and his wife had brought three sets of slides he didn't take long to go through them, so it didn't get boring, although he did say he had many more slides on these subjects he only brought what he thought would interest us. Some questions were asked at the end and Brian thanked him for coming - Bob didn't want any remuneration for coming so we gave him a donation to his charity S.C.A.R.F. After a short break we had the raffle - winners were Bob Hallam - the fruit, Marg Appleby - wine (ready to celebrate their 50th Wedding Anniversary, Charlie Stephens - biscuits, Colin Baker - chocolates, Ian Skuse, Ed Bays and Phil Marshall and Roger Pike all had a bottle of wine. The meeting closed just before 10.00 pm. It was nice to see Dennis Hodges back at our meetings after his recent illness.

JACKIE LAMBERT.

ONE MAN'S SUMMER - BY ALAN VICKERY. CONTINUED

This weekend we should have been at the Stanton Drew Steam Rally, but unfortunately we had to withdraw due to our daughter deciding to get married on the Saturday, a lovely day was had by all. Not to be outdone on the Sunday we decided to visit the Fairford Rally for a change, as we had not been for several years. We left home at about 10.00 am and arrived at Fairford an hour and twenty minutes later. We parked in the car park at Farmors School, to get to the rally site we had a short walk across the school sports field. The rally is well laid out with each section having plenty of room. The steam section is well supported at this rally, and I believe was originally organised by the late Jack Wharton, owner of the well known Fowler Super Lion 'Supreme' now residing at Beaulieu in Hampshire. My own personal opinion was that exhibits were down in some sections, craft tent was small, the traders seemed to be scattered and not together, generally speaking the site layout appeared to be untidy and certainly not the rally that we remember visiting ten years ago, then there was activity in the ring all day long with something for everyone, does anyone remember the Dancing Digger Display? a brilliant display of the manoeuvrability of these JCB machines. We set out for home a little disappointed but not disheartened because we know it is a sign of the times, and if you can't afford it you can't have it, and lets face it we all know that every year rallies get more expensive to put on and arrange. Will we go again? yes of course we will gladly, before we became exhibitors Fairford was one of our favourite rallies, as was the Banbury Rally now held at Bloxham, but thats another story.

ALAN VICKERY. TO BE CONTINUED. WATCH THIS SPACE.

When Alan Vickery was seen at the Selwood Rally with an empty tea cup at 8.30 in the morning was he looking for an early morning cup of tea, or did he require some of Mo's cider to get him out doing his jobs? as at the same time we did see Barbara with her Marigolds on.

MO.

MARG AND BILL APPLEBY would like to thank their many friends in the Club for the cards and good wishes they received on their Golden Wedding Anniversary.

SUNDAY APRIL 13TH W.S.E.C. SPRING COACH TRIP TO JOE POWELL'S
ENGINEERING WORKSHOPS AT ASHTON KEYNES IN WILTSHIRE.

On a bright sunny spring morning about thirty Wessex members left the Old Down Inn car park by coach to visit Joe Powell's engineering complex at Ashton Keynes in Wiltshire. Joe has now retired but still has retained his workshops where he ran a very successful business making and installing wind pumps on farms and estates, and general engineering of all descriptions including contract work for Listers, where Joe served his apprenticeship when he left school. Joe has been to Emborough a couple of times to give us talks on his experiences over the years and very good they were too. Because it was Sunday with very light traffic we made really good time, and when we were only a few miles from our destination we realised we would be about one hour earlier than our expected time of arrival, luck was really with us because we spotted a lovely country pub with a large enough car park to accomodate our coach, on enquiring if a coach would be welcome we were told "come on in". A good range of food and real ales were on offer and I really enjoyed my lunch and a couple of pints of real ale. A very enjoyable hour was spent at the pub then we set off once more for Ashton Keynes.

On arrival at Joe's house we were met by Joe and his wife who invited us to join them in the garden, their house and garden was one side of the road and the workshops were the opposite side of the road. A miniature rail track was installed all around the fairly extensive lawns and two locomotives were already in steam and were giving our members rides in the carriages. Joe asked for the party to be divided in half so he could do two conducted tours of the workshops. Although the business is now closed Joe has retained a lot of the machinery and tools, including lathes, milling machines, multiple drills, welders, etc, etc, and he still spends most of his time in the workshops working on various projects for himself and his friends, including his full size traction engine and steam roller. He took us into the power house where two large four cylinder Lister diesel engines were installed, these drove very large generators which used to supply power for all the machinery, Joe put the starting handle into one of the engines and amazed everyone how easily it started up. The workshops were crammed full of all sorts of tools, bits and pieces, memorabilia, and all manner of collectables from the past, since his father started the business at the turn of the century nothing has been thrown away. After we had explored every nook and cranny of all the buildings we returned to the gardens for the second party to tour the workshops.

We then spent the rest of the afternoon enjoying the hospitality of Mrs. Powell's cups of tea and other refreshments, and riding on the steam loco's. Soon it was time to say good-bye to the Powell's and leave for home. After a very pleasant ride back to base at the Old Down Inn everyone agreed this had been one of the best trips put on by the W.S.E.C. and all for just a fiver. How do we do it?

N.B. Joe and his wife declined any fee for the wonderful hospitality and experience they had given us but said we could donate to their favourite charity if we wished, so the W.S.E.C. gave them a cheque for £25 made out to The Willow Trust which is a charitable trust organisation giving canal holidays to the handicapped. I have since had a letter of thanks form The Willow Trust thanking us for our generosity.

BRIAN J. BAKER.

CHURCHILL, NR. BRISTOL - MAY FAYRE.

This was a nice little afternoon gathering on the playing fields at Churchill, Nr. Bristol, several Wessex members attended with a small line up of engines which included Phil Marshall with a Bradford Gas Engine and a small Ruston Hornsby, Bill Coombs with a 1919 Amanco 3 mule team - Bill Appleby with the large Ruston & Hornsby 8 H.P. model AP, Rob Lambert with a model steam engine and boiler, John Hancox a Lister which seemed to be for sale, Richard Gill and his wife with a nice little Stuart Turner driving a Stuart Turner pump, Brian Reed had 2 Victoria's, one restored and one not. There was plenty going on around the field all afternoon; have a go stalls (no junk ones though), Tug-o-war, fancy dress competitions, skittles, crowning of the May Queen and dancing around the maypole and even line dancing, not easy on grass. A game of guess the rabbits name - Robin thought it was 'Tosser' much to the amazement of the young lady in charge of him, some of our club members will know Tosser the rabbit from days gone by, in the end its name was Charlie and no one had guessed it. A very nice afternoon out albeit a little on the cold side.

JACKIE LAMBERT.

***** ED BOLTONS OPEN CHARITY DAY *****

We left Cheddar at about 7.15 am to head for Ed Boltons Charity Day on the 27th April, it was raining on and off all the way to Woodrow, about 1 mile from Amersham, with a stop on the way for toilets and a drink we arrived at about 10.45 am. We pulled into the car park and Colin said to the lady on the gate that we had come from Cheddar and she said that we shouldn't be paying them, they should pay us. The entrance fee was £1 per head which was for charity. We parked the cars and the sun started to come out and it stayed with us all the time we were there. For those who do not know Ed Bolton he has private collection which he had running most of the day. He also has lots of engines for sale, and also a bring and buy sale selling anything from a spark plug to restored engines. The engines for sale ranged from a Lister 'D' for £35 to a Blackstone at £6000. We have never seen so many large engines for sale in one place. Ed Boltons private collection is something to be seen, from small steam engines to big Blackstones, most of which were running for the day. In one of the sheds he had some of his engines running on the first floor, he also had some smaller engines for sale such as a Victoria, a Fairbanks Morse and three New Hollands. Some of the engines can be seen in the March '97 Stationary Engine Magazine. There was also refreshments for sale. We left there for the long journey home with plenty to talk about. We arrived home about 5.45 pm tired but happy. We thought it was well worth the long journey and well recommend it.

COLIN AND LESLEY NICHOLSON.

**** NEW MEMBERS ****

The W.S.E.C. would like to welcome the following new members to our Club, they are Mr. G. Yeatman and Daniel from Shaftesbury, Dorset. Mr. T. Maidment from Hindon, Wiltshire. Mr. S. Hacker and Tracey Lawson from East Knoyle, Wiltshire. Mr. & Mrs. S. Carpenter from Weston-super-Mare, Somerset. We hope your association with the Wessex will be a long and pleasant one. And we look forward to seeing you at our meetings and events. If you require any advice or information do not hesitate to contact any member of the committee who will be only too pleased to try and help you. This applies to any member not just the new ones.

EXCHANGE AND MART

FOR SALE - BAMFORD TRAILER MOWER £50. SEED DRILL, TRACTOR DRAWN £25. 2 FURROW PLOUGH £20. RING JOHN BARRET ON 01934 743000

FOR SALE - SPACE REQUIRED. RICHMOND AND CHANDLER NO. 2 MILL. ORIGINAL BLUE PAINT. ALMOST COMPLETE. EASY RESTORATION AND WOULD MAKE A NICE EXHIBIT £40 ONO. BENTALL CXD CHAFF CUTTER. VERY OLD AND ALMOST COMPLETE £15 ONO. FULLWOOD AND BLAND VACUUM PUMP ON BASE COMPLETE WITH DOUBLE SHEAVE PULLEYS AND BELTS. £15. GEC. DC MOTOR/GENERATOR. 230 VOLT. 1.5 HP. 1400 RPM. 6.5 AMPS. £20. CENTRIFUGAL WATER PUMP. TYPE KBI. 1" BSP INLET AND OUTLET. JUST RIGHT FOR LISTER 'D' TO DRIVE £20. TWO PETTER AAI DIESEL ENGINE CRANK-CASES ALMOST NEW, BOTH COMPLETE WITH CRANKS RODS AND PISTONS. £15 EACH. ENGINE BASE MADE OF STEEL CHANNEL 36" x 11" x 4" OVERALL, COMPLETE WITH SIDE RAILS. ANOTHER CAST IRON 30" x 13" EITHER WOULD HELP MAKE A STURDY WATER PUMP UNIT. £10 EACH. VARIOUS ODD PULLIES. CAST IRON WHEELS ETC. POA. BRAUNE BATRICAR ELECTRIC MOBILITY CAR. WOULD BE AN EXCELLENT BASIS FOR SOME INGENIOUS PERSON TO BUILD A TRACTOR OR RACING CAR FOR A CHILD. AND COULD BE POWERED BY A SMALL ENGINE. PNEUMATIC TYRES, LIGHTS CHAIN DRIVE, CAR TYPE STEERING WITH TILLER BUT WOULD CONVERT TO A WHEEL. HAGGLING STARTS AROUND £50. RING ERIC BRAIN ON 01761 452633. CLUTTON AREA.

FOR SALE - OWING TO LACK OF SPACE AND TIME. COVENTRY CLIMAX GENERATING SET, COMPRISING OF A FOUR CYL PETROL ENGINE COUPLED TO A 6 KW. 110VOLT ALTERNATOR, VERY SUBSTANTIALLY BUILT, BELIEVED TO BE EX FORCES, ONLY BEEN RUN BRIEFLY BY PRESENT OWNER, TO INCLUDE SPARE HALF ENGINE. ALSO FOR SALE. TRAILER MOUNTED GENERATOR SET UP. TRAILER IS CONSTRUCTED FROM ALL NEW PARTS. COMPRISING OF A PETTER 'M' TYPE 3 HP, ONE OF THE LAST MADE 'M' TYPES WITH MECHANICAL LUBRICATOR. CLUB AWARD WINNER IN 1980. DRIVING A LARGE FLATHER 50 VOLT 10 AMP DYNAMO, WITH VERY NICE REBUILT SWITCH BOARD. THE TRAILER HAS TAILOR MADE CANVAS ROOF AND COMES COMPLETE WITH A STUART TURNER P4 ENGINE AND BASE-PLATE BELONGING TO THE FLATHER DYNAMO AND SWITCHBOARD. PREFER TO SELL COMPLETE BUT MIGHT SEPARATE. PLEASE RING TONY JONES ON 01373 465189 AFTER 7.00 PM WITH SENSIBLE OFFERS. FROME AREA.

FOR SALE - MOTOR CARAVAN. AUTO SLEEPER. COACH BUILT. WHITE WITH BLUE FLASH 1980 CF 250 BEDFORD. GENUINE MILEAGE 46000. 4 NEW TYRES. V.G.C. FULL EQUIPPED. INC. FRIDGE AND TOILET. NEW MOT. £4750. TEL. 01761 232233.